Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Designated Growth Centers
Status	submitted
Submitted:	April 5th, 2024 4:06 PM
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   116th Avenue NE/NE 87th St Intersection Improvements
2. **Regional Transportation Plan ID**
   N.A.
3. **Sponsoring Agency**
   Kirkland
4. **Cosponsors**
   N.A.
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
   Jessica Clem
2. **Contact phone**
   425.587.3824
3. **Contact email**
   jclem@kirklandwa.gov

Project Description

1. **Project Scope**
   This project includes the installation of a mini roundabout at the junction of 116th Ave NE, NE 87th St, and the driveway access to the future pick-up and drop-off area for the Sound Transit STRIDE bus rapid transit station on the I-405 at NE 85th St. This project will include associated roadway geometric design, striping, signage, curbs, stormwater improvements, landscape restoration, sidewalks, and ADA ramps. It will fill gaps in the existing sidewalk network, connect to the new pedestrian pathway on the southeast corner of the curved intersection, and provide a direct walking and bicycling connection to the STRIDE BRT station platform on I-405 and King County Metro bus stops on NE 85th St.

2. **Project Justification, Need, or Purpose**
   The purpose of this project is to improve pedestrian and vehicular safety and operations at the intersection of NE 87th St and 116th Ave NE, with a primary focus on facilitating access to the future Sound Transit STRIDE bus rapid transit (BRT) station on I-405 at NE 85th St, expected to be completed in 2027. With the current sidewalk gaps on NE 87th St and 116th Ave NE, it is anticipated pedestrians would enter the roadway and cross mid-block both east-west across 116th Ave NE, north-south across NE 87th St, and perhaps even diagonally through the NE 87th St/116th Ave NE intersection to access the BRT station and local transit stops on NE 85th St. The goal of this project is to create a safer and more accessible environment for pedestrians accessing these transit facilities. Additionally, the project aims to address current challenges, such as the lack of continuous sidewalks and potential mid-block pedestrian crossings, to ensure intuitive and safe pathways for pedestrians. By enhancing sidewalk connectivity and improving the traffic control method with a mini roundabout, the desired outcome is an improved overall circulation, reduced traffic conflicts, and increased accessibility for pedestrians accessing transit stations in the area.

Project Location

1. **Project Location**
   116th Avenue NE/NE 87th St
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   King
3. **Crossroad/landmark nearest the beginning of the project**
   NE 87th Street
4. **Crossroad/landmark nearest the end of the project**
   116th Ave NE
5. **Map and project graphics**
   116th_Ave_and_NE_87th_St_Map_and_Conceptual_Plans.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   NE 85th Street Station Area Plan, Section 8 - Transportation and Mobility, PDF Page 105.

   https://www.kirklandwa.gov/files/sharedassets/public/v/4/planning-amp-building/station-area-materials/pc-hearing-drafts/web-version_final__stationareaplan_sections-1-10june2022.pdf
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   N/A

Federal Functional Classification

1. **Functional class name**
   17 Urban Collector

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project is located within the Greater Downtown Kirkland Regional Growth Center. As a key

transportation improvement, the project directly contributes to the center's objectives of promoting multi-modal transportation options, creating vibrant and connected urban spaces, and facilitating transit-oriented development.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**
   The equity focus area (EFAs) for the proposed project area and for the areas immediately surrounding the proposed project area include Older Adults, People with Limited English Proficiency, and People of Color. Below please find a summary of the key findings from the PSRC Project Selection Resource Map:
   -Older Adults: 15% of total population; above the regional average 13.4%
   -People with Limited English Proficiency: 15% of total population; above the regional average 8.5%
   -People of Color: 38% of total population; above the regional average 35.%
2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**
   There are no intersection Equity Focus Areas identified in the project area.

Criteria: Development of Regional Growth Center

1. **Describe how the project will support the existing and planned housing/employment densities in the regional growth center.**
   The Greater Downtown Kirkland Regional Center encompasses Kirkland's historic downtown and the NE 85th Street Station Area. The historic downtown consists of mixed-use commercial and high and medium-density residential areas. The Station Area is planned to accommodate higher density residential and commercial growth with increased pedestrian, bicycle, and transit connections.

   This project would provide a traffic calming benefit for people moving to and from existing housing and employment, and clarify vehicle, bicycle, and pedestrian movements for future development and increased pedestrian traffic associated with the STRIDE bus rapid transit station. Moreover, providing connected safe sidewalks for pedestrian movements encourages walkable development and use of the future STRIDE bus rapid transit station.
2. **Describe how the project will support the development/redevelopment plans and activities of the center.**
   This project is integral to enhancing pedestrian safety and connectivity, particularly linking the future STRIDE Bus Rapid Transit (BRT) station with downtown Kirkland and the Cross Kirkland Corridor (CKC) regional trail via 7th Ave/NE 87th St. This project was identified in the Station Area Plan and one of the transportation mitigations listed in the Planned Action Ordinance for the station area, aiming to manage transportation needs while encouraging development. The City of Kirkland has undertaken extensive planning around the future STRIDE BRT station, outlined in the Station Area Plan (SAP). This plan, looking ahead over 20 years, addresses policy, regulation, and zoning changes to promote transit-oriented development near the Stride BRT station, enhancing Kirkland's livability and economic vitality. The SAP envisions a vibrant, mixed-use environment fostering innovation, with a focus on affordable housing and diverse job opportunities connected by transit. This project aligns with these goals, contributing to Kirkland's sustainable growth and quality of life.
3. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**
   According to growth projections, the Station Area anticipates a significant increase in employment capacities by 2044. The number of employees is expected to increase from

4,808 to 22,751, an increase in employee density from 6.77 employees per acre to 32.04 employees per acre. This growth will require supportive transportation infrastructure and investments in safe walking and bicycling corridors to encourage the use of transit and more multimodal trips to access both jobs and housing throughout the station area and beyond.

This project supports 7th Ave/NE 87th St as an important multimodal corridor connecting Downtown Kirkland, the CKC and the STRIDE BRT station through Norkirk's Light Industrial Technology (LIT) area. This area is envisioned to support "maker" activities, locally owned small businesses, and active lifestyle and recreation-related private and public uses aligning with the existing mixed industrial/commercial character and with the regional economic strategy. The existing character of industrial buildings and small businesses can evolve over time to maintain this industrial character while encouraging more pedestrian oriented, innovation focused development. Maker spaces, small scale manufacturing, and local businesses will all serve to activate the corridor and create a neighborhood hub to serve Norkirk and Highlands residents, workers, and visitors. Limited residential infill will also provide opportunities for meeting Kirkland's need for diverse housing choices. Alongside these development opportunities, facilities such as climbing walls, gyms, and other indoor recreation uses can meet community needs and provide an additional draw to the area.

4. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**
   The Greater Downtown Kirkland Regional Center encompasses Kirkland's historic downtown, the NE 85th Street Station Area, the Kirkland Transit Center, one mile of the Cross Kirkland Corridor regional trail, Lake Washington High School, Lakeview Elementary School, and two Google campuses.

   For commuters, the project promises enhanced connectivity and accessibility, facilitating smoother transit experiences through improved infrastructure. By fostering seamless integration between the STRIDE BRT, the Cross Kirkland Corridor, and key employment centers, it aims to streamline daily commutes, reducing congestion and travel times.

   Residents stand to benefit from improved quality of life, with increased access to amenities, recreational opportunities, and essential services within walking or cycling distance. The project's emphasis on pedestrian enhancements fosters a more pedestrian-friendly environment, promoting active lifestyles and community engagement. Moreover, the inclusion of diverse housing options within the Station Area ensures that residents of all demographics have access to affordable and sustainable housing choices.

   Businesses in the area will benefit from the project, which encourages growth and innovation. By making vibrant mixed-use spaces and supporting small businesses, it will lead to more commercial activity and job opportunities. Being close to Google campuses and other major employment centers makes the area even more appealing for businesses.

5. **Describe how project expands job access**
   The project aims to help older adults, people with limited English skills, and people of color access a wider range of job opportunities, including well-paying jobs. By improving transportation and creating diverse urban spaces, it makes it easier for them to reach job centers and businesses. The project also encourages small business growth, creating more opportunities for these groups. Being close to major job centers and schools further expands their chances for employment and skill development.

Criteria: Mobility and Accessibility

1. **Describe how the project improves access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**
   The project will provide active transportation connections for people walking, rolling, and bicycling to the future STRIDE BRT Station and pick-up and drop-off area. Currently there are gaps in the sidewalk along NE 87th St that will be completed as part of this project. This supports connectivity between the STRIDE BRT station, the Cross Kirkland Corridor, and downtown Kirkland.

2. **Describe how the project will improve mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.**
   This project will provide traffic calming and clarify traffic operations for all users through the use of a new mini roundabout. Mini roundabouts feature channelized curved approaches for

vehicles to reduce entry speeds. The mini roundabout will also reduce potential vehicle conflicts points with pedestrians by providing clear crossing points and a safer crossing environment. The result of lower vehicle speeds and fewer potential vehicle/pedestrian conflicts is a safer intersection overall. Generally speaking, roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Reduced delay and queueing would work toward Kirkland's sustainability goals by reducing emissions from idling vehicles. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling, which will generally encourage access and use of the future STRIDE BRT station, modal shift to active transportation, and reduction of vehicle trips.

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

   We anticipate an increase in pedestrian traffic with the future STRIDE BRT station. With the current sidewalk and roadway configurations on NE 87th St and 116th Ave NE, it is anticipated pedestrians would cross mid-block both east-west across 116th Ave NE, north-south across NE 87th St, and perhaps even diagonally through the NE 87th St/116th Ave NE intersection to reach this new pedestrian pathway to access the bus stops. This could lead to modal conflicts and discourage use of transit and active transportation modes. This project remedies this anticipated problem by providing clear pedestrian pathways and crosswalks, slower vehicle speeds and fewer modal conflicts leading to the pick-up and drop-off area for the STRIDE BRT station.

4. **Identify existing gaps**

   As mentioned above, Older Adults, People with Limited English Proficiency and People of Color serve as the ETAs for the proposed project. Existing transportation disparities for these populations often stem from limited access to safe and reliable options, especially in areas lacking proper pedestrian infrastructure and transit access. This can lead to reduced mobility and isolation. Older adults, individuals with limited English proficiency, and people of color face particular challenges, such as navigating busy intersections or language barriers in accessing transportation services. The project seeks to address these gaps by improving safe transit connections. Enhancements at NE 87th St and 116th Ave NE, including sidewalks, ADA ramps, and a mini roundabout, will offer safer pathways for pedestrians, particularly older for adults and those with disabilities. Improved signage will aid individuals with limited English proficiency, ensuring easier access to transit services. Moreover, by promoting transit-oriented development and better transit access, the project will enhance mobility and connectivity for people of color, addressing historical disparities and fostering equitable transportation outcomes.

Criteria: Outreach and Displacement

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

   The public outreach process for the development of the NE 85th Street Station Area Plan in Kirkland was extensive and inclusive, guided by the city's commitment to equity and community engagement. Utilizing King County's Equity Impact Review (EIR) process, Kirkland aimed to engage all stakeholders affected by the project. Various demographic groups and stakeholders were identified, including residents within the station area, older adults, renters, people with limited English proficiency, people of color, youth, low-income households, households with poor digital access, large property owners, businesses, transit riders, bicyclists, pedestrians, private sector employees, teachers, public employees, public agencies, tribes, Kirkland boards and commissions, and city departments. Outreach efforts included leveraging neighborhood associations, social media platforms, community events, and advocacy organizations to ensure broad participation. Translation and interpretation services were provided to accommodate non-English speakers, and digital engagement methods were designed to be accessible via mobile devices.

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

   The outreach process significantly influenced the development of the NE 85th Street Station Area Plan across various aspects, including location, scope, design, and timing. Input received from stakeholders informed decisions regarding land use, community character, economic development, and transportation in the area surrounding the station. Feedback from residents within the station area prioritized pedestrian safety enhancements and transit access improvements, while engagement with renters and low-income households highlighted the need for affordable housing options. Input from businesses and large property owners informed decisions regarding economic development strategies and infrastructure investments. Overall, the inclusive outreach process ensured that the NE 85th

Street Station Area Plan reflected the diverse needs and priorities of the community, resulting in a comprehensive and impactful planning outcome.

3. **Identify topology of location**

   According to PSRC's Housing Opportunities by Place (HOP) tool, the project serves areas of high displacement risk / lower opportunity, which falls under the 'Increase Access to Single Family Neighborhoods' typology. Kirkland employs strategies aimed at reducing the risk of displacement in single-family neighborhoods. These strategies include implementing policies and programs focused on preserving and expanding affordable housing options, promoting inclusive zoning practices to allow for a diverse mix of housing types, advocating for tenant protections and anti-displacement measures, providing opportunities for additional densities on lots that retain existing single-family homes, and fostering community engagement to ensure that the needs and concerns of residents are adequately addressed.

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

   Reducing parking minimums are also a priority for City Council and is reflected in Kirkland's 2044 Comprehensive Plan update's study issues for the Land Use Element, "Reducing and/or restructuring parking standards", is part of the 2022-2024 Planning Work Program (see Topic 23), and is reflected in existing Land Use Policy LU-3.7: Consider reducing minimum parking requirements in the Zoning Code in walkable areas with convenient shops, services and good transit service. Parking reform has already taken place in recent zoning code amendments for the NE 85th Street Station Area and Bridle Trails Neighborhood Center.

Criteria: Safety and Security

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

   A mini roundabout is a FHWA Proven Safety Countermeasure that provides a traffic-calming benefit and reduces modal conflicts to improve multimodal safety. Mini roundabouts have been proven effective in reducing the frequency and severity of crashes compared to traditional intersections, as they slow down vehicle speeds and improve traffic flow by promoting continuous movement. Furthermore, the addition of sidewalks, ADA ramps, and enhanced pedestrian crossings directly aligns with FHWA's recommendation to improve facilities for pedestrian safety and comfort. These enhancements create safer pathways for pedestrians, reducing the risk of accidents and injuries. By incorporating these proven countermeasures, the project not only enhances safety for vulnerable road users but also contributes to overall traffic safety and security in the area.

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

   By focusing on improving safe connections to transit, the project aims to mitigate safety concerns and remove barriers to mobility faced by these communities. Firstly, the installation of sidewalks, ADA ramps, and a mini roundabout at the intersection of NE 87th St and 116th Ave NE will significantly enhance pedestrian safety. This is particularly beneficial for communities in the EFAs, as it will provide safer pathways for pedestrians, reducing the risk of accidents and injuries, especially for older adults and individuals with disabilities. Furthermore, improved signage and infrastructure will enhance safety by providing clearer guidance and directions for pedestrians and transit users, including those with limited English proficiency. By addressing language barriers and improving accessibility to transit services, the project will ensure that members of EFAs can navigate transportation systems more safely and confidently. Additionally, the project's focus on promoting transit-oriented development and increasing access to public transportation will contribute to overall safety by reducing reliance on single-occupancy vehicles and mitigating traffic congestion. This benefits communities in EFAs by providing alternative, safer transportation options and reducing the risk of accidents and collisions on roadways.

3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**
   Kirkland's Vision Zero Action Plan underscores our commitment to prioritizing safe street design and operations throughout the city. This action plan sets forth objectives aimed at enhancing pedestrian and bicycle safety, including the expansion of pedestrian and bicycle networks and the implementation of best practices in the design of intersections and crosswalks. By adhering to the principles outlined in the Vision Zero Action Plan, our project development process is informed by a strong focus on safety. We prioritize the integration of safety features into our project designs, such as dedicated pedestrian and bicycle facilities, improved intersection layouts, and enhanced crosswalks. Additionally, we consider data-driven insights and best practices recommended by the Vision Zero Action Plan to ensure that our projects effectively address safety concerns and contribute to the overarching goal of eliminating traffic-related fatalities and serious injuries in Kirkland.
4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**
   Kirkland is dedicated to adhering to the forthcoming guidance and implementing plans under the Safe System Approach to mitigate fatalities and serious injuries. Our current Vision Zero Action Plan, rooted in the Safe Systems Approach, is focused on enhancing road safety and minimizing accidents resulting in fatalities and serious injuries in our community. Additionally, the City of Kirkland was recently awarded a USDOT 2023 Safer Streets and Roads for All (SS4A) planning grant, which will enable a citywide safety study in the coming year to perform more comprehensive crash data analysis, speed study, and near-miss analysis. Finally, in 2024 Kirkland is undertaking a speed limit policy update to help promote safer operating speeds within the City with the goal of reducing fatal and serious injury crashes in alignment with the Safe System Approach.

Criteria: Air Quality and Climate Change

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

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
   This is an intersection project with approximately 400 feet of sidewalk gap infill.
2. **What is the average daily traffic before the project?**
   The average annual daily traffic count in 2022 was 3,788. Additional trips are anticipated as a result of the STRIDE BRT project, anticipated to be completed in 2027.
3. **What is the average daily traffic after the project?**
   Unknown.
4. **What is the average speed before the project?**
   The 85th percentile speed from 2018 was measured to be 27.5 MPH.
5. **What is the average speed after the project?**
   Mini roundabouts are proven to reduce vehicle entry speed through curved geometry, and the project is anticipated to have an entry design speed of 20 MPH or less.
6. **What is the level of service before the project?**
   N/A
7. **What is the level of service after the project?**
   N/A
8. **What are the existing number of lanes (total, both directions)?**
   Two
9. **How many lanes are being added (total, both directions)?**
   Zero

10. **How many intersections are along the length of the project?**
    One
11. **How many intersections are being improved?**
    One
12. **What is the percentage of freight truck traffic on the facility?**
    Unknown.
13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
    The project will construct sidewalks and encourage mode shift to reduce VMT.
14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    City of Kirkland 2022 Citywide Traffic Count Program and 2018 Neighborhood Traffic Control Program study.
15. **What is the average daily transit ridership along the corridor?**
    Please utilize regional default data.
16. **How many daily peak period transit trips service the corridor?**
    Please utilize regional default data.
17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
    Please utilize regional default data.
18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
    Please utilize regional default data.
19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    Please utilize regional default data.
20. **What are the ITS improvements being provided?**
    N/A
21. **What is the expected improvement to average vehicle delay?**
    N/A
22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    N/A

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   a. Mini roundabout for intersection control, with curved geometry to provide traffic calming for safety and improved operations.
   b. Striped markings for lane delineation and guidance.
   c. Signage indicating directions and traffic rules.
   d. Curb enhancements for delineating pedestrian zones.
   e. Stormwater improvements with associated new curb and gutter to keep standing water off of streets and sidewalks.
   f. Landscape restoration to create a comfortable environment for all modes.
   g. Sidewalk construction for pedestrian pathways.
   h. ADA ramps for accessibility compliance.
   i. Connection to pedestrian pathway on the southeast corner for direct access to transit stops.
2. **What is the length of the proposed facility?**
   This is an intersection project with approximately 400 feet of sidewalk gap infill.
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   There are no existing bicycle facilities. This project will infill sidewalk gaps to connect to the future STRIDE BRT station, local Metro stops on NE 85th St and the Cross Kirkland Corridor which is a shared bicycle/pedestrian regional trail.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Please utilize regional default data.
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Please utilize regional default data.
6. **What is the average bicycle trip length?**
   Please utilize regional default data.
7. **What is the average pedestrian trip length?**
   Please utilize regional default data.
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   Please utilize regional default data.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   December 2028
2. **Total project cost**
   $2,111,000.00

Funding Documentation

1. **Documents**
   2023-2028_CIP_Update_Adopted_Dec_2023.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   This project is included in the City's adopted 2023-2028 CIP update under NMC1010000 (SAP scope P3). The project is funded through Station Area Plan (SAP) mechanisms, which may include revenue from developers, Tax Increment Financing (TIF) or grants. The project is a high priority and required element to serve the pick-up/drop-off (PUDO) for the future Sound Transit STRIDE bus rapid transit (BRT) station at NE 85th St, in process and anticipated to be complete by January 2027. Should SAP revenue become unavailable to fund this project, REET reserves are available to fully fund the local funding and will be formalized in the upcoming 2025-2030 CIP development process in 2024.

Phase	Year	Alternate Year	Amount
construction	2028		$1,378,400.00

Total Request: $1,378,400.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	$287,000.00
		$287,000.00

Expected year of completion for this phase: 2026

ROW

Funding Source	Secured/Unsecured	Amount

Local	Reasonably Expected	$101,000.00
		$101,000.00

Expected year of completion for this phase: 2027

Construction

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	$1,378,400.00
Local	Reasonably Expected	$344,600.00
		$1,723,000.00

Expected year of completion for this phase: 2028

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   June 2025
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   No
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   N/A
7. **When are preliminary plans expected to be complete?**
   March 2026

Project Readiness: NEPA

1. **Documents**
   2023-2028_CIP_Update_Adopted_Dec_2023.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   This project is included in the City's adopted 2023-2028 CIP update under NMC1010000 (SAP scope P3). The project is funded through Station Area Plan (SAP) mechanisms, which may include revenue from developers, Tax Increment Financing (TIF) or grants. The project is a high priority and required element to serve the pick-up/drop-off (PUDO) for the future Sound Transit STRIDE bus rapid transit (BRT) station at NE 85th St, in process and anticipated to be complete by January 2027. Should SAP revenue become unavailable to fund this project, REET reserves are available to fully fund the local funding and will be formalized in the upcoming 2025-2030 CIP development process in 2024.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   January 2026

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   August 2027
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   This project includes installation of a small roundabout, sidewalks, and pedestrian path to a transit station. The installation of these facilities will require some right of way to be acquired. The amount of needed right of way will be determined during the preliminary phase of the project.
5. **What is the zoning in the project area?**
   Medium Density Residential
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   ROW completion date given above provides enough time for condemnation, if needed. However, condemnation is unlikely for the potential small area of ROW needed.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   Preliminary Engineering of this project has not started yet. The outcome of the design will determine whether any ROW/amount of ROW is needed for this project.

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
   No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   December 2026

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   January 2026
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   August 2027
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   This project includes installation of a small roundabout, sidewalks, and pedestrian path to a transit station. The installation of these facilities will require some right of way to be acquired. The amount of needed right of way will be determined during the preliminary phase of the project.
5. **What is the zoning in the project area?**
   Medium Density Residential

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   ROW completion date given above provides enough time for condemnation, if needed. However, condemnation is unlikely for the potential small area of ROW needed.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   Preliminary Engineering of this project has not started yet. The outcome of the design will determine whether any ROW/amount of ROW is needed for this project.

Project Readiness: Construction

1. **Are funds being requested for construction?**
   Yes
2. **Do you have an engineer's estimate?**
   No
3. **Engineers estimate document**
   N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   This project will place a roundabout on the currently existing roadway surface. We expect that this project will be under the categorically exempt level of environmental documentation under the National Environmental Policy Act (NEPA).
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   No
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   October 2027
7. **When is the project scheduled to go to ad (month and year)?**
   February 2028

116th Ave NE & NE 87th St Intersection Improvement: Project Context at NE 85th St & I-405 Interchange

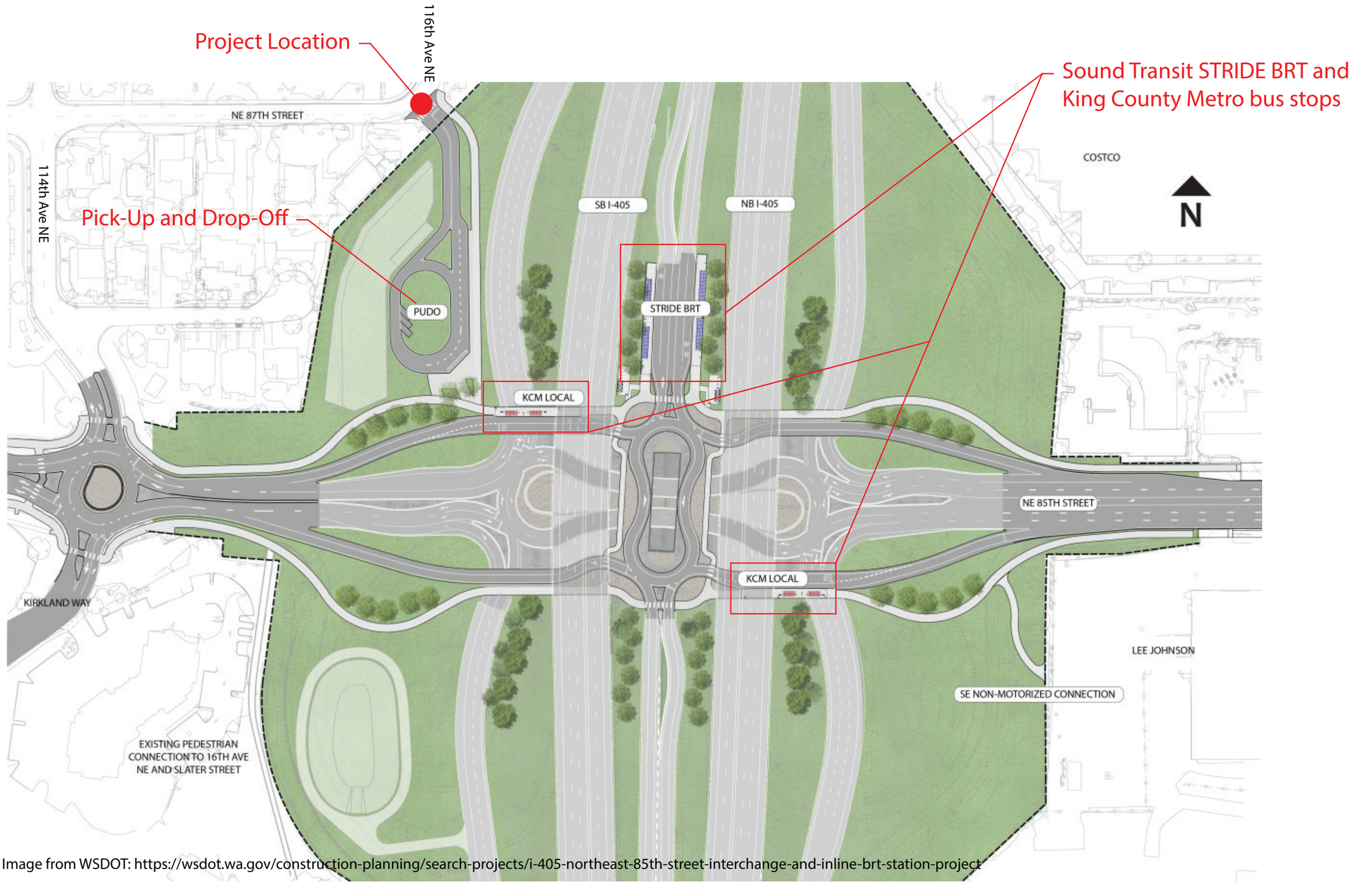

Image from WSDOT: https://wsdot.wa.gov/construction-planning/search-projects/i-405-northeast-85th-street-interchange-and-inline-brt-station-project

Compact Roundabouts

NE 87th St and 116th Ave NE

- Slows vehicle speeds on turning roadway with grades
- Considers added vehicle volumes as third intersection leg for access to pick-up/drop-off

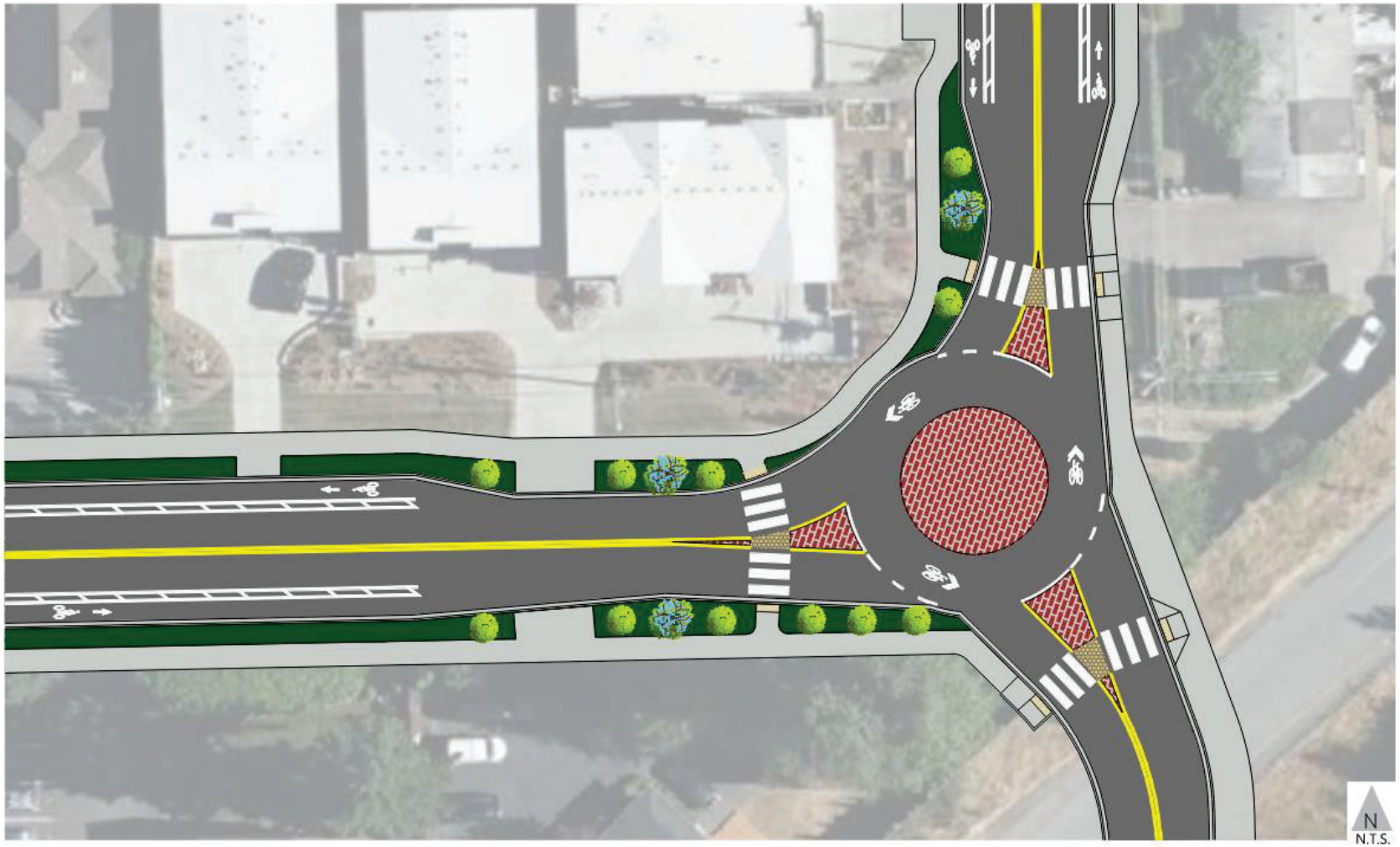

Figure 1

KIRKLAND 85TH STATION AREA PLAN
NE 87TH STREET / 116TH AVENUE NE
CONCEPTUAL DESIGN

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

City of Kirkland
2023-2028 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

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

City of Kirkland
2023-2028 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

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

Notes

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

Italics = Modification in timing and/or project cost

Bold = New projects

+ = moved from unfunded status to funded status