

2009 STP/CMAQ Regional Competition Application

This application is available on the Puget Sound Regional Council website at <http://www.psrc.org/projects/tip/index.htm>.

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

Important notice:

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

Projects receiving funding as a result of this competition:

Funding distributed as a result of the 2009 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

14-page limit:

You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

Email submissions are preferred:

Attach your completed application to an email and send it to TIPRPEC@psrc.org. Please name the file "**STPCMAQ Competition-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Chris Peak, Puget Sound Regional Council, 1011 Western Avenue Ste. 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Chris Peak. For questions or to confirm receipt of your application, contact Chris Peak at 206-464-7536 or cpeak@psrc.org. All applications must be submitted by **April 10, 2009**.

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: 116th Ave NE Non-motorized Facilities</p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 3087 (Phase I)</p> <p>To be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm whether your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Kirkland</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Ray Steiger</p> <p>Address: 123 5th Ave NE</p> <p>Phone: 425-587-3833</p> <p>Fax: 425-587-3807</p> <p>Email: rsteiger@ci.kirkland.wa.us</p>

5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The City of Kirkland is proposing to complete pedestrian, bicycle, and equestrian compatible facilities along the 116th Ave NE corridor between the Houghton Park and Ride and the Bellevue city limits. The project is a critical link providing a viable North-South route between North Kirkland and Bellevue's developed non-motorized transportation system connecting to this project and creating a non-motorized network to South Lake Washington and across I-90 to Seattle. The project is composed of two phases: Phase I - NE 70th Street to NE 60th Street was completed in 2008, Phase II - NE 60th Street to the Bellevue requested funding will complete this portion of the project. This critical connection would complete non-motorized improvements between the Houghton Park and Ride and the City of Bellevue; would connect existing non-motorized transit paths in Kirkland to the North with a critical transportation link to the South. When complete, these improvements will include new storm water facilities, stream enhancements, bike lanes and a separated multi-purpose gravel pedestrian/equestrian pathway.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Improving non-motorized transportation options is a priority for our community. The project would complete a regionally significant north/south non-motorized corridor; allowing bike and pedestrian commuters to safely and easily get around not only Kirkland and Bellevue, but through the Houghton Park and Ride - would be able to commute to Seattle or other cities with ease. The 116th Avenue non-motorized improvements will expand the multimodal nature of the Houghton Park and Ride and respond to clear demand from our residents for increased bicycle commuting opportunities. Facilities will help reduce vehicle miles traveled, encourage mode shift from single occupant vehicle; and promote broader range of transportation options that will lead to reduced emissions.</p>
6	<p>Project location: City of Kirkland</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NE 60th Street (at I-405 Pedestrian crossing)</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Bellevue city limits</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (may be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

**Rural Functional Classifications
“Under 5,000 population”**

(Outside federal-aid urbanized and federal-aid urban areas)

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

**Urban Functional Classifications
“Over 5,000 population”**

(Inside federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with *VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region* (<http://www.psrc.org/projects/vision/pubs/vision2040/index.htm>), and with *Destination 2030, the central Puget Sound region’s Metropolitan Transportation Plan* (<http://www.psrc.org/projects/mtp/d2030plan.htm>). To obtain hard copies, please contact the PSRC’s Information Center at 206-464-7532 or infoctr@psrc.org. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or y Stevens@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2040* and *Destination 2030*

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC’s web site at www.psrc.org/projects/planreview/ppr_status.htm.

a. Indicate the current certification status of the local comprehensive plan’s transportation element. Note: Select only one from the drop-down box below and provide the most recent date of certification action. If you select “Not Certified,” leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 10/15/2004

b. Please check all boxes that apply to the project’s location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- The project is located within the designated urban growth area.
- The project is located within one or more formally designated regional growth or manufacturing/industrial centers.
(Please identify the center(s) in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

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

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Kirkland Comprehensive Plan (February 2007 Revision). Chapter IX. Transportation (pg IX-23) and Chapter XV. Bridle Trails Neighborhood (pgXV-C.8)
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing 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.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) for guidance, examples, and details on scoring, before completing these sections of the application.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Regional Growth Center: Complete section A and proceed directly to Part 2.
- Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.
- Corridors Serving Centers: Complete section C and proceed directly to Part 2.

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/applications/reference.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org.

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Regional Growth Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. **Regional Growth Center Development.** Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. **Project's Benefit to the Regional Growth Center.** Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Regional Growth Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Regional Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The project supports Bellevue's and Kirkland's identified Regional Growth Centers: Downtown Bellevue and Totem Lake. Once completed the corridor will establish a transportation network connecting these regional centers, the network will emphasize pedestrian and transit use and allow for choices in through movement and local access. Consistent with the Comprehensive plan, this project addresses future land use beyond 2022. Design Guidelines for Totem Lake Neighborhood include mixed use villages, employment densities of 87-170 jobs/acre and residential densities of 50 units per acre. Development includes residential, office, retail, light industrial and institutional uses. 116th Ave NE (immediately east of I-405) provides a convenient by pass to I-405 during peak travel periods and times of freeway congestion. 116th Ave NE improvements will allow convenient access between centers for the movement of goods, vehicles and non motorized modes of transportation.

The project provides a range of missing travel modes to users traveling to multiple centers. Current conditions are hazardous, bicyclists that wish to use this roadway for travel must ride with traffic on a narrow shoulder. Pedestrians (including school age children walking to Ben Franklin Elementary) walk adjacent to large open ditches on a non-existent pathway. Users are faced with substandard dangerous conditions, non-motorized users are forced to contend with fast moving vehicles and garbage trucks; even experienced users avoid this route due to the proposed safety concerns. This project creates a new dedicated non-motorized route for bicycles and a gravel path for pedestrians and equestrians that will separate users from the street. Making the investment in this missing infrastructure will dramatically improve the safety of the pedestrian and bicyclists, who will be the primary users. The project creates continuous dedicated pedestrian space and separation from moving motor vehicles linking Downtown Bellevue and Totem Lake. Improvements will allow users multiple travel choices.

A variety of users will benefit from the project; including, commuters, residents and commercial users. As more and more residents turn to transit for their commuting needs, the City of Kirkland is committed to increasing transit and commuting options that reduce the need to rely on individual motorized vehicles. This project will be a primary commuting route for Kirkland residents who work in Bellevue or in Seattle. As a connector to the Houghton Park and Ride, it will be a critical part of the City's transportation network and reduce the traffic congestion by providing easy options for people to leave their cars at home and use transit or trails for their transportation needs. It will also complete a regionally significant north/south corridor linking the city of Kirkland bike route along NE 70th Street from Redmond, the pedestrian/bike bridge across I-405 at NE 60th Street, and the existing City of Bellevue non-motorized improvements South to SR-520. Additional benefits of this project will be its contribution to creating activity areas for residents. Having a safe route that connects to the places that people want to go - downtown Kirkland, Totem Lake Mall, Bridle Trails State Park, Bellevue Square ect. - will encourage walking, biking and transit usage which will help get people moving in our community. Corridor improvements would relieve congestion for commercial waste haulers accessing the Houghton Transfer Station, a regional King County Solid Waste facility. At times, it is difficult for vehicles to safely pass non-motorized users; vehicles that are unable to pass can cause congestion. Non-motorized facilities will provide separating between vehicles and other users, and will allow traffic to flow freely.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.

- **Congestion Relief.** Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

The proposed project will provide essential improvements to the corridor connecting Kirkland and Bellevue regional growth centers. Corridor provides direct access to both Downtown Bellevue and Totem Lake. 116th Ave NE serves as one of the few north/south transportation corridors connecting Kirkland and Bellevue. Its location immediately east of I-405 provides a convenient, but unintended, vehicular by-pass to I-405 during peak travel periods and times of freeway congestion. 116th Ave NE will allow convenient access between centers for the movement of goods, vehicles and non motorized modes of transportation. Currently, non-motorized users must use existing roadway, the project completes a missing link in the non-motorized transportation network linking these regional growth centers. Improvements will remove non-motorized users from the roadway and allow traffic to flow freely.

17. Long-term Benefit/Sustainability. Please address the following:

- **Efficiency.** How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- **Safety.** Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Current conditions are hazardous; bicyclists must ride with traffic on a narrow shoulder, and pedestrians (including school age children walking to Ben Franklin Elementary) walk adjacent to large open ditches on a non-existent pathway. Users are faced with substandard dangerous conditions. From 2002-2008 ten vehicular accidents occurred along this corridor, of the 10 accidents 8 of them occurred at or near the intersection of 116th Ave NE and NE 60th Street, three of these accidents caused personal injury to four vehicle occupants. This project creates a new dedicated non-motorized route for bicycles and a gravel path for pedestrians and equestrians that will separate users from the street. Making the investment in these infrastructure improvements will dramatically improve the safety of the pedestrians and bicyclists, who will be the primary users. The project creates continuous dedicated pedestrian space and separation from moving motor vehicles where it currently does not exist.

Currently, this two lane road provides minimal opportunities for vehicles to safely pass non-motorized users. In many instances vehicles are postponed and must travel at reduced speeds until they can safely pass non-motorized users. It only takes one non-motorized user to cause severe congestion along this corridor. Providing continuous dedicated pedestrian space and separation from vehicles will increase safety for all users, will allow traffic to flow freely and will relieve congestion along this corridor.

The project will include repaving this corridor, a heavily used solid waste truck route that leads to the King County Houghton transfer station. The existing road surface is in very poor condition (PCI = 20 from NE 48th Place to NE 60th Street) with high severity in alligator cracking and rutting/depressions, medium severity of weathering/raveling and utility patches and pavement cuts present. If the road is repaved, driver safety will be improved by eliminating the potholes, alligator cracking, and rutting. Drivers will experience improved traction/skid resistance and drainage and the new road will provide a smooth and even driving surface. Hopefully, this will reduce vehicle accidents along the corridor.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- **Diesel retrofits:** Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- **Roadway capacity (general purpose and high occupancy vehicles):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The project includes one mile of non-motorized improvements including access for pedestrians, bicycles and equestrians through a paved lane and adjacent gravel path. The roadway is adjacent to residential land use, and carries over 5000 vehicles per day with an 85th percentile speed of 40 mph. The roadway serve many adjacent neighborhoods and City of Kirkland residents east of the freeway and South of 70th Street. 116th Ave NE provides a convenient by pass to I-405 during periods of congestion. The project will create a non-motorized route linking the Houghton Park and Ride with other non-motorized trails. It will facilitate the ability of residents to use transit, bicycles and their own foot-power to commute throughout the region. Proposed improvements will be a critical transportation link for bicycle commuters that lack a viable north/south route between North Kirkland and Bellevue. Bellevue has developed their non-motorized transportation system to connect to this project and create a non-motorized network to South Lake Washington across I-90 to Seattle. It will also complete a regionally significant corridor linking the City of Kirkland bike route along NE 70th Street from Redmond, the pedestrian/bike bridge across I-405 at NE 60th Street and the existing City of Bellevue non-motorized improvement South to SR-520. This project will enhance the use of the Houghton Park and Ride at 7024 116th Ave NE by creating a non-motorized dedicated route connecting the Park and Ride with residential neighborhoods, the City of Kirkland town center and other non-motorized routes. Users will be able to walk or ride to the Park and Ride on a dedicated path, board an express bus to Bellevue or Seattle and quickly and easily complete their commute without using their car. Facilities will help reduce vehicle miles traveled, encourage mode shift from single occupant vehicle; and promote broader range of transportation options that will lead to reduced emissions. We anticipate environmental benefits from the increased use of non-motorized transportation and mass transit.

This project will also make substantive stream enhancements to Yarrow Creek and build appropriate surface water conveyance and treatment facilities consistent with contemporary standards. This will improve the health of Yarrow Creek as well as the water quality of Lake Washington.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

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

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

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

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

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

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

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

Not yet completed - Section 106 Concurrence.

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

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not yet completed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

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

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Final wetland delimitation and geotechnical studies are underway at this time. All NEPA and Aquatic Resources permitting activities are currently set to commence in May of 2009, and based on timelines identified by permitting agencies, will be completed in July 2010; at that time all aforementioned items will be complete. Right of way certification is anticipated in December of 2009.

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

Guidelines:

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

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	5/30/10	CMAQ	\$1,500,000
			\$
			\$
Totals:			\$1,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Planning	12/30/96	ISTEA	\$165,000
Design	12/30/07	Local/CMAQ	\$1,000,000
Right of Way	12/30/07	Local	\$30,000
Construction	12/30/07	Local	\$436,000
Inspection	12/30/08	Local	\$205,000
TOTAL:			\$1,836,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Construction	01/01/10	Local	\$1,164,000
			\$
			\$
			\$
			\$
TOTAL:			\$1,164,000

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

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$165,000	Planning:	5/30/08
Preliminary Engineering/Design:	\$1,205,000	Preliminary Engineering/Design:	6/30/09
Right of Way:	\$30,000	Right of Way:	8/30/09
Construction:	\$3,100,000	Construction:	5/30/11
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$4,500,000	Estimated date of completion (i.e. open for use)	5/30/11

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Construction

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

N/A

F. Other Considerations (No Points)

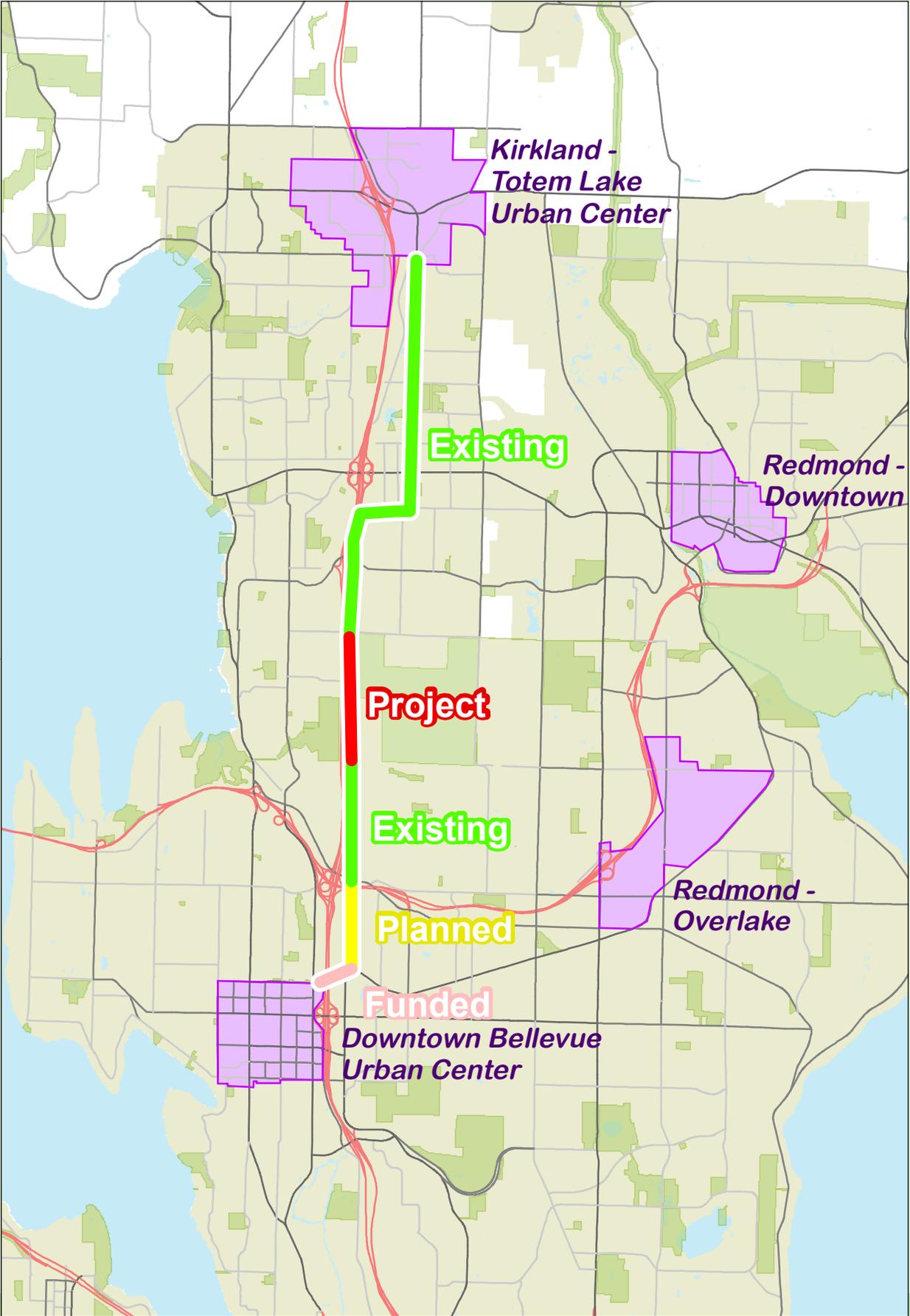
- 21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

116th Ave NE - Non Motorized Facilities - Vicinity Map



Vicinity Map
0 48,000 96,000 144,000
Feet

- Map Legend
- Regional Growth Centers
 - Incorporated Cities
 - Park



0 1,900 3,800 5,700
Feet



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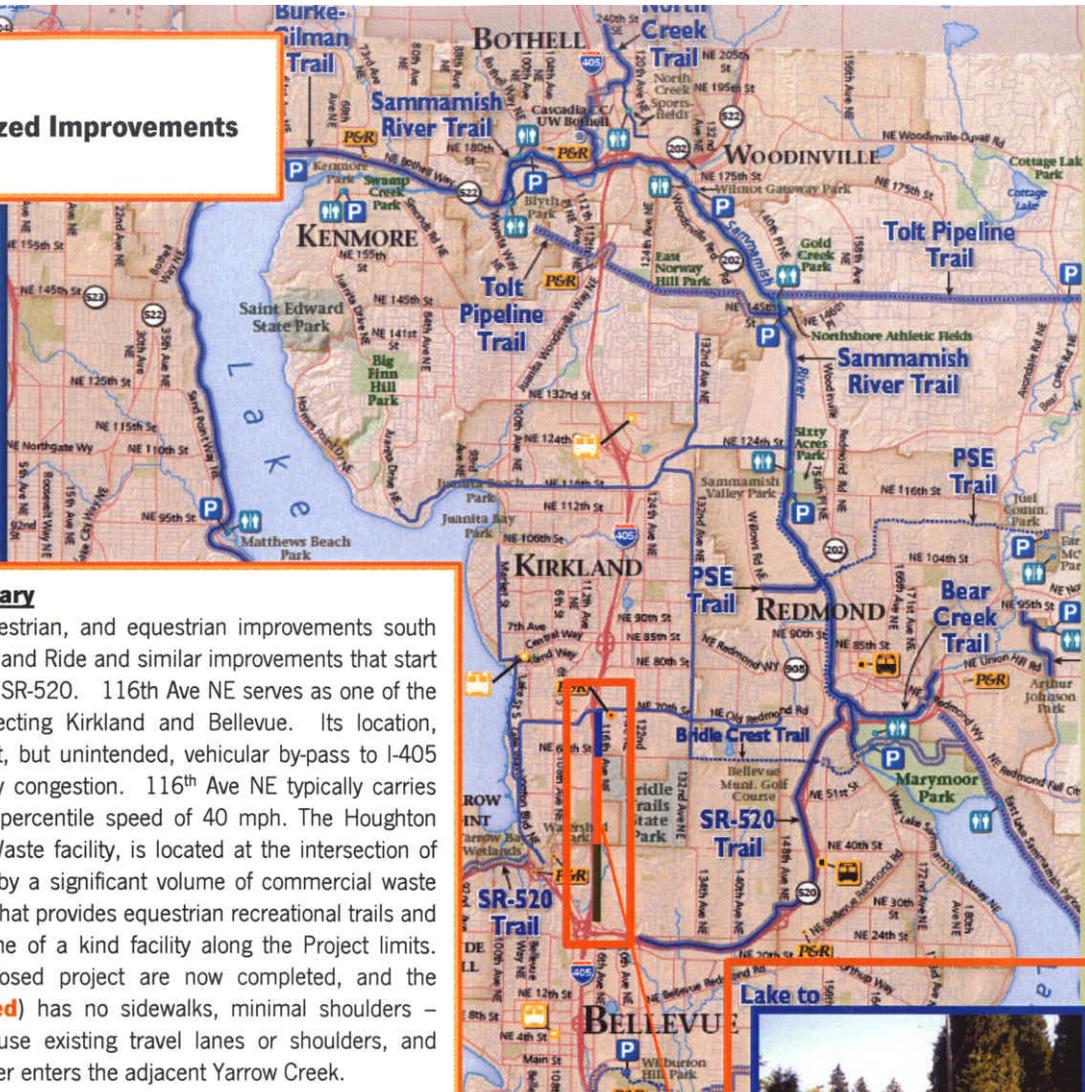


City of Kirkland

116th Ave NE Non-motorized Improvements

- Primary Regional Trails**
- Paved
 - Soft-surface
 - Road link connector
- Secondary Regional Trails**
- Paved
 - Soft-surface

- Public Facilities (near trails)**
- Park & Ride
 - Off-street parking
 - Transit center with Park & Ride
 - Restrooms
 - Transit center



Summary

The City of Kirkland is completing bicycle, pedestrian, and equestrian improvements south along 116th Ave NE between the Houghton Park and Ride and similar improvements that start at Bellevue's northern city limits and continue to SR-520. 116th Ave NE serves as one of the few north/south transportation corridors connecting Kirkland and Bellevue. Its location, immediately east of I-405 provides a convenient, but unintended, vehicular by-pass to I-405 during peak travel periods and times of freeway congestion. 116th Ave NE typically carries over 5,000 vehicles per day and has an 85th percentile speed of 40 mph. The Houghton Transfer Station, a regional King County Solid Waste facility, is located at the intersection of 116th Ave NE and NE 60th Street, and is used by a significant volume of commercial waste haulers. Bridle Trails State Park, a 480-acre site that provides equestrian recreational trails and amenities on a regional and local level, is a one of a kind facility along the Project limits. Improvements north and south of the proposed project are now completed, and the remaining portion of the corridor (shown in red) has no sidewalks, minimal shoulders – bicyclists, pedestrians, and equestrians must use existing travel lanes or shoulders, and roadway direct/untreated discharge of storm water enters the adjacent Yarrow Creek.

The proposed improvements include new storm water facilities/stream enhancements, bike lanes, and a separated multi-purpose gravel pedestrian/equestrian pathway along the east side similar to the Bellevue section.

Highlights

- Completion of a regionally significant north/south corridor linking the City of Kirkland bike route along NE 70th Street from Redmond, the pedestrian/bike bridge across I-405 at NE 60th Street, and the existing City of Bellevue's non-motorized improvements south to SR 520.
- 1.0 mile of non-motorized improvements including access for pedestrians, bicycles, and equestrians.
- This route is anticipated to serve a number of bicycle commuters daily.
- Enhancements to an adjacent fish bearing stream, Yarrow Creek which feeds Lake Washington, and surface water conveyance and treatment per DOE standards.
- Repaving of the heavily used solid waste truck route.
- Consistent with Puget Sound Regional Council *Destination 2030*

Status

The design is currently in final stages, environmental permitting will be completed in 2009 and construction anticipated immediately thereafter.

Funding

Existing local transportation funding	1,250,000	(secured)
Existing local surface water funding	1,000,000	(secured)
Existing (CMAQ, ISTEA)	750,000	(secured)

Needed Funds **\$1,500,000**

Total Project Cost \$4,500,000



Existing Conditions (North)
(Kirkland section completed in 2008)



Project Area Existing Conditions
(Kirkland section uncompleted)



Existing Conditions (South)
(Bellevue section completed)



City of Kirkland

116th Ave NE Non-motorized Improvements

Project Supporters and Contacts

- Washington State Dept. of Transportation
- Greater Kirkland Chamber of Commerce
- Lake Washington Technical College
- North Rose Hill Neighborhood Association
- Kirkland Alliance of Neighborhoods
- Highlands Neighborhood Association
- Puget Sound Clean Air Agency
- Everyday Athlete
- Cascade Bicycle Club
- Washington Coalition for Promoting Physical Activity
- Elaine Cummins, Seattle & King County Public Health
- Kirkland Bicycle
- Dean Wilson
- Bridle Trails State Park Foundation
- Lake Washington Saddle Club
- Jay Arnold
- Feet First
- Evergreen Hospital
- Lisa McConnell, Houghton Neighborhood Association
- South Rose Hill/Bridle Trails Neighborhood Association
- State Congressional Delegation

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Mayor

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