

## Section VI - 2009 King 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/2009KC CtywideComp.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 2009 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 7, 2009. 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 [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@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 **5pm May 15<sup>th</sup>, 2009**.

**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

<b>1</b>	<b>Project Title:</b> Fairview Ave E and Fairview Ave N Intersection Multimodal Improvements <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i>
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2	<p><b>Sponsoring Agency:</b> City of Seattle</p> <p>Also identify any co-sponsor(s):</p>
3	<p><b>Project Contact Person:</b> Amy Patton</p> <p>Address: 700 5<sup>th</sup> Ave PO Box 34996, Seattle, WA 98124-4996</p> <p>Phone: 206.684.5013 Fax: 206.470.6944 E-Mail: amy.patton@seattle.wa.gov</p>
4	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The project will improve safety and increase access for bicyclists and pedestrians by removing a major barrier on an important bicycle and pedestrian route. Project elements include: 1) Reconstruction of the intersection to realign the roadway (includes curb bulbs, ramps, landscaping and drainage) which will: a) slow turning speed of motor vehicle traffic (currently streets meet at an obtuse angle) which will make the crossing much safer for bicyclists and pedestrians; b) narrow the roadway which will reduce the crossing width (reduces bike/ped exposure time); and c) provide definition and predictability of movement for bicyclists and pedestrians who must now contend with a very open and chaotic situation; 2) Construct a short section of trail that will be part of the Cheshiahud Lake Union Loop walking route around Lake Union; and 3) Construct a new crossing of Fairmont Avenue East where it meets Fairview Avenue North. Planning and design of the project have begun. Funds from this grant will be used for the construction portion of the project.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The existing conditions are deplorable for pedestrians and bicyclists due to long crossing distances and significant drainage issues.</p> <p>This project will benefit bicycle commuters and pedestrians by making safety and accessibility improvements at the intersection of two busy bicycle commuter routes and a popular walking route between South Lake Union and University urban centers and around Lake Union. The project is located along the narrow Eastlake Ave E corridor between Lake Union and I-5 and is one of the most utilized routes in the city for bicycle travel according to the Seattle Bicycle Master Plan. It provides a major connection between north Seattle and downtown. In addition, bus, streetcar and motor vehicles share this corridor and improvements would facilitate walking and bicycling trips to transit. Upon completion, the project will provide a better connection for bicyclists choosing to use the residential bicycle route along Fairview Ave E which will provide an alternative to the Eastlake Corridor.</p>
5	<p><b>Project Location:</b> The intersection of Fairview Ave N and Fairview Ave E, Seattle</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: <i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: <i>(Identify landmark if no crossroad)</i></p>

**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)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications**  
 (“over 5,000 population”)  
 (Inside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 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 “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for 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*

X 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.

**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.

## SECTION B: CONNECTING CORRIDORS

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

**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.

The project is located between the University District and the South Lake Union Regional Growth Centers and connects two important non-motorized routes between centers. These two routes are the Eastlake Ave E/Fairview Ave N arterial route—a major bus route and potential future light rail connection--and the Eastlake residential route that follows the shoreline on Fairview Ave E and Fairview Ave N. Both arterial and residential routes benefit bicycle commuters and pedestrians to facilitate a non-motorized alternative to commuting between the University of Washington and downtown Seattle as well as providing a connection from the Eastlake neighborhood to downtown. The intersection of Fairview Ave E and Fairview Ave N is a missing link in both routes. Improvements to the intersection would largely service pedestrians and bicyclists traveling between the centers, around the lake and to transit.

Because the intersection serves both through traffic traveling between urban centers and users of the Cheshiahud Lake Union Loop route, the project will serve many different types of users including pedestrians, joggers, recreational and commuting bicyclists, neighborhood residents, students, employees of local businesses etc. In addition the project location is a gateway to the Eastlake neighborhood and the majority of the city’s houseboat community, which is a popular tourist attraction.

- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.

The project will address an existing gap in an otherwise intact corridor along Fairview Ave N and Eastlake Ave between the University and Downtown.

- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.

Because the project will fix an existing hazardous gap in an otherwise intact route, completion of the route will provide a more safe and comfortable connection for bicycle commuters and pedestrians. In addition the project improvements will provide better access to bus and streetcar stops. The route is signed as a designated bicycle route and is designated in Seattle’s Bicycle Master Plan.

- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

The greater Eastlake corridor between I-5 and Lake Union, in which the project falls, is a narrow corridor with many modal demands. Buses, bicycles, motor vehicles and streetcar compete for limited space. Providing a safe, connection for pedestrians and bicyclist further promotes the sustained use of non-motorized modes through the corridor and provides an alternative to SOV travel between urban centers. In addition, the project will improve conditions to those accessing bus stops and the streetcar from the adjacent neighborhood. The project will also include natural drainage components and landscaping elements consistent with city standards to improve the quality of runoff into Lake Union and the and the Burke-Gilman Trail.

It improves the City’s overall non-motorized transportation system by completing a gap in non-motorized connections between the University District, South Lake Union and downtown Seattle. It will increase safety and convenience for pedestrians and bicyclists wanting to use the Cheshiahud Lake Union Loop, the West Lake Union Trail and the Burke-Gilman Trail.

## PROJECT EVALUATION: PART 2

### SECTION C: PROJECT READINESS

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

**Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:**

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

**It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:**

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

The permitting process will coincide with the design process. Because design began in 2009 the permitting process completion is expected as follows:

- FHWA/FTA Environmental Classification Summary Checklist: 12/31/2009
- Section 106 Concurrence: 12/31/2009

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**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.

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Construction	12/31/2010	CMAQ	\$1,500,000
<b>Totals:</b>			<b>\$1,500,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	02/07/06	Local	\$500,000
<b>TOTAL:</b>			<b>\$500,000</b>

\*For tables B or C "obligation" may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
<b>TOTAL:</b>			\$

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Preliminary Engineering/Design:	\$ 500,000	Preliminary Engineering/Design:	6/01/2010
Right of Way:		Right of Way:	Does not apply
Construction:	\$1,500,000	Construction:	11/30/2011
Other (Specify):		Other (specify):	Does not apply
<b>Total Project Cost:</b>	<b>\$2,000,000</b>	Estimated date of completion (i.e. open for use)	11/30/2011

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

This grant is for the construction phase. Local funds are being used for the planning and design phases. If funding is awarded the design and construction phases will be fully completed within the required timeline of the grant. Currently the project is planned and in the preliminary design phase which is expected to be complete by 06/01/2010. The permitting process will begin with design and will be completed at the time of design completion. Currently the project is a 10% design and additional public outreach is scheduled for June 2009.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

## SECTION E: JOINT OPPORTUNITIES

**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.

Does not apply

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

Does not apply

## SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.

The project was first identified by citizens as a needed improvement in the Eastlake Neighborhood Plan in 1998 which identified Fairview Ave E and Fairview Ave N as important walking and biking corridors. The City of Seattle worked with the neighborhood to draft preliminary designs for the intersection during this process. The project has also been identified in the Seattle Transportation Strategic Plan as a link in the bicycle street designation as a result the 2007 Seattle Bicycle Master Plan. The Bike Plan also identified this location as a link in the bicycle network and it appears on the current Seattle bicycle map. The Bicycle Master Plan identifies the intersection as a specific project (appendix I page 125, #53) as well as the junction of two signed routes. The Cheshiahud Lake Union Loop Master Plan aimed at making improvements to the walking route around Lake Union sites the location as a missing link in the loop. Funding for implementation of the Cheshiahud Lake Union loop will be spent in 2009 to design the intersection.

- 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.

**Seattle Bicycle Master Plan:** This project is included on the Seattle Bicycle Master Plan map (#53), which was adopted by the Seattle City Council on November 5, 2007 (Resolution 31024). Two public meetings were held prior to adoption of the plan. Other specific citations include:

- Action 1.2: Complete the Urban Trails and Bikeways System. SDOT should complete the Urban Trails and Bikeways system, as it includes a number of key components of the Bicycle Facility Network, such as completing the Burke Gilman Trail Missing Link. (p. 20; attached).
- Objective 1: Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. The system will include ... completion of the Urban Trails and Bikeways System (pp. 6-7; attached).
- Appendix I: Bicycle Facility Recommendations for Key Corridors and Focus Areas: Redesign and reconstruct intersection of Fairview Avenue N and Fairview Avenue E (p. 125; attached).

**Transportation Strategic Plan:** Originally adopted by Seattle City Council and signed by the Mayor in November, 1998, and then updated and readopted on August 15, 2005 (Resolution 30790) this plan specifically identifies completion of Seattle's Urban Trails System (which includes this project) as one of nine key strategies.

- Comprehensive Plan Goals and Policies, 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 (p. 84; attached).
- Strategy B2: Enhance Bicycle Network by Improving Safety and Access to Urban Villages, Schools and the Urban Trails Network: Improve bicycle connectivity by filling gaps and making improvements to bicycle routes, especially within and between urban villages. (p. 86 attached)
- Strategy B4: Improve Bicycle Access to and Through the Center City: Establish bicycle connections to South Lake Union. (p. 87 attached).

**Eastlake Neighborhood Plan:** Adopted by Seattle City Council on 10-5-98 (Resolution #29838), this plan supports and endorses completion of the Fairview Ave E and Fairview Ave N intersection (reference, pp. VI-9-VI-10 attached).

**Seattle Comprehensive Plan** (adopted by Seattle City Council in 1994): This project is consistent with numerous provisions in this plan, which also includes the Seattle Urban Trails System (of which this project is a part) as an integral element in facilitating bicycling and walking. Ten public meetings were held prior to adoption of this plan. Some specific citations include:

- L2 Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping urban village, mixed-use communities thrive (p. LU-6).
  - T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit, walking and bicycling services and improvements to enable urban centers and urban villages to reach growth targets in a way that minimizes single-occupant vehicle travel (p. T-7).
  - T45 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation (p. T-22).
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

This project completes a link in a bike route system that meets the following Destination 2030 policies: It creates a balanced, multimodal transportation system that links centers (RT-8.1); it facilitates intermodal connections to transit (RT-8.2); it provides an alternative to single-occupant vehicle travel along corridors connecting urban centers (RT-8.14); and, it completes the final link in a regionally coordinated network that connects centers (RT-8.33). It also meets the Destination 2030 Update policy which gives priority to non-motorized investments that fill gaps in the existing network and connect urban centers (p. 43).

- RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:
  - o Offering a variety of options to single-occupant vehicle travel.
  - o Facilitating convenient connections and transfers between travel modes.
  - o Promoting transportation and land use improvements that support localized trip-making between and within communities.
  - o Supporting the efficient movement of freight and goods.
- 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-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban 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.

**Destination 2030 Update**, April 2007: Investing in Non-motorized Transportation: Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and within, urban centers and developing intermodal connections (p. 43).

## SECTION G: 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.**

**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 safety improvements to the intersection will make the Cheshiahud Trail more attractive to bicyclists and pedestrians, thereby increasing the mode shift while simultaneously improving safety for all modes. This project will reduce VMT by 110,449 miles per year. This corresponds to 95,656 lbs of avoided carbon dioxide emissions, 54 lbs of avoided hydrocarbon emissions, 461 lbs of avoided carbon monoxide emissions, and 39 lbs of avoided nitrogen oxide emissions. We estimate that there will be 6,001 new walking trips per year through this intersection. See attached methodologies for air quality and pedestrian walking trip calculations. Transit use will also be enhanced since the trail is directly adjacent to bus routes and the South Lake Union Streetcar. (see attachments for calculations)

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314 1<sup>st</sup> Avenue South  
Seattle, WA 98104  
206.652.2310 ph  
206.381.1631 fx  
www.feetfirst.info

May 13, 2009

To Whom It May Concern:

This letter is to support the City of Seattle's Department of Transportation proposal for funding to reconstruct the intersection of Fairview Avenue East and Fairview Avenue North.

The improvement provides a safe, inviting and direct link to the Cheshiahud Loop Trail; an important destination point and a connection between neighborhoods, transit and business. Feet First supports the reconstruction, which supports active transportation encouraging more people to walk and bike.

This funding request complements the release of the City's first Pedestrian Master Plan. This portion of the Cheshiahud Loop trail supports the goals of the plan to make Seattle the most walkable city in the nation.

Feet First's community engagement approach with neighborhood representatives provides the necessary knowledge to expect that this facility will prove to have very high usage by pedestrians.

We believe the project should be considered a high priority for selection by your project evaluation committee.

Sincerely yours,



Lisa Quinn  
Executive Director



# City of Seattle

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Benjamin Smith

To Whom It May Concern:

On behalf of the Seattle Pedestrian Advisory Board, I am writing to express support for the Seattle Department of Transportation's proposal to secure construction funds to improve the intersection at Fairview Ave. East and Fairview Ave. North.

This project will benefit pedestrians by creating a shorter and safer crossing at the intersection. It will also benefit cyclists by improving access along Fairview Ave. East and Fairview Ave. North. It will also facilitate connections to major employers such as Zymogenetics and the Fred Hutchinson Cancer Research Center as well as provide better access to the Cheshiahud Loop Trail.

The Seattle Pedestrian Advisory Board strongly recommends SDOT's project at Fairview Ave. North and Fairview Ave. East as it will substantially benefit commuters, local residents, and businesses.

Sincerely,

Tom Williams, Chair  
Seattle Pedestrian Advisory Board

The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City on matters related to pedestrians and the impacts which actions by the City may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the City's planning processes insofar as they may relate to pedestrian safety and access.

City Council Resolution  
28791



Seattle Municipal Building, 600 Fourth Avenue, Room 410, Seattle, WA 98104-1879

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# SEATTLE PARKS FOUNDATION

860 Terry Avenue N  
Seattle, WA 98109  
206.332.9900

May 12, 2009

STP/CMAQ Grant Selection Committee

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*Ex-officio*  
Tim Gallagher

To Whom it May Concern:

Seattle Parks Foundation enthusiastically supports the Cheshiahud Lake Union Loop (The Loop) and related improvements to the intersection of Fairview Ave E and Fairview Ave N. Redesign of this intersection is identified by The Loop master plan as a top priority for pedestrian accessibility and safety. This project is a key part of the non-motorized transportation network between the technology and business centers along Fairview Ave E and in South Lake Union to the Eastlake neighborhood and the University District. Creation of this missing link will dramatically increase connectivity for pedestrians and bicyclists between these two busy Urban Centers.

We believe that this six-mile safe, continuous pedestrian and bicycle loop around Lake Union will dramatically enhance our city by providing a significant asset in our urban core and creating key links in our non-motorized transportation network. The Fairview Ave E and Fairview Ave N Intersection Multimodal Improvements are a top priority for the creation of The Loop.

The goal of the The Loop is, in a word, connection. It will improve access between adjacent neighborhoods, downtown, and the University of Washington and create a continuous network of open spaces for a range of activities on land and water – from bicycling and walking, to launching a small boat, family picnics and quiet contemplation. We fully support the Seattle Department of Transportation's proposed improvements to the Fairview Ave E and Fairview Ave N Intersection as a vital part of this vision.

Sincerely,



Karen Daubert  
Executive Director

## Executive Director

Karen E. Daubert

*Improving and expanding  
Seattle's parks and  
green spaces*

[seattleparksfoundation.org](http://seattleparksfoundation.org)

## SECTION G: 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.**

**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 safety improvements to the intersection will make the Cheshiahud Trail more attractive to bicyclists and pedestrians, thereby increasing the mode shift while simultaneously improving safety for all modes. This project will reduce VMT by 110,449 miles per year. This corresponds to 95,656 lbs of avoided carbon dioxide emissions, 54 lbs of avoided hydrocarbon emissions, 461 lbs of avoided carbon monoxide emissions, and 39 lbs of avoided nitrogen oxide emissions. We estimate that there will be 6,001 new walking trips per year through this intersection. See attached methodologies for air quality and pedestrian walking trip calculations. Transit use will also be enhanced since the trail is directly adjacent to bus routes and the South Lake Union Streetcar.

## Mode Shift and Air Quality Calculations

Our methodology for estimating the carbon dioxide benefit can be categorized into the following steps:

Step 1: Estimating the number of new, regular bicycle commute and utilitarian trips per day;

Step 2: Estimating what the number of new daily bicycle trips corresponds to in terms of avoided SOV trips;

Step 3: Estimating how many VMT (vehicle miles traveled) are avoided;

Step 4: Estimating avoided CO<sub>2</sub> and pollutant emissions;

**Step 1A: New, daily bicycle commute trips.** We estimate that the improvements associated with the Cheshiahud Trail will attract 73 new bicycle commute trips daily. We arrived at this number using the following assumptions and calculations:

1.A.1. We assume that improvements to the intersection of Fairview Ave E and Fairview Ave N will attract new users within one mile (subtracting bodies of water and parks within this radius), which results in a “travel-shed” area of approximately 1.57 square miles.

1.A.2. Based on an estimate of the population in 2007 (source: Washington State Office of Financial Management), the estimated average population density of Seattle is 6,979 people per square mile.

1.A.3. We also know that out of the general population, 53.6% commute, regardless of travel mode (source: 2000 Census data). This results in a “universe” of 3,741 commuters per square mile. The population of commuters within an average 1.57 square mile area is 5,875.

1.A.4. From the 2000 Census data, we know that 1.9% of Seattle residents commute by bicycle; we estimate that 6.65% commute by bicycle at least occasionally (which is inclusive of the 1.6%). This estimate is based on prorating the 1990 Census figure of 5.6% by 18.75%, which is the percentage increase in the percent of residents that commute by bicycle in 2000 compared to the percent of residents that bicycle commute on a regular basis in the 1990 Census. The difference between the percentage that bicycle to work and the percentage that commute by bicycle at least occasionally equals 4.75% - these are people who are most likely to shift habits and bike commute regularly.

1.A.5. We assume that 20% of residents would bicycle more for commuting purposes if bicycle facilities were improved.

1.A.6. We therefore estimate that 20% of the 4.75% of the people that are most likely to bike commute regularly, would if this new segment of trail were constructed. This yields 56 new, daily bicycle commute trips along this facility.  $(6,979 * .536 * 1.57 * .0475 * .20 = 56)$

**Step 1.B: New, daily bicycle utilitarian trips**

1.B.1. Estimating utilitarian trips begins with the first three steps used to estimate commute trips, with the only difference being that we assume everyone takes utilitarian trips. The “universe” of people, therefore, equals 6,979 people per square mile times 1.57 square miles, or 10,961 people.

1.B.2. Based on a random phone survey conducted by the Seattle Department of Transportation, 9.3% of the population reported using their bicycle for non-commute utilitarian trips. We assume that utilitarian trips occur at the same rate for 365 days in a year.

1.B.3. Using the statistic mentioned in Step 1.A.5., we estimated that 20% of the 9.3% that bike for utilitarian purposes would do so regularly if this trail system were constructed.  $6,979 * 1.57 * 9.3\% * 20\%$  equals 204 new utilitarian bike trips per day.

## **Step 2: Avoided SOV trips**

2.A. Not every bicycle commute trip replaces a single occupancy vehicle trip. Consequently, we assume that every two bicycle commute trips replaces one SOV trip. This yields 28 daily SOV trips eliminated.

2.B. We assume that every three utilitarian bicycle trips replaces one SOV trip. This yields 68 daily SOV trips eliminated

2.C. Total avoided SOV trips = 96.

## **Step 3: Avoided VMT**

3.A. Based on 1990 Census data, the average round trip bike commute length in Seattle is 5.7 miles. Multiplying this by the number of SOV trips avoided results in avoided VMT.  $5.7 * 28 = 160$ .

3.B. We assume the average round trip utilitarian bike trip is 2.85, half the distance of the average round trip bike commute length.  $2.85 * 68 = 194$ .

3.C. We assume there are 250 commute days per year, and 365 utilitarian trip days per year. Multiplying daily avoided commute and utilitarian VMT by these factors, respectively, yields an annual total VMT avoided figure of 110,449.

## **Step 4: Avoided CO2 and pollutant emissions.**

4.a. The average nationwide fuel economy for passenger vehicles in 2006 was 22.4 miles per gallon. Dividing VMT avoided by this figure yields the gallons of gasoline not combusted.

4.b. Applying the carbon content conversion factor for gasoline (19.4 lb. per gallon) yields pounds of CO2 emissions avoided per day.

4.c. Emissions of hydrocarbons (HC), carbon monoxide (CO), and nitrogen oxides (NOx) were calculated the same way. Grams of emissions per mile are listed below. Source: EPA's Mobile 5.0 model.

- 19.4 CO2 emissions: lbs per gallon of gasoline
- 5 Hydrocarbon emissions: grams per gallon of gasoline
- 42.48 Carbon monoxide emissions: grams per gallon of gasoline
- 3.58 Nitrogen oxide emissions: grams per gallon of gasoline

## Cheshiahud Trail (Fairview Ave N and Fairview Ave E)

### Methodology for Estimating New Walking Trips

#### Assumptions:

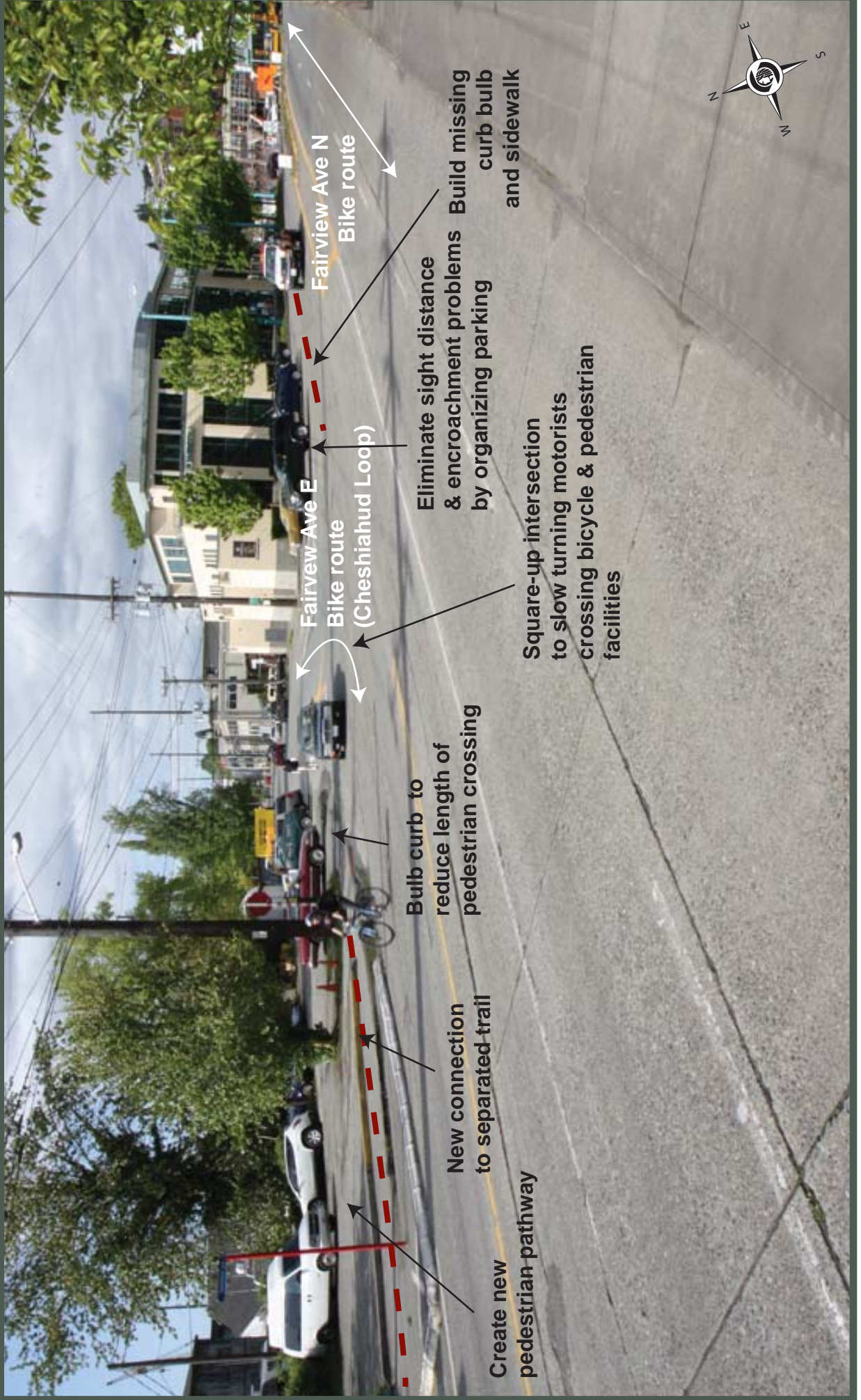
0.5	Distance, in miles, within which the improvements will impact pedestrian demand.
81.0%	% of population that walks on errands (SDOT survey)
1.3%	% of population that would walk more often if sidewalk enhancements were made (SDOT survey)
52	Estimate of projected increase in per person annual walking trips
586,200	Estimated 2007 City of Seattle population (Washington State Office of Financial Management)
6,979	Average population density, per square mile

1. To estimate the number of new walking trips associated with improvements at the intersection of Fairview Ave N and Fairview Ave E, the first step is to calculate the area and the population for which the improvements will serve. We assume that the project improvement will influence residents within a 1/2 mile radius (subtracting bodies of water and parks). The “travelshed” area equals  $.5 * (\pi * .5^2)$ , or .39 square miles.

2. With an average population density of 6,979 people per square mile, these improvements will serve about 2,740 citizens.

3. Based on SDOT survey data, we know that 81% of the population walks on errands and use this as a proxy for estimating the percentage of the population that would walk for recreation. Based on SDOT survey data, we know that 1.3% of the population would walk more if sidewalk enhancements were made. We also assume that the frequency of walking trips would increase by 2 round trips every week, or 208 one-way trips per year. Multiplying 2,740 people \* 81% \* 1.3% \* 208 one-way trips per year results in 6,001 new walking trips per year.

# Fairview Avenue E and Fairview Avenue N Intersection Improvements



# Fairview Ave E & Fairview Ave N Intersection Improvements



Intersection of Fairview Ave E & Fairview Ave N.

This project will reconstruct the intersection of Fairview E and Fairview N to provide critical bicycle and pedestrian linkages between South Lake Union/Downtown and the University District regional centers. The intersection serves as a link on the regional Cheshiahud Loop around Lake Union. Request: \$1.5 million.

