Funding Application

Competition: Regional FHWA
Application Type: Corridors Serving Centers
Status: submitted
Submitted: March 9th, 2020 6:16 PM
Prepopulated with screening form? No

Project Information
1. Project Title
   108th Avenue NE Transit Queue Jumps - Phases 1 & 2
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
   Kimberly Scrivner
2. Contact phone
   425-587-3871
3. Contact email
   kscrivner@kirklandwa.gov

Project Description
1. Project Scope
   Widen the roadway to add a northbound bus lane on 108th Ave NE. Phase 1 is just north of NE 62nd St to just north of NE 68th St and Phase 2 is north of NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE. Upgrade traffic signal timing and/or add transit signal priority at the NE 60th St and at the existing at NE 68th St / 108th Ave NE signals. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with new bicycle and pedestrian facilities.

2. Project Justification, Need, or Purpose
   108th Ave NE provides a critical transit connection on one of the new north/south corridors in Kirkland. Currently, 108th Ave NE hosts Metro’s 255 route connecting the Totem Lake regional center and downtown Kirkland to the South Kirkland P&R to downtown Seattle. In 2025, Metro will bringing the RapidRide K-line project on-line which will connect the downtown Bellevue regional center to the Totem Lake regional center using this corridor. Today, the 255 carries 1,500 to 1,800 riders per day but the afternoon peaks experience significant delay. The northbound back-up south of NE 68th St queues measure at 1.25 miles long or roughly 250 cars long. These queue jumps will support these frequent transit routes while providing significant benefit to transit speed and reliability along this corridor.

Project Location
1. Project Location
   108th Avenue NE
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 53rd St
4. Crossroad/landmark nearest the end of the project
   NE 68th St
Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?
   - Yes

2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.
   - The project is listed in the Capital Improvement Program (CIP) as projects PTC 00400 and PTC 00500. It was also adopted in Kirkland’s Transit Implementation Plan (KTIP) as one of the top 9 projects. The KTIP is a Council-approved plan. This can be found on page 22 of the document which can be found on the City’s webpage.
   - https://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/Kirkland+Transit+Implementation+Plan+-+Final.pdf

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.
   - N/A

Federal Functional Classification

1. Functional class name
   - 16 Urban Minor Arterial

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 108th Ave NE Queue Jumps is on a corridor that serves two centers. It improves the speed and reliability for transit connectivity between the Bellevue and Totem Lake Regional Centers, as well as connecting to downtown Kirkland where the City is working toward designating downtown Kirkland as a regional growth center.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
   - The transit queue jumps support transit speed and reliability on the 108th Ave NE corridor which currently carries Metro route 255 which is Metro’s highest ridership route on the Eastside connecting Totem Lake to Downtown Seattle. By the time this project is implemented, Metro’s new RapidRide K-line route will be carrying passengers between Totem Lake and Downtown Bellevue. For the RapidRide K-line to be successful, speed and reliability along this corridor will be critical for this service. This project is part of a package of projects that Kirkland is implementing to improve speed and reliability along the entire corridor within Kirkland’s jurisdiction from the South Kirkland Park and Ride to Totem Lake.

   - The Totem Lake Urban Center hosts 32% of Kirkland’s current employment including Kirkland Hospital’s largest and Medical Center, and is expected to receive an additional 26% share of Kirkland’s of new employment growth by 2040. Totem Lake is also expected to receive 30% of Kirkland’s share of new homes by 2040.
   - Kirkland’s Land Use policies include a goal (Goal LU-3) to provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services. Likewise, the goals for the Totem Lake Urban Center include striving to achieve a mode share of 60% peak period of non-single occupancy trips (TL-12), to support transportation demand management and improve transit facilities and services (TL-14) and to support and promote and improved transit system and access to transit hubs (TL-15). Supporting transit speed and reliability for frequent transit service serving this center supports the goals in Kirkland’s Comprehensive Plan.

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
   - The completed project will serve all modes by providing sidewalks, bike facilities, two vehicle lanes, a center turn and two new sections of northbound transit queue jump lane improving transit travel time.

   - Rapid Ride K-line will connect to East Link Light Rail in Bellevue and the I-405 Stride BRT at NE 85th St station and in Totem Lake. The bicycle facilities already on 108th Ave NE will be re-designed to put a protected bicycle lane behind the bus-stops. The added signal at NE 60th St will also improve the pedestrian crossing at that location.

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
   - 108th Ave NE/6th St Corridor directly serves major employment hubs such as the Google Campus and the Kirkland Urban site downtown. The 108th Ave NE Corridor also serves students at Northwest University, connects people to the recreational and transportation benefits of the Cross Kirkland Corridor (CKC) trail and also serves downtown Kirkland which hosts the waterfront, restaurants, the library, parks, the Peter Kirk swimming pool, the Kirkland Performance Center, the Teen Union Building and the Heathman Hotel. Downtown also has senior housing and the Senior Center. All of these amenities are within a mile or less.
of the queue jumps and are directly served by transit. People accessing these amenities would benefit from the speed and reliability this project provides. In addition, the 108th Ave NE corridor connects directly to the South Kirkland P&R which serves primarily commuters headed to downtown Seattle and Bellevue.

Also served by K-line are Bellevue College, Evergreen and Overlake Hospitals, Symetra Financial Center, Microsoft and Amazon which is rapidly expanding in downtown Bellevue. This is in addition to the retail and housing at each of the regional growth centers this project will serve by supporting the K-line.

4. **Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.**

   Currently, Totem Lake houses 24.1% of Kirkland’s foreign-born residences and of the four census tracts that touch the Totem Lake Urban Center, the average minority population is 28%. The RapidRide K-line also connects moderately high Opportunity Areas to the high opportunity area in Totem Lake and the very high Opportunity Area in Bellevue.

   The K-line project directly serves affordable housing in Totem Lake and at S. Kirkland P&R, Boys and Girls Club, Kirkland Shelter for Families and Women, Eastside Men’s Shelter, Senior Housing and the Senior Center. The transit queue jump project improves the roadway capacity for safe and affordable transportation options for the population groups with the highest need for affordable transportation options.

5. **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.**

   108th Ave NE/6th St Corridor directly serves major employment hubs such as the Google Campus which is expected to double their employment with new development already underway and the Kirkland Urban site downtown which is expected to bring over 2,000 new employees to downtown Kirkland. The K-line will connect Bellevue and Totem Lake Regional Centers, both of which are seeing rapid employment growth.

   The Totem Lake Urban Center hosts 32% of Kirkland’s current employment including Kirkland’s largest employer, Evergreen Hospital and Medical Center, and is expected to receive an additional 26% share of Kirkland’s of new employment growth by 2040.

   Improving transit frequency will improve travel efficiency; thereby, making it more attractive for recruitment, expansion and retention.

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow.**

   Describe the problem and how this project will remedy it.

   The 108th Ave NE Transit queue jump project will add an additional traffic signal which will be connected to existing ITS network and transit signal priority will be implemented as needed. Improved transit speed and reliability through this highly congested corridor makes it a more attractive travel option for the CTR affected employers along the corridor.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

   There are relatively few north/ south connections through Kirkland that act as an alternative to I-405. Transit queue jumps provide a bypass for the K-Line around significant northbound delay particularly during the PM peak period, linking the Bellevue, Kirkland and Totem Lake Transit Centers. Kirkland analysis and public engagement process concluded that the 108th Ave NE/6th St Corridor was the preferred corridor for the K-line.

3. **Describe how the project fills in a missing link or removes barriers to/from a center.**

   The queue jumps will improve transit travel times and reliability, thus removing barriers of entry for transit riders while providing incentives for people to take transit as buses ‘skip the line’ of significant back-ups during peak hours. K-line provides direct access between Totem Lake and Bellevue College that currently does not exist today.

4. **Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.**

   Currently, the 108th/6th corridor hosts the 255 - Kirkland's frequent service between Totem Lake and downtown Seattle. 108th/6th corridor is highly congested during peak morning and evening hours. Queue jump improvements is estimated to improve bus trips by 80 seconds between NE 98th and 9th Street or 4 bus trips per peak hour. According to a Transit Cooperative Research Program (TCRP) report (118), queue jumps can improve travel time for buses through intersections by a 5 – 15%. Another transit queue jump installed in Kirkland on 98th Avenue (also serving the 255) has seen 24% travel time savings (according to Metro). On 108th Ave NE, there will be two queue jumps, one of which is will have a dedicated transit only lane slightly longer than the one on 98th Ave. The northbound peak-hour back-up on NE 108th Ave south of NE 68th St measures at 1.25 miles or roughly 250 cars longer than what was experienced on 98th Ave so the travel time savings is expected to be even higher at the 108th Ave NE location.

5. **Describe how this project addresses safety and security.**

   Currently, the configuration of the roadway has two-travel lanes and a two-way left turn lane. As buses stop, cars often use the two-way left turn lane to overtake the buses. A dedicated transit lane will decrease drivers use of two-way left turn lane to pass buses at stops, thereby reducing collisions. There have been pedestrian and/ or bicycle collisions along the project length in the last 5 years. While none were serious or fatal, they were severe enough to warrant a police report. Improved bicycling facilities and placing them behind the bus-stops will enhance comfort and safety at these locations and reduce interactions between bicyclists and transit vehicles. The added signal at 60th will enhance this crossing for pedestrians.
6. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

Transit queue jumps improve K-line service, which connects to Evergreen and Overlake Hospitals/medical districts. Additionally, this corridor is one of the few direct north/south corridors in Kirkland and provides a critical bicycle connection. Improving the safety and comfort of the bike facilities and reducing the interaction between bikes and buses will provide significant improvement for those people on bikes. The bus stop just north of this project is being improved by the Google expansion and will also include bike lanes behind the bus stop which is just adjacent to a connection to the Cross Kirkland Corridor. These quality bicycle facilities connecting directly to the CKC provide an added benefit for people to want to access the CKC.

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.

Bicycle and Pedestrian Facilities, Other

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

Currently, 108th Ave NE is a three-lane cross-section with two travel lanes, a middle continuous left turn lane with bike lanes and sidewalks. This project will add a northbound transit only lane (BAT lane) in two sections totaling just over 3,000 feet of an additional transit only lane. The project will also reconfigure the bike lanes to place them behind the bus stops and add a signal at NE 60th St. The project will also include transit signal improvements.

2. What is the length of the proposed facility?
3,200 ft

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

The project will reconfigure the sidewalk and bike lane bringing the bike lane to the sidewalk level adding greater separation while bringing it behind the bus stops. The signal at NE 60th St will also improve the pedestrian crossing at this location. The project will also facilitate the bike lane as it passes through the major intersections with dedicated space so bikes do not have to mix with traffic through the intersection. As this project supports the speed and reliability for the RapidRide K-line, the enhanced bike facilities connect people to this line while making it safer for them to ride along the corridor while minimizing the interaction with buses.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

N/A

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

N/A

6. What is the average bicycle trip length?
3,200 ft

7. What is the average pedestrian trip length?
3,200 ft

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.)

For now, we’d like to use the PSRC defaults. This data may get updated prior to PSRC’s final submission date for this application.

Air Quality and Climate Change: Other

1. You selected “other” as an emissions-related element in your project’s scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.

This would include transit only lanes (BAT lanes) as well as Transit signal priority.

2. For CMAQ projects, PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.

N/A

3. Useful life document
N/A

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?
STP

2. Has this project received PSRC funds previously?
No

3. If yes, please provide the project’s PSRC TIP ID
N/A
Total Request: $2,000,000.00

Total Estimated Project Cost and Schedule

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Total Estimated Project Cost and Schedule: $2,500,000.00

Expected year of completion for this phase: 2024

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Total Estimated Project Cost and Schedule: $2,439,800.00

Expected year of completion for this phase: 2025

Construction

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Total Estimated Project Cost and Schedule: $7,244,000.00

Expected year of completion for this phase: 2027

Summary

1. Estimated project completion date: 2027
2. Total project cost: $12,183,800.00

Funding Documentation

1. Documents

2. Please enter your description of your financial documentation in the text box below.
   CIP Project Sheets

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering? Yes
2. What is the actual or estimated start date for preliminary engineering/design? N/A
3. Is preliminary engineering complete? N/A
4. What was the date of completion (month and year)? N/A
5. Have preliminary plans been submitted to WSDOT for approval? N/A
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? N/A

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   The design elements of placing the bike lanes behind the bus stop at the sidewalk level is unique to Kirkland. As part of this, Kirkland plans to design this project that will facilitate this bike lane through the intersections so that bikes do not have to mix with traffic at intersections.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**
   Kirkland conducted a 6th St Corridor Study. 108th Ave NE turns into 6th St and this corridor study looked at the 108th Ave NE / 6th St Corridor. We also have been working closely with Metro on the RapidRike K-line and have received some data from their analysis as well.

4. **Final documents**
   N/A
CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2019 TO 2024

PROJECT # PTC0040000
DEPARTMENT Public Works
DEPARTMENT CONTACT Rod Steitzer

PROJECT TITLE 108TH AVENUE NE TRANSIT QUEUE JUMP PHASE I
PROJECT LOCATION 108th Avenue NE, NE 62nd Street to NE 68th Street
PROJECT STATUS Existing Project

DESCRIPTION/JUSTIFICATION
Widen roadway and add northbound bus lane on 108th Ave NE, from north of NE 62nd Street to north of NE 68th Street. Replace bicycle lane and sidewalk on the east side of 108th Ave NE with a sidewalk and cycle track or multipurpose non-motorized pathway. Add new curb ramps for pedestrians and bicycles. Short retaining walls required for widening in places. Modify traffic signal system at NE 68th Street / 108th Ave NE to accommodate new northbound bus lane. Coordinate with terminus with 108th Avenue NE Transit Queue Jump Phase II (PTC0060000).

REASON FOR MODIFICATION (WHERE APPLICABLE)

METHOD OF FINANCING (%)

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CAPITAL COSTS

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### CRITERIA

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<td>Amount of public disruption and inconvenience caused</td>
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<td>Community economic impacts</td>
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<tr>
<td>Health and safety, environmental, aesthetic, or social effects</td>
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<td>Responds to an urgent need or opportunity</td>
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<td>Feasibility, including public support and project readiness</td>
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<td>Conforms to legal or contractual obligations</td>
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<td>Responds to state and/or federal mandate</td>
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<td>Benefits to other capital projects</td>
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<tr>
<td>Implications of deferring the project</td>
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### CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN

Name of Neighborhood(s) in which located:  *Central Houghton, Everest*

Is there a specific reference to this project or land use in the immediate vicinity?

How does the project conform to such references?

Attachments (Specify)

### LEVEL OF SERVICE IMPACT

- [X] Project provides new capacity. Amount of new capacity provided: 20%
- [ ] Project assists in meeting/maintaining adopted level of service.
- [ ] Project required to meet concurrency standards.
CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2019 TO 2024

PROJECT # PTC0050000
DEPARTMENT Public Works
DEPARTMENT CONTACT Rod Steitzer

PROJECT TITLE 108TH AVENUE NE TRANSIT QUEUE JUMP - PHASE II
PROJECT LOCATION 108th Avenue NE, NE 53rd Street to NE 60th Street
PROJECT START 2022
PROJECT STATUS Existing Project

DESCRIPTION/JUSTIFICATION
Widen roadway and added northbound bus lane on 108th Ave NE, from north of NE 53rd Street to just north of NE 60th Street. Replace bicycle lane and sidewalk on the east side of 108th Ave NE with a sidewalk and cycle track or multipurpose non-motorized pathway. New fully functioning traffic signal system at NE 60th Street / 108th Ave NE with APS, video detection, CCTV camera and ITS capabilities. Add new curb ramps for pedestrians and bicycles. Short retaining walls required for widening in places. Coordinate north terminus with 108th Avenue NE Transit Queue Jump Phase I (PTC0040000).

REASON FOR MODIFICATION (WHERE APPLICABLE)

METHOD OF FINANCING (%)

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</table>
### Project Title

108TH AVENUE NE TRANSIT QUEUE JUMP - PHASE II

### Criteria

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount of public disruption and inconvenience caused</td>
<td>Pedestrian and vehicle traffic disruption during construction of individual projects.</td>
</tr>
<tr>
<td>Community economic impacts</td>
<td>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</td>
</tr>
<tr>
<td>Health and safety, environmental, aesthetic, or social effects</td>
<td>Congestion resulting from inadequate transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</td>
</tr>
<tr>
<td>Responds to an urgent need or opportunity</td>
<td>Intended to meet the multi-modal level of service as set forth in the Transportation Master Plan. Possible partnership with King County Metro on funding.</td>
</tr>
<tr>
<td>Feasibility, including public support and project readiness</td>
<td>Community support for traffic mitigation and improved mobility.</td>
</tr>
<tr>
<td>Conforms to legal or contractual obligations</td>
<td>Will be designed and constructed per professional and legal standards and guidelines.</td>
</tr>
<tr>
<td>Responds to state and/or federal mandate</td>
<td>N/A</td>
</tr>
<tr>
<td>Benefits to other capital projects</td>
<td>Complements other projects coming out of the 6th Street S. Corridor Study</td>
</tr>
<tr>
<td>Implications of deferring the project</td>
<td>Delays completion of the Transportation Network.</td>
</tr>
</tbody>
</table>

### Conformance with Adopted Comprehensive Plan

- Name of Neighborhood(s) in which located: Central Houghton, Everest
- Is there a specific reference to this project or land use in the immediate vicinity? □
- How does the project conform to such references? Attachments □ (Specify)

### Level of Service Impacts

- Project provides no new capacity (repair, replacement or renovation). □
- Project provides new capacity. Amount of new capacity provided: 20% □
- Project assists in meeting/maintaining adopted level of service. □
- Project required to meet concurrency standards. □
KIRKLAND
108th Ave NE
Transit Queue Jumps

Transit Queue Jumps - Project Extents:
108th Ave NE - NE 53rd to NE 60th St
108th Ave NE - NE 62nd to NE 68th St

Legend
- Transit Queue Jumps
- RapidRide K-Line
- Regional Centers
- Local Commercial Areas

© Author: Name In Map Doc Properties
Name: TransitQueueJumps
Date Saved: 2/4/2020 5:59:54 PM