

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

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

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[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: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: 100th Avenue NE bicycle lanes (NE 124th Street to NE 132nd Street)</p>
2	<p>TRANSPORTATION 2040 ID# None</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: City of Kirkland</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>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.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: David Godfrey Email : dgodfrey@ci.kirkland.wa.us Phone: (425) 587-3865</p>

<p>5</p>	<p>PROJECT DESCRIPTION</p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>This project will add on-street bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. 100th Avenue NE is a five lane principal arterial. The new lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping and auto lane narrowing. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration.</p> <p>The project is needed to provide bicycle facilities on a key bicycle route that will further complete the bicycle network. 100th Avenue NE connects Bellevue via downtown Kirkland and Juanita with the Sammamish River Trail in Bothell. Bicycle lanes exist over the entire corridor with the exception of a small segment, and this project will reduce the length of the segment without lanes. The segment was identified by Cascade Bicycle club in their "Left by the Side of the Road" report http://www.cascade.org/advocacy/pdf/leftbythesideoftheroad_3-2-06.pdf as a section of "failed regional bike route" (page 19).</p> <p>100th Avenue NE is part of the City bicycle network (City of Kirkland Active Transportation Plan http://www.ci.kirkland.wa.us/Assets/Public+Works/Public+Works+PDFs/Transportation/ATP+Section+6.pdf Map 20, page 94).</p> <p>The intersection of NE 124th Street/100th Avenue NE at the south end of the project is a hub for transit service where 6 metro routes meet. Juanita Elementary School and a shopping center are located on the north end of the project, with Juanita High School just east of the corridor. Juantia Beach Park, a regionally significant park is located just to the south of the project. Multifamily housing developments are located on each side of 100th Avenue NE between NE 124th and NE 132nd Streets.</p>
<p>6</p>	<p>PROJECT LOCATION: 100th Avenue NE in the Juanita neighborhood -City of Kirkland</p> <p>County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NE 124th Street</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NE 132nd Street</p>
<p>7</p>	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities)</p> <p><input type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> Archaeological Planning and Research</p>

- Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
- Provision of Safety and Educational Activities for Pedestrians and Bicyclists
- Establishment of Transportation Museums

PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](#), 206-464-6360.

8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. 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 website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. 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): 10/15/04

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. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
 - Regional Growth Center(s): .
 - Regional Manufacturing/Industrial Center(s):
 - Local Town/Activity Center(s):

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
 - (1) More People More Places More Often, City of Kirkland Active Transportation Plan
 - (2) Section 6: Cycling network and projects
 - (3) Page 99, project S1.
- 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.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

This project completes a portion of the bicycle network that extends between the urban center of downtown Bellevue through the activity center of downtown Kirkland.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

.The project was reviewed as a part of the Active Transportation Plan adoption process. This included meetings with Planning Commission (1/8/09 City Hall), Houghton Community Council (1/26/09 City Hall), Juanita Neighborhood Association (1/26/09 Holy Spirit Lutheran Church), City of Kirkland Park Board (1/14/09 City Hall), South Rose Hill Neighborhood Association (1/13/09 Lake Washington United Methodist Church)

Letters of support for the project have been received from:

Cascade Bicycle Club, Sustainable Kirkland, and Everyday Athlete (a Juanita business)

No negative response to the project was found at any of the public meetings and no negative responses have been received.

The project supports the following regional multi county planning policies from Transportation 2040:

MPP-T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

MPP-T-15 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

The project also supports the following City of Kirkland Comprehensive Plan Framework Goals

FG-9 Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.

FG-10 Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.

The project supports the following City of Kirkland City Council Goal for Balanced Transportation:

Council Goal: To reduce reliance on single occupancy vehicles.

The project supports the following Goals from the City of Kirkland Active Transportation Plan:

Goal G7: Improve on-street bicycling facilities

Goal G8: Make bicycling more convenient.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

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 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Construction	03/30/11	\$185000
		\$
		\$
		\$
		\$
TOTAL:		\$185000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
		TOTAL:	\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$185000	Construction:	09/30/11
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$185000	Estimated date of completion (i.e. open for use)	09/30/11

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Funds are necessary to complete construction. Funds would be used to fully complete construction and the project would be ready for use. Project planning is complete, Right-of-way is secured, and no funding is necessary to complete design.

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

12 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 for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before 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 12A 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 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select "not needed" for sections b through g.

Already completed a. Final FHWA approval of environmental documents including:

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

Not needed - Section 106 Concurrence.

Already completed - FHWA Environmental Classification Summary Checklist (or EA or

	<p>EIS).</p> <p>Not needed b. True Cost Estimate for Right of Way.</p> <p>Not needed c. Right of Way Plans (stamped).</p> <p>Not needed d. Relocation Plan (if applicable).</p> <p>Not needed e. Right of way certification.</p> <p>Not needed f. Certification Audit by WSDOT R/W Analyst.</p> <p>Not needed g. Relocation Certification, if applicable.</p> <p>(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.</p> <p>Already completed h. Engineer's Estimate.</p> <p>Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.</p> <p>12B. 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.</p>
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13	<p>OTHER CONSIDERATIONS</p> <p>Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.</p>
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PART 2: CATEGORY SPECIFIC QUESTIONS

14	<p>Select one of the following four categories that best fits your project and follow the corresponding instructions:</p> <p><input checked="" type="checkbox"/> Nonmotorized Projects: Complete question 15.</p> <p><input type="checkbox"/> Scenic Resources Projects: Complete question 16.</p> <p><input type="checkbox"/> Historic Resources Projects: Complete question 17.</p> <p><input type="checkbox"/> Environmental Projects: Complete question 18.</p>
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15	<p>NONMOTORIZED PROJECTS</p> <p><u>Instructions: Complete this section if you selected "Nonmotorized Projects" in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project extends, completes or otherwise adds to an existing nonmotorized system or network. • The project connects or links to other multimodal facilities (such as transit stations). • The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc. • The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility). • Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required). <p>The project extends and helps complete the bicycle network identified in Kirkland's Active Transportation Plan. 100th Avenue extends north to the Sammamish River Trail near Bothell and extends south (changing names along the way) to Bellevue. The existing bicycle lane network has a gap that extends along 100th Avenue NE from approximately NE 116th Street to NE 140th Street. This project will add bicycle lanes from NE 124th Street to NE 132nd Street, reducing the gap. Simpler restriping projects can be implemented to fill the gap between NE 132nd and NE 140th Streets.</p> <p>A important local transit hub is located at the south end of the project, where 6 King County Metro Transit routes converge. The Juanita Village mixed use project is located just south of the project and features 580 units of mulit family housing and 88,000 sq. ft. of retail and</p>
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	<p>restaurant uses. Juanita Beach Park - a regional park operated by the City of Kirkland is also south of the project. An elementary school and more retail is located at the project's north end. The land use adjacent to the project consists of multifamily housing, townhomes and single family housing. The North Kirkland Community Center and Park is located just east of the project as is Juanita High School.</p> <p>The purpose of the bicycle lanes being proposed is transportation. The project requires scope beyond routine re-stripping because of the pedestrian facilities that have to be reconstructed to accommodate the narrower vehicle lanes that allow for new bicycle lanes.</p>
16	<p>SCENIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project promotes greater public appreciation or use of the transportation system. • The project contributes to the preservation of significant scenic resources. • The level of public exposure or access to the project. • Long-term preservation plans to maintain the scenic character of the property. • Whether or not there is perpetual ownership of the property. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
17	<p>HISTORIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Historic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> • The historic significance of the facility. • The planned use of the facility. • Whether or not the project is part of a larger historic preservation plan. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • The long-term preservation and/or maintenance plans for the facility. • Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> • The project’s relationship to the protection of historic or archaeological resources. • Whether or not the project is part of a larger historic preservation plan. • The long-term plan for ongoing management, updating and training. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
18	<p>ENVIRONMENTAL PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Environmental Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p>

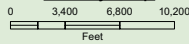
100th Avenue Bike Lanes



Restripe Pavement Markings

- restripe 5 lane arterial to 5 narrower auto lanes
- add 2 new bike lanes

Vicinity Map

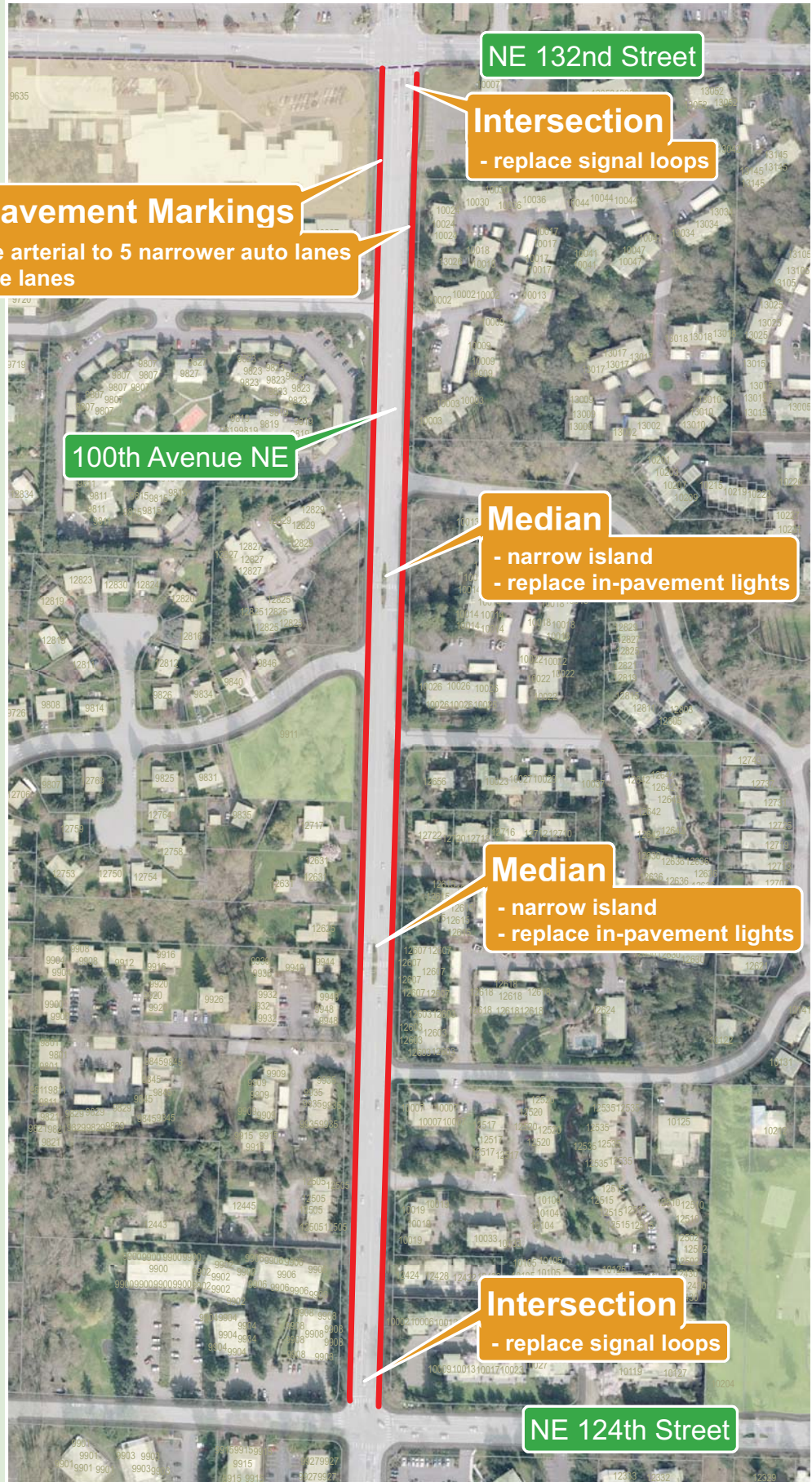


Legend

- Existing Sidewalks
- City of Kirkland Boundary
- Building Footprint
- Railroad Centerline
- Dock/Pier
- Lake
- Tax Parcel Boundary
- Pavement Edge
- Park
- School
- Tax Parcels



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NE 132nd Street

Intersection

- replace signal loops

100th Avenue NE

Median

- narrow island
- replace in-pavement lights

Median

- narrow island
- replace in-pavement lights

Intersection

- replace signal loops

NE 124th Street

July 1, 2010

Mr. Ray Steiger, P.E. Public Works Director
City of Kirkland
123 5th Avenue NE
Kirkland, WA 98033

Mr. Wade Praeger
Everyday Athlete
11829 98th Avenue NE
Kirkland, WA 98034-4214

Dear Mr. Steiger:

I am a homeowner on Finn Hill, a recently annexed neighborhood of Kirkland; I own a running and triathlon store in Kirkland just half a mile from the proposed project; and most importantly, I am a frequent bicycle commuter and recreational cyclist who has to use 100th Avenue NE quite frequently.

I am pleased to offer this letter of support for a City of Kirkland 2010 Statewide Enhancement grant application to add bike lanes on 100th Avenue NE between NE 124th Street and NE 132nd Street.

The project will restripe lanes and narrow medians to allow provision of on-street bicycle lanes. It will complete facilities on a section of roadway identified as a “failing regional route” in Cascade Bicycle Club’s Left by the Side of the Road report. The 100th Avenue Project will help fill the only gap in a regional route that extends from Bellevue to Everett.

Though this stretch of road is somewhat of a bottleneck for cars trying to access the freeway from Finn Hill, it is a downright barrier for cyclists trying to get from the bulk of Kirkland’s neighborhoods to all points north. Bike lanes exist to the north, south, east, and west of the stretch of road in question. It is only logical and prudent to finish this important piece of the cycling infrastructure before some terrible accident happens. Maybe just as important, I think it is wise for the city to make this stretch of road “ridable” for the average cyclist so that they feel safe and welcome to live a healthy and active lifestyle. Anything to get another wasteful, smelly car off the road is money well spent.

I often promote training rides from my store just a few blocks to the south and though 100th is the most logical route for an easy warm-up and a connector to King County’s regional trail system (the Sammamish River Multi-use Trail); we always send people a different direction. We think our customers are better off riding up the knee-busting Juanita Hill rather than risk catastrophe on the short half mile stretch of 100th.

Sincerely,

Sincerely,

Wade Praeger
Everyday Athlete

Sustainable



Kirkland

Creating an environmentally friendly Kirkland

July 2, 2010

Mr. Ray Steiger, P.E. Public Works Director
City of Kirkland
123 5th Avenue NE
Kirkland, WA 98033

Dear Mr. Steiger:

Sustainable Kirkland is pleased to offer this letter of support for a City of Kirkland 2010 Statewide Enhancement grant application to add bike lanes on 100th Avenue NE between NE 124th Street and NE 132nd Street.

The project will restripe lanes and narrow medians to allow provision of on-street bicycle lanes. It will complete facilities on a section of roadway identified as a "failing regional route" in Cascade Bicycle Club's *Left by the Side of the Road* report. The 100th Avenue Project will help fill the only gap in a regional route that extends from Bellevue to Everett.

Sustainable Kirkland is part of Sustainable Communities All Over Puget Sound (SCALLOPS). The mission of SCALLOPS is to network, support, and advance sustainability initiatives in towns and neighborhoods all over Puget Sound. Decrease the use of vehicles and increase biking has many benefits to sustainability in Kirkland.

In city after city around the nation and around the world, it has been demonstrated that there is a link between more facilities for cyclists, increases in bicycle ridership and increases in bicycle safety. Our community benefits when more bicycle facilities are constructed, especially facilities like the 100th Avenue project which will fill a critical gap in our regional bicycle network.

Sincerely,



Claire Hoffman, on behalf of Sustainable Kirkland



P.O. Box 15165
Seattle, Washington 98115
p: (206)522-3222 f: (206)522-2407
www.cascade.org
info@cascadebicycleclub.org

July 1, 2010

Mr. Ray Steiger, P.E. Public Works Director
City of Kirkland
123 5th Avenue NE
Kirkland, WA 98033

Dear Mr. Steiger:

On behalf of the Cascade Bicycle Club and our 13,000 members, we are writing to request your support for a City of Kirkland 2010 Statewide Enhancement grant application to add bike lanes on 100th Avenue NE between NE 124th Street and NE 132nd Street.

The project will restripe lanes and narrow medians to allow provision of on-street bicycle lanes. It will complete facilities on a section of roadway identified as a "failing regional route" in Cascade Bicycle Club's *Left by the Side of the Road* report. The 100th Avenue Project will help fill the only gap in a regional route that extends from Bellevue to Everett.

Cascade Bicycle Club supports this project for several reasons. Cascade is committed to getting more people bicycling, more often, more safely, and to promoting cycling as a transportation alternative. We believe this project will fulfill these goals by providing a safe bicycle connection in an area of high demand. Moreover, this project completes a significant gap in Kirkland's and the region's existing bicycle network, which will increase opportunities for people to safely access destinations and other regional facilities by bicycle.

In city after city around the nation and around the world, it has been demonstrated that there is a link between more facilities for cyclists, increases in bicycle ridership and increases in bicycle safety. The 100th Avenue Project has the potential to increase the number of bicyclists on the road, while improving the safety of roadway users. Additionally, this project will benefit the community by expanding physical activity and transportation options, and by addressing environmental issues.

We encourage your support of this grant effort to complete a missing gap in Kirkland's bicycle infrastructure and to support the City's ongoing efforts to implement its long range non-motorized transportation plan. Do not hesitate to contact us should you have any questions regarding our support for this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "C Ayers".

Chuck Ayers
Executive Director
Cascade Bicycle Club

