



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: George Minassian, P.E., Project Engineer
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: August 20, 2015

Subject: NE 85TH STREET OVERLAY PROJECT – APPROVE CHANNELIZATION PLAN

RECOMMENDATION:

Staff recommends that the City Council take the following actions:

- Approve the current channelization plan for the 85th Street Corridor, and
- Review and approve a budget increase based on the on the bid price received from the lowest responsive contractor.

Following a presentation on these topics during the September 1 meeting, staff recommends that City Council approve the staff recommended channelization plan for the Corridor and budget increase by motion.

BACKGROUND DISCUSSION:

The final element of the NE 85th Street Corridor Improvement Project (Attachment A) is the NE 85th Street Overlay Project (Project) that is currently scheduled to begin in late summer and to be completed in early fall, 2015. The Project includes the final overlay of asphalt paving, together with the installation of new paint striping and channelization improvements.

In the August 3, 2015 meeting, City Council received an overall NE 85th Street Corridor Improvement Project update and approved the acceleration of this final phase, consisting of the overlay work, by pre-authorizing the City Manager to enter into a construction contract with the overlay contractor. As noted in the August 3 Agenda Memo, with a successful bid process and "cooperative" weather, all phases of the Corridor improvements, including the subject Project could be fully completed in October.

Channelization

As per the NE 85th Street Sub-Area Plan chapter of the Kirkland Comprehensive Plan, City Council is required to approve the final roadway channelization plan (i.e., lane striping, median islands, c-curb locations, etc.) for NE 85th Street, where changes are being planned. Through the design process, quite a few iterations of various corridor channelization enhancements were

analyzed and evaluated for eventual incorporation into the final NE 85th Street Overlay Project plans and specifications.

A primary objective of a very early NE 85th Corridor Study was to design and construct median islands as a means of corridor beautification and to implement access control measures for improving traffic and pedestrian safety and traffic flow in support of transit and for efficient travel. Also recommended and considered for implementation through the overall NE 85th Street Corridor Project design and right-of-way acquisition phases was driveway consolidation and the elimination of substandard driveways.

At the end of the design and property acquisition phases however, the project team was unsuccessful in its attempts to develop a substantive median island plan that was acceptable to the businesses along NE 85th Street, with only two planted median islands near 124th Avenue NE being deemed feasible. During those early phases, the team was also unable to convince business owners to consolidate driveways between properties. The one remaining viable option for access control throughout the Corridor is through the installation of concrete curbing (of a type known as "c-curb") on the paved street surface to be completed as part of the final overlay phase. The recommended channelization enhancements were designed following the City's Driveway Policy - R-4, of the Kirkland Public Works Pre-Approved Plans (Attachment B).

The design for corridor safety and traffic flow also included an analysis of crash data as well as level of service and queue lengths throughout the corridor. The two tables, 1 and 2 below, provide a summary of that analysis at key locations throughout the Corridor. Table 1 shows the number of crashes between 124th Ave NE and 132nd Ave NE to be higher than Kirkland's city-wide average for other 5-lane roadways, while Table 2 shows the average peak period queue length of 294 feet for the A.M. west-bound direction and 388 feet for the P.M. east-bound direction.

Table 1 – NE 85th Street Crash Summary (2005-2014) at Key Intersections

Location on NE 85 th St between	Number of Crashes crashes per million vehicles per mile
124 th Ave NE and 126 th Ave	5.6
126 th Ave NE and 128 th Ave	6.8
128 th Ave NE and 132 nd Ave	4.4

* An estimate of the average crash rate for a 5-lane road in Kirkland is 3.7 crashes per million vehicles per year, including NE 85th Street.

Table 2 – NE 85th Street Level of Service (LOS) at Key Intersections

Intersection	Level of Service (Seconds/per vehicle)		East Bound Queue feet		West Bound Queue feet	
	AM peak	PM peak	AM peak	PM peak	AM peak	PM peak
128 th Ave NE & NE 85 th St	C (23.5)	B (13.5)	508	404	NS	NS
132 nd Ave NE & NE 85 th St	E (56.5)	E (67.2)	758	388*	294	533

* 132nd Ave NE & NE 85th St proposed east bound c-curb is 300 feet

In 2003, the University of Washington Transportation Center prepared a Study for the Washington State Transportation Commission and US Department of Transportation entitled *Interaction between the Roadway and Roadside – An Econometric Analysis of Design and Environmental Factors Affecting Segment Accident Rates*. In that report it was noted that, for a sample of 500 miles used to estimate traffic model coefficients, the statistics for the sample identified accident rates for various roadway types and the mean roadway accident rate was found to be 0.99 crashes per million vehicle miles. The Project's proposed c-curbing at these and all intersection locations are intended to minimize conflict points and potential crashes in an effort to bring down the average from what technically constitutes a "high-accident" corridor.

As a part of the design and property acquisition phases, staff and the City's hired consultants, met with individual property and business owners along the corridor to keep them informed on the planned changes and to work through individual concerns for access control to and from certain properties. Staff also presented the channelization to the Transportation Commission for concurrence, as well as to the City Council's Public Works, Parks and Human Services Committee. As a result of that iterative process, the following channelization changes have been incorporated into the Project plans and specification:

- NE 85th Street and 120th Avenue NE - Revised the length of the westbound left-turn pocket and modified the existing c-curbing; revised the crosswalk markings locations at the intersection.
- NE 85th Street and 122nd Avenue NE - Revised the length of the eastbound left-turn pocket and modified the existing c-curbing; revised crosswalk markings at the intersection and added a raised center median at westbound approach and eliminated the existing two-way left-turn lane.
- NE 85th Street and 124th Avenue NE – Included widening to allow for eastbound to northbound future dual left-turn movement; one eastbound to northbound travel lane will be striped. Added a raised center median at westbound approach, and eliminated the existing two-way left-turn lane and revised crosswalk markings at intersection.
- NE 85th Street and 126th Avenue NE - Added c-curbing along NE 85th Street; relocated stop bars on side street approaches.
- NE 85th Street and 128th Avenue NE - Revised the length of the eastbound left-turn pocket and modified the existing c-curbing; revised the crosswalk markings locations at the intersection.
- NE 85th Street and 131st Avenue NE - Added c-curbing on east side of intersection to extend eastbound left-turn pocket at 132nd Avenue NE.
- NE 85th Street and 132nd Avenue NE - Extended eastbound left-turn pocket; added northbound and southbound along bike lanes 132nd Avenue NE; extended northbound left-turn lane and added northbound right-turn and extended southbound left-turn lane and relocated southbound stop bar locations.

Public Outreach Update

To date, outreach on the NE 85th Street Corridor Improvement Project has included numerous open house meetings, meetings with neighborhood associations and the NE 85th Street Action Team, as well as business coffee group meetings through the Chamber of Commerce, and direct flyers, mailers and letters. The Project web page provides relevant, current information and email list-serv announcements are broadcast to those who have signed up for updates during all phases (design, right of way acquisition, undergrounding of the aerial utilities and the on-going surface improvements). In addition, semi-regular Construction Advisory Group (CAG) meetings have been held.

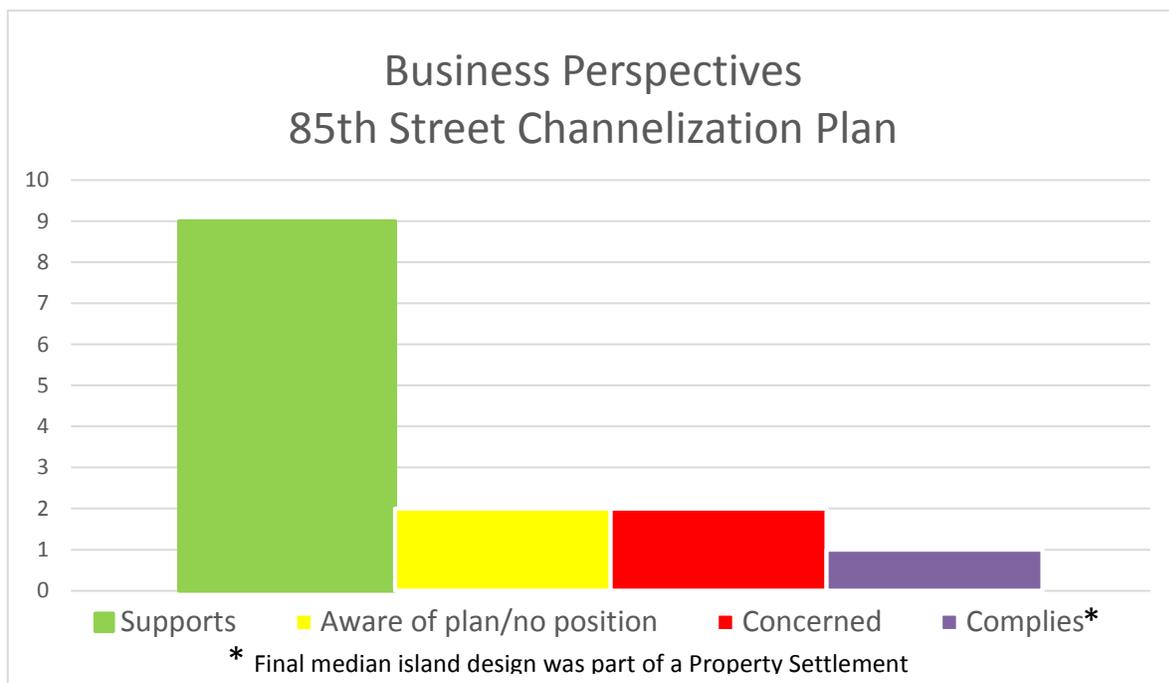
Of key interest to business, residential and project stakeholders has been the matter of overall impacts to the corridor, both during construction and after the project is finished. With approximately 95 parcels directly fronting the corridor, property information packets were segregated by priority of impact during the design and construction phases. The right-of-way negotiations to acquire new right-of-way and easements along the corridor took nearly five

years to complete and throughout those negotiations, property and business owners were kept apprised of the various design iterations leading up to the final improvements, including the current channelization plan.

Though the various phases, the majority of owner comments received have been related to driveway locations and access, the project's impacts on parking (where applicable) and business operations. The City's Economic Development Manager's office and the Business Retention Specialist have also been enlisted to assist in problem-solving with businesses where design reconfigurations were not possible. In all cases, staff has been sympathetic to business operations concerns and has accommodated requests to the fullest extent possible, while working to assure the goals of the Project are also met.

The current Channelization Plan overview (Attachment C), includes a total of 1,400 new linear feet of median islands/concrete c-curb (shown in blue on Attachment C). The previously existing 2,000 linear feet of c-curb is shown in red on Attachment C. The proposed new median islands and c-curb will result in changes for direct access to and from only a small percentage of the businesses along the one-mile long NE 85th Street corridor. The remaining businesses will experience no appreciable change to access over what existed prior to the on-going construction work.

The NE 85th Street Corridor Improvement Project has been one of the longest running Capital Improvement Project for the City. As such, there has been a certain percentage of turn-over in businesses and/or property owners. In order to update all business owners who will experience the proposed access changes, staff revisited the final channelization plan with a total of fourteen business owners or their on-site managers. Please see Attachment D for a summary of the business owners' positions and brief comments; below is a quick overview of the general results:



The proposed channelization plan is the culmination of extensive professional traffic engineering review, public outreach and input, and feedback from the Transportation Commission and the council's Public Works, Parks, and Human Services Committee. It is recommended that City Council approve the NE 85th Street Channelization Plan, fulfilling the requirements of the 85th Street Sub-Area Plan. If, after final implementation of the Channelization Plan, select changes are deemed appropriate by the Public Works Director, the channelization could be reconfigured. The method of construction specified for the concrete c-curb installation allows for modification at relatively low cost.

Project Bid Results and Funding Update

As presented to City Council in the June 16 and August 3, 2015 Project Update and Pre-Authorization of Award agenda items, the majority of the work on NE 85th Street Overlay Project is scheduled to be performed during the night. Adjustment of utility covers east of 126th Ave NE will be completed during daytime hours to minimize nighttime noise disturbance adjacent to this more heavily residential zone along the project alignment. At the time of the most recent update, staff alerted City Council that there was a possibility that perceived (or actual) night work factors, together with a paving schedule near the end of the construction season, could result in bids higher than currently estimated. As a result, and in order to avoid a substantial delay in the Project caused by a low bid that may be within an acceptable margin of the estimated contract amount, staff recommended, and City Council approved, the execution of a construction contract that is greater than the engineer's estimate, as long as it could be funded using existing budget capacity within Street Preservation Program funding.

As noted in the prior update, during the design, the geotechnical engineer on the Project design team had recommended that the City increase the extent of pavement repair area, and to increase the overlay thickness of the asphalt throughout the Corridor beyond the standard two inch overlay. Staff concurred with that recommendation given the high average daily traffic count of 44,000 trips per day along the Corridor and documented geotechnical conditions. The increased asphalt pavement depth and greater level of base repair will serve to increase the likelihood of the targeted 20-year pavement life for the mile-long Corridor. For the August 3 meeting, it was also stated that the increased pavement depth, when combined with added pavement repair areas, would likely result in an overall Project cost estimate increase on the order of \$250,000 to \$350,000.

On August 18, the City received four contractor bids for the NE 85th Street Overlay with the following results:

Contractor	Total of All Schedules
<i>Engineer's Estimate</i>	<i>\$1,407,302.58</i>
CEMEX	\$1,540,213.92
Lakeside Industries	\$1,669,365.30
Granite Construction	\$2,015,661.00
Watson Asphalt	\$2,068,697.54

As a result of the low bid received, the originally projected budget increase of \$250,000 to \$350,000 is now closer to \$500,000. As noted in the August 3 Pre-award memo, when the City Council awarded the 2015 Street Overlay Project in June of this year there was a surplus within that project's budget (estimated at \$332,600), as well as an additional surplus remaining in the 2014 Street Preservation Project (\$535,500) when City Council accepted the work on that same

August 3 meeting. In total, the known surplus for the 2014 Project plus the projected surplus for the 2015 Project totals close to \$868,000. As such, there is adequate Street Preservation funding available to support the current need for the NE 85th Street Overlay Project.

As a result, staff is recommending use of the available remaining Street Preservation funds to increase the NE 85th Street Overlay Project budget by \$500,000 (Attachment E). The resultant new Project budget would be as follows:

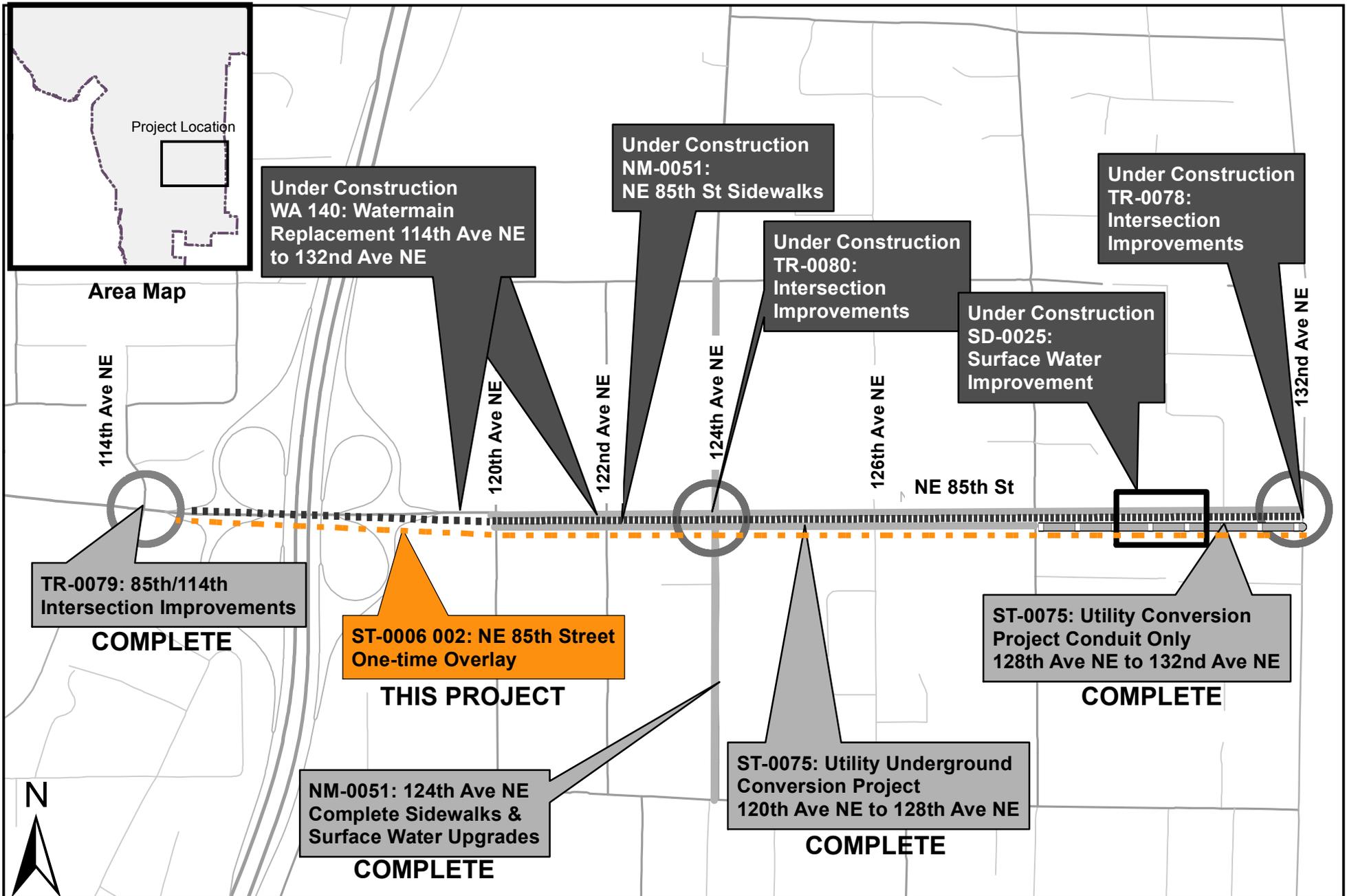
Table 2 – NE 85th Street Corridor Overlay Funding

Revenue Source	Amount
Federal Grant	\$1,099,700
State Grant	\$ 22,300
Original Local General Government Funds	\$ 347,000
Additional Street Preservation Funds (this memo)	\$500,000
TOTAL	\$1,969,000

Project Schedule Update

The subject Project's current fast-tracked construction schedule calls for an early to mid-September start with total project completion by mid-October, hopefully before the onset of adverse rain and cold weather. With City Council's approval of the NE 85th Street Channelization Plan and budget adjustment at the September 1 meeting, staff will move in to a full pre-construction public outreach process by notifying adjacent property owners. This information will also be updated on the City's web site.

- Attachment A – Vicinity Map
- Attachment B – City Driveway policy
- Attachment C – Channelization Summary map
- Attachment D – Business Owner Position Summary
- Attachment E – Fiscal Note



Vicinity Map

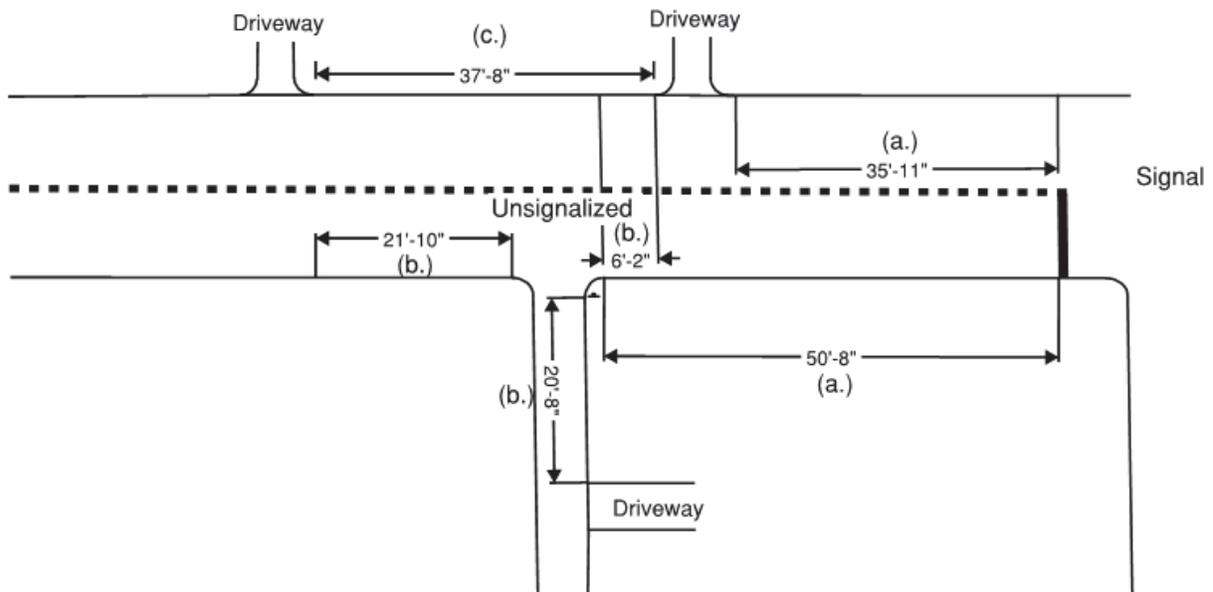
NE 85TH STREET CORRIDOR IMPROVEMENT PROJECT – STREET OVERLAY

CITY OF KIRKLAND123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

**DEPARTMENT OF PUBLIC WORKS
PRE-APPROVED PLANS POLICY****Policy R-4: Driveway Policy****I. DEFINITIONS AND CLASSIFICATIONS**

1. Driveways are vehicle entrances to individual lots and their intersection with public streets.
2. Driveway Types
 - a. Residential Driveway: One providing access to a single family residence or a duplex.
 - b. Multifamily / Non-Residential Driveway: One providing access to an office, retail, institutional, industrial building, or to residential developments of more than two units.
3. Sight Obstruction: any structure, monument, sign, fence, shrubbery, rockery, parked vehicles, hedge or natural growth located within the driveway / intersection sight area and the height limits defined in Public Works Pre-Approved Plan Policy R-13 that may obstruct the visibility for drivers.
4. Sight Distance Triangle or Driver's Sight Area: the area at an intersection or driveway that must be clear of sight obstructions. Sight distance triangle is shown in Figure 1 of Public Works Pre-Approved Plans Policy R-13.
5. High Accident Location (HAL): An intersection or road segment that has an accident rate that exceeds the average accident rate for similar locations during a given period and/or experiences abnormal accident patterns. For information on High Accident Locations contact the Transportation Engineer at 425-587-3866 or by e-mail at icabrera@ci.kirkland.wa.us
6. Traveled Way: The portion of the road intended for the movement of vehicles and bicycles, exclusive of parking lanes and shoulders.
7. How driveways are measured (see Figure 1):
 - a. Signalized intersection- from the back of the stop bar to the closest tangent of the proposed driveway.
 - b. Unsignalized intersection- from the stop bar if present otherwise from the STOP sign if present or from the curb return to the closest edge of the proposed driveway.
 - c. Driveway to driveway- from closest edge of an adjacent driveway to closest edge of the proposed driveways.

Figure 1. Example of driveway spacing measurements



II. DRIVEWAY DESIGN, CONSTRUCTION, MAINTENANCE AND OPERATION

1. General Considerations

- a. Driveways shall be designed to allow safe and efficient movement of vehicles to/from the intersecting street.
- b. Construction shall be in accordance with APWA Standards Specifications, Washington State Chapter and City of Kirkland Pre-Approved Plans.
- c. Maintenance of driveways including pavement, signing and marking shall be the responsibility of the owner whose property the driveway serves.
- d. Whenever practical consolidation of driveways of adjoining properties is encouraged. Therefore, in conjunction with approval of development the City may request developers to provide access and circulation easement to an adjacent owner where joint access is reasonable to serve future development.
- e. All abandoned driveways on the street frontage to be improved shall be removed and the curbing and sidewalk to be restored to City standards.
- f. The continued use of pre-existing driveways may be prohibited with the redevelopment of a site.

- g. Per KZC 105.100, driveway materials must match or exceed the adjacent road. Pervious surfaces can be used in compliance with the stormwater design manual.
- h. Driveways providing access onto arterial streets may be denied if alternate access is available or if the Public Works Director identifies potential safety issues.
- i. **In general, left turn restrictions shall be imposed at driveways**
 - 1) **located within 150 ft of signalized intersections, 150 ft of unsignalized intersections located on arterial streets and 200ft of intersections considered High Accident Locations (HAL). (See R-4 I.7. Definition and Classification section for measurement guidelines.)**
 - 2) that do not meet spacing, offset and setback requirements.
 - 3) experiencing safety and operational conflicts.
 - 4) where the City's Transportation Engineer considers it necessary based on an engineering analysis.

A variance to these restrictions may be requested by submitting a written request to the Public Works Director. Along with the request, the applicant shall provide an engineering analysis and supporting data for review. The analysis shall be prepared by a licensed transportation engineer. The Public Works Director will make the final decision as to whether or not the variance should be granted.

- j. It is preferred that new driveways be aligned with existing opposing driveways or be offset to the left of the existing opposing driveway in order to minimize left turn conflicts on the streets.
- k. Unless it creates significantly more traffic conflicts and impacts to traffic flow, driveway(s) shall be located off the street with the lower functional classification.

2. Access from Alleys

In order for a property to have access from an alley, it must have frontage on another public street, i.e., an alley cannot serve as the sole access (vehicular and pedestrian) to a property.

3. Number and Locations of Driveways

- a. Single Family Driveways: One driveway.
- b. Circular Driveways: The following criteria must be met for a circular driveway to be approved:
 - 1) The property frontage exceeds 60' and/or a minimum 15' inside radius for the circular driveway would exist from the back of sidewalk.
 - 2) The width of the curb cuts for the proposed circular driveway shall not exceed 10' each.

- 3) Spacing, offset and setback from intersections shall be as recommended for the conventional driveways.
 - c. Multifamily / Non-residential: One driveway.
 - d. Driveways at Corner Lots: Driveways at corners must follow recommended setback from intersections or be located at the farthest property line.
4. Spacing, Offset and Setback from Intersections (See Chart 1)

Allowed spacing between driveways, offset from existing opposing driveways and setback from intersections shall be measured from nearest edge to nearest edge. For intersection setback, it shall be measured from the nearest edge of a crosswalk; where there is not a crosswalk, it shall be measured from 20' back from the edge of the travel lane of the cross street. Factors taken into account in the determination of the recommended values or any proposed variances are:

- Street Functional Classification
- Projected Daily and Peak Driveway Volumes
- Best available speed data.
- Impacted Street Peak Traffic Volumes.
- Intersection Geometry (Number of Lanes, Lane Usage)
- Street and Intersection Safety Characteristics
- Parcel size
- Availability of alternate access

5. Width of Driveway Entrance

Driveway width shall be measured at the throat and shall adhere to the following chart:

Driveway Type	One Way	Two Way
Single Family	10'	20'
Multi-Family/Non-Residential	12-15'	20-24'(*)
(*) If medians, traffic islands and turn lanes are used in driveway , greater width shall be considered		

6. Grades, Throat Length, Horizontal and Vertical Alignment

New driveways shall preferably intersect the adjacent street at 80 to 100 degree angle. For Multifamily /Non-Residential driveways the average grade on the landing (distance behind back of existing or future curb line) shall not exceed 6%. Grade beyond landing shall not exceed 15%.

(see chart)

<u>Driveway Daily Volumes</u>	<u>Landing (Relatively Flat Distance Behind Back of Existing or Future Curb line)</u>	<u>Throat Length (Distance between face of curb and the parking area served)</u>
<100	15'	20'
100 - 1500	20'-25'	40'
>1500	30'	60'

Chart below shows recommended (desirable) and minimum (required) values.

	Street Functional Type		Land Use Category		
			Residential	Multi-family / Non-residential	
			Required	Recommended	Required
Setback from Intersections	Local		50'	75'	75'
	Collector	Unsignalized	75'	75'	75'
		Signalized	100'	200'	150'
	Arterial	Unsignalized	100'	150'	100'
		Signalized	150'	200'	150'
HAL		150'	200'	150'	
Spacing	Local		10'	50'	50'
	Collector		20'	50'	50'
	Arterial		100'	150'	150'
Offset to the Left of Existing Opposing Driveway	Local		NA	NA	NA
	Collector		NA	NA	NA
	Arterial	25-30 MPH	100'	150'	150'
		35 MPH	150'	200'	150'

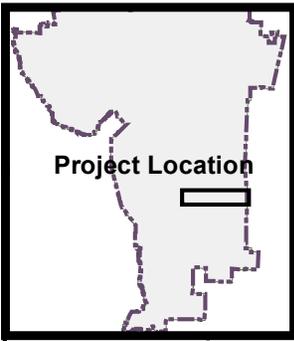
7. Traffic Control at Driveways

- a. Multifamily / Non-residential driveways may be controlled by stop signs, roundabouts or traffic signals.
- b. Traffic signalization may be considered to control driveways projected to exceed 2000 vehicles per day and that are located on arterial streets with ADT in excess of 15,000. Traffic signal warrant analysis shall be performed at driveways considered for signalization.
- c. Signalized driveways shall be designed and built so as to minimize interference with existing traffic signals and shall have a minimum 100ft storage area between the face of curb and any turning and parking maneuver within the development.
- d. For multi-family and non-residential use, parking shall be located at a minimum of 25 feet behind the back of sidewalk.

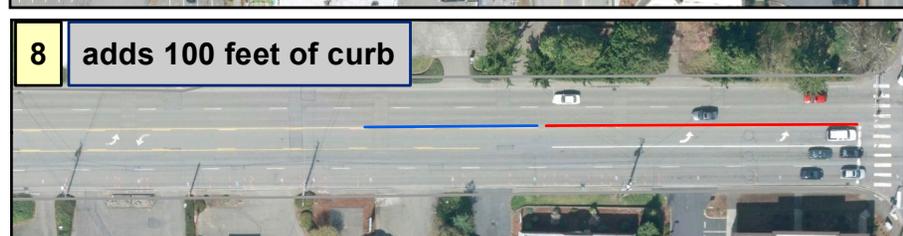
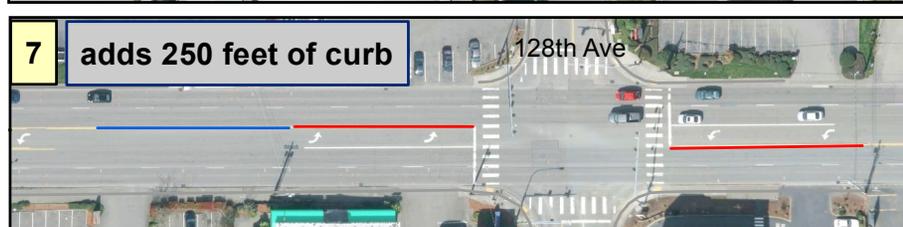
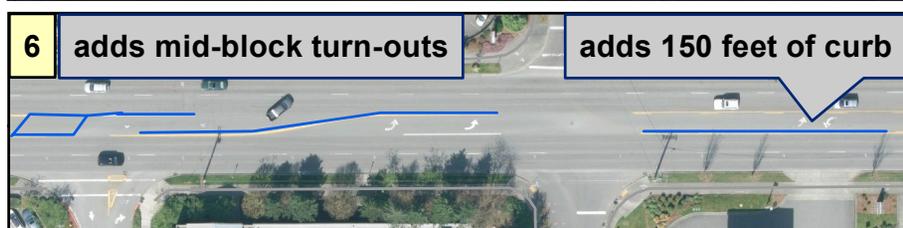
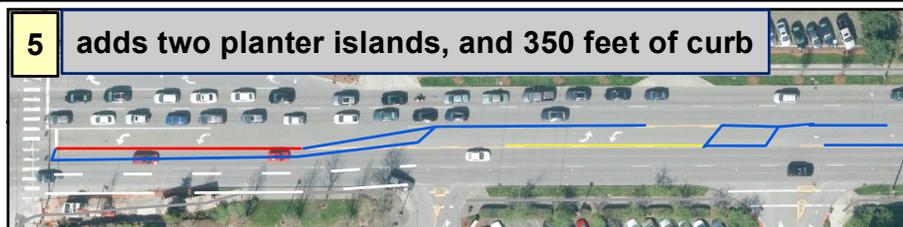
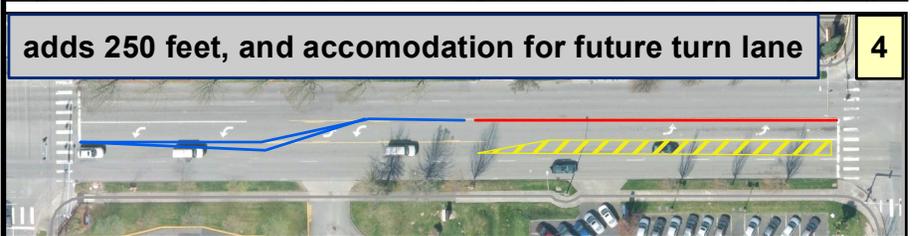
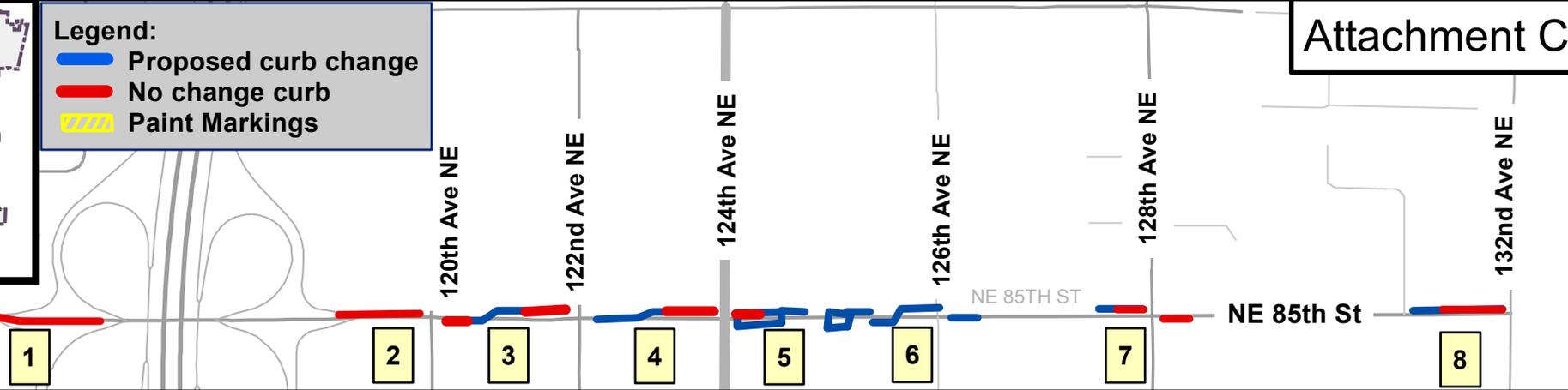
8. Sight Distance

Public Works Pre-Approved Plan Policy R-13 specifies sight distance requirements for driveways and various types of intersections.

Legend:
— Proposed curb change
— No change curb
▨ Paint Markings



Area Map



NE 85th Street Channelization Responses

Attachment D

SOUTH SIDE	INTERSECTION	ACCESS UNDER PRE-CONSTRUCTION CONDITIONS	ACCESS UNDER PROPOSED CONDITIONS	POSITION OF BUSINESS OPERATOR	PERSPECTIVE OF BUSINESS OWNER
Taco Time	120th	Westbound traffic turned left across double yellow line into 85th Street driveway; c-curb prevents southbound traffic on 120th Avenue Northeast from turning left	Chicane on 85th creates left-turn access for westbound vehicles while allowing sufficient queueing for the left-turn lane onto 120th Avenue Northeast.	Supports	Says chicane will eliminate effects on 85th Street access, which is primary access. Also recognizes danger of uncontrolled lefts-turns and equates Kirkland's effort to the state's access control effort on Highway 515, near where he lives.
All Wheel Drive	120th	Customers' primarily access business off 120th; some westbound traffic crosses double yellow into 85th Street driveway	Chicane preserves westbound 85th Street access	Supports	Generally supportive of efforts to increase safety along corridor; concerned about effects of 120th C-curb, ie: "hundreds" of drivers use his 120th Avenue driveway as U-turn and access, U-turn in the street and turn left from Taco Time driveway into oncoming traffic.
Speedy Glass	120th	Customers have access business off 120th; some westbound traffic crosses double yellow into 85th Street driveway	Chicane preserves westbound 85th Street access	Supports	No specific comments
Lover's Package	120th	Customers have access business off 120th; some westbound traffic crosses double yellow into 85th Street driveway	Chicane preserves westbound 85th Street access	Supports	Says chicane will improve 85th Street access because currently, drivers must cross double-yellow line, which she says is illegal.
Starbucks	122nd	Primary westbound access is off 122nd Avenue; 85th Street access is secondary	Loses westbound 85th Street access.	Supports	Relieved that construction ends in October, which is beginning of peak season (school-related business is primary source of fall, winter, spring business)
Jiffy Lube	122nd	Primary westbound access is off 85th Street; secondary access is off 122nd through Starbucks driveway.	Loses westbound 85th Street access.	Concerned	Says access 122nd Avenue through Starbucks driveway is not realistic since Starbucks drive-thru queue at times blocks access
Salon Featherly	132nd	Westbound traffic used center two-way, left-turn lane to turn left into parking lot.	Loses westbound 85th Street access. Westbound traffic could U-turn in 131st Avenue Northeast, turn left (east) onto 85th and then right into parking lot.	Aware of channelization plan.	Spoke with manager, but not owner. Has called owner.
Day-Care	132nd	Westbound traffic used center two-way, left-turn lane to turn left into parking lot.	Loses westbound 85th Street access. Westbound traffic could U-turn in 131st Avenue Northeast, turn left (east) onto 85th and then right into parking lot.	Supports	Plan does not significantly affect most clients. It does affect five Redmond-based clients. All others come from west. Some come from north or south. Owner says some clients already avoid the westbound left-turn, citing a preference of safety over convenience.
NORTH SIDE					
U-Haul	120th	Eastbound traffic has left-turn access off 85th; and through the parkings lot via 120th and 122nd	Loses left-turn off 85th	Supports	Owner says he currently directs customers out through the parking lots onto 120th or 122nd. So putting curb in front has no effect on him.
Outback	122th	Eastbound traffic has left-turn access off 85th; and through the parkings lot via 120th and 122nd	Loses left-turn off 85th	No position	Looking forward to project completion
Honda of Kirkland	124th	Eastbound traffic has two left-turn access points off 85th; and through 124th Avenue	Loses western-most 85th Street access	Complies	New turn-lane leads customers into bollards (which he can remove) and into used car lot and detailing area, which he doesn't like.
Northwest Liquor	128th	Eastbound traffic has two left-turn access points off 85th and one off 128th	Loses eastern-most 85th Street access	Supports	Says customers can use other entrance.
O'Reilly	128th	Eastbound traffic has two left-turn access points off 85th and one off 128th	Loses eastern-most 85th Street access	Supports	Says curbing will encourage customers to use rear parking lot off 128th
My Pets Vet Clinic	128th	Eastbound traffic turns left into neighboring parking lot, then right back onto 85th and right into driveway	No change	Concerned	Supports joint driveway between The Cave and Northstream property.

FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Kathy Brown, Public Works Director							
Description of Request							
Additional funding of \$500,000 for 85th Street Overlay CST 0006 002 funded from the 2014 Street Preservation Program project balance.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$500,000 from 2014 Street Preservation Program CST 1406. The remaining project balance is fully able to fund this request.							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2015 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2015 End Balance	2015 Target
						0	
						0	
<i>Revenue/Exp Savings</i>	Current remaining project balance from the 2014 Street Preservation Program is \$536,220.						
<i>Other Source</i>							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	August 24, 2015
-------------	--------------------------------------	------	-----------------