



Puget Sound Regional Council

# Funding Application

<b>Competition</b>	Regional FHWA
<b>Application Type</b>	Designated Growth Centers
<b>Status</b>	submitted
<b>Submitted:</b>	April 5th, 2024 4:01 PM
<b>Prepopulated with screening form?</b>	Yes

## Project Information

- Project Title**  
NE 128th Street Bike-Ped Improvements
- Regional Transportation Plan ID**  
N.A.
- Sponsoring Agency**  
Kirkland
- Cosponsors**  
N.A.
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes
- If not, which agency will serve as your CA sponsor?**  
N/A

## Contact Information

- Contact name**  
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## Project Description

- Project Scope**  
The project focuses on enhancing bicyclist safety along the west segment of the NE 128th St Corridor Study's primary corridor from 116th Ave NE to Totem Lake Boulevard NE. This roadway segment is an overpass spanning over the Interstate 405 freeway (I-405) and crosses the I-405 express toll lane on/off ramps. Key project improvements entail the addition of 2-foot buffers with pylons to existing bike lanes complemented by green conflict pavement markings for increased visibility at intersections. The eastbound bike lane will be relocated to the south curb at the NE 128th Street/Totem Lake Boulevard NE intersection, accompanied by the installation of a protected bike signal phase with corresponding eastbound right turn

restriction to ensure safer passage for cyclists. At the NE 128th Street/116th Avenue NE intersection, green bike boxes will be installed strategically at the westbound approach and will also include a protected bike signal phase with corresponding westbound right turn restriction, improving safety for cyclists navigating through shared lanes and turning lanes. Traffic signalization changes are also recommended at the I-405 express lane intersection to prevent permissive turns when the pedestrian phase is detected. Finally, the existing pedestrian pushbuttons along the project corridor will be replaced with a more accessible model placed in PROWAG- and ADA-compliant locations to the maximum extent feasible. All signalization changes will be coordinated with WSDOT who own and operate these signals.

## 2. **Project Justification, Need, or Purpose**

The goal of the project is to enhance safety and accessibility for cyclists and pedestrians through strategic improvements such as adding 2-foot buffers with pylons to existing bike lanes and relocating the eastbound bike lane adjacent to the curb and signalization changes. The project aims to increase safety and minimize conflicts between cyclists, pedestrians, and vehicles. Additionally, the incorporation of green conflict zone markings will enhance visibility, further contributing to safety measures.

By implementing these changes, the project anticipates a significant reduction in the risk of crashes and conflicts along the corridor, fostering a safer environment for all road users. Moreover, the introduction of protected bike signal phases and green bike boxes will not only enhance safety but also facilitate smoother traffic flow and encourage the use of alternative modes of transportation.

The ultimate outcome of these improvements is to create a more inviting and secure environment for cyclists and pedestrians, thereby encouraging more individuals to opt for active transportation choices. This shift towards sustainable modes of travel aligns with broader transportation goals, including reducing traffic congestion and promoting community health and well-being.

## Project Location

### 1. **Project Location**

NE 128th Street

### 2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

King

### 3. **Crossroad/landmark nearest the beginning of the project**

116th Ave NE

### 4. **Crossroad/landmark nearest the end of the project**

Totem Lake Boulevard

### 5. **Map and project graphics**

NE\_128th\_St\_Vicinity\_Map.pdf, Preliminary\_Design\_-\_NE\_128th\_Street.pdf, Roadway\_Sections\_-\_NE\_128th\_Street.pdf, Totem\_Lake\_Business\_District\_Core.pdf

## Local Plan Consistency

### 1. **Is the project specifically identified in a local comprehensive plan?**

Yes

### 2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**

NE 128th Street Multi-Modal Corridor Study, Primary Corridor Project 2, Page 24.

[https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/ne-128th-street-multimodal-corridor-study-4\\_7\\_2022\\_final.pdf](https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/ne-128th-street-multimodal-corridor-study-4_7_2022_final.pdf)

Active Transportation Plan, Section: Appendix C, PDF Page 8. High priority catalyst project.

[https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/active-transportation-plan-2022/appendixc\\_bikeprioritization\\_final.pdf](https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/active-transportation-plan-2022/appendixc_bikeprioritization_final.pdf)

### 3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the**

**project is consistent with a transit agency plan or state plan.**

N/A

## Federal Functional Classification

### 1. **Functional class name**

17 Urban Collector

## Support for Centers

### 1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

The project is within the boundary of Totem Lake Regional Center.

## Identification of Population Groups

### 1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The equity focus areas (EFAs) for the proposed project area include People of Color, People with Limited English Proficiency and Older Adults. Below please find a summary of the key findings from the PSRC Project Selection Resource Map:

- People of Color: Ranges from 38-47% of total population in census tracts bordering the project area; above the regional average of 35.9%
- People with Limited English Proficiency: Ranges from 10-16% of total population in census tracts bordering the project area; above the regional average of 8.5%
- Older Adults: 16%-20% of total population; above regional average of 13.4%

### 2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

There are no intersection Equity Focus Areas identified in the project area.

## Criteria: Development of Regional Growth Center

### 1. **Describe how the project will support the existing and planned housing/employment densities in the regional growth center.**

This improvement directly benefits access to transit flyer stops on I-405, which are integral to the future ST STRIDE project and existing Sound Transit routes. These transit routes serve as vital connections to the employment and housing densities within the regional center. By making this corridor safer for bicyclists, the project facilitates easier access for commuters, residents, and employees, thereby supporting the regional growth center's objectives of promoting accessibility and connectivity.

The Totem Lake Urban Center hosts 32% of Kirkland's current employment including Kirkland's largest employer, Evergreen Hospital and Medical Center, and is expected to receive an additional 26% share of Kirkland's of new employment growth by 2040. Totem Lake is also expected to receive 30% of Kirkland's share of new homes by 2040.

Kirkland's Land Use policies include a goal (Goal LU-3) to provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services. Likewise, the goals for the Totem Lake Urban Center include striving to achieve a mode share of 60% peak period of non-single occupancy trips (TL-12), to support transportation demand management (TL-14) and to improve circulation and access for nonmotorized modes of transportation (TL-17).

Kirkland also has a goal in the Transportation Master Plan (Goal T-2) to Goal T-2 to interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.

**2. Describe how the project will support the development/redevelopment plans and activities of the center.**

In alignment with development/redevelopment plans and activities of the center, the project enhances access to the future ST STRIDE project on I-405 and improves connectivity across the freeway. This enhanced accessibility is essential for supporting both existing and future development on both sides of the freeway, ensuring that the center's growth is sustainable and well-integrated with transportation infrastructure improvements.

This project will provide improved access to three new affordable housing developments in Totem Lake currently under construction. The Ardea development is located on the project corridor at the corner of NE 128th Street and 116th Avenue NE. Ardea will provide approximately 170 units of new affordable senior housing, and its residents would benefit from the mobility and accessibility improvements of this project would provide with improved access to the transit flyer stops, medical services, and amenities of nearby retail, restaurants, and more. Additionally, the project will connect the Polaris Development which will add 315 affordable housing units near the intersection of NE 124th Street and 120th Avenue NE on the west side of Interstate 405 with the Totem Lake Village area on the east of the freeway. And finally, the project will provide improved access to the Grata Apartment development at the eastern extents of Totem Lake Way will add 125 new affordable housing units.

**3. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

By providing safer access across I-405 and improved connectivity to transit flyer stops, the project directly benefits existing employment hubs such as Evergreen Hospital & Medical Center, which is the largest employer in Kirkland. Additionally, the project's links to Totem Lake transit center and Totem Lake Village enhance accessibility for employees, customers, and visitors of all kinds of businesses. This inclusivity boosts the local economy, aligning with the regional economic strategy's aim of fostering a diverse and vibrant business environment. In addition, this project connects into the Totem Lake Business District Core within the regional center (see attached map).

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

The project benefits a diverse range of user groups within the Totem Lake regional center, encompassing commuters, residents, and commercial users. Users and employees gain convenient access to essential services such as healthcare at the hospital and the other nearby medical and care facilities, amenities within Totem Lake Village, and various transit routes. In addition, this project connects Juanita High School students to high frequency transit and the amenities at Totem Lake Village. By serving the needs of multiple user groups and enhancing connectivity to key destinations, the project contributes to the overall accessibility of the Totem Lake regional center.

**5. Describe how project expands job access**

The project's enhancements to bicycle and pedestrian safety along NE 128th St and improved access to transit stops on I-405 open up easier commutes to major employment centers such as Evergreen Hospital & Medical Center, nearby care centers, and the Village at Totem Lake shopping area. These centers offer diverse job opportunities, including high, middle, and living wage positions, providing meaningful employment prospects for individuals from marginalized communities. Additionally, the project's connections to transit hubs such as the Totem Lake transit center increase mobility options for residents in the identified EFAs, reducing transportation barriers to job opportunities. This accessibility is particularly advantageous for older adults and youth who do not have access to a vehicle and individuals with limited English proficiency, as improved access to language-agnostic job locations served by enhanced transit links facilitates their participation in the workforce. By enhancing accessibility to employment centers and transit options, the project promotes economic inclusion and opportunity, contributing to the expansion of job access for historically underserved populations within the community.

## Criteria: Mobility and Accessibility

**1. Describe how the project improves access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

The project enhances access to major destinations within the center, particularly by

addressing the challenging conditions for cyclists crossing I-405. Currently, navigating this area can be intimidating for cyclists due to complex signals and on/off ramps. The project aims to improve safety and provide dedicated space for cyclists, thereby reducing potential conflict points. In addition to the benefits to cyclists, accessibility will be improved for people walking and rolling by replacing the existing pedestrian pushbuttons with more accessible models and placing them in locations that comply with PROWAG and ADA guidelines to the maximum extent feasible. Other key improvements include proposed traffic signal phasing changes at I-405 ramps to prioritize pedestrian and cyclist safety. For instance, the project will modify left turn phasing to prioritize pedestrian crossings, ensuring safer interactions between vehicles and non-motorized road users. Additionally, the implementation of lead pedestrian interval (LPI) phasing at key intersections further enhances safety by providing pedestrians and cyclists with a head start before vehicle movements commence. These enhancements not only improve access for cyclists but also benefit pedestrians, creating a more inclusive and accessible transportation network within the center.

2. **Describe how the project will improve mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.**

By improving bike mobility and transit access, the project facilitates easier movement for cyclists and public transit users alike. Additionally, the project provides vital access across I-405, benefiting not only the urban center but also nearby amenities such as the high school. Currently, the limited opportunities for safe crossings for cyclists over I-405 present significant barriers to active transportation. By enhancing safety measures across this major barrier, the project reduces obstacles for cyclists and promotes cycling as a viable mode of transportation. Overall, the project contributes to improved walkability, enhanced public transit access, and increased opportunities for active transportation.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

The project addresses three key issues. Firstly, the project will remove existing barriers to accessibility for people walking and rolling across the NE 128th St bridge across the I-405 freeway. The existing pedestrian pushbuttons are not reachable to people using mobility devices such as wheelchairs because they are located in non-PROWAG-compliant spots such as behind the pedestrian bridge railing. This project would remove the existing pushbuttons and install new Accessible Pushbutton System (APS) style pedestrian pushbuttons, which provide a range of accessibility features such as audible locator tones and vibro-tactile feedback. The project would also move the pedestrian pushbuttons to more accessible locations that comply with current PROWAG and ADA guidelines to the maximum extent feasible. Secondly, this project will improve bicycle safety and visibility for users traveling across I-405, addressing the current challenge of facilitating safe crossings for cyclists in a freeway interchange environment. Lastly, as part of the broader NE 128th St Corridor project, this project will improve walking and bicycling connectivity across I-405 between the Totem Lake Village shopping center, Totem Lake Transit Center, and the Evergreen hospital to the east with the I-405 transit flyer stops, healthcare at other nearby medical and care facilities, and Juanita High School to the west. By enhancing the comfort and accessibility of the NE 128th corridor, the project aims to facilitate smoother transfers for transit riders, reducing walking distances, and improving the overall transit experience.

4. **Identify existing gaps**

As mentioned above, People of Color, People with Limited English Proficiency and Older Adults serve as the EFAs for the proposed project. These EFAs often face barriers in accessing transportation options, especially when it comes to biking and using transit routes across major barriers like I-405. Language barriers and mobility limitations further compound these challenges. The project helps address these issues by focusing on two main goals: improving bike access across I-405 and enhancing connectivity between the Totem Lake transit center and I-405 transit flyer stops. By creating safer routes for biking, the project helps remove obstacles for these communities, allowing them to travel more freely and confidently. Additionally, by improving connections and reducing walking distances for transit users, especially those with language barriers or mobility issues, the project makes it easier for them to reach essential services and amenities. With improved mobility, they'll find it easier to reach jobs, healthcare, education, and other important services, ultimately improving their overall quality of life.

## Criteria: Outreach and Displacement

## 1. **Describe the public outreach process that led to the development of the project.**

The project included a detailed public and stakeholder involvement process. Due to the COVID-19 pandemic all the meetings were virtual. The Project Team used a two-meeting approach for involvement with the public, City of Kirkland Transportation Commission, King County Metro, Sound Transit, and Evergreen Health Medical Center. At the first meeting, the Project Team shared the project background, goals, and initial findings, and gathered input from the public and stakeholders regarding their transportation-related needs, issues, and ideas for the study area. At the second meeting, the Project Team shared the results of the transportation analysis and the draft recommended improvements and received feedback on the recommended improvements.

A project website was developed that provided a project overview, description of the study corridors, project schedule, notification of upcoming events, and links to presentations and videos of the two community meetings. Additionally, there was a form to allow site visitors to submit comments and questions about the project. Information on the website was available for translation into seven additional languages.

The project also worked with key stakeholders throughout the project. This included meetings with neighborhood associations, businesses, and relevant government agencies including Evergreen Health Medical Center, WSDOT, King County and Sound Transit. The project held two online community meetings which were advertised via the project website, email invitations, social media, and flyers posted throughout the study area (bus stops, the hospital, the Village at Totem Lake and nearby apartment building lobbies).

As part of our commitment to Diversity, Equity, Inclusion and Belonging (DEIB), Kirkland has developed a comprehensive DEI Roadmap, with a specific focus on Goal V: Communications & Education. This goal underscores our dedication to engaging with our diverse community in an inclusive manner. Our outreach efforts include specific strategies to reach out to Equity Focus Areas (EFAs), ensuring that all members of our community are involved in the conversation. Additionally, our communication channels are designed to effectively engage with English language learners, facilitating clear and accessible communication. Through these efforts, we strive to foster authentic conversations and meaningful dialogue with both internal and external stakeholders, embodying the values of diversity, equity, inclusion, and belonging in all aspects of our initiatives.

## 2. **Describe how this outreach influenced the development of the project.**

Feedback gathered during public engagement highlighted the community's strong desire for improved bike safety and connectivity, driving the project's focus on these aspects. Additionally, extensive comments were received regarding turning movements and the intersection of 128th and Totem Lake Blvd. In response, collaborative efforts were made with WSDOT to implement signal improvements at that intersection, ensuring alignment with community needs and concerns.

## 3. **Identify topology of location**

According to PSRC's Housing Opportunities by Place (HOP) tool, the project serves areas of high displacement risk / lower opportunity, which falls under the 'Increase Access to Single Family Neighborhoods' typology. However, the project location is at the southern portion of the census tract that connects to the Totem Lake Business District Core (see attached map). The northern portion of the tract is within the Kingsgate neighborhood and where PSRC's Increase Access to Single Family Neighborhoods strategy would be more appropriate.

Kirkland employs strategies aimed at reducing the risk of displacement in single-family neighborhoods. These strategies include implementing policies and programs focused on preserving and expanding affordable housing options, promoting inclusive zoning practices to allow for a diverse mix of housing types, advocating for tenant protections and anti-displacement measures, providing opportunities for additional densities on lots that retain existing single-family homes, and fostering community engagement to ensure that the needs and concerns of residents are adequately addressed.

The Housing Element of Kirkland's Comprehensive Plan establishes goals and policies to address our city's housing needs now and into the future, including:

- Goal SA-12: Preserve, improve and expand housing stock to provide for a range of affordable, accessible, healthy, and safe housing choices to every resident.
- Goal SA-14: Provide a mix of housing that is attainable for a range of existing and new jobs in the district – and also accessible/connected via regional transit.
- Policy SA-16: Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability
- Policy SA-19: Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.
- Policy SA-21: Expand housing capacity for moderate income households (e.g., missing middle housing) through flexible form-based code standards.

Reducing parking minimums is also a priority for City Council and is reflected in Kirkland's 2044 Comprehensive Plan update's study issues for the Land Use Element, "Reducing and/or restructuring parking standards", is part of the 2022-2024 Planning Work Program (see Topic 23), and is reflected in existing Land Use Policy LU-3.7: Consider reducing minimum parking requirements in the Zoning Code in walkable areas with convenient shops, services and good transit service.

## Criteria: Safety and Security

- 1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

The project prioritizes safety and security, particularly for vulnerable users of the transportation system, such as pedestrians and bicyclists. One of FHWA's Proven Safety Countermeasures is the implementation of bicycle lanes, which this project utilizes effectively. By relocating the eastbound bike lane to be adjacent to the curb, the project reduces conflicts between bicyclists and motor vehicles, enhancing safety along the route. Additionally, the introduction of green conflict zone markings increases the visibility of bike lanes, further enhancing safety for bicyclists. At key intersections, such as the NE 128th Street/Totem Lake Boulevard intersection and the NE 128th Street/116th Avenue NE intersection, the project incorporates specific safety measures to protect bicyclists and pedestrians. This includes adding protected bike signal phases and green bike boxes, which help reduce conflicts with vehicles and improve the flow of bicycle and pedestrian traffic. Moreover, the project includes signal phasing changes to minimize potential conflicts between vehicles and pedestrians/bicyclists. For instance, modifications to left turn signal phasing prioritize pedestrian crossings, ensuring safer interactions between vehicles and non-motorized road users. Additionally, the implementation of lead pedestrian interval (LPI) phasing at key intersections provides pedestrians and bicyclists with a head start before vehicle movements commence, enhancing their safety and visibility, which is another of FHWA's Proven Safety Countermeasures.

The installation of bike boxes places cyclists at the front of the intersection, encouraging vehicles to slow down and reducing the potential for collisions. Additionally, the project's relocation of the eastbound bike lane to the curb minimizes the need for bicyclists to merge between lanes of traffic, contributing to a smoother and safer flow of traffic. Furthermore, signal phasing changes, such as the implementation of protected bike signal phases and modifications to left turn signal phasing, help regulate traffic movements and minimize conflicts between vehicles and pedestrians/bicyclists without relying solely on enforcement measures. This project will coordinate with WSDOT to narrow vehicle lanes in order to add 2-foot buffers with pylons to existing bike lanes, and studies have shown that visually narrower street environments lead to decreased vehicle speeds.

- 2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

People of color often experience heightened risks while walking and cycling, facing disproportionately higher rates of traffic-related crashes and fatalities. The project directly tackles these disparities by enhancing infrastructure and visibility along the corridor. By adding buffers and green conflict zone markings, the project enhances the visibility of bike lanes, reducing the chances of crashes involving cyclists, including people of color. Additionally, relocating the bike lane to the curb and introducing protected bike signal phases at intersections improve safety, particularly addressing common conflicts between vehicles and cyclists. This targeted approach aims to address specific safety concerns of people of color, ensuring they have safer and more accessible transportation options. Older adults, who may encounter mobility challenges, stand to benefit from the project's strategic adjustments, such as relocating the eastbound bike lane adjacent to the curb. This change minimizes the risk of crashes and conflicts, especially at intersections where older adults may find it challenging to navigate complex traffic environments. Moreover, the implementation of protected bike signal phases ensures safer passage for cyclists, including older adults who may require additional time to cross intersections safely.

For individuals with Limited English Proficiency, who may face communication barriers and difficulties navigating unfamiliar traffic patterns, the incorporation of green conflict zone markings plays a vital role. These markings enhance visibility and reinforce safety measures, providing clear visual cues and creating dedicated space for bicycles on the street. By facilitating safer interactions among cyclists, pedestrians, and vehicles, the project improves accessibility and reduces the likelihood of crashes or misunderstandings among individuals with Limited English Proficiency.

- 3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

Kirkland's Vision Zero Action Plan underscores our commitment to prioritizing safe street design and operations throughout the city. This action plan sets forth objectives aimed at enhancing pedestrian and bicycle safety, including the expansion of pedestrian and bicycle networks and the implementation of best practices in the design of intersections and crosswalks. By adhering to the principles outlined in the Vision Zero Action Plan, our project development process is informed by a strong focus on safety. We prioritize the integration of safety features into our project designs, such as dedicated pedestrian and bicycle facilities, improved intersection layouts, and enhanced crosswalks. Additionally, we consider data-driven insights and best practices recommended by the Vision Zero Action Plan to ensure that our projects effectively address safety concerns and contribute to the overarching goal of eliminating traffic-related fatalities and serious injuries in Kirkland.

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

Kirkland is dedicated to adhering to the forthcoming guidance and implementing plans under the Safe System Approach to mitigate fatalities and serious injuries. Our current Vision Zero Action Plan, rooted in the Safe Systems Approach, is focused on enhancing road safety and minimizing crashes resulting in fatalities and serious injuries in our community. Additionally, the City of Kirkland was recently awarded a USDOT 2023 Safer Streets and Roads for All (SS4A) planning grant, which will enable a citywide safety study in the coming year to perform more comprehensive crash data analysis, speed study, and near-miss analysis. Finally, in 2024 Kirkland is undertaking a speed limit policy update to help promote safer operating speeds within the City with the goal of reducing fatal and serious injury crashes in alignment with the Safe System Approach.

## Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Bicycle and Pedestrian Facilities

## Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**

- Addition of 2-foot buffers with pylons to existing bike lanes, complemented by green pavement markings.
- Relocation of the eastbound bike lane to the south curb, accompanied by the installation of a protected bike signal phase.
- Installation of green bike boxes at the westbound approach of the NE 128th Street/116th Avenue NE intersection.
- Integration of green conflict zone markings throughout the corridor.
- Replacement of existing pedestrian pushbuttons at signalized intersections with a more accessible model placed in PROWAG- and ADA-compliant locations to the maximum extent feasible.

2. **What is the length of the proposed facility?**

Approximately 516 feet

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**

The project's bike facilities connect to established bike lanes on 116th Way NE, extending to the protected bike lanes on NE 128th ST in upcoming phases. Additionally, it integrates with new protected bike lanes along 120th Ave NE and the anticipated extension of a shared-use path on the east side of Totem Lake Blvd. Furthermore, the project connects people walking, rolling, and bicycling to vital transit flyer stops on I-405, serving multiple routes including 311, 424, 532, 535, 981, and the future ST STRIDE BRT project.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**

Please utilize regional default data.

5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**

Please utilize regional default data.



6. **What is the average bicycle trip length?**  
Please utilize regional default data.
7. **What is the average pedestrian trip length?**  
Please utilize regional default data.
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**  
Please utilize regional default data.

### Total Estimated Project Cost and Schedule

1. **Estimated project completion date**  
March 2028
2. **Total project cost**  
\$1,407,000.00

### Funding Documentation

1. **Documents**  
2023-2028\_CIP\_Update\_Adopted\_Dec\_2023.pdf
2. **Please enter your description of your financial documentation in the text box below.**  
This project is included in the City's adopted 2023-2028 CIP updated under project NMC1340000. The funding source is REET 2. Please note: the project title will be updated to accurately reflect improvements between 116th Ave to Totem Lake Blvd in the 2025-2030 CIP development in 2024.

Phase	Year	Alternate Year	Amount
construction	2027		\$986,000.00

Total Request: \$986,000.00

### Project Readiness: PE

#### PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$267,000.00
		<hr/> \$267,000.00

**Expected year of completion for this phase:** 2026

#### Construction

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$154,000.00
STBG(PSRC)	Unsecured	\$986,000.00
		<hr/> \$1,140,000.00

**Expected year of completion for this phase:** 2028

### Summary

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

No

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

June 2025

3. **Is preliminary engineering complete?**

No

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

N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**

No

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

N/A

7. **When are preliminary plans expected to be complete?**

March 2026

## Project Readiness: NEPA

1. **Documents**

2023-2028\_CIP\_Update\_Adopted\_Dec\_2023.pdf

2. **Please enter your description of your financial documentation in the text box below.**

This project is included in the City's adopted 2023-2028 CIP updated under project NMC1340000. The funding source is REET 2. Please note: the project title will be updated to accurately reflect improvements between 116th Ave to Totem Lake Blvd in the 2025-2030 CIP development in 2024.

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**

No

2. **What is the actual or estimated start date for right of way?**

N/A

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

N/A

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

N/A

5. **What is the zoning in the project area?**

N/A

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

N/A

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

N/A

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

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

N/A

## Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**  
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
November 2025

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
No
2. **What is the actual or estimated start date for right of way?**  
N/A
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**  
N/A
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**  
N/A
5. **What is the zoning in the project area?**  
N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**  
N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**  
N/A

## Project Readiness: Construction

1. **Are funds being requested for construction?**  
Yes
2. **Do you have an engineer's estimate?**  
No
3. **Engineers estimate document**  
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**  
This project is expected to be Categorically exempt. No sensitive areas are located in the

vicinity of the project.

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

No

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

May 2026

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

June 2027

City of Kirkland  
2023-2028 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

Project Number - Project Title	2023	2024	2025	2026	2027	2028	2023-28 TOTAL
DEVELOPER PROVIDED (CITY ESTIMATED COST)	-	-	14,326,852	-	2,509,471	-	16,836,324
NMC 14300 - 85TH ST ENHANCED SIDEWALKS AND MULTIUSE PATHS: I-405 TO 120TH AVE NE (SAP SCOPE 18A)	-	-	3,148,759	-	-	-	3,148,759
NMC 14700 - I-405 / NE 85TH ST SHARED USE TRAILS (SE CORNER) TO NE 80TH ST (SAP SCOPE 13C)	-	-	3,644,397	-	-	-	3,644,397
NMC 14800 - NE 80TH ST/118TH AVE NE (SAP SCOPE 2)	-	-	2,271,188	-	-	-	2,271,188
TRC 13100+ - NE 80TH STREET/120TH AVENUE NE INTERSECTION IMPROVEMENTS (SAP SCOPE 3)	-	-	-	-	2,509,471	-	2,509,471
TRC 14400 - MODIFICATIONS TO 85TH/120TH INTERSECTION (SAP SCOPE 5A)	-	-	2,565,655	-	-	-	2,565,655
TRC 14500 - LEE JOHNSON EAST: NE 83RD ST/120TH AVE NE SIGNALIZED ACCESS (SAP SCOPE 1)	-	-	2,696,854	-	-	-	2,696,854
PW TRANSPORTATION	39,754,295	37,306,995	18,401,376	16,599,448	15,474,138	22,578,375	150,114,626
NMC 00621 - STREET LEVY - NEIGHBORHOOD SAFETY PROGRAM IMPROVEMENTS	550,000	350,000	150,000	150,000	150,000	150,000	1,500,000
NMC 05700 - ANNUAL SIDEWALK MAINTENANCE PROGRAM	100,000	-	-	-	-	-	100,000
NMC 08720 - NE 131ST WAY/90TH AVE NE NONMTRZD IMPR. (97TH AVE NE TO NE 134TH ST) SCOPE & DESIGN	330,000	-	-	-	-	-	330,000
NMC 09010 - JUANITA DRIVE MULTI-MODAL	-	264,000	-	-	-	-	264,000
NMC 10100 - 7TH AVE/NE 87TH ST COMPLETE STREET IMPROVEMENTS (SAP SCOPES 10, P1, P3)	-	-	1,794,501	-	-	7,788,676	9,583,177
NMC 11010 - CITYWIDE ACCESSIBILITY IMPROVEMENTS	50,000	100,000	50,000	100,000	50,000	100,000	450,000
NMC 11300 - STORES TO SHORES	2,251,400	-	-	-	-	-	2,251,400
NMC 12900 - PEDESTRIAN SAFETY IMPROVEMENTS (DOWNTOWN & NE 124TH STREET)	217,800	-	-	-	-	-	217,800
NMC 13100 - 116TH AVENUE NE CROSSWALK IMPROVEMENTS AT KINGSGATE PARK AND RIDE	-	200,000	-	-	-	-	200,000
NMC 13200 - TRAIL CONNECTION AT JUANITA DRIVE AND NE 132ND ST	-	-	-	855,000	-	-	855,000
NMC 13400 - NE 128TH STREET NONMOTORIZED IMPROVEMENTS - 116TH AVE TO 120TH AVE	-	-	1,035,000	-	-	-	1,035,000
NMC 13500 - NE 124TH STREET SLATER AVENUE CROSSING IMPROVEMENTS	150,000	-	-	-	-	-	150,000
NMC 13600 - CKC TO EASTRAIL CROSSING AT 132ND AVE/SLATER	1,550,000	567,000	372,000	-	714,000	-	3,203,000
NMC 13700 - WILLOWS ROAD AT EAST TRAIL NONMOTORIZED IMPROVEMENTS	230,000	-	-	-	-	-	230,000
NMC 13800 - STATE STREET AT 7TH AVENUE CROSSWALK IMPROVEMENTS	-	165,000	-	-	-	-	165,000
NMC 13900 - 116TH AVENUE NE SIDEWALK IMPROVEMENTS - 73RD STREET TO 75TH PLACE	-	-	646,875	-	-	-	646,875
NMC 14200 - I-405/NE 85TH ST SHARED USE TRAILS TO 116TH AVE NE (SAP SCOPE 13A)	-	-	-	-	3,997,664	-	3,997,664
NMC 14400 - 85TH MULTIMODAL IMPROVEMENTS (SAP SCOPES 18B, 18C, P2)	-	-	-	-	-	7,253,699	7,253,699
NMC 14500 - 116TH PED/BIKE ACCESS TO I-405 OVERCROSSING (SAP SCOPE 19)	-	-	466,483	-	-	-	466,483
NMC 30000 - TRANSPORTATION BENEFIT DISTRICT IMPLEMENTATION	1,675,000	23,286,000	650,000	650,000	650,000	650,000	27,561,000
PTC 00400 - 108TH AVENUE NE TRANSIT QUEUE JUMP - PHASE I	100,000	219,000	805,000	3,000,000	-	-	4,124,000
PTC 00500 - 108TH AVENUE NE TRANSIT QUEUE JUMP - PHASE II	100,000	119,000	905,000	4,000,000	-	-	5,124,000
STC 00600 - ANNUAL STREET PRESERVATION PROGRAM	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	10,200,000
STC 00601 - 120TH AVE NE ROADWAY REHABILITATION	-	500,000	1,200,000	-	-	-	1,700,000
STC 00603 - STREET LEVY STREET PRESERVATION	2,488,000	2,558,000	2,629,000	2,702,000	2,777,000	2,854,000	16,008,000
STC 00605 - TOTEM LAKE GATEWAY	22,000	-	-	-	-	-	22,000
STC 00608 - LOCAL ROAD MAINTENANCE	50,000	50,000	50,000	50,000	50,000	50,000	300,000
STC 05913 - 124TH AVENUE NE ROADWAY IMPROVEMENTS (NORTH SECTION) CONSTRUCTION	4,250,000	-	-	-	-	-	4,250,000
STC 08000 - ANNUAL STRIPING PROGRAM	1,004,613	750,000	750,000	750,000	750,000	750,000	4,754,613
STC 08311 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - DESIGN	71,234	-	-	-	-	-	71,234
STC 08313 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - NORTH SECTION	3,202,503	-	-	-	-	-	3,202,503
STC 08314 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - MID-NORTH SECTION	3,522,187	-	-	-	-	-	3,522,187

City of Kirkland

2023-2028 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

Project Number - Project Title	2023	2024	2025	2026	2027	2028	2023-28 TOTAL
<i>STC 08900 - JUANITA DRIVE INTERSECTION AND SAFETY IMPROVEMENTS</i>	1,685,113	2,150,540	-	-	-	-	3,835,653
<i>STC 10700 - NE 85TH STREET PED/BIKE CONNECTION 114TH AVE NE TO 6TH ST</i>	6,170,076	-	-	-	-	-	6,170,076
<i>STC 10800 - NE 85TH ST &amp; 6TH ST WESTBOUND TRANSIT QUEUE JUMP</i>	380,000	-	-	-	-	-	380,000
<i>STC 10900 - NE 85TH ST EASTBOUND THIRD LANE 120TH AVE NE TO 122ND AVE NE</i>	1,275,000	-	-	-	-	-	1,275,000
<b>STC 11100 - PRESERVATION 124TH AVE 132ND ST TO 144TH ST</b>	-	-	2,915,517	-	-	-	2,915,517
<i>STC 99990 - REGIONAL INTER-AGENCY COORDINATION</i>	682,000	82,000	82,000	82,000	82,000	82,000	1,092,000
<i>TRC 09800 - NE 132ND STREET / 116TH WAY NE (I-405) INTERSECTION IMPROVEMENTS</i>	1,270,000	-	-	-	-	-	1,270,000
TRC 11600 - ANNUAL SIGNAL MAINTENANCE PROGRAM	100,000	100,000	100,000	100,000	100,000	100,000	600,000
TRC 11700 - CITYWIDE TRAFFIC MANAGEMENT SAFETY IMPROVEMENTS	100,000	-	100,000	-	100,000	-	300,000
<i>TRC 11702 - VISION ZERO SAFETY IMPROVEMENT</i>	750,000	100,000	50,000	50,000	50,000	50,000	1,050,000
TRC 11703 - NEIGHBORHOOD TRAFFIC CONTROL	50,000	50,000	50,000	50,000	50,000	50,000	300,000
<i>TRC 12000 - KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM PHASE 3</i>	244,100	1,463,455	-	312,893	389,552	-	2,410,000
TRC 13000 - NE 145TH STREET/JUANITA-WOODINVILLE WAY INTERSECTION IMPROVEMENTS	-	-	-	1,040,000	1,911,961	-	2,951,961
<i>TRC 13500 - 100TH AVENUE NE/SIMONDS ROAD INTERSECTION IMPROVEMENTS</i>	639,520	-	-	-	-	-	639,520
<i>TRC 13600 - 100TH AVENUE NE/NE 145TH STREET INTERSECTION IMPROVEMENTS</i>	648,519	-	-	-	-	-	648,519
<i>TRC 13700 - KIRKLAND AVE/LAKE ST INTERSECTION</i>	1,172,230	-	-	-	-	-	1,172,230
<i>TRC 13800 - NE 100TH STREET/132ND AVENUE NE INTERSECTION IMPROVEMENTS</i>	600,000	2,533,000	-	-	-	-	3,133,000
TRC 13900 - NE 85TH ST/132ND AVE NE DUAL LEFT TURN LANES	-	-	-	1,007,555	-	-	1,007,555
TRC 14200 - 122ND AVENUE NE AT NE 70TH STREET INTERSECTION IMPROVEMENTS	-	-	-	-	1,951,961	1,000,000	2,951,961
<b>TRC 14300 - NE 85TH STREET (I-405) INTERSECTION IMPROVEMENTS</b>	373,000	-	-	-	-	-	373,000
<b>TRC 14600 - NE 112TH ST &amp; 80TH AVE NE &amp; JUANITA DR NE INTERSECTION IMPROVEMENTS</b>	-	-	1,900,000	-	-	-	1,900,000
<b>Total Funded Transportation Projects</b>	<b>39,754,295</b>	<b>37,306,995</b>	<b>32,728,228</b>	<b>16,599,448</b>	<b>17,983,609</b>	<b>22,578,375</b>	<b>166,950,950</b>

Notes

\*Transportation project costs noted as 'Funded Through SAP Mechanisms' may include revenue from developers, TIF, or grants.

*Italics = Modification in timing and/or project cost*

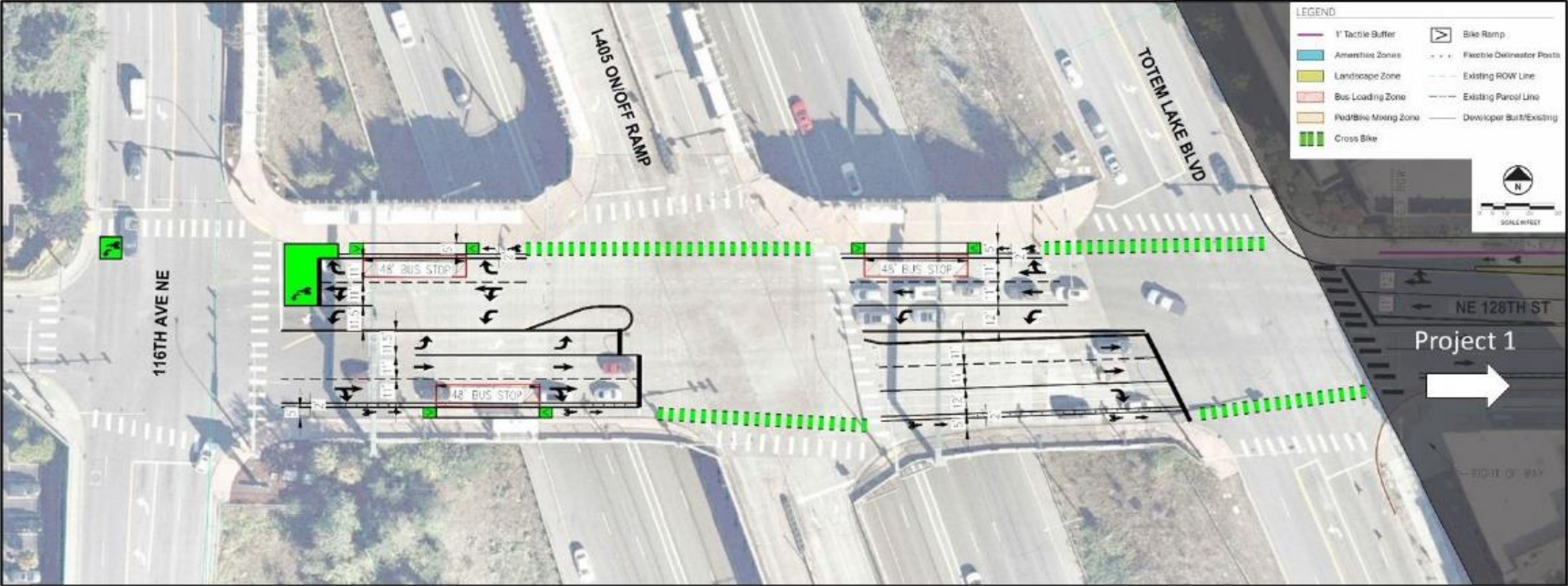
**Bold = New projects**

+ = moved from unfunded status to funded status



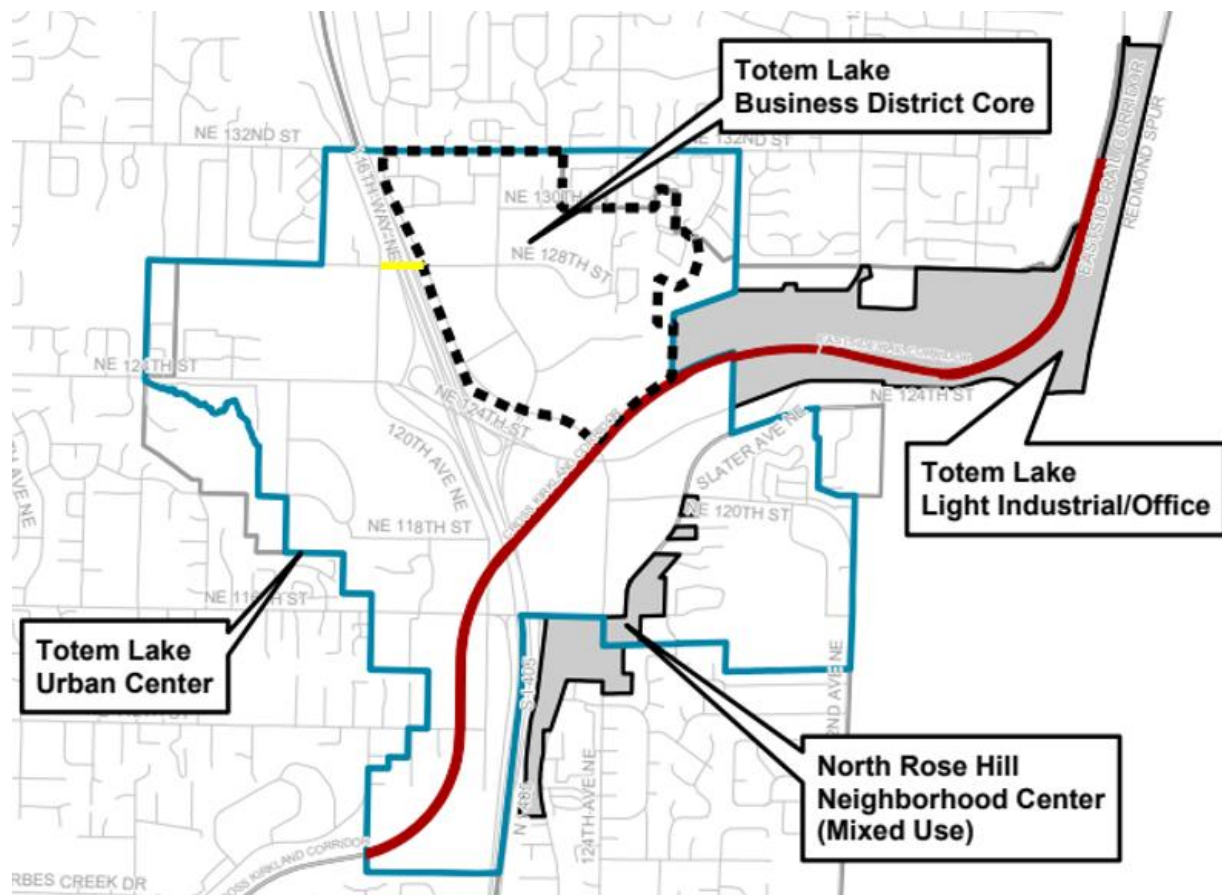


Preliminary Design for NE 128<sup>th</sup> Street Between 116<sup>th</sup> Ave NE and Totem Lake Boulevard



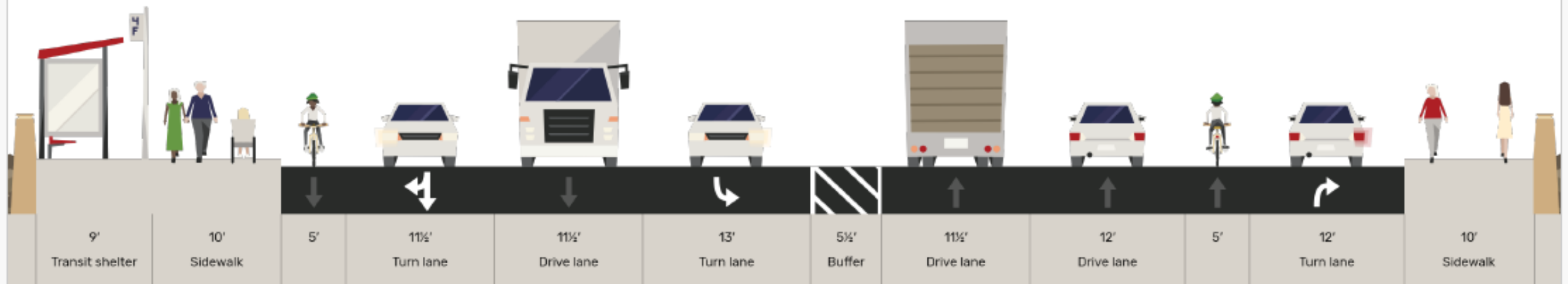


## Totem Lake Business District Core



Roadway Sections NE 128<sup>th</sup> Street Between 116<sup>th</sup> Ave NE and Totem Lake Boulevard

# NE 128th St - Existing



# NE 128th St - Proposed

