

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

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

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

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

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

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

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	Project Title: <i>Three Trails Crossing</i> <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i>
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2	<p>Sponsoring Agency: <i>City of Issaquah</i></p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: <i>Gary Costa, Transportation Manager</i></p> <p>Address: <i>City of Issaquah; P.O. Box 1307; Issaquah, WA 98027</i></p> <p>Phone: <i>425-837-3443</i></p> <p>Fax: <i>425-837-3409</i></p> <p>E-Mail: <i>garyc@ci.issaquah.wa.us (cc: lee.haro@comcast.net)</i></p>

<p>4</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p><i>The 3-Trails Crossing project is located at and includes improvements to the intersection of NW Gilman Blvd and N Juniper St, and also contains improvements to the intersection of N Juniper St and Rainier Blvd. This crossing is at the southern terminus of the E. Lake Sammamish Trail, the northern terminus of the Rainier Trail, and the eastern terminus of the Juniper Trail.</i></p> <p><i>The proposed project would install a traffic signal at the intersection, realign a driveway to be directly in line with N Juniper St, and revise the access for the intersection of N Juniper St and Rainier Blvd N. This signalization of the intersection would provide a safe crossing for pedestrians and bicyclists to each of the three trails.</i></p> <p><i>The requested funds are for the design phase of the project.</i></p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><i>This intersection currently does not efficiently or effectively allow for bike and pedestrian traffic to access each trail. If a pedestrian or cyclist traveling on one of the trails were to safely cross NW Gilman Blvd to access any of the other trails, they would have to travel north approximately 300' on Gilman Blvd to an existing mid-block signalized crossing, and then travel back the 300'. Since this is movement is very inefficient for trail users, cyclists and pedestrians are not using the existing mid-block signalized crossing, and are instead crossing at the intersection where no protection is being provided for cyclists and pedestrians.</i></p> <p><i>The intersection is currently ranked 4th in highest collisions within Issaquah. During the past 3 years, this intersection contained 26 collisions, with half of those collisions related to a turning traffic movement. With King County planning to pave the already much-used E. Lake Sammamish Trail, it is anticipated that cyclist and pedestrian traffic at this intersection will increase, and the potential for cyclist/pedestrian and vehicle collisions to increase.</i></p> <p><i>The goal of this project is to complete a vital link for safe and efficient use of the three trails.</i></p>
<p>5</p>	<p>Project Location: <i>Central Issaquah at the intersection of Gilman Blvd, North Juniper Street and Rainier Blvd.</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: <i>N/A, intersection.</i></p> <p>c. Crossroad/landmark nearest to end of project: <i>N/A, intersection</i></p> <p><i>(Identify landmark if no crossroad)</i></p>

6	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>		
7	<p>Federal Functional Classification Code (<i>Select only one</i>)</p> <p style="text-align: center;"><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i></p>		
	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border-right: 1px solid black; padding: 5px;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td style="width: 50%; padding: 5px;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p style="padding-left: 20px;">14 Principal Arterial</p> <p><input checked="" type="checkbox"/> <u>16</u> <i>Minor Arterial</i></p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </table>	<p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p style="padding-left: 20px;">14 Principal Arterial</p> <p><input checked="" type="checkbox"/> <u>16</u> <i>Minor Arterial</i></p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
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	<p>NOTE: <u>Federally Funded Projects.</u> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p>Examples of Exceptions:</p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 		

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

Project is located within a Center

> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*

Connecting Corridors

> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

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

Please explain how your project addresses the following:

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

*Many policies and specific Comp Plan references relate to this project; just a few of the more major items include: page V2T-4, **ST-4, Pedestrian Emphasis Districts (PED's)**; page V2T-5, **LT-2 Bike Friendly Community**; and **Figure 7, Non-Motorized Corridors**.*

*The project is **centrally located within the Issaquah Central Sub-Area** for which. Issaquah is nearing completion of a three year effort to guide the **redevelopment of Central Issaquah area as it evolves from a collection of suburban strip malls to a cohesive small scale urban town center**. Central Issaquah includes **900 acres** encompassing all the **commercially zoned land** outside of Olde Town/CBD, Issaquah Highlands and Talus. Goals of this plan include **urban mixed use, transit and non-motorized supporting development, and initial planning for accommodating and integrating High Capacity Transit**, which is designated to be implemented to Issaquah as part of Sound Transit 3. The plan calls for a **major influx of a residential component of mixed use** to this area to balance the land use and transportation needs, and also calls for an **increased emphasis on pedestrian and transit modes**.*

*Guidelines for this redevelopment are already in place in the **adopted Economic Vitality Plan**, which has as a major goal to **“revise the City’s zoning and other regulations in order to permit higher densities.”** It **emphasizes mixed use development and redevelopment** combining commercial, office, retail and residential uses and calls for **targeted higher density “smart growth” with building heights from 3 to 5 stories and residential densities of up to 20 dwelling units per acre**. Further, the plan calls for a **“high density mixed use region,”** in an area directly accessed by the Three Trails project. The project addresses to the Countywide Project Evaluation as follows:*

- 1- **Urban Center Environment – Bike and pedestrian modes within the Center will be improved as this project provides for a safe interconnection of three trails across an arterial street, thereby improving bike and pedestrian circulation within the Center area, where the Comprehensive Plan calls for increased density mixed use development.***
- 2- **Impact on Urban Center – A significant safety problem exists at this intersection as demonstrated by 26 accidents being recorded over the previous three years (also see Safety, below.) As there are major job and commercial sites, housing, and regional trail facilities on both sides of Gilman Blvd, a wide spectrum of user groups receive direct benefits, including residents, employees, customers, and recreational users. By providing a safe and convenient means to cross the street, bicycling and pedestrian access and circulation (walkability) will be improved in the Center.***
- 3- **Circulation and Safety – As a high traffic volume, 4-lane arterial, Gilman Blvd essentially creates a barrier for non-motorized travel at a major crossing location for three trails. The project, thus, will improve circulation and interconnectivity to and among higher density areas of commercial, employment and other major activities within the Center. As described earlier, with 26 accidents recorded over the previous three years, the intersection already ranks as the fourth highest accident location in the city, with the accident potential for bicyclists and pedestrians expected to increase with the increased non-motorized travel demand that will be created by the paving of the East Lake Sammamish Trail and, longer term, the increased density called for by the Comprehensive Plan and the Economic Vitality plan.***

SECTION B: CONNECTING CORRIDORS

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

Please explain how your project addresses the following:

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

SECTION C: PROJECT READINESS

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

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

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

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

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

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

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

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

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

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g. **N/A – Only PE funds are being requested.**

a. Final FHWA or FTA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

(select one) b. True Cost Estimate for Right of Way.

(select one) c. Right of Way Plans (stamped).

(select one) d. Relocation Plan (if applicable).

- (select one) e. Right of way certification.
- (select one) f. Certification Audit by WSDOT R/W Analyst.
- (select one) g. Relocation Certification, if applicable.
 - (select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
- (select one) h. Engineer's Estimate.
- (select one) i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

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

The City is ready to move forward with design of this project as soon as funds are available.

Section D: Financial Plan

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

Guidelines:

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

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Non-Motorized Program

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
P/E - Design	1/15/10	CMAQ	\$100,000
ROW			
Construction			
Totals:			\$100,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
P/E - Design	1/1/10	Issaquah CIP	\$15,608
TOTAL:			\$15,608

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

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

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Construction	1/1/11	Unknown at this time	\$1,011,000
			\$
			\$
			\$
			\$
TOTAL:			\$1,011,000

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

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

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	n/a
Preliminary Engineering/Design:	\$115,608	Preliminary Engineering/Design:	12/1/10
Right of Way:	\$0	Right of Way:	n/a
Construction:	\$1,011,000	Construction:	12/31/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$1,126,608	Estimated date of completion (i.e. open for use)	12/31/12

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

Only conceptual design and a cost estimate have been completed at this time. The requested funds will fully complete the design phase.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

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

The opportunity to have this crossing improved within a close time proximity of the paving of the East Lake Sammamish Trail will be lost if funds are not available at this time to move forward with design of the Three Trails Crossing project.

SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

All three trails, East Lake Sammamish, Rainier and Juniper, have been included in the planning process involved in developing and adopting the City's Comprehensive Plan as shown on Figure 7, Non-Motorized Corridors in the Comp Plan (figures are compiled at the end of chapters and do not have page numbers.)

Issaquah's Comprehensive Plan includes many policies and specific references related to the importance of

and promotion of non-motorized travel and its important interrelationship with land use, in particular in relation to developing higher density, mixed use areas, as called for in the Central Sub-Area where this project is located. Just a few of the important items in the Comp Plan include: page V2T-4, ST-4, Pedestrian Emphasis Districts (PED's); page V2T-5, and LT-2 Bike Friendly Community; Figure 7, Non-Motorized Corridors. Most recently adopted Amendments to the Comprehensive Plan occurred on November 3, 2008.

There are many, many Destination 2030 policies the project meets, such as those related to improving non-motorized travel and reducing dependency on auto travel, particularly to facilitate compact centers and to provide non-motorized access to activity areas and to transit. Examples of policies include, but are not nearly limited to, on page A1:4 RG-1; on page A1:5, RE-7, RT-8:1 and RT8:2, and on page A1:6, RT-8:13.

SECTION G: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples.

Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

This project will accomplish all of the six examples, above, except the last one regarding alternative fuels.

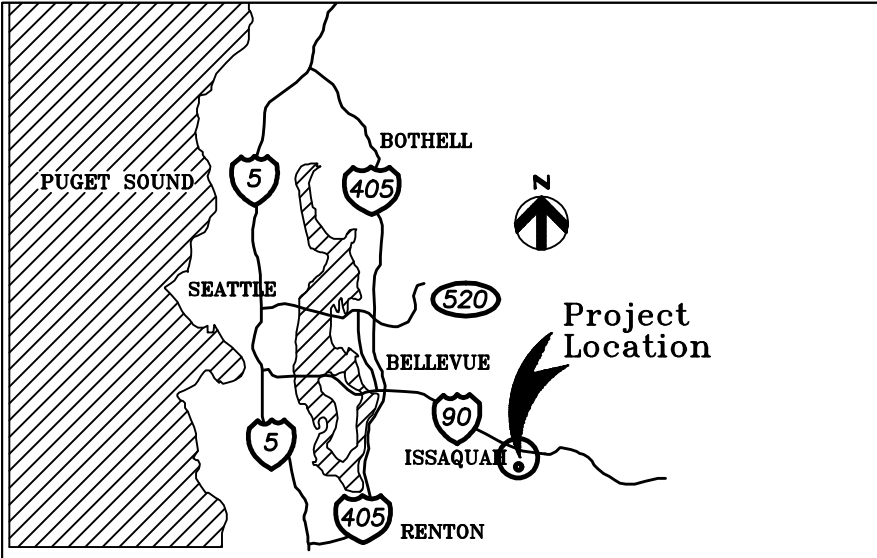
By providing a means for non-motorized travel in the center area of Issaquah, the project will facilitate the shifting of local trips from SOV to bike and pedestrian.

Since this project serves three trails, the benefits are three-fold as compared to a project on just a single trail.

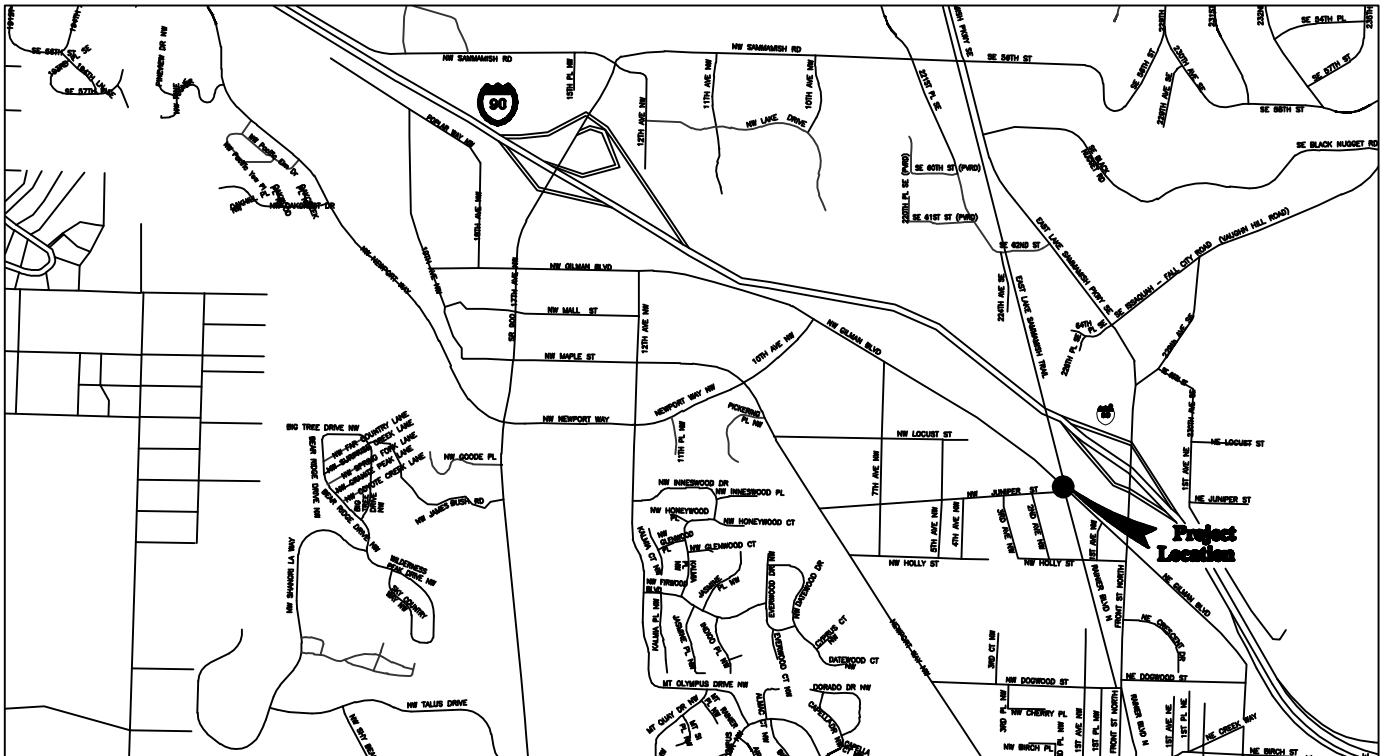
The project is within a usable vicinity of a majority of the Commute Trip Reduction (CTR) sites and the over 20,000 existing jobs in Issaquah and, therefore, has the potential for a higher level of reduction of vehicle trips by being supportive of CTR measures, which are, in turn, supportive of transit.

All of these benefits in reduction of SOV travel will help reduce the notorious congestion in Issaquah, thereby, improve traffic flow and reduce emissions from idling vehicles. This is an improvement that will occur not only on local arterials, but also on the regional arterial and freeway systems used to access Issaquah.

Vicinity Map

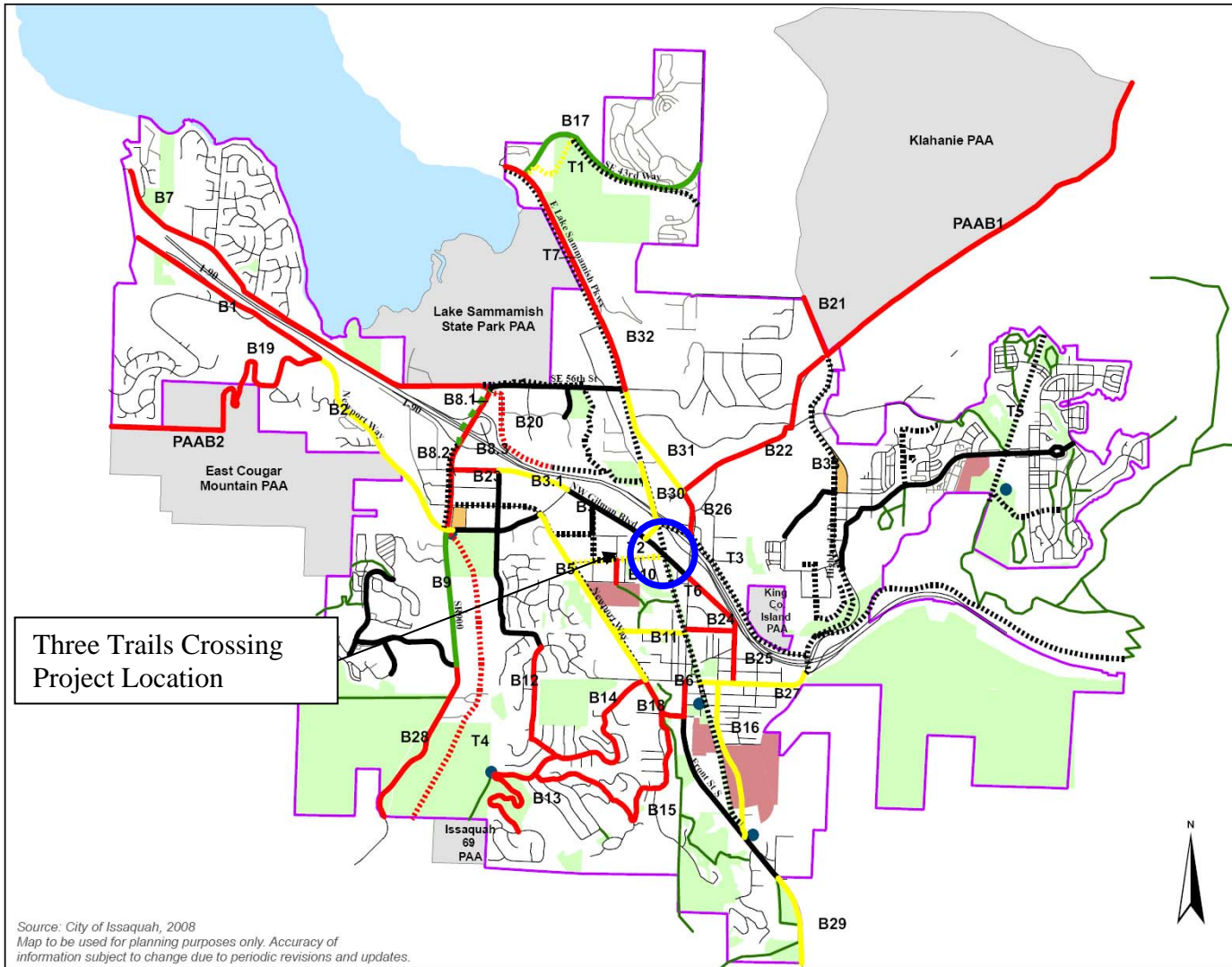


PROJECT LOCATION MAP



CITY OF ISSAQUAH 3 TRAILS CROSSING PROJECT NW GILMAN BLVD AND N JUNIPER ST INTERSECTION AND CROSSING IMPROVEMENTS

APRIL 2009



LEGEND

- Existing Bicycle Lane
- Existing Shared Use Facility
- Short Term = Planned within 2 Years**
- Short Term Bicycle Lanes
- Short Term Shared Use Facilities
- Mid Term = Planned within 6 Years**
- Mid Term Bicycle Lanes
- Mid Term Shared Use Facilities
- Long Term = Planned within 20 Years**
- Long Term Bicycle Lanes
- Long Term Shared Use Facilities
- Other Features**
- Recreational Trails (may be unpaved)
- Parking Lots/Trailheads
- Public Schools
- Parks and Open Space
- City Limits
- Potential Annexation Areas
- Transit Facilities



Figure 7
Nonmotorized
Corridors
2008-2028
 Ordinance #2535
 Effective Date 11/03/08

Source: City of Issaquah, 2008
 Map to be used for planning purposes only. Accuracy of
 information subject to change due to periodic revisions and updates.