

## 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>

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**\*\*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](http://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](mailto: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](mailto: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	
<b>1</b>	<p><b>Project Title:</b> Juanita Drive Quick Wins</p> <p><i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i></p>
<b>2</b>	<p><b>Sponsoring Agency:</b> City of Kirkland</p> <p>Also identify any co-sponsor(s):</p>
<b>3</b>	<p><b>Project Contact Person:</b> Dave Snider</p> <p>Address: 123 5<sup>th</sup> Ave</p> <p>Phone: 425-587-3832</p> <p>Fax: 425-587-3807</p> <p>E-Mail: DSnider@Kirklandwa.gov</p>

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

**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.

Project provides for separated pedestrian walkways and buffered bicycle lanes; including installation of active pedestrian 'flashing' crosswalk lights to connect neighborhoods, schools, parks, and local center. Where feasible, a multipurpose trail will be installed near parks. The project improves channelization including turn lanes at unsignalized intersections and rumble strips at roadway centerline.

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

Along Juanita Drive, the existing roadway geometry, multiple driveway access points, and limited sight distance present safety concerns. Collision data over a period of four years (January 2009 – December 2012) indicate a total of 142 collisions, an average of 36 collisions per year. While the total number of collisions is not atypical of other Kirkland roadways, the severity of the collisions is higher than the City average. Thirty percent of the collisions resulted in injuries and there were three fatalities, two involving a bicyclist. Exposure is high for bicyclists and pedestrians due to the limited sight distances, speeds, and lack of separation from motor vehicles.

The objective is to target non-motorized improvements that will improve safety, reduce vehicular speeds and can be completed within the existing road sections, improvements are as follows:

- Construct pedestrian and bicycle safety treatments at pinch points along the corridor; includes, restriping, signing and adding barriers; such as, rumble strips.
- Add centerline rumble strips at selected locations throughout the corridor to help prevent drivers from veering out of travel lane.
- Upgrade street lighting at Juanita Drive and NE 122nd Place
- Reconfigure cross section directly north of Juanita drive/NE 138th Place to include a refuge/merge lane for traffic turning left onto Juanita Drive from NE 138th Place.
- Bicycle and pedestrian enhancements at 98th Ave NE. Widen sidewalk connection with Old Market Street Trail to the south and add a bike box on south intersection approach
- Add a flashing pedestrian crossing at 93rd Avenue NE
- Construct a flashing pedestrian crossing to connect Big Finn Hill Park trails on the east and west sides of Juanita Drive
- Add a flashing pedestrian crossing at NE 143rd Street to connect the residential neighborhood on the east side of the street with St Edward State Park on the west
- add a northbound buffered bicycle Lane throughout corridor
- add signage for northbound bicycle lane

<p><b>5</b></p>	<p><b>Project Location:</b> Juanita Drive NE</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: NE 143<sup>rd</sup> Street <i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: 93<sup>rd</sup> Ave NE <i>(Identify landmark if no crossroad)</i></p>	
<p><b>6</b></p>	<p><b>Map:</b> Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>	
<p><b>7</b></p>	<p><b>Federal Functional Classification Code</b> <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p style="text-align: center;"><b><u>Rural Functional Classifications</u></b> <b><u>(“under 5,000 population”)</u></b></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b><u>Urban Functional Classifications</u></b> <b><u>(“over 5,000 population”)</u></b></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input checked="" type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
	<p><b>NOTE: <u>Federally Funded Projects.</u></b> <i>A roadway must be <u>approved 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”.</u></i></p> <p><b><i>Examples of Exceptions:</i></b></p> <ul style="list-style-type: none"> <li>• <i>Any bicycle and/or pedestrian project.</i></li> <li>• <i>Projects <u>not</u> on a roadway and using CMAQ or other funds</i></li> <li>• <i>Any transit project, including equipment purchase and park-and-ride lot projects.</i></li> </ul>	

**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](mailto: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 Justice<sup>1</sup>) 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

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<sup>1</sup> 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?

This Project will convert a corridor that is auto oriented into a shared auto/non-motorized corridor. Unique treatments will be applied throughout that will address specific safety, access and mobility needs. Juanita Drive runs south/north beginning at the south Juanita Business District in Kirkland to SR-520 in Kenmore and runs adjacent to many business, parks and residential areas. Juanita Drive serves as an alternate route for commuters to downtown Seattle via SR-522 for those who choose to not pay the tolling on SR-520, and for those who chose non-motorized transportation it provides a connection to the Burke Gilman Trail.

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) (XV 1-27), walkable neighborhoods and complete streets. In order for this vision to be realized safe non-motorized access is necessary. Juanita drive is an alternative route servicing the south Juanita Business District from Finn Hill Neighborhood and Kenmore.

Significant community outreach has been conducted. Guiding principles emphasize addressing safety needs for all travel modes, while maintaining the corridor’s identity and natural environment. Proposed improvements along the corridor are consistent with the identified needs.

The project provides users traveling to/from the center with non-motorized options for travel including; walking and biking:

Walking:

Currently, the lack of continuous sidewalks between neighborhood centers, the limited provision of safe and comfortable crosswalks limits pedestrian mobility along the full-length of the corridor. The Project includes several improvements for pedestrians throughout that will provide better non-motorized access to the south Juanita Business District and the many amenities along the corridor; including, neighborhood shops, schools and parks. The corridor

traverses through and or by several parks; including, Juanita Beach Park, Big Finn Hill Park and Saint Edwards State Parks. Many of these parks offer bike and pedestrian trails for recreational use and draw visitors from through the region. Improvements will provide users with non-motorized options for travel. Crosswalk improvements will allow neighboring resident's safe access points.

#### Bicycles

Formal bicycle facilities are limited to the Juanita Village, also referred to as the south Juanita Business District. Juanita Drive does not have marked bike lanes but the shoulders are often used by bicyclists. Improvements will include a northbound buffered bicycle lane throughout the corridor. Lighting improvements and permanent bicycle signage would also be added to raise awareness for motorist to be aware that there may be cyclists.

Improvements will provide a north / south bike connection from the south Juanita Business District connecting to the Burke Gilman regional trail in Kenmore.

- **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.

The Juanita Drive Corridor connects residential neighborhoods and serves as a key north/south route between the cities of Kirkland and Kenmore; connecting the south Juanita Business District to the north with Kenmore to the south. Juanita Drive serves over 10,000 vehicles per day and traverses steep topography with many twists and turns. Three fatalities have occurred over the last three years. The existing roadway geometry, multiple driveway access points, use of the shoulder for residential services (mail delivery & trash containers) and limited sight distance complicate overall safety conditions along the corridor.

The project extents the local bicycle and pedestrian system and improves connections to the regional system.

#### Walking:

To the east of NE 116th Place near Juanita Village (south Juanita Business District) and Juanita Beach Park, sidewalks are provided on both sides of the street, buffered from the roadway by landscaping strips and tree planter boxes. The Project includes several improvements for pedestrians throughout that will improve safety for on-motorized users traveling to south Juanita Business District.

#### Bicycles

Formal bicycle facilities are limited to the Juanita Village area between 98th Avenue and NE 116th Place, five-foot wide bike lanes are provided on both sides of the roadway. Bike lanes continue to the east along NE 116th Street and connect to bicycle facilities along 98th and 100th Avenue NE. west of NE 116th Place, Juanita Drive does not have marked bike lanes but the shoulders are often used by bicyclists.

Near neighborhood retail centers the roadway has curb, gutter, sidewalk, and about five feet of striped shoulder space. Outside of the neighborhood retail centers, bicyclists commonly ride in the shoulders on either side of the roadway. The striped shoulders function like bike lanes but do not include standard bike lane markings. While the shoulders work reasonably well for bicycles, there are many other formal and informal uses of the shoulder that interfere with bicycle use, including trash receptacle placement and pickup, mail delivery, vehicle break downs, parking, and delivery truck pull-off.

Despite the lack of formal bicycle facilities on much of the corridor, Juanita Drive is a popular north-south route for commuter and recreational bicyclists. Counts collected by WSDOT and the Cascade Bicycle Club at the intersection of Juanita Drive and NE 143rd Street in September 2012 indicate 28 bicyclists pass through during the AM peak travel period (7 – 9 AM) and 32 during the PM peak (4 – 6 PM). Outside of commute hours, a moderate number of recreational bicyclists travel the corridor. Bicycle volumes are typically higher during weekends. There is a need to provide a safe, continuous treatment along the corridor for bicyclists. Currently, bicyclist must contend with intermittent travel space and other obstacles encroaching on the available shoulder space. Improvements will include a northbound buffered bicycle lane throughout the corridor. The result would be a five-foot bike lane with a 1-2 foot buffer in the uphill direction where bicyclists are slowest. Permanent bicycle signage would also be added to raise awareness for motorist to be aware that there may be cyclists. Improvements will provide a north / south bike connection from the south Juanita Business District connecting to the Burke Gilman regional trail in Kenmore. Users would have the option of travel north to Seattle via the Burke Gilman or south to Seattle through Bellevue via the SR 520 trail.

- **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.

The City annexed much of this corridor in 2011; but, due to the frequency and severity of accidents it is a top priority of the City to provide a more pleasant and safe environment for all non-motorized users. The City Conducted the Juanita Drive Study to identify the communities’ needs and determine the necessary treatments. Through outreach to the Community the City has repeatedly heard the following:

- improving safety in the corridor is very important; especially for bicycles and pedestrians
- Desire for quick implementation of improvements
- There is a lack of neighborhood and park connectivity

The objective is to target non-motorized improvements that will improve safety, reduce vehicular speeds and can be completed within the existing road sections, improvements are as follows:

- Construct pedestrian and bicycle safety treatments at pinch points along the corridor; includes, restriping, signing and adding barriers; such as, rumble strips.
- Add centerline rumble strips at selected locations throughout the corridor to help prevent drivers from veering out of travel lane.
- Upgrade street lighting at Juanita Drive and NE 122nd Place
- Reconfigure cross section directly north of Juanita drive/NE 138th Place to include a refuge/merge lane for traffic turning left onto Juanita Drive from NE 138th Place.

- Bicycle and pedestrian enhancements at 98th Ave NE. Widen sidewalk connection with Old Market Street Trail to the south and add a bike box on south intersection approach
- Add a flashing pedestrian crossing at 93rd Avenue NE
- Construct a flashing pedestrian crossing to connect Big Finn Hill Park trails on the east and west sides of Juanita Drive
- Add a flashing pedestrian crossing at NE 143rd Street to connect the residential neighborhood on the east side of the street with St Edward State Park on the west
- add a northbound buffered bicycle Lane throughout corridor
- add signage for northbound bicycle lane

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 elementary schools, one Jr. High, and a University within the vicinity. The student demographics of these schools, give insight as to the neighboring communities that will be most benefited by these improvements. The Sandburg elementary student body is composed of 80% whites, 9% asian, 9% asian/pacific islanders and 6% Hispanic; 10% of the students receive free or reduced lunch. Finn Hill Middle School student body is composed of 71% Whites, 7% Asian, and 7% Asian/Pacific Islanders and 11% Hispanic; 24% of the students receive free or reduced lunch. This corridor provides access for neighboring communities to the South Juanita Business District providing access to many amenities; including, restaurants, grocery stores, clothing shops, coffee shops and beauty salons.

The Project serves 8,000 households in the vicinity and over 1,000 employees. In addition, Bastyr University with enrollment of 1.000 students is located at the northwest boundary just outside of Kirkland.

# PROJECT EVALUATION: PART 2

## **SECTION C: PROJECT READINESS/FINANCIAL PLAN**

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

### **2. Financial Plan**

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

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

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

**Obligation Requirements:** Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://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	\$315,000.00	2015
Construction	\$850,000.00	2016
[select phase]		

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

Design and construction of pedestrian and bicycle improvements along Juanita Drive will be completed if 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](mailto: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? 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. Sept 2015
- At what stage of completion is your design?
  - Have Preliminary Plans been submitted to WSDOT for approval? No
    - If not, when is this milestone scheduled to be complete? July 2015
  - When are Preliminary Plans expected to be approved? Dec 2015
- 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? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Juanita Drive passers through a variety of land use contexts, topography, and natural settings; including, parks, Commercial, office and medium to high density residential
- 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. No
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Improvements are pedestrian and bicycle related, in the public Right of way, environmental documentation under NEPA would be CE anticipated to be completed Sept 2015.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. to be completed Dec 2015
- When is the project scheduled to go to ad? Jan 2016

**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 City of Kirkland's Comprehensive plan was last certified by PSRC March 2014. The Juanita Drive Corridor Study is identified in this plan as ST20-22 PG IX-34, the Project we are requesting funding for was identified in the Corridor Study and is consistent with the following Framework 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.

And the following Policies within the Transportation section PG IX – 10:

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.

In addition, Stakeholder and community involvement was a key component to developing the Juanita Drive Corridor Study. To help guide its development, a Citizen Advisory Committee was formed. The Committee consisted of representatives from Finn Hill and Juanita neighborhoods and businesses, the Cascade Bicycle Club, Bastyr University, Lake Washington School District, King County Parks, King County Trail Board, Kirkland Police and Fire, and the Project Team. To prepare a common vision for future improvements to the Corridor, the Project Team gathered input from stakeholders and the community at more than 15 public workshops, briefings with neighborhood groups, and informational booths at local events including three Kirkland Community Planning Days. All of the feedback received was processed through five Citizen Advisory Committee meetings where the main emphasis was found to be directed towards the need for safety improvements for pedestrians, bicyclists, and vehicles. Another common theme was connectivity along the corridor to the neighborhoods and nearby parks and schools; details about public outreach are included in Appendix A of

the Study. The Project Team also presented and consulted with the Transportation Commission four times during the Study's development. The Commission offered several suggestions that influenced the Study

#### Stakeholder Interviews

Interviews were conducted in Spring 2013 to inform key stakeholders about the project, identify key issues that should be addressed and better understand how stakeholders felt their organization, as well as the public, could influence the project moving forward. Interviewees included community leaders, business representatives, agency staff and emergency response providers.

- May 8 – Kirkland Alliance of Neighborhoods, Heritage Hall
- May 13 – Juanita Neighborhoods Association, Juanita Elementary
- May 14 – Kirkland Business Roundtable, Eastside Tennis Center
- May 29 – Finn Hill Neighborhood Alliance, Finn Hill Middle School
- June 5 – Kirkland Wednesday Market, Marina Park
- June 7 – Juanita Friday Market, Juanita Beach Park, Walk & Roll Safety Fair
- June 8 – City Planning Day, Kirkland City Hall
- June 12 – Corridor Study Community Workshop, Finn Hill Middle School
- Sept. 8 – DennyFest, O.O. Denny Park
- Sept. 9 – Juanita Neighborhood Association, Juanita Elementary
- Oct. 7 – Juanita Corridor Study Community Open House, Finn Hill Middle School
- Oct. 19 – City Planning Day, Peter Kirk Community Center
- Nov. 6 – Finn Hill Neighborhood Alliance, Finn Hill Middle School

#### Advisory Committee Meetings

The purpose of the advisory committee was to provide a forum for dialogue and two-way information sharing between key stakeholders and the City. The City kept the committee informed and involved throughout the corridor study, including seeking their input on identifying issues to be addressed, developing alternatives, establishing criteria for evaluating alternatives and establishing a common vision for future improvements. The Committee also assisted with the broader public outreach process by providing input on tradeoffs and community priorities. The committee was advisory in nature and met four times, at key milestones throughout the Corridor Plan process.

- May 23, 2013
- July 31, 2013
- Sept. 10, 2013
- Oct. 29, 2013

Outreach at fairs and festivals provided the project an opportunity to engage a new subset of the community at events that attract a wider, and potentially new, audience. The project identified several local events within or near the corridor to share information about the process and solicit feedback at various stages of corridor plan development:

- June 5 – Kirkland Wednesday Market, Marina Park
- June 7 – Juanita Friday Market, Juanita Beach Park
- June 8 – City Planning Day, Kirkland City Hall
- Sept. 8 – DennyFest, O.O. Denny Park
- Oct. 19 – City Planning Day, Peter Kirk Community Center

## 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.

The Project connects directly to many trip generators; including schools, parks and neighborhood shopping. Land use in the vicinity of Juanita Drive consists largely of single family home and recreation/conservation land. At major intersections, there are pockets of multifamily residential and commercial developments, with the highest densities located in the Juanita Village area at the southern end of the corridor. Bastyr University is located outside of Kirkland at the northwest corner of the study area adjacent to St. Edwards State Park, with enrollment of 1,000 students. To the west of Juanita Drive are two elementary schools and one middle school. The number of households in the vicinity of Juanita drive is 8,000 and employment is just over 1,000. Improvements will encourage residents to walk or bike to the many nearby amenities. Kirkland has a proven, strong community of active transportation users when the necessary infrastructure is provided for those user to feel safe.

Despite the lack of formal bicycle facilities on much of the corridor, Juanita Drive is a popular north-south route for commuter and recreational bicyclists. Counts collected by WSDOT and the Cascade Bicycle Club at the intersection of Juanita Drive and NE 143rd Street in September 2012 indicate 28 bicyclists pass through during the AM peak travel period (7 – 9 AM) and 32 during the PM peak (4 – 6 PM). Outside of commute hours, a moderate number of recreational bicyclists travel the corridor. Bicycle volumes are typically higher during weekends. Improved facilities would increase bicyclists. The project provides many connections to non-motorized facilities; including, the Burke Gilman trail to the north in Kenmore, to many bike and pedestrian amenities in the South Juanita Business District and to the SR 520 trail.

The Corridor directly connects to public transit service. King County metro offers two bus routes along the Corridor. Details of these passenger bus line routes, as of December 2013, are described below:

- Route 260 – Route 260 connects Inglewood/Finn Hill with Downtown Seattle. Service includes three buses to Downtown Seattle during the AM commute period and three buses to Inglewood/Finn Hill during the PM peak period. There are three Route 260 stops that serve the Juanita Drive Corridor between NE 122nd Place and NE 141st Street.
- Route 935 –Route 935 operates as Dial-a-Ride Transit (DART); passengers may wait at any of the route's stops for regularly scheduled service or may place a reservation for pick-up at an off-route location within the defined service area. Route 935 connects Totem Lake to Kenmore. The AM commute period service (5 – 9 AM) includes five vans to Totem Lake and six to Kenmore. Between 3 – 6 PM, seven vans connect to Totem Lake and six to Kenmore. There are nine scheduled northbound and southbound Routes

Providing alternatives to vehicular travel will encourage mode shift from single occupant vehicles to more environmentally friendly alternatives; such as, a combination of biking, walking, and transit. Mode shift will help reduce vehicle miles traveled and will lead to reduced emissions resulting in environmental benefits. Juanita drive connects to Kirkland's current non-motorized transportation system and provides links to transit and trails.

## **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.

Intersection treatments will improve overall traffic flow and safety. Improved traffic flow will reduce the number of vehicles idling and will reduce emissions.

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.

The project has significant potential for increasing non-motorized use, as it will better join the Burke Gilman 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. Creating non-motorized facilities that are convenient and safe presents the community with the opportunity to reduce dependence on cars, improve mobility throughout the region, and decrease congestion..

## 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	Juanita Drive Quick Wins

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

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): \_\_\_\_\_

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	PSRC - CMAQ	Unsecured	\$ 315,000
PE/Design	Local - Match	Reasonably Expected	\$ 50,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 365,000

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

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

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): \_\_\_\_\_

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	PSRC - CMAQ	Unsecured	\$ 850,000
Construction	Local - Match	Reasonably Expected	\$ 133,000
Construction			

Construction TOTAL \$ 983,000

Estimated Construction Completion Date (month and year): 6/1/2016

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

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): \_\_\_\_\_

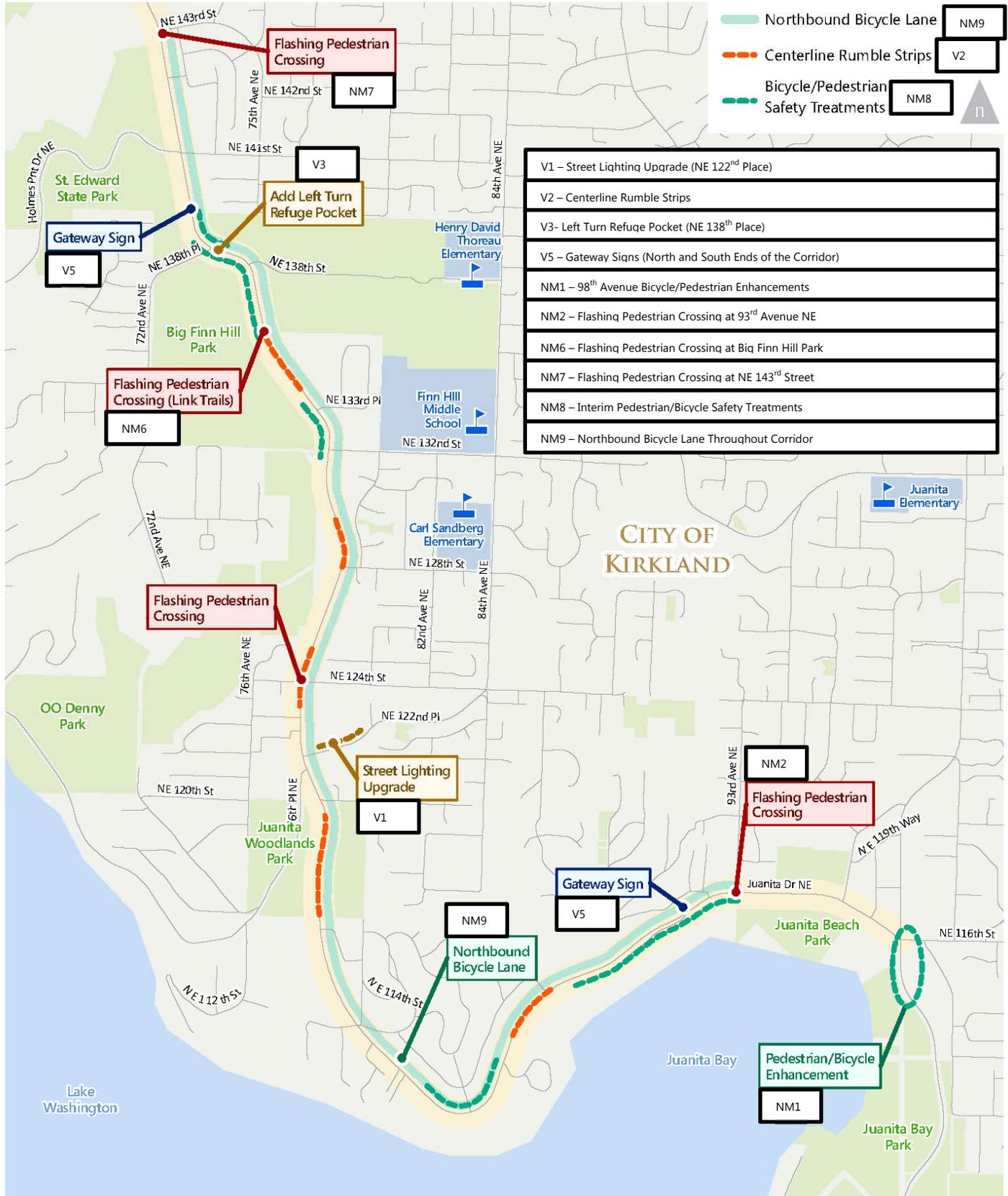
**TOTAL Estimated Project Cost, All Phases: \$ 1,348,000**

**Estimated Project Completion Date (month and year): 6/1/2016**

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

**TABLE 6: QUICK WIN PROJECTS**

<b>ID</b>	<b>Project Description</b>	<b>Estimated Cost (\$000)</b>	<b>Priority Rating (Table 4)</b>
NM6	Flashing Pedestrian Crossing at Big Finn Hill Park	\$210	H
NM8	Interim Pedestrian/Bicycle Safety Treatments	\$130	H
NM9	Northbound Bicycle Lane Throughout Corridor	\$380	H
NM10	Bicycle Signs for Northbound Bicycle Lane	\$190	H
V1	Lighting Upgrade (NE 122 <sup>nd</sup> Place)	\$50	H
V2	Centerline Rumble Strips	\$40	H
NM1	98 <sup>th</sup> Avenue Bicycle/Pedestrian Enhancements	\$90	M
NM2	Flashing Pedestrian Crossing at 93 <sup>rd</sup> Avenue NE	\$90	M
V3	Left turn refuge pocket-NE 138 <sup>th</sup> Place	\$40	M
NM7	Flashing Pedestrian Crossing at NE 143 <sup>rd</sup> Street	\$90	L
V5	Gateway Signs (north and south ends of corridor)	\$40	L
<b>TOTAL</b>		<b>\$1,350M</b>	



V1 – Street Lighting Upgrade (NE 122 <sup>nd</sup> Place)
V2 – Centerline Rumble Strips
V3- Left Turn Refuge Pocket (NE 138 <sup>th</sup> Place)
V5 – Gateway Signs (North and South Ends of the Corridor)
NM1 – 98 <sup>th</sup> Avenue Bicycle/Pedestrian Enhancements
NM2 – Flashing Pedestrian Crossing at 93 <sup>rd</sup> Avenue NE
NM6 – Flashing Pedestrian Crossing at Big Finn Hill Park
NM7 – Flashing Pedestrian Crossing at NE 143 <sup>rd</sup> Street
NM8 – Interim Pedestrian/Bicycle Safety Treatments
NM9 – Northbound Bicycle Lane Throughout Corridor

## CITY OF KIRKLAND

NM2

Flashing Pedestrian Crossing

NM1

Pedestrian/Bicycle Enhancement

NM9

Northbound Bicycle Lane

V1

Street Lighting Upgrade

NM6

Flashing Pedestrian Crossing (Link Trails)

V5

Gateway Sign

V3

Add Left Turn Refuge Pocket

NM9

Northbound Bicycle Lane

V2

Centerline Rumble Strips

NM8

Bicycle/Pedestrian Safety Treatments





Vicinity Map  
Juanita Drive Master Plan Corridor Study