



Seattle Department of Transportation

Seattle Bicycle Master Plan Seattle, Washington

SEPA Checklist

November 19, 2013

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Seattle Bicycle Master Plan.

2. Name of applicant:

City of Seattle Department of Transportation (SDOT)

3. Address and phone number of applicant and contact person:

Contact: Kevin O'Neil
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Seattle, WA 98124-4996

4. Date checklist prepared November 19, 2013

5. Agency requesting checklist: SDOT

6. Proposed timing or schedule (including phasing, if applicable):

The Bicycle Master Plan (BMP) will be submitted to the Seattle City Council in November, 2013 for approval. The majority of the Bicycle Master Plan projects will be implemented over a 20-year period from 2014 through 2034. However, some projects mentioned in the plan are tied to larger SDOT projects that may be implemented outside of the 20-year timeframe.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The Bicycle Master Plan will be updated on a regular basis with input from neighborhood residents and interested organizations. The plan calls for the BMP to be updated every five to seven years. Individual projects will be added or expanded based on updates to the plan.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Seattle Comprehensive Plan Final Environmental Impact Statement (FEIS), March, 1994
- SDOT SEPA DNS for the 2004 Transportation Strategic Plan Update, 2005
- SDOT SEPA DNS for the 2007 Bicycle Master Plan, 2007
- Northgate Coordinated Transportation Investment Plan FEIS, 2006

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Yes. There are multiple projects currently pending governmental approval within the city of Seattle, including projects related to transportation and residential, commercial, and industrial development. SDOT will consider the potential effects of development proposals on Bicycle Master Plan projects during the development and environmental review of individual projects.

10. List any government approvals or permits that will be needed for your proposal, if known.

The Bicycle Master Plan will be adopted as a City of Seattle Resolution by the City Council. Certain Bicycle Master Plan projects may require environmental or development permits, or government approvals for the acquisition of additional right-of-way.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Seattle Bicycle Master Plan, which is a major update to the last version of the BMP, which was adopted in 2007, is a long-range system plan to achieve the vision that riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. It provides a policy framework around what the plan will accomplish, and defines a number of strategies and actions for how the plan will be implemented over time. Bicycling provides a cost-effective, healthy, and convenient means of transportation, which helps advance a number of city goals (for example, the City's carbon reduction goals in the Climate Action Plan), increases social interaction on streets, offers alternatives to driving on congested roadways, and reduces pollution. Through the updated Bicycle Master Plan, Seattle will make its transportation system more environmentally, economically, and socially sustainable.

Goals and Objectives of the Plan

The updated Bicycle Master Plan defines five goals, which outline what the plan intends to accomplish over time:

- Goal 1- Ridership: Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.
- Goal 2 - Safety: Improve safety for bicycle riders.
- Goal 3 - Connectivity: Create a bicycle network that connects to places that people want to go, and provides for a time-efficient travel option.
- Goal 4 - Equity: Provide equal access for all through public engagement, program delivery, and capital investment
- Goal 5 - Livability: Build vibrant and healthy communities by creating a welcoming environment for bicycle riding

The City has identified six principal objectives to achieve the goals of the plan. The objectives are supported by a large number of specific strategies and actions. The plan also defines performance measures to assess progress in meeting each of the five goals of the plan. A summary of each objective is provided below.

Objective 1 - Complete and maintain a high-quality bicycle network of on-street and trail facilities throughout the city. The bicycle network proposed in the plan will include protected bicycle lanes (cycle tracks), buffered bicycle lanes, bicycle lanes, off-street trails, and neighborhood greenways, which are low-volume, low-speed residential streets that are prioritized for bicyclists and pedestrians. The focus is on creating a safe, connected network that a large number of people feel comfortable using. The plan also lays out design treatments that will improve safety at intersections.

Objective 2 – Integrate planning for bicycle facilities with all travel modes and complete streets principles. Planning for bicycles needs to be done in a way that considers all users of the roadway. The city's arterial street system has many modal demands: general-purpose traffic, transit, freight, pedestrians, bicycles, and on-street parking. All of these compete for space within the city's limited street right-of-way. As the city grows in the future, decisions about how to use city streets in the most productive, efficient, and environmentally-sensitive way will be an on-going challenge. The implementation of the Bicycle Master Plan must recognize all uses of the street right-of-way.

Objective 3 – Employ best practices and context sensitivity to design facilities for optimum levels of bicycling comfort. The plan contains a glossary of bicycle facilities, but this plan intentionally does not contain a full list of detailed design standards. These are better contained in the Seattle Right-of-Way Improvements Manual, where they can be more easily updated as best practices evolve. Context sensitivity is important to ensure that bicycle facilities are designed and built taking into consideration the overall characteristics of the street, the adjoining land use types, and other factors. This applies not only to bicycle corridor improvements, but end-of-trip facilities such as on-street bicycle corrals or other bicycle parking, storage, or maintenance needs.

Objective 4 - Build outstanding leading-edge bicycle facilities, including on-street separated facilities, multi-use trails, and neighborhood greenways. The plan focuses on neighborhood greenways (residential streets that are prioritized for bicycles and pedestrians) and facilities on arterials that are separated from traffic (cycle tracks and buffered bike lanes), as well as completing the city's multi-use trail system. These facilities will help develop a connected citywide network for people of all ages and abilities.

Objective 5 - Update and apply a prioritization framework for bicycle investments throughout the city. One of the most important aspects of each SDOT modal plan is to develop a clear framework for how to prioritize investments. This plan has a 20-year time horizon, and will be implemented incrementally using a clear prioritization framework that is based on the overall goals of the plan. The specific criteria within the framework can be adjusted over time, but the plan provides the overall direction.

Objective 6 - Identify and implement actions to support and promote bicycle riding. In addition to developing bicycle facilities in streets and trails, other actions are needed to support bicycling. The plan identifies a number of these, include designing and implementing end-of-trip facilities; ensuring that bicycling is well-coordinated with transit; implementing programs to enhance bicycle safety, use, and education; and developing a robust funding strategy. The Puget Sound Bike Share launch in 2014 will be a key program to help promote bicycle riding.

Characteristics of the Bicycle Network

The Bicycle Master Plan recommends the addition of 472 miles of new bicycle facilities that, when combined with existing facilities, will create a 600+ mile network. The network of bicycle facilities will provide access across the waterways, freeways, and rail corridors that are currently barriers to bicycling in the city, and create hundreds of miles of new on-street bike facilities, trails, and improved connections to transit. The recommended Bicycle Facility Network and supporting actions will serve all types of bicyclists—from new bicyclists (including riders of all ages and abilities) to experienced riders.

Components of the Bicycle Facility Network include:

- Bicycle facilities on arterial roadways—these facilities will provide direct access to major destinations: employment centers, transit stations, neighborhood business districts, community facilities, higher-density housing, schools and universities, other destinations. This category includes cycle tracks (bicycle lanes that are protected, or separated, from adjoining traffic lanes), buffered bike lanes, bike lanes, and, in some rare circumstances, shared facilities. These facilities are all described in more detail in the Facilities Visual Glossary in Chapter 4 of the plan.
- Neighborhood Greenways—a large amount of the network in the updated BMP is made up of neighborhood greenways. Neighborhood greenways are local, residential streets (not arterials) which are intended to be prioritized for pedestrian and bicycle use (through corridor and intersection improvements, traffic calming, lower speed limits, etc.). Approximately half of the proposed network in the BMP (in terms of new facilities to be built) is made up of greenways.
- Off-Street Trails—this system, adopted in the SDOT Transportation Strategic Plan (TSP), includes multi-use trails and streets with bicycle lanes that together form an interconnecting system.

Other issues addressed by the plan include:

- End-of-Trip Facilities—a chapter of the plan provides guidance for how SDOT should implement secure, convenient bicycle parking.
- Programs—the plan also contains a number of strategies and actions relating to activities that the City and partner organizations should do to increase information about safety (for bicyclists and all users of the roadway), activities to encourage more people to ride a bicycle, and provide information to enhance bicycle riding.

Implementation

The plan includes an implementation chapter that summarizes how the City (and SDOT) will work to implement the plan. The plan discusses how subsequent project implementation (projects are based on the network map in the plan) will include additional technical analysis and public involvement. The plan also outlines how existing and future bicycle facilities will be maintained, since maintenance is an important factor for all transportation facilities. There is also information in the plan about the prioritization framework, which will determine which projects and programs are implemented in the near term, and guidance about the overall funding strategy to implement the plan over time.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The Bicycle Master Plan applies to the entire city of Seattle.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other...**

The Bicycle Master Plan applies to the entire city of Seattle. Topography varies from flat to rolling hills, including steep slopes in some areas.

- b. What is the steepest slope on the site (approximate percent slope)?**

There are steep slopes of up to 40 percent or greater in some areas of Seattle. However, the Bicycle Master Plan primarily focuses on improving existing city streets and public rights-of-way, which typically range from flat to 10 percent, with the steepest streets around 17 percent. Where possible, the plan seeks to identify bicycle corridors along relatively level street corridors. Topography was a factor considered in developing the overall network in the plan. Off-street trails are typically developed in areas that are relatively flat.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Seattle has a variety of soil types, mostly glacial in nature. There is no prime farmland within the city's boundaries.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

There are indications and history of unstable soils in certain locations within Seattle. These locations have been designated by the City of Seattle as Environmentally Critical Areas (ECAs) and are subject to development restrictions. SDOT will evaluate the stability of soils at the location of Bicycle Master Plan projects as required.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

Filling and grading may be required for the completion of some projects listed in the Bicycle Master Plan — specific types and quantities have not been determined at this time. SDOT will evaluate any requirements for filling and grading during the implementation of individual projects.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion could occur as a result of the construction of some Bicycle Master Plan projects due to grading or clearing activities. It is not expected that erosion would occur from the use of projects once implemented.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Generally, the Bicycle Master Plan projects will be constructed within existing paved rights-of-way or other existing impervious surfaces. However, SDOT will evaluate construction of any new impervious surfaces during project-specific environmental reviews. This would most likely be true for additional or extensions of the off-street trail system.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

When individual Bicycle Master Plan projects are ready for implementation, SDOT will avoid development within ECAs to the extent possible and conduct analyses of soil types and landslide potential at each project site during environmental review. SDOT will follow City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction*, the Stormwater Management Manual for Western Washington, and construction Best Management Practices (BMPs) to control erosion and sediment runoff during the development and construction of Bicycle Master Plan projects.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke, greenhouse gases) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

The Bicycle Master Plan will reduce automobile emissions through the creation of a safe, connected network of bicycle facilities throughout Seattle, which will enhance the safety and desirability of bicycling as a mode of transportation. The first goal of the Bicycle Master Plan is to increase the amount and mode share of bicycle riding in Seattle for all trip purposes. As bicycling produces no pollution, each trip made by bicycle instead of by automobile would result in a reduction of emissions. The Climate Action Plan, recently adopted by City Council, includes a number of both near-term (2015) and longer-term (2030) actions to increase bicycling as a mode of transportation in order to reduce greenhouse gases (GHG).

As bicycle facility projects on arterials are implemented, part of the analysis of many projects will include analysis of traffic operations to determine whether congestion would be increased by implementation of projects. Construction of Bicycle Master Plan projects will emit dust and odors from the use of standard construction equipment. However, these emissions will be minor and temporary in nature.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no off-site sources of emissions or odor that would affect this proposal.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

During the design and construction of Bicycle Master Plan projects, SDOT will follow City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction and BMPs to reduce construction-related air pollution and dust, and analyze potential impacts to operations which could result in more congestion. Once implemented, the Bicycle Master Plan projects would not generate any emissions or other impacts to air quality, since operating a bicycle generates no greenhouse gas emissions.

3. Water

- a. Surface:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Seattle contains numerous creeks, streams, and other bodies of water, including the Duwamish Waterway and the Lake Washington Ship Canal, that flow into Lake Union, Lake Washington, and Puget Sound.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Certain Bicycle Master Plan projects may require work adjacent to the waters described above. SDOT will design all projects to comply with the State Shoreline Management Act, the Seattle Shoreline and Stormwater Drainage and Grading Codes, and all pertinent water quality regulations.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Certain Bicycle Master Plan projects may dredge or fill surface waters or wetlands. SDOT will evaluate the amount and extent of dredge or fill activities during the environmental review phase of these projects as required.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

Bicycle Master Plan projects will not withdraw or divert any surface water aside from the potential dredge or fill activities mentioned in question B3a3.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Certain Bicycle Master Plan projects may be located within the 100-year floodplain. However, these projects will not provide any structural barrier to floodwaters. SDOT will determine the precise location of any projects within the 100-year floodplain during the development of individual projects.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Bicycle Master Plan projects will not involve any discharge of waste material to surface waters. Bicycle paths are considered non-pollution generating impervious surfaces. Please see question B3d.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Bicycle Master Plan projects will not withdraw or discharge to ground water.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Bicycle Master Plan projects will not discharge waste material from septic tanks or other sources.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The majority of Bicycle Master Plan projects will be developed within current paved street rights-of-way. These projects will not generate any additional runoff to that already existing. Runoff will follow existing drainage patterns through city storm drain facilities, which ultimately drain to Puget Sound.

Some projects will construct off-street multi-use trails or add paved shoulders to or widen existing roadways. These projects could increase the amount of impervious surface, which could lead to greater storm water runoff. SDOT will evaluate these projects during the design and environmental review phases to determine runoff quantity and drainage patterns.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Bicycle Master Plan projects will not generate waste materials once implemented. Project construction could generate waste from equipment or materials that could enter ground or surface water. BMP's will be implemented during construction to limit impacts to ground and surface water.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Bicycle paths are considered non-pollution-generating impervious surfaces. Bicycle Master Plan projects would not generate pollutants to surface water or ground water once implemented. In addition, the Bicycle Master Plan is expected to reduce automobile vehicle miles traveled, which would result in a reduction of non-point source pollution from road runoff.

Where projects add impervious surface that could increase storm water runoff, SDOT will ensure that water quality is maintained through the design and construction of appropriate drainage facilities. Project construction will follow the City of Seattle *Standard Specifications for Road, Bridge and Municipal Construction*, the Stormwater Management Manual for Western Washington, and BMPs to reduce and control any potential surface, ground, or runoff water impacts from construction. Projects will meet all City of Seattle drainage requirements for collection, detention, and treatment.

4. Plants

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

There is a wide variety of vegetation types found within the city of Seattle. SDOT will conduct plant surveys as necessary for specific Bicycle Master Plan projects during the environmental review process.

b. What kind and amount of vegetation will be removed or altered?

Bicycle Master Plan projects will primarily install bicycle facilities within existing paved rights-of-way. The majority of projects will therefore not remove or alter any vegetation. However, some vegetation may need to be removed or altered during project construction in undeveloped locations. SDOT will evaluate the type and amount of vegetation to be removed, if necessary, during the environmental review phase of each project.

c. List threatened or endangered species known to be on or near the site.

As of October 2013, there were no threatened or endangered plant species within the city of Seattle. However, the Washington Natural Heritage Program lists the presence of lesser bladderwort (*Utricularia minor*), a sensitive plant species, and a Douglas Fir (*Pseudotsuga menziesii*)/Western Hemlock (*Tsuga heterophylla*)/Salal (*Gaultheria shallon*)/Western swordfern (*Polystichum munitum*) forest, a high quality terrestrial ecosystem within the Seattle city limits. SDOT will evaluate the presence of these and other special status plant species during the environmental review phase of specific Bicycle Master Plan projects.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Wherever possible, Bicycle Master Plan projects will preserve the vegetation to the maximum amount possible. SDOT will replace and/or repair any vegetation that has been removed or altered as part of project construction. SDOT will comply with the City of Seattle Tree Protection Code and adhere to the goals outlined in the Seattle Urban Forest Management Plan.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (indicated by bold, underlined font):

birds: hawk, heron, eagle, songbirds, other: _____

mammals: deer, bear, elk, beaver, other: _____

fish: bass, salmon, trout, herring, shellfish, other: _____

b. List any threatened or endangered species known to be on or near the site.

Based on the October 2012 revised Seattle Biological Evaluation, there are both threatened and endangered species present in the City of Seattle. Threatened species include: Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), Coastal-Puget Sound bull trout (*Salvelinus confluentus*), Steller sea lion (North Pacific population)(*Eumetopias jubatus*), Marbled murrelet (*Brachyramphus marmoratus*), Puget Sound steelhead (*Oncorhynchus mykiss*), Eulachon (*Thaleichthys pacificus*), Canary rockfish (*Sebastes pinniger*), Yelloweye rockfish (*Sebastes ruberrimus*). Endangered species include: Killer whale (Southern Resident)(*Orcinus orca*), Humpback whale (*Megaptera novaeangliae*), Bocaccio (*Sebastes paucispinis*). SDOT will conduct wildlife surveys as necessary for specific Bicycle Master Plan projects during the environmental review process.

c. Is the site part of a migration route? If so, explain.

The City of Seattle is within the Pacific Flyway, one of the four principal north-south migration routes for birds (including Canada geese, herons, and other birds) in North America. The Pacific Flyway encompasses the entire Puget Sound Basin.

d. Proposed measures to preserve or enhance wildlife, if any:

Bicycle Master Plan projects are expected to preserve and improve air and water quality, which will help preserve and enhance wildlife habitat. As discussed in questions B2a and B3d, the Bicycle Master Plan is expected to reduce automobile vehicle miles traveled, which would result in improved air and water quality through the reduction of air emissions and non-point source pollution. Bicycle Master Plan projects would further preserve water quality through the improvement of drainage systems in certain locations and the addition of landscaping along trail corridors.

SDOT will evaluate the presence of and any potential impacts to wildlife during the environmental review of individual projects. Projects will be designed to avoid impacts to wildlife to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. Project construction will follow the City of Seattle *Standard Specifications for Road, Bridge and Municipal Construction* and BMPs for the protection and preservation of wildlife.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Bicycle Master Plan projects would typically require oil (gasoline and diesel fuel) and electricity during the construction phase to operate equipment and periodically thereafter for routine maintenance and repair activities. Projects that would add signals or lights to bicycle facilities would require electricity from the Seattle City Light power grid to operate.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Bicycle Master Plan projects would not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

The purpose of the Bicycle Master Plan is to increase the use of bicycle facilities throughout the City of Seattle for all trip purposes. This will result in a reduction in the use of oil (gasoline and diesel fuel) energy used by automobiles.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Bicycle Master Plan projects may not result in any environmental health hazards once implemented. However, construction activities could uncover contaminated soils or result in potential

environmental health hazards, such as exposure to toxic chemicals, hazardous waste, or spills. SDOT will evaluate the potential for environmental health hazards during the environmental review of each project.

1) Describe special emergency services that might be required.

No special emergency services will be required for this project.

2) Proposed measures to reduce or control environmental health hazards, if any:

Construction crews will have a Health and Safety Plan in place and will follow City of Seattle *Standard Specifications for Road, Bridge and Municipal Construction* and BMPs to reduce and control any environmental health hazards that may result from construction.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Many types of noise exist throughout Seattle, including noise from traffic and equipment operation. This noise would not affect Bicycle Master Plan projects.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Bicycle Master Plan projects will not generate noise above ambient city levels once implemented. There would be short-term noise generated from the construction of individual projects, but these impacts would be temporary and transient in nature. SDOT will evaluate the noise impacts from construction during the environmental review for individual projects. Bicycling is a non-motorized form of transportation and is quieter than an automobile or transit vehicles.

3) Proposed measures to reduce or control noise impacts, if any:

Project construction will follow City of Seattle *Standard Specifications for Road, Bridge and Municipal Construction* and BMPs to reduce and control any potential noise impacts from construction.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

Seattle contains many land uses, ranging from dense urban industrial, commercial, and residential uses to natural open space.

b. Has the site been used for agriculture? If so, describe.

There are no commercial agricultural sites within Seattle.

c. Describe any structures on the site.

Seattle contains many different structures throughout the city.

d. Will any structures be demolished? If so, what?

Certain structures will be replaced as part of the Bicycle Master Plan as needed. These structures include, but are not limited to, bicycle and pedestrian bridges that are reaching the end of their lifespan. SDOT will determine what structures will be replaced, if any, during the development of individual Bicycle Master Plan projects.

e. What is the current zoning classification of the site?

Seattle contains many zoning classifications, ranging from single-family residential to higher-density, mixed use zoning districts in urban centers and villages.

f. What is the current comprehensive plan designation of the site?

Seattle contains many comprehensive plan designations, ranging from single-family residential to higher-density mixed use land use designations in urban centers and villages.

g. If applicable, what is the current shoreline master program designation of the site?

Seattle has several shoreline designations within its boundaries.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The City of Seattle has designated Environmentally Critical Areas (ECAs) located throughout the city. These areas are considered environmentally sensitive and include landslide-prone, liquefaction-prone and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills. SDOT will evaluate any potential impacts to ECAs during the environmental review of individual projects.

i. Approximately how many people would reside or work in the completed project?

Not applicable.

j. Approximately how many people would the completed project displace?

Bicycle Master Plan projects will not displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

I. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The Bicycle Master Plan is intended as functional plan to implement policies related to urban trails, bicycle facilities, and multimodal transportation systems outlined in previous plan documents. These policies include those outlined in the Puget Sound Regional Council Transportation 2040 plan; the Urban Village, Land Use, Transportation, and Neighborhood Plan Elements of Seattle's Comprehensive Plan; the SDOT Transportation Strategic Plan; and Seattle's Complete Streets ordinance. The Bicycle Master Plan is also mentioned specifically as part of Seattle's Climate Action Plan and Environmental Action Agenda.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Bicycle Master Plan projects will not provide any housing units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The Bicycle Master Plan projects will not eliminate any housing units.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Bicycle Master Plan projects will primarily install bicycle facilities at street level. Some projects may include the installation of bicycle parking facilities, traffic signals, lighting, or new bicycle and pedestrian bridges. These structures would be constructed at the standard height and of standard materials for such facilities.

b. What views in the immediate vicinity would be altered or obstructed?

Generally Bicycle Master Plan projects will be designed to blend in or enhance existing views in their locations. SDOT will evaluate any view impacts during the environmental review phase for each individual project.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None.

11. Light and glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Traffic signals and lighting will be added to bicycle facilities as part of some Bicycle Master Plan projects. The light produced by these projects will be similar to that of existing signals and street lights throughout the city. The signals will operate 24 hours a day while bicycle facility lights would typically operate between dusk and dawn.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

The purpose of adding signals and lights to bicycle facilities is to increase public safety by controlling traffic and illuminating darkened areas. Controls will be used to minimize any light or glare from facility lights so that they would not pose a safety hazard or interfere with existing views (see question B11d). Traffic signals do not generally produce enough light or glare to pose a safety hazard or interfere with views.

- c. **What existing off-site sources of light or glare may affect your proposal?**

None.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

None.

12. Recreation

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

Seattle has many designated and informal recreational opportunities within its boundaries.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

Bicycle Master Plan projects will not displace any existing recreational uses. Many projects identified in the BMP network plan will improve access to park and recreation facilities in the city. In addition, riding a bicycle is a form of recreation and exercise for many individuals in Seattle.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

Not applicable. The Bicycle Master Plan will increase recreational opportunities through the development of a safe, connected, and attractive network of bicycle facilities throughout Seattle.

13. Historic and cultural preservation

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

Seattle has many places and objects listed on national, state, or local preservation registers.

- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

Seattle has several landmarks and evidence of historic, archeological, scientific, and cultural importance within its boundaries.

- c. **Proposed measures to reduce or control impacts, if any:**

SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual Bicycle Master Plan projects. Projects will be designed to avoid impacts to historic and cultural resources to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts.

14. Transportation

- a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The Bicycle Master Plan concerns multiple public streets throughout Seattle. The goal of the plan is to expand and better connect the existing network of on- and off-road bicycle facilities. The specific streets that will have bicycle facilities proposed to include on them is shown in Chapter 4 of the plan.

- b. **Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Seattle is served by several public transit agencies, including King County Metro, Sound Transit, Community Transit, Pierce Transit, and Washington State Ferries. The plan recognizes the location of primary transit corridors, as identified by the City's Transit Master Plan, and includes a section on multi-modal corridors that addresses the relationship between bicycle and transit corridor, and a decision framework to evaluate whether a bicycle project can be implemented on the same corridor as a major transit project. The provision of bicycle facilities in the city will also increase access to transit; both Metro buses and Sound Transit light rail vehicles includes space for bicycles.

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**

Bicycle Master Plan projects may add or eliminate motor vehicle parking in the public right-of-way depending on the type of bicycle facility implemented. This will most likely be true of proposed bicycle improvements on arterial streets. The City's Comprehensive Plan includes policy direction that the primary purpose of the arterial street system is to move people and goods, and the City's Municipal Code (Seattle Municipal Code 11.16) provides broad authority for the City Traffic

Engineer to regulate or prohibit on-street parking if public right-of-way is needed for other purposes. SDOT will evaluate any impacts to parking during the environmental review of individual projects.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

Bicycle Master Plan projects will include new off-street multi-use trails and improvements to existing public roads and streets through the addition of bicycle lanes, climbing lanes, cycle tracks, shared lanes and paved shoulders. The projects will also improve roadway crossings through the addition of new traffic signals, pedestrian signal heads, curb extensions, and median crossing islands.

SDOT will describe in greater detail any improvements to existing roads or streets during the design and development of individual Bicycle Master Plan projects.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Bicycle Master Plan projects will construct crossings over water and rail transportation facilities where they intersect with bicycle routes. These crossings could include the simple addition of a marked dedicated lane, structural improvements to existing crossings, or new crossing structures. SDOT will evaluate any impacts to water and rail transportation facilities during the environmental review of individual projects.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The plan will lead to a reduction in motor vehicle trips to the extent that bicycles are used for trips that would otherwise be made by automobile. Better bicycle network connectivity can also improve the ridership on transit by expanding people's access to transit facilities.

Project construction may lead to temporary increases in vehicular trips by construction equipment at individual project locations. SDOT will evaluate any increases in vehicular traffic during the environmental review of individual projects.

- g. Proposed measures to reduce or control transportation impacts, if any:**

As mentioned previously, the Bicycle Master Plan seeks to improve transportation conditions within Seattle. SDOT will evaluate any potential impacts to transportation from construction activities during the environmental review of individual projects.

15. Public services

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

Bicycle Master Plan projects will not increase the need for public services.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

Not applicable.

16. Utilities

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

All the above mentioned utilities are available within Seattle.

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Construction of Bicycle Master Plan projects may relocate some above- and below-ground utilities. Once implemented, some projects would use the Seattle City Light electrical utility to operate traffic signals and lights. SDOT will evaluate any impacts to utilities during the environmental review of individual projects.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Date Submitted: *November 19, 2013*

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

Certain Bicycle Master Plan projects may increase runoff from storm water. Projects developed within existing paved street rights-of-way would not generate any additional runoff to that already existing. However, projects that widen existing streets or that are constructed outside of existing street rights-of-way could increase the amount of impervious surface, which could lead to greater storm water runoff.

Project construction activities may produce or release toxic or hazardous substances, such as mechanical fluids from construction equipment. Construction activities would also generate noise, although the impacts would be temporary.

Proposed measures to avoid or reduce such increases are:

Bicycle paths are considered non-pollution-generating impervious surfaces. Bicycle Master Plan projects would not generate pollutants to surface water or ground water. In addition, the Bicycle Master Plan is expected to reduce automobile vehicle miles traveled, which would result in a reduction of non-point source pollution from road runoff. Where projects may increase storm water runoff, SDOT will ensure that water quality is maintained through the design and construction of improved drainage facilities; projects will meet all City of Seattle drainage requirements for collection, detention, and treatment.

Project construction will follow the City of Seattle *Standard Specifications for Road, Bridge and Municipal Construction*, the Stormwater Management Manual for Western Washington, and BMPs to reduce and control any potential discharges to water, emissions to air, release of hazardous substances, and production of noise from construction activities.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Bicycle Master Plan projects will primarily involve modifications to streets within developed public rights-of-way. As a result, the Bicycle Master Plan is not likely to affect animals, fish, or marine life. However, some projects may require vegetation removal during construction.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

SDOT will design projects to avoid impacts to plant and wildlife species to the extent possible. Projects will preserve the maximum amount of green space when a trail corridor is developed and will add trees and landscaping to existing trail corridors where possible. SDOT will evaluate the presence of and impacts to plants, animals, fish, and marine life during the environmental review of Bicycle Master Plan projects. If necessary, SDOT will develop mitigation measures to avoid or minimize any potential effects.

3. How would the proposal be likely to deplete energy or natural resources?

Bicycle Master Plan projects will not deplete energy or natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Construction of Bicycle Master Plan projects may dredge or fill surface waters or wetlands, or affect other environmentally sensitive areas or areas designated for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

SDOT will evaluate any impacts to sensitive or protected areas during the environmental review of individual projects and, if necessary, develop mitigation measures to avoid or minimize any potential effects.

- 5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

Bicycle Master Plan projects will be designed to comply with all applicable land and shoreline use plans and regulations. Projects will not affect land and shoreline use or allow or encourage land and shoreline uses incompatible with existing plans.

- 6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The Bicycle Master Plan is meant to decrease demand on Seattle's motor vehicle transportation system through the promotion of bicycling for all trip purposes. Certain Bicycle Master Plan projects will increase demand on public utilities to supply electricity for new traffic signals and lights; however, compared to the existing demand for electricity the increase will be negligible.

- 7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The Bicycle Master Plan is consistent with local, state, and federal laws or requirements for the protection of the environment. It is intended as functional plan to implement policies related to bicycle facilities and multimodal transportation systems outlined in previous documents. These policies include those outlined in the Puget Sound Regional Council Transportation 2040 Plan; the Urban Village, Land Use, Transportation, and Neighborhood Plan Elements of Seattle's Comprehensive Plan; the SDOT Transportation Strategic Plan, and Seattle's Complete Streets ordinance. The Bicycle Master Plan is also mentioned specifically as part of Seattle's Climate Action Plan and Environmental Action Agenda. These policies and plans promote bicycling as an environmentally friendly, safe, and healthy means of transportation.

