

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

Beacon Ave Non-Motorized Access Phase 2

B2. RTP ID#

N/A

B3. Sponsor

Seattle

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

Jim Storment

C2. Phone

206-684-5013

C3. Email

jim.storment@seattle.gov

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of 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? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The Beacon Ave Non-Motorized Access Phase 2 project will create a safe and direct route connecting the Beacon Hill neighborhood to Link light rail, Seattle's growing downtown bike lane network, and the regional trail network. It also improves non-motorized access to several business districts, the Veterans Administration (VA) hospital, and Jefferson Park within a growing neighborhood. This phase of the project includes 2.4 miles of upgraded multi-use path and a new protected bike lane on Beacon Ave as it passes through Jefferson Park. It runs from S Spokane St to S Myrtle St.

As part of the overall Beacon Hill Bike Route project, we will extend the Phase 2 improvements to the north and south. Extending north, we will build approximately 1.5 miles of protected bike lanes and enhanced neighborhood streets through the heart of the North Beacon Hill Urban Village. This extension will provide direct connections to protected bike lanes downtown and the existing I-90 Trail at the Jose Rizal Bridge. Extending south, in another separate and locally funded project, Seattle is building 1.3 miles of multi-use path

improvements that will upgrade and reconfigure the existing median path on Beacon Ave S between 39th Ave S and S Myrtle St.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The Beacon Hill Bike Route project will build a continuous spine of multi-use paths, protected bike lanes, and neighborhood greenways through the entire Beacon Hill neighborhood. This project will enable safe and comfortable travel by bicycle within the neighborhood and connect to the growing network of “all ages and abilities” routes at several points along its way. Stretching nearly 6 miles in total, this facility runs from 39th Ave S at the south end to the Jose Rizal bridge at the north end, providing access to the Downtown Seattle Regional Growth Center farther north via the countywide trail network, I-90 Mountains to Sound Greenway Trail, and new protected bike lanes and neighborhood greenways to the south.

Serving a key north/south axis through Beacon Hill, this project will directly connect and provide comfortable access to major community amenities such as the Beacon Hill light rail station, the Seattle VA Medical Center, multiple business districts, and schools. As one of the three highest community priorities identified during outreach for the latest Bicycle Master Plan update in 2019, the Beacon Ave S project will also fulfill a commitment to build high-quality transportation facilities to serve the diverse communities of the southern sector of the city, advancing the City’s goal of an equitable citywide transportation system. The project will upgrade existing multi-use paths, build new protected bike lanes and paths, and make other transportation improvements that will improve safety and mobility for all users.

The segment covered in this application upgrades one of the region’s older multiuse paths dating back to the late 1970s, which is currently lacking appropriate curb ramps, widths, and smooth pavement. There are 5 major signalized intersections that will need changes to accommodate the path as well as minor intersections that will be upgraded with traffic calming features.

E. Project Location

E1. Location

Beacon Ave S

E2. County/Counties

King

E3a. Beginning Landmark

S Spokane St

E3b. Ending Landmark

S Myrtle St

E4. Map and Graphics

[BeaconAveNonMotorizedAccess.pdf \(3.35 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

No

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Seattle's Comprehensive Plan includes a North Beacon Hill Neighborhood Plan, which sets forth several policies for better recreational facilities, a safer transportation system, and better options for nonmotorized travel. Four of these goals directly focus on Beacon Ave itself:

NBH-P30 Use the Bicycle Master Plan, which recognizes the importance of Beacon Avenue South, to identify, prioritize, and improve bicycle connections to Downtown, Jefferson Park, and Rainier Valley

NBH-P31 Encourage improvements on Beacon Avenue that enhance its functional use and physical appearance.

NBH-P28 Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north-south and east-west street grid and creates irregular intersections and difficulties for pedestrian crossings.

NBH-P29 Use the Pedestrian Master Plan, which recognizes the importance of Beacon Avenue South, to identify and prioritize pedestrian improvements.

Sections of the Comprehensive Plan that speak to citywide goals also show an emphasis on Seattle's efforts to make cycling a safer and more attractive travel option for a wide range of users. For example, in the plan's introduction. Seattle notes that "By planning for more transportation choices, including bicycles and transit, the Plan will shape a city attractive to many potential future residents." Throughout the plan, numerous sections like these speak to the need for safe, protected bike lanes connecting our transit stations and urban centers:

- Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities.
- By encouraging both business and housing growth in the urban centers and urban villages, the Plan makes it possible for more people to live near job opportunities and near services that can meet their everyday needs. In this way, more people are able to walk or bike to some of their daily activities, leading to more activity on the sidewalks and fewer vehicles on the streets, and making these communities more vibrant.
- Collisions involving pedestrians or people riding bicycles are a relatively small percentage of overall collisions in the city but represent a much higher percentage of the serious injuries and fatalities in the city. When we invest in protecting our most vulnerable road users, such as pedestrians and bicyclists, we help build strong communities where residents and visitors are more likely to walk or bike, especially for short trips.

G. Federal Functional Classification

G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.

G3. Urban Func.

16 Minor Arterial

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

Beacon Ave S travels through the North Beacon Hill Urban Village, one of Seattle's locally identified growth centers and a candidate Countywide Center. Bicycle facilities will link other parts of the greater Beacon Hill neighborhood to its sole urban village and thus improve access to businesses, amenities, and the Beacon Hill light rail station located within the urban village.

From a regional perspective, the project will also improve travel between Beacon Hill and the Downtown Seattle and First Hill/Capitol Hill Regional Growth Centers via recent investments installed in 2019 and 2020. These urban centers already have a growing network of protected bike lanes, but to maximize the usefulness of these facilities, they must be accessible from the rest of the city. The Beacon Ave S project is one of three major South Seattle projects that were prioritized by the community during outreach for the latest Implementation Plan in 2019, and connecting Beacon Hill to these existing and planned facilities will provide network effects that enhance bicycle travel in the region.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

The Seattle Comprehensive Plan includes a North Beacon Hill Neighborhood Plan that sets forth goals and policies developed in collaboration with the neighborhood. The Beacon Ave S project will advance many of these goals, such as the desire for enhanced recreational facilities, a safer transportation system, and better options for non-motorized travel. Four of the goals in the Comprehensive Plan directly focus on improving Beacon Ave S itself:

NBH-P30 Use the Bicycle Master Plan, which recognizes the importance of Beacon Avenue South, to identify, prioritize, and improve bicycle connections to Downtown, Jefferson Park, and Rainier Valley

NBH-P31 Encourage improvements on Beacon Avenue that enhance its functional use and physical appearance.

NBH-P28 Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north-south and east-west street grid and creates irregular intersections and difficulties for pedestrian crossings.

NBH-P29 Use the Pedestrian Master Plan, which recognizes the importance of Beacon Avenue South, to identify and prioritize pedestrian improvements.

The plan also speaks directly to the benefits that bicycling has for regional policies of "support for centers," or focusing growth in planned activity centers: "By encouraging both business and housing growth in the urban centers and urban villages, the Plan makes it possible for more people to live near job opportunities and near services that can meet their everyday needs. In this way, more people are able to walk or bike to some of their daily activities, leading to more activity on the sidewalks and fewer vehicles on the streets, and making these communities more vibrant."

The Beacon Ave S project will advance each of these goals and unlock the street's potential as a safe and direct corridor for clean transportation. It will also advance Seattle's citywide land use, transportation, and environmental plans.

Additionally, beginning in 2018, the Seattle Department of Transportation engaged the community to develop a Beacon Hill Station Access & Mobility Study. Feedback indicated that bike safety improvements like protected facilities is a high priority, particularly focusing on north-south connections through Beacon Hill and to the Beacon Hill light rail station. The most recent Urban Village Growth Monitoring Report for North Beacon Hill shows that since 2015, the neighborhood has added 257 new homes for a growth rate of 10%. An additional 272 units are in the development pipeline but not yet open to residents, including several large buildings on Beacon Ave S itself. Parking in these buildings and on neighborhood streets is limited, and many new residents use transit, bicycles, and other options for their daily transportation needs.

The Beacon Hill neighborhood is also home to a variety of major employers that promote our region's economic vitality as described in the Regional Economic Strategy. Foremost among these are the Seattle Veterans Administration (VA) hospital and the iconic Pacific Tower medical center. These two major employers provide high-quality jobs in the Life Sciences and Global Health sector, prioritized in the Regional Economic Strategy, and both will have direct access to the improvements that would be built by this project. The neighborhood is also home to numerous small businesses and nonprofits located in business districts along Beacon Ave S. Census data shows that these medical facilities and other employers provide 7,300 jobs in the

densest portion of Beacon Hill north of Columbian Way, with another 1,900 jobs in schools, small businesses, and other employers dispersed throughout Beacon Hill south of Columbian Way. This is a total of 9,200 jobs that would be easily accessible from the Beacon Ave S project today. Approximately 2,000 of these commutes are wholly contained within Beacon Hill, short trips that are ideal candidates for a bike commute if safe and comfortable facilities were available.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

The Beacon Ave S corridor has been identified as a top priority for the City of Seattle, as codified in the 2019-2024 Bicycle Master Plan Implementation Plan. There is strong support from bicycle advocates because this corridor provides a safe and efficient connection between the neighborhoods in southeast Seattle to the Downtown Seattle Regional Growth Center. The project will build a continuous corridor of facilities along a north-south axis that follows the crest of Beacon Hill, the flattest part of the neighborhood, to maximize comfort for cyclists. This geography allows the project to serve all of Beacon Hill's major destinations, and the communities such as New Holly and North Beacon Hill that make up the neighborhood.

Some people are comfortable riding the street as it is today, but the lack of protected facilities dissuades many others, as was recently reported during our recent planning efforts focused on light rail station access. This project will ensure that Beacon Ave S meets the standards necessary for mass non-motorized travel and thus connects people to the many destinations along the route.

This project will directly serve the Seattle VA Medical Center, a major regional hospital serving more than 112,000 veterans in Puget Sound. The hospital is located just south of Jefferson Park, one of Seattle's historic Olmsted parks and a top recreational destination with several popular active recreation options and a local community center. This access to parks is a key benefit of the project, as Seattle Parks and Recreation has identified building new parks and improving access to parks as a priority for North Beacon Hill. Community assets that will be directly served by the project include the Beacon Hill Elementary School, the Van Asselt Community Center, and the New Holly affordable housing development. This project will also connect to additional community assets just outside of the project boundaries, including Van Asselt interim school currently occupied by Wing Luke Elementary School, Rising Star Elementary School, and Mercer Middle School.

The project will provide direct access from across the Beacon Hill neighborhood to the Beacon Hill light rail station, which features secure bike parking. No future light rail stations are planned for Beacon Hill, making bicycle and bus infrastructure the best way to connect north and south Beacon Hill to the growing Link Light Rail system. At various points along the route, it will also connect with popular bus routes such as Route 50 to West Seattle and the Rainier Valley, Route 36 to Downtown Seattle, and Route 60 to First Hill and Delridge.

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

As a single segment, the project offers independent utility by improving access to the business district at S Columbian St, the VA Hospital, Jefferson Park, and the Van Asselt elementary school and community center. This segment intersects with east/west protected bike lanes at S Columbian St and S Myrtle St, as well as the Chief Sealth Trail multiuse path. Building this segment links these existing facilities and destinations into a true local network in the heart of Beacon Hill.

From a system perspective, his project is the middle segment of a three-segment bike route will provide a single north/south route through the entirety of the Beacon Hill neighborhood. This includes links such as the Beacon Hill Stay Healthy Street, a pedestrianized street planned for permanent use even as the pandemic eases. At the northern end, at the Jose Rizal bridge, recently installed protected bike lanes link with the King St Neighborhood Greenway which then connects to Seattle's downtown protected bike lane network. This intersection also joins with the I-90 / Mountains to Sound Greenway Trail, and is a major gateway into the City of Seattle for cyclists and e-cyclists making regional trips from the Eastside communities.

12. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The section of Beacon Ave that passes through Jefferson Park has emerged as a major public concern during outreach on this project. The road currently has no bike facilities or traffic calming and riders must try to take the general-purpose lane or ride through a busy parking lot. The project would build a protected bike lane separated from traffic to greatly improve conditions here.

Although there is a path along most of the median of Beacon Ave S, it is uncomfortable for many cyclists. The path was designed in the late 1970s and has substandard curb cuts and numerous minor intersections where the path lacks priority. Confident cyclists may choose to ride in the general-purpose lanes of Beacon Ave S, but these impediments deter cyclists who are uncomfortable using either the path or the roadway.

At major intersections the path ends in small parking lots, and cyclists must either rejoin the roadway or ride on the sidewalk. The project would reconfigure these parking lots and intersections to accommodate the path and create a cohesive route.

13. Describe how the project addresses safety and security.

The project will build infrastructure that provides the highest level of protection (3-star comfort rating in PSRC's Resource Guide for Bicycle and Pedestrian Facilities), including multiuse paths, protected bike lanes, and neighborhood greenways. Ten of the intersections along the route have seen bicycle or pedestrian collisions over the past three years, indicating a need to improve conditions along Beacon Ave S.

The existing median path has more than twenty intersections with minor streets, which are generally unmarked and unimproved. This project will take a context-sensitive approach and use treatments such as raised crossings, marked trail intersections, and closing little-used streets to make these intersections safer. Major intersections at arterials will use treatments such as bicycle signal heads, protected intersections, leading intervals, and other proven ways to reduce risk to people walking and biking.

People biking along the existing and planned multi-use path phase of the project are already separated from transit vehicles and bus stops. In the northern portion of the project, past Jefferson Park, physical barriers will separate cyclists from transit and freight vehicles. Treatments at bus stops will include floating bus stops and other designs that help separate cyclists, transit riders, and transit vehicles.

14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

This project connects with the Beacon Hill light rail station, the neighborhood's only high capacity transit service. This station was used by 3,151 riders on an average weekday just before the pandemic began, and has seen smaller than average ridership declines during the pandemic compared to the light rail system as a whole. Although Metro and SDOT are planning for future upgrades for Route 36, no other high capacity transit investment is planned for the neighborhoods served by this project. Future gains in transit connections in this neighborhood must focus on upgrades in access to the Beacon Hill light rail station.

The Beacon Hill Bike Route project improves bike routes to downtown Seattle, the hub of the region's transit network. From the Jose Rizal bridge, a complete and high-quality network exists to access heavy rail,

streetcar, and regional bus service. This network is almost entirely comprised of facilities that meet our region's highest rating for safety and comfort (based on PSRC's Resource Guide for Bicycle and Pedestrian Facilities).

15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The project is intended to improve cycling conditions to the point where nearly all of those who would be interested in cycling will feel safe enough to do so. The project not only improves the route for existing cyclists, but also entices new ones. The Beacon Hill neighborhood has a diverse economy and services available, and so the project will improve access for commuters, shoppers, those seeking services at the library or hospital, as well as residents who just want to go for a ride. Beacon Hill's relatively dense mix of large employers, small employers, diverse housing options, parks, and high-capacity transit ensure that bike lanes are used by a wide range of users. They function as true "all ages and abilities" facilities.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

The Beacon Hill neighborhood has historically suffered from racial discrimination, government underinvestment, and environmental racism. This project directly serves four census tracts, three of which have been identified as being in the 20% highest disadvantaged areas of the city. Neighborhoods in the project area range from 67% to 91% people of color, and have a higher rate of residents who suffer from health issues such as diabetes and obesity. The neighborhood has been significantly affected by the coronavirus pandemic, with infection rates higher than the city as a whole.

The project is one step towards building a bike network in South Seattle that matches what has been built in the wealthier neighborhoods of North Seattle. Cycling for transportation provides a way to build exercise into daily life to help address diabetes, obesity, and other documented health issues seen in the neighborhood. Diverting vehicle trips to bicycle and walking trips also helps address local air pollution.

17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Significant local funding is being allocated to this and other phases of the overall Beacon Hill Bike Route project, but gaps requiring external funding still remain for this central segment. Seattle has seen the most success attracting riders with comfortable, direct, and lengthy connections such as the plans for the Beacon Hill Bike Route. Postponing any one segment of the project reduces the utility of the overall Bike Route to provide a continuous facility across the neighborhood.

I. Category-Specific Criteria: Historic Resources Projects

11. Describe the current or former transportation use of the facility.

12. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

13. Describe the planned use of the facility and the project's relationship to the transportation system.

14. Describe how the project is part of a larger historic preservation plan.

15. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

16. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

17. Describe the long-term preservation and/or maintenance plans for the facility.

18. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

11. Describe the relationship of the project to the transportation system.

12. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

13. Describe how well the project goes over and above what is normally required.

14. Describe the long-term maintenance plans for the project.

15. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

16. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

No

J2. Please provide the project's PSRC TIP ID.

K. PSRC Funding Request (cont.)

| Phase | Year | Amount |
|--------------|------|-----------|
| | | \$ |
| Construction | 2023 | \$2500000 |
| | | \$ |

Total PSRC Funding Request:

\$2500000

Total Estimated Project Cost and Schedule

L. Planning Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|-----------|
| | | | \$ |
| Local | Local | Secured | \$1000000 |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Preliminary Engineering/Design Phase Cost:

\$1000000

Expected year of completion for this phase:

2023

N. Right of Way Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:

O. Construction Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|-----------|
| Federal | TAP(PSRC) | Unsecured | \$2500000 |
| Local | Local | Secured | \$6500000 |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Construction Phase Cost:

\$9000000

Expected year of completion for this phase:

2024

P. Other Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$10000000

Estimated Project Completion Date (month and year):

June 2024

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

Local matching funds are secured via the Levy to Move Seattle. An excerpt from the City's Capital Improvement Program is attached for documentation.

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[BMP Budget.pdf \(136 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

March 2022

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

February 2023

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

T2. Has NEPA documentation been approved?

No

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

February 2023

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

No

V3. Please attach the engineer's estimate.

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

NEPA Documented Categorical Exclusion

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

March 2023

V7. When is the project scheduled to go to ad (month and year)?

May 2023

W. Other Considerations

W1. 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.

N/A

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

This project is using an innovative outreach strategy to help share project information and gain feedback from Beacon Hill's diverse community by working with the Community Liaison program and with transportation advocates. The Seattle Department of Neighborhoods Community Liaison Program is made up of community leaders from immigrant and refugee communities, communities of color, and communities of seniors, youth,

and people with disabilities. They are trusted members of their communities who will help the Beacon Ave S project team engage with members of the public that can be otherwise difficult to reach and thus left out of typical transportation planning and decision making. Project materials are translated into Chinese, Spanish, Vietnamese, Japanese, and Tagalog — identified as the most commonly spoken languages in the Beacon Hill neighborhood — in order to share project information. Additionally, translation services will be available during the outreach process to ensure that members of the community speaking those languages are able to provide feedback and engage in conversation. In addition, Seattle’s transportation advocacy community has joined the project team in door-to-door outreach to raise awareness and gain feedback from neighbors along the Beacon Ave S corridor.

During the pandemic the project is balancing public health with the need for inclusive outreach. Outreach tactics include using online and outdoor public outreach techniques to reach the neighborhood. The project team has hosted and been invited to various events in the neighborhood, and has advertised outreach events using mailers and door-to-door outreach.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at kpearson@psrc.org to have it returned to you.

Bike Master Plan - Protected Bike Lanes

| | | | |
|-------------------------------|-------------------|-------------------------------|------------------|
| Project No: | MC-TR-C062 | BSL Code: | BC-TR-19003 |
| Project Type: | Ongoing | BSL Name: | Mobility-Capital |
| Project Category: | Improved Facility | Location: | Citywide |
| Current Project Stage: | N/A | Council District: | Multiple |
| Start/End Date: | N/A | Neighborhood District: | Multiple |
| Total Project Cost: | N/A | Urban Village: | Multiple |

This ongoing program implements the Seattle Bicycle Master Plan. Typical improvements may include installing protected bike lanes, 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. The Accelerated Move Seattle Levy - Lid Lift Revenues represent spending that is in excess of available levy funds; consequently, Move Seattle appropriations are reduced in future years so that the total Move Seattle funding and expenditures are balanced over the nine years of the levy. LTD actuals may include the BMP spot improvements, Urban Trails, and Neighborhood Greenways, which were previously combined with this project's budget.

| Resources | LTD Actuals | 2021 Revised | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---------------|---------------|--------------|---------------|--------------|----------|----------|----------|----------------|
| City Light Fund Revenues | 267 | 168 | - | - | - | - | - | - | 436 |
| Commercial Parking Tax | 1,380 | (218) | - | - | - | - | - | - | 1,162 |
| Developer Mitigation | - | 1,600 | - | - | - | - | - | - | 1,600 |
| Drainage and Wastewater Rates | 147 | 288 | - | - | - | - | - | - | 435 |
| Federal Grant Funds | 6,918 | 12,306 | - | - | - | - | - | - | 19,224 |
| General Fund | 1,100 | 840 | - | - | - | - | - | - | 1,940 |
| Interdepartmental Transfer | - | - | - | - | - | - | - | - | - |
| Private Funding/Donations | 10 | - | - | - | - | - | - | - | 10 |
| Public Benefit Payment | 443 | (1,200) | 1,500 | 13,000 | 2,257 | - | - | - | 16,000 |
| Real Estate Excise Tax I | 400 | - | - | - | - | - | - | - | 400 |
| Real Estate Excise Tax II | 441 | 4 | - | - | - | - | - | - | 444 |
| Rubble Yard Proceeds | 346 | - | - | - | - | - | - | - | 346 |
| School Camera Ticket Revenues | (3) | 3 | - | - | - | - | - | - | - |
| State Gas Taxes - Arterial City Street Fund | - | - | - | - | - | - | - | - | - |
| State Gas Taxes - City Street Fund | 3,889 | 1,486 | - | - | - | - | - | - | 5,375 |
| State Grant Funds | 578 | 1,801 | - | - | - | - | - | - | 2,379 |
| Street Vacations - SVF | - | 4,839 | - | - | - | - | - | - | 4,839 |
| Transportation Funding Package - Lid Lift | 23,944 | - | - | - | - | - | - | - | 23,944 |
| Transportation Move Seattle Levy - Lid Lift | 32,556 | 3,214 | 6,363 | 2,161 | 1,000 | - | - | - | 45,294 |
| Transportation Network Company Revenue | - | 300 | - | - | - | - | - | - | 300 |
| User Fees | 1,631 | (435) | - | - | - | - | - | - | 1,196 |
| Vehicle Licensing Fees | 6,333 | 2,013 | 1,325 | 1,358 | - | - | - | - | 11,029 |
| Total: | 80,379 | 27,010 | 9,188 | 16,519 | 3,257 | - | - | - | 136,353 |

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

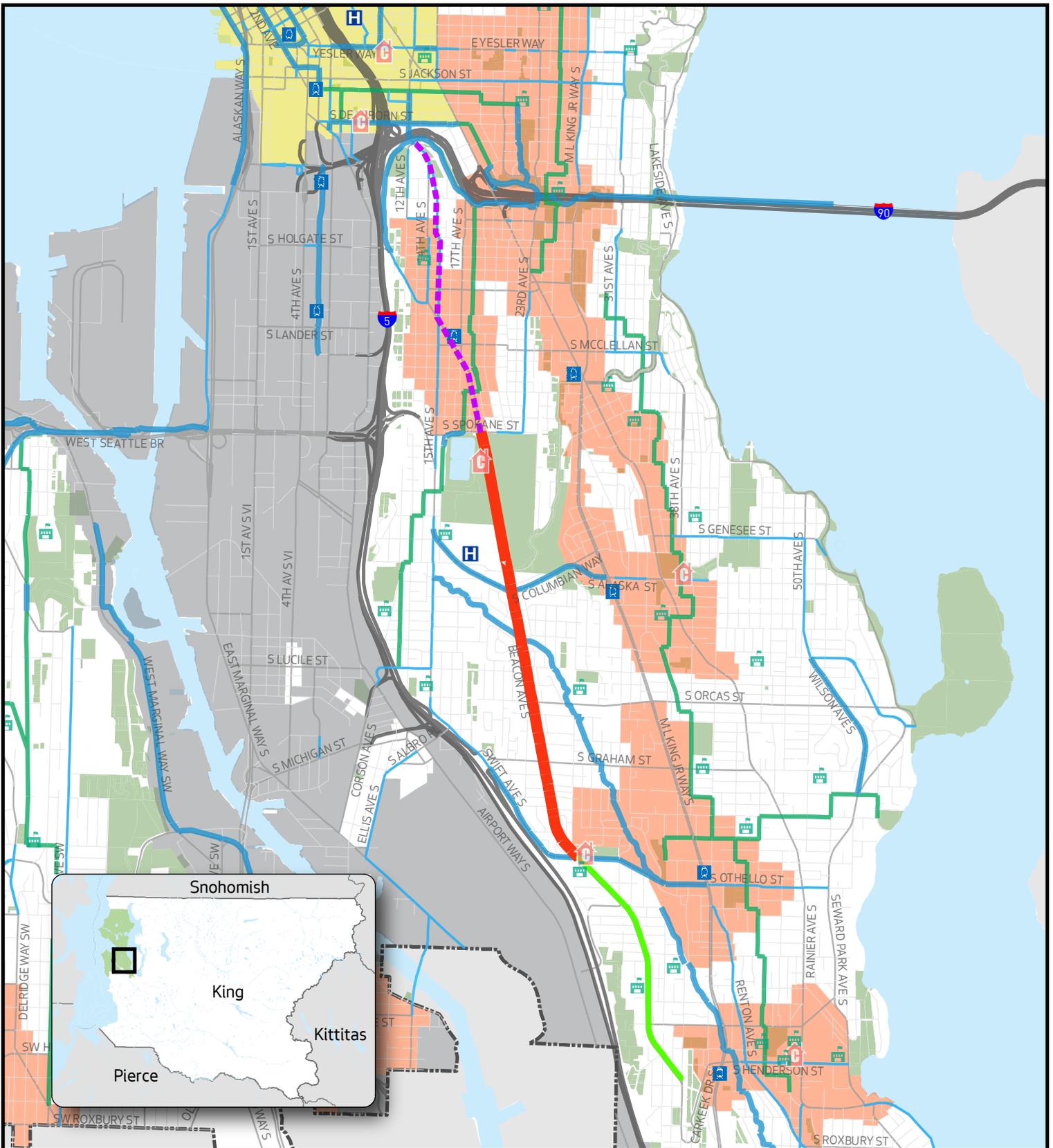
| Fund Appropriations / Allocations¹ | LTD Actuals | 2021 Revised | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|--------------------|---------------------|--------------|---------------|--------------|-------------|-------------|-------------|----------------|
| Bridging The Gap Levy Fund | 23,944 | - | - | - | - | - | - | - | 23,944 |
| General Fund | 1,100 | 1,140 | - | - | - | - | - | - | 2,240 |
| Move Seattle Levy Fund | 32,776 | 2,993 | 6,363 | 2,161 | 1,000 | - | - | - | 45,294 |
| REET I Capital Fund | 400 | - | - | - | - | - | - | - | 400 |
| REET II Capital Fund | 441 | 4 | - | - | - | - | - | - | 444 |
| School Safety Traffic and Pedestrian Improvement Fund | - | - | - | - | - | - | - | - | - |
| Transportation Benefit District Fund | 6,334 | 2,012 | 1,325 | 1,358 | - | - | - | - | 11,029 |
| Transportation Fund | 15,384 | 20,861 | 1,500 | 13,000 | 2,257 | - | - | - | 53,003 |
| Total: | 80,379 | 27,010 | 9,188 | 16,519 | 3,257 | - | - | - | 136,353 |

| Unsecured Funding: | LTD Actuals | 2021 Revised | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------------------|--------------------|---------------------|-------------|-------------|-------------|--------------|--------------|--------------|---------------|
| To Be Determined | - | - | - | - | - | 9,227 | 8,829 | 9,050 | 27,105 |
| Total: | - | - | - | - | - | 9,227 | 8,829 | 9,050 | 27,105 |

Unsecured Funding Strategy: SDOT will evaluate deliverables, prioritize and scale projects to the extent feasible, and continue to pursue grant and partnership opportunities to resolve potential funding deficits. Funding for this program beyond 2024 is dependent upon a future voter approved levy.

O&M Impacts: SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (<https://www.seattle.gov/transportation/about-sdot/asset-management>) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

¹Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars



| Legend | | |
|--|---------------------------------|---------------------------------|
| — | Phase 1 (underway) | Hospitals |
| — | Phase 2 (ready to begin design) | Light Rail Stations |
| — | Planned future expansion | Public School |
| — | Protected Bike Lane | Community Centers |
| — | Bike Lane | Parks |
| — | Neighborhood Greenway | Regional Growth Center |
| | | Local Center |
| | | Manufacturing/Industrial Center |

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PLOT DATE : 11/24/2021
 AUTHOR: P&P GIS
 V:/GIS/GIS Projects/Grants/2021

Beacon Hill Non-Motorized Access