

Transportation



Capital Improvement Program



City of Kirkland
2015-2020 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Sources						
										Current Revenue	Steet Levy	Impact Fees	Walkable Kirkland	Reserve	External/Pending Source	
ST 0006	Annual Street Preservation Program		1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000	10,444,000				56,000		
ST 0006 002	Annual Street Preservation Program-One-time Project	200,500	1,768,500						1,768,500					847,000	921,500	
ST 0006 003	Street Levy Street Preservation		2,300,000	2,300,000	2,326,000	2,352,000	2,379,000	2,406,000	14,063,000		14,063,000					
ST 0070+#	120th Ave NE/Totem Lake Plaza Roadway Improvements			3,000,000					3,000,000						3,000,000	
ST 0080	Annual Striping Program		350,000	400,000	400,000	500,000	500,000	500,000	2,650,000	2,650,000						
ST 0083 101	100th Avenue NE Roadway Design		1,065,200	2,144,000					3,209,200	45,000		544,200			2,620,000	
ST 0083 102	100th Avenue NE Roadway Improvements						5,000,000	5,485,000	10,485,000	607,000		1,375,000	80,000	56,000	8,367,000	
ST 0087	6th Street South Corridor Study		150,000						150,000	150,000						
ST 0088	Arterial Streetlight LED Conversion			900,000					900,000					900,000		
ST 9999	Regional Inter-Agency Coordination		82,000	82,000	82,000	82,000	82,000	82,000	492,000	492,000						
NM 0006 100	Street Levy-Safe School Walk Routes		150,000						150,000		150,000					
NM 0006 200	Street Levy-Pedestrian Safety		150,000	150,000	150,000	150,000	150,000	150,000	900,000		900,000					
NM 0006 201	Neighborhood Safety Program Improvements		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000			1,200,000				
NM 0007+	Cross Kirkland Corridor Connection-NE 52nd Street Sidewalk			682,000	454,900				1,136,900					100,000	1,036,900	
NM 0012	Crosswalk Upgrade Program		70,000				50,000	50,000	170,000	170,000						
NM 0012 001	NE 116th Street Crosswalk Upgrade				200,000	230,000			430,000	394,000			36,000			
NM 0012 002	NE 124th Street Crosswalk Upgrade			80,000					80,000	-				80,000		
NM 0012 003	132nd Avenue NE Crosswalk Upgrade					250,000			250,000	250,000						
NM 0024 301	King County Eastside Rail Acquisition in North Kirkland					300,000	300,000		600,000	600,000						
NM 0057	Annual Sidewalk Maintenance Program			200,000				200,000	800,000	732,600				67,400		
NM 0084	South Kirkland TOD/CKC Multi-Modal Connection	246,000	2,021,400	132,600					2,154,000	25,400				924,600	1,204,000	
NM 0086 100	NE 124th St/124th Ave NE Ped. Bridge (Totem Lake Non-Motorized)			750,000	4,810,000	7,300,000			12,860,000	1,401,000		4,017,900	90,800	93,100	7,257,200	
NM 0087+	Citywide School Walk Route Enhancements			1,000,000	864,200	869,000		450,000	3,583,200	363,000	450,000		348,200	1,572,000	850,000	
NM 0087 001	North Kirkland/JFK School Walk Route Enhancements						500,000	500,000	1,000,000	14,600	300,000		100,000		585,400	
NM 0089+	Lake Front Pedestrian and Bicycle Improvements		106,400	893,600					1,000,000		11,000				989,000	
NM 0090+	Juanita Drive 'Quick Wins'		200,800	485,800	663,400				1,350,000		62,600				1,287,400	
NM 0090 001+	Juanita Drive Multi-Modal (On-Street) Improvements							500,000	500,000	75,000		225,000		200,000		
NM 0092	Active Transportation Plan Update				75,000				75,000	75,000						
NM 0095	124th Avenue NE Sidewalk Improvements			420,000	630,000				1,050,000	578,620		41,780	200,000	229,600		
NM 0098	Kirkland Way Sidewalk Improvements					2,120,000			2,120,000	420,000				500,800	1,199,200	
NM 0109	Citywide Trail Connections (Non-CKC)							275,000	275,000			275,000				
NM 0109 001	Finn Hill Connections					250,000			250,000			125,000	125,000			
NM 0109 002	Lake Front Promenade Design Study							75,000	75,000	75,000						
NM 0110	Citywide Accessibility Transition Plan			50,000					50,000					50,000		
NM 0110 001	Citywide Accessibility Improvements					100,000	100,000	100,000	300,000	100,000		100,000	100,000	100,000		
NM 0113	Citywide Greenways Networks							250,000	250,000	-		125,000	-	125,000		
NM 0113 001	Citywide Greenways Network Project-NE 75th Street			250,000	250,000				500,000	50,000		407,500	-	42,500		
NM 0113 002	Citywide Greenways Network Project-128th Avenue NE					400,000	400,000		800,000	182,000			70,000	98,000	450,000	
NM 0114	CKC Bridge Connecting to Houghton Shopping Center		175,000						175,000					175,000		
NM 0115	CKC Emergent Projects Opportunity Fund			100,000					100,000					100,000		
NM 0116	Rose Hill Pedestrian Path		100,000						100,000					100,000		
PT 0001 000	Citywide Transit Study				300,000				300,000	150,000		150,000				
PT 0001 100	Sound Transit 3 Project Study		250,000						250,000					250,000		
TR 0079 001#	NE 85th St/114th Ave Intersection Improvements Phase II				1,800,000				1,800,000	-				-	1,800,000	
TR 0082+#	Central Way/Park Place Center Traffic Signal				200,000				200,000						200,000	
TR 0099+#	120th Ave/Totem Lake Way Intersection Improvements			2,845,500					2,845,500						2,845,500	
TR 0100 100+#	6th Street & Central Way Intersection Improvements Phase 2				1,866,800				1,866,800						1,866,800	
TR 0103+#	Central Way/4th Street Intersection Improvements				31,000				31,000						31,000	
TR 0104+#	6th Street/4th Ave Intersection Improvements				580,000				580,000						580,000	
TR 0105+#	Central Way/5th Street Intersection Improvements				564,000				564,000						564,000	
TR 0109+#	Totem Lake Plaza/Totem Lake Blvd Intersection Imprv.			1,500,000					1,500,000						1,500,000	
TR 0110+#	Totem Lake Plaza/120th Ave NE Intersection Imprv.			1,500,000					1,500,000						1,500,000	
TR 0116	Annual Signal Maintenance Program			150,000	150,000	150,000	200,000	200,000	850,000	200,000				650,000		
TR 0117	Citywide Traffic Management Safety Improvements				100,000	100,000	100,000	100,000	400,000	-				400,000		
TR 0117 001	Flashing Yellow Signal Head Safety Improvements			50,000					50,000					50,000		
TR 0117 002	Vision Zero Safety Improvement			50,000	50,000	50,000	50,000	50,000	250,000	50,000				200,000		
TR 0117 003	Neighborhood Traffic Control			50,000					150,000	34,000				116,000		
TR 0118	General Parking Lot Improvements			720,000	100,000				820,000					820,000		
TR 0119	Kirkland Citywide Intelligent Transportation System Study				75,000				75,000	35,000				40,000		
TR 0120	Kirkland Intelligent Transportation System Phase 3					450,000	450,000	450,000	1,350,000	81,400			50,000	85,000	1,133,600	
TR 0122	Totem Lake Intersection Improvements			6,000,000					6,000,000			3,000,000			3,000,000	
Total Funded Transportation Projects			446,500	11,089,300	28,835,500	18,672,300	17,653,000	12,861,000	13,773,000	102,884,100	20,444,620	15,863,000	10,359,980	2,400,000	9,028,000	44,788,500

Notes
Italics = Modification in timing and/or cost (see Project Modification/Deletion Schedule for more detail)
Bold = New projects
+ = Moved from unfunded status to funded status
" = Moved from funded status to unfunded status
= Projects to be funded with development-related revenues

TRANSPORTATION PROJECTS

Unfunded Projects in the Capital Facilities Plan Years 7-20

Project Number	Project Title	Total
ST 0059	124th Ave NE Roadway Improvements (North Section)	10,000,000
ST 0063	120th Avenue NE Roadway Improvements	4,500,000
ST 0072	NE 120th Street Roadway Improvements (West Section)	15,780,600
ST 0077	NE 132nd St Rdwy Imprv.-Phase I (West Section)	1,348,000
ST 0078	NE 132nd St Rdwy Imprv.-Phase II (Mid Section)	316,000
ST 0079	NE 132nd St Rdwy Imprv.-Phase III (East Section)	1,119,000
ST 0081	Totem Lake Area Development Opportunity Program	500,000
ST 0089	Juanita Drive Auto Improvements	6,600,000
PT 0002	Public Transit Speed and Reliability Improvements	500,000
NM 0012 999	Crosswalk Upgrade Program	4,100,000
NM 0086-003	CKC Roadway Crossings	3,370,100
NM 0090-100	Juanita Drive Bicycle and Pedestrian Improvements	10,650,000
NM 0113 999	Citywide Greenway Network	4,450,000
NM 8888 100~	On-street Bicycle Network	4,400,000
NM 9999 100~	Sidewalk Completion Program	6,096,800
PT 0003	Public Transit Passenger Environment Improvements	500,000
TR 0091	NE 124th St/124th Ave NE Intersection Improvements	1,598,000
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lft Turn Lanes	1,375,000
TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersect'n Imp	916,000
TR 0094	NE 132nd St/108th Avenue NE Intersect'n Imp	618,000
TR 0095	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	366,000
TR 0096 ^a	NE 132nd St/124th Ave NE Intersect'n Imp	5,713,000
TR 0097	NE 132nd St/132nd Ave NE Intersect'n Imp	889,000
TR 0098 ^b	NE 132nd St/ 116th Way NE (I-405) Intersect'n Imp	300,000
TR 0125	Kirkland ITS Implementation Phase 4	2,620,000
Capacity Projects Subtotal		88,625,500
ST 0006 ^	Annual Street Preservation Program	26,250,000
ST 0006 003 ^	Street Levy Street Preservation	36,000,000
ST 0080 ^	Annual Striping Program	7,500,000
ST 9999 ^	Regional Inter-Agency Coordination	1,230,000
NM 0006 201 ^	Neighborhood Safety Program Improvements	3,000,000
NM 0057 ^	Annual Sidewalk Maintenance Program	3,000,000
TR 0116 ^	Annual Signal Maintenance Program	3,000,000
TR 0117 ^	Citywide Traffic Management Safety Improvements	1,500,000
TR 0117 002	Vision Zero Safety Improvement	750,000
TR 0117 003	Neighborhood Traffic Control	375,000
Non-Capacity Projects Subtotal		82,605,000
Total Transportation Master Plan Projects Yrs 7-20		171,230,500

Unfunded Projects in the Capital Facilities Plan Years 7-20 and Transportation Improvement Plan

NM 0024 201	Cross Kirkland Corridor Opportunity Fund	500,000
NM 0031	Crestwoods Park/CKC Corridor Ped/Bike Facility	2,505,000
NM 0080	Juanita-Kingsgate Pedestrian Bridge at I-405	4,500,000
NM 0081	CKC to Redmond Central Connector	1,500,000
NM 0106	Citywide CKC Connection	360,000
NM 0107	CKC to Downtown Surface Connection	2,000,000
Capital Facilities Projects Not in TMP Subtotal		11,365,000

Unfunded Transportation Improvement Plan/External Funding Candidates

Project Number	Project Title	Total
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
ST 0060	118th Avenue NE Roadway Extension	6,440,000
ST 0061	119th Avenue NE Roadway Extension	5,640,000
ST 0062	NE 130th Street Roadway Improvements	10,000,000
ST 0064	124th Avenue NE Roadway Extension	30,349,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
ST 0086	Finn Hill Emergency Vehicle Access Connection	900,000
NM 0030	NE 90th Street/I-405 Pedestrian/Bicycle Overpass	3,740,700
NM 0032	93rd Avenue Sidewalk	1,047,900
NM 0043	NE 126th St Nonmotorized Facilities	4,277,200
NM 0046	18th Avenue SW Sidewalk	2,255,000
NM 0050	NE 80th Street Sidewalk	859,700
NM 0054	13th Avenue Sidewalk	446,700
NM 0055	122nd Ave NE Sidewalk	866,700
NM 0058	111th Avenue Non-Motorized/Emergency Access Connection	2,000,000
NM 0062	19th Avenue Sidewalk	814,200
NM 0074	90th Ave NE Sidewalk	353,400
NM 0086	Cross Kirkland Corridor Non-motorized Improvements	65,742,000
TR 0067	Kirkland Way/CKC Bridge Abutment/Intersection Imprv	6,917,000
TR 0114	Slater Avenue NE Traffic Calming - Phase I	247,000
TR 0123	Slater Avenue NE (132nd Avenue NE)/NE 124th Street	2,124,000
TR 0124	116th Avenue NE/NE 124th Street Intersection Improvements	1,081,000
Subtotal Unfunded Transportation Improvement Plan /External Funding Candid		187,663,500
Grand Total Unfunded Transportation Projects		370,259,000

Potential Non-Motorized Projects Under Placeholders; Not Included in Totals

Project Number	Project Title	Total
**NM 8888 100 On-Street Bicycle Network Candidate Projects:		
NM 0001	116th Ave NE (So. Sect.) Non-Motorz'd Facili-Phase II	3,378,000
NM 0036	NE 100th Street Bike lane	1,644,300
NM 9999 100 Sidewalk Completion Program Candidate Projects:		
NM 0026	NE 90th Street Sidewalk (Phase II)	706,200
NM 0037	130th Avenue NE Sidewalk	833,600
NM 0045	NE 95th Street Sidewalk (Highlands)	571,500
NM 0047	116th Avenue NE Sidewalk (South Rose Hill)	840,000
NM 0048	NE 60th Street Sidewalk	500,000
NM 0049	112th Ave NE Sidewalk	527,600
NM 0061	NE 104th Street Sidewalk	1,085,000
NM 0063	Kirkland Way Sidewalk	414,500
NM 0071	NE 132nd Street Sidewalk Improvement	363,000
NM 0072	NE 132nd Street Sidewalk at Finn Hill Middle School	840,000
NM 0075	84th Ave NE Sidewalk	4,052,800
NM 0076	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 1	1,131,000
NM 0077	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - N	1,185,000
NM 0078	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - S	747,000
NM 0079	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 2	648,000
NM 0088	NE 124th Street Sidewalk	376,000
NM 0097	132nd NE Sidewalk	732,000
NM 0101	7th Avenue Sidewalk	208,000
NM 0102	NE 120th Street Sidewalk	548,000
NM 0103	120th Avenue NE Sidewalk	556,000
NM 0104	NE 122nd Place/NE 123rd Street Sidewalk	1,294,000
NM 0105	120th Avenue NE Sidewalk	812,000

Notes

Italics = Modification in timing and/or cost

Bold = New projects

+ = Moved from unfunded status to funded status

" = Moved from funded status to unfunded status

= Projects to be funded with development-related revenues

^a=Future, unfunded portion of projects funded in years 1-6

^b= Annual Programs with Candidate projects

Funded Transportation Projects



**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0006 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL STREET PRESERVATION PROGRAM		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Ongoing	Existing Project

DESCRIPTION/JUSTIFICATION

Preservation of roadway system with various techniques including overlay, slurry seal, crack seal and others. The Public Works Department is responsible for approximately 245 miles of asphalt streets throughout the City. The annual program ensures maintenance of this infrastructure and reduces costly repairs resulting from total road failure. Project includes repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters and sidewalks as well as installing accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA). Project complements levy-funded project ST 0006 003.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 99 %
	Reserve (\$56,000) 1 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %
COUNCIL GOALS	
Dependable Infrastructure	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	137,500	137,500	137,500	137,500	137,500	137,500	825,000	0	825,000
In-House Professional Svcs.	0	133,500	133,500	133,500	133,500	133,500	133,500	801,000	0	801,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	1,454,000	1,454,000	1,454,000	1,454,000	1,454,000	1,454,000	8,724,000	0	8,724,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	25,000	25,000	25,000	25,000	25,000	25,000	150,000	0	150,000
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000	0	10,500,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0006 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL STREET PRESERVATION PROGRAM
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Preventive maintenance through overlay and other repair strategies will prevent costly roadway reconstruction in the future.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway surface.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of road failure.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of roadway failure with increased maintenance and safety problems.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0006 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL STREET PRESERVATION PROGRAM, ONE TIME PROJECT		
PROJECT LOCATION	NE 85th Street from I-405 to 132nd Avenue NE	PROJECT START	PROJECT STATUS
		2013	Existing Project

DESCRIPTION/JUSTIFICATION

The grind, patch, modification of wheelchair ramps and overlay of NE 85th Street, formerly State Route (SR) 908 at the conclusion of intersection, roadway and other improvements associated with CIP projects NM 0051, ST 0075, TR 0078, and TR 0080. Funds became available through the Washington State Department of Transportation (WSDOT) as a result of the recent jurisdictional transfer of SR 908 from WSDOT to the City of Kirkland.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	PRIOR YEAR(S) BUDGET TO ACTUALS	METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	43 %
		Grants	%
		Other Sources WSDOT/Fed (\$1,122,000)	57 %
		Debt	0 %
		Unfunded	0 %
COUNCIL GOALS			
Economic Development			
Dependable Infrastructure			
Balanced Transportation			

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	157,100	144,300	0	0	0	0	0	144,300	0	301,400
In-House Professional Svcs.	43,400	80,200	0	0	0	0	0	80,200	0	123,600
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	1,544,000	0	0	0	0	0	1,544,000	0	1,544,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	200,500	1,768,500	0	0	0	0	0	1,768,500	0	1,969,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0006 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL STREET PRESERVATION PROGRAM, ONE TIME PROJECT
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Preventive maintenance through overlay and other repair strategies will prevent costly roadway reconstruction in the future.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway surface.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of road failure.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Purchase in accordance with legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of roadway failure with increased maintenance and safety problems.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0006 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	STREET LEVY STREET PRESERVATION PROJECT		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2013	Modified Project

DESCRIPTION/JUSTIFICATION

A voter-approved levy funded annual project to enhance preservation of roadway system as part of an overall preservation program. Project includes repair and resurfacing of streets and repair and replacement of adjoining damaged concrete curb, gutters and sidewalks as well as installing accessible curb ramps to meet the requirements of the Americans with Disabilities Act (ADA). Project complements ST 0006 000.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project funding increased annually as of 2017 to reflect assumption of 1% optional property tax increase.

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %
COUNCIL GOALS	
Dependable Infrastructure	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	182,000	182,000	184,000	186,000	188,000	190,000	1,112,000	0	1,112,000
In-House Professional Svcs.	0	177,000	177,000	179,000	181,000	183,000	185,000	1,082,000	0	1,082,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	1,906,000	1,906,000	1,928,000	1,950,000	1,973,000	1,996,000	11,659,000	0	11,659,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	35,000	35,000	35,000	35,000	35,000	35,000	210,000	0	210,000
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	2,300,000	2,300,000	2,326,000	2,352,000	2,379,000	2,406,000	14,063,000	0	14,063,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0006 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	STREET LEVY STREET PRESERVATION PROJECT
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Preventive maintenance through overlay and other repair strategies will prevent costly roadway reconstruction in the future.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway surface.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of road failure.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of roadway failure with increased maintenance and safety problems.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0070 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE/TOTEM LAKE PLAZA ROADWAY IMPROVEMENTS		
PROJECT LOCATION	120th Avenue NE: from Totem Lake Blvd to north of the Totem Lake Mall; Totem Lake Plaza: from Totem Lake Blvd to the eastern end of	PROJECT START	PROJECT STATUS
		2016	Modified Project

DESCRIPTION/JUSTIFICATION

20th Avenue NE currently separates the upper and lower Totem Lake Mall campus providing access to Evergreen Hospital and is the more heavily used of the two major north/south arterials through Totem Center. Roadway improvements planned on 120th Ave NE include treatments such as landscaping, reconstruction of the street alignment and on-street parking, all of which will improve pedestrian comfort and safety and eliminate vehicular conflicts using the numerous driveways along the corridor. In addition to traffic calming measures, new pedestrian facilities will be installed along the west side of the roadway and a new signal will be constructed at the intersection of the new Totem Lake Plaza.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project moved from Unfunded due to Totem Lake Mall redevelopment with 2016 start year.

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 % Reserve 0 % Grants 0 % Other Sources Developer 100 % Debt 0 % Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation Economic Development	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	600,000	0	0	0	0	600,000	0	600,000
In-House Professional Svcs.	0	0	300,000	0	0	0	0	300,000	0	300,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	2,100,000	0	0	0	0	2,100,000	0	2,100,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	3,000,000	0	0	0	0	3,000,000	0	3,000,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0070 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE/TOTEM LAKE PLAZA ROADWAY IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, temporary detours and traffic control will be in place. Depending on the final configuration, driveways along the corridor may be consolidated or closed leading to a change in traffic patterns; business patrons will need to modify current travel patterns.</i>
Community economic impacts	<i>This measure was identified in the Totem Lake Plan with the explicit intent of improving pedestrian comfort and access, while tying the upper and lower malls together. The intent of the project is to improve the business opportunity in this area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will improve pedestrian and vehicular circulation and lead to less potential safety issues.</i>
Responds to an urgent need or opportunity	<i>The Totem Lake Plan centers around improvements in this area.</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to professional and legal standards.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Redevelopment of the Totem Lake Mall will improve the financial ability for the City to fund other projects.</i>
Implications of deferring the project	<i>Potential for increased accidents, business impacts and increased cost.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: On-street parking-amt TBD <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0080 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL STRIPING PROGRAM		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Ongoing	Modified Project

DESCRIPTION/JUSTIFICATION			
Annual program to maintain markings that identify travel lanes, crosswalks, and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in the restriping of more than 40 miles of collector and arterial streets throughout the City.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Total project cost changed from \$2,050,000 to \$2,650,000 due to a progressive increase in funding for this Annual Program, consistent with Transportation Master Plan priorities.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	35,000	60,000	60,000	74,000	74,000	74,000	377,000	0	377,000
In-House Professional Svcs.	0	35,000	28,000	28,000	35,000	35,000	35,000	196,000	0	196,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	280,000	312,000	312,000	391,000	391,000	391,000	2,077,000	0	2,077,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	350,000	400,000	400,000	500,000	500,000	500,000	2,650,000	0	2,650,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0080 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL STRIPING PROGRAM
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction traffic control will be required. Noise and congestion should be anticipated by residents and motorists in the area.</i>
Community economic impacts	<i>None anticipated.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway channelization.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of insurance claims.</i>
Feasibility, including public support and project readiness	<i>There is no lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of increased maintenance and safety problems.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0083 101
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	100TH AVENUE NE ROADWAY DESIGN		
PROJECT LOCATION	NE 132th Street to NE 145th Street	PROJECT START	PROJECT STATUS
		2015	Modified Project

DESCRIPTION/JUSTIFICATION

The design of 100th Ave NE to address roadway improvements for the current 5-lane to 2-lane transition. The design will provide for bicycle lanes, center turn lane where appropriate, sidewalks, curb and gutter, traffic signal and illumination improvements and storm drainage system upgrades, including a possible new fish-passable culvert at the crossing of a Juanita Creek tributary. The project builds off of the previously completed 100th Ave NE Corridor Study and the NE 132nd Street Study as the corridor provides a regional link between Kirkland and cities to the north. The design phase will benefit from full-scale public outreach and stakeholder input. The final product will be a phaseable and grant ready project design.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project moved from Unfunded; project funding changed from \$13,500,000 to \$3,209,200 due to grant award for design only. A subsequent construction project has been created as a placeholder, and will be finalized as a product of the design and public outreach process. The project start is 2015 in compliance with grant requirements.

POLICY BASIS
Transportation Master Plan

METHOD OF FINANCING (%)	
Current Revenue	18 %
Reserve	0 %
Grants (PSRC \$2,620,000)	82 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

COUNCIL GOALS
Balanced Transportation
Dependable Infrastructure
Economic Development

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	639,100	1,286,400	0	0	0	0	1,925,500	0	1,925,500
In-House Professional Svcs.	0	426,100	857,600	0	0	0	0	1,283,700	0	1,283,700
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	1,065,200	2,144,000	0	0	0	0	3,209,200	0	3,209,200
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0083 101
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	100TH AVENUE NE ROADWAY DESIGN
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Significant impact to residential properties and traffic utilizing 100th Avenue NE will require significant property acquisition.</i>
Community economic impacts	<i>This project will not be feasible using only Kirkland funding/ will require grant participation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Separating left turnlane through two-way left turn lane and adding bike lanes and medians for pedestrian crossings will improve safety.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Project will require significant public process and coordination with King County.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Complements other intersection improvements at 100th Avenue NE and 132nd Street, TR-0083.</i>
Implications of deferring the project	<i>City will not be able to attain desired level of service and development of North Juanita area will be impacted.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Finn Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0083 102
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	100TH AVENUE NE ROADWAY IMPROVEMENTS		
PROJECT LOCATION	NE 132th Street to NE 145th Street	PROJECT START	PROJECT STATUS
		2019	New Project

DESCRIPTION/JUSTIFICATION

A placeholder for the construction of 100th Ave NE to address roadway improvements for the current 5-lane to 2-lane transition to be based on the 2015 Puget Sound Regional Council (PSRC) grant funded design. This project represents planned funding for implementing at least a portion of the 2016 completed design. The ultimate project will, at a minimum, provide for bicycle lanes, a center turn lane where appropriate, sidewalks, curb and gutter, traffic signal and illumination improvements and storm drainage system upgrades. The project may also provide for a new fish passable culvert at the crossing of a Juanita Creek tributary if deemed necessary. The current budget does not include an amount for property acquisition as a property needs determination, if any, will be made during the design phase.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS
Transportation Master Plan Area-Specific Study

COUNCIL GOALS
Balanced Transportation Dependable Infrastructure Economic Development

METHOD OF FINANCING (%)		
Current Revenue		20 %
Reserve	(\$56,000)	1 %
Grants	Unsecured (\$8,367,000)	79 %
Other Sources		0 %
Debt		0 %
Unfunded		0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	739,000	933,000	1,672,000	0	1,672,000
In-House Professional Svcs.	0	0	0	0	0	345,000	275,000	620,000	0	620,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	3,916,000	4,277,000	8,193,000	0	8,193,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5,000,000	5,485,000	10,485,000	0	10,485,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0083 102
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	100TH AVENUE NE ROADWAY IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Significant impact to residential properties and traffic utilizing 100th Avenue NE will require significant property acquisition.</i>
Community economic impacts	<i>This project will not be feasible using only Kirkland funding/ will require grant participation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Separating left turn lane through two-way left turn lane and adding bike lanes and medians for pedestrian crossings will improve safety.</i>
Responds to an urgent need or opportunity	<i>Project is an outcome of public interest and a successful grant application for design. Future grant opportunities will be pursued once the design is underway.</i>
Feasibility, including public support and project readiness	<i>Project will require significant public process and coordination with King County.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Complements other intersection improvements at 100th Avenue NE and 132nd Street, TR-0083.</i>
Implications of deferring the project	<i>City will not be able to attain desired level of service and development of North Juanita area will be impacted.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Finn Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: To be determined <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input checked="" type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0087 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	6TH STREET SOUTH /HOUGHTON BUSINESS DISTRICT CORRIDOR STUDY		
PROJECT LOCATION	Near NE 68th Street to Cross Kirkland Corridor	PROJECT START	PROJECT STATUS
		2015	New Project

DESCRIPTION/JUSTIFICATION			
<p>A corridor study/master plan to guide future capital improvement construction phases for the 6th Street South corridor, in conjunction with the Everest and Central Houghton Commercial Center updates. The purpose of the study is to evaluate existing conditions and recommend a prioritized set of improvements for the corridor. Goals for the corridor will be consistent with established City goals and policies. A substantial public involvement process will be integral to the development of the study's end product. Improvements will be focused on: transit, bicycle and pedestrian facilities, safety, drainage, signing, marking, lighting, and geometric conditions at intersections.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	100 %
Area-Specific Study		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Economic Development		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	100,000	0	0	0	0	0	100,000	0	100,000
In-House Professional Svcs.	0	50,000	0	0	0	0	0	50,000	0	50,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	150,000	0	0	0	0	0	150,000	0	150,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0087 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	6TH STREET SOUTH /HOUGHTON BUSINESS DISTRICT CORRIDOR STUDY
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>N/A (study only).</i>
Community economic impacts	<i>To be determined.</i>
Health and safety, environmental, aesthetic, or social effects	<i>A possible outcome of the study.</i>
Responds to an urgent need or opportunity	<i>To support redevelopment in the Everest and Central Houghton Business Districts.</i>
Feasibility, including public support and project readiness	<i>Project will require significant public process and coordination with King County Transit.</i>
Conforms to legal or contractual obligations	<i>Project will be conducted in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>City will not be able to attain desired level of service and development for Everest and Central Houghton will be impacted.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Central Houghton, Everest</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0088 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ARTERIAL STREET LIGHT LED CONVERSION		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
A conversion from sodium vapor and other non-efficient lighting-bulb types to light-emitting diode (LED) light fixtures for street lights within the public right-of-way, city-wide. LED lamps can perform at the same lighting level as other types of lamps but use less energy. Saving in energy costs will pay for the capital cost of replacement in approximately 12 years.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
		Reserve (\$900,000)	100 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)								2015-2020 TOTAL	Future Year(s)	Total Project
		2015	2016	2017	2018	2019	2020				
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0	
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	900,000	0	0	0	0	900,000	0	900,000	
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0	
Equipment	0	0	0	0	0	0	0	0	0	0	
Other Services	0	0	0	0	0	0	0	0	0	0	
Total	0	0	900,000	0	0	0	0	900,000	0	900,000	
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0	
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0088 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ARTERIAL STREET LIGHT LED CONVERSION
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal, lamps will be changed on existing poles.</i>
Community economic impacts	<i>Reduces electricity consumption, lowering energy costs.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Positive environmental effects.</i>
Responds to an urgent need or opportunity	<i>Responds to environmental and Kirkland Green Codes</i>
Feasibility, including public support and project readiness	<i>Kirkland residents are supportive of the City's Green efforts</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>There are additional costs and negative environmental impacts to delaying the project</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 9999 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	REGIONAL INTER-AGENCY COORDINATION		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Ongoing	Existing Project

DESCRIPTION/JUSTIFICATION			
Staffing requirements for the City's coordination and participation in regional projects constructed by others such as Washington State Department of Transportation (WSDOT), Sound Transit, King County Metro, etc.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	82,000	82,000	82,000	82,000	82,000	82,000	492,000	0	492,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	82,000	82,000	82,000	82,000	82,000	82,000	492,000	0	492,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 9999 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	REGIONAL INTER-AGENCY COORDINATION
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	N/A
Community economic impacts	N/A
Health and safety, environmental, aesthetic, or social effects	N/A
Responds to an urgent need or opportunity	<i>The city's participation in regional transportation projects insures the city's best interests are served.</i>
Feasibility, including public support and project readiness	N/A
Conforms to legal or contractual obligations	N/A
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	<i>Frequent and on-going coordination efforts between the city and outside agencies will benefit other capital projects.</i>
Implications of deferring the project	N/A
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachment <input type="checkbox"/> (Specify) <i>N/A</i>
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0006 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	STREET LEVY - SAFE ROUTES TO SCHOOLS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2013	Modified Project

DESCRIPTION/JUSTIFICATION			
A fund to leverage State and Federal grant funding to improve school walk routes near Kirkland elementary and middle schools.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project cost changed from \$600,000 to \$150,000 as Annual Levy revenue has been programmed into specific school walk route projects in support of the 2001 School Walk Route Improvement List with funding of \$150,000 per year being moved to new project NM 0087 000.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
Active Transportation Plan	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	150,000	0	0	0	0	0	150,000	0	150,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	150,000	0	0	0	0	0	150,000	0	150,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0006 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	STREET LEVY - SAFE ROUTES TO SCHOOLS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Project provides new walk routes for school children and other pedestrians.</i>
Responds to an urgent need or opportunity	<i>Provides funding for grant match.</i>
Feasibility, including public support and project readiness	<i>Community support for sidewalks.</i>
Conforms to legal or contractual obligations	<i>Candidate projects will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>Supports the City's Active Transportation Plan.</i>
Benefits to other capital projects	<i>Helps to leverage non-motorized funds by providing a source for grant match.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk on the shoulder and/or in the street.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Varies <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0006 200
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	STREETS LEVY - PEDESTRIAN SAFETY		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2013	Modified Project

DESCRIPTION/JUSTIFICATION			
An opportunity fund of Levy revenue used for pedestrian safety amenities City-wide. This project provides for the construction and re-construction of crosswalks, crosswalk lighting, flashing beacons and other features to enhance the pedestrian experience consistent with the goals and objectives of the Transportation Master Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project cost changed from \$1,190,000 to \$900,000 as the Annual Levy revenue is now being accounted for on an annual basis after completion of the special two-year funding program for the completion of a number of RRFB's throughout the City completed in 2014.			

POLICY BASIS
Transportation Master Plan
Active Transportation Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	100 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	23,000	23,000	23,000	23,000	23,000	23,000	138,000	0	138,000
In-House Professional Svcs.	0	11,000	11,000	11,000	11,000	11,000	11,000	66,000	0	66,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	116,000	116,000	116,000	116,000	116,000	116,000	696,000	0	696,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	150,000	150,000	150,000	150,000	150,000	150,000	900,000	0	900,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0006 200
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	STREETS LEVY - PEDESTRIAN SAFETY
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Project provides amenities to promote walking and biking.</i>
Responds to an urgent need or opportunity	<i>Many City crosswalks, wheelchair ramps and bike facilities will be improved.</i>
Feasibility, including public support and project readiness	<i>Community support through passage of the Levy.</i>
Conforms to legal or contractual obligations	<i>Candidate projects will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>Confirms to Federal requirements for upgrading of ADA facilities.</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Non-motorized street users will not benefit from planned pedestrian enhancements.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New crosswalks/bike route</i> <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0006 201
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NEIGHBORHOOD SAFETY PROGRAM IMPROVEMENTS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2015	New Project

DESCRIPTION/JUSTIFICATION			
<p>The Program under City Council's Walkable Kirkland Initiative for completing a number of neighborhood projects citywide under \$50,000. Project categories include: Bicycle Facilities, Crosswalk, Intersection Improvements, Traffic Calming, Walkway/Sidewalk and Trails, and Street Lights. Program improvements are restricted to City property including streets, parks, community facilities, and the Cross Kirkland Corridor.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan

METHOD OF FINANCING (%)	
Current Revenue	100 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	30,000	30,000	30,000	30,000	30,000	30,000	180,000	0	180,000
In-House Professional Svcs.	0	14,000	14,000	14,000	14,000	14,000	14,000	84,000	0	84,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	156,000	156,000	156,000	156,000	156,000	156,000	936,000	0	936,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	0	1,200,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0006 201
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NEIGHBORHOOD SAFETY PROGRAM IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Project provides amenities to promote walking and biking.</i>
Responds to an urgent need or opportunity	<i>Many pedestrian and other safety amenities in Kirkland neighborhoods will be improved.</i>
Feasibility, including public support and project readiness	<i>Community support through passage of the Levy.</i>
Conforms to legal or contractual obligations	<i>Candidate projects will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>Confirms to Federal requirements for upgrading of ADA facilities.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Non-motorized street users will not benefit from planned pedestrian and bicycle facility enhancements.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New xwalks/bike routes</i> <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0007 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR - NE 52ND STREET SIDEWALK		
PROJECT LOCATION	NE 52nd Street - 108th Avenue NE to Lake Washington Boulevard	PROJECT START	PROJECT STATUS
		2016	Modified Project

DESCRIPTION/JUSTIFICATION

Widening and minor realignment of NE 52nd Street west of Cross Kirkland Corridor; the installation of concrete retaining wall and concrete curb, gutter and sidewalk along the north side. The existing storm drainage system will be completed and improvements will be made to the street crossing at the Cross Kirkland Corridor. NE 52nd Street provides the only east/west access between 108th Avenue NE and Lake Washington Boulevard and NE 68th Street to NE 38th Street. Various developments have completed approximately 20% of the improvements, but pedestrians must use the pavement and some sections of shoulder for travel.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project title changed to be consistent with State Appropriations grant request and moved from Unfunded as a result of the State funding. The total project cost increased from \$1,068,600 to \$1,136,900 due to updated engineer's estimate and to account for external grant administration costs and ineligible internal project management costs.

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue %
Active Transportation Plan	Reserve (\$100,000) 9 %
	Grants (State \$1.037M) 91 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation	
Public Safety	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	127,000	85,000	0	0	0	212,000	0	212,000
In-House Professional Svcs.	0	0	48,000	32,000	0	0	0	80,000	0	80,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	507,000	337,900	0	0	0	844,900	0	844,900
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	682,000	454,900	0	0	0	1,136,900	0	1,136,900
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0007 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR - NE 52ND STREET SIDEWALK
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide important pedestrian line from 108th Avenue NE and the Watershed Park area to the lake.</i>
Responds to an urgent need or opportunity	<i>Provides continuation of interrupted sections of developer completed sidewalk and improves the current road crossing at the Cross Kirkland Corridor.</i>
Feasibility, including public support and project readiness	<i>Project will necessitate the need for a substantial retaining wall structure along a portion of the lower part of the project. There is public support for the pedestrian amenities.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will provide additional "feeder" routes to the Cross Kirkland Trail.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk over the interrupted sections of sidewalk and/or in the street.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Central Houghton, Lakeview</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSSWALK UPGRADE PROGRAM		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Ongoing	Modified Project

DESCRIPTION/JUSTIFICATION			
Install crosswalk improvements at various locations throughout the City. Improvements will include upgrades to existing crossing facilities or construction of new facilities.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Change in Project Description; total project budget decreased from \$210,000 to \$170,000 due to change from a biennial program project to an annual program including specific subordinate candidate projects with subsequent project number counters, consistent with Transportation Master Plan priorities.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
Active Transportation Plan	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	10,000	0	0	0	8,000	8,000	26,000	0	26,000
In-House Professional Svcs.	0	4,800	0	0	0	4,000	4,000	12,800	0	12,800
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	55,200	0	0	0	38,000	38,000	131,200	0	131,200
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	70,000	0	0	0	50,000	50,000	170,000	0	170,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSSWALK UPGRADE PROGRAM
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.</i>
Responds to an urgent need or opportunity	<i>Community input has identified the desire for additional pedestrian facilities throughout the City.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high; impacts are dependent upon location and degree of improvements, but project does not present significant difficulties.</i>
Conforms to legal or contractual obligations	<i>Projects will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Depending on the location selected, these upgrades will link to other sidewalk improvements.</i>
Implications of deferring the project	<i>Pedestrians will not benefit from planned enhancement for crossing streets.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 116TH STREET CROSSWALK UPGRADE		
PROJECT LOCATION	Various locations along NE 116th Street	PROJECT START	PROJECT STATUS
		2017	New Project

DESCRIPTION/JUSTIFICATION			
Crosswalk improvements such as pedestrian flashing beacons (RRFB's), improved lighting, or traffic islands with community input through the City's Comprehensive Plan process. The Active Transportation Plan and Transportation Master Plan identified the need for improved pedestrian crossing in the City's pedestrian system.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	30,000	34,000	0	0	64,000	0	64,000
In-House Professional Svcs.	0	0	0	14,000	16,000	0	0	30,000	0	30,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	156,000	180,000	0	0	336,000	0	336,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	200,000	230,000	0	0	430,000	0	430,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 116TH STREET CROSSWALK UPGRADE
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will not benefit from planned enhancement for crossing streets.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH STREET CROSSWALK UPGRADE		
PROJECT LOCATION	113th Avenue NE	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
A project to make improvements such as added signal heads, modified left-turn phasing (assume not changing mast arms) and other improvements to address pedestrian safety issues.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve (\$80,000)	100 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	12,000	0	0	0	0	12,000	0	12,000
In-House Professional Svcs.	0	0	6,000	0	0	0	0	6,000	0	6,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	62,000	0	0	0	0	62,000	0	62,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	80,000	0	0	0	0	80,000	0	80,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH STREET CROSSWALK UPGRADE
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will not benefit from planned enhancement for crossing streets.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	132ND AVENUE NE CROSSWALK UPGRADE		
PROJECT LOCATION	Various locations along 132nd Avenue NE	PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION			
Crosswalk improvements such as pedestrian flashing beacons (RRFB's), improved lighting, or traffic islands with community input through the City's Comprehensive Plan process. The Active Transportation Plan and Transportation Master Plan identified the need for improved pedestrian crossings in the City's pedestrian system.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	100 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	37,000	0	0	37,000	0	37,000
In-House Professional Svcs.	0	0	0	0	18,000	0	0	18,000	0	18,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	195,000	0	0	195,000	0	195,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	250,000	0	0	250,000	0	250,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	132ND AVENUE NE CROSSWALK UPGRADE
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will not benefit from planned enhancement for crossing streets.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Kingsgate, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0024 301
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KING COUNTY EASTSIDE RAIL ACQUISITION IN NORTH KIRKLAND		
PROJECT LOCATION	Eastside Rail Corridor 132nd Ave NE to North City Limits	PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION

The Cross Kirkland Corridor (CKC) currently ends at 132nd Avenue approximately 1.3 miles south of the Kirkland city limits. This project will acquire the portion of Eastside Rail Corridor that is within the city limits but is not currently owned by the City. This will allow Kirkland to own and maintain the CKC within the city limits, proceed with trail development and make the corridor more accessible to Kirkland residents.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan Active Transportation Plan	Current Revenue 100 % Reserve 0 % Grants 0 % Other Sources 0 % Debt 0 % Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation Economic Development Parks, Open Spaces & Recreational Services	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	300,000	300,000	0	600,000	0	600,000
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	300,000	300,000	0	600,000	0	600,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0024 301
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KING COUNTY EASTSIDE RAIL ACQUISITION IN NORTH KIRKLAND
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>No impact for acquisition.</i>
Community economic impacts	<i>Development of the CKC has proven to be an economic stimulus for parts of the City.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Project provides corridor for multi-modal transportation.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Acquisition is fully feasible.</i>
Conforms to legal or contractual obligations	<i>Property would be obtained legally.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Allows for future development of the CKC.</i>
Implications of deferring the project	<i>May increase cost or difficulty in future acquisition.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: approx. 1.3 mile trail <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0057 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL SIDEWALK MAINTENANCE PROGRAM		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Ongoing	Modified Project

DESCRIPTION/JUSTIFICATION			
Preservation of sidewalk system. The Public Works Department is responsible for the maintenance of numerous miles of sidewalk. The annual program ensures maintenance of this infrastructure and reduces costly repairs resulting from total failure.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Total project cost changed from \$1,000,000 to \$800,000 with funding for two years (2017 - 2018) being programmed for use on NM 0087 - Citywide School Walkroute Enhancements.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 92 %
	Reserve (\$67,400) 8 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	34,000	34,000	0	0	34,000	34,000	136,000	0	136,000
In-House Professional Svcs.	0	14,000	14,000	0	0	14,000	14,000	56,000	0	56,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	152,000	152,000	0	0	152,000	152,000	608,000	0	608,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	200,000	200,000	0	0	200,000	200,000	800,000	0	800,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0057 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL SIDEWALK MAINTENANCE PROGRAM
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>Promotes non-motorized transportation.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Potential health and safety risk by not addressing trip hazards.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0084 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SOUTH KIRKLAND TOD/CKC MULTI-MODAL CONNECTION		
PROJECT LOCATION	South Kirkland Park and Ride	PROJECT START	PROJECT STATUS
		2014	Modified Project

DESCRIPTION/JUSTIFICATION

A project to study, design and construct an elevator stair tower and covered pedestrian bridge between the new parking garage at the South Kirkland Transit Center and the Cross Kirkland Corridor (CKC). An elevation differences of 30-60 feet between the new public parking garage and the Cross Kirkland Corridor prevents easy access between these two facilities. During development of the garage, limited provisions were made to accommodate a future multi-modal connection between the garage and the CKC.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Total project cost increased from \$1,450,000 to \$2,400,000 due to updated engineer's estimate, including increased market steel prices, inflation and other related cost increases.

POLICY BASIS	PRIOR YEAR(S) BUDGET TO ACTUALS	METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	1 %
		Reserve (\$924,600)	39 %
	Budget \$245,960	Grants State Budget (\$1,300,000)	54 %
	Actual \$147,536	Other Sources King County (\$150,000)	6 %
	Balance \$98,424	Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	140,400	299,000	20,000	0	0	0	0	319,000	0	459,400
In-House Professional Svcs.	105,600	140,000	10,000	0	0	0	0	150,000	0	255,600
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	1,582,400	102,600	0	0	0	0	1,685,000	0	1,685,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	246,000	2,021,400	132,600	0	0	0	0	2,154,000	0	2,400,000
NEW MAINT. AND OPER.	0	0	10,500	0	0	0	0	10,500	0	10,500
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0084 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SOUTH KIRKLAND TOD/CKC MULTI-MODAL CONNECTION
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Loss of significant external funding secured for this project.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Lakeview, Central Houghton</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0086 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH ST/124TH AVE NE PEDESTRIAN BRIDGE (TOTEM LAKE NON-MOTORIZED)		
PROJECT LOCATION	Along the CKC near the intersection of NE 124th Street and 124th Avenue NE	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
The planning, design and construction of a pedestrian and bicycle bridge along the Cross Kirkland Corridor (CKC) at NE 124th Street and 124th Avenue NE/Totem Lake Blvd. Design is to be consistent with the CKC Master Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Improvement Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	43 %
Reserve	1 %
Grants CMAQ (\$923,000)	7 %
Other Sources Unsecured	49 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	550,000	1,150,000	1,079,000	0	0	2,779,000	0	2,779,000
In-House Professional Svcs.	0	0	200,000	480,000	503,000	0	0	1,183,000	0	1,183,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	3,180,000	5,718,000	0	0	8,898,000	0	8,898,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	750,000	4,810,000	7,300,000	0	0	12,860,000	0	12,860,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0086 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH ST/124TH AVE NE PEDESTRIAN BRIDGE (TOTEM LAKE NON-MOTORIZED)
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to be unable to efficiently cross NE 124th Street/Totem Lake Blvd.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0087 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE SCHOOL WALK ROUTE ENHANCEMENTS		
PROJECT LOCATION	Citywide	PROJECT START	PROJECT STATUS
		2016	Modified Project

DESCRIPTION/JUSTIFICATION			
Project will create or improve sidewalks and associated pedestrian safety features on one side of all identified school walk route segments along both arterial and collector streets. Project is expected to be completed as grant funding becomes available on a project by project basis. Staff is currently working with the Lake Washington School District to develop an updated list of walk routes.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded with specific projects being programmed consistent with the 2001 School Walk Route Projects list and the Transportation Master Plan priorities.			

POLICY BASIS
Transportation Master Plan
Safe School Walk Routes

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)		
Current Revenue		32 %
Reserve	(\$1,572,000)	44 %
Grants	TBD (\$850,000)	24 %
Other Sources		0 %
Debt		0 %
Unfunded		0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	296,000	128,000	129,000	67,000	118,000	738,000	3,935,000	4,673,000
In-House Professional Svcs.	0	0	94,000	60,000	60,000	31,000	38,000	283,000	1,262,000	1,545,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	610,000	676,200	680,000	352,000	244,000	2,562,200	8,019,800	10,582,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	1,000,000	864,200	869,000	450,000	400,000	3,583,200	13,216,800	16,800,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0087 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE SCHOOL WALK ROUTE ENHANCEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Reduces risk to pedestrians using school walking routes. Encourages reduced vehicle use for student transportation.</i>
Responds to an urgent need or opportunity	<i>Community input has identified the desire for improved walking routes to schools, including sidewalks along arterial and collector streets that currently lack sidewalks.</i>
Feasibility, including public support and project readiness	<i>Community support is high. Specific impacts depend on location and degree of pedestrian route improvement, but are not expected to present significant difficulties.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	NA
Benefits to other capital projects	<i>Depending on location, pedestrian enhancements for this project may link with other pedestrian route improvement projects.</i>
Implications of deferring the project	<i>Continuation of limitations on current school walking routes.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: New ped/bike amenities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0087 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NORTH KIRKLAND/JFK SCHOOL WALK ROUTE ENHANCEMENTS		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
<p>Project will create or improve sidewalks and associated pedestrian safety features on one side of all identified school walk route segments along both arterial and collector streets in the North Kirkland, Juanita, Finn Hill, and Kingsgate (JFK) neighborhoods. Project is expected to be completed using a combination of project phases and multi-schedule construction. Staff is currently working with the Lake Washington School District to develop an updated list of walk routes.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	41 %
Safe School Walk Routes		Reserve	0 %
		Grants	TBD (\$585,400) 59 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)							2015-2020 TOTAL	Future Year(s)	Total Project
		2015	2016	2017	2018	2019	2020			
Planning/Design/Engineering	0	0	0	0	0	74,000	74,000	148,000	0	148,000
In-House Professional Svcs.	0	0	0	0	0	35,000	35,000	70,000	0	70,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	391,000	391,000	782,000	0	782,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	500,000	500,000	1,000,000	0	1,000,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0087 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NORTH KIRKLAND/JFK SCHOOL WALK ROUTE ENHANCEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Reduces risk to pedestrians using school walking routes. Encourages reduced vehicle use for student transportation.</i>
Responds to an urgent need or opportunity	<i>Community input has identified the desire for improved walking routes to schools, including sidewalks along arterial and collector streets that currently lack sidewalks.</i>
Feasibility, including public support and project readiness	<i>Community support is high. Specific impacts depend on location and degree of pedestrian route improvement, but are not expected to present significant difficulties.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Depending on location, pedestrian enhancements for this project may link with other pedestrian route improvement projects.</i>
Implications of deferring the project	<i>Continuation of limitations on current school walking routes.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Kingsgate, Finn Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: New ped/bike amenities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0089 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	LAKE FRONT PEDESTRIAN AND BICYCLE IMPROVEMENTS		
PROJECT LOCATION	Spot locations on Lake Washington Blvd, Lake Street, Market, and 98th Ave NE from NE 38th Place to NE 116th Street.	PROJECT START	PROJECT STATUS
		2015	Modified Project

DESCRIPTION/JUSTIFICATION			
Install 32 curb ramps to meet ADA requirements; lighting improvements at 12 crosswalks; Install pedestrian flashing beacons (RRFB's) on Market Street at 4th Avenue and Central Way crossings; Add bike boxes and/or other bike related marking improvements and signage on Lake Washington Blvd and Market Street; add buffered bike lane on 98th Avenue NE from Forbes Creek to NE 116th Street.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded; project start date set for 2015 based on receipt of a federal grant with no change in budget. The Method of Financing changed to reflect grant funding.			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	1 %
Reserve	0 %
Grants (\$989,000)	99 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	24,000	133,000	0	0	0	0	157,000	0	157,000
In-House Professional Svcs.	0	0	62,000	0	0	0	0	62,000	0	62,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	82,400	698,600	0	0	0	0	781,000	0	781,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	106,400	893,600	0	0	0	0	1,000,000	0	1,000,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0089 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	LAKE FRONT PEDESTRIAN AND BICYCLE IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Loss of significant grant funding secured for this project.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Market</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input checked="" type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0090 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE 'QUICK WINS'		
PROJECT LOCATION	Juanita Drive from NE 93rd Avenue South to NE 143rd Street (northern city limits)	PROJECT START	PROJECT STATUS
		2015	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Improve safety for bicycles and pedestrians through elements including: separated pedestrian walkway and buffered bicycle lane; installation of pedestrian flashing beacons (RRFB's) at key locations; improved lighting, signing and markings. Intersection channelization improvements are also included. This project will convert a corridor that is auto-oriented into a shared auto/active transportation corridor.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)	
<p>Project moved from Unfunded; project start date set for 2015 based on receipt of a federal grant with no change in budget. The Method of Financing changed to reflect grant funding.</p>	

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	5 %
Reserve	0 %
Grants (\$1,287,395)	95 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	30,000	72,000	99,000	0	0	0	201,000	0	201,000
In-House Professional Svcs.	0	14,000	34,000	46,000	0	0	0	94,000	0	94,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	156,800	379,800	518,400	0	0	0	1,055,000	0	1,055,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	200,800	485,800	663,400	0	0	0	1,350,000	0	1,350,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0090 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE 'QUICK WINS'
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Loss of significant grant funding secured for this project.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill, South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0090 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE MULTI-MODAL (ON STREET) IMPROVEMENTS		
PROJECT LOCATION	Juanita Drive at the NE 124th St Intersection, and at the NE 132nd St. intersection to NE 133rd Pl.	PROJECT START	PROJECT STATUS
		2020	New Project

DESCRIPTION/JUSTIFICATION	
Construct flashing crosswalk and improve the sidewalk on the west side of the road at the NE 124th Street intersection. Add south-bound left turn pocket, pedestrian crossing and improve walkway at the NE 132nd Street intersection.	

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 60 %
	Reserve (\$200,000) 40 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	0	74,000	74,000	0	74,000
In-House Professional Svcs.	0	0	0	0	0	0	35,000	35,000	0	35,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	391,000	391,000	0	391,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	500,000	500,000	0	500,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0090 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE MULTI-MODAL (ON STREET) IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk along narrow roadway shoulder.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill, South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0092 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ACTIVE TRANSPORTATION PLAN UPDATE		
PROJECT LOCATION	City-Wide	PROJECT START	PROJECT STATUS
		2017	New Project

DESCRIPTION/JUSTIFICATION			
An update to the Active Transportation Plan to incorporate new neighborhoods and to specify detailed projects and guidelines for pedestrian and bicycle needs. Include a trail plan coordinated with plans in the Park Recreation and Open Space Plan. Builds from policy guidance set in Transportation Master Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan
Park Recreation & Open Space Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	100 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	45,000	0	0	0	45,000	0	45,000
In-House Professional Svcs.	0	0	0	30,000	0	0	0	30,000	0	30,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	75,000	0	0	0	75,000	0	75,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0092 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ACTIVE TRANSPORTATION PLAN UPDATE
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>None - a Study only.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Identifying needed improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>A lost opportunity to expand the Active Transportation to include the entire City.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Added amenities for pedest <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0095 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	124TH AVENUE NE SIDEWALK		
PROJECT LOCATION	124th Avenue NE from NE 90th Street to NE 97th Street	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
Provides for the design and construction of 1,800 feet of new concrete sidewalks, curb and gutter, walls and drainage improvements for providing a continuous sidewalk along the west side of 124th Ave NE. Prioritization of project is consistent with the Transportation Master Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	78 %
	Reserve (\$229,600)	22 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Economic Development	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	92,000	112,000	0	0	0	204,000	0	204,000
In-House Professional Svcs.	0	0	13,000	29,000	0	0	0	42,000	0	42,000
Land Acquisition	0	0	30,000	0	0	0	0	30,000	0	30,000
Construction	0	0	285,000	489,000	0	0	0	774,000	0	774,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	420,000	630,000	0	0	0	1,050,000	0	1,050,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0095 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	124TH AVENUE NE SIDEWALK
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk along narrow roadway shoulder.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,800 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0098 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY SIDEWALK		
PROJECT LOCATION	Kirkland Way 2nd Avenue to 85th Street, in the vicinity of the Cross Kirkland Corridor	PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION			
Construct sidewalk on Kirkland Way to fill in missing segments in support of completing connections to the Cross Kirkland Corridor (CKC).			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Economic Development

METHOD OF FINANCING (%)		
Current Revenue		20 %
Reserve	(\$500,800)	24 %
Grants	Unsecured (\$1,199,200)	56 %
Other Sources		0 %
Debt		0 %
Unfunded		0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	314,000	0	0	314,000	0	314,000
In-House Professional Svcs.	0	0	0	0	146,000	0	0	146,000	0	146,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	1,660,000	0	0	1,660,000	0	1,660,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2,120,000	0	0	2,120,000	0	2,120,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0098 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY SIDEWALK
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to have less opportunity for more direct non-street access to the Cross Kirkland Corridor.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0109 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITY-WIDE TRAIL CONNECTIONS (NON-CKC)		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2020	New Project

DESCRIPTION/JUSTIFICATION			
Provides for the construction of trails other than the Cross Kirkland Corridor (CKC). Improvements may include sidewalks, mixed use trails, bicycle facilities and as needed, minor pavement widening, walls, lighting, pavement marking and drainage improvements. Property acquisition will often be needed. Trail connections should be coordinated with plans in the Park Recreation and Open Space Plan. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	100 %
Park Recreation & Open Space Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)								2015-2020	Future Year(s)	Total Project
		2015	2016	2017	2018	2019	2020	TOTAL			
Planning/Design/Engineering	0	0	0	0	0	0	41,000	41,000	0	41,000	
In-House Professional Svcs.	0	0	0	0	0	0	19,000	19,000	0	19,000	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	215,000	215,000	0	215,000	
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0	
Equipment	0	0	0	0	0	0	0	0	0	0	
Other Services	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	275,000	275,000	0	275,000	
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0	
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0109 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITY-WIDE TRAIL CONNECTIONS (NON-CKC)
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to have less opportunity for more direct non-street access to various parts of the City.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0109 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	FINN HILL TRAIL CONNECTIONS (NON-CKC)		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION			
<p>Provides for the construction of trails other than the Cross Kirkland Corridor (CKC) in the Finn Hill neighborhood. Improvements may include sidewalks, mixed use trails, bicycle facilities and as needed, minor pavement widening, walls, lighting, pavement marking and drainage improvements. Property acquisition will often be needed. Trail connections should be coordinated with plans in the Park Recreation and Open Space Plan. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
Park Recreation & Open Space Plan	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	37,000	0	0	37,000	0	37,000
In-House Professional Svcs.	0	0	0	0	18,000	0	0	18,000	0	18,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	195,000	0	0	195,000	0	195,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	250,000	0	0	250,000	0	250,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0109 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	FINN HILL TRAIL CONNECTIONS (NON-CKC)
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to have less opportunity for more direct non-street access in the Finn Hill Neighborhood.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0109 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	LAKE FRONT PROMENADE DESIGN STUDY		
PROJECT LOCATION	Lake Washington Blvd	PROJECT START	PROJECT STATUS
		2020	New Project

DESCRIPTION/JUSTIFICATION			
A study to examine options for creating a Lakefront promenade and includes various treatments to accommodate pedestrians, bicycles, parking and active uses along the corridor.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
Area-Specific Study	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation	
Parks, Open Spaces & Recreational Services	
Economic Development	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	0	45,000	45,000	0	45,000
In-House Professional Svcs.	0	0	0	0	0	0	30,000	30,000	0	30,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	75,000	75,000	0	75,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0109 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	LAKE FRONT PROMENADE DESIGN STUDY
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>None - a Study only.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved walking and cycling surface for increased safety and access and promoted good health.</i>
Responds to an urgent need or opportunity	<i>Intended to meet the non-motorized level of service as set forth in the Comprehensive Plan</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Any future project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>A missed opportunity for enhanced pedestrian amenities along the Lake Washington Lake Front.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Lakeview</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0110 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE ACCESSIBILITY TRANSITION PLAN		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
An Action Plan for improvements that increase accessibility. It includes curb ramps, accessible pedestrian signals and other walkway related projects, but the scope will expand as the city identifies more needs through completion of its Americans with Disabilities Act (ADA) compliance plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve (\$50,000)	100 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	30,000	0	0	0	0	30,000	0	30,000
In-House Professional Svcs.	0	0	20,000	0	0	0	0	20,000	0	20,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	50,000	0	0	0	0	50,000	0	50,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0110 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE ACCESSIBILITY TRANSITION PLAN
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>None - a Study/Plan only.</i>
Community economic impacts	<i>Projects coming from the Plan will remove barriers for improving pedestrian access to local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Projects coming from the Plan will remove barriers for improving pedestrian access to local businesses.</i>
Responds to an urgent need or opportunity	<i>The City is required to have an Accessibility Transition Plan on file.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Projects coming from the Plan will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>All local and State agencies are required by the Federal Government to have an Accessibility Transition Plan.</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>A failure to comply with a Federal requirement could have future grant funding impacts.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0110 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE ACCESSIBILITY IMPROVEMENTS		
PROJECT LOCATION	City-Wide	PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION			
An Opportunity Fund for implementation of a wide range accessibility improvements, as developed by the Accessibility Transition Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan
Assessibility Transition Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	67 %
Reserve (\$100,000)	33 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	15,000	15,000	15,000	45,000	0	45,000
In-House Professional Svcs.	0	0	0	0	7,000	7,000	7,000	21,000	0	21,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	78,000	78,000	78,000	234,000	0	234,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	100,000	100,000	100,000	300,000	0	300,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0110 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE ACCESSIBILITY IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>All local and State agencies are required by the Federal Government to implement improvements contained within the approved Accessibility Transition Plan.</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Failure to comply with a Federal requirement.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE GREENWAYS NETWORKS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2020	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project provides for the design and construction of a greenway network. Construction elements that make up a greenway vary according to location, but may include items such as marking, signing of various types, lighting, crossing treatments (which may include signing, islands, beacons, improvements to or new traffic signals), traffic calming, drainage improvements, sidewalks or other walkway improvements and minor property acquisition. Greenways should be constructed on the most current approved network map and prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	50 %
	Reserve (\$125,000)	50 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

COUNCIL GOALS	
Balanced Transportation	
Environment	
Neighborhoods	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	0	0	37,000	37,000	0	37,000
In-House Professional Svcs.	0	0	0	0	0	0	18,000	18,000	0	18,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	195,000	195,000	0	195,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	250,000	250,000	0	250,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE GREENWAYS NETWORKS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians and bicyclists will not benefit from additional improvements to the City's non-motorized Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE GREENWAYS NETWORK PROJECT		
PROJECT LOCATION	NE 75th Street	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project provides for the design and construction of a greenway network in the area of NE 75th Street. Construction elements that make up a greenway vary according to location, but may include items such as marking, signing of various types, lighting, crossing treatments (which may include signing, islands, beacons, improvements to or new traffic signals), traffic calming, drainage improvements, sidewalks or other walkway improvements and minor property acquisition. Greenways should be constructed on the most current approved network map and prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Environment
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	91 %
Reserve (\$42,500)	9 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	37,000	37,000	0	0	0	74,000	0	74,000
In-House Professional Svcs.	0	0	18,000	18,000	0	0	0	36,000	0	36,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	195,000	195,000	0	0	0	390,000	0	390,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	250,000	250,000	0	0	0	500,000	0	500,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE GREENWAYS NETWORK PROJECT
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians and bicyclists will not benefit from additional improvements to the City's non-motorized Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE GREENWAYS NETWORK PROJECT		
PROJECT LOCATION	128th Ave NE	PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION

This project provides for the design and construction of a greenway network in the area of 128th Avenue NE. Construction elements that make up a greenway vary according to location, but may include items such as marking, signing of various types, lighting, crossing treatments (which may include signing, islands, beacons, improvements to or new traffic signals), traffic calming, drainage improvements, sidewalks or other walkway improvements and minor property acquisition. Greenways should be constructed on the most current approved network map and prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 32 %
	Reserve (\$98,000) 12 %
	Grants Unsecured (\$450,000) 56 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation	
Environment	
Neighborhoods	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	60,000	60,000	0	120,000	0	120,000
In-House Professional Svcs.	0	0	0	0	28,000	28,000	0	56,000	0	56,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	312,000	312,000	0	624,000	0	624,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	400,000	400,000	0	800,000	0	800,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE GREENWAYS NETWORK PROJECT
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians and bicyclists will not benefit from additional improvements to the City's non-motorized Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0114 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CKC BRIDGE CONNECTING TO THE HOUGHTON SHOPPING CENTER		
PROJECT LOCATION	Cross Kirkland Corridor, south of NE 68th Street	PROJECT START	PROJECT STATUS
		2015	New Project

DESCRIPTION/JUSTIFICATION			
<p>The Project will create an important pedestrian/bicycle connection from the Cross Kirkland Corridor (CKC) to the Houghton Shopping Center through the property recently purchased by the City (along 106th Avenue NE adjacent to the Houghton Shopping Center). The connection includes a bridge over the wetland on the east side of the CKC and surface improvements to delineate the pedestrian/bicycle trail from the bridge to 106th Avenue NE. The Project may include a temporary easement over private property to maximize the width of the trail and retain the existing landscape buffer on the City's property.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve (\$175,000)	100 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	32,000	0	0	0	0	0	32,000	0	32,000
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	143,000	0	0	0	0	0	143,000	0	143,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	175,000	0	0	0	0	0	175,000	0	175,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0114 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CKC BRIDGE CONNECTING TO THE HOUGHTON SHOPPING CENTER
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>The intended outcome is for improved multi-modes of transportation to promote increased access to local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles leading to healthier residents.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>City-wide non-motorized projects are desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Reduced access to the Cross Kirkland Corridor in the Houghton neighborhood.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Central Houghton</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Ped access to the CKC <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0115 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CKC EMERGENT PROJECTS OPPORTUNITY FUND		
PROJECT LOCATION	Cross Kirkland Corridor - various location	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
An Opportunity Fund for implementation of a wide range of Cross Kirkland Corridor (CKC) access improvements.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Cross Kirkland Corridor Master Plan		Reserve (\$100,000)	100 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Economic Development		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	6,000	0	0	0	0	6,000	0	6,000
In-House Professional Svcs.	0	0	4,000	0	0	0	0	4,000	0	4,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	90,000	0	0	0	0	90,000	0	90,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	100,000	0	0	0	0	100,000	0	100,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0115 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CKC EMERGENT PROJECTS OPPORTUNITY FUND
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides for access and other types of improvements, as deemed appropriate.</i>
Responds to an urgent need or opportunity	<i>Improvements need to be constructed on a priority basis.</i>
Feasibility, including public support and project readiness	<i>Projects to be as desired by the public, technically feasible and appropriate.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes elements within the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will not benefit from this added CKC improvement providing access to and from the CKC.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0116 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SOUTH ROSE HILL PEDESTRIAN PATH PROPERTY ACQUISITION		
PROJECT LOCATION	8215 124th Avenue NE, between NE 82nd Lane and Rose Hill Meadows Park	PROJECT START	PROJECT STATUS
		2015	New Project

DESCRIPTION/JUSTIFICATION			
An easement acquisition to provide Kirkland residents improved access in order to promote non-motorized transportation in the South Rose Hill Neighborhood.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve (\$100,000) 100 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	5,000	0	0	0	0	0	5,000	0	5,000
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	95,000	0	0	0	0	0	95,000	0	95,000
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	100,000	0	0	0	0	0	100,000	0	100,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0116 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SOUTH ROSE HILL PEDESTRIAN PATH PROPERTY ACQUISITION
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>N/A - Property/easement acquisition</i>
Community economic impacts	<i>None</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements within easement will provide safer travel for pedestrians and bicycles leading to healthier residents.</i>
Responds to an urgent need or opportunity	<i>An opportunity through redevelopment of an existing property</i>
Feasibility, including public support and project readiness	<i>City-wide non-motorized projects are desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides access to elements within the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will not benefit from this added access within South Rose Hill</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Rose Hill, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Ped access to the Rose Hill <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0001 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE TRANSIT STUDY		
PROJECT LOCATION	City-Wide	PROJECT START	PROJECT STATUS
		2017	New Project

DESCRIPTION/JUSTIFICATION			
A study that builds on the foundations of the Transportation Master Plan and identifies specific service and facility projects that support transit.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 100 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	180,000	0	0	0	180,000	0	180,000
In-House Professional Svcs.	0	0	0	120,000	0	0	0	120,000	0	120,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	300,000	0	0	0	300,000	0	300,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0001 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE TRANSIT STUDY
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>N/A - A Study only</i>
Community economic impacts	<i>None anticipated.</i>
Health and safety, environmental, aesthetic, or social effects	<i>To be determined through the study.</i>
Responds to an urgent need or opportunity	<i>Needed to prepare for Sound Transit and King County Metro plans.</i>
Feasibility, including public support and project readiness	<i>Project is ready to go and has community support.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides the framework for other transit related projects.</i>
Implications of deferring the project	<i>Lost opportunity to cooperate with plans from other agencies.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0001 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SOUND TRANSIT 3 (ST3) PROJECT STUDY		
PROJECT LOCATION	City-Wide	PROJECT START	PROJECT STATUS
		2015	New Project

DESCRIPTION/JUSTIFICATION

Sound Transit has included several projects in Kirkland in their Sound Transit 3 (ST3) process and this Project uses consultant services, including but not limited to general and specialized transit planning, civil engineering and other disciplines, as needed, to help the City: 1) understand the implications of proposed ST3 projects in Kirkland, 2) develop and analyze alternatives, and 3) advance its interests with regard to ST3.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 % Reserve (\$250,000) 100 % Grants 0 % Other Sources 0 % Debt 0 % Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	225,000	0	0	0	0	0	225,000	0	225,000
In-House Professional Svcs.	0	25,000	0	0	0	0	0	25,000	0	25,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	250,000	0	0	0	0	0	250,000	0	250,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0001 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SOUND TRANSIT 3 (ST3) PROJECT STUDY
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>N/A - A Study only</i>
Community economic impacts	<i>To be determined through the study.</i>
Health and safety, environmental, aesthetic, or social effects	<i>To be determined through the study.</i>
Responds to an urgent need or opportunity	<i>Needed to prepare for Sound Transit and King County Metro plans.</i>
Feasibility, including public support and project readiness	<i>Project is ready to go and has community support.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides the framework for other transit related projects.</i>
Implications of deferring the project	<i>Lost opportunity to cooperate with plans from other agencies.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0079 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 85TH STREET/114TH AVENUE NE INTERSECTION IMPROVEMENTS PHASE II		
PROJECT LOCATION	NE 85th Street at 114th Avenue NE/Kirkland Way	PROJECT START	PROJECT STATUS
		2017	New Project

DESCRIPTION/JUSTIFICATION

The required modifications to this intersection include signal and lane changes for providing extended storage on the east bound right-turn lane together with a new north-bound to east-bound right-turn lane. Signal pole, signal head and striping changes are needed to provide for making the east-bound right turn lane into a thru-right and for creating a dual north-bound to east bound right-turn lane. The changes will require close coordination with the Washington State Department of Transportation (WSDOT) and may result in a state requirement to modify the high-occupancy vehicle (HOV) access to south-bound I-405. The Project will evaluate and address, as needed, ADA upgrades and will include all appropriate Surface Water upgrades. Right-of-way acquisition is not anticipated and a budget for it has been established at this time; however, it will be evaluated further during the design phase.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
Other Plan	Reserve 0 %
	Grants 0 %
	Other Sources Developer 100 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	360,000	0	0	0	360,000	0	360,000
In-House Professional Svcs.	0	0	0	180,000	0	0	0	180,000	0	180,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	1,260,000	0	0	0	1,260,000	0	1,260,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1,800,000	0	0	0	1,800,000	0	1,800,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0079 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 85TH STREET/114TH AVENUE NE INTERSECTION IMPROVEMENTS PHASE II
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian impacts during construction.</i>
Community economic impacts	<i>This project will reduce intersection congestion and improve system efficiency.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will improve the transportation network helping to reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>Project is part of the Planned Action Ordinance for the redevelopment of Park Place Mall.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible but will require extensive coordination with WSDOT.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Is an addition to previously completed intersection improvements and to the NE 85th Street Corridor Improvement Project completed in 2014.</i>
Implications of deferring the project	<i>Increased congestion and delays in traffic and transit operations.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Everest, Highlands</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 30% <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0082 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CENTRAL WAY/PARK PLACE CENTER TRAFFIC SIGNAL		
PROJECT LOCATION	Intersection of Central Way and the Park Place entrance (between 4th Street and 5th Street)	PROJECT START	PROJECT STATUS
		2017	Modified Project

DESCRIPTION/JUSTIFICATION			
Install traffic signal to minimize traffic conflict, improve safety and traffic operation. In addition to these vehicular improvements, existing unsignaled crosswalks at 5th Street and 4th Street will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the traffic signal as part of State Environmental Policy Act (SEPA) mitigation. Project is subject to anticipated funding through development activities and related revenues.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Park Place Redevelopment with 2017 start year; developer funded.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources Developer 100 %
	Debt 0 %
	Unfunded 0 %

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	67,600	0	0	0	67,600	0	67,600
In-House Professional Svcs.	0	0	0	32,400	0	0	0	32,400	0	32,400
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	100,000	0	0	0	100,000	0	100,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	200,000	0	0	0	200,000	0	200,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0082 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CENTRAL WAY/PARK PLACE CENTER TRAFFIC SIGNAL
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, lane closures will add delay for vehicles traveling on Central Way.</i>
Community economic impacts	<i>Improved access to retail complex is likely to increase patronage of local businesses. Improved access to community facilities including Kirkland Performance Center, Peter Kirk Community Center, Teen Center, and Peter Kirk Park.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Signalized intersection will improve pedestrian crossing safety.</i>
Responds to an urgent need or opportunity	<i>Existing pedestrian conflicts at 5th Street and 4th Street could be avoided with elimination of existing sidewalks at those locations and pedestrians required to use the signalized crosswalk.</i>
Feasibility, including public support and project readiness	<i>The project presents challenges on the north leg of this intersection and will require negotiation and working with the surrounding businesses. Community support for improved pedestrian facilities has been identified at various public forums.</i>
Conforms to legal or contractual obligations	N/A
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	N/A
Implications of deferring the project	<i>Increased costs and possible pedestrian conflicts.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0099 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE / TOTEM LAKE WAY INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of Totem Lake Way and 120th Avenue NE	PROJECT START	PROJECT STATUS
		2016	Modified Project

DESCRIPTION/JUSTIFICATION			
Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of State Environmental Policy Act (SEPA) mitigation.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Totem Lake Mall redevelopment with 2016 start year; developer funded.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 % Reserve 0 % Grants 0 % Other Sources Developer 100 % Debt 0 % Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation Economic Development Public Safety	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	682,500	0	0	0	0	682,500	0	682,500
In-House Professional Svcs.	0	0	313,000	0	0	0	0	313,000	0	313,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	1,850,000	0	0	0	0	1,850,000	0	1,850,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	2,845,500	0	0	0	0	2,845,500	0	2,845,500
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0099 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE / TOTEM LAKE WAY INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Development driven.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>N/A</i> Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0100 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	6TH STREET AND CENTRAL WAY INTERSECTION IMPROVEMENTS PHASE 2		
PROJECT LOCATION	6th Street and Central Way	PROJECT START	PROJECT STATUS
		2017	Modified Project

DESCRIPTION/JUSTIFICATION			
Install multiple upgrades to the existing signalized intersection. Phase I was completed in 2011, and resulted in signal improvements, water main upgrade, concrete roadway, pedestrian and bicycle lane improvements, and illumination at the intersection of 6th Street and Central Way. Phase II will result in a new signature "Gateway" to the Central Downtown area of Kirkland, and frontage improvements on 6th Street, additional travel lanes, a bicycle lane, and pedestrian improvements. This project will complement TR 0104 (6th Street & 4th Avenue Intersection Improvements).			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Park Place Mall redevelopment with 2017 start year; developer funded.			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources Developer	100 %
		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)							2015-2020	Future Year(s)	Total Project
		2015	2016	2017	2018	2019	2020	TOTAL		
Planning/Design/Engineering	0	0	0	400,000	0	0	0	400,000	0	400,000
In-House Professional Svcs.	0	0	0	207,400	0	0	0	207,400	0	207,400
Land Acquisition	0	0	0	284,000	0	0	0	284,000	0	284,000
Construction	0	0	0	975,400	0	0	0	975,400	0	975,400
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1,866,800	0	0	0	1,866,800	0	1,866,800
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0100 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	6TH STREET AND CENTRAL WAY INTERSECTION IMPROVEMENTS PHASE 2
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Highlands</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0103 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CENTRAL WAY / 4TH STREET INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Central Way / 4th Street	PROJECT START	PROJECT STATUS
		2017	Modified Project

DESCRIPTION/JUSTIFICATION			
Extend two-way-left turn by moving crosswalk to Parkplace Signal. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the intersection improvements as part of State Environmental Policy Act (SEPA) mitigation.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Park Place Mall redevelopment with 2017 start year; developer funded.			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources Developer 100 %
	Debt 0 %
	Unfunded 0 %

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	6,700	0	0	0	6,700	0	6,700
In-House Professional Svcs.	0	0	0	3,100	0	0	0	3,100	0	3,100
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	21,200	0	0	0	21,200	0	21,200
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	31,000	0	0	0	31,000	0	31,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0103 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CENTRAL WAY / 4TH STREET INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Development driven.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0104 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	6TH STREET / 4TH AVENUE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	6th Street S/ 4th Avenue	PROJECT START	PROJECT STATUS
		2017	Modified Project

DESCRIPTION/JUSTIFICATION			
Dual eastbound left turn, with widening on 6th Street. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the traffic signal as part of State Environmental Policy Act (SEPA) mitigation.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Park Place Mall redevelopment with 2017 start year; developer funded.			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources Developer	100 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	153,000	0	0	0	153,000	0	153,000
In-House Professional Svcs.	0	0	0	75,700	0	0	0	75,700	0	75,700
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	351,300	0	0	0	351,300	0	351,300
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	580,000	0	0	0	580,000	0	580,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0104 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	6TH STREET / 4TH AVENUE INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Development driven.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0105 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CENTRAL WAY / 5TH STREET INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Central Way / 5th Street	PROJECT START	PROJECT STATUS
		2017	Modified Project

DESCRIPTION/JUSTIFICATION			
Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Park Place Mall.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Park Place Mall redevelopment with 2017 start year; developer funded.			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources Developer	100 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	155,500	0	0	0	155,500	0	155,500
In-House Professional Svcs.	0	0	0	76,500	0	0	0	76,500	0	76,500
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	332,000	0	0	0	332,000	0	332,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	564,000	0	0	0	564,000	0	564,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0105 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CENTRAL WAY / 5TH STREET INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Development driven.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0109 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE PLAZA /TOTEM LAKE BLVD INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Totem Lake Mall	PROJECT START	PROJECT STATUS
		2016	Modified Project

DESCRIPTION/JUSTIFICATION			
Install traffic signal and associated roadway improvements between Totem Lake Boulevard and 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Totem Lake Mall redevelopment with 2016 start year; developer funded.			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources Developer	100 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	350,000	0	0	0	0	350,000	0	350,000
In-House Professional Svcs.	0	0	175,000	0	0	0	0	175,000	0	175,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	975,000	0	0	0	0	975,000	0	975,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	1,500,000	0	0	0	0	1,500,000	0	1,500,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0109 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE PLAZA /TOTEM LAKE BLVD INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the Totem Lake area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>N/A</i> Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0110 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE PLAZA/120TH AVENUE NE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of Totem Lake Plaza / 120th Ave NE at Totem Lake Mall	PROJECT START	PROJECT STATUS
		2016	Modified Project

DESCRIPTION/JUSTIFICATION			
Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project moved from Unfunded due to Totem Lake Mall redevelopment with 2016 start year; developer funded.			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources Developer	100 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	350,000	0	0	0	0	350,000	0	350,000
In-House Professional Svcs.	0	0	175,000	0	0	0	0	175,000	0	175,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	975,000	0	0	0	0	975,000	0	975,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	1,500,000	0	0	0	0	1,500,000	0	1,500,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0110 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE PLAZA/120TH AVENUE NE INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minor disruption to local traffic and pedestrian access is expected during construction.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Projects will be designed and constructed per legal and professional guidelines and requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the Totem Lake area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>N/A</i> Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0116 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL SIGNAL MAINTENANCE PROGRAM		
PROJECT LOCATION	City-Wide	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
Signal maintenance to replace equipment at end of useful life to maintain full capabilities. Includes range of improvements from full intersections to cabinets and service connections to components in cabinets. Also includes RRFBs (pedestrian flashing beacons), school flashers, and radar speed signs.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	24 %
	Reserve (\$650,000)	76 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

COUNCIL GOALS
Balanced Transportation
Dependable Infrastructure

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	23,000	23,000	23,000	30,000	30,000	129,000	0	129,000
In-House Professional Svcs.	0	0	11,000	11,000	11,000	14,000	14,000	61,000	0	61,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	116,000	116,000	116,000	156,000	156,000	660,000	0	660,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	150,000	150,000	150,000	200,000	200,000	850,000	0	850,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0116 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	ANNUAL SIGNAL MAINTENANCE PROGRAM
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minor interruptions to traffic during maintenance operations is possible.</i>
Community economic impacts	<i>Will help to maintain efficient utilization of Transportation Network signal operations.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will improve means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Possible barriers to efficient travel within the City's Transportation Network through a lack up desired technological upgrades.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE TRAFFIC MANAGEMENT SAFETY IMPROVEMENTS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2017	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project is an opportunity fund for improvements that increase motor vehicle safety. It includes design and construction of new traffic signals that meet one or more warrants, modification of existing signals to incorporate flashing yellow arrows or other changes, modifications to driveways and other improvements that specifically address safety needs.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	0 %
	Reserve (\$400,000)	100 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	15,000	15,000	15,000	15,000	60,000	0	60,000
In-House Professional Svcs.	0	0	0	7,000	7,000	7,000	7,000	28,000	0	28,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	78,000	78,000	78,000	78,000	312,000	0	312,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100,000	100,000	100,000	100,000	400,000	0	400,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE TRAFFIC MANAGEMENT SAFETY IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>None.</i>
Community economic impacts	<i>Facility and system upgrades intended to reduce congestion at intersections leading to higher use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Continued barriers to efficient travel within the City's Transportation network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	FLASHING YELLOW SIGNAL HEAD SAFETY IMPROVEMENTS		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
Flashing yellow arrows are a method of controlling permissive left turns. They offer safety benefits to vehicles by reducing left turn collisions. They can also reduce delays and give more flexibility in controlling left turn treatments.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	0 %
	Reserve (\$50,000)	100 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

COUNCIL GOALS
Balanced Transportation Environment

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	8,000	0	0	0	0	8,000	0	8,000
In-House Professional Svcs.	0	0	4,000	0	0	0	0	4,000	0	4,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	38,000	0	0	0	0	38,000	0	38,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	50,000	0	0	0	0	50,000	0	50,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	FLASHING YELLOW SIGNAL HEAD SAFETY IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction.</i>
Community economic impacts	<i>Benefits from reduced crashes and delays.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Can reduce crashes and delays.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Continued barriers to efficient travel within the City's Transportation network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	VISION ZERO SAFETY IMPROVEMENT		
PROJECT LOCATION	Citywide	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
This project is an opportunity fund for improvements that come from Vision Zero work, an international road traffic safety project, which aims to achieve a transportation system with no fatalities or serious injuries in street traffic. The scope will be further defined as the City begins developing a Vision Zero program.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	20 %
	Reserve (\$200,000)	80 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	8,000	8,000	8,000	8,000	8,000	40,000	0	40,000
In-House Professional Svcs.	0	0	4,000	4,000	4,000	4,000	4,000	20,000	0	20,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	38,000	38,000	38,000	38,000	38,000	190,000	0	190,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	50,000	50,000	50,000	50,000	50,000	250,000	0	250,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 002
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	VISION ZERO SAFETY IMPROVEMENT
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction.</i>
Community economic impacts	<i>Construction of this and similar facilities will lead to efficient utilization of Transportation Network.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>The Project is consistent with the recommendations in the Strategic Highway Safety Plan: Target Zero.</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Continued barriers to efficient travel within the City's Multi-Modal Transportation network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NEIGHBORHOOD TRAFFIC CONTROL PROGRAM		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
This project is an opportunity fund for neighborhood traffic control elements such as traffic circles, speed humps, curb bulbs, lighting, radar speed signs and a variety of other improvements as identified in cooperation with the residents affected by the projects.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 23 %
	Reserve (\$116,000) 77 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	8,000	0	8,000	0	8,000	24,000	0	24,000
In-House Professional Svcs.	0	0	4,000	0	4,000	0	4,000	12,000	0	12,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	38,000	0	38,000	0	38,000	114,000	0	114,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	50,000	0	50,000	0	50,000	150,000	0	150,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0117 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NEIGHBORHOOD TRAFFIC CONTROL PROGRAM
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction.</i>
Community economic impacts	<i>Construction of this and similar facilities will lead to efficient utilization of Transportation Network.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for transportation improvement to promote safe and efficient travel for all modes.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Continued barriers to efficient travel within the City's Multi-Modal Transportation network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0118 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	GENERAL PARKING LOT IMPROVEMENTS		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
An opportunity fund for parking improvements such as added capacity, improved wayfinding, improved technology or other improvements as may be needed to improve parking.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 % Reserve (\$820,000) 100 % Grants 0 % Other Sources 0 % Debt 0 % Unfunded 0 %
COUNCIL GOALS	
Balanced Transportation Economic Development	

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	107,000	15,000	0	0	0	122,000	0	122,000
In-House Professional Svcs.	0	0	50,400	7,000	0	0	0	57,400	0	57,400
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	562,600	78,000	0	0	0	640,600	0	640,600
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	720,000	100,000	0	0	0	820,000	0	820,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0118 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	GENERAL PARKING LOT IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction.</i>
Community economic impacts	<i>Construction of this and similar facilities will lead to efficient utilization of Transportation Network</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of traffic reduction by providing available and efficient parking option to help reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>To be determined</i>
Implications of deferring the project	<i>Possible added barriers to efficiencies within the City Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0119 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND CITYWIDE ITS STUDY		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		2017	New Project

DESCRIPTION/JUSTIFICATION			
A study to revise the current Intelligent Transportation System (ITS) plan and to develop a direction for the ITS program based on the principles in the Transportation Master Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	47 %
Intelligent Transportation Plan	Reserve (\$40,000)	53 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

CAPITAL COSTS	Prior Year(s)								2015-2020 TOTAL	Future Year(s)	Total Project
		2015	2016	2017	2018	2019	2020				
Planning/Design/Engineering	0	0	0	45,000	0	0	0	45,000	0	45,000	
In-House Professional Svcs.	0	0	0	30,000	0	0	0	30,000	0	30,000	
Land Acquisition	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0	
Equipment	0	0	0	0	0	0	0	0	0	0	
Other Services	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	75,000	0	0	0	75,000	0	75,000	
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0	
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0119 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND CITYWIDE ITS STUDY
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>None - a Study only.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Completing network system will allow for remote monitoring and communication of signal systems.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0120 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND ITS PHASE III		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		2018	New Project

DESCRIPTION/JUSTIFICATION			
A next phase of intelligent transportation (ITS) improvements. It will be defined further after completion of phases I and II and after completion of a revised ITS study.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	10 %
Intelligent Transportation Plan		Reserve (\$85,000)	6 %
		Grants Unsecured (\$1,133,600)	84 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	0	0	67,000	67,000	67,000	201,000	0	201,000
In-House Professional Svcs.	0	0	0	0	31,000	31,000	31,000	93,000	0	93,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	352,000	352,000	352,000	1,056,000	0	1,056,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	450,000	450,000	450,000	1,350,000	0	1,350,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0120 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND ITS PHASE III
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction which is anticipated to last approximately one year.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Completing network system will allow for remote monitoring and communication of signal systems.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0122 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Various Totem Lake Intersections	PROJECT START	PROJECT STATUS
		2016	New Project

DESCRIPTION/JUSTIFICATION			
Signalized intersection improvements at select Totem Lake area locations in support of Totem Lake Mall Redevelopment.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 50 %
	Reserve 0 %
	Grants Unsecured (\$3,000,000) 50 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

CAPITAL COSTS	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 TOTAL	Future Year(s)	Total Project
Planning/Design/Engineering	0	0	813,000	0	0	0	0	813,000	0	813,000
In-House Professional Svcs.	0	0	379,000	0	0	0	0	379,000	0	379,000
Land Acquisition	0	0	500,000	0	0	0	0	500,000	0	500,000
Construction	0	0	4,308,000	0	0	0	0	4,308,000	0	4,308,000
Comp. Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	6,000,000	0	0	0	0	6,000,000	0	6,000,000
NEW MAINT. AND OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0122 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE INTERSECTION IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Development driven.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

Unfunded Transportation Projects



**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0056 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	132ND AVENUE NE ROADWAY IMPROVEMENTS		
PROJECT LOCATION	132nd Avenue NE from NE 85th Street to NE 120th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Widen existing roadway to accommodate bicycle lanes, turn lane where necessary, sidewalks, curb and gutter, conversion of overhead to underground utilities, illumination and enclosed storm drainage system. The project is 2.3 miles in length. This corridor is identified as a priority one route for both pedestrian and bicycle travel in the City's Non-Motorized Plan and provides a regional link.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	3,454,000
In-House Professional Svcs.	1,470,000
Land Acquisition	2,198,000
Construction	18,048,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	25,170,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0056 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	132ND AVENUE NE ROADWAY IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last four to five months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian and bicycle facilities would increase the safety for these two modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>No unusual difficulties are presented by this project. Pedestrian and bicycle facilities constructed with the project are supported by the community.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides a priority one link in the non-motorized network for bicycles and pedestrians.</i>
Implications of deferring the project	<i>Lower level of service for non-motorized travel.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate Yes; <i>XV.F-22</i> How does the project conform to such references? <i>conforms</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 25% to 30% vehicular <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0059 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	124TH AVENUE NE ROADWAY IMPROVEMENTS (NORTH SECTION)		
PROJECT LOCATION	NE 116th Street to NE 124th Street	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Widen existing roadway between intersections at NE 116th Street and NE 124th Street from 3 lanes to 5 lanes, include 2-way center turn lane and improve pedestrian crossing(s). This project will reconstruct existing sidewalk, transit stops and bicycle lanes which will be impacted by roadway widening.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	1,109,700
In-House Professional Svcs.	613,600
Land Acquisition	2,050,800
Construction	6,225,900
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	10,000,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0059 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	124TH AVENUE NE ROADWAY IMPROVEMENTS (NORTH SECTION)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During the anticipated six-month construction period, all businesses along the project will experience driveway closures, dust, and noise associated with construction.</i>
Community economic impacts	<i>Increased congestion in and around the Totem Lake area has the potential to impact local business patronage.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Additional pedestrian elements will be added with the project in an attempt to encourage safe pedestrian use of surrounding areas.</i>
Responds to an urgent need or opportunity	<i>Significant development and congestion in the Totem Lake area jeopardize the Comp Plan adopted level of service.</i>
Feasibility, including public support and project readiness	<i>Commercial driveways and Seattle City Light transmission lines will add significant challenges to the design and construction of the project.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Works in combination with a number of other street improvements to increase capacity in Totem Lake area.</i>
Implications of deferring the project	<i>Higher cost of future construction and a continued decline of the area level of service.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? <i>Project on the 20-yr list/map</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 25% <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0060 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	118TH AVENUE NE ROADWAY EXTENSION		
PROJECT LOCATION	118th Avenue NE north of NE 116th Street (new roadway) to approximately NE 118th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Extend approximately 450 feet of new 28 foot wide roadway. Project requires obtaining approximately 22,500 square feet of right-of-way. Includes construction of 650 square feet retaining wall and a new 3-leg signal at NE 116th Street.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	533,000
In-House Professional Svcs.	228,000
Land Acquisition	2,890,000
Construction	2,789,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	6,440,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0060 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	118TH AVENUE NE ROADWAY EXTENSION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal impacts due to roadway construction. Signal construction at the intersection with NE 116th Street may lead to minor traffic delays.</i>
Community economic impacts	<i>Improved circulation in and around the Totem Lake area may lead to higher patronage of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Sidewalks added with the project will provide more opportunities for non-SOV (single occupancy vehicle) transportation such as walking.</i>
Responds to an urgent need or opportunity	<i>Significant development and congestion in and around the Totem Lake area have the potential to jeopardize the Comp Plan adopted level of service (LOS).</i>
Feasibility, including public support and project readiness	<i>Significant retaining walls will be required with the project; surrounding residents will be involved in the design and layout of the project configuration.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Works in combination with a number of other street improvements and Interstate 405 widening to increase capacity in Totem Lake area.</i>
Implications of deferring the project	<i>Continued congestion in and around Totem Lake business district.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,000 VPD <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0061 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	119TH AVENUE NE ROADWAY EXTENSION		
PROJECT LOCATION	NE 128th Street to NE 130th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION	
Extend approximately 600 feet of new 28-foot wide roadway. Includes obtaining approximately 55,000 square feet of right-of-way. Project will include bicycle lanes, curb, gutter and sidewalks. Provides added circulation for Totem Lake/Evergreen Hospital area.	

REASON FOR MODIFICATION (WHERE APPLICABLE)
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.

POLICY BASIS	METHOD OF FINANCING (%)
Other Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	234,000
In-House Professional Svcs.	100,000
Land Acquisition	4,083,000
Construction	1,223,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	5,640,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0061 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	119TH AVENUE NE ROADWAY EXTENSION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minor inconvenience caused at north end of proposed project at intersection with existing parking facilities. Minor disruption to traffic during construction.</i>
Community economic impacts	<i>Improved circulation in Totem Lake area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Adds new non-motorized link.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Alignment in terrain requiring retaining walls, however, minimal construction difficulties. Project is supported as a part of the Totem Lake Study.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>In connection with project ST-0062, NE 130th Street Roadway Extension, provides new circulation in Totem Lake area.</i>
Implications of deferring the project	<i>Deferral of improved circulation and continued escalation of property values.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? <i>Project is identified on the 20-year list/map</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,000 VPD <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0062 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 130TH STREET ROADWAY EXTENSION		
PROJECT LOCATION	Totem Lake Boulevard to 120th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Extend approximately 1,100 feet of new 28-foot wide roadway. Includes obtaining approximately 72,000 square feet of right-of-way. Project will include bicycle lanes, curb, gutter and sidewalks. Connect to access on the north side of Evergreen Hospital. Provides added circulation for Totem Lake/Evergreen Hospital area.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Economic Development	
Public Safety	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	413,000
In-House Professional Svcs.	175,000
Land Acquisition	7,250,000
Construction	2,162,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	10,000,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0062 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 130TH STREET ROADWAY EXTENSION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Disruption to existing traffic will be minor, since it is a new facility. Minor disturbances/ inconvenience will take place to existing parking lots and patrons.</i>
Community economic impacts	<i>Improved circulation in Totem Lake area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Adds new non-motorized link.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Project was identified in the Totem Lake Study.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Project is in the Comprehensive Plan. Considered as part of the Totem Lake Study road network.</i>
Implications of deferring the project	<i>Deferral of improved circulation.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? <i>Project is identified on the 20-yr list/map</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,000 VPD <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0063 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE ROADWAY IMPROVEMENTS		
PROJECT LOCATION	North of the Totem Lake Mall from approximately NE 128th Street to NE 132nd Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION

Widen 120th Avenue to a 3-lane cross section between north of the Totem Lake Mall at approximately NE 128th Street and NE 132nd Street; final alignment has not yet been determined south of NE 128th Street. Project includes one travel lane in each direction and a two-way left turn lane along with landscaped median islands, curb, gutter, sidewalk and bicycle lanes. Three signalized intersections will be reconstructed. Project length is approximately 1,650 feet.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project scoped has been reduced from a 5-lane section to a 3-lane configuration to take advantage of the existing right-of-way and effectively eliminating the need for land acquisition; resultant total project cost changed from \$8,988,500 to \$4,500,000 based on the modified scope.

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	653,000
In-House Professional Svcs.	315,000
Land Acquisition	0
Construction	3,532,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0063 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE ROADWAY IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Construction will cause interruptions to normal business for periods. Some substantial disruptions may occur during certain phases of construction.</i>
Community economic impacts	<i>Project will improve the major access to Evergreen Hospital/Totem Lake area from the south.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides increased pedestrian crossing opportunities at median islands and provides bicycle lanes.</i>
Responds to an urgent need or opportunity	<i>This project was identified in the Totem Lake Plan and was determined to be essential to the success of the mall redevelopment.</i>
Feasibility, including public support and project readiness	<i>Results of the Totem Lake Study (both land use and desired transportation improvements) will have important implications for this project.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	<i>Works in combination with a number of other street improvements, including the NE 128th Street/I-405 Overpass, to increase capacity in Totem Lake area. Will serve the future transit center planned for this area.</i>
Implications of deferring the project	<i>Development in the area; expansion of Evergreen Hospital, etc. continue to cause a need for a fully developed transportation system. Deferring the project will continue this problem.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? <i>Project is identified on the 20-year list/map</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 20% <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0064 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	124TH AVENUE NE ROADWAY WIDENING IMPROVEMENTS (SOUTH SECTION)		
PROJECT LOCATION	NE 85th Street to NE 116th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION

Widen approximately 1.8 miles of roadway from the existing 2-lane configuration to one with a center two-way left turn lane (including landscaped center median islands where possible) and 2 travel-lanes; the project will also provide six-foot bike lanes in both directions, underground utilities, 10 to 12-foot planter strips with street trees and five-foot sidewalks along the west and east side of the roadway. Acquisition of private property along the alignment will be required to allow the 80' wide cross section.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.

POLICY BASIS	METHOD OF FINANCING (%)
Other Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	4,058,000
In-House Professional Svcs.	1,740,000
Land Acquisition	3,290,000
Construction	21,261,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	30,349,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0064 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	124TH AVENUE NE ROADWAY WIDENING IMPROVEMENTS (SOUTH SECTION)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Construction activities are expected to last from 9 to 12 months. During this time there will be traffic delays and construction impacts to adjacent properties.</i>
Community economic impacts	<i>Commercial areas on the north end (Totem Lake) and the south end (NE 85th St) are served by this north-south route.</i>
Health and safety, environmental, aesthetic, or social effects	<i>The addition of pedestrian and bicycle facilities with the project will improve safety and mobility for all using the corridor.</i>
Responds to an urgent need or opportunity	<i>Development along the corridor continues to install improvements without addressing alignment geometrics at one to two locations.</i>
Feasibility, including public support and project readiness	<i>Significant public involvement has been undertaken to arrive at the proposed configuration of three lanes. The project does not present significant construction issues.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed according to professional and legal requirements.</i>
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	N/A
Implications of deferring the project	<i>Development and redevelopment along the corridor will continue to install individual components; however, geometric improvements to the roadway will not occur.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill, Totem Lake</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? <i>Conforms to XV.F.8</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 25%- 30% veh + ped/bike <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0072 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 120TH STREET ROADWAY EXTENSION		
PROJECT LOCATION	Extension of NE 120th Street west of 124th Avenue NE across the Cross Kirkland Corridor to 120th Place NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install 1100 feet of new roadway along an alignment west of the completed section of NE 120th Street (between Slater Ave and 124th Ave). The new roadway will begin at the intersection of 124th Avenue NE, extend west to the Cross Kirkland Corridor, parallel the Corridor and terminate at 116th Ave NE. The project will include signal modifications at 124th Ave NE/NE 120th St, bike facilities sidewalks, and planter strips along the entire alignment. Revised to include segment from CKC to 116th Ave NE.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)	
<p>Total project cost changed from \$5,870,000 to \$15,780,600 due to an enhanced scope consistent with the Cross Kirkland Master Plan and resultant updated cost estimate.</p>	

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	2,289,000
In-House Professional Svcs.	1,105,000
Land Acquisition	3,400,000
Construction	8,986,600
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	15,780,600
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0072 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 120TH STREET ROADWAY EXTENSION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6 -12 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian facilities would increase the safety for this mode of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Significant right of way acquisition will be required as well as relocation of an existing Seattle transmission tower at the east termini of the project.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides a link to development located west of the Cross Kirkland Corridor (CKC) off of 120th Place NE.</i>
Implications of deferring the project	<i>Lower level of service for both non-motorized and motorized travel.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>Undetermined</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0073 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE ROADWAY EXTENSION		
PROJECT LOCATION	NE 116th Street north to NE 120th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install 1,450 feet of new roadway along an alignment north of the NE 116th Street/I-405 off-ramp. The new roadway will begin approximately 200 feet east of the intersection of NE 116th Street/I-405 off-ramp, extend north approximately 1,000 feet to the Cross Kirkland Corridor right of way, turn northeast and terminate at the future NE 120th Street (assumed to be constructed prior to this project). The project will include signal modifications at the intersection of NE 116th Street/I-405 off-ramp, sidewalks and planter strip along the entire alignment; it is anticipated that there will be no parking along the 24-28 foot roadway. Significant right of way acquisition will be required (or redevelopment activity to preserve the corridor).</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	1,812,000
In-House Professional Svcs.	777,000
Land Acquisition	4,311,000
Construction	9,492,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	16,392,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0073 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE ROADWAY EXTENSION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6 -12 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian facilities would increase the safety for this mode of travel.</i>
Responds to an urgent need or opportunity	<i>This project will help with circulation within the Totem Lake area.</i>
Feasibility, including public support and project readiness	<i>Significant right of way acquisition will be required as well as relocation of an existing Seattle transmission tower at the east termini of the project.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides a link to development located west of the Cross Kirkland Corridor (CKC) off of 120th Place NE.</i>
Implications of deferring the project	<i>Lower level of service for both non-motorized and motorized travel.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>Undetermined</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0077 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE I (WEST SECTION)		
PROJECT LOCATION	East leg of 100th Ave NE & NE 132nd Street intersection to the west terminus of WSDOT I-405 interchange/intersection improvements.	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between 100th Ave NE and I-405 to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	202,000
In-House Professional Svcs.	87,000
Land Acquisition	0
Construction	1,059,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,348,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0077 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE I (WEST SECTION)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6 -8 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to complement intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by Washington State Department of Transportation (WSDOT).</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service (LOS) for the corridor and surrounding areas as this project serves to complement adjacent intersection capacity improvements.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 4,000+ feet bike lane both sides <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0078 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE II (MID SECTION)		
PROJECT LOCATION	East end of WSDOT interchange improvements at NE 132nd Street & I-405, to west end of intersection improvements at 124th Avenue NE &	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between I-405 and 124th Avenue NE to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	48,000
In-House Professional Svcs.	20,000
Land Acquisition	0
Construction	248,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	316,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0078 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE II (MID SECTION)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 4 - 6 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to complement intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by Washington State Department of Transportation (WSDOT)</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service for the corridor and surrounding areas as this project serves to compliment adjacent intersection capacity improvements.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,000+ feet bike lane both sides <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0079 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE III (EAST SECTION)		
PROJECT LOCATION	East terminus of 124th Avenue NE & NE 132nd Street to the west end of intersection improvements at 132nd Avenue NE and NE 132nd Street.	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION	
<p>The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between 124th Avenue NE and 132nd Avenue NE to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008.</p>	

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	168,000
In-House Professional Svcs.	72,000
Land Acquisition	0
Construction	879,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,119,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0079 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE III (EAST SECTION)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 4 -6 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to complement intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by Washington State Department of Transportation (WSDOT).</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service for the corridor and surrounding areas as this project serves to compliment adjacent intersection capacity improvements.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,000+ feet bike lane both sides <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0081 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE AREA DEVELOPMENT OPPORTUNITY PROGRAM		
PROJECT LOCATION	Totem Lake	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Establishing a new project in anticipation of development opportunities funded through grants that may require a City matching portion.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	75,000
In-House Professional Svcs.	31,000
Land Acquisition	0
Construction	394,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0081 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	TOTEM LAKE AREA DEVELOPMENT OPPORTUNITY PROGRAM
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption is possible during construction of individual projects.</i>
Community economic impacts	<i>The Totem Lake business district plays a vital role in the overall Kirkland economy. It is a focus for jobs and economic activity.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Roadway improvements will increase the capacity and safety for the various modes of travel.</i>
Responds to an urgent need or opportunity	<i>To promote the strength and vitality of Totem Lake business district.</i>
Feasibility, including public support and project readiness	<i>Supported by the Comprehensive Plan, does not present significant design or construction related issues. May require coordination with other agencies.</i>
Conforms to legal or contractual obligations	<i>Projects will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project provides opportunity for the City to leverage funding as grant opportunities arise.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>The City will not be able to compete for grant funding, as they may become available.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0086 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	FINN HILL ROADWAY EMERGENCY VEHICLE ACCESS CONNECTIONS		
PROJECT LOCATION	4 Finn Hill neighborhood locations, including: 8500 NE 143rd St., 8400 NE 142nd St., 8000 NE 120th St. and 8200 NE 117th St.	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install retractable bollards at four locations within the Finn Hill Neighborhood to replace existing Type III roadway barricades. The existing barricades serve to prohibit cut-through traffic over portions of the Finn Hill Neighborhood but also impede emergency vehicle access. The installation of retractable bollards will improve emergency vehicular access and response times while also serving resident and neighborhood concerns on cut-through traffic.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Fire Strategic Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	240,000
In-House Professional Svcs.	110,000
Land Acquisition	0
Construction	550,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	900,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0086 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	FINN HILL ROADWAY EMERGENCY VEHICLE ACCESS CONNECTIONS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal impact to local residents and traffic due to lack of through traffic at specific locations.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides for improved emergency vehicle response time.</i>
Responds to an urgent need or opportunity	<i>Project supports the construction/possible relocation of a new Finn Hill Fire Station.</i>
Feasibility, including public support and project readiness	<i>City will seek community support through extensive outreach and coordination with other City projects.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Supports new City fire station projects.</i>
Implications of deferring the project	<i>No improvement on emergency vehicle response times for portions of the Finn Hill Neighborhood.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill, North Juanita</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? <i>N/A</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0089 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE ROADWAY IMPROVEMENTS		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project will complete the auto related elements identified in the Juanita Drive Corridor Study that are not currently funded, including ITS improvements. Improve safety for motor vehicles through elements including: turn lanes, channelization and improvements to increase sight distance.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Juanita Drive Corridor Study		Current Revenue	0 %
Transportation Master Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Public Safety	
Balanced Transportation	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	957,000
In-House Professional Svcs.	462,000
Land Acquisition	0
Construction	5,181,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	6,600,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	ST 0089 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE ROADWAY IMPROVEMENTS
CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Impacts to residential properties and traffic utilizing Juanita Drive.</i>
Community economic impacts	<i>None anticipated.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Roadway improvements will increase the capacity and safety for the various modes of travel.</i>
Responds to an urgent need or opportunity	<i>Responds to a public request for safe roadways.</i>
Feasibility, including public support and project readiness	<i>Project has high level of public support.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Juanita Drive Corridor improvements for pedestrian and bicycles.</i>
Implications of deferring the project	
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Finn Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0001 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES -- PHASE II		
PROJECT LOCATION	NE 40th Street to NE 60th Street	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Install pedestrian and bicycle facilities along the 116th Avenue NE corridor between NE 60th Street and the Bellevue city limits. Phase I of this project installed five foot bicycle lanes between the Houghton Park and Ride and NE 60th Street. Phase II of this project received \$275,000 in Federal Congestion Mitigation Funding in 2006, which combined with the City's local match of \$44,300 and will allow the design to be updated and prepared to seek construction funding. Funding in previous years totals \$469,000. Project is a candidate project under NM 8888 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS	PRIOR YEAR(S) BUDGET TO ACTUALS	METHOD OF FINANCING (%)	
Transportation Master Plan	Budget \$469,000 Actual Balance	Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
	Balanced Transportation	Other Sources	0 %
	Public Safety	Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	105,000
In-House Professional Svcs.	60,000
Land Acquisition	0
Construction	3,213,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	3,378,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0001 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES -- PHASE II
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, traffic and pedestrians will experience possible delays and congestion along 116th Avenue while traffic control is utilized.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians, horses, and bicycles.</i>
Responds to an urgent need or opportunity	<i>The project will contribute to achieving federal clean air standards in the Seattle/Tacoma area by encouraging alternative modes of transportation.</i>
Feasibility, including public support and project readiness	<i>The project has been designed based on significant public input.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Federal Clean Air Act mandated certain air quality standards. The Seattle/Tacoma area has been classified as a non-attainment area and this project is intended to contribute to achieving required standards.</i>
Benefits to other capital projects	<i>The bicycle facilities will connect with bicycle lanes completed along NE 70th Street and with pedestrian/bicycle I-405 overpasses at NE 60th Street and NE 80th Street. Equestrian facilities will support the network of trails in and around the Bridle Trails State Park.</i>
Implications of deferring the project	<i>Continued sub-standard shoulders along 116th Avenue for equestrian /pedestrian/bicycle travel.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Bridle Trails, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate Yes How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1.5 miles ped/3 miles bike fac. <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 999
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSSWALK UPGRADE PROGRAM		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
Crosswalk improvements such as pedestrian flashing beacons (RRFB's), improved lighting, or traffic islands at uncontrolled crosswalks. Also improvements to increase pedestrian safety at signalized intersections.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	591,000
In-House Professional Svcs.	285,000
Land Acquisition	0
Construction	3,224,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,100,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0012 999
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSSWALK UPGRADE PROGRAM
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0024 201
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR OPPORTUNITY FUND		
PROJECT LOCATION	Cross Kirkland Corridor	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Fund for development and/or acquisition related costs for implementation of Cross Kirkland Corridor Master Plan			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Other Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	37,000
In-House Professional Svcs.	22,000
Land Acquisition	441,000
Construction	0
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0024 201
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR OPPORTUNITY FUND
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Project provides corridor for multi-modal transportation</i>
Responds to an urgent need or opportunity	<i>To be determined.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>Construction will be in compliance with legal and professional guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>The Cross Kirkland Corridor is adjacent to numerous Kirkland Capital Improvement Projects</i>
Implications of deferring the project	<i>A delayed opportunity for providing an outstanding improvement to the City's trail network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0026 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 90TH STREET SIDEWALK (PHASE II)		
PROJECT LOCATION	NE 90th Street from 124th Avenue NE to 132nd Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install missing segments of curb, gutter, and sidewalk along NE 90th Street between 124th and 132nd Avenues NE. The project is approximately 1,950 feet in length and will involve minor widening and enclosure of the storm drainage system. The proposed project will provide pedestrian linkage between the commercial areas and the North Rose Hill neighborhood. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Total project cost changed from \$2,584,200 to \$706,200 due to reduced overall scope in the project as a result of multiple developer completed sidewalk sections along the corridor.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	135,000
In-House Professional Svcs.	52,200
Land Acquisition	0
Construction	519,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	706,200
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0026 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 90TH STREET SIDEWALK (PHASE II)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access along NE 90th Street.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>A delayed opportunity for providing an outstanding improvement to the City's sidewalk network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,950 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0030 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 90TH STREET/I-405 PEDESTRIAN/BICYCLE OVERPASS		
PROJECT LOCATION	NE 90th Street between Costco Parking Lot and Slater Avenue NE over I-405 to 116th Ave NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Construct pedestrian and bicycle bridge across I-405. The bridge will be approximately 12 feet wide (Washington State Department of Transportation requirement), 400 feet long, and include approaches on the west and east end. The bridge will connect the Highlands neighborhood with commercial areas east of I-405 and provide an alternate route for bicycles and pedestrians crossing I-405 that currently utilize NE 85th Street. Both the North Rose Hill and South Rose Hill neighborhood plans support the goals of this project to provide bicycle/pedestrian facilities through this area.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	513,300
In-House Professional Svcs.	205,300
Land Acquisition	763,400
Construction	2,258,700
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	3,740,700
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0030 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 90TH STREET/I-405 PEDESTRIAN/BICYCLE OVERPASS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, freeway traffic on I-405 will have possible impacts due to staging of support structures. Construction of east approach will impact Costco parking lot.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will alleviate need for non-motorized traffic to travel along NE 85th Street corridor under I-405.</i>
Responds to an urgent need or opportunity	<i>Follows the non-motorized goals as set forth in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>The construction of this bridge will present significant engineering and construction challenges, including coordination with Washington State Department of Transportation (WSDOT).</i>
Conforms to legal or contractual obligations	<i>This pedestrian/bicycle facility will be designed and constructed in compliance with professional and legal requirements/guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will contribute to the establishment of the overall ped/bike network for Kirkland.</i>
Implications of deferring the project	<i>Continued use of congested, high volume arterial (NE 85th Street) for bicycle and pedestrian travel.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Highlands, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0031 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CRESTWOODS PARK/CKC CORRIDOR PED/BIKE FACILITY		
PROJECT LOCATION	18th Avenue and NE 100th Street between Crestwoods Park and 111th Avenue NE (Highlands Neighborhood)	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct concrete pedestrian and bicycle path, stairs, and overpass between Crestwoods Park and the Highlands Neighborhood across Cross Kirkland Corridor (CKC). The Highlands Neighborhood Plan and Norkirk Area Plan include reference to a desired link to parks and the barrier presented by Cross Kirkland Corridor.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	287,000
In-House Professional Svcs.	115,000
Land Acquisition	840,000
Construction	1,263,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	2,505,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0031 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CRESTWOODS PARK/CKC CORRIDOR PED/BIKE FACILITY
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians who currently use the existing gravel path and informal stairway would be required to use other routes.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Encourage non-motorized transportation, improve existing pedestrian route, and diminish potential conflicts with Cross Kirkland Corridor (CKC).</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>The construction of these improvements would pose significant challenges due to slopes, grades, and would require coordination with the Cross Kirkland Corridor.</i>
Conforms to legal or contractual obligations	<i>The improvements would be designed and constructed to comply with professional and legal requirements/guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will provide key link in overall ped/bike network, including I-405 overpass at NE 100th Street.</i>
Implications of deferring the project	<i>Continued use of steep pathway by pedestrians, including erosion of hillside, potential for conflicts with Cross Kirkland Corridor.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Highlands, Norkirk</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,000 feet of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0032 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	93RD AVENUE NE SIDEWALK		
PROJECT LOCATION	East side of 93rd Avenue NE from Juanita Drive north to NE 124th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install approximately 1,100 feet of concrete curb, gutter and five-foot planter strip with street trees along 93rd Avenue NE in areas that do not currently have sidewalk. In locations with steep slopes behind the new sidewalk, aluminum handrail, or vinyl-coated chain link fence will be required, and ADA compliant wheelchair ramps will also be required in existing sidewalk. This project will also require the acquisition of right-of-way at the southeast corner of the intersection of 93rd Avenue NE and NE 124th Street to allow the required roadway configuration, sidewalk, and wheelchair ramps.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Public Safety		Debt	0 %
Neighborhoods		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	178,200
In-House Professional Svcs.	71,300
Land Acquisition	14,300
Construction	784,100
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,047,900
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0032 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	93RD AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel especially to nearby Juanita Beach Park with various activities.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high; impacts to apartment complexes by the removal of adjacent landscape screening will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	<i>Will provide connection to pedestrian facilities on Juanita Drive and NE 124th Street.</i>
Implications of deferring the project	<i>Continued pedestrian use of roadway and gravel shoulder.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,100 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0036 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 100TH STREET BIKELANE		
PROJECT LOCATION	NE 100th Street Ped/Bike overpass at Slater Avenue NE to 132nd Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Install five-foot wide Class II (striped) bike lanes along the existing roadway. Improvements will require asphalt widening and modification to existing concrete curb and gutter along the project length and will provide for bicycle lanes in both the eastbound and westbound direction. Project will complete a critical link in non-motorized facilities between North Rose Hill and Lake Washington. The NE 100th Street Ped/Bike overpass at I-405 is located immediately to the west of this project. Project is a candidate project under NM 8888 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Public Safety		Debt	0 %
Neighborhoods		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	283,500
In-House Professional Svcs.	113,400
Land Acquisition	0
Construction	1,247,400
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,644,300
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0036 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 100TH STREET BIKELANE
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for dedicated bicycle facility where currently bicyclists are forced to use vehicular travel way for biking.</i>
Responds to an urgent need or opportunity	<i>The need for improved bike facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support is high and project presents only minor design and construction challenges</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will allow bicyclist to better utilize the NE 100th Street ped/bike overpass at I-405.</i>
Implications of deferring the project	<i>Continued use of vehicular travel lanes for bicyclists.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill, Totem Lake</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 3,000 ft. bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0037 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	130TH AVENUE NE SIDEWALK		
PROJECT LOCATION	West side of 130th Avenue NE between NE 95th Street and NE 100th Street	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Install approximately 1,100 feet of five-foot wide concrete sidewalk. Limited right-of-way (40 feet only) will impact the ability to install planter strip with this project. The project will also provide for concrete curb and gutter and storm drainage improvements. This is a heavily used school walk route for Mark Twain Elementary School. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	142,900
In-House Professional Svcs.	57,200
Land Acquisition	4,600
Construction	628,900
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	833,600
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0037 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	130TH AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for an additional protected pedestrian facility where currently pedestrians are forced to cross vehicular travel lanes to reach the existing facilities.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan; supported by Mark Twain PTSA and North Rose Hill neighborhood association.</i>
Feasibility, including public support and project readiness	<i>Narrow public right of way through this project area will present design and construction challenges, however there is high community support for the project.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will connect with sidewalk improvements at NE 100th Street and NE 95th Street.</i>
Implications of deferring the project	<i>Redevelopment of individual properties may install these improvements at no cost to the City; pedestrians would continue to utilize existing facilities on the east side of 130th Avenue NE.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,100 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0043 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 126TH STREET NON-MOTORIZED FACILITIES		
PROJECT LOCATION	Approximate alignment of NE 126th Street between 120th Place NE and approximately 128th Lane NE in the Totem Lake Neighborhood	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Acquire private right-of-way along NE Totem Lake Way from 120th Avenue to NE 128th Place east of Totem Lake. Reconstruct existing roadway and construct new Class 1 (separated) non-motorized facilities through the corridor to provide bicycle and pedestrian facilities. Development along the corridor has dedicated portions of right-of-way for public use. The vital link will connect commercial areas east and west of Totem Lake and provide a key non-motorized alternative route to avoid traffic congestion in the area.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.

POLICY BASIS	METHOD OF FINANCING (%)
Other Plan	Current Revenue 0 %
Active Transportation Plan	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %
COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	340,200
In-House Professional Svcs.	136,100
Land Acquisition	2,304,000
Construction	1,496,900
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,277,200
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0043 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 126TH STREET NON-MOTORIZED FACILITIES
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, interruptions to normal business are anticipated due to equipment and activities, temporary detours and driveway closures will occur for periods during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for both pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>The project will present engineering challenges due to the topography of the alignment.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will contribute to the establishment of the overall pedestrian/bicycle network for Kirkland.</i>
Implications of deferring the project	<i>Pedestrians and bicycles will continue to use existing facilities that presents several conflicts with vehicular traffic.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate Yes. How does the project conform to such references? <i>Not on 6-year CFP, but is on 20-year list and map.</i> Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>5,000 vpd/5,000 ft bike lane/sidewalk</i> <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0045 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 95TH STREET SIDEWALK (HIGHLANDS)		
PROJECT LOCATION	North side from 112th Avenue NE to 116th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Install approximately 1,260 feet of concrete curb, gutter, sidewalk, and street trees between 112th Avenue NE and 116th Avenue NE. This route has been designated as a school walk route serving the Peter Kirk Elementary School and is also utilized by students attending Kirkland Junior High School. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	0
In-House Professional Svcs.	47,600
Land Acquisition	0
Construction	523,900
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	571,500
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0045 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 95TH STREET SIDEWALK (HIGHLANDS)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide for safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Community support is high due to the project being prioritized as a school walk route to Peter Kirk Elementary.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connect to the completed 116th Ave NE project between NE 94th Street and NE 100th Street.</i>
Implications of deferring the project	<i>Pedestrians will continue to be at risk when walking in the travel lanes.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Highlands</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,260 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0046 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	18TH AVENUE WEST SIDEWALK		
PROJECT LOCATION	From Market Street to Rose Point Lane	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install approximately 2,400 feet of concrete curb, gutter, and sidewalk along with planter strip and street trees. Project will require significant retaining walls on the grade between approximately 10th Street W and Rose Point Lane. The project will connect existing facilities along Market Street and those adjacent to Juanita Bay Park.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	388,800
In-House Professional Svcs.	155,500
Land Acquisition	0
Construction	1,710,700
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	2,255,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0046 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	18TH AVENUE WEST SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Provided a separated walking surface for increased safety and access to walking trails in Juanita Bay Park.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Addition of landscape planter strip and street trees will mitigate additional impervious area that will be added with this project.</i>
Responds to an urgent need or opportunity	<i>This project is identified as a pedestrian route.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high; impacts are dependent upon location and degree of improvements, but project does not present significant difficulties.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>These improvements will link with other sidewalk/ trails.</i>
Implications of deferring the project	<i>Pedestrians will continue to be at risk when walking in the travel lanes.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Market</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,400 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0047 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	116TH AVENUE NE SIDEWALK (SOUTH ROSE HILL)		
PROJECT LOCATION	East side of 116th Avenue NE from NE 70th Street to NE 80th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Install 770 feet of concrete curb, gutter, sidewalk and planter strip for trees. This could possibly be done in conjunction with redevelopment activities with the I-405 widening project. This route is heavily used by Lake Washington High School students and others that use the Houghton Park and Ride Lot. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project costs changed from \$422,100 to \$840,000 based on updated engineer's estimate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	168,000
In-House Professional Svcs.	84,000
Land Acquisition	0
Construction	588,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	840,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0047 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	116TH AVENUE NE SIDEWALK (SOUTH ROSE HILL)
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>Follows the non-motorized goals as set forth in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>This project will be designed based on public input and Washington State Department of Transportation (WSDOT) requirements.</i>
Conforms to legal or contractual obligations	<i>This project will encourage alternate modes of transportation that enhance air quality.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connects with sidewalk completed on NE 75th Street.</i>
Implications of deferring the project	<i>Continued pedestrian use of shoulder for travel along 116th Avenue NE.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Rose Hill</i> Is there a specific reference to this project or land use in the immediate <i>Yes - ERH-7</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 770 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0048 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 60TH STREET SIDEWALK		
PROJECT LOCATION	NE 60th Street between 116th Ave NE and 132nd Ave NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Minor improvements to the existing walkway on north side of NE 60th Street from 116th Avenue NE to 132nd Avenue NE. The improvements will also include pedestrian amenities such as Rectangular Rapid Flashing Beacons and/or other types of pedestrian amenities to enhance walking and the crossing of the street from the south side.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project costs reduced from \$4,979,800 to \$500,000 due to a significantly reduced scope of work based on the completion of a continuous and partially separated combination walkway on the north side of NE 60th Street.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	100,000
In-House Professional Svcs.	50,000
Land Acquisition	0
Construction	350,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0048 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 60TH STREET SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Improved multi-use facilities have been identified in the Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized plan.</i>
Implications of deferring the project	<i>Continued pedestrian use of shoulder for travel on street.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Bridle Trails, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,300 feet of bike lanes and sidewalk <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0049 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	112TH AVENUE NE SIDEWALK		
PROJECT LOCATION	NE 87th Street to approximately NE 90th Street	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Install curb, gutter, sidewalk along the west side of 112th Avenue NE to the intersection of NE 87th Street. The improvements will continue across the Cross Kirkland Corridor along the north side of 7th Avenue. This project will provide approximately 665 feet of concrete curb, gutter and sidewalk and associated storm drainage improvements. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	91,000
In-House Professional Svcs.	36,200
Land Acquisition	0
Construction	400,400
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	527,600
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0049 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	112TH AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Safer and more convenient route to downtown businesses reduces traffic impacts.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Facilities will encourage non-motorized transportation from Highlands to downtown shopping and parks.</i>
Responds to an urgent need or opportunity	<i>Highlands Neighborhood Association has requested link.</i>
Feasibility, including public support and project readiness	<i>Improved walking facilities have been requested by neighbors.</i>
Conforms to legal or contractual obligations	<i>Will be designed and built to comply with professional and legal standards.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Potentially hazardous pedestrian access from Highlands to downtown through this section of roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Highlands, Norkirk</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 665 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0050 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 80TH STREET SIDEWALK		
PROJECT LOCATION	126th Avenue NE to 130th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Install 915 feet concrete curb, gutter, sidewalk and associated storm drainage improvements on the south side of NE 80th Street from 126th Ave NE to 130th Ave NE. This route has been designated as a school walk route serving the Rose Hill Elementary School and connects with a completed school walk route sidewalk.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	148,200
In-House Professional Svcs.	59,300
Land Acquisition	0
Construction	652,200
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	859,700
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0050 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 80TH STREET SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide for safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Community support is high and project presents few design and construction challenges.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of a priority one non-motorized network.</i>
Implications of deferring the project	<i>Continued utilization of existing gravel shoulder.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 915 feet sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0054 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	13TH AVENUE SIDEWALK		
PROJECT LOCATION	3rd Street to 4th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Install approximately 815 feet of concrete sidewalk along the south side of 13th Avenue between 3rd Street and 4th Street (Van Aalst Park). Project will also include concrete curb and gutter and planter strip with street trees.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Public Safety		Debt	0 %
Neighborhoods		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	77,000
In-House Professional Svcs.	30,800
Land Acquisition	0
Construction	338,900
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	446,700
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0054 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	13TH AVENUE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide protected pedestrian facility where currently pedestrians must walk in the roadway which will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for additional pedestrian facilities has been identified through public meetings and in the City's Comprehensive Plan. This project is identified as a Priority One pedestrian facility in the 2001 Nonmotorized Transportation Plan, and is also identified The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility, especially around schools, is high. Existing landscaping may be impacted, but project will be designed with input from all stakeholders.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Project will connect to pedestrian facility on 13th Avenue that extends directly to Peter Kirk Elementary School.</i>
Implications of deferring the project	<i>Pedestrians (students) will continue to walk in the roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Norkirk</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 815 ft. of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0055 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	122ND AVENUE NE SIDEWALK		
PROJECT LOCATION	122nd Avenue NE between NE 70th Street and NE 75th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Install approximately 1150 feet of concrete sidewalk along the east side of 122nd Avenue NE, between NE 70th Street and NE 73rd Street, and the west side of 122nd St Avenue NE, between NE 73rd Street and NE 75th Street. Project will evaluate the use of Low Impact Development standards.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	149,400
In-House Professional Svcs.	59,800
Land Acquisition	0
Construction	657,500
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	866,700
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0055 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	122ND AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Separated pedestrian facility where currently pedestrians must walk along narrow shoulder will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>This project is strongly supported by the South Rose Hill-Bridle Trails Neighborhood, School Walk Route Advisory committee representatives, and numerous residents that use this route. This project is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians and bicyclists will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,100 ft. ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0058 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	111TH AVE NON-MOTORIZED/EMERGENCY ACCESS CONNECTION		
PROJECT LOCATION	111th Ave NE between approximately Forbes Creek Drive and NE 106th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic, as identified in the Highlands Neighborhood Plan.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS
Other Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	369,800
In-House Professional Svcs.	148,200
Land Acquisition	0
Construction	1,482,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	2,000,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0058 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	111TH AVE NON-MOTORIZED/EMERGENCY ACCESS CONNECTION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access along NE 90th Street.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>A delay in providing non-motorized and emergency access.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Highlands, South Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>Emerg./Nonmotorized vehicle access</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0061 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 104TH STREET SIDEWALK		
PROJECT LOCATION	South side of NE 104th Street from 126th Avenue NE to 132nd Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Approximately 1,700 feet of new curb, gutter and sidewalk along the south side of NE 104th Street between 126th Ave NE & 132nd Ave NE including new ADA ramps, pavement markings and surface water improvements. Use of Low Impact Development (LID) and Planter Strips will be evaluated and implemented where possible. Grant funding is being pursued for project. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	217,000
In-House Professional Svcs.	93,000
Land Acquisition	0
Construction	775,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,085,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0061 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 104TH STREET SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,700 feet of sidewalk <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0062 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	19TH AVENUE SIDEWALK		
PROJECT LOCATION	South side of 19th Avenue from Market Street to 4th Street.	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Install approximately 1,760 feet of curb, gutter, sidewalk and planter strip along 19th Avenue that currently does not have a sidewalk. ADA compliant wheelchair ramps will be required at crosswalk locations.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Public Safety		Debt	0 %
Neighborhoods		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	131,000
In-House Professional Svcs.	87,000
Land Acquisition	0
Construction	596,200
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	814,200
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0062 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	19TH AVENUE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high: impacts to residents by the removal of adjacent landscaping will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connects with existing Market Street sidewalk.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Norkirk</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,760 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0063 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY SIDEWALK		
PROJECT LOCATION	8th St. S to Ohde Ave. (East side)	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Install approximately 550 feet of curb, gutter, sidewalk and planter strip along Kirkland Way that currently does not have a sidewalk. ADA compliant wheelchair ramps will be required at crosswalk locations. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Public Safety		Debt	0 %
Neighborhoods		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	71,500
In-House Professional Svcs.	28,000
Land Acquisition	0
Construction	315,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	414,500
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0063 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>sidewalks and bikelanes along this section of Kirkland Way will Provide safer passage for pedestrians.</i>
Responds to an urgent need or opportunity	<i>Increased popularity and emphasis on non-motorized transportation increases likelihood of injury.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high: impacts to residents by the removal of adjacent landscaping will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 550 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0071 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET SIDEWALK IMPROVEMENT		
PROJECT LOCATION	84th Avenue NE to 87th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Install approximately 960 feet of curb, gutter, sidewalk and planter strip along NE 132nd Street that currently does not have a sidewalk. ADA compliant wheelchair ramps will be installed at crosswalk locations. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	63,000
In-House Professional Svcs.	25,000
Land Acquisition	0
Construction	275,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	363,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0071 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET SIDEWALK IMPROVEMENT
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>Construction will be in compliance with legal and professional guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Potential loss of Transportation Improvement Board (TIB) grant funds; continued pedestrian use of roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 960 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0072 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET SIDEWALK AT FINN HILL MIDDLE SCHOOL		
PROJECT LOCATION	82nd Avenue NE, NE 132nd Street between 82nd Avenue NE and 84th Avenue NE, and 84th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install approximately 1,100 feet of curb, gutter and sidewalk along the south side of NE 132nd Street and west side of 84th Avenue NE to complete missing links between Carl Sandberg Elementary and Finn Hill Middle School. New curb ramps will be installed on the east side of the intersection of NE 131st Street and 82nd Avenue NE. Planter strips and bike lanes will be installed where existing right of way permits. Safe routes to school grant funding is being pursued for this project, which will also include an enforcement program and educational element. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)	
Project cost increased from \$693,000 to \$840,000 based on updated engineer's estimate.	

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	0 %
Active Transportation Plan	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	159,500
In-House Professional Svcs.	68,400
Land Acquisition	0
Construction	577,100
Comp. Hardware/Software	0
Equipment	0
Other Services	35,000
Total	840,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0072 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET SIDEWALK AT FINN HILL MIDDLE SCHOOL
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,100 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0074 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	90TH AVENUE NE SIDEWALK		
PROJECT LOCATION	90th Avenue NE from NE 134th Street to NE 138th St	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Construct new curb, gutter and sidewalk along the west side of 90th Avenue NE from NE 134th Street to the north, to connect existing sidewalk near 13427 90th Avenue NE, together with completing other sidewalk gaps, as needed up to NE 138th St. This segment will complete a missing sidewalk link in the neighborhood and will be more closely evaluated as redevelopment in on the street occurs and more developer sidewalks are added.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

POLICY BASIS		METHOD OF FINANCING (%)	
Other Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	93,000
In-House Professional Svcs.	37,200
Land Acquisition	0
Construction	223,200
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	353,400
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0074 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	90TH AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Redevelopment of individual properties may install these improvements at no cost to the City. Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 310 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0075 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	84TH AVENUE NE SIDEWALK		
PROJECT LOCATION	84th Avenue NE from NE 124th Street to NE 145th Street	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct approximately 4,075 feet of curb, gutter and sidewalk along the west side of 84th Avenue NE between NE 145th Street to Finn Hill Junior High School. In addition, construct approximately 1,300 feet of curb, gutter and sidewalk along the west side of 84th Avenue NE between NE 128th Street and NE 124th Street. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	698,800
In-House Professional Svcs.	279,500
Land Acquisition	0
Construction	3,074,500
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,052,800
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0075 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	84TH AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 4,075 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0076 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET SIDEWALKS AT MUIR ELEMENTARY - PHASE I		
PROJECT LOCATION	NE 140th Street from 127th Place NE to 132nd Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct approximately 1,500 feet of curb, gutter and sidewalk along the south side of NE 140th Street between 127th Place NE and 132nd Avenue NE. This project will fill in missing links along a school walk route for John Muir Elementary. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Public Safety		Debt	0 %
Neighborhoods		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	195,000
In-House Professional Svcs.	78,000
Land Acquisition	0
Construction	858,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,131,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0076 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET SIDEWALKS AT MUIR ELEMENTARY - PHASE I
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Kingsgate</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,500 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0077 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET - KELLER ELEMENTARY WALK ROUTE ENHANCEMENT - NORTH SIDE		
PROJECT LOCATION	North side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct approximately 1,410 feet of curb, gutter and sidewalk along the north side of NE 140th Street between Juanita-Woodinville Way and 113th Avenue NE. This project will fill in missing links along a school walk route for Helen Keller Elementary. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	237,000
In-House Professional Svcs.	79,000
Land Acquisition	0
Construction	869,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,185,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0077 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET - KELLER ELEMENTARY WALK ROUTE ENHANCEMENT - NORTH SIDE
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,410 feet of sidewalk <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0078 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET - KELLER ELEMENTARY WALK ROUTE ENHANCEMENT - SOUTH SIDE		
PROJECT LOCATION	South side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct approximately 830 feet of curb, gutter and sidewalk along the south side of NE 140th Street between Juanita-Woodinville Way and 113th Avenue NE. This project will fill in missing links along a school walk route for Helen Keller Elementary. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	149,400
In-House Professional Svcs.	49,800
Land Acquisition	0
Construction	547,800
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	747,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0078 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET - KELLER ELEMENTARY WALK ROUTE ENHANCEMENT - SOUTH SIDE
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 830 feet of sidewalk <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0079 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET SIDEWALKS AT MUIR ELEMENTARY - PHASE 2		
PROJECT LOCATION	NE 140th Street from 124th Avenue NE to 127th Place NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct approximately 720 feet of curb, gutter and sidewalk along the south side of NE 140th Street between 124th Avenue NE and 127th Place NE. This project will fill in missing links along a school walk route for John Muir Elementary. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	129,600
In-House Professional Svcs.	43,200
Land Acquisition	0
Construction	475,200
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	648,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0079 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 140TH STREET SIDEWALKS AT MUIR ELEMENTARY - PHASE 2
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Kingsgate</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 720 feet of sidewalk <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0080 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA-KINGSGATE PEDESTRIAN BRIDGE AT I-405		
PROJECT LOCATION	Across I-405 at NE 140th Street or NE 145th Street	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Originally planned by King County Department of Transportation at NE 145th Street, a bridge at this location provides a non-motorized connection across I-405 with other wooded trail enhancements and roadway infrastructure improvements at the intersection of NE 145th Street and 114th Avenue NE; it serves to link Windsor Vista and Kingsgate Parks. As an alternative, a bridge at NE 140th Street will connect Robert Frost Elementary and Helen Keller Elementary, as well as Edith Moulton and Kingsgate Parks. Either location will serve to connect neighborhoods, pedestrians and bicycles of North Juanita and Kingsgate/Evergreen Hill where, currently, pedestrians have to make crossings at NE 132nd or NE 160th Streets.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Active Transportation Plan		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	973,600
In-House Professional Svcs.	417,200
Land Acquisition	0
Construction	3,109,200
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0080 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA-KINGSGATE PEDESTRIAN BRIDGE AT I-405
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined</i>
Implications of deferring the project	<i>Pedestrians will continue to be unable to efficiently cross I-405.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Kingsgate, North Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0081 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR TO REDMOND CENTRAL CORRIDOR REGIONAL CONNECTOR		
PROJECT LOCATION	Willows Rd NE from NE 124th St to 139th Ave NE	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION	
<p>Install 1,850 linear feet of shared-use path, including, to the maximum extent feasible, an ADA compliant pedestrian route to connect the Cross Kirkland Corridor to the Redmond Central Connector. Project funding may include regional partnerships with the State, City of Redmond, King County and/or others.</p>	

REASON FOR MODIFICATION (WHERE APPLICABLE)
<p>Project description changed with a modified scope to eliminate the need for property acquisition; project costs changed from \$3,656,000 to \$1,500,000 due to scope modification.</p>

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
Other Plan	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	225,000
In-House Professional Svcs.	150,000
Land Acquisition	0
Construction	1,125,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0081 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR TO REDMOND CENTRAL CORRIDOR REGIONAL CONNECTOR
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Provides a Class I separated pathway for bicycles and pedestrians. Connects the Redmond valley to the Totem Lake area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides marked facilities to separate pedestrian/bike traffic from general traffic. Encourages non-motorized forms of transportation and active recreation.</i>
Responds to an urgent need or opportunity	<i>Helps fulfill annual increase in pedestrian facilities needed to meet the adopted levels of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Existing public support for trail development on both the Kirkland portion and the Redmond/King County portion of the trail(s). Provides a dedicated connection between the two.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed in compliance with all legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Project will tie-together non-motorized facilities that have been, or are proposed for construction.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0086 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR (CKC) NON-MOTORIZED IMPROVEMENTS, MULTI-PHASED		
PROJECT LOCATION	City-wide along the entire Cross Kirkland Corridor	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION	
Various and numerous non-motorized improvements throughout the CKC.	

REASON FOR MODIFICATION (WHERE APPLICABLE)
Project remains unfunded; project budget changed from \$90,000,000 to \$65,742,000 due to the funding of candidate projects such as NM 0086 100 - CKC at NE 124th Street/124th Avenue NE Pedestrian Bridge (Totem Lake Non-Motorized).

POLICY BASIS
Other Plan

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	10,000,000
In-House Professional Svcs.	5,000,000
Land Acquisition	0
Construction	50,742,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	65,742,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0086 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR (CKC) NON-MOTORIZED IMPROVEMENTS, MULTI-PHASED
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Dedicated pedestrian facility will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Large public appeal and existing support for the implementation of a fully developed CKC</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	NA
Benefits to other capital projects	<i>Project is along same route as previously completed pedestrian facilities.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk through undeveloped access and crossings.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Multiple ped/bike amenities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0086 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR (CKC) CROSSINGS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
Crossings of CKC at various roadways that are not funded elsewhere (i.e., NM 0086 001 and 002).			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	489,000
In-House Professional Svcs.	236,100
Land Acquisition	0
Construction	2,645,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	3,370,100
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0086 003
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CROSS KIRKLAND CORRIDOR (CKC) CROSSINGS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Dedicated pedestrian facility will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Large public appeal and existing support for the implementation of a fully developed CKC</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	NA
Benefits to other capital projects	<i>Project is along same route as previously completed pedestrian facilities.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk through undeveloped access and crossings.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: New ped/bike amenities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0088 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH STREET SIDEWALK		
PROJECT LOCATION	North side NE 124th St between 116th Ave NE & West side of I-405 overpass.	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>Install approximately 750 feet of curb, gutter, sidewalk, and planter strip along NE 124th St. linking currently existing sidewalk at the west end of the overpass bridge deck with the existing sidewalk at the intersection with 116th Ave NE. ADA compliant wheelchair ramps will be installed at crosswalk locations and an accessible pedestrian system (APS). Will connect the completed NE 124th Street sidewalk with major pedestrian facilities that are under design along Juanita Drive will be installed at the signalized intersection with Southbound I-405 off-ramp. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)
Project cost increased from \$326,700 to \$376,000 based on updated engineer's estimate.

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	90,000
In-House Professional Svcs.	0
Land Acquisition	0
Construction	280,000
Comp. Hardware/Software	0
Equipment	6,000
Other Services	0
Total	376,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0088 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH STREET SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Protected pedestrian facility where currently pedestrians must walk along roadway shoulder will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	NA
Benefits to other capital projects	<i>Project is along same route as previously completed pedestrian facilities.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk along narrow roadway shoulder.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 750 ft cement curb, gutter & sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0090 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE BICYCLE & PEDESTRIAN IMPROVEMENTS		
PROJECT LOCATION	Juanita Drive from NE 93rd Avenue South to NE 143rd Street (northern city limits)	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>The completion of remaining pedestrian and bicycle elements identified in the Juanita Drive Corridor Study for improved safety for bicycles and pedestrians through elements including: separated pedestrian walkway and buffered bicycle lane; installation of pedestrian flashing beacons (RRFB's) at key locations; improved lighting, signing and markings. Intersection channelization improvements are also included.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	1,491,000
In-House Professional Svcs.	746,000
Land Acquisition	0
Construction	8,413,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	10,650,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0090 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	JUANITA DRIVE BICYCLE & PEDESTRIAN IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk along narrow roadway shoulder.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Finn Hill, South Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>New ped/bike amenities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0097 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	132ND AVENUE NE SIDEWALK		
PROJECT LOCATION	132nd Avenue NE from NE 104th Street to NE 108th Street	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project provides for the design and construction of sidewalks adjacent to arterial streets. Sidewalks and, as may be needed, minor pavement widening, minor property acquisition, walls, lighting, pavement marking and drainage improvements, will be constructed. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	147,000
In-House Professional Svcs.	74,000
Land Acquisition	0
Construction	511,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	732,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0097 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	132ND AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Provides new sidewalk segment <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0101 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	7TH AVENUE SIDEWALK		
PROJECT LOCATION	7th Ave from 8th Street to CKC	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
Construct sidewalk on south side of 7th Ave to fill in missing pieces in support of completing connection to the Cross Kirkland Corridor (CKC). Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	42,000
In-House Professional Svcs.	21,000
Land Acquisition	0
Construction	145,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	208,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0101 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	7TH AVENUE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Norkirk</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Provides new sidewalk segment <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0102 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 120TH STREET SIDEWALK		
PROJECT LOCATION	NE 120th Street from Slater Avenue to 128th Way NE	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
Install new sidewalk curb and gutter, including retaining walls as may be necessary. Project is a candidate project under NM 9999 100.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	110,000
In-House Professional Svcs.	55,000
Land Acquisition	0
Construction	383,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	548,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0102 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 120TH STREET SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Juanita, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Provides new sidewalk segment <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0103 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE SIDEWALK		
PROJECT LOCATION	120th Avenue from NE 112th Street to NE 116th Street	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION

This project provides for the design and construction of sidewalks adjacent to arterial streets. Sidewalks and, as may be needed, minor pavement widening, minor property acquisition, walls, lighting, pavement marking and drainage improvements, will be constructed. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan. Project is a candidate project under NM 9999 100.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	112,000
In-House Professional Svcs.	56,000
Land Acquisition	0
Construction	388,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	556,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0103 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Provides new sidewalk segment <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0104 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 122ND PLACE/NE 123RD STREET SIDEWALK		
PROJECT LOCATION	NE 122nd Street	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION

This project provides for the design and construction of sidewalks adjacent to arterial streets. Sidewalks and, as may be needed, minor pavement widening, minor property acquisition, walls, lighting, pavement marking and drainage improvements, will be constructed. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan. Project is a candidate project under NM 9999 100.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	259,000
In-House Professional Svcs.	130,000
Land Acquisition	0
Construction	905,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,294,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0104 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 122ND PLACE/NE 123RD STREET SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Juanita, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Provides new sidewalk segment <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0105 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE SIDEWALK		
PROJECT LOCATION	120th Ave NE from NE 85th Street to NE 90th Street	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project provides for the design and construction of sidewalks adjacent to arterial streets. Sidewalks and, as may be needed, minor pavement widening, minor property acquisition, walls, lighting, pavement marking and drainage improvements, will be constructed. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan. Project is a candidate project under NM 9999 100.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	163,000
In-House Professional Svcs.	82,000
Land Acquisition	0
Construction	567,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	812,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0105 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	120TH AVENUE NE SIDEWALK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to share narrow shoulder along roadway.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>South Rose Hill, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Provides new sidewalk segment <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0106 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE CKC CONNECTIONS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>Provides for the design and construction of connections to the Cross Kirkland Corridor (CKC). They may be adjacent to the corridor or at other locations where a link is missing on a route to the corridor. Improvements may include sidewalks, mixed use trails, bicycle facilities and as needed, minor pavement widening, minor property acquisition, walls, lighting, pavement marking and drainage improvements. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	72,000
In-House Professional Svcs.	36,000
Land Acquisition	0
Construction	252,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	360,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0106 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITYWIDE CKC CONNECTIONS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	<i>Pedestrians will continue to have less opportunity for CKC connections.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Increased connection access to the C <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0107 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CKC TO DOWNTOWN SURFACE CONNECTION		
PROJECT LOCATION	CKC to Park Place	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
The connection would widen, resurface, and install lighting and otherwise improve existing at-grade pathways from the Cross Kirkland Corridor (CKC) to 6th Street.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Economic Development	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	400,000
In-House Professional Svcs.	200,000
Land Acquisition	0
Construction	1,400,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	2,000,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0107 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CKC TO DOWNTOWN SURFACE CONNECTION
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Provides access to downtown from the CKC for shopping, dining and other financial benefit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated pathway for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Redevelopment of the Park Place project offers a unique opportunity to construct the project.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connections to the CKC</i>
Implications of deferring the project	<i>Pedestrians will continue to have less opportunity for direct access between CKC and downtown.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Significant length trail access <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 999
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITY GREENWAYS NETWORK COMPLETE		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>This project provides for the design and construction of a greenway network. Construction elements that make up a greenway vary according to location, but may include items such as marking, signing of various types, lighting, crossing treatments (which may include signing, islands, beacons, improvements to or new traffic signals), traffic calming, drainage improvements, sidewalks or other walkway improvements and minor property acquisition. Greenways should be constructed on the most current approved network map and prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	646,000
In-House Professional Svcs.	312,000
Land Acquisition	0
Construction	3,492,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,450,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 0113 999
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	CITY GREENWAYS NETWORK COMPLETE
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 8888 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	David Snider

PROJECT TITLE	ON-STREET BICYCLE NETWORK		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
Add and improve existing on-street bicycle facilities. Includes restriping existing pavement to add width and/or buffers to bicycle facilities, reconstruction of curbs and provision of protected bicycle lanes. Projects will be given more specificity in revised Active Transportation Plan, but could include projects such as NM 0001 and NM 0036.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	638,000
In-House Professional Svcs.	308,000
Land Acquisition	0
Construction	3,454,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	4,400,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 8888 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	David Snider

PROJECT TITLE	ON-STREET BICYCLE NETWORK
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved bicycle routes will promote increased non-motorized traffic and potentially less vehicular traffic and improved congestion mitigation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for bicyclists.</i>
Responds to an urgent need or opportunity	<i>The need for improved bicycle facilities throughout Kirkland is an element of the City's Transportation master Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for vehicular traffic mitigation is high.</i>
Conforms to legal or contractual obligations	<i>Specific projects will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	
Implications of deferring the project	
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 9999 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SIDEWALK COMPLETION PROGRAM		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>Complete sidewalk improvements on one side of: School Walk Routes (collectors and arterials), principal arterials and in top 2 categories of 10 minute neighborhoods. May include projects such as : NM 0026, NM 0037, NM 0045, NM 0047, NM 0048, NM 0049, NM 0061, NM 0063, NM 0071, NM 0072, NM 0075, NM 0076, NM 0077, NM 0078, NM 0079, NM 0088, NM 0097, NM 0101, NM 0102, NM 0103, NM 0104 and NM 0105.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	812,000
In-House Professional Svcs.	392,000
Land Acquisition	0
Construction	4,892,800
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	6,096,800
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	NM 9999 100
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SIDEWALK COMPLETION PROGRAM
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Transportation Master Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>Specific projects will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	
Implications of deferring the project	
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0002 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	PUBLIC TRANSIT SPEED AND RELIABILITY IMPROVEMENTS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>Projects include elements that help reduce delay to bus traffic and that bus travel times to be more reliable. Such improvements can range from priority at signalized intersections to intersection widening to separate lanes for buses. These improvements should be located and designed in cooperation with transit providers. The locations and types of improvements will be identified in the City Transit Study (project number CPT 0001 000)</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
Other Plan		Reserve	0 %
COUNCIL GOALS		Grants	0 %
Balanced Transportation		Other Sources	0 %
Economic Development		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	74,000
In-House Professional Svcs.	36,000
Land Acquisition	0
Construction	390,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0002 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	PUBLIC TRANSIT SPEED AND RELIABILITY IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Varies depending on project type.</i>
Community economic impacts	<i>To be determined.</i>
Health and safety, environmental, aesthetic, or social effects	<i>To be determined.</i>
Responds to an urgent need or opportunity	<i>To be determined.</i>
Feasibility, including public support and project readiness	<i>To be determined.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>None anticipated.</i>
Implications of deferring the project	<i>Delaying the project defers savings in travel time.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0003 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	PUBLIC TRANSIT PASSENGER ENVIRONMENT IMPROVEMENTS		
PROJECT LOCATION	City-wide	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION	
<p>This project designs and constructs improvements to transit stops. Improvements include items such as shelters, improved lighting and equipment that indicates when buses are scheduled to arrive. The locations and types of improvements will be identified in the City Transit Study (project number PT 0001).</p>	

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
Other Plan	Reserve 0 %
COUNCIL GOALS	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %
Balanced Transportation	
Economic Development	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	74,000
In-House Professional Svcs.	36,000
Land Acquisition	0
Construction	390,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	500,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	PT 0003 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	PUBLIC TRANSIT PASSENGER ENVIRONMENT IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Minimal.</i>
Community economic impacts	<i>None anticipated.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Project will improve rider environments at transit locations.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>N/A</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>N/A</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: TBD <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0067 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY/CKC BRIDGE ABUTMENT/INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of Kirkland Way and the Cross Kirkland Corridor crossing	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION

The project as currently anticipated will provide for a new roadway undercrossing along Kirkland Way at the Cross Kirkland Corridor (CKC), which will allow installation of five-foot sidewalks as well as bike lanes on the north and south side of Kirkland Way. In addition, the clearance between the new roadway surface and the CKC bridge will be increased to alleviate frequent damage by passing vehicles. Site distance and intersection geometrics will also be addressed by the project. The non-motorized facilities along Kirkland Avenue/80th Street ped/bike overpass connect to a regional non-motorized route and the lack of facilities at Cross Kirkland Corridor crossing prevents a continuous route to downtown Kirkland.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.

POLICY BASIS
Transportation Master Plan
Other Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	1,646,800
In-House Professional Svcs.	741,100
Land Acquisition	0
Construction	4,529,100
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	6,917,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0067 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY/CKC BRIDGE ABUTMENT/INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Construction will significantly impact through traffic for those motorists using Kirkland Way.</i>
Community economic impacts	<i>Will provide for improved non-motorized facilities which connect to the Central Business District. Potentially lower incidence of vehicular insurance claims.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Sidewalks and bikelanes along this section of Kirkland Way will provide safer passage; site distance and clearance improvements will reduce potential for vehicular conflicts.</i>
Responds to an urgent need or opportunity	<i>Increased popularity and emphasis on non-motorized transportation increases likelihood of injury.</i>
Feasibility, including public support and project readiness	<i>The project is consistent with the goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>To be determined.</i>
Implications of deferring the project	<i>Continued potential for conflicting turning movements.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Everest, Moss Bay</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 100 feet of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0091 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH ST/124TH AVE NE/TOTEM LAKE BLVD INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	North leg of the intersection	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Widen north (southbound) leg to allow second left-turn lane, extend right-turn-only lane to become a through-right adjacent to the CKC triangle. The project includes surface water improvements and working within sensitive areas near Totem Lake Park.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project cost decreased from \$3,503,300 to \$1,598,000 due to revised estimate developed in conjunction with a 2015 grant application.			

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	382,800
In-House Professional Svcs.	191,900
Land Acquisition	55,300
Construction	968,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,598,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0091 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 124TH ST/124TH AVE NE/TOTEM LAKE BLVD INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction anticipated to last 6-8 months, minor traffic and pedestrian detours and delays can be anticipated.</i>
Community economic impacts	<i>Improvements to this intersection are required to sustain development in the Totem lake area including expansion of Evergreen Hospital.</i>
Health and safety, environmental, aesthetic, or social effects	<i>The improvements will incorporate improvements to minimize vehicular conflicts.</i>
Responds to an urgent need or opportunity	<i>Supports development activity in Totem Lake.</i>
Feasibility, including public support and project readiness	<i>Project requires acquisition of costly commercial real estate and will present significant design and construction challenges</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to comply with professional and legal guidelines and requirements.</i>
Responds to state and/or federal mandate	<i>Concurrency under the Growth Management Act requires that sufficient facilities be constructed to handle growth.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the Totem Lake area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0092 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 116TH STREET/124TH AVE NE NORTHBOUND DUAL LEFT TURN LANES		
PROJECT LOCATION	South leg of intersection	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION

This project will reconstruct the south leg (124th Ave NE) of the intersection to allow for two northbound left-turn lanes from 124th Ave NE to NE 116th Street. It will require signal modifications and lane reconfigurations on the northbound (south) leg and the northbound (north) receiving leg. The project is due to high accident counts and for projected traffic volume increases at this intersection.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project cost decreased from \$1,717,000 to \$1,375,000 due to revised estimate developed in conjunction with a 2015 grant application.

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	334,600
In-House Professional Svcs.	167,400
Land Acquisition	27,000
Construction	846,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,375,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0092 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 116TH STREET/124TH AVE NE NORTHBOUND DUAL LEFT TURN LANES
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last three to four months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0093 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/JUANITA H.S. ACCESS ROAD INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of NE 132nd Street/Juanita High School Access Road	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION	
Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service.	

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	199,000
In-House Professional Svcs.	89,000
Land Acquisition	80,000
Construction	548,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	916,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0093 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/JUANITA H.S. ACCESS ROAD INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>To be determined</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0094 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/108TH AVENUE NE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of NE 132nd Street/108th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	135,000
In-House Professional Svcs.	61,000
Land Acquisition	50,000
Construction	372,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	618,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0094 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/108TH AVENUE NE INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0095 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/FIRE STATION ACCESS DRIVE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of NE 132nd Street/Fire Station Access Drive (Near 112th Avenue NE)	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the Washington State Department of Transportation (WSDOT) Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	87,000
In-House Professional Svcs.	39,000
Land Acquisition	0
Construction	240,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	366,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0095 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/FIRE STATION ACCESS DRIVE INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0096 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/124TH AVENUE NE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of NE 132nd Street/124th Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
<p>Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service. Project is subject to anticipated funding through development activities and related revenues.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	1,490,700
In-House Professional Svcs.	530,300
Land Acquisition	670,000
Construction	3,022,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	5,713,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0096 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/124TH AVENUE NE INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last six to eight months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0097 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/132ND AVE NE INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of NE 132nd Street/132nd Avenue NE	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION			
Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Economic Development	
Public Safety	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	194,000
In-House Professional Svcs.	88,000
Land Acquisition	71,000
Construction	536,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	889,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0097 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET/132ND AVE NE INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0098 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET / 116TH WAY NE - TOTEM LAKE BLVD (I-405) INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405	PROJECT START	PROJECT STATUS
		Undetermined	Existing Project

DESCRIPTION/JUSTIFICATION

Coordination of City right-of-way and intersection improvements in association with the Washington State Department of Transportation (WSDOT) Half-Diamond Interchange at NE 132nd Street and I-405, between 116th Way NE and Totem Lake Blvd, as recommended in the NE 132nd Street Master Plan. Project is subject to anticipated funding through development activities and related revenues.

REASON FOR MODIFICATION (WHERE APPLICABLE)

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POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	208,000
In-House Professional Svcs.	92,000
Land Acquisition	0
Construction	0
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	300,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0098 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	NE 132ND STREET / 116TH WAY NE - TOTEM LAKE BLVD (I-405) INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction by WSDOT, anticipated to last twenty- four to thirty months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2035.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0114 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SLATER AVENUE NE TRAFFIC CALMING - PHASE 1		
PROJECT LOCATION	Slater Avenue from 100th Street NE to NE 112th Street	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
Construct traffic calming measures along Slater Avenue. Measures include constructing a traffic circle at NE 105th Street, two curb bulbs at NE 108th Place, and a mid-block raised crosswalk and two curb bulbs at NE 112th Place. In addition, an activated emergency vehicle beacon will be installed at NE 100th Street if further study deems it necessary.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.			

POLICY BASIS	METHOD OF FINANCING (%)	
Transportation Master Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Public Safety	
Neighborhoods	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	65,000
In-House Professional Svcs.	26,000
Land Acquisition	0
Construction	156,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	247,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0114 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	SLATER AVENUE NE TRAFFIC CALMING - PHASE 1
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>During construction pedestrians and drivers using Central Way will experience minimal construction impacts and delays; additionally, during construction it is anticipated that available parking will be disrupted as the project is built.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased safe foot traffic and reduce dependence on vehicular traffic.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing upgrades that could reduce potential risk to pedestrians crossing Central Way.</i>
Responds to an urgent need or opportunity	<i>Community input has identified the desire for additional pedestrian facilities throughout the City. The improvements along the south side of Central Way were originally described in the Central Way corridor improvement project adopted by Council in 2005.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will supplement similar improvements constructed on the north side of Central Way with ST-0074. (Central Way Improvements)</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0123 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	David Snider

PROJECT TITLE	SLATER AVENUE NE (132ND AVENUE NE/NE 124TH STREET) INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Slater Avenue NE / NE 124th Street	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION	
<p>Project improves vehicular level of service at this signalized intersection. Construct northbound right turn lane approximately 300 feet long on Slater Avenue NE at NE 124th Street. Includes sidewalk, planter strip and associated signal reconstruction. Requires approximately 4,000 SF of property acquisition. It is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>	

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

COUNCIL GOALS
Balanced Transportation
Economic Development
Public Safety

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	308,000
In-House Professional Svcs.	149,000
Land Acquisition	500,000
Construction	1,167,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	2,124,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0123 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	David Snider

PROJECT TITLE	SLATER AVENUE NE (132ND AVENUE NE/NE 124TH STREET) INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Grant funds may be available.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0124 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	116TH AVENUE NE/NE 124TH STEET INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	116th Avenue NE/NE 124th Street	PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
<p>Project improves vehicular level of service at the signalized intersection. Construct southbound right turn lane approximately 200 feet long on 116th Avenue NE at NE 124th Street. Includes sidewalk, planter strip and associated signal reconstruction. Requires approximately 1000 sq. ft. of property acquisition. It is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Economic Development	
Public Safety	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	157,000
In-House Professional Svcs.	76,000
Land Acquisition	125,000
Construction	723,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	1,081,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0124 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	116TH AVENUE NE/NE 124TH STEET INTERSECTION IMPROVEMENTS
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Grant funds may be available.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0125 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	INTELLEGET TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS, PHASE 4		
PROJECT LOCATION		PROJECT START	PROJECT STATUS
		Undetermined	New Project

DESCRIPTION/JUSTIFICATION			
This project is a placeholder for ITS projects that are not currently funded. It will be defined further after completion of a Phase 3 Project and through the completion of a new ITS Study. It will likely include advanced control methods such as adaptive control.			

REASON FOR MODIFICATION (WHERE APPLICABLE)			

POLICY BASIS		METHOD OF FINANCING (%)	
Transportation Master Plan		Current Revenue	0 %
		Reserve	0 %
		Grants	0 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

COUNCIL GOALS	
Balanced Transportation	
Economic Development	
Public Safety	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	380,000
In-House Professional Svcs.	184,000
Land Acquisition	0
Construction	2,056,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
Total	2,620,000
NEW MAINT. AND OPER.	0
NEW FTE	0.00

**CITY OF KIRKLAND
CAPITAL IMPROVEMENT PROGRAM
2015 TO 2020**

PROJECT #	TR 0125 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	INTELLEGET TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS, PHASE 4
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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian delays during testing of installed system which is anticipated to last 1-2 months.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>Grant funds may be available.</i>
Feasibility, including public support and project readiness	<i>Community support for traffic mitigation and improved mobility.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completing network system will allow for remote monitoring and communication of signal systems.</i>
Implications of deferring the project	<i>Delays completion of the Transportation Network.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.