PSRC's 2012 STP/CMAQ
Countywide Process Screening Form

Due date: Completed screening forms should be submitted along with your full countywide application packet by the deadline assigned in your countywide Call for Projects. Each countywide chair will then submit all screening forms to PSRC.

Who should complete this form? This screening form must be completed for all projects submitted in countywide processes to compete for PSRC's STP/CMAQ funds. *Please ensure that any projects submitted after the countywide process deadline also have a completed screening form sent to PSRC.*

Why is this form being requested? PSRC staff will screen all projects to help ensure minimum requirements have been met. If potential problems are identified, staff will be able to follow up with sponsors BEFORE countywide funding recommendations, to avoid possible complications after recommendations have been made.

1	**Project title:** Burke Gilman Trail Improvement Project (Rainier Vista to 15th Ave NE) For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Transportation 2040 ID#:** n/a In order to be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	**Sponsoring agency:** University of Washington Co-sponsor(s) if applicable: Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☐ Yes ☒ No If not, which agency has agreed to serve as your CA sponsor? WSDOT
4	**Project contact person:** Peter Dewey Address: 3745 15th Ave NE, Seattle, WA 98105 Phone: 206-616-2050 E-Mail: pdewey@uw.edu
5	**Project description.** Please be as clear and concise as possible, but include all elements included in the scope of work. This grant supports the construction of a .3 mile portion of the total UW Burke Gilman Trail Improvement Project, from Rainier Vista (adjacent to the future U Link Light Rail station (2016)) to 15th Ave NE. The Trail will double in width to approximately 24'. Pedestrians and bicycles will be separated except at major intersections, where mixing zones will be created to reduce conflict between pedestrians and bicyclists. The Project will provide for a bike parking facility at the T-Wing Overpass that will accommodate 150-200 bicycles. It will also construct a separate bicycle bridge parallel to the existing pedestrian bridge at the entrance to Lewis Lane. ADA accessibility upgrades will improve connections to transit on NE Pacific Street, and path and ramp upgrades will improve access to the U Link Light Rail station. Intersections with minor trails throughout the project area will be consolidated to reduce conflict points.

6 **Project location:** Seattle

a. County(ies) in which project is located: King

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 15th Ave NE

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Rainier Vista

7 **Federal functional classification code:** Please select only one code using the table below. For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects 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".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications "Over 5,000 population"** (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☒ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☐ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

8 a. Is the project specifically identified in a local comprehensive plan?

☐ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

☒ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

CAPACITY:

The Project will provide the capacity to satisfy demand for bicycling and walking to and through the University Community Urban Center. This is consistent with the following Seattle Comprehensive Plan (Comp Plan) policies:

T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles. (page 3.3)

T30 Improve mobility and safe access for walking and bicycling, and create incentives to promote nonmotorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations. (page 3-11)

T33 Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to: a. access to recommended school walking routes; b. access to transit, public facilities, social services and community centers; c. access within and between urban villages for people with disabilities and special needs; d. areas with a history of pedestrian/motor vehicle crashes and other safety problems; and e. areas with high levels of growth. (page 3-11)

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. (page 3-11)
T35.5 Provide facilities for non-motorized modes of travel that keep pace with development in the City. (page 3-12)

TRANSIT:

The Project will provide necessary pedestrian and bicycle access to the U Link Light Rail station and the associated bus transfer hub. This is consistent with the following Comp Plan policies:

T5 Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages (page 3.3)

T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region. (page 3-10)

T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs. (page 3-11)

SAFETY:

The Project will improve pedestrian and bicycle safety on the Trail as it passes through what is already the most congested trail section in the region. This is consistent with the following Comp Plan policies:

T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods. (page 3.3)

T2 Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood. (page 3.3)

9	What is the PSRC Funding Source being requested? Choose only one: STP ☐ CMAQ ☒ Will the PSRC funds complete the project or a phase of the project? ☒ Yes ☐ No

Section VI.b. 2012 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/2012KCountywideCFP.aspx

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

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2012 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 3, 2012 . Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to 2012KCGrantCompetition@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, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by May 11, 2012**.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	**Project Title: Burke Gilman Trail Improvement Project (Rainier Vista to 15th Ave NE)** *(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)*
2	**Sponsoring Agency:** University of Washington Also identify any co-sponsor(s):

3	**Project Contact Person:** Peter Dewey Address: 3745 15th Ave NE, Seattle, WA 98105 Phone: 206-616-2050 Fax: 206-685-9289 E-Mail: pdewey@uw.edu
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. This grant supports the construction of a .3 mile portion of the total UW Burke Gilman Trail Improvement Project, from Rainier Vista (adjacent to the future U Link Light Rail station (2016)) to 15th Ave NE. The Trail will double in width to approximately 24'. Pedestrians and bicycles will be separated except at major intersections, where mixing zones will be created to reduce conflict between pedestrians and bicyclists. The Project will provide for a bike parking facility at the T-Wing Overpass that will accommodate 150-200 bicycles. It will also construct a separate bicycle bridge parallel to the existing pedestrian bridge at the entrance to Lewis Lane. ADA accessibility upgrades will improve connections to transit on NE Pacific Street, and path and ramp upgrades will improve access to the U Link Light Rail station. Intersections with minor trails throughout the project area will be consolidated to reduce conflict points. b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome? THE BURKE GILMAN TRAIL HAS UNIQUE REGIONAL VALUE FOR BICYCLE TRANSPORTATION The Burke Gilman Trail serves as the backbone of the regional bicycling network in the northern part of the region. Because Seattle's waterways and topography severely limit options for long-distance travel, and because the Trail offers a convenient and flat alternative to steep hills and high-traffic roadways, the Trail carries the bulk of longer-distance regional bicycling trips, essentially serving as the region's "bicycle superhighway." The Trail serves the greater Puget Sound region, as 2010 counts suggest that half of all bicycle trips through the Project area are unrelated to the University of Washington. THE UW SECTION OF THE BURKE GILMAN TRAIL IS INADEQUATE FOR TODAY'S NEEDS In many ways, the Burke Gilman Trail is a victim of its own success. Though it was built in 1978 to contemporary design standards, the number of users has far exceeded the initial projections. In fact, 2010 user counts demonstrated that the Trail as it passes through the University of Washington campus has the highest combined bicycle and pedestrian volume of any shared use path in the state (serving 500 bicyclists and 300 pedestrians, and up to 800 crossing movements by pedestrians, per peak hour). The Trail is over capacity, which was demonstrated by a 2010 Shared Use Path Level of Service (LOS) analysis that showed that the Trail currently operates at LOS E and F throughout the UW corridor. Future demand is expected to grow as the University Community Urban Center grows and new adjacent transportation projects are completed. The consequences of overcapacity on the Trail are twofold: first, there are significant safety issues resulting from overcrowding and user conflicts, and second, there is a bottleneck that limits the ability of the Trail to accommodate more users now and in the future (and thus limits the potential of efforts to shift trips from drive-alone trips to walking/biking and transit). Other safety issues are related to inadequate lighting, poor management of crossing movements, outdated roadway crossing designs,

insufficient sight lines, and lack of ADA access features.

THE PROJECT WILL REMEDY THE CURRENT AND EXPECTED DEFICIENCIES OF THE BURKE GILMAN TRAIL

The Project will improve the Trail from Rainier Vista to 15th Ave NE, the area most impacted by the U Link Light Rail station and the area adjacent to growing employment and campus residential facilities. The mode shift resulting from the planned U Link Light Rail station will be maximized if bicycle-transit integration is supported, and the Burke Gilman Trail is an important part of that integration.

5 **Project Location:** Seattle

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project: 15th Ave NE
(Identify landmark if no crossroad)

c. Crossroad/landmark nearest to end of project: Rainier Vista
(Identify landmark if no crossroad)

6 **Map:** Include an 8½" x 11" legible vicinity map (if applicable) with completed application form.
If unable to send map electronically, provide separately by fax or mail.

7 **Federal Functional Classification Code** *(Select only one)*

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..

Rural Functional Classifications ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications ("over 5,000 population")** (Inside the federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☒ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☐ **14** Principal Arterial
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☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
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☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
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☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

NOTE: ***Federally Funded Projects.*** *A roadway must be approved 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".*

Examples of Exceptions:

- *Any bicycle and/or pedestrian project.*
- *Projects not on a roadway and using CMAQ or other funds*
- *Any transit project, including equipment purchase and park-and-ride lot projects.*

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. 1. Please explain how your project addresses the following:

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

Seattle Comprehensive Plan Goal UVG32 states "Plan for urban centers to receive the most substantial share of Seattle's growth consistent with their role in shaping the regional growth pattern". The Project accommodates planned growth in housing and employment by providing a safe transportation corridor for both urban center and regional trips. The Project supports the Comp Plan in many of its policies on biking and walking, in particular policy T4 "Provide sufficient transportation facilities and services to promote and accommodate the growth", and T35.5 "Provide facilities for non-motorized modes of travel that keep pace with development in the City". The Project supports new residential developments including:

- University's Cedar Apartments (2011)
- Elm Hall (2012)
- Poplar Hall (2012)
- Alder Hall (2012)
- Mercer Apartments (2013)
- Lander and Terry Halls (2014-2016)
- The "Curve Apartments", Joint UW-Children's workforce housing (184 units in 2014)
- Avalon Bay's 284-unit private apartment development (2013)
- Vulcan Housing development (206 units, 2014)

The Project also supports the Seattle Children's Hospital expansion (currently underway), University Village Expansion Project (60,000 sf of new retail and restaurant space in 2013) and Sound Transit's U Link Light Rail station (2016) and Brooklyn Light Rail station (2020). In addition to providing safer trail user access to these developments through improved sight lines, lighting, intersections, and signage, the

Project also supports these developments by enhancing the University Community Urban Center experience and aesthetic. The Project will enhance open spaces by providing stopping points, benches, and views of Mt. Rainier, Portage Bay, Lake Washington, Rainier Vista, and Lake Union; unified signage, paving materials, pavement markings, and entrance markers will brand the Trail and contribute to the Urban Center's unique University identity

By establishing seamless connections between residential and employment centers, the regional transportation system, and new and enhanced open spaces within the University Community Urban Center, the Project will make the University of Washington and other area employment centers more attractive and competitive. This will attract and retain family-wage jobs in the Urban Center. The Project will define a remarkable sense of place in the University Community Urban Center, borrowing the cadence and material language of the corridor's industrial rail heritage while simultaneously providing needed open spaces, plazas, and overlooks in the otherwise parks-deficient Urban Center. These public spaces will orient Trail users by creating visual connections to the larger landscape context (Mt. Rainier, Portage Bay, Lake Washington, Rainier Vista, and Lake Union) and by marking campus gateways and portals. The Trail user experience will be established by a series of mixing zones that reconcile intersections by creating well-articulated public spaces that incorporate seating, lighting, wayfinding, and bicycle parking. Between mixing zones, Trail segments will separate traffic by mode or by direction, and variations in surfacing, pavement marking, and materials will reinforce modal and directional separation.

Improving the Burke Gilman Trail is essential to accommodate forecasted residential and employment growth and a major future mode shift to walking and bicycling. The University Community Urban Center is expected to grow from nine households per acre in 2004 to 12 per acre in 2024 (33% increase) and employment density is forecasted to grow from 43 per acre to 51 per acre (19% increase). The Burke Gilman Trail will serve as the principal non-motorized arterial connecting people to these jobs and households; however, without the improvements proposed in this application the Trail will be unable to safely and comfortably serve this increased demand.

Bicycle rates are also increasing rapidly throughout the region as the regional bicycle network has reached a tipping point of functionality, and as the region's creative class is embracing bicycling as a lifestyle choice. The City of Seattle and the University of Washington both have ambitious bicycle mode share goals, driven by the desire to reduce drive-alone trip rates, support air quality and climate change reduction goals, and increase active transportation. About 60% of the UW Seattle employee and student population lives within five miles of campus, and bicycle commuting is a viable alternative for many of these people. UW Transportation Services has set a goal to increase bicycle mode share from 8% today to 20% in 2020 and is taking action to achieve this goal. The University, other area employers, other public agencies and area residents are investing in a number of bicycle infrastructure and Transportation Demand Management (TDM) efforts in and surrounding the University Community Urban Center that will promote mode shift to bicycling, including:

- UW Bicycle Parking Project that will build additional covered and secure parking for over 1,000 bicycles
- Infrastructure investments by Seattle Children's Hospital as part of their expansion plans and Livable Streets Initiative
- WSDOT's construction of a new shared use trail along SR 520 connecting the Burke Gilman Trail and the University of Washington with the City of Bellevue and additional points east of Lake Washington
- The Puget Sound Bike Share Project
- The grassroots Neighborhood Greenways effort

Because of the unique function of the Trail and the lack of parallel alternatives in the Project area, the potential mode shift caused by these investments cannot be accommodated on today's Trail. For the University, the City, and the region to meet their bicycle mode share goals, the Trail must be upgraded –

sooner, rather than later.

Walking rates are also expected to increase on the University of Washington campus and along the Burke Gilman Trail, particularly in concert with transit investments and associated mode shift. Higher-density redevelopment envisioned in the University District Regional Growth Center plan, coupled with current investment in student and workforce housing on the University of Washington campus, will increase built-in demand for walking on the Burke Gilman Trail. Additionally, Sound Transit's U Link Light Rail station will open in 2016 (followed by the Brooklyn, Roosevelt, and Northgate stations in 2020-21), flooding the Burke Gilman Trail with transit patrons walking to campus and other destinations throughout the region.

The Project will increase capacity and safety by widening the Trail corridor, separating pedestrians and bicycles in key sections, and improving sight lines, lighting and accessibility. With improvements, modeling predicts 2030 bicycle LOS will improve to Level C and Pedestrian LOS will improve to Level A. This will better serve today's commuters, and, more importantly, will help the Burke Gilman Trail support mode shifts to walking, bicycling, and transit rather than hindering the potential for mode shift in NE Seattle and the region.

Many users will benefit from the Project, including:

- Current and future regional bike commuters
- Current and future transit users in the University Community Urban Center, including U Link Light Rail and Brooklyn Station patrons
- Residents and employees on the University of Washington campus and in the University Community Urban Center who commute on foot
- Residents of neighboring areas who recreate on the Trail
- Residents and employees of the area who travel to other local destinations, such as the University Village shopping center or the Washington Park Arboretum
- Participants in regionally significant events that utilize the Trail, including Walk MS, Beat the Bridge, and others

The Project will significantly improve access to major destinations including the University of Washington, UW Medical Center, Husky Stadium and Sound Transit's U Link Light Rail station.

Because peak period bicycle and pedestrian volumes are so high within the Project area, bicyclists must currently weave between pedestrians en route to their destinations. A portion of bicyclists fail to slow and because of the high bicycle volumes, this amounts to a large number of bicyclists traveling too fast for conditions. This creates uncomfortable and dangerous conditions for people on foot. The Project will separate pedestrians and bicyclists between Rainier Vista and 15th Ave NE, providing for both safe movements and improved bicyclist throughput. The Project will also implement safety improvements where the Trail intersects 15th Ave NE, the site of seven collisions involving bicycles and motor vehicles between 2007 and 2011.

The Burke Gilman Trail has a unique function supporting walking at the University of Washington and in the University Community Urban Center. While some regional walking trips are made on the Trail, from a pedestrian perspective the key value of this facility is to provide an essential link in the pedestrian circulation network within the University of Washington and the University Community Urban Center, and support transit use to and from the campus. The Project will expand and improve the Trail to better serve this dual function of facilitating high volumes of local/intra-campus walking trips and high volumes of regional bicycling trips.

The Project has a significant bicycle parking component that will help meet current and future demand for secure and covered bicycle parking at the UW Health Sciences and Forestry Building complexes. Secure

and covered parking for up to 200 bicycles will be constructed adjacent to the T-Wing Overpass.

Pedestrian access and mobility will be improved by widening and realigning existing pathway connections and by creating new ADA accessible pathway connections to the Trail.

SECTION B: CONNECTING CORRIDORS

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

B. 1. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINACIAL PLAN

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

Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking polices adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

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

☐ STP

☒ CMAQ

27b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

Phase	Amount	Estimated Year of Obligation
Planning	$0	2012
PE/Design	$0	2012
Construction	$3,326,311	2013

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

Construction

2.3 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 King County website.
Attach the completed spreadsheet, along with this application, and submit via email to 2012kcgrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.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. 1/1/13
  - 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? 12/1/12
    - When are Preliminary Plans expected to be approved? 1/1/13
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. None

3.2 What is the status of Right of Way?

- How many parcels do you need? None. Everything within the Project Area is owned by the University of Washington
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Major Institution Overlay
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Not Applicable
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Not Applicable
- If not, when do you expect a consultant to be selected, under contract, and ready to start? Not Applicable
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:

o True cost estimate of Right of Way Not Applicable
o Right of Way Plans (stamped) Not Applicable
o Relocation Plan (if applicable) Not Applicable
o Right of Way Certification Not Applicable
o Right of Way Acquisition Not Applicable
o Certification Audit by WSDOT Right of Way Analyst Not Applicable
o Relocation Certification, if applicable Not Applicable

4. If funds are requested for Construction:

4.1 Complete sections 2.1 and 2.2 above.

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

o Do you have an Engineer's Estimate? Please provide a copy if available. No. See design estimate attached
o Identify the environmental permits needed for the project and when they are scheduled to be acquired. To be Determined. See 3.1 above. NEPA
o Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. 1/1/13
o When is the project scheduled to go to ad? 2/1/13

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

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: JOINT OPPORTUNITIES

4. Please explain how your project addresses the following:

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

The Project supports new residential development and provides access to two major regional transportation improvements, as described in question A1 above. The Trail is a key access point to bus service on NE Pacific St, with approximately 4,000 local and regional boardings per day, and regional bus service is expected to increase with the completion of the SR 520 HOV system. Most significantly, the Trail is expected to be a key access point for Sound Transit's North Link corridor at the U Link Light Rail station and the Brooklyn Light Rail station. In 2030, the U Link Light Rail Station, at the eastern edge of the project area, is expected to have 25,000 boardings per day. Approximately 900 boardings per hour in the peak periods are expected to result in walking trips to and from the station on the Project section of the Trail. In addition, the Project section of the Trail is expected to be a key access point to the local and regional bus network. Along NE Pacific St, adjacent to the Trail, widening the Trail and separating pedestrians and bicycles in parallel paths of approximately 12' each will accommodate expected access to the transit system without degrading pedestrian safety or bicycle mobility.

The urgency of the project at this time is threefold: to accommodate the pedestrian and bicycle growth associated with the growth of the Urban Center (described above); to prepare for the 2015 opening of the SR 520 shared use path and the associated increase in bicycle volumes; and to prepare for the 2016 opening of the U Link Light Rail station and the expected increase in pedestrian and bicycle volumes. Should the project be delayed, the increased pedestrian and bicycle volumes associated with growth of the Urban Center and with the light rail and SR 520 projects are expected to decrease safe non-motorized travel through the corridor and suppress potential mode shift to walking, bicycling, and transit.

SECTION E: PLANNING

5. Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. IMPORTANT: Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

Modeling associated with the U Link Light Rail station at Husky Stadium revealed that by 2030, approximately 800 pedestrians per peak hour would travel to the University of Washington station along the Project section of the Trail. Sound Transit undertook several design iterations to determine how to accommodate pedestrians traveling to the Light Rail station, culminating in the Montlake Triangle Project, which provides grade-separated spans over Montlake Blvd, Pacific Place and the Trail. In order to determine the impacts of significant increases in pedestrian and bicycle volumes on the Trail, the University commissioned the Burke Gilman Trail Corridor Study, published in 2011. The study confirmed that the on-campus section of Trail currently operates poorly in the peak periods (Shared Use LOS E and F), and that future increases in Trail volume would further degrade LOS. The study concluded that widening the Trail and separating pedestrians and bicycles in the Project area would improve bicycle LOS to C and pedestrian

LOS to A through the year 2030.

Based on the results of the Burke Gilman Trail Corridor Study, the University concluded that the public interest would be well served by improvements to the Trail and the Board of Regents supported additional design. The University commissioned a design concept study in autumn 2011 and selected the Project area as the section in need of urgent improvement. The design concept was refined and a cost estimate was prepared, the results of which are included in this application.

Plans to improve the Trail through the UW Campus have been extensively discussed with agency, community groups and University groups, among them the Seattle Pedestrian Advisory Board, Seattle Bicycle Advisory Board, City-University-Community Advisory Committee (CUCAC), NE District Council, various personnel in the City of Seattle, King County, Sound Transit and WSDOT, the Bike Alliance of Washington, Cascade Bike Club, Friends of the Burke Gilman Trail, Feet First, Transportation Choices Coalition, Seattle Children's Hospital, the University Transportation Committee and the University Landscape Advisory Committee.

The Project is consistent with the Seattle Comprehensive Plan in three major areas.

CAPACITY:
The Project will provide the capacity to satisfy demand for bicycling and walking to and through the University Community Urban Center. This is consistent with the following Seattle Comprehensive Plan (Comp Plan) policies:

- T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles. (page 3.3)
- 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. (page 3-11)
- T33 Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to: a. access to recommended school walking routes; b. access to transit, public facilities, social services and community centers; c. access within and between urban villages for people with disabilities and special needs; d. areas with a history of pedestrian/motor vehicle crashes and other safety problems; and e. areas with high levels of growth. (page 3-11)
- 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. (page 3-11)
- T35.5 Provide facilities for non-motorized modes of travel that keep pace with development in the City. (page 3-12)

TRANSIT:
The Project will provide necessary pedestrian and bicycle access to the U Link Light Rail station and the associated bus transfer hub. This is consistent with the following Comp Plan policies:

- T5 Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages (page 3.3)
- T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region. (page 3-10)
- T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs. (page 3-11)

SAFETY:
The Project will improve pedestrian and bicycle safety on the Trail as it passes through what is already the most congested trail section in the region. This is consistent with the following Comp Plan policies:

- T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods. (page 3.3)
- T2 Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood. (page 3.3)

The Project is consistent with a number of policies adopted in Destination 2030. The Project develops a multimodal system which provides connections between urban centers (RT-8.1); it promotes convenient intermodal connections with transit (RT-8.2); it maintains and preserves intermodal accessibility (RT-8.3); it supports successful TDM programs (RT-8.11); it provides alternatives to SOV's (RT-8.14); it promotes development of pedestrian routes that provide access to transit; it maximizes opportunities to walk, bike or take short transit trips to access regional transit stations (RT-8.22); and it provides the cornerstone of the regional bicycle network (RT-8.33). Complete policy language is below for reference.

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

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

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

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

RT–8.11 Promote demand management and education programs that shift travel demand to non single occupant vehicle travel modes and to off peak travel periods, and reduce the need for new capital investment in surface, marine and air transportation.

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

RT–8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT–8.22 Support the establishment of high capacity transit stations that advance regional growth objectives by:

- Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations.
- Locating stations within urban centers and at sites supporting development of concentrated urban corridors.
- Providing direct, frequent and convenient regional transit service between urban centers.
- Providing system access to urban areas in a manner that does not induce development in rural areas, centers and along corridors connecting centers.

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

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.

THE PROJECT REDUCES VMT BY ELIMINATING AND SHIFTING SOV TRIPS TO WALKING, BICYCLING, AND TRANSIT

The Project reduces VMT (and associated emissions) by shifting current SOV trips to walking and bicycling, and by encouraging transit use, walking, and bicycling amongst new residents and employees in the University Community Urban Center. This is consistent with – and continues – the University of Washington's history of national leadership in TDM. Since 1989, the University's SOV mode share has declined from 33% to 19% due to student and employee shifts to transit, walking and bicycling. As a result of the University's TDM programs, UW Seattle commuters emit 7,840 fewer metric tons of CO2 per year. The University is committed to reducing greenhouse gas emissions to achieve no net greenhouse emissions by 2050 and has adopted an aggressive Climate Action Plan to make progress towards that goal. However, significant increases in walking and bicycling trips – including those linked to transit trips – cannot be accommodated on today's Trail.

THE PROJECT FACILITATES INCREASED TRANSIT RIDERSHIP

The Project implements the Burke Gilman Trail improvements necessary to fully leverage transit investments at the U Link Light Rail and Brooklyn Light Rail stations, as well as at existing and improved bus service adjacent to the Project area on NE Pacific St. Without improvements, the Trail will be unable to serve the increased demand induced by these transit improvements. Trail improvements are therefore necessary to ensure maximum return on significant near-term transit investments.

THE PROJECT IMPROVES TRAFFIC FLOW ON THE BURKE GILMAN TRAIL

The Project improves Trail traffic flow and capacity by widening the Trail and separating bicyclists and pedestrians. In doing so, it eliminates a major existing and future bottleneck in the regional bikeway network, allowing planned and projected mode shift to bicycling and walking to be realized.

THE PROJECT REDUCES EMISSIONS BY SHIFTING TRIPS TO WALKING, BICYCLING, AND TRANSIT

The Project is entirely within the University Community Urban Center and serves residents and employees in the Center. By 2024, the Center is expected to grow to 38,500 employees and 9,300 households (Seattle Comp Plan, UV-A3. Comp Plan growth targets do not include the 42,000 University of Washington students as of 2012); however, because the Trail is traversed by regional bicycle commuters, and because these trips will increase with the opening of the SR 520 shared use path, the U Link Light Rail station (2016), and the Brooklyn Light Rail station (2020), the travel shed of the Project area is considerably broader than the Urban Center.

The Project is forecasted to result in 64,633,300 avoided or reduced VMT by 2033, with an average annual reduction of 3,231,665 VMT. Total emissions reduced by 2033 include 52,579,400 pounds of carbon dioxide, 1,766,900 pounds of carbon monoxide, 135,500 pounds of nitrous oxides, and 193,000 pounds of hydrocarbons. These figures were developed through a model based on user growth projections, known characteristics of walking and bicycling trips on the UW section of the Burke Gilman Trail, and US Census commute mode split data (see Appendix A for details).

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	University of Washington
Project Title:	UW Burke Gilman Trail Improvement Project (Rainier Vista to 15th Ave NE)

Project Budget and Schedule

In the table below please 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 in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	University of Washingt	Secured	$ 339,953	
Planning				Estimated Phase Completion Date:
Planning				
		Planning TOTAL:	**$ 339,953**	7/1/2012
Preliminary Engineering / Design	University of Washingt	Secured	$ 391,462	
Preliminary Engineering / Design				Estimated Phase Completion Date:
Preliminary Engineering / Design				
		Preliminary Engineering / Design TOTAL:	**$ 391,462**	12/31/2012
Right of Way	not applicable			
Right of Way				Estimated Phase Completion Date:
Right of Way				
		Right of Way TOTAL:	**$ -**	not applicable
Construction	FHWA CMAQ	Unsecured	$ 3,326,311	
Construction	University of Washingt	Secured	$ 857,728	
Construction				
Construction				Estimated Phase Completion Date:
Construction				
		Construction TOTAL	**$ 4,184,039**	12/31/2013
Other	not applicable			
Other				Estimated Phase Completion Date:
		Other TOTAL:	**$ -**	not applicable
				Estimated Project Completion Date:
		TOTAL Estimated Project Cost, All Phases:	**$ 4,915,454**	12/31/2013

Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

All secured funds identified in this application are contained in the 2012-13 operating budgets of UW Commuter Services, a self-sustaining enterprise of the University of Washington. Most of Commuter Services' discretionary funds are collected through parking fees charged to employees, students, and visitors.

Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

All unsecured funds identified in this application are those requested by this application, i.e., 79.5% of the construction funds. The local match is therefore 20.5%

UW Burke Gilman Trail - Campus Reach
Design Estimate 4-12-12

	Units	Quantity		Cost/Unit		Total Cost
15th Ave Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Sand Set Pavers	SF	2,575	$	17.50	$	45,062.50
Tactile Rumble Strip	SF	180	$	31.25	$	5,625.00
FURNISHINGS						
Lighting	EA	4	$	3,750.00	$	15,000.00
Bollards	EA	4	$	1,875.00	$	7,500.00
15th Avenue NE Mixing Zone to Hitchcock Bridge Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Asphalt	SF	4,850	$	5.00	$	24,250.00
Concrete Paving	SF	5,235	$	10.00	$	52,350.00
Curbs	LF	365	$	31.25	$	11,406.25
Walls	FF	1,950	$	125.00	$	243,750.00
Pedestrian Guardrails	LF	355	$	250.00	$	88,750.00
PLANTING						
Trees	EA	16	$	1,250.00	$	20,000.00
Planting Beds	SF	7,426	$	10.00	$	74,260.00
FURNISHINGS						
Benches	LF	50	$	375.00	$	18,750.00
Lighting	EA	6	$	3,750.00	$	22,500.00
Bollards	EA	3	$	1,875.00	$	5,625.00
Hitchcock Bridge Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Concrete Paving	SF	1,210	$	10.00	$	12,100.00
Sand Set Pavers	SF	6,480	$	17.50	$	113,400.00
Walls	FF	1,860	$	125.00	$	232,500.00
Stairs	LF nose	890	$	75.00	$	66,750.00
Handrails/Guiderails	LF	170	$	137.50	$	23,375.00
Pedestrian Guardrails	LF	355	$	250.00	$	88,750.00
PLANTING						
Planting Beds	SF	2,225	$	10.00	$	22,250.00
FURNISHINGS						
Benches	LF	70	$	375.00	$	26,250.00
Lighting	EA	8	$	3,750.00	$	30,000.00
Bollards	EA	12	$	1,875.00	$	22,500.00
Hitchcock Bridge Mixing Zone to T-Wing West Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Asphalt	SF	3,660	$	5.00	$	18,300.00
Concrete Paving	SF	2,655	$	10.00	$	26,550.00
Curbs	LF	205	$	31.25	$	6,406.25
Gravel Edge	SF	1,125	$	3.00	$	3,375.00
PLANTING						
Trees	EA	18	$	1,250.00	$	22,500.00
Planting Beds	SF	5,600	$	10.00	$	56,000.00
FURNISHINGS						
Lighting	EA	5	$	3,750.00	$	18,750.00

T-Wing West Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Asphalt	SF	7,145	$	5.00	$	35,725.00
Concrete Paving	SF	6,855	$	10.00	$	68,550.00
Sand Set Pavers	SF	905	$	17.50	$	15,837.50
PLANTING						
Planting Beds	SF	6,130	$	10.00	$	61,300.00
FURNISHINGS						
Benches	LF	60	$	375.00	$	22,500.00
Lighting	EA	10	$	3,750.00	$	37,500.00
Bollards	EA	3	$	1,875.00	$	5,625.00

T-Wing West Mixing Zone to T-Wing East Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Asphalt	SF	4,785	$	5.00	$	23,925.00
Concrete Paving	SF	3,340	$	10.00	$	33,400.00
Curbs	LF	360	$	31.25	$	11,250.00
Gravel Edge	SF	1,140	$	3.00	$	3,420.00
PLANTING						
Trees	EA	24	$	1,250.00	$	30,000.00
Planting Beds	SF	4,320	$	10.00	$	43,200.00
FURNISHINGS						
Lighting	EA	6	$	3,750.00	$	22,500.00

T-Wing East Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Sand Set Pavers	SF	2,950	$	17.50	$	51,625.00
PLANTING						
Planting Beds	SF	1,295	$	10.00	$	12,950.00
FURNISHINGS						
Benches	LF	25	$	375.00	$	9,375.00
Lighting	EA	4	$	3,750.00	$	15,000.00

T-Wing E. Mixing Zone to Montlake Triangle W. Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Asphalt	SF	1,300	$	5.00	$	6,500.00
Concrete Paving	SF	905	$	10.00	$	9,050.00
Gravel Edge	SF	395	$	3.00	$	1,185.00
PLANTING						
Trees	EA	6	$	1,250.00	$	7,500.00
Planting Beds	SF	1,175	$	10.00	$	11,750.00
FURNISHINGS						
Lighting	EA	2	$	3,750.00	$	7,500.00

Montlake Triangle West Mixing Zone						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Sand Set Pavers	SF	995	$	17.50	$	17,412.50
FURNISHINGS						
Benches	LF	25	$	375.00	$	9,375.00
Lighting	EA	2	$	3,750.00	$	7,500.00

Campus Reach Totals						
HARDSCAPE & ASSOCIATED FURNISHINGS						
Asphalt	SF	21,740	$	5.00	$	108,700.00
Concrete Paving	SF	20,200	$	10.00	$	202,000.00
Curbs	LF	930	$	31.25	$	29,062.50
Sand Set Pavers	SF	13,905	$	17.50	$	243,337.50
Gravel Edge	SF	2,660	$	3.00	$	7,980.00
Tactile Rumble Strip	SF	180	$	31.25	$	5,625.00
Walls	FF	3,810	$	125.00	$	476,250.00
Stairs	LF nose	890	$	75.00	$	66,750.00
Handrails/Guiderails	LF	170	$	137.50	$	23,375.00
Pedestrian Guardrails	LF	710	$	250.00	$	177,500.00
PLANTING						
Trees	EA	64	$	1,250.00	$	80,000.00
Planting Beds	SF	28,171	$	10.00	$	281,710.00
FURNISHINGS						
Benches	LF	230	$	375.00	$	86,250.00
Lighting	EA	47	$	3,750.00	$	176,250.00
Mixing Zone Wayfinding Monument	EA	4	$	20,000.00	$	80,000.00
Bollards	EA	22	$	1,875.00	$	41,250.00
REACH SPECIFIC LINE ITEMS						
New Pedestrian Bridge	LS	1	$	400,000.00	$	400,000.00
Bicycle Parking	LS	1	$	250,000.00	$	250,000.00
INFRASTRUCTURE + EARTHWORK						
Surveying/Control	LS	1	$	75,000.00	$	75,000.00
TESC	LS	1	$	60,000.00	$	60,000.00
Materials Testing	LS	1	$	50,000.00	$	50,000.00
Demolition	LS	1	$	150,000.00	$	150,000.00
Temporary Rerouting	LS	1	$	65,000.00	$	65,000.00
Traffic Control	LS	1	$	75,000.00	$	75,000.00
Excavation/Disposal	LS	1	$	200,000.00	$	200,000.00
Stormwater	LS	1	$	125,000.00	$	125,000.00
Grading	LS	1	$	150,000.00	$	150,000.00
Electrical	LS	1	$	85,000.00	$	85,000.00
Signage	LS	1	$	50,000.00	$	50,000.00

SUBTOTAL	$	3,821,040
TAX @ 9.5%	$	362,999
	$	4,184,039

Appendix A: Burke Gilman Trail - Air Quality Benefits Calculation Methodology

1. Introduction

In order to determine the air quality benefits of the proposed Burke Gilman Trail expansion project, a model was created to predict Vehicle Miles Traveled (VMT) that will be reduced or avoided through this investment. Projected bicycle and pedestrian trip figures through 2033 were used as the basis for the VMT calculation. The resulting VMT figures were then used as a basis for calculating the air quality benefits (including reduced carbon dioxide, carbon monoxide, nitrous oxides, hydrocarbons, and particulate matter).

2. Methodology

This methods section describes, in detail, the assumptions and calculations used to predict the air quality benefits of the project that can be attributed to mode shift away from private vehicle modes to walking and bicycling. See Figure 1 for a summary of the steps in the model.

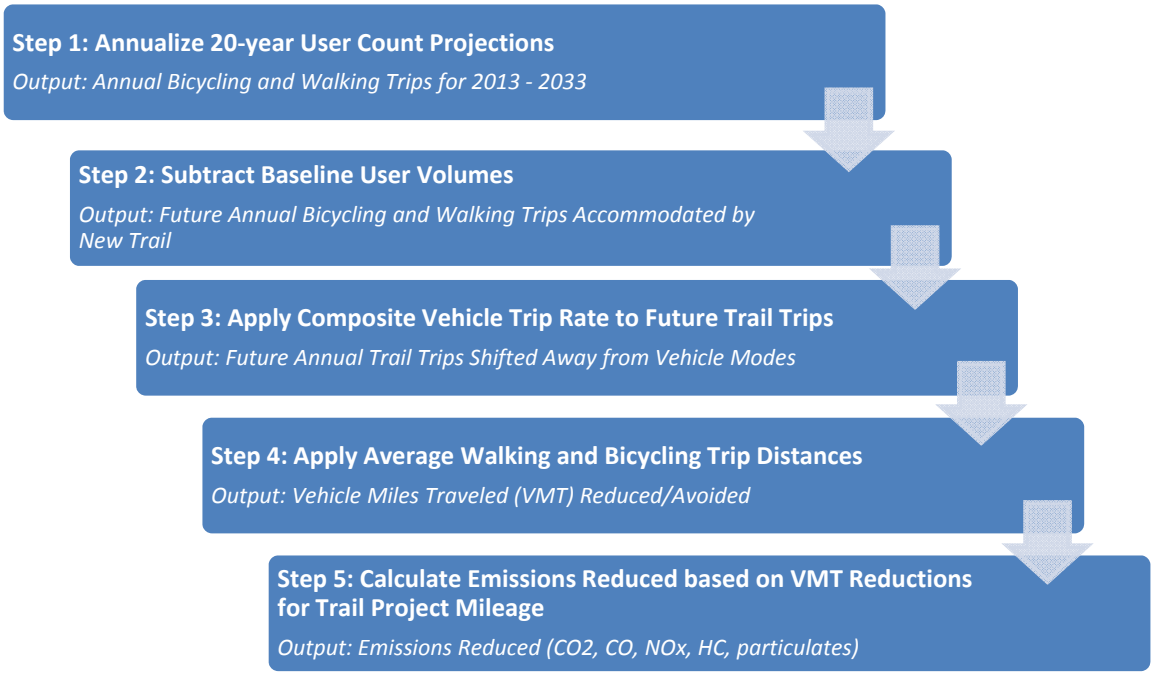

Figure 1: Schematic of Air Quality Benefits Model

In October 2010, pedestrian and bicycle user counts were performed at 13 sites along the Burke Gilman Trail as it passes through the University of Washington campus[1]. 2010 PM peak-hour (5 – 6 pm) counts

[1] University of Washington Burke Gilman Trail Corridor Study
http://f2.washington.edu/cpo/sites/default/files/file/UW_BGT_Final_Report_Rev2_2011-07-26.pdf

were then projected out to 2033[2] (see Figure 2), with both bicycle and pedestrian growth growing gradually until 2016. In 2016, the opening of the U Link Light Rail station is predicted to result in a major increase in transit trips with a pedestrian connection, followed in 2020 by another inflection point at the opening of North Link stations at Brooklyn, Roosevelt, and Northgate.

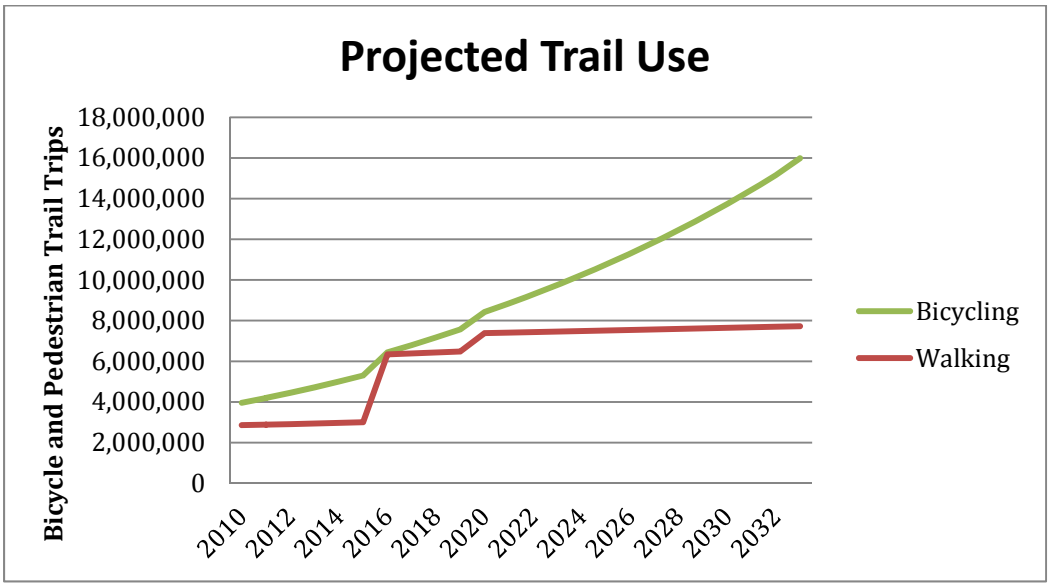

Figure 2: Projected Growth in Bicycle and Pedestrian Use on the UW Burke Gilman Trail

In addition to use projections, the 2010 counts were also used to perform a Level of Service (LOS) analysis using the Federal Highway Administration (FHWA) Shared-Use Path Level of Service (SUPLOS) model[3]. The SUPLOS results showed that the Trail is currently performing at LOS E or LOS F[4]. This result quantitatively supports anecdotal reports that the Trail is already over capacity. Based on the SUPLOS results, the existing Trail is considered at capacity, and thus for the purposes of modeling, new users exceeding the 2010 baseline count level were assigned to the grant-funded additional capacity.

For each year from 2013 to 2033, bicycle and pedestrian peak-hour projections for the T-Wing count location were annualized, based on methodology developed by the National Bicycle and Pedestrian Documentation (NBPD) project[5]. 2010 baseline count figures were then deducted for each year to calculate future trips that will be served by the expanded Trail.

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[2] Growth rates were developed by considering anticipated employment and housing changes, trends in bicycling and walking rates from a variety of sources, and transit mode shift projections for the U Link Light Rail station.

[3] Source: University of Washington Burke Gilman Trail Corridor Study, *ibid*.

[4] LOS E: "Very Poor. Given trail width, volume, and user mix, the trail has reached its functional capacity. Peak–period travel speeds are likely to be reduced by levels of crowding." LOS F: "Failing: trail significantly diminishes the experience for at least one, and most likely for all user groups. It does not effectively serve most bicyclists; significant user conflicts should be expected." Source: http://www.fhwa.dot.gov/publications/research/safety/pedbike/05138/.

In order to calculate VMT reductions due to mode shift, the current US Census Journey to Work data was used to develop a composite vehicle mode share[6] for the City of Seattle[7]. The composite vehicle mode share was then applied to estimated annual user figures to develop a private (non-transit) vehicle trips reduced figure. Finally, the resulting walking and bicycling trips (attributed to mode shift accommodated on the Trail expansion) were multiplied by respective average trip distances of 1.2 miles for a walking trip and 4.0 miles for a bicycling trip[8] to determine VMT reduced through this project. VMT reductions were multiplied by standard EPA per-vehicle-mile air quality figures[9] for particulate matter, NO, NOX, and CO, resulting in an estimate of emissions that will be reduced or avoided through this investment. As a final step, the proportion of the total Trail corridor benefits attributed to the proposed 0.3 mile project corridor was calculated.

3. Results

The proposed expansion of the Burke Gilman Trail will result in 64,633,300 avoided or reduced VMT by 2033, with an average annual reduction of 3,231,665 VMT (see Figure 3 and Table 1). Total emissions reduced by 2033 include 52,579,400 pounds of carbon dioxide, 1,766,900 pounds of carbon monoxide, 135,500 pounds of nitrous oxides, and 193,000 pounds of hydrocarbons (see Table 1).

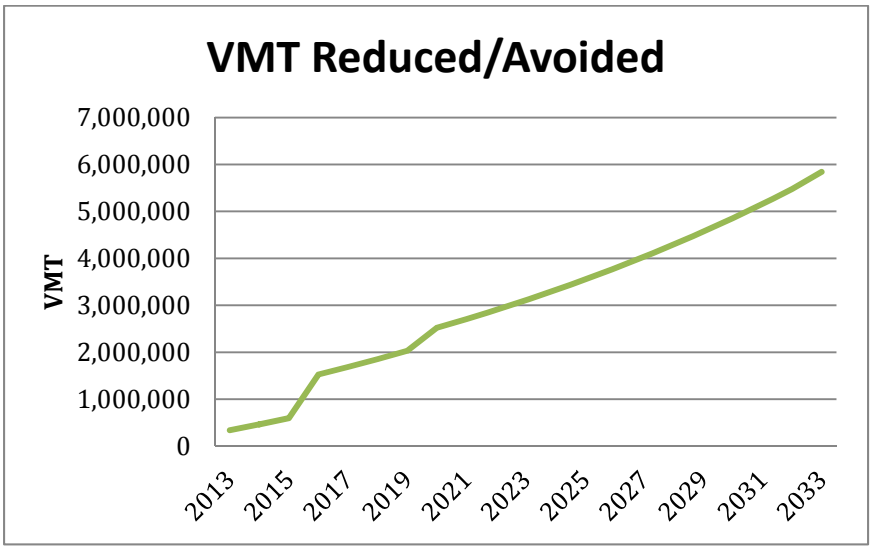


Figure 3: Vehicle Miles Traveled Reduced/Avoided Resulting from Burke Gilman Trail Expansion

[6]Composite private (non-transit) vehicle mode share was developed by dividing the carpool commute mode split by the average number of carpool occupants, and adding the resulting figure to the drive-alone commute percentage.

[7] The Burke Gilman Trail is heavily used both by the UW community and by bicyclists in the region. The City of Seattle Journey to Work mode share was selected to reflect a compromise vehicle mode share falling between the census tracts abutting the UW campus (which would have a relatively low drive-alone rate) and regional trips (which would have a relatively high drive-alone rate).

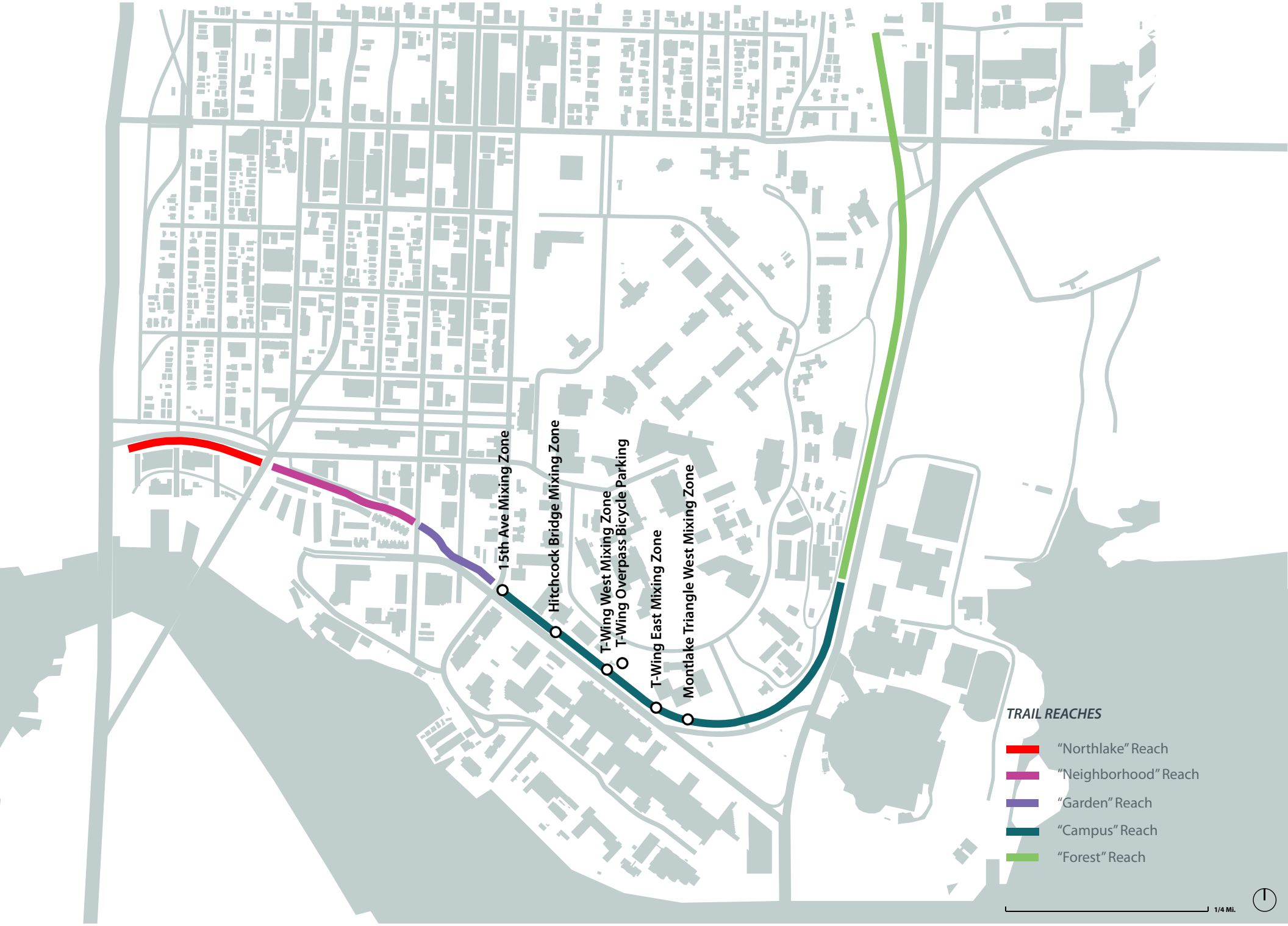
[8] Source: Walking and Cycling International Literature Review, Krizek, Forsyth, and Baum, 2009.

[9] Source: Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks (EPA report 420-F-05-022). https://www.whatcomsmarttrips.org/pdf/Emission%20Facts%202005.pdf

Year	VMT Reduced	Emissions Reductions (pounds/year)				
		Reduced Hydrocarbons	Reduced Particulate Matter	Reduced Nitrous Oxides	Reduced Carbon Monoxide	Reduced Carbon Dioxide
2013	338700	0	0	0	0	0
2014	465000	1400	0	1000	12700	378300
2015	598700	1800	0	1300	16400	487000
2016	1527700	4600	0	3200	41800	1242800
2017	1687600	5100	0	3500	46100	1372800
2018	1855900	5600	0	3900	50700	1509800
2019	2033300	6100	0	4300	55600	1654100
2020	2520900	7600	100	5300	68900	2050800
2021	2707100	8100	100	5700	74000	2202300
2022	2902500	8700	100	6100	79300	2361200
2023	3107600	9300	100	6500	85000	2528100
2024	3322800	10000	100	7000	90800	2703100
2025	3548600	10600	100	7400	97000	2886800
2026	3785600	11400	100	7900	103500	3079600
2027	4034300	12100	100	8400	110300	3281900
2028	4295300	12900	100	9000	117400	3494200
2029	4569200	13700	100	9600	124900	3717100
2030	4856800	14600	100	10200	132800	3951000
2031	5158800	15500	100	10800	141000	4196700
2032	5476200	16400	100	11500	149700	4454900
2033	5840700	17500	100	12200	159700	4751400
Totals	64633300	193000	1400	134800	1757600	52303900
Annual Average	3231665	9650	70	6740	87880	2615195

Table 1: Vehicle Miles Traveled and Emissions Reductions Resulting from Burke Gilman Trail Expansion. Yearly VMT and emissions rounded to nearest hundred.


Brooklyn Station
University Community Urban Center
15th Avenue NE
NE Pacific St
Lewis Lane
Rainier Vista
UW Station
project area
UW-owned Burke Gilman Trail
off-campus Burke Gilman Trail
pending 520 pathway
Sound Transit Station
T-Wing Overpass
Montlake Triangle - Lower Rainier Vista improvements
new pedestrian bridge
T-Wing Overpass bicycle parking
1/4 mi


15th Ave Mixing Zone
Hitchcock Bridge Mixing Zone
T-Wing West Mixing Zone
T-Wing Overpass Bicycle Parking
T-Wing East Mixing Zone
Montlake Triangle West Mixing Zone
TRAIL REACHES
"Northlake" Reach
"Neighborhood" Reach
"Garden" Reach
"Campus" Reach
"Forest" Reach
1/4 Mi.