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/2009KCCtywideComp.aspx

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

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

Projects receiving funding as a result of this competition: Funding distributed as a result of the 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. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 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	
1	**Project Title:** Secure Bicycle Parking at the University of Washington Seattle Campus *(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)*

2	**Sponsoring Agency:** University of Washington Also identify any co-sponsor(s): CA sponsor: WSDOT
3	**Project Contact Person:** Celeste Gilman, Transportation Systems Manger, Commuter Services Address: 3901 University Way NE, Seattle, WA, 98105 Phone: 206.685.4380 Fax: 206.543.2409 E-Mail: cgilman@u.washington.edu
4	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. Construct three secure bicycle enclosures on the University of Washington Seattle campus with a capacity of 40 bicycles each (total capacity: 120 bicycles). A rendering from the design document package is attached. b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? In this area of hilly terrain and wet weather, the availability of secure and dry bicycle parking is a critical factor in many people's decisions whether or not to commute by bicycle. Approximately 5,000 employees and students commute to via bicycle. The University of Washington as an inventory of 6,000 bike rack spaces and secured bike parking in almost 600 bike lockers. The University is currently able to meet less than half the demand for secure bicycle parking. A new more efficient secured bike parking method is needed. Providing adequate secure parking to meet demand is vital to advancing commute trip reduction and greenhouse gas reduction goals for the University Community urban center.
5	**Project Location:** University of Washington, Seattle Campus, University Community Urban Center, Seattle Answer the following questions if applicable: **b.** Crossroad/landmark nearest to beginning of project: N/A *(Identify landmark if no crossroad)* **c.** Crossroad/landmark nearest to end of project: N/A *(Identify landmark if no crossroad)*
6	**Map:** Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. *If unable to send map electronically, provide separately by fax or mail.* Map attached.
7	**Federal Functional Classification Code** *(Select only one)* *Assistance in determining the functional classification of a project is available by calling*

Stephanie Rossi at 206-971-3054..

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

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

☐ 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.

Providing secure bicycle parking will help more people make the switch to bicycle commuting. Bicycle commuting enables people to access and participate in the educational and economic activities in the University Community urban center in a spatially efficient manner, supporting high residential and employment densities. By supporting bicycle commuting, this project will contribute to many adopted goals for the University Community urban center. This project will help the University Community develop in a manner consistent with the Seattle's Comprehensive Plan, the Seattle Bicycle Master Plan, the University Area Transportation Action Strategy, the Seattle Climate Action Plan, the University of Washington Campus Master Plan, and the University of Washington Climate Action Plan (under development). A few of the specific Comprehensive Plan goals and policies that this project will advance include "TG9: Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips" (Transportation Element, page 3.8); "TG15: Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals" (Transportation Element, page 3.11); and "T30: Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations" (Transportation Element, page 3.11). The Comprehensive Plan also recognizes the importance of covered, secure parking to promoting bicycle transportation (see for example, Transportation Element, policy T30, page 3.11).

As stated in the University Area Transportation Action Strategy, "[p]roviding viable alternatives to driving

alone is also critical to achieving the goals of the Mayor's Climate Action Plan and the shared vision of Seattle as a sustainable city" (page 23). Providing secure bicycle parking on the University of Washington Seattle campus will do just that. This project will make significant progress towards addressing a deficit in secure bicycle parking facilities. The project will also enhancing the identity of the University Community as a bicycle friendly center by providing high quality, attractive parking facilities. The bicycle capacity of the three proposed enclosures will be 120 bicycles, but the number of bicyclists served will be significantly larger. Because these secure parking areas will be shared and many users do not commute to campus every day, the facilities will be oversubscribed to achieve full utilization. Students in particular will gain better access to secure parking. Currently, wait times of up to several years for a bicycle locker discourage students and favor faculty and staff, who have a longer association with campus. Providing students with better access to secure bicycle parking will encourage them to try bicycle commuting, and a positive experience may set them on a lifelong bicycling habit.

Reduction of SOV commuting is critical to the future growth of the University of Washington and the quality of life in the University Community. The University has a successful track record of reducing SOV trips. Today, 79% of commute trips to the University are by non-SOV modes. However, with overburdened transit infrastructure and steadily dwindling vehicle parking supply, an increasing shift to bicycle commuting must be the next strategic step if the University of Washington and the University Community are to continue to enjoy the same level of transportation system success. Secure bicycle parking is a critical link that must be addressed to successfully increase bicycle commuting.

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.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS

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 needed a. Final FHWA or FTA approval of environmental documents including:

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

Not needed - Section 106 Concurrence.

Not needed - 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 design for the proposed secure bicycle enclosures is complete. Final site selection on the University of Washington campus and final site specific design will occur by late 2009. Permitting and construction can then occur. The University conforms to the environmental analysis proscribed by the State Environmental policy Act. Any required environmental process that comes with these funds will be observed.

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	03/01/10	CMAQ	$325,000
		Totals:	$325,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Site Specific Design	08/01/09	University of Washington	$21,000
Permitting	01/01/10	University of Washington	$4,500
Construction	03/01/10	University of Washington	$24,500
		TOTAL:	$50,000

*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
			$
			$
		TOTAL:	$0

*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)
Planning:	$0	Planning:	10/01/09
Preliminary Engineering/Design:	$21,000	Preliminary Engineering/Design:	01/01/10
Right of Way:	$0	Right of Way:	Not applicable
Construction:	$349,500	Construction:	10/01/10
Other (Specify) Permitting:	$4,500	Other (specify) Permitting:	03/01/10
Total Project Cost:	$375,000	Estimated date of completion (i.e. open for use)	10/01/10

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

If the requested funding is obtained, project construction will be fully completed and the new facilities will be open for use by bicyclists. The current project status is PE at 90%.

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

The proposed project will complement many current and planned bicycle facility projects in the region, from route improvements on City streets and trails identified in the Seattle Bicycle Master Plan to large regional projects such as the new bicycle route planned for the rebuilt SR520 bridge and joint bicycle/light rail commute opportunities with the opening of Sound Transit light rail.

If funds are not received through this project competition, construction of the proposed secure parking will be delayed until such time as alternative funding becomes available. Secure bicycle parking is currently a missing link to creating a significant shift to bicycle commuting in the University Community. Until these facilities are provided, the current issues will persist and the University Community will be hampered in its ability to further vehicle trip and greenhouse gas reduction goals.

SECTION F: PLANNING

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 project was developed as a result of requests for additional secure bicycle parking by University students, staff, and faculty. Currently, there are over 500 people on the waiting list for bicycle lockers and the 600 lockers on campus are all full. Many more people do not get on a waiting list because the multi-month to multi-year wait is too discouraging. University of Washington Commuter Services commissioned the design of a standard secure bicycle enclosure to help address this demand for secure bicycle parking in a manner that is economical, space efficient, aesthetic, and maximizes the number of bicyclists who can be served. This design has been approved by the appropriate University committees. The next planning step for the project will be the identification of three specific sites. This step will be collaborative, involving many campus stakeholders, and data driven to target the areas of highest need.

Secure bicycle parking is an important missing link that must be addressed to significantly increase the number and share of commute trips made by bicycle. Increasing bicycle use is an explicit goal of Seattle's Comprehensive Plan, the Seattle Bicycle Master Plan, the University Area Transportation Action Strategy, and the Seattle Climate Action Plan:

- "TG15: Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals." (Seattle's Comprehensive Plan, Transportation Element, page 3.11, January 2005)
- "Goal 1: Increase use of bicycling in Seattle for all trip purposes. Triple the amount of bicycling in Seattle between 2007 and 2017." (Seattle Bicycle Master Plan, page 6, 2007)
- "Providing viable alternatives to driving alone is also critical to achieving the goals of the Mayor's Climate Action Plan and the shared vision of Seattle as a sustainable city." (University Area Transportation Action Strategy, page 23, August 2008)
- "Action #2 Significantly Expand Bicycling and Pedestrian Infrastructure" (Seattle Climate Action Plan, page 6, September 2006)

The University of Washington Campus Master Plan and the University of Washington Climate Action Plan (under development) specifically identify the need for additional secure bicycle parking on campus:

- "Provide additional covered, secured bike storage at high use locations." (University of Washington Campus Master Plan, page 163, January 2003)
- "A secure and dry place to store one's bicycle is one of the key needs of cyclists. Today, the roughly 600 bicycle lockers on the Seattle campus supply less than half of the demand for secure parking. . . . [P]roviding enough supply [of secure parking] to meet demand will eliminate a significant barrier to bicycle commuting." (University of Washington Climate Action Plan, unpublished manuscript)

The project is consistent with Destination 2030 including the goals and policies on pages iv, 28, 43-44, 63, 69, and 75-76:

- "By the year 2030, biking and walking could account for as much as 20 percent of all trips in the region. . . . Priority investments are those that complete the non-motorized system by filling gaps in

the existing network, creating connections to, and improved circulation within, urban centers and high capacity station areas, and developing intermodal connections." (page iv)

- "Design for pedestrians and bicyclists." (page 28)
- "To provide for non-motorized mobility, the region should respond to Federal Highway Administration direction that identifies bicycle and pedestrian facilities as crucial components of all future transportation improvements. (See USDOT FWHA Design Guidance — Accommodating Bicycle and Pedestrian Travel: A Recommended Approach, 2000). The U.S. Department of Transportation has set a national goal that by 2010 bike and walk trips will comprise 15 percent of all trips. A regionally integrated network of nonmotorized facilities linking bicycle and pedestrian infrastructure within urban places, and connecting these facilities to regional transit services, will help to achieve this goal in the central Puget Sound region." (page 43)
- "New capacity in Destination 2030 comes balanced in the form of new roads, expanded local transit service, and better bicycle and pedestrian facilities connecting and within urban centers, transit stations and activity areas. This multi-modal, strategic approach will help achieve the regional goal of converting major urban corridors from auto-oriented commercial strips into more multi-modal, mixed-use environments." (page 75)
- "Destination 2030 identifies and makes significant investment in a range of regional nonmotorized systems, including multiuse, off-road trails, designated on-road bicycle facilities and pedestrian infrastructure. These investments will provide residents of the region with greater opportunities to make nonmotorized transportation choices and provide greater access to transit services." (page 76)

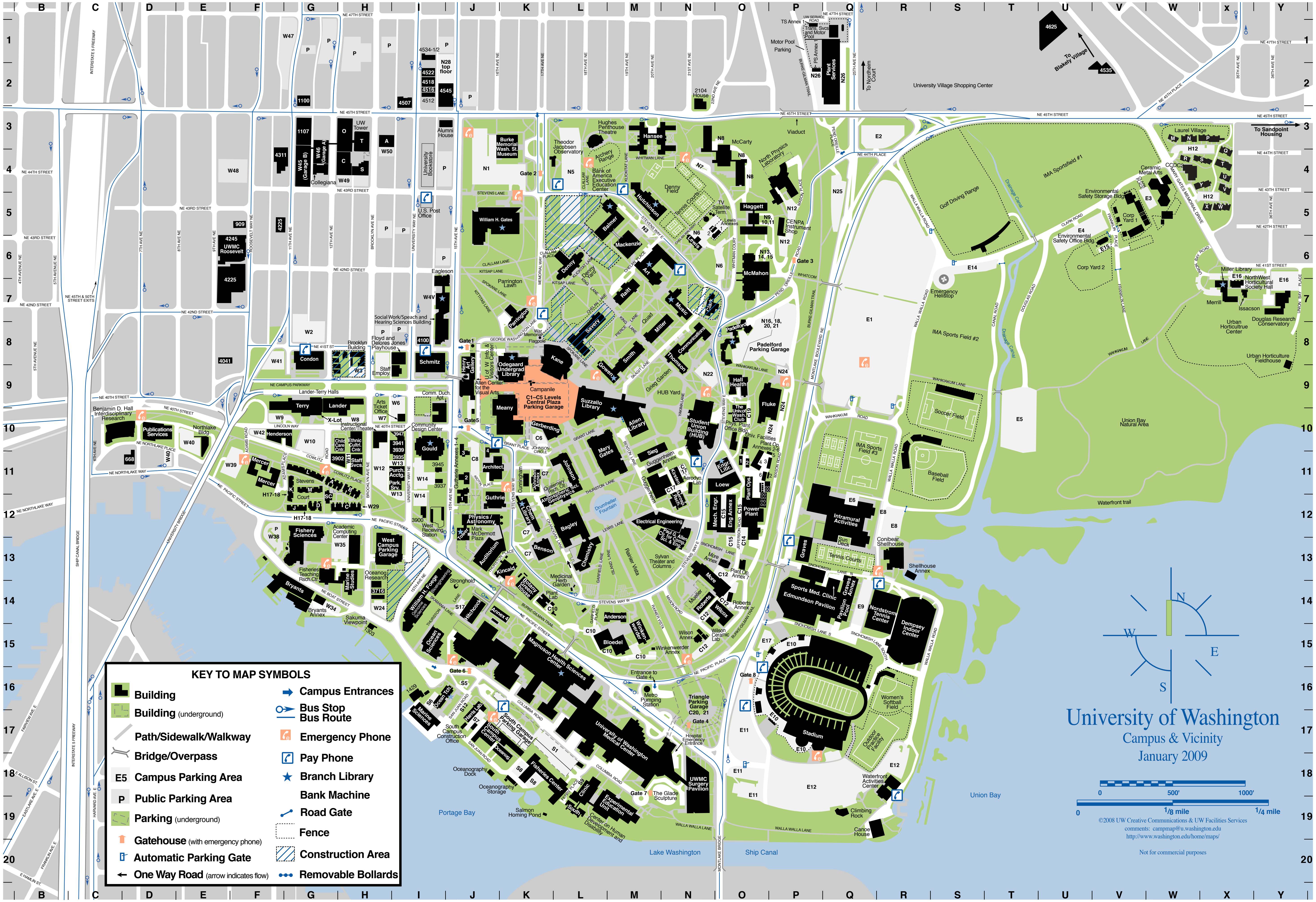
SECTION G: AIR QUALITY

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.

One of the key considerations in choosing a transportation mode is whether it is reliable. When there is a risk of bicycle theft there is a risk and fear of unreliability. By eliminating the risk of theft and the hassles of parking in the rain, the construction of secure bicycle parking on the University of Washington campus will result in student, staff, and faculty commuters making more trips by bicycle and fewer trips by single-occupant vehicle. This benefit will be experienced immediately after project completion and will continue for the life of the facility.


University of Washington
Campus & Vicinity
January 2009
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500'
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1/8 mile
1/4 mile
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http://www.washington.edu/home/maps/
Not for commercial purposes
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KEY TO MAP SYMBOLS
Building
Building (underground)
Path/Sidewalk/Walkway
Bridge/Overpass
E5 Campus Parking Area
P Public Parking Area
Parking (underground)
Gatehouse (with emergency phone)
Automatic Parking Gate
One Way Road (arrow indicates flow)
Campus Entrances
Bus Stop
Bus Route
Emergency Phone
Pay Phone
Branch Library
Bank Machine
Road Gate
Fence
Construction Area
Removable Bollards
B C D E F G H I J K L M N O P Q R S T U V W X Y
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
INTERSTATE 5 FREEWAY
NE 47TH STREET
NE 45TH STREET
NE 44TH STREET
NE 43RD STREET
NE 42ND STREET
NE 41ST ST
NE 40TH STREET
NE 45TH & 50TH STREET EXITS
NE CAMPUS PARKWAY
NE NORTHLAKE PLACE
NE NORTHLAKE WAY
NE PACIFIC STREET
NE BOAT STREET
NE 44TH PLACE
NE 45TH PLACE
NE 43TH STREET
NE 42TH STREET
NE 41ST STREET
4TH AVENUE NE
5TH AVENUE NE
6TH AVE NE
7TH AVE NE
8TH AVE NE
9TH AVE NE
ROOSEVELT WAY NE
11TH AVE NE
12TH AVE NE
BROOKLYN AVE NE
UNIVERSITY WAY NE
15TH AVE NE
16TH AVE NE
17TH AVE NE
18TH AVE NE
19TH AVE NE
20TH AVE NE
21ST AVE NE
22ND AVE NE
25TH AVE NE
35TH AVE NE
36TH AVE NE
SHIP CANAL BRIDGE
UNIVERSITY BRIDGE
MONTLAKE BRIDGE
FAIRVIEW AVE. E
E ALLISON ST.
EASTLAKE AVE. E
HARVARD AVE. E
FRANKLIN AVE. E
E HAMLIN ST.
W47
P
1100
4507
4534-1/2
N28 top floor
4522
4518
4516
4512
4545
1107
4311
W45 (Garage B)
W46 (Garage A)
Collegiana
UW Tower
O
T
C
S
W49
A
W50
University Bookstore
Alumni House
U.S. Post Office
W48
909
4245
UWMC Roosevelt
4225
4041
W2
Condon
W41
W3
Brooklyn Building
Social Work/Speach and Hearing Sciences Building
Floyd and Delores Jones Playhouse
Staff Employ.
4100
Schmitz
Eagleson
W4V
Lander-Terry Halls
Terry
Lander
W9
X-Lot
W8
Instructional Center/Theater
LINCOLN WAY
Arts Ticket Office
W6
W7
Comm. Duch. Apt.
Community Design Center
Benjamin D. Hall Interdisciplinary Research
Publications Services
Northlake Bldg.
W40
668
W42
Henderson
W10
ADAMS ROAD
COWLITZ ROAD
W39
Mercer
ADAMS PLACE
Stevens Court
COWLITZ PLACE
L
A
B
K
M
SC
J
D
C
H17-18
W29
Child Care Cntr.
Ethnic Cultrl. Cntr.
3902
W11
Staff Svcs.
W12
3947
3941
3939
3935
W13
Purch. Acctg.
Park. Srv.
Gould
3945
W14
3937
3900
West Receiving Station
W38
Fishery Sciences
Academic Computing Center
W35
West Campus Parking Garage
Fisheries Teaching Rsch.Ctr.
Marine Studies
Oceanog. Research
3716
W24
Bryants
W34
Bryants Annex
Sakuma Viewpoint
1303
1429
Marine Sciences
S6
Ocean Tch.
SAN JUAN ROAD
S12
Harris Lab.
S7
South Campus Construction Office
South Campus Parking Garage
South Campus Center
Oceanog.
S1
S8
S9
Fisheries Center
FERRY PLACE
Clinic
South
Experimental Education Unit
Center on Human Development and Disability
COLUMBIA ROAD
Oceanography Dock
Oceanography Storage
Salmon Homing Pond
Portage Bay
Lake Washington
Ship Canal
Union Bay
Burke Memorial Wash. St. Museum
N1
Gate 2
STEVENS LANE
William H. Gates
CLALLAM LANE
KITSAP LANE
SPOKANE LANE
KITTITAS LANE
Parrington Lawn
Parrington
Gate1
GEORGE WASHINGTON LANE
War Memorial
Flagpole
Henry Art Gallery
U of W Info. & Visitors Center
Odegaard Undergrad Library
Kane
Allen Center for the Visual Arts
Campanile
C1–C5 Levels Central Plaza Parking Garage
Meany
Gerberding
C6
Gate5
GRANT PLACE
JOHNSON CIRCLE
Guthrie Annexes 1-4
C8
Architect.
ASOTIN PLACE
Guthrie
Physics / Astronomy
Mark McDermott Plaza
Tower
Auditorium
THURSTON PLACE
Kincaid
Botany Greenhouse
Plant Lab
C10
Stronghold
William H. Foege Genome Sciences Bioengineering
SKAMANIA LANE
S17
Hitchcock
Annex 4
Ocean Sciences
Gate 6
S5
Magnuson Health Sciences Center
University of Washington Medical Center
UWMC Surgery Pavilion
Gate 7
The Glade Sculpture
Hughes Penthouse Theatre
Theodor Jacobsen Observatory
Archery Range
Bank of America Executive Education Center
N5
CLALLAM LANE
Hansee
WHITMAN LANE
KLICKITAT LANE
Denny Field
Hutchinson
Balmer
Mackenzie
N3
STEVENS WAY E
Denny
Denny Yard
Art
CHELAN PLACE
Raitt
Music
Clark
Quad
Savery
Miller
Smith
Gowen
Communications
Thomson
SKAGIT LANE
Grieg Garden
HUB Yard
Suzzallo Library
Allen Library
GRANT LANE
Mary Gates
BENTON LANE
Sieg
Guggenheim Annex
Guggenheim
Johnson
Johnson Annex
C7
Cunningham
Quaternary Rsch. Ctr.
Atmospheric Sci. Geophysics
THURSTON LANE
Drumheller Fountain
Chem Library
Bagley
OKANOGAN LANE
LEWIS LANE
Benson
Chemistry
Electrical Engineering
Paul G. Allen Ctr. for Comp. Sci. & Eng.
Rainier Vista
Sylvan Theater and Columns
Medicinal Herb Garden
GARFIELD LANE
ISLAND LANE
STEVENS WAY W
GARFIELD PLACE
Anderson
Bloedel
Winkenwerder
Winkenwerder Annex
Entrance to Gate 4
Metro Pumping Station
Triangle Parking Garage C20, 21
Gate 4
Hospital Emergency Entrance
MASON ROAD
RAINIER VISTA
Kirsten
C17
Aerodyn. Lab
Aerosp. Rsch.
Loew
Engr. Libr.
Mech. Engr.
C15
Eng Annex
C14
Plant Ops
Power Plant
JEFFERSON ROAD
SNOHOMISH LANE
More Annex
More
C12
Plant Op. Annex 7
Mueller
Roberts
Roberts Annex
Wilcox
Wilson Annex
Wilson Ceramic Lab
NE PACIFIC PLACE
BURKE-GILMAN TRAIL
WALLA WALLA LANE
N8
McCarty
N7
Viaduct
North Physics Laboratory
Haggett
TV Satellite Term.
Lewis Annexes
Lewis
N6
N9, 10,11
CENPA Instrument Shop
N12
N13, 14, 15
McMahon
Gate 3
WHATCOM
PEND OREILLE ROAD
Padelford
N16, 18, 20, 21
Padelford Parking Garage
WAHKIAKUM LANE
N22
N24
Hall Health
The Univ.of Wash. Club
C19
Phys. Plant Office Bldg.
Fluke
Student Union Building (HUB)
Univ. Facilities Plant Op. Annexes 2-6
MONTLAKE BOULEVARD NE
2104 House
TS Annex 1
UW SERVICE ROAD
Trans. Svcs and Motor Pool
Motor Pool Parking
PS Annex 1
N26
Plant Services
To Nordheim Court
E2
N25
E1
E5
E6
Intramural Activities
E8
Conibear Shellhouse
Shellhouse Annex
Graves
Sun Deck
Tennis Courts
Sports Med. Clinic
Edmundson Pavilion
Pavilion Pool
Graves Annex
E9
Nordstrom Tennis Center
Dempsey Indoor Center
SNOHOMISH LANE S
E17
E10
Gate 8
Stadium
E11
E12
Women's Softball Field
Outdoor Practice Facility
Waterfront Activities Center
Climbing Rock
Canoe House
IMA Sports Field #3
Soccer Field
Baseball Field
WAHKIAKUM ROAD
WALLA WALLA ROAD
University Village Shopping Center
4625
4535
To Blakely Village
Golf Driving Range
IMA Sportsfield #1
Drainage Canal
E14
Emergency Helistop
IMA Sports Field #2
CANAL ROAD
DOUGLAS ROAD
CLARK ROAD
E4
Environmental Safety Office Bldg.
E15
Environmental Safety Storage Bldg.
Corp Yard 1
Corp Yard 2
E3
FRANKLIN PLACE
FRANKLIN LANE
Ceramic Metal Arts
CCDC2
Laurel Village
H12
MARY GATES MEMORIAL DRIVE
To Sandpoint Housing
UNION BAY ROAD
UNION BAY PLACE
Miller Library
E16
NorthWest Horticultural Society Hall
Merrill
Issacson
Urban Horticultrue Center
Douglas Research Conservatory
Urban Horticulture Fieldhouse
Union Bay Natural Area
Waterfront trail

C-2 Increasing Transportation Choices: Bicycling & Walking

discussion

Walking and bicycling can be practical alternatives to driving, especially for short trips. They can also contribute greatly to neighborhood quality and vitality, and help achieve City transportation, environmental, open space, and public health goals. Pedestrian and bicycle improvements to streets, intersections, sidewalks, and other facilities can improve access and safety. Such facilities are particularly important for children, senior citizens, and people with disabilities.

goals

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

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

policies

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

T30.5 Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.

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

T32 Recognize that stairways located within Seattle's public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the City. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.

T33 Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:

a. access to recommended school walking routes;

b. access to transit, public facilities, social services and community centers;

c. access within and between urban villages for people with disabilities and special needs;

d. areas with a history of pedestrian / motor vehicle crashes and other safety problems; and

e. areas with high levels of growth.

The Pedestrian Master Plan should identify a method for assessing and implementing pedestrian safety and access improvements in high growth areas.

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.

Chapter 2. Goals, Objectives and Policy Framework

Goals and Objectives

The two primary goals of this Bicycle Master Plan are:

Goal 1: Increase use of bicycling in Seattle for all trip purposes. Triple the amount of bicycling in Seattle between 2007 and 2017[1].

Goal 2: Improve safety of bicyclists throughout Seattle. Reduce the rate of bicycle crashes by one third between 2007 and 2017[2].

These goals essentially encompass all activities of the city related to bicycling and provide the underpinning for all of the Plan recommendations. Many of the Bicycle Facility Network improvements within the Plan can be achieved easily by making improvements using the Complete Streets approach (e.g., incorporating bicycle facilities into roadway reconstruction projects, repaving projects, etc.). The Plan also targets substantial capital investments at key locations within the network that may require additional funding and public support. Both short-term and long-term projects are necessary to create the accessible, connected network of bicycle facilities that is critical for attracting additional bicyclists and making bicycle trips safer.

Seattle will develop a continuous, complete network of bicycle facilities to make it safer and easier for more people to bicycle throughout the city.

The city has identified four principal objectives for achieving the goals of the Plan. Chapters 3 through 6 describe the objectives in detail. Strategic performance measures are also tied to each principal objective to monitor progress in implementing each recommendation. Monitoring of performance measures will occur periodically. Some will be measured on a yearly basis while others will be measured over longer periods of time depending on the availability of source data. More detail on performance measures is provided in Chapter 7.

Objective 1: Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. One of the most important outcomes of this Plan is a detailed assessment of Seattle's transportation system, resulting in recommendations for new facilities types throughout the city. This Plan identifies the location and initial design concept for a system that encompasses over 450 miles. This system extends to all parts of the city and will be designed to meet the needs of all types of bicyclists. The system will include bicycle lanes and other facilities on arterial roadways, a citywide bicycle route system, and

[1] *Tripling the amount of bicycling is contingent upon the completion of 20 critical bicycle connections. The amount of bicycling is measured by counting bicyclists at a consistent sample of locations in the city.*
[2] *The rate of bicycle crashes is the number of police-reported bicycle crashes in a year divided by the number of bicyclists counted at the sample locations and by the average motor vehicle traffic volumes measured throughout the city in a year.*

Modes

Modes are the different ways that people and goods travel, including vehicles, freight, transit, bicycling & walking.

The City of Seattle's Comprehensive Plan and Transportation Strategic Plan make it clear in their goals, policies and objectives that the historic emphasis on moving cars (at the expense of improving other modes) is over. Today, the goal of Seattle's transportation professionals is to 'move people and goods,' a small but important distinction that recognizes our inability to build our way out of traffic congestion without investing in transit and non-motorized transportation.

Creating Balance

Decades of investment focused on maximizing vehicle capacity has created an imbalanced transportation system. By creating incentives for driving at the expense of transportation choices, these investments have put in place artificial barriers for walking, biking, and taking transit. Achieving a balanced transportation system will require a very strong emphasis on removing these barriers over the next several decades. Providing viable alternatives to driving alone is also critical to achieving the goals of the Mayor's Climate Action Plan and the shared vision of Seattle as a sustainable city.

Despite current and expected growth in population and jobs within Seattle, much of the basic street infrastructure is not likely to change very much. The potential for new freeways, highways and major arterials is extremely limited, while widening existing streets is increasingly difficult, expensive, and disruptive to existing neighborhoods and businesses. The City simply will not be able to build its way out of traffic congestion. Therefore, as more Seattle residents, employees, and commerce need to get around town, the City will have to use its public rights-of-way much more efficiently than it has in the past.

There is a strong and growing desire for people in the city to rethink the ways we live, work and shop. The Comprehensive Plan introduced many new concepts when it was developed well over a decade ago, with many citizens unfamiliar with the concept of "urban villages." Now, many people whose neighborhoods weren't designated as urban villages are asking to become one - a recognition that even single-family areas can be a part of vibrant neighborhoods, places where as walk out

- Approximately $3 million for transit corridor and reliability improvements, which *Transit Now* will match with an additional 5,000 service hours per affected route, allowing faster more reliable bus service in some of the city's most congested routes to Downtown including Ballard, West Seattle and Aurora.

- Funding to make King Street Station a transit hub in South Downtown.

- Funds for synchronizing traffic signal timing to improve transit flow and reliability.

How we will measure our progress

- Trends in the contribution of gasoline to Seattle's climate pollution levels via updates to the greenhouse gas inventory.
- Percentage of trips made using modes of transportation other than single occupancy vehicles, including transit ridership statistics.
- Vehicle miles traveled in Seattle.

Action #2
Significantly Expand Bicycling and Pedestrian Infrastructure

The problem, the solution, the benefits

More than three-fourths of the single-occupant auto trips in Seattle are not commute related, and most are within five miles of home. With nearly a quarter of Seattle's greenhouse gas emissions coming from cars, small trucks and motorcycles, traveling by bike and foot can be a real part of the solution to reduce emissions, saving money and improving public health in the process.

Some 8,000 people bicycle to work in Seattle every day. Our area boasts the largest bicycle club in the nation, the Cascade Bicycle Club. The Burke-Gilman Trail, used by walkers and riders alike, is one of the most heavily used city trails in the country. With improved facilities and better education and enforcement of traffic laws as they relate to bicycle and pedestrian safety, we can take advantage of these attributes to further reduce greenhouse gas emissions.

New City investments and actions to make it easier to bike or walk in Seattle

- To increase bicycle use and improve bicycle safety, the Seattle Department of Transportation (SDOT) will complete the City's first Bicycle Master Plan in 2007. The Plan will address opportunities to improve on-road bicycling conditions, develop a wayfinding system, establish facility design guidelines, and create a maintenance plan. Funding for implementation is included in the *Bridging the Gap* transportation package.

- In 2007-2008, SDOT will double the number of bike lanes by painting between 20 and 30 miles of new bicycle lanes with funding included in the *Bridging the Gap* transportation package. In addition, SDOT will identify four-lane corridors that can accommodate bicycle lanes in each direction.

- Legislation to increase bicycle parking requirements for development in neighborhood business districts is awaiting City Council action.

- SDOT helps fund and promote the new BikeStation bicycle transportation center on 3rd Avenue South in Pioneer Square.

- During 2007-2008, SDOT will nearly complete work on the Urban Trails System (Chief Sealth Trail, Burke Gilman Trail extension, Interurban Trail, Duwamish Bikeway, Lake Union Ship Canal Trail, Mountains to Sound Greenway and the Potlatch Trail).

iv. In the secondary impact zone, the University shall pay for 75 percent of the cost for the first permit for each household requesting a permit; or 75 percent of the cost for 1 guest permit if no permits are requested for the household's cars.

v. The University shall not pay more than $50,000 annually for permit costs in the secondary impact zone.

d. In the secondary impact zone, the University shall not be responsible for the costs associated with the nighttime RPZ associated with the movie theaters in Wallingford.

e. The University's share of an RPZ shall be reduced to the extent that development in the primary or secondary impact zones includes a condition of approval related to RPZ costs.

f. Where costs are shared, such as between the University and residents for annual permits, amounts shall be rounded to the nearest dollar.

g. The University shall not provide employees with RPZ stickers unless the employees are residents within the University's major institution boundaries or within the area of the RPZ.

Bicycle

The University of Washington currently supplies bicyclists with multiple locations for securing and storing their bicycles on campus. The University has the largest inventory of bike lockers in the nation. Clothes lockers and showers are available at some campus locations for students, staff, and faculty. Bike lockers can be rented for a small fee on a quarterly basis; many have a waiting list.

Bicycle routes such as the Burke-Gilman Trail and the University Bridge provide bike access to campus. The Burke-Gilman Trail provides excellent access to West, South and East Campus.

Possible Bicycle Improvements:

- Improve interfaces between off-campus bike network, the Burke-Gilman Trail, and Central Campus.
- Provide additional covered, secured bike storage at high use locations.
- Program covered or secured bicycle parking into each new building.
- Provide additional clothes storage and shower facilities.
- Coordinate with the City on bicycle detection at signals along the primary bicycle corridors accessing campus.
- Encourage local transit agencies to accommodate the demand for bike use on transit.
- Implement a bike/pedestrian safety program. This could include selling discounted helmets and fluorescent vests and providing a map of high traffic accident locations.
- Coordinate with the City to create bicycle connectivity through the street network, particularly along the University Bridge, Montlake Bridge, north to Ravenna Park, and west over I-5.