

Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kc.dot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.aspx>

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

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. 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 2009 STP/CMAQ King 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, 2009. 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.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

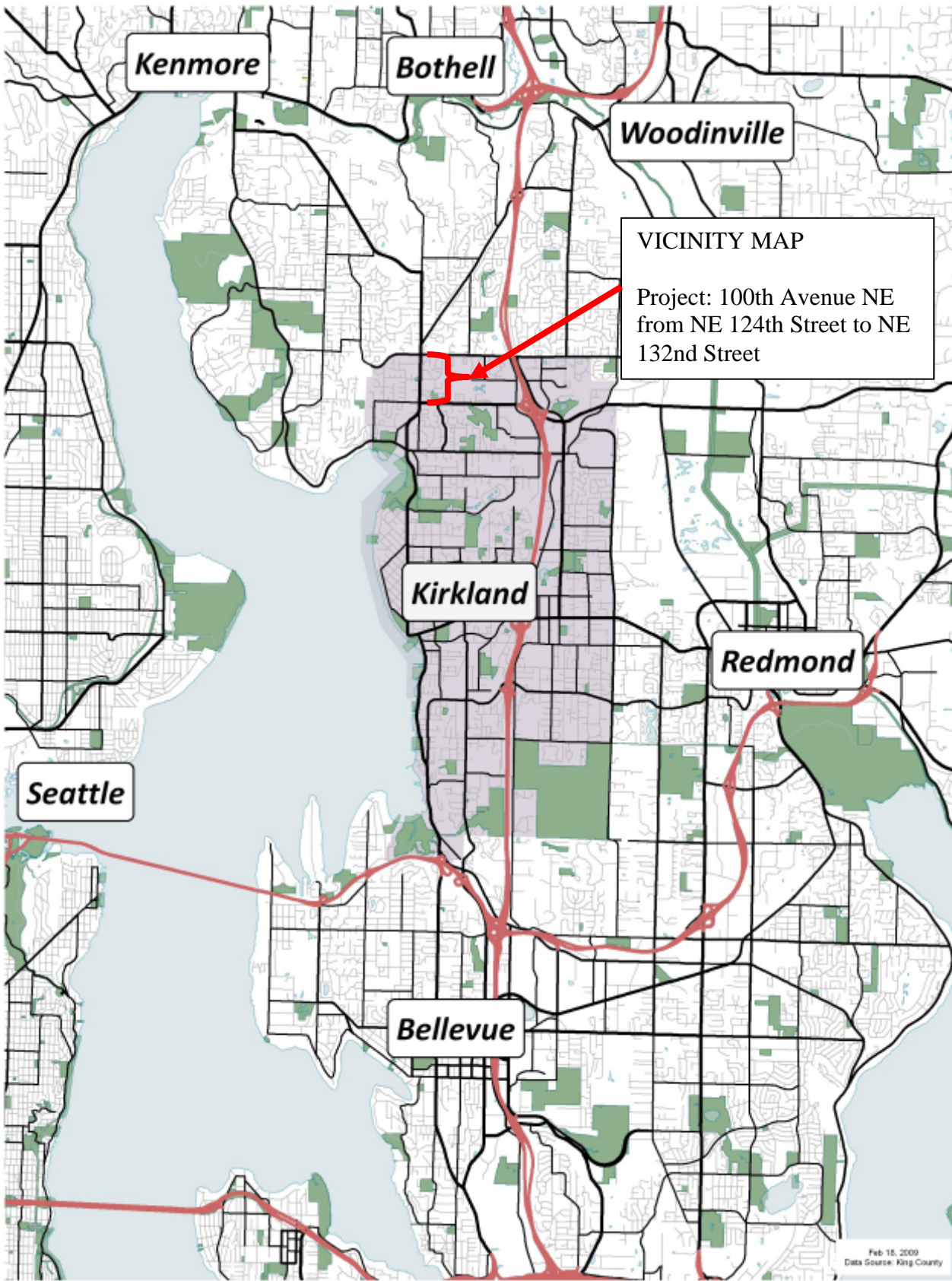
E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the 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). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	Project Title: 100th Avenue bicycle lanes (NE 124th Street to NE 132nd Street) <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i>
---	--

2	<p>Sponsoring Agency: City of Kirkland</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: David Godfrey</p> <p>Address: 123 5th Avenue, Kirkland WA 98033</p> <p>Phone: (425) 587-3865</p> <p>Fax: (425) 587-3807</p> <p>E-Mail: dgodfrey@ci.kirkland.wa.us</p>
4	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>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.</p> <p><i>This project will add on street bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. New lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration.</i></p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><i>The goal of this project is to provide bicycle facilities on a key bicycle route. 100th Avenue connects Bellevue via downtown Kirkland and Juanita with the Sammamish River Trail in Bothell. Bicycle lanes exist over most of the corridor, and this project will reduce the segment without lanes. The segment was identified by Cascade Bicycle club in their “Left by the Side of the Road” report http://www.cascade.org/advocacy/pdf/leftbythesideoftheroad_3-2-06.pdf as a section of failed regional bike route (page 19).</i></p>
5	<p>Project Location: 100th Avenue NE</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: <i>NE 124th Street</i> (Identify landmark if no crossroad)</p> <p>c. Crossroad/landmark nearest to end of project: <i>NE 132nd Street</i> (Identify landmark if no crossroad)</p>
6	<p>Map: 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>



7 Federal Functional Classification Code (Select only one)

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..

Rural Functional Classifications

("under 5,000 population")

(Outside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

Urban Functional Classifications

("over 5,000 population")

(Inside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

NOTE: ***Federally Funded Projects.** A roadway must be 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".*

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

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 “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for 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.

Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

Although transit travels along it and enhanced pedestrian facilities cross it, 100th Avenue does not currently support bicycle travel. Recent research shows that 10' wide auto lanes are a safe alternative to wider auto lanes. By narrowing the auto lanes and restriping, this section of the corridor can accommodate bicycle lanes that support safe bicycle travel. 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.

This project is on the northern end of a corridor that extends north from Bellevue via Bellevue Way, past SR 520 into Kirkland as Lake Washington Boulevard then as Market Street to Juanita and finally as 100th Avenue into King County, where it connects to the Lake Sammamish Trail and Bothell. This is one of the major bicycling corridors on the eastside and the only north-south corridor on the west side of I-405. Considering the corridor from south to north, 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 some bicycle lanes north of NE 116th Street, but there are no facilities north of NE 120th Pl.

The most logical segment to improve next is the project identified in this application. That is because it can be done through reconfiguration of existing lanes; some other missing pieces require expensive right-of-way purchase and widening. Because refuge islands must be narrowed and in-pavement lights must be replaced, this section needs extra investment. With the successful completion of this project, similar reconfiguring can take place north of NE 132nd Street through simple restriping.

During the public outreach phase of Kirkland's Active Transportation Plan, an on-line survey was conducted that received over 700 responses. The segment addressed by this project was one of the locations cited most often by cyclists as one needing improvement. The lack of bicycle facilities makes a significant barrier to travel between the centers and facilities on each end of the project.

The regional bicycle network will benefit from the completion of this link, as it will better join the Sammamish River Trail, the SR 520 trail, Kirkland, Bellevue and Bothell. It has been the experience of Portland, Vancouver BC and various European nations that when facilities for cyclists are improved, cycling volumes increase. This project will make an important difference to the cycling experience of many who currently avoid this route because it does not have adequate facilities.

SECTION C: PROJECT READINESS

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

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions **must** be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not needed a. Final FHWA or FTA approval of environmental documents including:

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

Not needed - Section 106 Concurrence.

Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Section D: Financial Plan

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

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

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.

Table A: Funding Requested from Non-Motorized Program

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Design	-	none	\$0
ROW	-	none	\$0
Construction	07/31/10	STP	\$119,000
Totals:			\$119,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	-	none	\$0
ROW	-	none	\$0
Construction	07/31/10	STP	\$21,000
TOTAL:			\$21,000

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

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

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	-	none	\$0
ROW	-	none	\$0
Construction	-	none	\$0
TOTAL:			\$0

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	Complete
Preliminary Engineering/Design:	\$0	Preliminary Engineering/Design:	Complete
Right of Way:	\$0	Right of Way:	Not needed
Construction:	\$140,000	Construction:	10/30/2010
Other (Specify) :	\$0	Other (specify) :	None
Total Project Cost:	\$140,000	Estimated date of completion (i.e. open for use)	10/30/10

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):

The entire project will be completed if the requested funding is obtained. Design is complete, no ROW is needed and Construction will be completed with the requested funding.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs

won't be determined until the study is complete.

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.

There are no other specific projects that will receive direct benefit.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

No specific opportunities will be lost, although the opportunity for increased cycling safety will be lost.

SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.

This project has been developed as part of the City of Kirkland Active Transportation Plan. That Plan was developed over a two year process involving an on-line survey, public meetings with neighborhood groups, open houses, and multiple opportunities for public comment. It was developed through the auspices of the City of Kirkland Transportation Commission which held multiple meetings before recommending the plan to the City Council. The Council had a study session on the plan and adopted it at a separate meeting on March 3, 2009.

- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.

The City of Kirkland's Comprehensive Plan (Policy T-2.5) calls for development of a non-motorized Plan. The Active Transportation Plan, Adopted by City Council March 3, 2009 fulfils that requirement. Goal G7 on Page 11 of the Plan calls for improvement of on-street bicycle facilities, Objective G7.1.1 calls for completion of marking-related improvements. The subject project is shown as Project S1, Table 17 on page 99 of the plan under bicycle system improvements that require striping and/or minor construction. See attached pages.

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

The 100th Avenue project is supported by the following policies:

RT-8.1, 8.14, 8.19, 8.33 and 8.38.

Together these policies call for a balanced transportation system which supports alternatives to SOV travel, the redevelopment of auto dominated transportation facilities, a regionally coordinated system of bicycle facilities and redevelopment of roads to accommodate all modes.

SECTION G: 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.

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.

Goal G7 Improve on-street bicycle facilities

Many accommodations for bicycle travel can be made by restriping streets so that space is reallocated to bicycles and away from cars. In other locations, construction is required to create enough area for adequate bicycle facilities. Improvements of both kinds are the subject of Section 6.

Objective G7.1 Complete all marking-related improvements to the bicycle network by 2011.

Strategy G7.1.1 Prepare a design for the various projects. *Timing: Incrementally, beginning in 2009.*

Strategy G7.1.2 Add projects to CIP pavement marking contract. *Timing: Incrementally, beginning in 2009.*

Strategy G7.1.3 Through the pavement maintenance program, restripe inside lanes on multi-lane arterials to 10' wide. *Timing: Complete in time for the January 2011 revision of the pre-approved plans.*

Objective G7.2 Complete all construction-related improvements to the bicycle network by 2018.

Strategy G7.2.1 Program improvements from the construction related list by way of the CIP *Timing: biannually.*

Goal G8 Make bicycling more convenient

Some of the clearest support in the on-line survey was for the elements described below. These are discussed in more detail in Section 7. Improving bicycle parking, maintaining clear bicycle facilities, helping cyclists activate traffic signals and adding directional signs (wayfinding) were popular with many cyclists.

Objective G8.1 Plan and install a bicycle wayfinding system by 2013.

Strategy G8.1.1 Prepare a plan for wayfinding signage and priorities for its implementation. *Timing: Complete by December 2009.*

Strategy G8.1.2 Complete installation of 50% of the signage *Timing: Complete by December 2011.*

Strategy G8.1.3 Complete installation of 100% of the signage *Timing: Complete by December 2013.*

Strategy G8.1.4 Pursue opportunities for regional cooperation and grant funding. *Timing: On-going.*

Objective G8.2 Improve the way bicycle parking is codified by 2010.

Strategy G8.2.1 Modify the pre-approved plans to include a standard for bicycle racks and their installation. *Timing: Complete in time for the January 2010 revision of the pre-approved plans.*

Strategy G8.2.2 Change the Zoning Code to require bicycle parking as a part of standard right-of-way improvements. *Timing: Complete by December 2010.*

Objective G8.3 Add 10 new two-position bicycle parking racks in downtown Kirkland and 10 in other commercial areas of the city by 2014.

Table 17 Bicycle system improvements that require striping

PROJECTS THAT CAN BE COMPLETED THROUGH RESTRIPIPING AND/OR MINOR CONSTRUCTION				
No.	Street	From	To	Project/Notes
S1.	100th Avenue NE	NE 124th Street	NE 132nd Street	Restripe to 5 car lanes @ 10 + 2 bicycle lanes @ 5'. Requires narrowing medians, coordinate with King County to extend north to connect to existing bicycle lanes.
S2.	116th Ave/Way	NE 124th Street	NE 132nd Street	Restripe for NB climbing lane. Perhaps add shared lane markings on downhill side.
S3.	Lake Street	2nd Street S	Central Way	Shared lane marking (sharrow). May also be able to extend bicycle lanes north of 2nd Street S.
S4.	116th Avenue NE	Houghton P&R S. entrance	NE 70th Street	Restripe for bicycle lanes in both directions. Need WSDOT approval, to narrow lanes, limited access area of I-405.
S5.	120th Avenue NE	NE 116th Street	N. of BNSF	Restripe to complete Sbound lane.
S6.	98th Avenue NE	Juanita Bay Bridge	NE 116th Street	Restripe for wider outside lanes. Can add some width, but need to be careful to keep left turn lane of adequate width.
S7.	Central Way	4th Street	6th Street	Stripe wider outside lane. Parkplace could provide extra width for eastbound lane.
S8.	Central Way	Lake Street	4th Street	Eastbound; stripe bicycle lane Westbound; stripe wider outside lane.
S9.	Central Way	Market Street	Lake Street	Shared lane marking (sharrow), may be able to fit a bicycle lane in westbound.
S10.	98th Avenue NE	NE 116th Street	NE 124th Street	Restripe for slightly wider outside lanes. If project S1 completed, this could be sharrows especially Sbound between NE 124 and existing bicycle lanes at 120th Pl.
S11.	NE 132nd Street	100th Avenue NE	132nd Avenue NE	Restripe for uniform width. Requires coordination/agreement with King County.
S12.	Totem Lake Blvd	NE 124th Street	NE 132nd Street	Restripe. Not enough width for standard bicycle lanes. May result in wide outside lanes or climbing lane/shared lane combination.
S13.	116th Avenue NE	City Limits	NE 60th Street	Narrow car lanes, more evenly balance shoulder widths to provide additional space for bicycles.
S14.	Various	At Intersections		Look for locations where bicycle lanes can/should be continued through intersections. Consider sharrows.