

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/2012KCountywideCF.P.aspx>

****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 title)" 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:** Westlake Cycle Track

(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	<p>Sponsoring Agency: Seattle</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: Amy Patton</p> <p>Address: 700 5th Avenue, PO Box 34996, Seattle, WA 98124-4996</p> <p>Phone: 206.684.5013</p> <p>Fax: 206.470.6944</p> <p>E-Mail: amy.patton@seattle.gov</p>
4	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p>The Westlake Cycle Track will provide an attractive, flat north-south route along the west side of Lake Union within existing right of way. A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane, and is physically separated from motor traffic and distinct from the sidewalk. This project provides a missing link in the regional trail system and will connect the Fremont area (including the Burke-Gilman Trail and the recently completed South Ship Canal Trail) with the fast growing South Lake Union and the Downtown Seattle Regional Centers. The two-way cycle track will provide a bicycle-friendly, mode-separated facility with a minimum width of ten feet. It will be adjacent to the landscaped planting strip parallel to Westlake Avenue North. The Westlake right of way is approximately 150 feet wide and includes a principle arterial, an access road, off-street public parking for approximately 1,200 vehicles, and a pedestrian path that also accommodates bicycles. The cycle track will be 6,700 feet long, connecting at the north to an existing trail which leads to the Fremont Bridge 1,000 feet north of Halladay Street, and at the south to an existing trail at Aloha Street. On-street facilities to the south connect to downtown Seattle and this project forms part of the Cheshiahud Lake Union Loop, which completely circles Lake Union with a mix of on-street and separated bicycle facilities. The current Westlake pedestrian path allows bicycles, but does not accommodate existing or projected demand for a high quality cycling facility in this corridor.</p> <p>The grant request will fully fund design and construction of the cycle track. The outcome of the project will be better facilities for cyclists and for pedestrians (who will no longer share the existing pedestrian path with cyclists), which will lead to more cycling and walking in this corridor.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The goal of constructing the Westlake Cycle Track is to increase cycling and reduce bicycle collisions by significantly improving the bicycle facilities in this segment of the regional trail system. The project will connect several existing trails, and will provide a flat alternative to the Dexter corridor, which is very popular with experienced cyclists but is hilly and less attractive to newer cyclists. Cycle tracks such as the one proposed for Westlake offer a great opportunity to attract the less experienced or “willing but wary” cyclists, which will help increase the bicycle mode share to several regionally designated urban centers and locally designated centers. This project will significantly benefit bicycle commuters, offer a non-motorized alternative for utilitarian and personal trips, and make recreational trips far more convenient and attractive. It will also benefit pedestrians, who currently share the pedestrian path with cyclists.</p>

Seattle has historically focused on off-street trails, and more recently on on-street facilities such as bike lanes and sharrows. The current trend is to build more family-friendly facilities such as cycle tracks and neighborhood greenways in order to attract a broader range of cyclists and create a more substantial mode shift.

Currently bicyclists have three options to traverse the Westlake corridor:

- ride on the existing sidewalk adjacent to the businesses along Westlake Avenue North which has conflicts with pedestrians both walking along the sidewalk and those entering and exiting the businesses - this is the recommended route on the Seattle Bicycle Map and is identified as a pedestrian path, bicycles allowed;
- ride in the parking area (Westlake East Roadway Avenue North), which presents conflicts with unpredictable parking maneuvers; or
- ride on Westlake Avenue North, which is a three to four-lane principal arterial that is also classified as a major truck street and carries an ADT of 26,000 vehicles.

All three options are challenging and are currently used by bicyclists to varying degrees, but are not ideal facilities. The choice of facility use is highly dependent upon the rider's perceived safety and skill level (although riding in the parking area is not typically perceived as dangerous to the less experienced cyclists, there are many conflicts throughout the corridor from parking maneuvers, limited sight distance and high speeds of motorists turning off of Westlake and unexpectedly meeting a cyclist). As a result, bicyclists are less predictable along the corridor for both motorists and pedestrians. In the 5 year period starting in January 2007, there were 18 bike crashes within the Westlake East Roadway (which includes the parking area where cyclist ride and the pedestrian path) between the Fremont Bridge and Aloha Street, and 3 bike crashes on Westlake Avenue North in that same segment. The cycle track will provide a safer, more predictable route that will accommodate all ridership skill levels.

<p>5</p>	<p>Project Location: The project is located within the city's existing 150' wide right of way of the Westlake East Roadway Avenue North between Westlake Avenue North right of way to the west and private development to the east.</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Aloha Street <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: approximately 100 feet north of Halladay Street <i>(Identify landmark if no crossroad)</i></p>		
<p>6</p>	<p>Map: Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>		
<p>7</p>	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>		
	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u> (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> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u> (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input 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> </td> </tr> </table>	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u> (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u> (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input 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>
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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 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.

The project is partially within the regionally designated South Lake Union center, and connects to the locally designated Fremont center. It will improve travel options for bicyclists and pedestrians, who use this corridor for commuting (it provides a level connection to South Lake Union and Downtown from points north) and recreation (it is part of the Cheshiahud Lake Union Loop and provides a level connection to the new Lake Union Park). The new facility will benefit pedestrians by removing bicycles from the current pedestrian path, which does not accommodate both modes well - SDOT regularly receives complaints about this facility from bicyclists and pedestrians. It will provide a level, mode-separated alternative to Dexter Avenue. Dexter Avenue is popular with avid cyclists, but it is hilly and the bicycle lanes are adjacent to the travel lanes, so this route does not appeal to all potential cyclists.

It is well documented that on-street facilities, although a critical part of a complete bicycle network, are not used by as many as 60% of potential cyclists due to perceived safety issues. In Seattle the opportunities to build mode separated facilities like the proposed Westlake Cycle Track - on flat terrain, within high population centers, connecting to existing off street facilities - are extremely limited. Because of this, Seattle Department of Transportation (SDOT) fully expects to see a significant mode shift by building this facility.

This mode shift is significant in light of the fact that the South Lake Union Urban Center is growing rapidly. In this Center, which was previously projected to add 8,000 housing units between 2004 and 2024, growth in housing has been very robust, with 3,100 housing units built since 2000, including 770 units currently under construction. Development capacity will grow even more with the finalization of the South Lake Union rezone. Seattle's Department of Planning and Development has assumed as part of the rezone that South Lake Union will add a total of 12,000 new housing units between 2011 and 2031.

The South Lake Union Urban Center also gained a total of 10,000 jobs between 2004 and 2011, for an estimated total employment in South Lake Union of 29,200 jobs. During the six-year period between 2004 and 2010 covered in the initial report, there were 6.35 million square feet of new development in South Lake Union, spearheaded by the construction of the new headquarters for Amazon.com, which relocated from Beacon Hill to South Lake Union, as well as the headquarters for the Bill and Melinda Gates Foundation. Amazon is acquiring property to build an additional three million square feet of office space in the Denny Triangle, adjacent to South Lake Union.

An improved bicycle facility in this corridor is identified in several planning documents including the 2007 Bicycle Master Plan (BMP), which identified the need for a mode-separated facility. The Seattle Bicycle Advisory Board has identified this project as one of their top 15 priorities in the city. The Cheshiahud Lake Union Loop plan also recognized the need to provide modal separation in this corridor. The City's Urban and Regional Trail system map identifies a trail along this corridor and there have been many recent investments in bicycle infrastructure in the area that will connect to and feed the Westlake Cycle Track, including the Lake to Bay Loop connection with the Thomas Street Pedestrian and Bicycle Overpass (which will be completed later this year); the Burke-Gilman Trail; the recently completed Ship Canal Trail; high-quality bicycle facilities being built on Valley and Mercer Streets as part of the Mercer Corridor projects, including a cycle track on the north side of Mercer Street.

Constructing the Westlake Cycle Track closes a gap in the mode-separated trail system between the Fremont Bridge, the Burke-Gilman Trail and the recently completed Ship Canal Trail to north, and the trail to the south constructed through the Mercer Street project. Because of Seattle's extensive trail systems, this project provides connections to multiple centers to the north including Fremont, Ballard and Wallingford Hub Urban Village and the University District Urban Center. To the south the cycle track connects to the Downtown, South Lake Union and Uptown Urban Centers. The project also makes a logical connection to the Lake to Bay Loop which provides an east west connection to Elliott Bay over the soon to be completed Thomas Street Pedestrian and Bicycle Overpass.

By providing a mode separated facility along Westlake, pedestrians and motorists along the corridor will be more comfortable and interactions between vehicles, bicycles and pedestrians are more predictable and have less potential for conflict. Westlake is also a major freight street and providing the cycle track will remove bicyclists from Westlake Avenue North, thus improving freight mobility and safety for all.

The project will create safer, more efficient and more attractive travel flows for bicyclists and pedestrians in this corridor. Currently bicyclists have three options to traverse the Westlake corridor:

- ride on the existing sidewalk adjacent to the businesses along Westlake Avenue North which has conflicts with pedestrians both walking along the sidewalk and those entering and exiting the businesses - this is the recommended route on the Seattle Bicycle Map and is identified as a pedestrian path, bicycles allowed;
- ride in the parking area (Westlake East Roadway Avenue North), which presents conflicts with unpredictable parking maneuvers; or
- ride on Westlake Avenue North, which is a three to four-lane principal arterial that is also classified as a major truck street and carries an ADT of 26,000 vehicles.

All three options are challenging and are currently used by bicyclists to varying degrees, but are not ideal facilities. The choice of facility use is highly dependent upon the rider's perceived safety and skill level (although riding in the parking area is not typically perceived as dangerous to the less experienced cyclists, there are many conflicts throughout the corridor from parking maneuvers, limited sight distance and high speeds of motorists turning off of Westlake and unexpectedly meeting a cyclist). As a result, bicyclists are less predictable along the corridor for both motorists and pedestrians. In the 5 year period starting in January 2007, there were 18 bike crashes within the Westlake East Roadway (which includes the parking area where cyclist ride and the pedestrian path) between the Fremont Bridge and Aloha Street, and 3 bike crashes on Westlake Avenue North in that same segment. The cycle track will provide a safer, more predictable route that will accommodate all ridership skill levels. The net effect will be a more efficient flow of traffic through the corridor while non-motorized traffic gains a fully separate right of way.

The Westlake Cycle Track provides a permanent, sustainable, long-term solution that benefits the regional urban trails network and the Urban Centers and Hub Urban Villages by creating mode shift, connecting centers, and reducing congestion, which enhances traffic flow for freight and transit, as well as supporting bicycling and walking as sustainable modes of travel and as healthy recreation options.

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.

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 policies 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).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Design	\$ 390,000	2013
Construction	\$1,952,000	2014
[select phase]		

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

The following phases will be fully completed if requested funding is obtained:

- Design (which will include outreach)
- Construction
-

Note that this project does not require ROW acquisition.

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: N/A

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? [yes/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.
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval?
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved?
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need? No ROW acquisition is needed for this project; it will be constructed entirely within existing ROW.
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- 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
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if 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?

- Do you have an Engineer’s Estimate? Please provide a copy if available. Attached.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. TBD during design.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. TBD during design.
- When is the project scheduled to go to ad? TBD during design.

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.

There have been many recent investments in bicycle infrastructure in the area that will connect to and feed the Westlake Cycle Track, including the Lake to Bay Loop connection with the Thomas Street Pedestrian and Bicycle Overpass (which will be completed later this year); the Burke-Gilman Trail; the recently completed Ship Canal Trail; and high-quality bicycle facilities being built on Valley and Mercer Streets as part of the Mercer Corridor projects, including a cycle track on the north side of Mercer Street. It will also leverage public and private investment in the Lake Union Park and the new site of the Museum of History and Industry in the old armory at the park.

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.

This corridor is part of several existing plans and the specific improvements have been developed through a staff planning process. The corridor is identified in Seattle's 2005 Comprehensive Plan (page 3.6) and 2005 Transportation Strategic Plan (page 49) as being part of the Urban Trail network. It is also part of the Cheshiahud Lake Union Trail. An improved bicycle facility in this corridor is identified in several planning documents including the 2007 Bicycle Master Plan (BMP), which identified the need for a mode-separated facility. The Seattle Bicycle Advisory Board has identified this project as one of their top 15 priorities in the city. The Cheshiahud Lake Union Loop plan also recognized the need to provide modal separation in this corridor. The City's Urban and Regional Trail system map identifies a trail along this corridor and there have been many recent investments in bicycle infrastructure in the area that will connect to and feed the Westlake Cycle Track, including the Lake to Bay Loop connection with the Thomas Street Pedestrian and Bicycle Overpass (which will be completed later this year); the Burke-Gilman Trail; the recently completed Ship Canal Trail; high-quality bicycle facilities being built on Valley and Mercer Streets as part of the Mercer Corridor projects, including a cycle track on the north side of Mercer Street.

The project is consistent with Destination 2040 policies, including:

- MPP-DP-5 Focus a significant share of population and employment growth in designated regional growth centers.
- MPP-DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional centers consistent with the regional vision. Regional funds are prioritized to regional growth centers.

County-level and local funding are also appropriate to prioritize to regional growth centers.

MPP-DP-43 Design communities to provide an improved environment for walking and bicycling.

MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.

MPP-T-7 Develop a transportation system that minimizes the negative impacts to human health.

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupant vehicle travel and increase travel options, especially to and within corridors and along corridors connecting centers.

MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

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 will eliminate vehicle trips by shifting trips from SOVs to non-motorized modes. The project will serve residents and commuters of the South Lake Union Urban Center, as well as nearby neighborhoods including the Downtown and University District Urban Centers and the Fremont and Ballard neighborhoods. The project is a permanent infrastructure improvement and will provide benefits to users over many years.

It is difficult to project how many new riders the cycle track will attract, but a recent study suggests that the "Willing But Wary" may comprise 60% of the able-bodied population (the other types being the "No Way/No Hows" comprising 33%, the "Strong and Fearless" comprising under 1%, and the "Enthused and Confident" comprising 7%). These "willing but wary" riders (and potential riders) are exactly the type of cyclist this type of facility is designed to attract.

Recent bicycle counts on the Fremont Bridge, which is at the north end of the proposed Westlake Cycle Track, show that in 2012, the bicycle Average Daily Traffic (ADT) in April and May was between 1850 and 2600. Extrapolated to an annual number, this is 661,000 to 936,000 trips per year. Because the current bicycle facilities attract primarily the more experienced and confident cyclists, we expect that the new cycle track will significantly increase cycling ADT by attracting some of the 60% of the able-bodied population that fits in the "willing but wary" category.

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Seattle
Project Title:	Westlake Cycle Track

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				Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design		Bicycle Master Plan CIP	\$ 52,000	Estimated Phase Completion Date: <input style="width: 100%; text-align: center; value: 12/31/2013;" type="text"/>
Preliminary Engineering / Design		PSRC Grant Request	\$ 338,000	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 390,000	
Right of Way	n/a	n/a	\$ -	Estimated Phase Completion Date: <input style="width: 100%;" type="text"/>
Right of Way	n/a	n/a	\$ -	
Right of Way	n/a	n/a	\$ -	
Right of Way TOTAL:			\$ -	
Construction		Bicycle Master Plan CIP	\$ 263,000	Estimated Phase Completion Date: <input style="width: 100%; text-align: center; value: 12/31/2015;" type="text"/>
Construction		PSRC Grant Request	\$ 1,689,000	
Construction				
Construction				
Construction				
Construction TOTAL			\$ 1,952,000	
Other	n/a	n/a	\$ -	Estimated Phase Completion Date: <input style="width: 100%; text-align: center; value: n/a;" type="text"/>
Other	n/a	n/a	\$ -	
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 2,342,000	Estimated Project Completion Date: <input style="width: 100%; text-align: center; value: 12/31/2015;" type="text"/>

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:

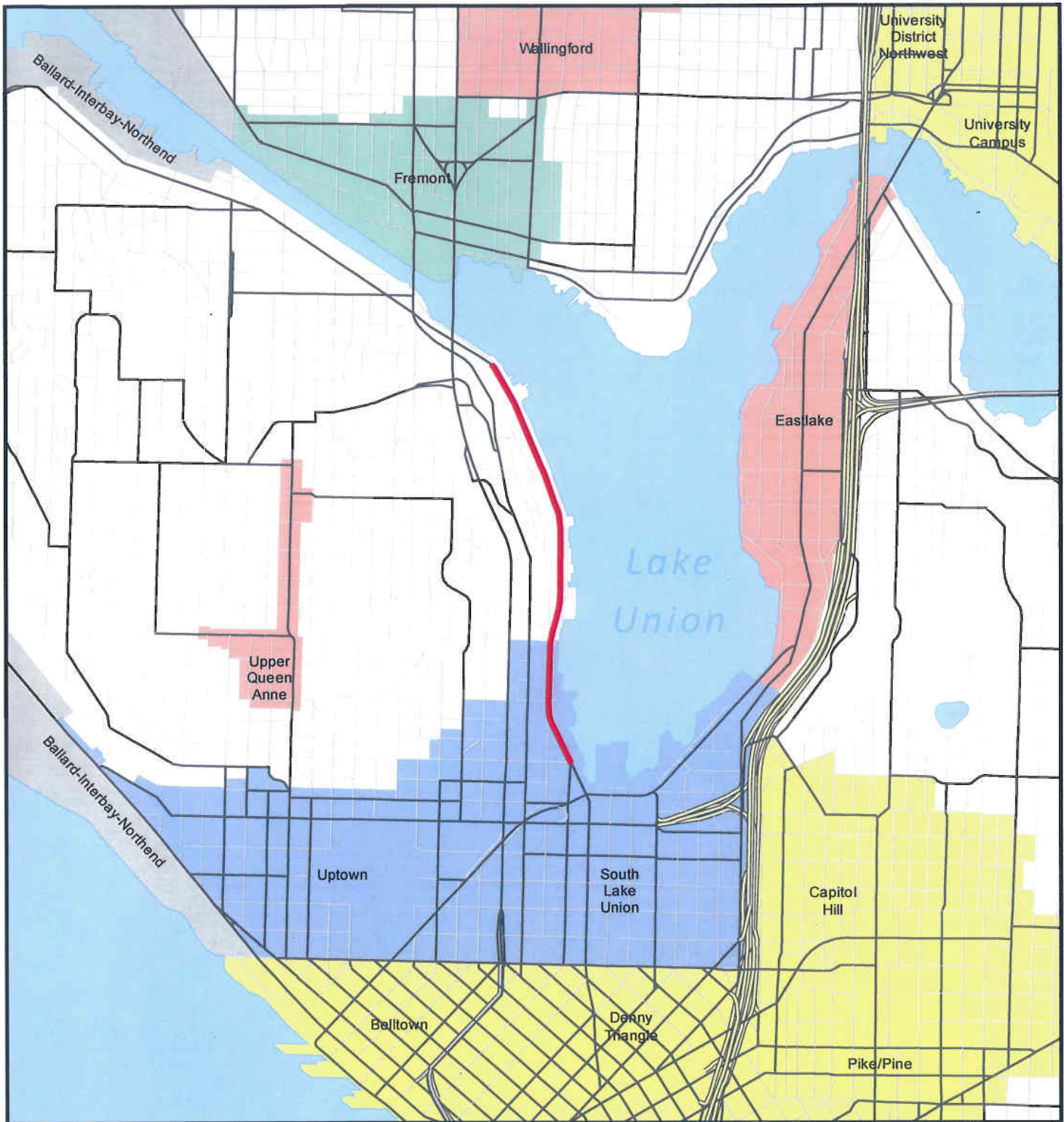
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

The secured funds will come from the Bicycle Master Plan Implementation CIP project, which is funded in Seattle's adopted CIP. The majority of the funds in that CIP project are from Bridging the Gap, a voter-approved levy that sets aside a minimum of 18% of the total funds for bicycle, pedestrian and safety projects. The Transportation CIP is available here (the pages are not numbered, but the projects are in alphabetical order):
<http://www.seattle.gov/financedepartment/1116adoptedcip/default.htm>

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 of the local funds are secured - the only unsecured funds are this grant request.



Legend	
	Project Area
	Interstate Freeway
	State Highway
	Arterial
	Non-Arterial
Type	
	Urban Center
	Urban Center Village
	Hub Urban Village
	Residential Urban Village
	Manufacturing Industrial

0 0.1 0.2 0.3 0.4 Miles

SDOT
Seattle Department of Transportation

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Seattle Department of Transportation.
No warranties of any sort, including accuracy, fitness
or merchantability, accompany this product.
Coordinate System: State Plane,
NAD83-91, Washington, North Zone

PLOT DATE : 4/30/12
AUTHOR CL
J/JGIS/GIS Projects/Grants

Westlake Cycle Track



PROJECT ESTIMATING FORM

PROJECT DESCRIPTION

Name: Westlake Ave N Cycle Track

Limits: Aloha St. to approximately 1000 feet north of Holladay St

Scope: The proposed project adds a two-way bicycle track to Westlake Ave. N. The cycle track will be constructed within the parking lot located east of the street. The parking lot will be restriped and in some cases reconstructed to restore parking and access aisles. The improvements include minor amounts of drainage and signing work.

ESTIMATE SUMMARY

Initial Date of Estimate: 1-Apr-12

Updated: 18-Apr-12

Preliminary Estimate 30% Estimate 60% Estimate 90% Estimate Final Estimate

		BASE YEAR 2012	CONSTR YEAR 2013	CONTINGENCY 25%	TOTAL
INFLATION FACTOR	<u>1.02</u>	2.0% for 2012 and beyond			
CONTRACT FEE		\$1,224,803	\$1,249,299	\$312,325	\$1,561,624
CONSTRUCTION ENGR	<u>25.0%</u>	of Contract Fee	\$312,325	\$78,081	\$390,406
CONSTRUCTION PHASE TOTAL			\$1,561,624	\$390,406	\$1,952,030
DESIGN PHASE TOTAL	<u>25.0%</u>	of Contract Fee	\$312,325	\$78,081	\$390,406

		BASE YEAR 2012	PURCH YEAR 2013	CONTINGENCY 20%	TOTAL
INFLATION FACTOR	<u>1.075</u>	7.5% for 2012 and beyond			
RIGHT OF WAY		\$0	\$0	\$0	\$0
TOTAL PROJECT ESTIMATE			\$1,873,949	\$468,487	\$2,342,436

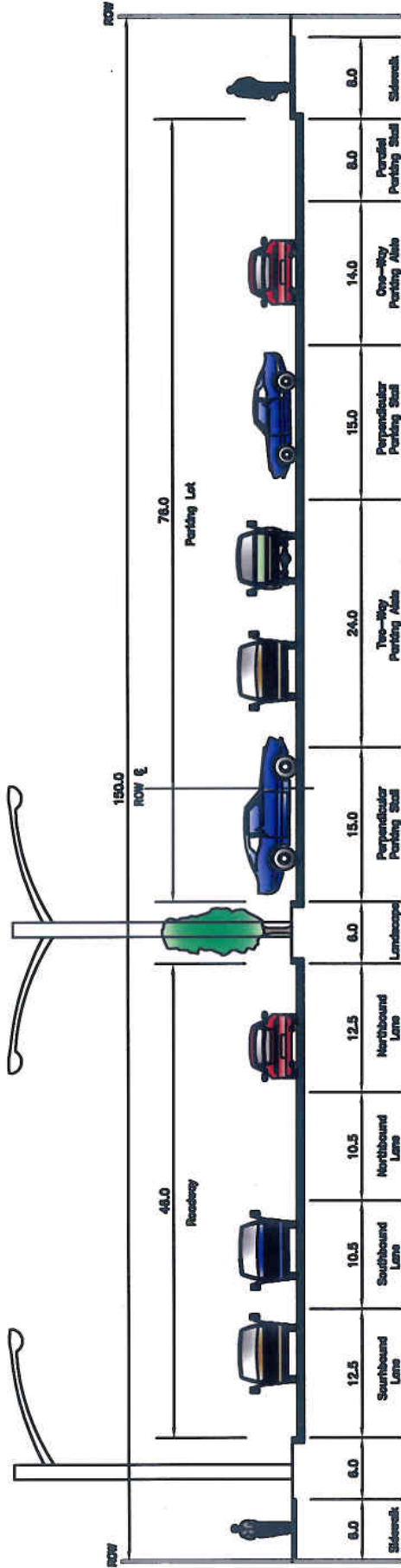
Prepared By: BA/RDB

Date: 7-May-12

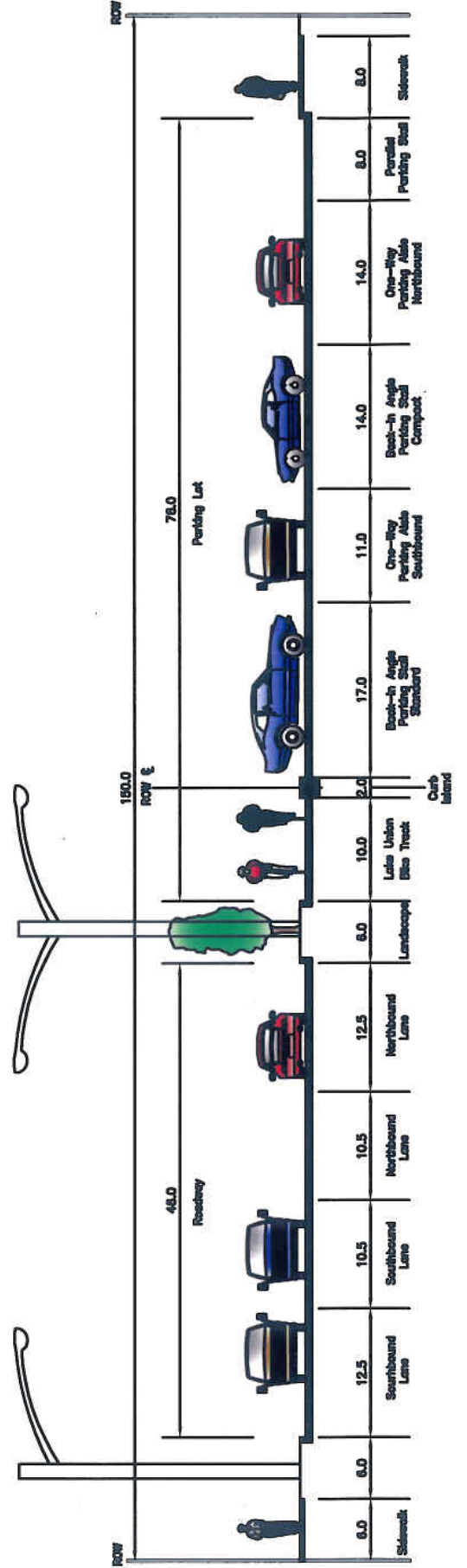
Signed: _____

Date: _____

WESTLAKE AVENUE BIKE TRACK EXISTING SECTION



PROPOSED SECTION



Seattle Parks
FOUNDATION

Peter Hahn, Director
Seattle Department of Transportation
700 5th Avenue
PO Box 34996
Seattle, WA 98124-4996

RE: Westlake Cycle Track Proposal

Dear Mr. Hahn,

On behalf of Seattle Parks Foundation, I am writing to express our enthusiastic support for the City of Seattle's proposal to construct a cycle track on Westlake Avenue between N. Aloha St. to 1000 feet north of N. Halladay St. This is a much needed improvement along the Cheshiahud Lake Union Loop.

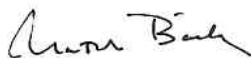
Thanks to the City's leadership and vision, the Cheshiahud Loop has progressed from a concept advanced in the 2006 Bands of Green report to a route whose framework has been established and sees thousands of users each day. These bicyclists and pedestrians, who come from all parts of the city, use the Cheshiahud Loop because it is a desirable and pleasant way to travel from points north to destinations and attractions around Lake Union and downtown.

As the South Lake Union neighborhood and city continue to grow and densify, the Cheshiahud Loop will serve even more users in the future. Of over 1500 survey responses during the 2007 Seattle Bicycle Master Plan process, Westlake was the second-most requested facility for bicycle infrastructure improvements. A cycle track along Westlake will serve increasing ridership and attract many "willing but wary" would-be riders who may be unlikely to ride up the hill on Dexter but are likely to make the connection on a fully separated, flat, direct and safe state-of-the-art facility like the one SDOT proposes.

Safety is a primary reason to implement the proposed project. While the framework of the Cheshiahud Loop has been established, there is still much room for improvement, especially in the Westlake corridor where frequent conflicts between bicyclists, pedestrians and vehicles occur. This project promises a safer experience for cyclists, pedestrians and drivers alike.

Seattle Parks Foundation offers our enthusiastic support for this project as a critical step toward creating a more beautiful, safer, more connected and vibrant city for everyone. We applaud your and your staff's effort in this endeavor.

Sincerely,



Thatcher Bailey
Executive Director

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May 9, 2012

Peter Hahn, Director
Seattle Department of Transportation
700 5th Avenue
PO Box 34996
Seattle, WA 98124-4996

RE: Westlake Cycle Track Proposal

Dear Mr. Hahn:

On behalf of Cascade Bicycle Club and our more than 14,000 members, I am writing to express our strong support for the City of Seattle's proposal to construct a cycle track on Westlake Avenue between N. Aloha St. to 1000 feet north of N. Halladay St.

We support this project for three main reasons.

1. **Ridership.** The consistently highest bicycle count in Seattle is at the north end of this facility, adjacent to the Fremont bridge, with over 800 people cycling through over a 2 ½ hour count period. A facility on Westlake will, without a doubt, serve a huge volume of current and potential riders.
2. **Safety.** With yet undetermined traffic impacts from the North Portal on both Westlake and Dexter—and with current riders on the Cheshiahud Trail in the Westlake corridor already experiencing crashes due to parking lot/trail conflicts—the project promises a safer and more appropriate solution for fewer conflicts and a safer experience for cyclists, pedestrians and drivers alike.
3. **Connectivity.** The South Lake Union area is undergoing rapid growth with an increasing number of key commercial and job destinations. A cycle track along Westlake will serve increasing ridership and attract the vast number of “willing but wary” would-be riders. These riders are unlikely to ride up the hill on Dexter but are likely to make the connection from neighborhoods via the greenway network and ride on a fully separated, flat, direct and state-of-the-art facility like the one you propose. This connectivity will enhance mobility by helping to reduce drive-alone trips and the burden on transit.

Of over 1500 survey responses during the 2007 Seattle Bicycle Master Plan process, Westlake was the second-most requested facility for bicycle infrastructure improvements.



Creating a Better Community
Through Bicycling

Furthermore, the 2007 Bicycle Master Plan calls for investigating a lakeside multiuse trail along this corridor. Such a facility would be exceptional. Yet recognizing property ownership constraints, seizing on the opportunity to repurpose and redesign City-owned property along Westlake is an excellent solution.

Cascade offers our enthusiastic and unwavering support for this project as a critical step toward creating a safer, more connected and more vibrant city for everyone.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Ayers". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chuck Ayers
Executive Director