



city of  
**kirkland**  
washington

## 116<sup>th</sup> AVE NE NON-MOTORIZED IMPROVEMENTS

### Project Summary:

The City of Kirkland wishes to complete bicycle, pedestrian, and equestrian compatible facilities along 116th Ave NE between NE 60<sup>th</sup> St and similar facilities that start at Bellevue's northern city limits as a Phase II – NE 60<sup>th</sup> Street to Bellevue (this application) Project. The Phase I project has been completed between a regional Park and Ride Lot (Houghton P & R at NE 70<sup>th</sup> Street) to the I-450 pedestrian/bike crossing at NE 60<sup>th</sup> Street.



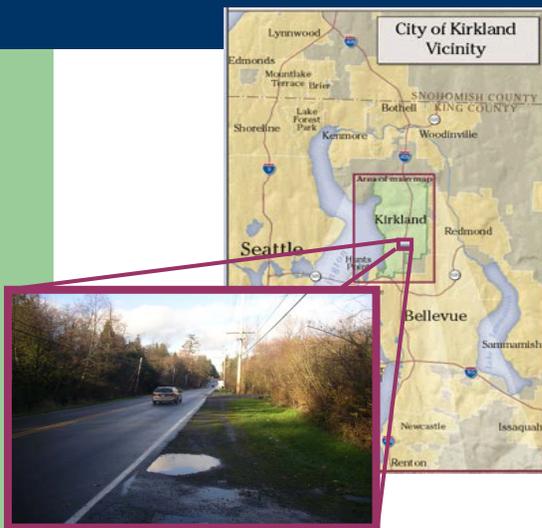
**EXISTING CONDITIONS**



**BELLEVUE'S DESIGN**  
(Continuation into Kirkland)



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### **Project Background:**

116th Ave NE serves as one of the few north/south transportation corridors directly connecting Kirkland and Bellevue. Its location immediately east of I-405 provides a convenient, but unintended, by-pass to I-405 during peak travel periods and times of freeway congestion. 116<sup>th</sup> Ave NE carries over 5,000 vehicles per day and has an 85th percentile speed of 40 mph. The Houghton Transfer Station, a regional King County Solid Waste facility, is located at NE 60th Street, at the northern limits of the current project, and attracts a significant volume of commercial waste haulers. The portion of 116<sup>th</sup> Ave NE, between the Transfer Station and the city limits of Kirkland and Bellevue has no sidewalks and minimal shoulders – bicyclists and pedestrians must use existing travel lanes or shoulders.

These “Phase II” Improvements include new storm water facilities, bike lanes, and a gravel pedestrian/equestrian facility on the east side. This portion of the project is primarily adjacent to Bridle Trails State Park a 480-acre facility that provides equestrian recreational facilities on a regional and local level.



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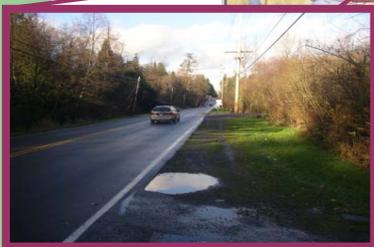
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### Highlights:

- New non-motorized facilities including a total of 3 miles of bike lanes, 1.5 miles of pedestrian/equestrian facilities, and landscaping
- Enhancements to an adjacent stream (Yarrow Creek) and bringing existing surface water conveyance and treatment to current standards
- Complete regionally significant corridor by linking with the City of Bellevue's non-motorized improvements to the south, and connects multiple Kirkland neighborhoods (Houghton, South Rose Hill and Bridle Trails), schools, parks and the pedestrian bridge across I-405 at NE 60th Street
- Project is identified within the Kirkland Transportation Improvement Plan, Comprehensive Plan and Non-Motorized Plan, and the Eastside Transportation Partnership Action Plan
- Consistent with Puget Sound Regional Council *Destination 2030*
- Non-motorized facilities will reduce vehicle miles traveled and encourage mode shift from single occupant vehicle; promotes broader range of transportation options that will lead to reduced emissions; supports the Houghton Park and Ride lot at NE 70<sup>th</sup> Street.
- Project will improve bicycle safety and traffic flow through use of delineated bicycle lanes



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## Project Status:

Phase I is complete at a cost of \$1.43 M. Phase II design is currently in final stages, environmental permitting will be completed in 2010, construction is anticipated in 2011.

## Funding:

- |                                       |                    |
|---------------------------------------|--------------------|
| • Existing Federal (CMAQ, ISTEAA)     | \$978,000          |
| • Existing State (2007 appropriation) | \$200,000          |
| • Existing City (REET, Sales/Gas Tax) | \$472,000          |
| <br>                                  |                    |
| • <b>Needed Funds to Complete</b>     | <b>\$1,626,800</b> |