

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. Project Title: 100th Ave Corridor Improvements

(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104th Ave NE to 124th Ave NE)

2. Sponsoring Agency: City of Kirkland

Also identify co-sponsor(s): N/A

3. Project Contact Person: Dave Snider

Address: 123 5th Ave, Kirkland, WA 98033

Phone: 425-587-3832

Fax: 425-587-3807

E-Mail: DSnider@Kirklandwa.gov

4. Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

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.

Requested funding is to complete design and environmental for identified corridor improvements along 100th Ave NE from NE 132nd Street to NE 145th St. Improvements include: adding bicycles lanes, completing gaps in sidewalk, lighting improvements, adding a center left turn lane, rechannelization and improvements at signalized intersections; including, adding equipment to facilitate traffic signal coordination.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

100th Ave NE connects the north and south Juanita Business districts and leads to downtown Kirkland (south), Bothell (north) and SR522. The roadway transitions from a five-lane corridor with two lanes in each direction, sidewalks on both sides and a two-way-left-turn (TWLT) lane to a two lane roadway with no TWLT and no sidewalks on either side. The lack of a TWLT lane causes significant backups for vehicles. In the 2009 Active Transportation Plan NE 100th Ave is identified as a major bike corridor; however, currently there are no designated bike facilities (i.e. sharrows or bike lanes) to accommodate bicyclists' travel needs. Currently, drivers experience long delays traversing through this corridor in both AM and PM peak periods. The lack of sidewalk and bike facilities requires pedestrians and bicyclists to use the widened paved shoulder for their travel needs. The

accident rate for this segment of roadway is abnormally high compared to similar urban arterials throughout King County.

Collision data collected from January 2012 through December 2013 includes a total of 100 collisions for the roadway segment on 100th Avenue NE from NE 132nd Street to south of NE 145th Street. The two most frequent collision types are rear-end and turning-traffic related collisions. Over one third of all collisions occurred between the hours of 3:30 PM and 6:30 PM. These can be related to heavy congestion during these three hours. In addition, according to the collision data, three pedestrian accidents were reported during the two year period. Two were caused by vehicles failing to yield to pedestrians in crosswalks at the signalized intersection of NE 137th Street. The third was caused by a vehicle using the roadway shoulder to bypass another vehicle and hitting a pedestrian walking on the roadway shoulder.

If improvements aren't made as traffic demand increases, population growth continues, redevelopment in the surrounding communities occurs and additional travelers divert around the lake to avoid tolling on SR-520, accidents will continue to increase.

Funding will address the safety issues that have been identified through the community outreach process. The Project will design a corridor that includes a TWLT, sidewalks, and bike lanes in both directions where the corridor transitions to only two lanes. This segment of the corridor serves a mix of local commercial, residential, and institutional land uses throughout the day and commuters during AM and PM peak periods. The corridor serves approximately 19,000 vehicles daily.

The goal of the project is to provide a continuous barrier free non-motorized connection, improve congestion, reduce accidents, eliminate safety hazards for all modes, improve access for all modes and promote the use of non-motorized travel between north and south Juanita business districts; connecting local business centers, transportation facilities, neighborhoods, parks and to regional trails (leads to the Sammamish River Trail).

5. Project Location: 100th Ave NE, Kirkland, WA

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: NE 145th Street

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: NE 132nd Street

(Identify landmark if no crossroad)

6. Map: Include an 8 1/2" x 11" legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

7.	<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><u>Rural Functional Classifications</u> <u>("under 5,000 population")</u> (Outside the federal-aid urbanized and federal-aid</p>	<p><u>Urban Functional Classifications</u> <u>("over 5,000 population")</u> (Inside the federal-aid urbanized and federal-aid</p>

urban areas)	urban areas)
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
<p>NOTE: <u>Federally Funded Projects.</u> 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”.</p> <p>Examples of Exceptions:</p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	

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).

N/A

• 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

N/A

• 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.

N/A

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.”

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?

Proposed improvements along 100th Ave NE are adjacent to much of the local north Juanita Business District and improves access to the south Juanita Business District and to the Totem Lake Urban Center via 132nd Street. This project will convert a corridor that is auto oriented into a corridor where cars and bicycles, transit and pedestrians can all travel comfortably and safely. The Project will add pedestrian and bicycle connection where currently there are none, filling a key missing link in the walking and bicycle network. The Project will provide continuous non-motorized access to two local business districts, north & south Juanita; to Downtown Kirkland and will provide indirect access to the Sammamish River trail in Bothell via Simonds road, and to the Totem Lake Urban Center via NE 132nd Street. Once completed there will be a continuous sidewalk in both directions from Kirkland’s Boundary to the north all the way south to Bellevue via downtown Kirkland.

The City of Kirkland’s comprehensive plan identifies several goals and values for the Juanita Business District that this Project supports PG XV 1-19; including,

(2) Make intersections safer and more efficient.

(3) Establish bicycle facilities.

(5) Reduce the negative effects of traffic on pedestrian activity and street qualities where possible.

Design guidelines and regulations call for mixed-use residential and commercial development, buildings designed with the pedestrian in mind (pedestrian oriented business districts) (page XV 1-27), walkable neighborhoods and complete streets. In order for this vision to be realized safe non-motorized access is necessary.

• **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.

100th Ave NE is a gateway to the city and connects Bothell and Kirkland. Many commuters use this roadway as a route to the Totem Lake Urban Center; but it also provides access to Juanita business districts for local residents. This Project is on the northern end of a corridor that extends north-south from Bellevue to Bothel via Kirkland. Passing through many local centers; including, Downtown Kirkland and the north and south Juanita Business Districts. It connects non-motorized improvements on the 520 bridge to the Sammamish River Trail in Bothel. This is one of the major bicycling corridors on the eastside running north-south, on street bicycle lanes are marked on Lake Washington Boulevard to Downtown Kirkland and again on Market Street to Juanita. Redevelopment has allowed widening and marking of bicycle lanes in most areas north of NE 116th Street. The City recently completed bicycle, pedestrian and traffic improvements on 100th Ave NE, between NE 124th Street and NE 132nd Street. This Project will extend recent improvements and will design bike lanes, sidewalks, and a center left turn lane from NE 132nd Street to NE 145th Street.

The local and regional non-motorized networks will benefit from the completion of this link, as it will better join the Sammamish River Trail, the SR 520 trail, Kirkland, Bellevue, Kenmore and Bothell. It has been the experience of Portland, Vancouver BC and various European cities that when facilities for cyclists are improved, cycling volumes increase. The project will make significant progress towards completing a missing link. Improvements will make a significant difference to the non-motorized experience of many who currently avoid this route because it does not have adequate facilities.

The Project will significantly improve safety conflicts for all users. The lack of sidewalk and bike facilities requires pedestrians and bicyclists to use the widened paved shoulder for their travel needs. Vehicles use shoulders as an extension of the roadway in order to traverse around vehicles waiting to turn left. Over the last two years (Jan 2012 – Dec 2013) three pedestrian accidents were reported. Two were caused by vehicles failing to yield to pedestrians in crosswalks at signalized intersection and the third was caused by a vehicle using the roadway shoulder to bypass another vehicle. Providing pedestrian and bicycle designated space will provide a separation between vehicles and other users and improve safety.

The accident rate for this segment of roadway is abnormally high compared to similar urban arterials throughout King County. Collision data collected from January 2012 through December 2013 includes a total of 100 collisions for the roadway segment on 100th Avenue NE from NE 132nd Street to south of NE 145th Street. The two most frequent collision types are rear-end and turning-traffic related collisions. Over one third of all collisions occurred between the hours of 3:30 PM and 6:30 PM. These can be related to heavy congestion during these three hours. Currently, drivers experience long delays traversing through this corridor in both AM and PM peak periods. Intersection improvements as well as a two way center turn lane will improve traffic flow and reduce modal conflict between vehicles as well as vehicles and non-motorized users.

- **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.

This Project supports a long-term strategy to maximize the efficiency of the corridor and the bicycle and pedestrian network. The need for improvements along 100th Ave NE south of NE 124th is identified in the City of Kirkland Comprehensive Plan XV.I. North/South Juanita Neighborhood section page XV.I-7. Non-motorized improvements along 100th Ave NE were also identified as part of The Active Transportation Plan, Adopted by City Council March 3, 2009. At that time the section of the Corridor we are proposing for improvements for was not part of the City of Kirkland, the City annexed this area from King County in 2011; however, this project was included in the King County Capital Improvement Program. Since annexation, the city has been working tirelessly to update City plans to include the annexation area. This has included extensive outreach to the Community. The City has repeatedly heard the following:

- Reduce congestion on NE 100th street
- More bike lanes separated from cars
- Increase pedestrian safety

This project will address all three concerns. A two way left turn lane, and intersection improvements will improve congestion as well as increase pedestrian safety. The project will add pedestrian and bicycles only facilities which will also help with congestion and address the need for more bike lanes and will improve pedestrian safety.

The project will provide increased transportation options to benefit a broad range of users, including residents, students, recreational users and commuters. Also, minority groups, seniors and economically-disadvantaged populations. There are two High Schools, Juanita & Inglemoor that are served by 100th AVE NE; the student demographics of these schools, give insight as to the neighboring communities that will be most benefited by these improvements. The Juanita High School student body is composed of 67% whites, 12% asian, 13% asian/pacific islanders and 12% hispanic; 23% of the students receive free or reduced lunch. Inglemoor High School student body is similar with 68% whites, 16% asian, and 17% asian/pacific islanders and 8% hispanic; 15% of the students receive free or reduced lunch. In addition, there are several senior living facilities in the vicinity that will benefit from these improvements; including: Bethell adult family home, Gentlecare Adult Family Home, and Finn Hill Haven Adult Home. This corridor provides access for neighboring communities to the North Juanita Business District and the South Juanita Business District providing access to many amenities; including, restaurants, grocery stores, clothing shops, coffee shops and beauty salons.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINACIAL 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	\$2,620,000.00	2015
[select phase]		
[select phase]		

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

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 project was developed as part of the 100th Ave NE Corridor Study (Corridor Study). The study provided several opportunities for public involvement; including surveys and two public open houses. The Corridor Study project team made an effort to gain all the knowledge possible from the public through mail-out surveys and a local public meeting. Surveys were mailed to people in the area to identify how serious they thought the safety issues were. The surveys asked local residents to rate eight identified safety and operational issues on a scale of one to five. The results identified traffic signal coordination as the most serious issue followed closely by pedestrian issues and lighting or pavement marking delineation. None of the eight issues presented rated low. This input provided focus areas and set the agenda for a public meeting to follow. The project team mailed invitations to local residents for a public meeting held at a local elementary school. The team selected an evening when local residents were attending another local planning meeting to maximize attendance. At the meeting the project team members presented survey results and provided large scale maps of the corridor. Attendees were asked to mark up the large scale maps with colored pens to identify safety issues and possible solutions. The meeting was well attended with standing room only and attendees provided excellent information to expand upon.

Improvements were recently identified as part of the Corridor Study; since there is currently significant interest from Council and the Community it is important for this Project to continue moving forward.

The 100th Ave Ne Corridor Study (ST20-24 PG IX-34) is identified in the City of Kirkland's Comprehensive plan, last certified by PSRC March 2014. The Project we are requesting funding for was identified in the Corridor Study and is consistent with the following Goals and Policies within the Transportation IX section of the City's Comprehensive plan:

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.

Goal T-4: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.

Policy T-2.3: - Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance, including retrofitting of existing facilities where needed. Safety considerations should be paramount when planning pedestrian and bicycle routes.

Policy T-2.4: PG IX-10 Design streets with features that encourage walking and bicycling. To promote the nonmotorized system and alternative modes to the single-occupant vehicle, streets should include pedestrian and bicycle facilities. Consistent with the City's Complete Streets policies, bicycle and pedestrian ways should be accommodated in the planning, development and construction of transportation facilities.

Policy T-4.1: Promote efficient use of existing rights-of-way through measures such as: Intersection improvements; Time-of-day parking restrictions along congested arterials; Signal timing optimization; Added center left-turn lanes; and Limiting left turns along congested arterials.

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.

By providing safe access for non-motorized users the Project will encourage mode shift away from vehicles. It will encourage walking or biking to nearby stores from neighborhoods to run errands and other chores and will improve access to bus stops within the vicinity which will allow people to commute via transit, eliminating SOV trips. The perception of safety and convenience is one of the main reasons why people choose to drive. Improvements will provide bicycle only space and pedestrian only space with separation from other modes. Points of potential conflict between non-motorized users and vehicles will be significantly reduced.

The project has significant potential for increasing non-motorized use , as it will better join the Sammamish River Trail and the SR 520 trail. The project will encourage new users by providing facilities that conveniently connect to where people need or want to go and users feel safe.

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.

Currently, drivers experience long delays traversing through this corridor especially during AM and PM peak periods. Intersections improvements will decrease signal delay and the total number of stops for both AM and PM peak hours and for northbound and southbound travel; the average speed along the corridor would increase for travel in both directions. Improved traffic flow will reduce the number of vehicles idling and will reduce emissions.

This Project includes signal improvements and a two way left turn; these improvements, will help to reduce congestion and keep vehicles moving; reducing the long queues that stack up at driveways and intersections. Reduced idylling will improve air quality.

In addition, providing non-motorized only space gives residents in the area a viable choice for completing part or all of their trip by a non-motorized means, such as walking or biking. The project connects key employment, retail, recreational and bus facilities; providing these key connections will encourage a mode shift away from SOV's to transit or non-motorized means.

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	100th Ave Improvements

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): N/A

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	Local	Reasonably Expected	\$ 410,000
PE/Design	PSRC - CMAQ	Unsecured	\$ 2,620,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 3,030,000

Estimated PE/Design Completion Date (month and year): 6/1/2017

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	N/A		

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): N/A

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

Construction TOTAL: \$ -

Estimated Construction Completion Date (month and year): N/A

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

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): N/A

TOTAL Estimated Project Cost, All Phases: \$ 3,030,000

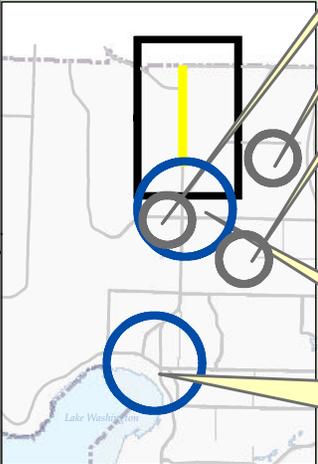
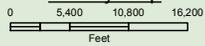
Estimated Project Completion Date (month and year): 6/1/2017

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

City of Kirkland - 100th Avenue NE Vicinity Map



Vicinity Map



Juanita Elementary School

John Muir Elementary School

Juanita High School

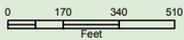
Commercial Area

Juanita Village Commerical District
 Juanita Bay Park
 Juanita Beach Park

Project Location

Improvements:

- Bike lanes
- Sidewalks
- Center turn lane
- Lighting
- Traffic signal coordination
- Channelization



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Location: \\SRV-FILE01\Data\Pw\Grant Applications\100th Ave NE

City of Kirkland - 100th Avenue NE Vicinity Map

