

PSRC Funding Application

Competition	King Countywide
Application	Nonmotorized
Status	submitted
Submitted:	May 5th, 2016 10:00 PM
Prepopulated with screening form?	No

Project Information

- Project Title**
N 34th Street Protected Bicycle Lanes and Protected Intersections
- Transportation 2040 ID**
NA
- Sponsoring Agency**
Seattle
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A
- Nonmotorized Category**
Project is located within a Center

Contact Information

- Contact name**
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- Contact phone**
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Project Description

- Project Scope**
The Seattle Department of Transportation will design and build a protected bicycle facility for 0.34 miles on N 34th St, comprised of protected bicycle lanes for the full extent and protected intersections at Stone Way N and Troll Avenue N. The project will upgrade the existing bicycle lanes to add additional protection and separation, including improved intersections. This project will extend the protected bicycle lane that is currently being constructed east of Fremont Avenue on a principal arterial in the Fremont neighborhood of Seattle, where bicycle facilities are heavily used. The specific outcome of this project will be an enhanced bicycle facility in the Fremont neighborhood that will encourage a broader range of people of all ages and abilities to travel by bicycle comfortably.
- Project Justification, Need, or Purpose**
The 2014 Seattle Bicycle Master Plan was developed with the overall theme of increasing the number and types of people who would be willing and interested in riding a bicycle in the city. SDOT learned throughout the planning process that one of the main factors keeping more people from bicycling is a concern about safety; many people do not feel safe riding a bicycle

on busy streets. With that in mind, the updated plan focuses on bicycle facility types that feel safe and comfortable for people of all ages and abilities. The BMP identifies bicycle facility types that meet these criteria. One of these facilities is protected bike lanes, which are typically applied on arterial roadways and provide increased separation between people bicycling and driving. These types of facilities constructed around the world have been shown to increase bike volumes, which also leads to increased safety. For example, in Seattle, the 2nd Avenue Protected Bike Lane saw triple the number of riders after the facility was installed compared to the previous bike lane facility.

A protected intersection is a treatment that is new to the United States but is prevalent in European and Scandinavian countries. This type of intersection treatment separates people walking, biking, and driving through the intersection and provides a higher level of safety than other more common types of intersection treatments. As of December 2015, four US cities (Austin, Salt Lake City, Davis, and Chicago) and two Canadian cities (Vancouver, Montreal) had installed protected intersections. Protected intersections are designed to prevent collisions between people in cars and on bikes by providing a corner refuge island, a forward stop bar, and a set-back bike and pedestrian crossing. They also protect pedestrians by shortening crossing distances and providing more protection in corner refuge islands. The design decreases the corner radii so that people making right turns in their cars turn to face the bicycle pathway straight on.

The project addresses each of the region's stated transportation goals: focusing investment and growth in a city-designated urban centers, fostering dense mixed-use development patterns within those centers, and spurring mode shift within the centers to reduce congestion and improve quality of life. Zero-emissions bicycle and pedestrian options also ensure that the region is proactively moving toward its mobility and air quality goals. The 34th St corridor is one of many protected bicycle and neighborhood greenway corridors identified for priority implementation in the City of Seattle's Bicycle Master Plan (BMP), adopted in 2014, and identified in the City of Seattle BMP Implementation Plan 2016-2020.

Project Location

1. **Project Location**
N 34th St
2. **Please identify the county(s) in which the project is located.**
King
3. **Crossroad/landmark nearest the beginning of the project**
Fremont Avenue N
4. **Crossroad/landmark nearest the end of the project**
Stone Way N
5. **Map and project graphics**
N34thPBL.PDF

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
No
2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
N/A
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.**

The Seattle Comprehensive Plan includes the following 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.

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.

T35.5: Provide facilities for non-motorized modes of travel that keep pace with development in the City.

Additional information on other relevant plans and policies is included below. This includes Move Seattle – a 10 year strategic transportation vision for the city - and SDOT's Bicycle

Federal Functional Classification

1. **Functional class name**
14 Urban Principal Arterial

Support for Centers

1. **Designated center(s) supported**
The full project extent is within the Fremont Hub Urban Village, a locally-designated growth center.

Corridors or Centers

1. **Center Development**
IMPROVES PEDESTRIAN AND/OR BICYCLE TRANSPORTATION WITHIN THE CENTER

The project is located within a locally-designated urban growth center: the Fremont Hub Urban Village. With high levels of ridership already, and rapid growth slated for this center, the project location is one of the most important areas in the region to provide safe and complete bicycle facilities. 34th Ave N protected bicycle lanes will help to complete a bicycle corridor through Fremont and add to the non-motorized network, helping connect the Burke-Gilman Trail with the Fremont Bridge and the major bicycle facilities on the south side of the cut. The facility builds off the success of and expands the “all ages and abilities” bicycle network.

The Fremont Hub Urban Village has some of the highest bicycle usage in all of the PSRC’s urban growth centers. Bicycles are commonly used for transportation and recreation, and the city’s oldest bicycle counter is in place on the Fremont Bridge. The bicycle counts on the Fremont Bridge are indicative of the high bicycle ridership in Fremont. From 2012-2015, the years where complete data are available, the Fremont Bridge had almost 100,000 bicycle riders annually.

The City of Seattle is poised for explosive growth and development. A total of 120,000 people, 70,000 housing units, and 115,000 jobs are planned to be added over the next 20 years. Much of this growth will be directed to hub urban villages, such as Fremont.

SUPPORTS THE EXISTING AND PLANNED HOUSING/EMPLOYMENT DENSITIES IN THE LOCAL CENTER.

The 34th Ave N protected bicycle lanes were identified in the 2014 Bicycle Master Plan for near-term implementation. The prioritization of this corridor was partially based on the existing density and planned development/redevelopment for the corridor. Fremont is a dense housing and employment corridor. It directly serves multi-family housing in the neighborhood, as well as major employers such as Google, Adobe, and Tableau. The Fremont Hub Urban Village has experienced a 51% growth in housing units, 75% growth in jobs, in the past 20 years. (Source: 2015 Seattle Comprehensive Plan)

The neighborhood's economic development and land use trends cannot realistically be achieved without investments that will substantially change mode split. The land use density and the sense of vitality that are envisioned for the Fremont area are not feasible if motorized vehicles are the dominant travel mode. Strong transit support, as well as extensive use of the sidewalks, bicycle facilities, and other elements of the non-motorized transportation system, are necessary to prevent frequent gridlock. The construction of enhanced bicycle facilities in Seattle makes car-free and car-light lifestyles convenient and attractive for a much broader segment of the population. This minimizes the amount of land area dedicated to parking, and it helps to build strong, diverse communities. The project supports existing and planned densities by remedying one of the foremost impediments to cycling: the real or perceived hazards that bicyclists must face when sharing the roadway with motorized vehicles.

FURTHERS THE OBJECTIVES AND AIMS OF EXISTING ADOPTED POLICIES AND PLANS FOR THE CENTER.

The Seattle Department of Transportation relies on three key planning documents to gain input from citizens and other stakeholders, establish goals and policies, and prioritize investments in its cycling network. First, the city-wide Comprehensive Plan establishes an over-arching vision and broad goals. Second, Move Seattle, the 10-year strategic transportation vision, identifies specific actions and projects to implement the City's vision; City Council and the voters endorsed this plan through passage of the Levy to Move Seattle. Finally, the Bicycle Master Plan identifies specific project types and investment priorities. The following excerpts demonstrate the City's strong commitment to creating a bike-friendly city in

general, and investing in protected bicycle lanes (or cycletracks) more specifically.

Goals from the Comprehensive Plan include the following:

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

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

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

- Urban Trails: a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods...
- Streets: an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections."

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

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

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

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

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

Goals from Move Seattle include the following:

- Safe City: Our goal is to eliminate serious and fatal crashes in Seattle.
- Interconnected City: Our goal is to provide an easy-to-use, reliable transportation system that gives you the options you want when you need them.
- Vibrant City: Our goal is to use Seattle's streets and sidewalks to improve the city's health, prosperity and happiness.
- Affordable City: Our goal is to give people high-quality and low-cost transportation options that allow them to spend their money on things other than transportation.
- Innovative City: Our goal is to understand and plan for the changes of tomorrow, while delivering great service today.

Excerpts from the Bicycle Master Plan, Bicycle Network Development Section, include the following:

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

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

Excerpts from the Bicycle Master Plan, Strategies and Actions Section, include the following:

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

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

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

SUPPORTS THE ESTABLISHMENT OR RETENTION OF NEW JOBS

By providing enhanced bicycle facilities that are more comfortable to users, and increasing their perceived safety, the 34th Ave N protected bicycle lanes provides an additional option to residents and employees in the Fremont center. Businesses currently operating in the Hub Urban Village or considering relocation or expansion there, and their employees, depend on safe transportation options to access their sites. The need for non-motorized transportation is especially true with the younger employee base of the tech industries currently making Fremont their home.

Five of the 10 industry clusters identified in the Regional Economic Strategy have a significant

presence in the Fremont Hub Urban Village: Business Services, Information Technology, Maritime, Tourism and Visitors, and Transportation and Logistics. The presence of major IT companies such as Google, Adobe, and Tableau are establishing Fremont as a regional IT hub. The presence of comfortable, safe bicycle facilities, with direct connections to thriving residential and mixed-use communities nearby, supports the ability of each of these industry clusters to flourish and grow within the dense urban centers.

2. **Benefit to Center**

N/A

3. **Connectivity**

PROVIDES A "LOGICAL SEGMENT" TO A CENTER OR CENTERS

As a transportation corridor, 34th Ave N provides a unique function in the Fremont neighborhood and non-motorized transportation network. The street is the direct link from the Fremont Bridge and Fremont neighborhood to the Burke-Gilman Trail and thus serves as a vital connection for walking and biking into Fremont from elsewhere in Seattle. The project is located within the Fremont Hub Urban Village and strongly supports moving bicyclists from neighborhoods in north Seattle across the Ship Canal also they can access the Seattle CBD Urban Center, one of the densest of all of the Puget Sound Regional Council's urban growth centers.

EXPANDS, OR REMOVES A BARRIER IN, THE PLANNED LOCAL AND/OR REGIONAL PEDESTRIAN AND/OR BICYCLE NETWORK

The 34th Ave N protected bicycle lanes are part of an urban core network that will extend Seattle's vision of an "all ages and abilities" network north and south to all Seattle neighborhoods in locations that emerged from an extensive planning effort. This all ages and abilities network offers direct or near-direct access to all major sites in the area, as well as connections to other major components of the citywide and regional cycling network. This ensures that even the least confident riders can navigate through the area comfortably without facing conflicts with vehicular traffic.

The 34th Ave N protected bicycle lanes help complete a connection to the Burke-Gilman Trail, Westlake protected bike lanes, and Dexter buffered bicycle lanes. The City of Seattle has made major commitments to the all-ages and abilities bicycle network in the vicinity of the 34th Ave N protected bicycle lanes project. Traveling east-west through Fremont is the Burke-Gilman Trail, one of the most popular bicycle facilities in the region. Recently SDOT made extensive upgrades south of the project site, installing buffered bicycle lanes on Dexter Avenue. The City is also currently constructing protected bike lanes on Westlake to separate cyclists from motorized traffic and to remove bus/bike conflicts. As connectivity increases between these various cycling improvement projects, the cumulative benefits of these facilities are expected to bring even more significant gains in network-wide mode shift.

CONNECTS TO SIGNIFICANT DESTINATIONS OR AMENITIES (TRANSIT, ETC.)

The 34th Ave N protected bicycle lanes, combined with the existing bicycle/pedestrian facilities and transit, helps provide connections to adjacent neighborhoods and the major transit routes in Seattle. This facility will provide a high quality east-west route through the Fremont Urban Center. The corridor connects to existing bicycle facilities on Stone Way N and Fremont Ave N, and connects to the Burke-Gilman Trail. The facility is particularly important because it connects the highly utilized Burke-Gilman Trail to the Fremont Bridge, the South Ship Canal Trail, and Westlake protected bike lanes. These facilities are important east-west and north-south spines, respectively, in the transportation network. The planned bicycle facility helps provide the last-mile connection from residences and destinations to popular transit routes. The planned project intersects with Metro transit routes 31, 32, 40, and 62.

Large numbers of commuters are expected to use protected bike lanes simply due to the high volume of commute traffic from the Burke-Gilman Trail to the Fremont Bridge. Fremont is home to many major employers like Google, Adobe, and Tableau. Additionally bicyclists will use the 34th Ave N protected bicycle lanes to connect from the Burke-Gilman Trail to Fremont, including the Fremont Troll, the Waiting for the Interurban sculpture, Theo Chocolate, the Statue of Lenin, and other Fremont destinations.

4. **Safety**

The N 34th Street project will continue the build-out of the "all ages and abilities" bicycle network in Seattle by developing a protected bicycle facility design and connecting residents to community resources like parks and schools. It will also address safety issues at intersections, where pedestrians and bicyclists are more likely to be involved in collisions. The reconfigured intersections at Stone Way and Troll Ave N will improve safety and make walking and biking more comfortable. The reconfigured roadway will provide increased separation for bicyclists and pedestrians, reduce exposure to motor vehicles, install protected bicycle lanes and neighborhood greenways, and upgrade the public right-of-way to create a community space for gathering.

Protected bike lanes improve safety for people on bikes by using a variety of methods for

physically separating and protecting the bicycle pathway from vehicles. These separations can include parked cars, planter boxes, curbs, or posts. This type of bicycle infrastructure has been shown to reduce injury collisions for all users of the street, whether traveling on foot, by bike, or in a vehicle. Safety is improved for people on bikes by providing a physical separation from people driving along the street and through intersections. Benefits to pedestrians include shortened pedestrian crossing distances, controlled turning conflicts, and reduced numbers of people bicycling on sidewalks. Protected bike lanes reduce injury collisions for people in vehicles by making traffic flow more predictable and controlling movements of all users through intersections. Research shows that the spaces we live in directly impact a range of health outcomes like obesity, diabetes, mental health, and overall life expectancy. Trails and neighborhood greenways provide similar safety and comfort to bicyclists.

Protected intersections are a new treatment to the United States, but they have become prevalent in European and Scandinavian countries. This type of intersection treatment separates people walking, biking, and driving through the intersection and provides a higher level of safety than other more common intersection designs. As of December 2015, four US cities (Austin, Salt Lake City, Davis, and Chicago) and two Canadian cities (Vancouver, Montreal) had installed protected intersections. These intersections are designed to prevent collisions between people in cars and on bikes by providing a corner refuge island, a forward stop bar, and a set-back bike and pedestrian crossing. They also protect pedestrians by shortening crossing distances and providing more protection in corner refuge islands. The design decreases the corner radii so that people making right turns in their cars turn to face the bicycle pathway straight on.

Air Quality (Mode Shift)

1. **Please explain how your project will potentially increase pedestrian and/or bicycle mode split.**

The N 34th St protected bicycle facilities are expected to increase the pedestrian and bicycle mode split because protected facilities are considered the optimal designs for comfortable and inviting bicycle facilities.

The Fremont Hub Urban Village has some of the highest bicycle usage in all of the PSRC's urban growth centers. Bicycles are commonly used for transportation and recreation, and the city's oldest bicycle counter is in place on the Fremont Bridge. The bicycle counts on the Fremont Bridge are indicative of the high bicycle ridership in Fremont. From 2012-2015, the years where complete data are available, the Fremont Bridge had almost 100,000 bicycle riders annually.

The nearby 2nd Avenue Protected Bicycle Lane in the Seattle CBD Urban Center can illustrate how an enhanced bicycle facility in a high usage area can help increase the modal shift from single occupancy vehicles. In 2014 the average annual daily trips for bicycles on 2nd Avenue was 188. When the bicycle lane was upgraded to a protected bicycle lane, the number of bicyclists grew to 744 in 2015. The protected bike lane attracted four times as many people to bicycle on 2nd Avenue.

These increases in ridership are in line with current predictions. The Transportation Research Board indicates that roughly 35% to 60% higher ridership is expected on roads with cycling facilities. A report from People for Bikes, a cycling advocacy organization, also shows that protected bike lanes increased ridership substantially. In their studies, these types of facilities increased ridership from about 55% up to well over 200%.

Air Quality and Climate Change: Element Selection

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**

The Seattle Department of Transportation will design and build a protected bicycle facility for 0.34 miles on N 34th Street, comprised of protected bicycle lanes along the full extent and protected intersections at Stone Way N and Troll Avenue N. The project will upgrade the existing bicycle lanes to add additional protection and separation, including improved intersections. This project will extend the protected bicycle lane that is currently being constructed east of Fremont Avenue on a principal arterial in the Fremont neighborhood of Seattle, where bicycle facilities are heavily used. The specific outcome of this project will be an enhanced bicycle facility in the Fremont neighborhood that will encourage a broader range of people to travel by bicycle.

The Fremont Hub Urban Village has some of the highest bicycle usage in all of the PSRC's urban growth centers. Bicycles are commonly used for transportation and recreation, and the city's oldest bicycle counter is in place on the Fremont Bridge. The bicycle counts on the Fremont Bridge are indicative of the high bicycle ridership in Fremont. From 2012-2015, the years where complete data are available, the Fremont Bridge had almost 100,000 bicycle riders annually.

2. What is the length of the proposed facility?

0.34 miles

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

The 34th Ave N protected bicycle lanes, combined with the existing bicycle/pedestrian facilities and transit, helps provide connections to adjacent neighborhoods and the major transit routes in Seattle. This facility will provide a high quality east-west route through the Fremont Urban Center. The corridor connects to existing bicycle facilities on Stone Way N and Fremont Ave N, and connects to the Burke-Gilman Trail. The facility is particularly important because it connects the highly utilized Burke-Gilman Trail to the Fremont Bridge and the South Ship Canal Trail and Westlake protected bike lanes to the south. These facilities are important east-west and north-south spines, respectively, in the transportation network

The planned bicycle facility helps provide the last mile connection from residences and destinations to popular transit routes. The planned project intersects with Metro transit routes 31, 32, 40, and 62.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

The Fremont Hub Urban Village has some of the highest bicycle usage in all of the PSRC's urban growth centers. Bicycles are commonly used for transportation and recreation, and the city's oldest bicycle counter is in place on the Fremont Bridge. The bicycle counts on the Fremont Bridge are indicative of the high bicycle ridership in Fremont. From 2012-2015, the years where complete data are available, the Fremont Bridge had almost 100,000 bicycle riders annually.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

The 34th Ave N protected bicycle lanes provide a key link between the popular Burke-Gilman Trail and the crossing of the cut on the Fremont Bridge. The 2nd Avenue Protected Bicycle Lane in the Seattle CBD Urban Center illustrates how an enhanced bicycle facility in a high-demand area can help increase the modal shift from single occupancy vehicles. In 2014 the average annual daily trips for bicycles on 2nd Avenue was 188. When the bicycle lane was upgraded to a protected bicycle lane, the number of bicyclists grew to 744 in 2015. The protected bike lane attracted four times as many people to bicycle on 2nd Avenue.

These increases in ridership are in line with current predictions. The Transportation Research Board indicates that roughly 35% to 60% higher ridership is expected on roads with cycling facilities. A report from People for Bikes, a cycling advocacy organization, also shows that protected bike lanes increased ridership substantially. In their studies, these types of facilities increased ridership from about 55% up to well over 200%.

6. What is the average bicycle trip length?

Unknown – use regional defaults

7. What is the average pedestrian trip length?

Unknown – use regional defaults

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Current bicycle/pedestrian usage and expected increases are obtained from ongoing bicycle and pedestrian counters at the Fremont Bridge and 2nd Avenue PBLs in the Fremont Hub Urban Village and Seattle CBD Regional Growth Center, respectively.

PSRC Funding Request

1. What is the PSRC funding source being requested?

CMAQ

2. Has this project received PSRC funds previously?

No

3. If yes, please provide the project's PSRC TIP ID

N/A

Phase	Year	Amount
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PE	2019	\$95,000.00
construction	2020	\$856,350.00

Total Estimated Project Cost and Schedule

PE

Funding Source	Secured/Unsecured	Amount
CMAQ	Unsecured	\$95,150.00
Local	Secured	\$14,850.00
		<hr/>
		\$110,000.00

Expected year of completion for this phase: 2019

Construction

Funding Source	Secured/Unsecured	Amount
CMAQ	Unsecured	\$856,350.00
Local	Secured	\$133,650.00
		<hr/>
		\$990,000.00

Expected year of completion for this phase: 2020

Summary

- Estimated project completion date**
2020
- Total project cost**
\$1,100,000.00

Funding Documentation

- Documents**
BMP_Budget.pdf
- 2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**
The Move Seattle Levy, passed in November 2015, includes funding for Bicycle Master Plan Implementation. As this project is included in SDOT's Bicycle Master Plan Implementation Plan 2016-2020, this funding is secured for both the engineering design and construction phases.

Project Readiness: PE

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
- Is preliminary engineering complete?**
No
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
No
- Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
N/A
- When are preliminary plans expected to be complete and approved by WSDOT (month and year)?**
October 2019

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
January 2020

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
No
2. **How many parcels do you need?**
N/A
3. **What is the zoning in the project area?**
N/A
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
N/A
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
N/A
6. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
N/A
7. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
N/A

Project Readiness: Construction

1. **Are funds being requested for construction?**
Yes
2. **Do you have an engineer's estimate?**
No
3. **Engineers estimate document**
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
NEPA, January 2020
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
No
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
December 2019
7. **When is the project scheduled to go to bid (month and year)?**
March 2020

Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**
While enhanced bicycle facilities are primarily focused on one travel mode, in reality they can

have very worthwhile benefits for all right-of-way users. Pedestrians see fewer cyclists on sidewalks, and drivers notice that their task is less complex when cyclists are separated from general-purpose lanes. Many commuters find that public transit becomes more viable when safe options are available for their "last mile," so transit ridership tends to increase in conjunction with improved cycling facilities. Increased transit ridership leads to a higher fare-box recovery rates and a more cost-effective public transit system overall. In addition, the installation of protected bike lanes often comes with new opportunities for greenery and other beautification. These are enhancements to the neighborhoods where they are placed, and they also serve as subtle traffic-calming devices that can promote safety without resorting to more invasive or expensive traffic-calming tools. In sum, all users of the right-of-way are anticipated to enjoy the benefits of this improved cycling infrastructure.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

The N 34th Street project will continue the build-out of the all ages and abilities bicycle network in Seattle. The all ages and abilities network makes use of innovative design elements to serve more bicyclists who may not be comfortable riding otherwise. The innovative design elements included in this project are protected bicycle lanes and protected intersections.

Protected bike lanes improve bicyclist safety by using a variety of methods for physically separating and protecting the bicycle pathway from vehicles. These separations can include parked cars, planter boxes, curbs, or posts. This type of bicycle infrastructure has been shown to reduce injury collisions for all users of the street, whether traveling on foot, by bike, or in a vehicle. Safety is improved for people on bikes by providing a physical separation from people driving along the street and through intersections. Benefits to pedestrians include shortened pedestrian crossing distances, controlled turning conflicts, and reduced numbers of people bicycling on sidewalks. Protected bike lanes reduce injury collisions for people in vehicles by making traffic flow more predictable and controlling movements of all users through intersections. Research shows that the spaces we live in directly impact a range of health outcomes like obesity, diabetes, mental health, and overall life expectancy. Neighborhood greenways provide similar safety and comfort to bicyclists.

Protected intersections are a new treatment to the United States, but they have become prevalent in European and Scandinavian countries. This type of intersection treatment separates people walking, biking, and driving through the intersection and provides a higher level of safety than other more common intersection designs. As of December 2015, four US cities (Austin, Salt Lake City, Davis, and Chicago) and two Canadian cities (Vancouver, Montreal) had installed protected intersections. These intersections are designed to prevent collisions between people in cars and on bikes by providing a corner refuge island, a forward stop bar, and a set-back bike and pedestrian crossing. They also protect pedestrians by shortening crossing distances and providing more protection in corner refuge islands. The design decreases the corner radii so that people making right turns in their cars turn to face the bicycle pathway straight on.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

SDOT identifies project benefits and prioritizes projects using a quantitative scoring methodology based on five themes and related weighting factors:

- Safety – 40 points
- Connectivity – 25 points
- Equity – 20 points
- Ridership – 10 points
- Livability – 5 points

Projects are also ranked using criteria for qualitative evaluation, including:

- Potential to leverage other projects
- Policy directives
- Community interest
- Geographic balance

All of these factors were considered in developing the project benefits and prioritizing projects.

4. **Final documents**

N/A

5. **Has the project been developed through a collaborative and inclusive community planning process? Please describe. (If not, please describe how developed.)**

The BMP planning process needed to reach all Seattle communities, encouraging infrequent bicyclists or potential new users of the bicycle network to provide their input on what it would take to make the bicycling environment in Seattle work better for them. One important purpose of the BMP is to develop strategies to transform bicycling from a niche activity for a small portion of users to one that a majority of people view as a viable form of transportation

for all trip purposes.

The public engagement process for the BMP was organized around two main goals: (1) engage broad and diverse segments of Seattle residents, businesses, employees, and property owners, and (2) update the BMP to reflect the priorities and interests of infrequent and potential riders, as well as avid users of the system.

With City Council's endorsement, the Seattle Bicycle Advisory Board (SBAB) was selected to act as the primary advisory committee for the 2013 BMP. The SBAB met monthly with SDOT through the course of the project. All SBAB meetings are open to the public, and include opportunities to comment on topics concerning the BMP and bicycling issues in general.

There were three primary phases during the planning process that encouraged the public to provide input and feedback on project materials. The first phase of public engagement was intended to gather information. Importantly, a wide variety of people participated—those who ride bicycles, those who may only occasionally ride a bicycle, and those who may never be inclined to ride a bicycle for any purpose. Through survey tools and attending community meetings, SDOT learned why some people choose to ride bicycles, what may encourage others to begin bicycling, what some barriers to bicycling are, and what people would like the city to invest in to encourage more bicycling in the future. Data and route recommendations were also provided from other stakeholders, such as the SBAB, Cascade Bicycle Club, and the University of Washington.

The second phase of broad public involvement began in November 2012 and included the review of the policy framework, the draft bicycle network map, and early thoughts around implementation strategies. The final phase of public engagement in spring and summer 2013 consisted of public meetings designed to gather comments on the entire draft plan, which was released for review in June 2013. Staff also briefed a number of City Commissions and Advisory Boards, including the Freight Advisory Board, the Pedestrian Advisory Board, Planning Commission, Design Commission, and the Bridging the Gap Oversight Committee. Through this extensive planning and public engagement process N 34th St was identified and planned as a protected bike lane from Fremont Ave N to Stone Way N.

6. Describe which user groups (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice) will benefit from this project and how these user groups will benefit.

Large numbers of commuters are expected to use protected bike lanes simply due to the high volume of commute traffic from the Burke-Gilman Trail to the Fremont Bridge. These are also other users that will benefit from the project. Tourists will use the 34th Ave N protected bicycle lanes to connect from the Burke-Gilman Trail to Fremont, including the Fremont Troll, Waiting for the Interurban, Theo Chocolate, the Statue of Lenin, and other Fremont destinations. While separation from vehicular traffic is very important to riders of all ages and abilities, it is especially critical to those riders who would feel the most vulnerable. This includes the youngest and oldest riders, those with mobility impairments, recent immigrants or other residents with limited English proficiency, and poorer residents without the financial means to own and operate a personal car. These populations are much more likely to be dependent on cycling, walking, or transit. They are also more likely to be truly vulnerable, in addition to feeling more vulnerable, when interacting with heavy vehicular traffic.



<h3>Legend</h3> <div> <div> <div></div> Project Location </div> <div> <div></div> Post Office </div> <div> <div></div> Library </div> <div> <div></div> Community Center </div> <div> <div></div> Hospital </div> <div> <div></div> School </div> </div> <div> <div></div> Existing Bicycle Network </div> <div> <div></div> Proposed Multi use Trail </div> <div> <div></div> Proposed Cycle Track </div> <div> <div></div> Proposed Neighborhood Greenway </div>	
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Interstate/Freeway
 State Route/Freeway
 Principal Arterial
 Minor Arterial
 Collector Arterial
 Not Designated
 County Arterial

Urban Center
 Urban Village
 Manufacturing Industrial

Colleges and Universities
 Parks

N 34th Street Protected Bike Lanes

Seattle Department of Transportation

Bike Master Plan Implementation

BCL/Program Name:	Major Maintenance/Replacement	BCL/Program Code:	19001
Project Type:	Improved Facility	Start Date:	ONGOING
Project ID:	TC366760	End Date:	ONGOING
Location:	Citywide		
Neighborhood Plan:	Not in a Neighborhood Plan	Council District:	More than one
Neighborhood District:	In more than one District	Urban Village:	In more than one Urban Village

This ongoing program implements the Seattle Bicycle Master Plan. Typical improvements may include installing bike lanes and sharrows, bicycle route signing, completing key links in the urban trails network, adding bicycle/pedestrian signals to complete the network, and reconstructing key sections of the trails. The goals of the program are to increase bicycle safety and access, while reducing bicycle crashes. This program includes funding for street improvement and trail construction and is consistent with the focus in the City's Transportation Strategic Plan (TSP) on encouraging walking and biking.

	LTD Actuals	2015 Rev	2016	2017	2018	2019	2020	2021	Total
Revenue Sources									
Real Estate Excise Tax II	945	203	100	0	0	0	0	0	1,248
Real Estate Excise Tax I	0	400	0	0	0	0	0	0	400
Vehicle Licensing Fees	2,800	2,250	1,200	1,200	1,200	1,200	1,200	1,200	12,250
Federal Grant Funds	65	6,272	0	0	0	0	0	0	6,337
Transportation Funding Package - Parking Tax	442	1,223	0	0	0	0	0	0	1,665
Transportation Funding Package - Business Transportation Tax	2,227	0	0	0	0	0	0	0	2,227
Transportation Funding Package - Lid Lift	21,447	7,988	0	0	0	0	0	0	29,435
State Gas Taxes - Arterial City Street Fund	533	854	0	0	0	0	0	0	1,387
General Subfund Revenues	1,100	0	0	0	0	0	0	0	1,100
State Grant Funds	50	0	0	0	0	0	0	0	50
Rubble Yard Proceeds	346	0	0	0	0	0	0	0	346
Transportation Move Seattle Levy - Lid Lift	0	0	7,950	7,965	7,980	7,996	8,012	8,028	47,931
Total:	29,954	19,190	9,250	9,165	9,180	9,196	9,212	9,228	104,376
Fund Appropriations/Allocations									
Cumulative Reserve Subfund - Real Estate Excise Tax II Subaccount	945	203	100	0	0	0	0	0	1,248
Cumulative Reserve Subfund - Real Estate Excise Tax I Subaccount	0	400	0	0	0	0	0	0	400
Transportation Operating Fund	29,010	18,587	9,150	9,165	9,180	9,196	9,212	9,228	102,728
Total*:	29,954	19,190	9,250	9,165	9,180	9,196	9,212	9,228	104,376
O & M Costs (Savings)			0	0	0	0	0	0	0

* Funds are appropriated through the Adopted Budget at the Budget Control Level. Amounts shown above are in thousands of dollars.

2016 - 2021 Adopted Capital Improvement Program