

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

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 countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1	<p>Project Title: Totem Lake Non-Motorized Bridge</p> <p><i>(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)</i></p>
2	<p>Sponsoring Agency: City of Kirkland</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: Dave Snider</p> <p>Address: 123 5th Ave, Kirkland, WA 98033</p> <p>Phone: 425-587-3832</p> <p>Fax: 425-587-3807</p> <p>E-Mail: DSnider@kirklandwa.gov</p>
4	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p style="padding-left: 20px;">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 style="padding-left: 20px;">Design of a bridge for non-motorized use spanning NE 124th St and Totem Lake Blvd/124th Ave NE (referred to 124th/124th intersection throughout). This Bridge will connect the Cross Kirkland Corridor (CKC) from the south side of 124th Ave NE to the north side of Totem Lake Blvd. This intersection is one of Kirkland’s busiest with traffic volumes exceeding 50,000 vehicles per day.</p> <p style="padding-left: 20px;">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 style="padding-left: 20px;">At this intersection the CKC crosses two legs and nine lanes of traffic in less than 350 feet at one of Kirkland’s busiest intersections, it was identified early on in the study of the corridor as an impediment to active transportation. Currently, interim trail users must travel along a 5’ sidewalk, and use two signalized crossings. As a trail crossing, long signal wait times will invite misuse, particularly by cyclists transitioning to road riding in order to avoid waiting. Due to the configuration of the 124th/124th intersection and the angle at which the CKC crosses through the intersection, it is not feasible to construct an at-grade crossing for active transportation. Both the Totem Lake Park Master Plan and the Draft Cross Kirkland Corridor Master Plan identified this intersection as a candidate for grade separated crossing. Providing a grade separated path for non-motorized users will reduce modal conflicts between pedestrians and/or bicyclists and vehicles.</p>

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

<p>5</p>	<p>Project Location: Cross Kirkland Corridor in the Totem Lake Urban Center</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: NE 124th ST <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Totem Lake Blvd <i>(Identify landmark if no crossroad)</i></p>	
<p>6</p>	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>	
<p>7</p>	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
	<p>NOTE: <u>Federally Funded Projects.</u> <i>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 which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</i></p> <p><i>Examples of Exceptions:</i></p> <ul style="list-style-type: none"> • <i>Any bicycle and/or pedestrian project.</i> • <i>Projects <u>not</u> on a roadway and using CMAQ or other funds</i> • <i>Any transit project, including equipment purchase and park-and-ride lot projects.</i> 	

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

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

The project provides non-motorized access to the Totem Lake Urban Center. Currently, access into Totem Lake from the CKC requires pedestrians cross two busy intersections, using a narrow sidewalk immediately adjacent to the roadway. A bridge connection will provide a non-motorized gateway into the Totem Lake Urban Center from the CKC. This connection encourages active transportation by providing a safe and inviting access point to amenities at Totem Lake; amenities include: the Totem Lake Mall and nearby restaurants, businesses, Transit Center at Evergreen Hospital and the planned Totem Lake Park. Users will have the ability to access the Urban Center without impeding vehicular traffic at one of Kirkland's most traveled intersections, handling over 50,000 vehicles daily. This is also one of Kirkland's most congested intersections. With development of the CKC anticipated to be completed in the fall of 2014; and the convergence of the additional modes at this intersection, congestion will be further impacted. The bridge's design will create a landmark in the center of Totem Lake that provides a sense of place and functional access to the Urban Center.

Totem Lake the City's designated Urban Growth Center contains it's most intensive land uses; Design Guidelines for the Totem Lake (TL) Neighborhood includes mixed use villages in and around 124th Avenue NE. There will be employment densities of 87-170 jobs/acre and residential densities of 50 units per acre. The plan is to revitalize TL as an urban village that includes residential, office, retail, light industrial and institutional uses. Integration of the transit center with employment and residential area allows and encourages alternative modes. The goal is to establish a transportation network that emphasizes pedestrian and transit use, allows for choices in through movement and local access, consistent with the regional transit plan and contributes to the character and identity of Totem Lake. This Project is a vital component of the City's overall economic development strategy by providing essential infrastructure to serve this urban center.

In 2011, land use experts from the Urban Land Institute developed recommendations for supporting a large amount of population/employment activity in the Totem Lake Urban Center. As a top priority, the team recommended development of the CKC and Totem Lake Park to both facilitate transportation and give a sense of place to the Urban Center. The corridor was identified as a fundamental asset to attracting development in the Totem Lake area. Improving access and mobility in and around Totem Lake through improving the CKC is key to supporting the growth and development planned for this area.

Totem Lake is planned to be a compact mixed-use urban village with pedestrian and transit-oriented amenities, higher intensity residential development, public gathering places and

cultural activities. Also, it is an economic and employment center with a wide range of retail, office, industrial and light manufacturing uses. It is home to Evergreen Hospital which employs over 3000 people, the Totem Lake Transit Center, Totem Lake Mall, Medical offices and several other major employers. Totem Lake is an important center for high wage jobs associated with the existing university, high-tech, and bio-tech/medical institutions and research companies in the area. In addition, Totem Lake Mall has potential for re-development; past plans included adding over 600,000 square feet of retail space and 1,200 new permanent jobs. Continued development of the Corridor and access to the Corridor will contribute to the economic sustainability of Totem Lake.

Interim zoning has been adopted for the parcels that border the Corridor in Totem Lake to attract retail uses that have been associated with corridor development nationally. In particular, restaurants, breweries, wineries and distilleries are now allowed in areas of Totem Lake that were formerly zoned for industrial use only, with the expectation that high tech office would eventually transform the district. The hope is that the retail uses will generate excitement, thereby spurring further redevelopment to high tech office.

The proposed bridge removes the Corridor's largest barrier to active transportation modes and benefits autos by removing active modes from using pedestrian crossings. The City is committed to transforming Totem Lake into a vital urban center, attracting a substantial number of new residents and jobs. Investment in infrastructure will position the business district for investment and growth and support both current and future plans for economic and neighborhood development. Development of the CKC will contribute to the economic stability of Totem Lake. Providing improved access for multiple modes of transportation helps to accommodate population growth and employment activity in the center.

Totem Lake contains 1,152,487 square feet Commercial, 1,740,304 sq. ft. Office, 2,589,862 sq. ft. industrial; employing 16,018 people. This area contains primarily Multifamily housing with residential density of 17.11 housing units per acre. Presently 1,173 businesses with over 14,000 employees are located within 2000 feet of the Corridor. The corridor is adjacent to many office complexes, shopping centers, parks, schools and connects to regional non-motorized trails and transit. Over fourteen parks and seven public schools are within 2000 feet of the Corridor and it connects to over 20 miles of bicycle lanes on Kirkland arterials. The City is anticipating a significant number of users daily for recreation and transportation purposes along the trail.

The bridge provides access to the Totem Lake Transit Center and connects the CKC directly to the Totem Lake Urban Center and to Totem Lake Park which is planned to turn the underutilized existing lake into an attractive urban space. The bridge will be the non-motorized "Gateway" to the Totem Lake Regional Center, and will interact with the planned improvements at Totem Lake Park. Connecting the park to the Urban Center, will create a stopping point and oasis along the railroad corridor, encouraging people to linger and establish a sense of place. The bridge will be designed in a way that creates a signature landmark, attracting users from across the region utilizing multiple modes of active transportation.

- **Project's Benefit to the Center**

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

The CKC crosses two legs and nine lanes of traffic in less than 350 feet at one of Kirkland's busiest intersections, with traffic volumes exceeding 50,000 vehicles per day. It was identified early on in the study of the corridor as an impediment to Active Transportation. Currently, interim trail users must travel along a 5' sidewalk, and use two signalized crossings. As a trail crossing, long signal wait times will invite misuse, particularly by cyclists transitioning to road riding in order to avoid waiting. Due to the configuration of the 124th/124th intersection and the angle at which the CKC crosses through the intersection, it is not feasible to construct an at-grade crossing for active transportation. Both the Totem Lake Park Master Plan and the Draft Cross Kirkland Corridor Master Plan identified this intersection as a candidate for grade separated crossing. Providing a grade separated path for non-motorized users will reduce modal conflicts involving pedestrians and/or bicyclists and vehicles.

The project will benefit active transportation users by reducing the need for these users to have to make two movements across one of Kirkland's busiest intersections. By removing these users from the roadway the efficiency for motorized vehicles will also improve.

Because the Corridor is primarily flat or contains mostly gentle grades it will benefit a large number of people and is perfect for a variety of users of varying ages, and all skill levels; including, people with disabilities, children, elderly, tourists, employees, commuters, residents, customers and recreation users. Many of Kirkland's business districts and industrial zones and thousands of homes are within walking distance of the corridor. Many King County administered affordable housing units and other affordable housing units are within walking distance. The design of crossings is a vital component to trail development. Crossings are where users are exposed to vehicles and; therefore, the most vulnerable. Correct treatment is essential to ensuring the Corridor is safe for all users; including, children, the elderly, and those with disabilities. Based on PSRC's Regional Centers Monitoring Report, Totem Lake Regional Growth Center's population is 35% minorities, 9% seniors, 6% of households in poverty, and 6% without vehicles. These are the primary beneficiaries from improved access to non-motorized transportation. The Bridge removes a barrier on the CKC and therefore makes it more attractive to the commuters, residents, commercial users and anyone else who desires to access Totem Lake.

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."

Providing grade separated crossing at this intersection will improve multiple modes of transportation; including, bicyclists, walkers and other active transportation modes. The CKC will be a desired route for users seeking isolation from vehicular traffic, busy intersections, and efficient access to desired destinations such as schools, parks, businesses, and public transit. Totem Lake Park will be a desired destination, providing a comfortable and efficient access point into the Urban Center. Currently, CKC users are forced to battle two busy crossings at 124th/124th. A grade separated crossing provides users a connection.

Vehicular traffic is close in proximity to the existing sidewalks and exposes pedestrians and bicyclists to traffic. The bridge will reduce interaction with vehicular traffic at one of the CKC's most vulnerable pedestrian crossing points. In addition to safety, the bridge will provide an environment that is consistent throughout the entire CKC. Pedestrians will have direct access into Totem Lake without the interruption of intersections and vehicular traffic. This efficient access point will connect users directly into the Totem Lake Urban Center and to the transit center at Evergreen hospital. Providing safe access is a vital components to Totem Lake's future development.

The Transit Center at Evergreen Hospital is less than a half mile from where the bridge will be constructed. Totem Lake has a well-established community of public transit users. Over the last several years the City has been implementing a successful Commute Trip Reduction Program in Totem Lake called "Totem Lake Green Trip". The program encourages residents and employees to choose greener choices for commuting, in turn incentives are offered. Providing an efficient connection in the heart of Totem Lake will improve accessibility to public transit for the thousands of existing users in the area and new users as well.

The current plan for the bridge design is as a 'Gateway' to Totem Lake. Currently, there is nothing in the area that provides a sense of place for the community. The CKC, bridge connection, and Totem Lake Park will be that landmark, transitioning the landscape in Totem Lake and drawing from the natural beauty of the site. Businesses that neighbor the lake will be encouraged to provide outdoor seating and gathering opportunities. An overhead walkway provides not only an uninterrupted flow of pedestrians to the site, it allows for a spectacular view of Totem Lake.

- **Circulation and Safety within the Center**

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

Circulation within the regional growth center will be improved. The 124th/124th intersection is highly congested, a raised bridge will allow non-motorized users to flow freely above the intersection while vehicles circulate below. Connecting the CKC at a key intersection in Totem Lake will provide an entirely new method of accessing the Urban Center and will provide a connection between the northeast and southwest portions of the Center. Circulation within the center will be improved for vehicles by removing active transportation from the roadway. The bridge removes a barrier to non-motorized transportation and provides access to the Totem Lake Urban Center primary destinations in Totem Lake. A bridge connection directly from the CKC provides efficient and safe access to users across one of Kirkland's

busiest intersections. The CKC runs adjacent to many schools, businesses, parks, residential, and commercial zones throughout the City. Due to this, it will be a primary route for active commuters and non-motorized transportation modes. The proposed bridge location is at the heart of the Urban Center, creating a direct gateway for users.

Currently, the intersection requires pedestrians to make two crossings of a busy intersection. This intersection is one of the few places where the CKC conflicts with vehicular traffic, creating a gap in the trail. This gap creates an unsafe and undesirable environment for users to travel in. This project will bridge the gap, creating an un-inhibited link for users across the CKC and into the Totem Lake Urban Center.

The proposed improvements provide a direct route for non-motorized users over an intersection that currently handles over 50,000 vehicles daily. Current sidewalks are narrow and in close proximity to oncoming traffic, providing an unsafe route for users. A grade separated bridge will drastically reduce interaction and conflict between vehicular and active transportation users. It will create an efficient, welcoming, and ultimately safe route for all.

The CKC runs almost the full length of the City between the South Kirkland Park and Ride and the Totem Lake Urban Center. Design of an interim gravel trail along the CKC for bicyclist and pedestrians is almost complete; construction is anticipated to be completed by fall 2014. This will create a trail system and expand the current bike and pedestrian system improving access to Redmond, Woodinville, and Bellevue, within the urban growth area and providing an alternative route to highly congested north/south arterials; especially, Lake Washington Boulevard and 132nd Ave Ne; but, throughout Kirkland. The CKC truly is the spine of Kirkland's non-motorized system, offering 17 connections to existing streets and paths, knitting together many major on-street bicycle facilities and walking paths. The CKC will form the centerpiece of the City's bicycle and pedestrian network.

The Kirkland portion of the corridor will connect to many regional trails such as the Eastlake Sammamish trail, the Burke Gilman trail, and the new SR520 bicycle/pedestrian path which will link Kirkland to Seattle and the University of Washington. This network of off-road, multi-use, non-motorized transportation facilities is used by thousands daily, for commuting to/from work or school for recreational and entertainment purposes, and for local travel needs.

A bridge connection from the Totem Lake Urban Center to the CKC will enhance the experience and fill a gap that currently exposes users to vehicular traffic. The proposed bridge will not only help complete the CKC system, but will add a vibrant non-motorized facility to the heart of Totem Lake. Encouraging transportation mode shift in Totem Lake is a Citywide goal.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

• **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

N/A

• **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

N/A

• **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

N/A

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

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.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$923,000.00	2015
[select phase]		
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

Design complete, environmental approved project ready to go to construction.

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? [yes/no]
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. N/A
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? N/A
 - If not, when is this milestone scheduled to be complete? N/A
 - When are Preliminary Plans expected to be approved? N/A
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. N/A

3.2 What is the status of Right of Way?

- How many parcels do you need? N/A
- What is the zoning in the project area (e.g., commercial, residential, etc.)? N/A
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way N/A
 - Right of Way Plans (stamped) N/A
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification N/A
 - Right of Way Acquisition N/A
 - Certification Audit by WSDOT Right of Way Analyst N/A
 - Relocation Certification, if applicable N/A

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. N/A
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. N/A
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. N/A
- When is the project scheduled to go to ad? N/A

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

The Regional Active Transportation Plan identifies the CKC as regional corridor and development of the CKC is included in Transportation 2040. This Project provides a direct connection to the CKC from the Totem Lake Urban Center. The CKC is identified in many of the City's planning documents; including, the City's Comprehensive Plan (NM20-59), Parks Recreation and Open Space Plan, Active Transportation Plan (Goal G1) and Capital Improvement Plan. The Totem Lake Park Master Plan (PK 0139 100) identifies the need for an overpass at 124th/124th that allows pedestrians to access the Park from the CKC. The draft Cross Kirkland Corridor Master plan, to be adopted by Council, summer 2014, also, identifies this crossing as a candidate for a grade separated crossing.

Extensive public involvement has been a part of developing the Cross Kirkland Corridor Master Plan from the beginning. On May 14, 2013 a 'Business Roundtable Meeting' was held. On Friday June 7, 2013 the City hosted a 'Walk and Roll' Safety fair where a CKC booth was set up with interactive activities and to allow comments from attendees. June 8, 2013 the City hosted a city-wide planning day with a CKC booth set up to allow for interaction with City staff and consultants as well as opportunity for participates to submit comments and suggestions. Stake holder interviews were conducted throughout June and mid July 2013. July 18, 2013 Google hosted an open house event to welcome input. Several additional large scale public events were held to captured the communities desires; including, on October 19, 2013 & April 26, 2013. In addition, the Totem Lake Park Masterplan went through an extensive outreach process including public meetings and outreach to surrounding property owners.

The City continually has engaged citizens and stakeholders in planning and design of the CKC through community outreach activities and public process. The City has received feedback from citizens through neighborhood meetings and the Web. The CKC webpage keeps the public informed of corridor happenings, including upcoming meetings and invites guests to share comments. In addition, the City, Kirkland Arts Center and the King County Library System worked together to create a series of opportunities for individuals to learn and make suggestions about the corridor. Other opportunities include a web based forum; panel discussions and symposiums.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

Kirkland has a proven, strong community of active transportation users when the necessary infrastructure is provided for those user to feel safe. Over the last few years the City has successfully been targeting Totem Lake to encourage using alternatives to driving alone. Providing safe accessible infrastructure will encourage mode shift and will reduce SOV trips in the area. Currently, the location is primed for transportation mode shift due to its proximity to the Urban Center, commercial and residential zones, public transit, and CKC. However, the current intersection configuration is uninviting, inefficient, difficult to access, and unsafe. Reversing this will encourage a mode shift to active transportation.

A grade separated bridge is identified as a primary need in the Totem Lake Park Master Plan and draft Cross Kirkland Corridor Master Plan. In multiple public workshops for Totem Lake Park, the intersection's safety concern and lack of accessibility was consistently identified by users. A large portion, approximately 42% (16,018) of Kirkland's employment is in Totem Lake. The Bridge removes a barrier on the CKC and therefore makes it more attractive to the commuters, residents, commercial users and other people seeking access to Totem Lake from the CKC or access from Totem Lake to the CKC.

The bridge provides the much needed access to the CKC From Totem Lake. The CKC is a primary non-motorized arterial through the City, offering 17 connections to existing streets and paths, knitting together many major on-street bicycle facilities and walking paths. It connects too many regional trails such as the Eastlake Sammamish trail, the Burke Gilman trail, and the new SR520 bicycle/pedestrian path which will link Kirkland to Seattle and the University of Washington. This network of off-road, multi-use, non-motorized transportation facilities is used by thousands daily, for commuting to/from work or school for recreational and entertainment purposes, and for local travel needs.

The Corridor directly connects with Sound Transit light rail line currently under construction in the neighboring City of Bellevue. It will allow Kirkland to immediately connect to the cities of Redmond, Bellevue and Seattle

Transit Facilities within close proximity to the Corridor include:

- o Adjacent to the South Kirkland Park and Ride
- o Adjacent to the NE 85th Street Park and Ride
- o Close to the Totem Lake Transit Center
- o Within 2000 ft of the Kirkland Transit Center at 3rd Street & Park Lane
- o Many high transit service bus stops are adjacent to or within a short distance of the Corridor

Providing alternatives to vehicular travel will encourage mode shift from single occupant vehicles to more environmentally friendly alternatives; such as, a combination of biking, walking, and transit. Mode shift will help reduce vehicle miles traveled and will lead to reduced emissions resulting in environmental benefits. The Cross Kirkland Corridor connects much of Kirkland's current non-motorized transportation system together; and provides links to transit and trails; once construction is completed it will provide numerous connections across the region.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

The Project will reduce VMT, by eliminating vehicle trips and creating non-motorized connections within Kirkland and the region via the CKC. Providing non-motorized facilities that are convenient and safe encourages the community to reduce dependence on cars; therefore, mobility will be improved. We anticipate a reduction in greenhouse gas emissions and other pollutants through a reduction in vehicle miles traveled from elimination of vehicle trips due to mode shift to non-motorized options.

A bridge connection will provide better access to neighboring public transit locations; including transit center at Evergreen Hospital and Sound Transit's Totem Lake Freeway Station. Accessibility will create efficiency, ultimately encouraging a shift to public transit or non-motorized modes. Currently, there is limited access for people to use non-motorized transportation throughout the Totem Lake area. Development of the CKC along with the bridge at this location will provide the accessibility people are looking for in the heart of Totem Lake.

The population within a ½ mile of the corridor consists of over 24,000 residents and almost 20,000 employees. Creating non-motorized facilities that are convenient and safe encourages the community to reduce dependence on cars, improves mobility throughout the region, and decrease congestion. Because the CKC will provide important regional connections we anticipate substantial reductions in greenhouse gas emissions and other pollutants through a reduction in

vehicle miles traveled from elimination of vehicle trips, and mode shift. Proper crossings are imperative to the corridor reaching its full potential.

A raised bridge will allow non-motorized users to flow freely above the intersection while vehicles circulate below. Diverting non-motorized users from interacting at this intersections will improve traffic flow through the corridor by simplifying the mix of modes and keeping traffic flowing, this will reduce air pollution caused by excessive idylling.

Creating safe access points to the CKC is imparative to encouraging alternative forms of transportation. The CKC forms the centerpiece of the City's off street bicycle and pedestrian network; connecting to many other regional trails, and to numerous transit stations, park & rides and other transportation projects providing connectivity opportunities for commuting throughout Kirkland and the region with ease.

Creating non-motorized facilities that are convenient and safe presents the community with the opportunity to reduce dependence on cars, improve mobility throughout the region, and decrease congestion. According to Rails to Trails Conservacny; more than 2000 people use the Burke Gilman trail every day, the majority of the users are students and the business commuters. Because the Cross Kirkland Corridor will provide important regional connections we anticipate substantial reduction in greenhouse gas emission and other air pollutants will occur through elimination of vehicle trips, encouraging mode shift away from Single Occupant vehicles, and a reduction in vehicle miles traveled. This is a huge step in Kirkland's vision to make active transportation less of an alternative mode of transportation and more the preferred method.

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Kirkland
Project Title	Totem Lake Non-Motorized Bridge

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning Planning Planning	N/A		

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	Local	Reasonably Expected	\$ 144,000
PE/Design	PSRC - CMAQ	Unsecured	\$ 923,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 1,067,000

Estimated PE/Design Completion Date (month and year): 4/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way Right of Way Right of Way			

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction Construction Construction			

Construction TOTAL \$ -

Estimated Construction Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other Other			

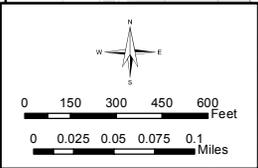
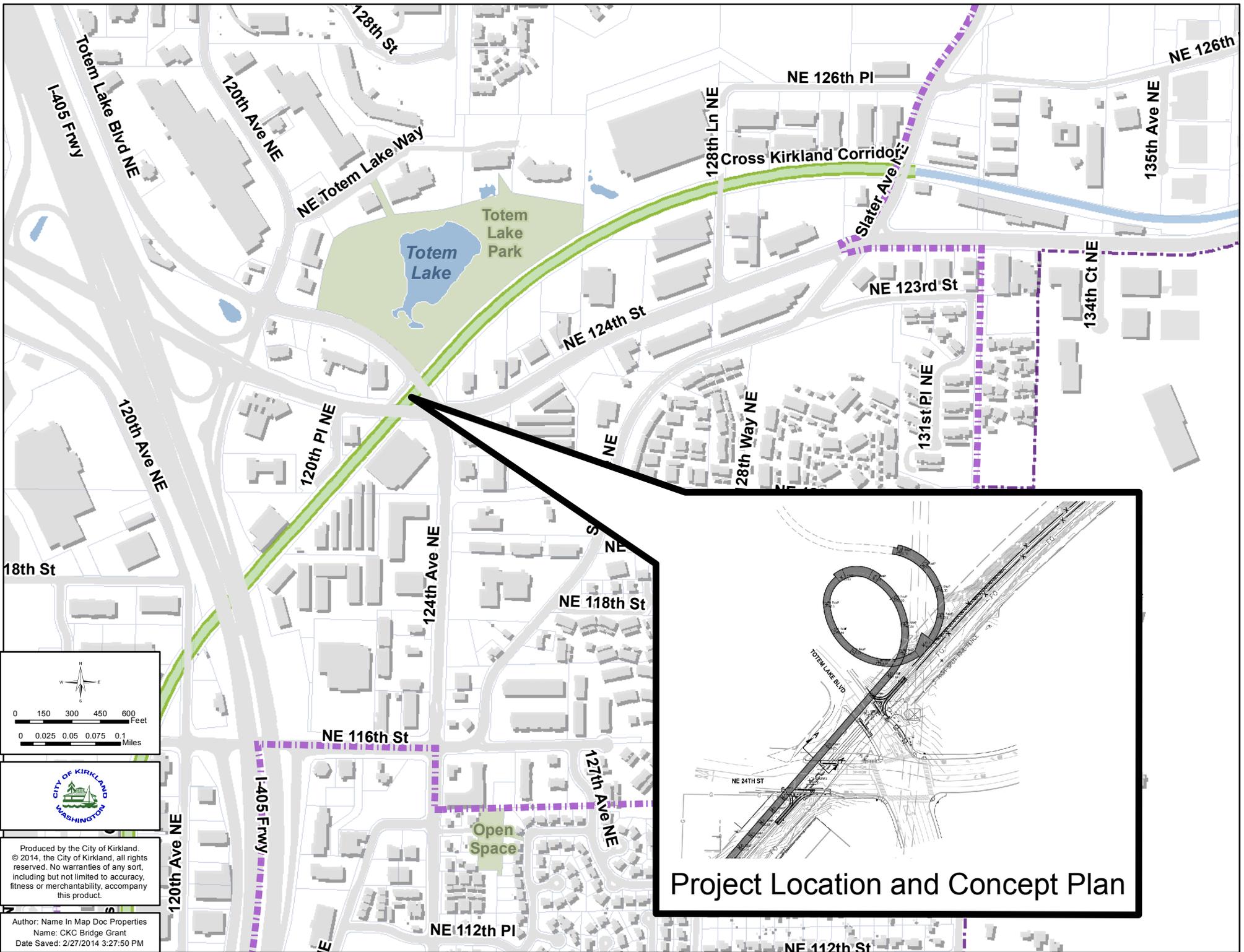
Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 1,067,000

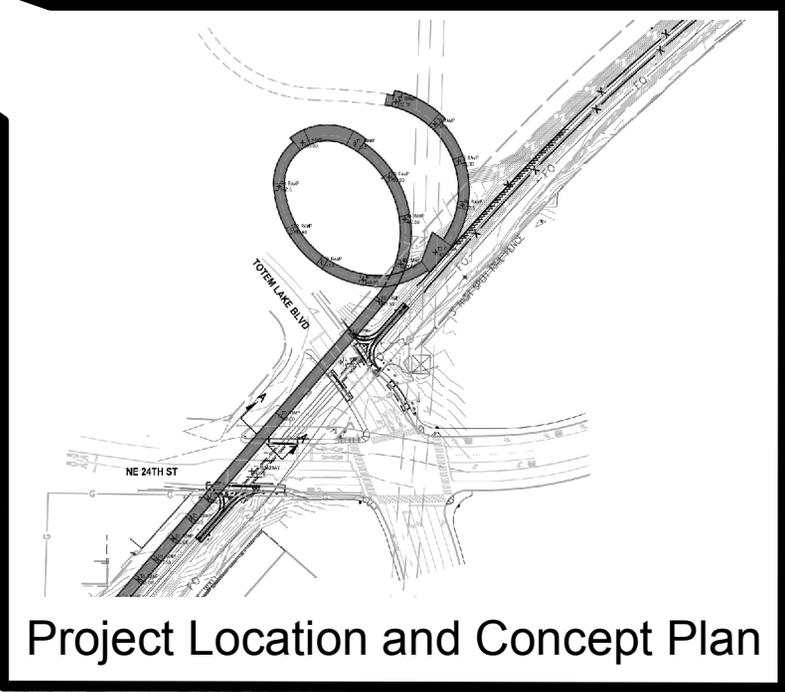
Estimated Project Completion Date (month and year): 4/1/2016

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

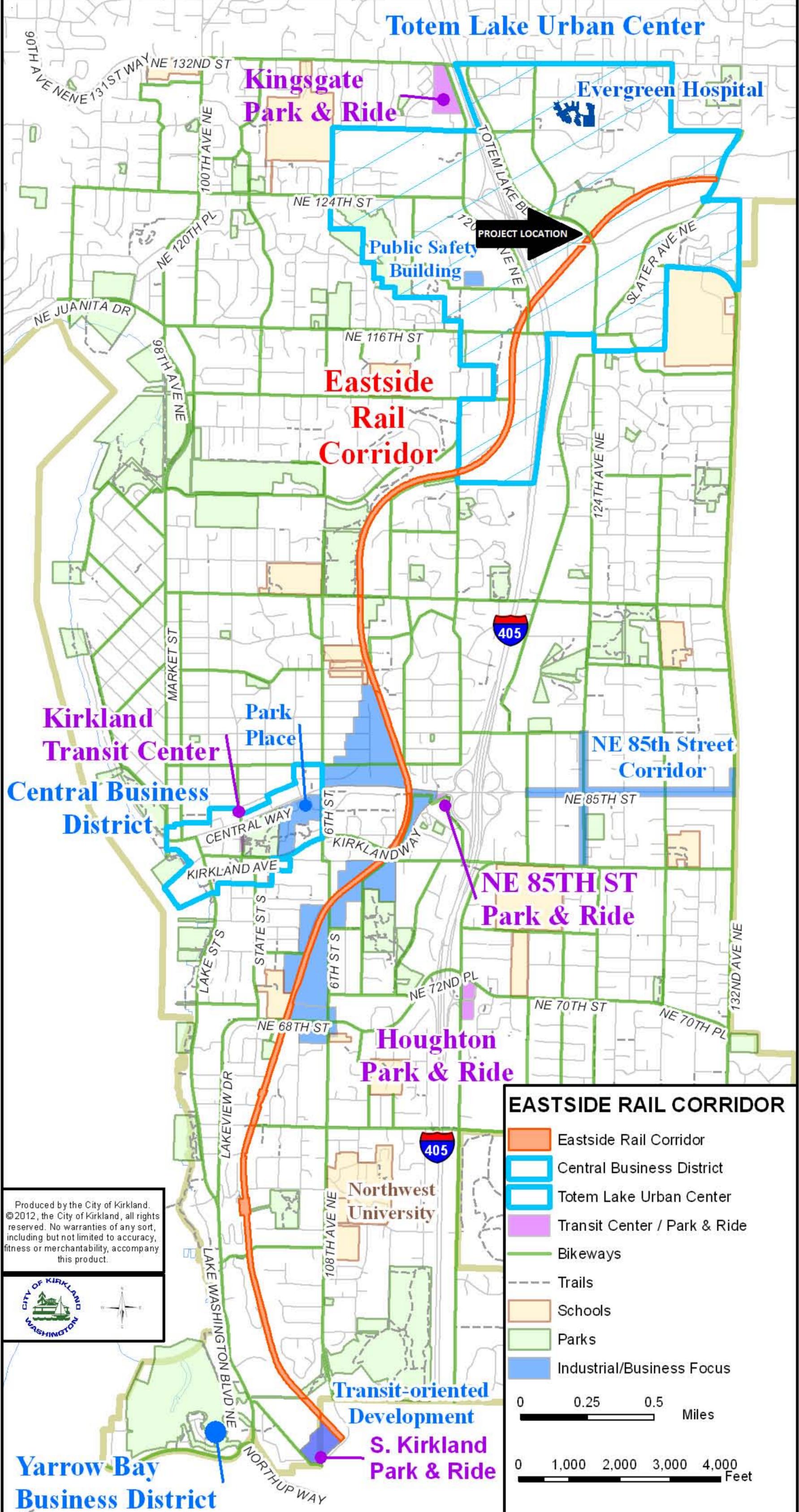


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Author: Name In Map Doc Properties
 Name: CKC Bridge Grant
 Date Saved: 2/27/2014 3:27:50 PM



Project Location and Concept Plan



EASTSIDE RAIL CORRIDOR

-  Eastside Rail Corridor
-  Central Business District
-  Totem Lake Urban Center
-  Transit Center / Park & Ride
-  Bikeways
-  Trails
-  Schools
-  Parks
-  Industrial/Business Focus

0 0.25 0.5 Miles

0 1,000 2,000 3,000 4,000 Feet

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Yarrow Bay Business District