

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/kc.dot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.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: Redmond / PSE Trail Phase III Improvements <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: City of Redmond</p> <p>Also identify any co-sponsor(s):</p>			
3	<p>Project Contact Person: John Nordquist</p> <p>Address: PO Box 97010, Redmond, WA 98073-9710</p> <p>Phone: 425 556 2737</p> <p>Fax: 425 556 2808</p> <p>E-Mail: jnordquist@redmond.gov</p>			
4	<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> <ul style="list-style-type: none"> • PSE Trail, Phase III is completing the design and construction of a 10’ wide, 3,050’ paved, bicycle corridor from the regional Sammamish River Trail to SR 202. Elements include fencing, landscaping and mitigation planting. <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> <ul style="list-style-type: none"> • Intent: Constructing a hard surfaced trail conforming to AASHTO requirements. • Need or purpose: Provide paved trail replacing existing steep-rutted dirt trail. 			
5	<p>Project Location: Sammamish River Trail to SR 202 within King County and Puget Sound Energy corridor</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Sammamish River Regional Trail <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: SR 202 <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><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i></p>			
	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;"> <p>Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> </td> <td style="width: 5%; text-align: center;"> </td> <td style="width: 45%; text-align: center;"> <p><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> </td> </tr> </table>	<p>Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p>		<p><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p>
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- 00 Exception
- 01 Principal Arterial - Interstate
- 02 Principal Arterial
- 06 Minor Arterial
- 07 Major Collector
- 08 Minor Collector
- 09 Local Access
- 21 Proposed Principal Arterial – Interstate
- 22 Proposed Principal Arterial
- 26 Proposed Minor Arterial
- 27 Proposed Major Collector
- 28 Proposed Minor Collector
- 29 Proposed Local Access

- 00 Exception
- 11 Principal Arterial – Interstate
- 12 Principal Arterial – Expressway
- 14 Principal Arterial
- 16 Minor Arterial
- 17 Collector
- 19 Local Access
- 31 Proposed Principal Arterial – Interstate
- 32 Proposed Principal Arterial – Expressway
- 34 Proposed Principal Arterial
- 36 Proposed Minor Arterial
- 37 Proposed Collector
- 39 Proposed Local Access

NOTE: **Federally Funded Projects.** A roadway must be approved 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”.

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects not 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.

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.

Improves access or directly benefits a center: PSE Trail, Ph. III is a segment of the PSE Trail. This segment has a loose gravel surface that many bicyclists tend to avoid. The corridor has steep grades, is continually being eroded and does not meet AASHTO or ADA standards. Rerouting and paving the trail will allow all trail users to safely access the regional Sammamish River Trail (SRT), the Sammamish River bike bridge, and the paved portion of the PSE Trail west of the Sammamish River. The SRT accommodates all users and provides direct access to downtown Redmond and the urban center. The bridge provides an important connection for the 7,000 employees of the Willows Industrial Center and business areas to the west.

System continuity, circulation and safety: SR 202 has an ADT of 20,000. Bicyclists would be safer traveling on the PSE Trail, a primary (off-road) bicycle route to the regional Sammamish River Trail. The PSE Trail is designated a primary bicycle route because it is off road and over 2.5 miles in length. The PSE Trail connects to Redmond and King County trails and bicycle routes helping the bicycle transportation system continuity and circulation. The trail serves residential neighborhoods, multiple school sites, parks and employment areas.

Improves a corridor in logical segments: This is Phase III of the improvements to the PSE Trail which provides an east-west bicycle corridor across Redmond and into neighboring jurisdictions. Phase I was the PSE Trail between Willows Road and the Sammamish River (west of the Sammamish River). Phase II was construction of the Sammamish River bike bridge which provides a safe connection over the river, linking Willows Industrial area with the existing regional SRT.

Creates more effective and efficient travel flows: The PSE Trail is off-road and if improved would be the safest, most effective and quickest route to access the regional SRT, downtown Redmond and the Willows Industrial area. The currently steep grades and eroded surfaces are discouraging to both bicyclists and pedestrians.

Long term sustainable solutions and improve the system as a whole:

- (1) Realignment and improving this segment will enable the City to improve the remaining trail segments in a logical fashion.
- (2) Because this segment is the steepest part of the PSE Trail, paving this segment (Phase III) will make accessibility of the entire trail safer.
- (3) The 9,850 homes in north and east Redmond neighborhoods and 4,750 new and proposed dwelling units east of Redmond in Redmond Ridge and Trilogy UPD's continue to increase trail use on this off-road commuting corridor. Commuters can use the PSE Trail to access the SRT and easily access to downtown Redmond, the Bike 520 Trail (to the Overlake commerce area, Bellevue and Kirkland), and the East Lake Sammamish Trail (to Issaquah). Trail commuters can also travel west over the Sammamish River bike bridge to access the Willows industrial and business areas or go north to Woodinville, Bothell and Seattle.

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.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed 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.

- **Design Report:** Reid Middleton Engineering Inc. has completed the 30% design report and corresponding project cost estimate.
- **City of Redmond permits:** SEPA will be submitted with Redmond as the Lead Agency. The trail will not impact wetlands or streams so a determination of Non-significance (DNS) will be issued. At the base of the hillside, the trail will utilize the existing gravel pathway for the route to connect to the Sammamish River Trail.

The Shoreline permit: will be done for the Department of Ecology and the City of Redmond.

An Archaeology report: will be performed and submitted.

This project is not dependant upon any other project.

Estimated schedule:

a: Final FHWA approval of environmental documents by 1/2012

h: Engineers estimate by 4/2012

i: Environmental permits by 6/2012

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
PE	5/1/11	STP	\$194,625
CN	6/1/12	STP	\$1,448,875
Totals:			\$1,643,500

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	1/3/08	City of Redmond	\$25,595
PE	1/3/08	STP(U)	\$164,000
PE	5/1/11	City of Redmond	\$30,375
CN	12/31/10	City of Redmond	\$6,943
CN	12/31/10	STP(U)	44,484
CN	6/1/12	City of Redmond	\$226,125
TOTAL:			\$497,522

*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
			\$
			\$
			\$
TOTAL:			\$0

*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)
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Planning:	\$NA	Planning:	
Preliminary Engineering/Design:	\$414,595	Preliminary Engineering/Design:	6/1/12
Right of Way:	\$	Right of Way:	
Construction:	\$1,726,427	Construction:	12/1/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$2,141,022	Estimated date of completion (i.e. open for use)	12/1/12

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%):

(1) Project phases that will be fully completed if requested funding is obtained: PE, ROW & CN

(2) Status of current phases:

- PE 30% design completed

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.

Other project that will receive a benefit from this project:

(1) **Sammamish River Bike Bridge:** was constructed in 2002 with TEA-21 funding assistance. Phase III of the PSE Trail will improve access; increase usage; and encourage more commuters across the Bridge to the Willows Industrial Area.

(2) **Redmond 74:** is a private subdivision constructing 174 dwelling units. The subdivision is directly north of the PSE Trail, Ph. III and will construct access corridors from the subdivision to the PSE Trail.

(3) **Transportation Demand Management program:** (RED-TMP-050) involves eliminating trip making, supports the movement of more people in fewer vehicles, strives to reduce traffic congestion. Bicyclists and commuting walkers will utilize the PSE Trail, Phase III and its connections thereby reducing the

number of people utilizing cars or on the roads. PSE Trail Phase III is adjacent to the downtown planning area of Redmond where the regional bus system transports commuters to the Overlake area, Bellevue, Kirkland and Seattle. Redmond has committed \$450,000 annually to the Bicycle Program.

(4) Opportunity Lost: If funding is not secured, the opportunity to improve this segment of the PSE Trail will be delayed indefinitely. Reid Middleton Engineering has completed the 30% design report.

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.

Planning process: In 1987 Redmond secured the trail corridor from Puget Power (now named Puget Sound Energy, aka PSE). The PSE Trail has been included in the City's Comprehensive Plan since 1989 and is also included in the Transportation Master Plan (TMP) as a Primary Bicycling Corridor. Both plans involved extensive community advice and comment through well-attended community workshops, meetings and events. The Pedestrian Bicycle Advisory Committee, which is comprised of volunteer citizens who advise the city on trails and bicycle routes, endorses this project and has written a letter of support which the City has on file.

Adopted comprehensive plan specific citations, page numbers, dates of adoption: The PSE Trail is included in the City's Comprehensive Plan in the TMP (adopted May, 2006). TMP pages which reference policies regarding the PSE Trail are 5B-2 through 5. TMP pages which specify the PSE Trail are section 5B, page 6. The "Primary and Secondary Bicycle Corridors" map (section 5B, page 14) includes the PSE Trail.

Consistency with Destination 2030: The project is consistent with Destination 2030 and Vision 2040.

RG-1.5(d) This project encourages the development of a convenient and safe bicycle route. This project emphasizes non-motorized transportation for bicyclists by improving a vitally important segment in the PSE Trail corridor where it intersects the regional Sammamish River Trail (SRT). The SRT leads directly to the Downtown Redmond Urban Center of Redmond with connections to Bellevue, Kirkland, Woodinville, Bothell and Seattle. It also connects to the Willows Industrial Center which has 7,000 employees.

RG-1.6(c) emphasizes pedestrian and bicycle connections between transportation corridors and

neighborhoods. The PSE Trail is 3 miles long and connects SR 202 with the regional SRT and Willows Road. The neighborhoods connected within Redmond are North Redmond, Education Hill, Sammamish Valley, Willows/Rose Hill, and Downtown. Neighborhoods outside of Redmond are the 4,750 dwelling units in the Urban Planned Developments (UPDs) of Redmond Ridge and Trilogy.

RC-2.12 (f) provides for an efficient, multimodal transportation system. The PSE Trail contributes by providing safe alternative methods of commuting to work.

RO-6.1 conserves and enhances the region's natural resources. The PSE Trail is an existing trail corridor that creates no additional impact on the natural environment.

RO-6.2 promotes air and water quality protection. The PSE Trail encourages bicycling and walking, both of which are non-polluting forms of transportation.

RO-6.7 strives to preserve and enhance regional trails. The PSE Trail accomplishes this by connecting to the SRT.

RO-6.8 preserves a network of urban and rural open space. The PSE Trail preserves open space and paving the corridor would enhance the natural environment by preventing erosion.

RT-8 considers the development of a transportation system that emphasizes a variety of mobility options. The PSE Trail allows for different commuting options and reduces the number of vehicles on road corridors thereby helping to more efficiently move people, goods, etc.

RT-8.1 seeks the development of multi-modal transportation systems between urban centers and surrounding communities. The PSE Trail links Trilogy, Redmond Ridge, North Redmond, Education Hill and the Sammamish Valley to the Downtown and Willows Industrial area and offers an alternative to SOVs.

RT-8.12(b) requires for safe and convenient bicycle and pedestrian linkages which the PSE Trail accomplishes by connecting to other Redmond and King County trails and by being off-road.

Planning process:

City of Redmond Comprehensive Plan & Transportation Master Plan: In 1987 Redmond secured the trail corridor from Puget Power (now named Puget Sound Energy, aka PSE). The PSE Trail has been included in the City's Comprehensive Plan since 1989 and is also included in the Transportation Master Plan (TMP) as a Primary Bicycling Corridor. Both plans involved extensive community advice and comment through well-attended community workshops, meetings and events.

City of Redmond Pedestrian and Bicycle Advisory Committee: The Pedestrian and Bicycle Advisory Committee, which is comprised of volunteer citizens who advise the city on trails and bicycle routes, endorses this project and has written a letter of support which the City has on file.

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.

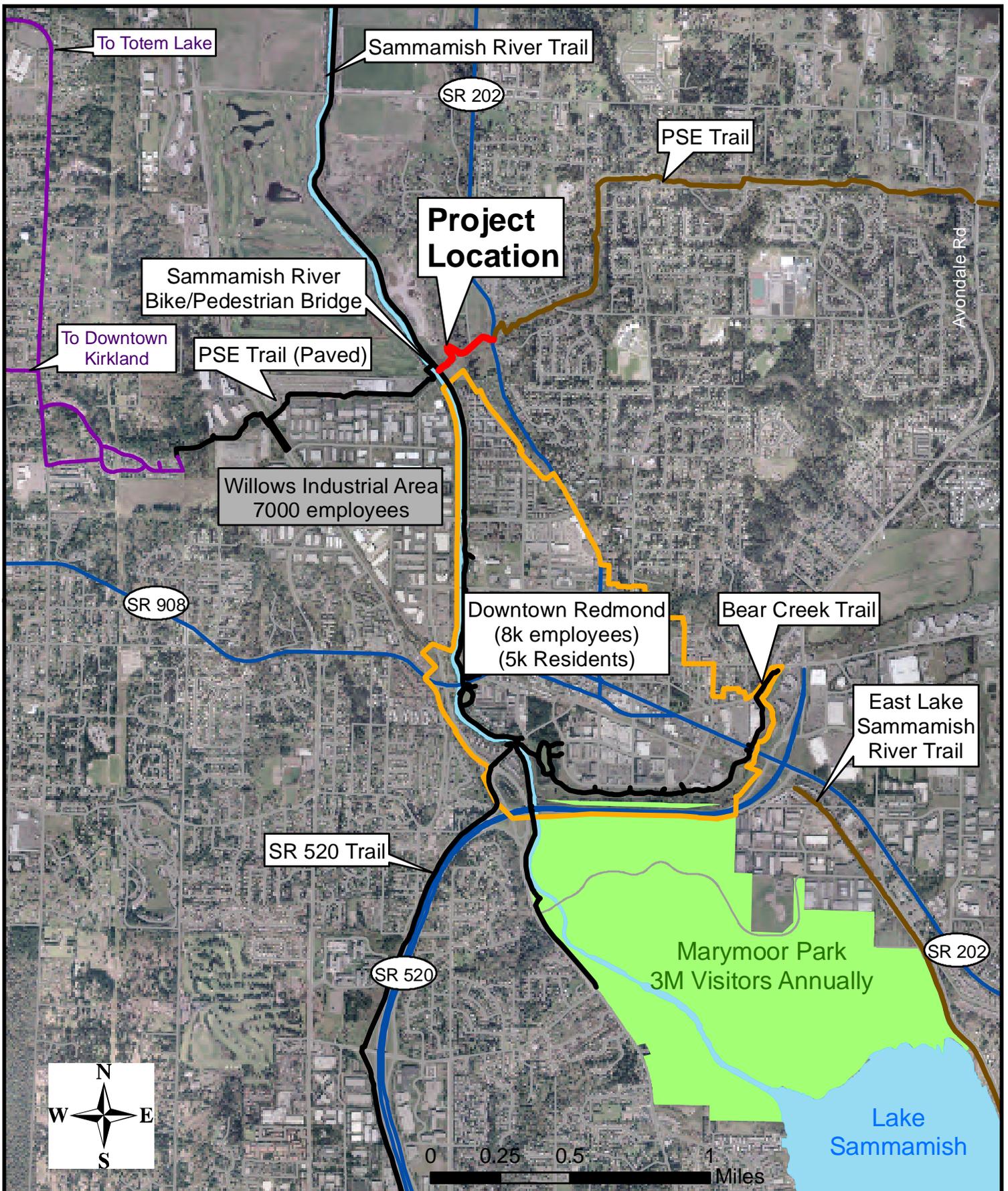
Answers will vary depending on the type of project, for example:

- 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.

Reduce VMT: PSE Trail, Phase III reduces VMT. The three mile PSE Trail serves the growing residential populations of Redmond Ridge and Trilogy Urban Planned Developments (UPDs) which have 4,750 dwelling units [du] and the neighborhoods of North Redmond (3,350 du) and Education Hill (6,500 du). As a primary bicycling corridor, the trail safely routes commuters to the regional Sammamish River Trail (SRT) with 4,000 users daily in the summer. The SRT travels north and south, and flows directly to downtown Redmond's Urban Center (8,000 daily workers, 2,600 du, and 5,000 residents). From the downtown center, commuters can access the Bike 520 trail to the Overlake neighborhood and the cities of Kirkland and Bellevue. Another area to be accessed is the Willows Industrial area (7,000 daily workers). Additionally commuters, can utilize the Bear Creek Trail to the Bear Creek neighborhood and the East Lake Sammamish Trail to Issaquah.

Mode shift from SOV's: Mode shift to nonmotorized and transit will occur. The PSE Trail, Phase III will encourage more bicyclists to utilize the off-road trail corridor rather than drive SOV or commute on SR 202 thereby reducing VMT. Transit routes converge in the downtown center, and there are commuter routes to the cities of Woodinville, Kirkland, Bellevue and Seattle.

Reduce emissions: Improvements to the PSE Trail, Phase III will encourage more bicycling commuters and reduce traffic flow, thereby reducing congestion on roadways, reducing idling vehicles and reducing emissions.




City of Redmond
WASHINGTON

Legend

- Project Location
- Downtown Redmond
- State Route
- Existing Paved Trail
- Un-Paved Trail
- On-Street Connection

Project Map (Aerial)

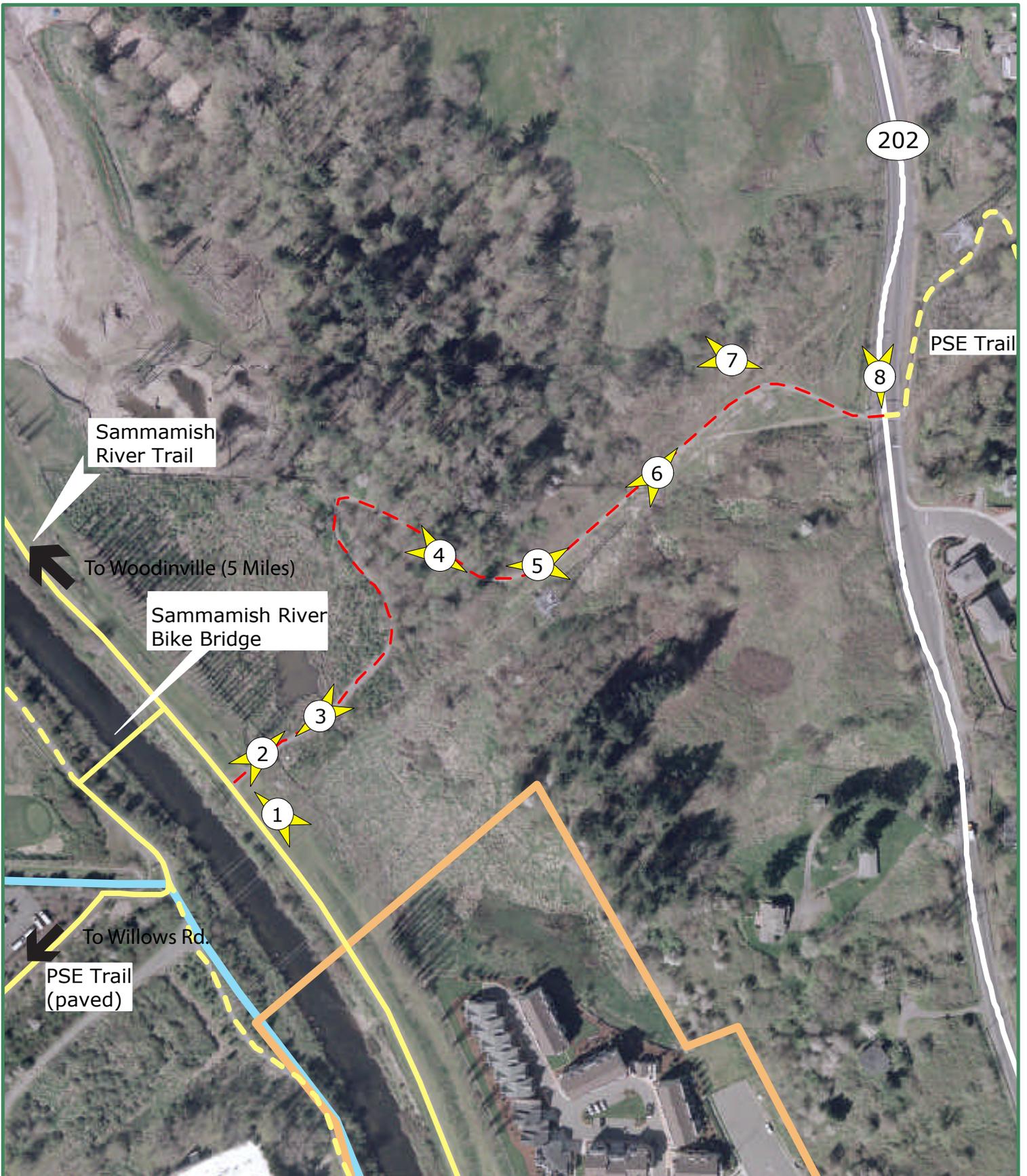
Redmond/PSE Trail
Sammamish River Trail
to SR 202



Legend	
	Project Location
	Downtown Centers
	Project Map Extent
	State Routes
	Existing Paved Trail
	Existing Non-Paved Trail

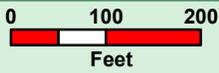
Vicinity Map

Redmond/ PSE Trail



Legend

-  Photograph Viewpoint (see Attachment 5)
-  Downtown Center
-  Willows Industrial Center



-  Project
-  Paved Trail
-  Gravel Trail



Photo Viewpoints

STP Countywide Grant
 Redmond/PSE Trail
 Sammamish River Trail
 to State Route 202

Proposed Redmond / PSE Trail



Figure 1. Beginning of project.

Existing: 10' gravel trail connecting to 10' asphalt Sammamish River Regional Trail (which connects to Burk Gilman Trail)

Proposed: 10' asphalt trail from Sammamish River Trail to SR 202 bike lanes (3,050')

Note: Sammamish River Bike Bridge (@ left in photo).



Figure 2. 1,000' from the Sam. River Trail along existing gravel trail.

Existing: 3' gravel trail with wood fence

Proposed: 10' asphalt trail (fence to remain).



Figure 3. 1,500' from the Sam. River Trail to the east along gravel trail

Existing: Trail narrows to 3' gravel trail (20% to 30% grades)

Proposed: 10' asphalt trail (reroute trail to provide max. 8% grade)



Figure 4. 2,000' from Sam. River Trail along gravel trail

Existing: 6' gravel trail (30% grade). Note the erosion, wood water bars and tree roots.

Proposed: 10' asphalt trail, (reroute trail to provide max. 8% grade).

Proposed Redmond / PSE Trail



Figure 5. 2,500' from Sammamish River Trail along gravel trail.

Existing: 10' gravel trail (30% grade). Note: wood water bars, tree roots, and loose gravel.

Proposed: 10' asphalt trail, reroute trail to provide max. 8% grade.



Figure 6. 2,700' from Sammamish River Trail along gravel trail.

Existing: 10' gravel trail (30%+ grade).

Proposed: 10' asphalt trail, reroute trail to provide max. 8% grade.



Figure 7. 2,800' from Sammamish River Trail along gravel trail.

Existing: 10' gravel trail (10%+ grade).

Proposed: 10' asphalt trail, reroute trail to provide max. 8% grade.



Figure 8. End of project.

3,050' from Sammamish River Trail along gravel trail.

Existing: 10' gravel trail. Crosswalk & pedestrian signal across SR 202

Proposed: 10' asphalt trail. Connect to existing 5.5' bike lanes along SR 202, (& connect across SR 202 to existing gravel PSE trail to the east)