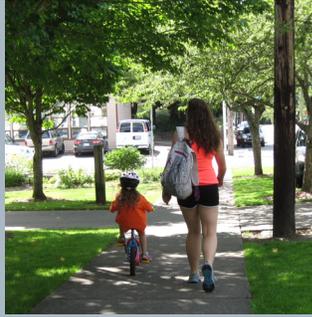


WALK + ROLL ISSAQUAH



*An action strategy
for walking + rolling
programs, policies, and
implementation.*



CITY OF
ISSAQUAH
WASHINGTON

WALK + ROLL ISSAQUAH

*Preparing the
City of Issaquah
to be one of the greatest
Walkable, Bikeable, Livable
cities on the planet!*

SEPTEMBER 2014



CITY OF
ISSAQUAH
WASHINGTON

ACKNOWLEDGE

TRANSPORTATION MOBILITY TEAM

The Transportation Mobility Team was comprised of the following:

- Core Mobility Team: City of Issaquah staff and consultants responsible for managing this project and coordinating with City departments.
- Stakeholder Team: Additional City staff, consultants, local citizens, nonprofit organizations, and other interested stakeholders.

This combination of multidisciplinary experts was tasked with considering and inspiring a walk + roll culture from different perspectives. The culmination of this team's efforts are included in this "plangineering" report. The intent of this document is to provide an actionable game plan through programs, policies, and projects, to create a more walkable, bikeable, liveable Issaquah.

Core Mobility Team

The Core Mobility Team provides a framework for strengthening the departmental understanding and relationships to implement nonmotorized improvements. Members include:

Office of Sustainability

Mary Joe de Beck

David Fujimoto

Public Works Engineering Department

Gary Costa

Development Services Department

Christen Leeson

Parametrix

Ryan Abbotts

Erinn Walter

Stakeholder Team

The following people are dedicated to improving mobility in and through the City of Issaquah and were part of the Stakeholder Team:

Issaquah Staff

Scott Behrbaum
 Mike Bengry
 Micah Bonkowski
 Gary Costa
 Mary Joe de Beck
 Amy Dukes
 Dave Favour
 David Fujimoto
 Kathe Geyer
 Trish Heinonen
 Kelly Kussman
 Christen Leeson
 Andrea Lehner
 Sheldon Lynne
 Margaret Macleod
 Anne McGill
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 Brian Oevermann
 Ric Patterson
 Denise Pirola
 Lucy Sloman
 Tim Smith
 Belle Stanley
 Kim Stanley
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 Barbara Shelton
 Jeff Tanka
 Kent Peterson

Forterra

Skye Schell

GAIT

Jeff Youngstrom

Sustainable Issaquah

Lori Danielson
 Chantal Stevens

Feet First

Lisa Quinn

Cascade Bicycle Club

Jeff Aken
 Stephanie Frans
 Tessa Greegor

Transportation Choices

Carrie Dolwick

Eastside Easy Rider Coalition

Jon Morrison Winters

Issaquah School District

John Macartney
 Jo Porter
 Sara Niegowski

Cycle the Wave Riders

Melody Scherting

Washington Bikes

Blake Trask

Futurewise

Brock Howell

Mountains to Sound

Ken Konigsmark

King County Metro / Salmon Friendly Commuting Network

Debbie Jaksich

King County Bicycle Program

Eileen Kadesh
 Ref Lindmark

Swedish

Steven Case
 Susan Gillespie
 Karen Kimber
 Kris Schroeder

Microsoft

Jeff Amell
 Randall Williams

Costco

Karen Mickley
 Ed Murphy

Bellevue College

Deric Gruen

And the numerous other people who engaged our teams and contributed their time, vision, and solutions to improving mobility!

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Areas of Interest

Outreach + Education + Press **Page 23**

Focuses on organizing the community survey and public review process, publication of supportive materials such as the website, identifying outreach opportunities, and art integration.

Planning + Development Intersection **Page 36**

Focuses on developing the policies necessary to support development and implementation of projects and programs, and leveraging the City’s work efforts and how development in the City shapes the built environment.

Technical Design + Engineering **Page 42**

Focuses on developing design and construction elements including the existing conditions assessment, refinement of alternatives, interfacing with capital programs for implementation, and providing guidance on the prioritization of projects.

Integration + Implementation + Funding .. **Page 51**

Focuses on integrating with pipeline projects, grants, and developing funding mechanisms with City projects and partners.

Appendix

- A - Compendium
- B - Input Received
- C - Feet First Walking Audit Report

Guide to Sections

This section provides a summary of the Walk + Roll Issaquah document and includes the Implementation Plan with Priority Programs and Projects.

These sections provide descriptions of the work as organized by the four Areas of Interest identified by City staff and stakeholders. Recommendations from this section are summarized in the Implementation section.

Look here for useful terms (common language); a summary of all of the comments received by stakeholders and the public; methodology; and useful references.

What is Walk + Roll Issaquah?

- Provides a framework to make “walking and rolling” easier in the community. It is meant to guide the development and implementation of future projects and programs.
- Gives the community a unifying direction for the future, and provides near-term and long-term objectives.
- Recommends policy enhancements to make Issaquah a friendlier place for bicyclists and pedestrians.
- Integrates with City planning documents, including the Central Issaquah Plan.
- Serves as a guideline for the Capital Facilities Plan and Transportation Improvement Program.
- Takes a planning approach to project and program identification and implementation.

What we mean by

PLANNING

- The act of providing a bridge between planning and engineering.
- A way of describing the creation of an actionable game plan.
- A method for providing the infrastructure and programmatic elements necessary to foster a bicycle and pedestrian culture in Issaquah.

This Document is for PEOPLE

Walk + Roll Issaquah is for the people who choose to and want to move around and through Issaquah. The City of Issaquah’s roadways and trails provide a variety of travel choices. Most of these facilities should be direct, efficient routes to get people where they need to go, instead of requiring out of the way travel or unpleasant experiences. This document is also for people with all levels of expertise, skill, and comfort for walking + rolling for recreational and utilitarian purposes. This document is for the people who are concerned about walking + rolling because of safety or comfort, or those who need a little extra encouragement or skill. As more people choose to walk + roll in Issaquah, the community will become a much healthier, less congested, more connected, livable place.

Walk + Roll Issaquah will promote:

A seamless, safe, and convenient pedestrian and bicycle network that enhances livability and access for all by enabling easy nonmotorized access to recreation, work, transit stops and major transit facilities, and the larger, regional trail system.

An aesthetically pleasing and attractive pedestrian and bicycle experience.

Enhanced nonmotorized facilities and programs that compliment tourism and economic development.

A connection to funding for nonmotorized facilities.

EXECUTIVE SUMMARY



CITY GOAL

The City of Issaquah City Council set a 2013 goal to develop a citywide bike and pedestrian plan to make the community a place where residents and visitors can easily get to their destinations for work and play without a car.

The goal was adopted to address current City policies in the Transportation Element of the Comprehensive Plan and other City programs for nonmotorized transportation and recreation-oriented trails that are high level and not “animated” with a comprehensive, citywide implementation plan.

Every day, pedestrians and bicyclists of all ages and abilities move along Issaquah’s streets. Through this effort, the City is enhancing safety and creating a more seamless and convenient transportation network.

The expected outcome of this planning effort and dialogue with stakeholders and staff is a **comprehensive, action-oriented strategy** that provides context for City departments to improve options for nonmotorized transportation; drives the City’s sustainability goals; and provides the community with something for which we can strive.

What do we mean by a “comprehensive, action-oriented” strategy?

- *Focuses on nonmotorized travel for people of all ages and abilities.*
- *Includes a broad geographic area inside the City and connections to regional facilities.*
- *Engages stakeholders and establishes a framework for identifying projects.*
- *Seeks to increase walking and biking through education.*
- *Enhances project information to help facilitate grant funding and foster partnerships with other City projects.*
- *Recommends the creation of a Core Mobility Team responsible for coordinating nonmotorized programs, projects, and policies.*
- *Identifies nonmotorized policies that need to be updated to support walking + rolling.*
- *Coordinates with the City’s Transportation Improvement Program, Capital Facilities Plan, and Concurrency programs to identify projects for potential funding and construction.*
- *Makes projects nearer to “shelf-ready” to seek funding and capture development synergies.*

How this Document Addresses the City Goal:

Comprehensive: Builds upon the Comprehensive Plan (available at the City's website) by expanding the design, look, and feel of corridors in all areas of the City.

Prioritization: Prioritizes projects at the corridor level so that projects can be incorporated into Complete Streets, Transportation Improvement Program, Capital Facilities Plan, and concurrency.

Context: Includes capital and program components, and positioning for seeking grant funding. Implementation of projects will be timed to coincide with the City's other plans, such as the Comprehensive Plan Transportation Element and Parks Master Plan updates.

Projects: Engages stakeholders and the public to develop a list of programs, policies, and projects.



One of the greatest steps this process took toward progressing a walkable, bikeable, livable vision was the partnership of City departments and stakeholders engaging together to invest their skills in the realm of plangineering (the area where planning and engineering thrive together). This is the heart of Walk + Roll Issaquah.

OBJECTIVES

An overall objective of Walk + Roll Issaquah is to set the roadmap for identifying and prioritizing projects and programs for implementation. The following table summarizes the five objectives this process used for organizing work elements—it includes summaries of what was accomplished and identifies some next steps.

<i>Objectives</i>	<i>What did we do?</i>	<i>Potential next steps</i>
<p>1 Develop a more robust, action-oriented citywide bike and pedestrian guiding framework.</p>	<p>Created the Areas of Interest (described on page 21) to focus work efforts on walk + roll improvements and enhancements.</p> <p>Leveraged the excellent work previously completed by the City and by local citizens.</p> <p>Established a multidisciplinary Core Mobility Team that continues to coordinate with City departments and stakeholders.</p> <p>Included programs, projects, and policies designed to improve mobility.</p>	<p>Continue to develop the Areas of Interest and City staff that support these areas because the areas are at various levels of complexity, efficiency (completeness), support, and ownership.</p> <p>Work the document! City staff will actively seek funding and work with other projects/programs to incorporate recommendations identified in this document. This will include refining the Walk + Roll Issaquah document as needed.</p> <p>Residents and stakeholders will continue to evolve the walk + roll culture through commute trip reduction; Ambassador programs; Safe Routes To School; and increasing people's skills and access to bike ownership.</p>
<p>2 Identify and prioritize end-to-end travel corridors.</p>	<p>Developed a list of prioritized end-to-end corridors with connections to regional facilities.</p> <p>Provided a compendium of resources for design standards, guidelines, best practices, definitions, and more.</p>	<p>Establish an annual maintenance program and ensure the maintenance of facilities in priority corridors.</p> <p>Continue to evolve the corridor-wide Complete Street approach—refining drainage, motor vehicle access, lighting, utility, adjacent land use set backs, and more through the comprehensive planning and transportation master planning efforts in 2014/2015.</p> <p>Refine what corridors provide what for each user type and define the overall purpose and vision of corridors through policy.</p>
<p>3 Incorporate linkages with regional recreation and transportation alternatives.</p>	<p>Linkages to City parks, the state park, regional trails, transit, and other natural and local resources are provided in this document.</p>	<p>Continue to work with agencies and stakeholders to build linkages to projects and programs.</p> <p>Continue to help other stakeholders, such as transit partners, build awareness of their transportation alternative, projects, and programs. This includes commute trip reduction.</p>
<p>4 Improve planning and permitting processes for the consideration and implementation of nonmotorized transportation and recreation-oriented trails.</p>	<p>Made recommendations to standardize how roadways are described in citywide and local area plans.</p> <p>Reviewed current mobility policies.</p>	<p>Support the adoption of a corridor look and feel concept. This would require future enhancement, vetting, and adoption of City policies.</p> <p>Develop an overall design standard (typology) for all roadways in Issaquah. This standard would provide specificity on the prioritization of modes by corridor.</p>
<p>5 Guide capital and program investments in bicycle and pedestrian facilities.</p>	<p>Established priorities for nonmotorized investments.</p> <p>Supported the concurrency and impact fee programs.</p>	<p>Seek grant funding.</p> <p>Continue to support a Complete Streets and nonmotorized budget.</p> <p>Continue to incorporate enhancements, especially critical fixes and spot improvements into the implementation schedule.</p>

IMPLEMENTATION

This section provides a framework and recommendations for how the City will implement recommended Walk + Roll Issaquah programs and projects.

Who will implement this document?

The Core Mobility and Stakeholder Teams are the primary force behind implementing Walk + Roll Issaquah. The Core Mobility Team will oversee related actions and programs in coordination with the Stakeholder Team.

Responsibilities of City departments include:

- **Executive Department:** Provide grant development, funding source, policy leadership, and communication.
 - **Office of Sustainability:** Ensure City sustainability goals are being met and continue to coordinate the programmatic efforts.
 - **Public Works Engineering:** Manage facility development, design, and implementation.
 - **Public Works Operations:** Manage maintenance and operation.
 - **Parks and Recreation Department:** Implement trails and other off-street facilities, and maintenance and operations.
 - **Police Department:** Provide safety, education, and enforcement.
 - **Development Services Department:** Ensure improved mobility through inclusion of robust walk+roll policies in long-range planning documents; annual validation of a 20-year list of projects; and review, design, and permitting of nonmotorized improvements.
- Partnerships with public and private organizations and agencies in our region are needed to improve mobility and access to walking + rolling. Some of these implementation partners include:
- **Local Businesses:** Encourage people to walk + roll and have access to supportive facilities such as secured bicycle parking and showers.
 - **Puget Sound Regional Council:** Provide funding for local and regional improvements and coordination of regional nonmotorized planning.
 - **Washington State Department of Transportation:** Responsible for maintenance and improvements on state facilities, including coordination for improvements crossing I-90. Support for local programs is also available from the state's bicycle coordinator.
 - **King County:** Responsible for county roads and regional trails.
 - **Cities of Bellevue, Sammamish, and Redmond:** Partners in developing and maintaining facilities connecting through and within their borders. They will also develop projects and programs that encourage walking + rolling that could positively impact Issaquah.
 - **Transit Agencies:** Sound Transit and King County Metro provide transit service which greatly extends how far people can travel without a car. Buses with bike racks, trip planners, education programs, and more are available.
 - **Washington State Parks:** Responsible for development and maintenance of facilities within their boundaries.
 - **Nonprofits:** Provide technical resources, such as Feet First for organizing walking events and conducting walking audits and the Cascade Bicycle Club for bicycling events and bicycle certifications to promote businesses.

Implementation Recommendations

The following six recommendations were developed for the continued implementation of Walk + Roll Issaquah.

The Core Mobility Team

Recommendations:

- 1 The Core Mobility Team will continue to liaise with City departments to implement this document.
- 2 The Core Mobility Team will plan for their succession to retain knowledge and focus.

We believe the true strength of implementing Walk + Roll Issaquah comes from a well-rounded team and not a lone person. The existing Core Mobility Team members have many other hats they wear within their different departments; one hat just happens to be a nonmotorized coordinator.

Policy

Recommendation:

- 3 Continue to work with City staff and stakeholders to enhance existing policy.

There are great ideas and policies already in place, but some refinement is needed.

Funding and a Commitment of Funds

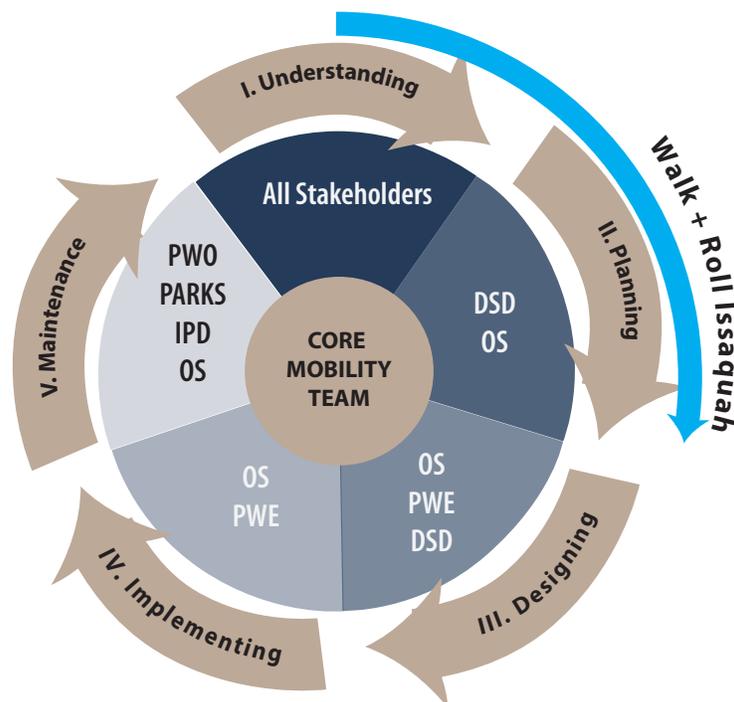
Recommendations:

- 4 Continue to seek out and prioritize grant funding for nonmotorized projects and programs.
- 5 Continue funding nonmotorized projects through the Transportation Improvement Program and Capital Facilities Plan.

The implementation of programs and projects will require traditional and innovative funding mechanisms that provide complete or partial funding.

Where this Document Fits into the Life of Projects and Programs

There are many steps in an idea's journey to implementation and ultimately adoption or construction as summarized in the graphic below. Depending on the size and complexity of a project or program, the time from (1) Identification and Understanding to (5) Adoption and Construction varies greatly. An objective of Walk + Roll Issaquah is to make real recommendations for facilities and programs that improve walking + rolling and, where possible, provide a quicker schedule for implementation. This document addresses steps I and II.



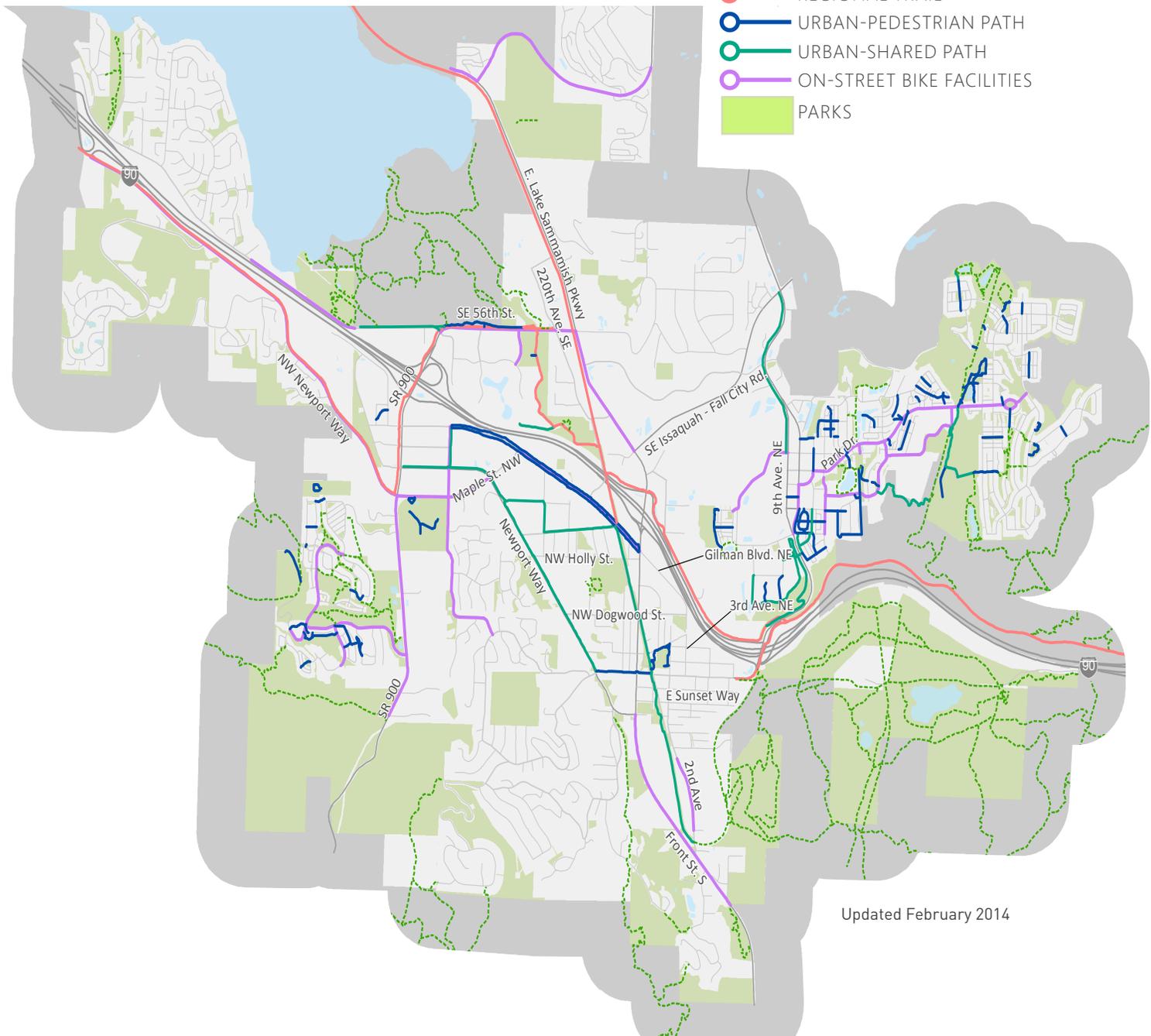
DSD - Development Services Department
 OS - Office of Sustainability
 PARKS - Parks and Recreation Department
 PWE - Public Works Engineering
 PWO - Public Works Operations
 IPD - Issaquah Police Department

EXISTING NETWORK

The City of Issaquah provides regional, urban, and natural facilities for walking + rolling. The map below provides a snapshot of what has been constructed to-date in Issaquah. These existing facilities provide connections to community destinations, regional transit, and trail facilities.

LEGEND

-  NATURAL TRAIL
-  REGIONAL TRAIL
-  URBAN-PEDESTRIAN PATH
-  URBAN-SHARED PATH
-  ON-STREET BIKE FACILITIES
-  PARKS



PROJECTS

The future network focuses on hard surface shared use paths / trails and on-street facilities. It enhances connections between community destinations and neighborhoods. The map below summarizes facility types recommended for each corridor.

Ultimately, the future network is dependent upon funding and engineering feasibility (the viability of constructing the preferred facility type).

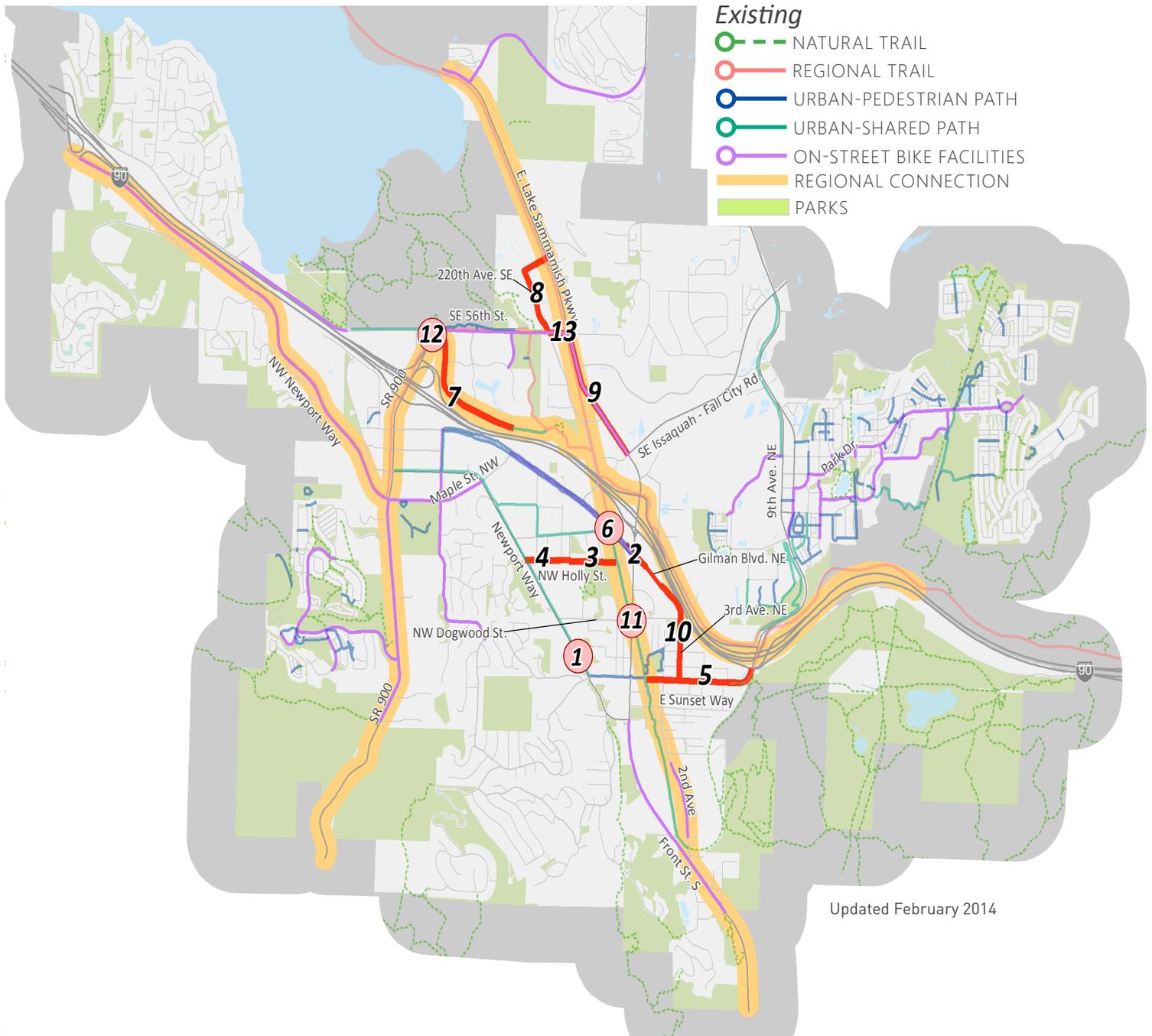
LEGEND

Proposed

-  CORRIDOR IMPROVEMENT
-  SPOT IMPROVEMENT

Existing

-  NATURAL TRAIL
-  REGIONAL TRAIL
-  URBAN-PEDESTRIAN PATH
-  URBAN-SHARED PATH
-  ON-STREET BIKE FACILITIES
-  REGIONAL CONNECTION
-  PARKS



Updated February 2014

PRIORITIZATION

Through the public outreach process, City staff and stakeholders provided great ideas for potential projects and programs. All of these ideas were compiled, discussed, and refined to align with the appropriate *Area of Interest* category. These projects and programs were then prioritized based on local and regional connectivity, ease of implementation, cost effectiveness, broad appeal, and proximity to schools.

The Core Mobility Team and City department representatives reviewed the project and program prioritization and made recommendations for moving forward—these recommendations were organized into the following categories:

A. Priority Funding and Staffing

B. Priority Projects

C. Priority Programs

A. Priority Funding and Staffing Recommendations

The following summarizes funding and staff recommendations to support Walk + Roll Issaquah's implementation.

Recommendation:

- 1 *Maintain the Core Mobility Team.*

This Team will be responsible for reviewing improvements impacting corridors throughout the City and implementing Walk + Roll Issaquah.

Recommendation:

- 2 *Establish a grant matching reserve fund.*

This fund would be available for rapid response to transportation grants requiring a local match.

Recommendation:

- 3 *Develop policy to define the level of nonmotorized investment in each corridor.*

This will help to further incorporate walking + rolling improvements as an integral part of all roadway projects.

Recommendation:

- 4 *Increase the budget allocated to Complete Streets and nonmotorized improvements.*

Recommendation:

- 5 *Identify and pursue outside funding sources, partnerships, and support from other local agencies and City departments.*

Leverage funds with other City departments and agencies to pursue project and program implementation. Pursue public-private partnerships and innovative funding strategies such as impact fees and development agreements.

Recommendation:

- 6 *Incorporate bike/pedestrian information into the design review process.*

This would help anticipate future connections to and from new developments. It would also include an assessment of how developments connect both internally and externally.

Recommendation:

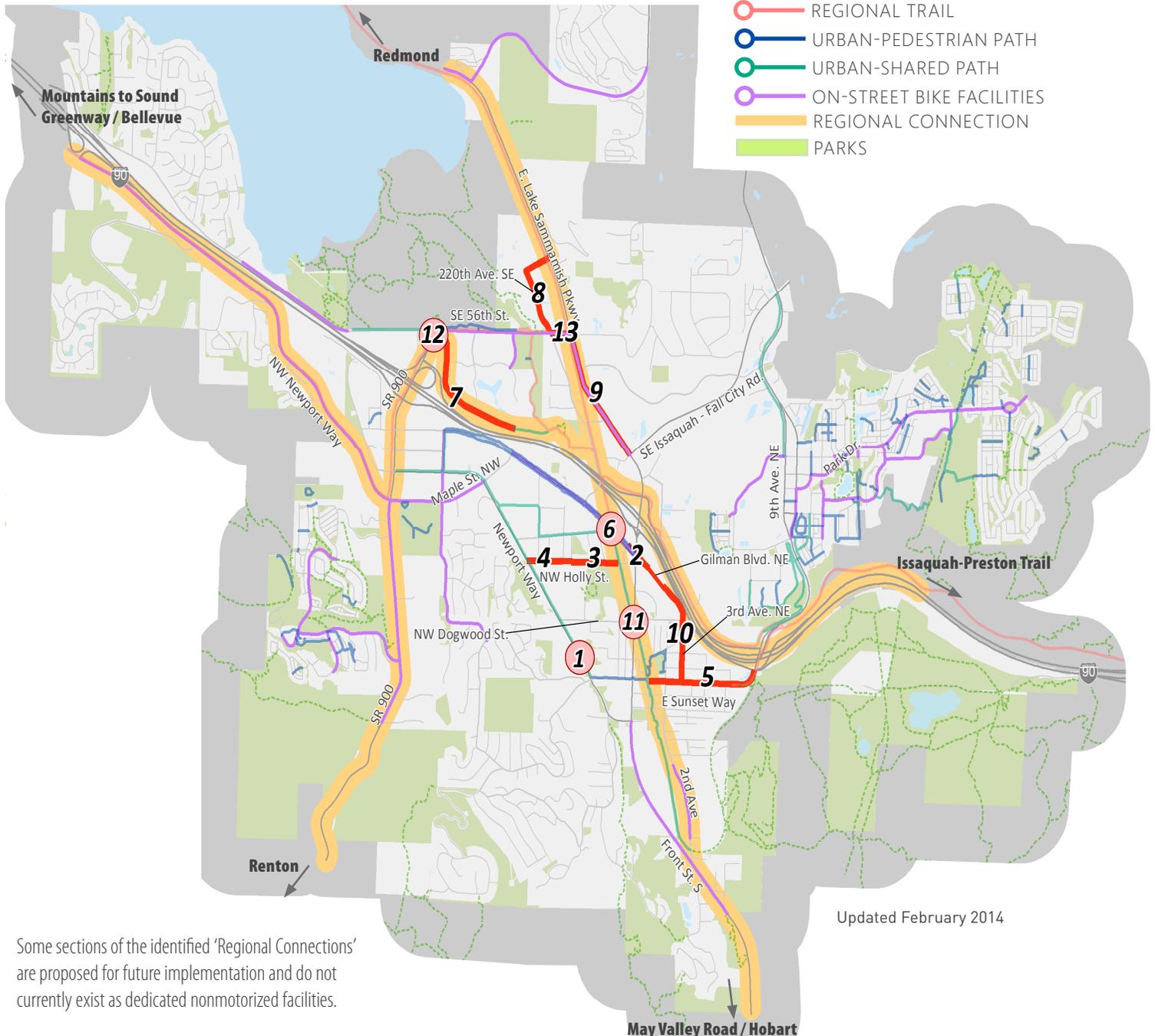
- 7 *Acquire maximum available funding from state, federal, and other sources.*

The Core Mobility Team would support City departments in an on-going effort to strategically identify, position for, and pursue funding.

B. Priority Projects

All identified projects were ranked and narrowed down to 10 + 3 top priority projects (because 3 projects were already being considered for implementation or had some level of funding). The map below identifies the location of the Top 10 + 3 projects overlaid on the existing network. The name of the project, extents, and estimate of probable cost for the Top 10 + 3 projects can be found on the next page.

The priority projects will enhance intercity and regional connections, complete critical connections, and improve walking + rolling!



Some sections of the identified 'Regional Connections' are proposed for future implementation and do not currently exist as dedicated nonmotorized facilities.

B. Priority Projects

Top 10 Priority Projects

The following projects are not presented in rank order.

MAP #	ID	NAME OF PROJECT	DESCRIPTION	COST ESTIMATE
1	G9	Newport Way NW Bike Lane Ramp	This project would construct an ADA ramp and partial sidewalk to connect the bike lane to the sidewalk on the south side of Newport Way NW near the W Sunset Way intersection. This is needed because the roadway narrows and forces bicycles to merge into the vehicle travel lane.	\$68,000
2	G4	NW Gilman Blvd/Front Street N Bike Lanes and Sidewalk Project	This project would extend the NW Gilman Blvd bike lanes to the east of Front Street N (near the Triple XXX restaurant) and provide continuous sidewalks.	\$772,000
3	G6	Confluence Park Creek Crossing	This project would construct a 10- to 12-foot hard surface path along the south side of Holly Street between 5th Avenue NW and Rainier Blvd N. A bridge would also be constructed over Issaquah Creek. The trail could connect through Cybil Madeline Park versus running along the roadway between 3rd Avenue NW and Rainer Blvd N.	\$2,358,000
4	G7	NW Holly Street Grand Improvement	This project would construct a shared use path along the south side of NW Holly Street between Newport Way NW and 5th Avenue NW.	\$176,000
5	OT2	E Sunset Way Cycle Track	This project would construct a 12-foot cycle track and rebuild the south side sidewalk along E Sunset Way between Front Street N and the I-90 eastbound off-ramp (south side of I-90). This would likely result in the loss of on-street parking on the south side of E Sunset Way.	\$6,410,000
7	I1	Pickering Trail Connection to 12th Avenue NW / 17th Avenue NW	This project would construct a 10- to 12-foot hard surface path between Lake Drive and 12th Avenue NW / 17th Avenue NW. This facility would follow an approximate alignment to the north of I-90.	\$3,057,000
8	NI1	220th Avenue SE and SE 51st Street Bike Lanes	This project would construct 5-foot bike lanes along 220th Avenue SE and SE 51st Street between SE 56th Street and E Lake Sammamish Pkwy SE. It is assumed that this project can be accommodated through a restripe and a partial to full removal of the SE 51st Street median.	\$202,000
10	OT9	3rd Avenue NE Bicycle Facility	This project would construct a combination of bike lanes and a shared use path along NE Gilman Blvd and 3rd Avenue NE between approximately the Triple XXX Restaurant driveway and E Sunset Way. The bike lanes would be provided along the wider section of NE Gilman Blvd and the shared use path along 3rd Avenue NE (a potential alternative alignment could use 2nd Avenue NE).	\$745,000
11	OT11	Front Street N / NW Dogwood Street Crossing Improvement	This project would improve the nonmotorized crossing at the Front Street N and NW Dogwood Street intersection by providing for smoother crossing of the in-road railroad tracks.	\$350,000
13	NI4	SE 56th Street Bike Lane	This project would provide a bike lane by restriping SE 56th Street between 220th Avenue SE and east of E Lake Sammamish Pkwy SE.	\$21,000

Top 3 On-Going Projects Seeking or Having Grant Funding

6	G1	Three Trails Crossing Enhancement	This project would provide a signalized crossing of the NW Gilman Blvd / Rainier Blvd N / NW Juniper Street intersection.	\$1,389,000
9	NI5	East Lake Sammamish Park Bike Lanes	This project would construct the south/west side bike lane between SE 56th Street and SE Issaquah-Fall City Road.	\$7,566,000
12	I3	12th Avenue Intersection Improvement	This project would reconstruct 12th Avenue NW and the 12th Avenue NW / SR 900 / NW Sammamish Road intersection. It would improve vehicle capacity through the intersection and improve impacted nonmotorized facilities.	\$3,538,000

Estimated cost to construct these projects: \$27 million

About these costs: These estimates are based on little or no design work, and intended for planning purposes only. The estimates do not account for all project costs. This type of estimate is helpful because it provides a tool for projecting future funding needs.

C. Priority Programs

The following programs were prioritized by the Core Mobility Team and City staff from each department. These programs are supportive of infrastructure projects instrumental in enhancing a walk + roll culture, and increasing the number of active and mobile people in Issaquah. To support the implementation of Priority Programs, the Core Mobility Team and City staff will review policies to

shape the look and feel of how these programs could be implemented. This will help determine the level of investment needed to tailor and achieve success with each recommended program—funding for programs typically requires an on-going financial commitment to maintain the program and staff hours to oversee the program.

The following programs are not presented in rank order.

#	NAME OF PROGRAM	ACTION NEEDED	COST ESTIMATE
A	Wayfinding and Signage Plan: This is a plan that designs and recommends a network of directional and informational signage to help residents and visitors find their way around Issaquah.	<ul style="list-style-type: none"> • Develop a plan and install walking + rolling supportive elements. • Work through the Core Mobility Team to develop unique and common signs; painted bike lanes and transition areas; citywide map with regional connections; enhanced trail crossing treatments; kiosks with civic elements; and, more. 	\$50,000+ to develop an implementation strategy. This does not include design or construction funding.
B	Safe Routes to School Plan: This is a plan that identifies routes and improvements to make walking and biking to school safe and accessible—often includes both programs and projects.	<ul style="list-style-type: none"> • Create a fund for completing Safe Routes To School Plans. • Coordinate plan development with the school district. • Incorporate project recommendations into the Transportation Improvement Program and Capital Facilities Plan. 	\$25,000–\$50,000 per school. This does not include design or construction funding.
C	Walking Ambassador Program: This is a program of organized walks that promotes increased walking and allows residents to identify walking routes in their communities.	<ul style="list-style-type: none"> • Continue to support a local Walking Ambassador Program and its ambassadors. 	\$5,000+
D	Bicycling Ambassador Program: This is a program of organized bike tours that promotes increased bicycling and allows residents to identify bicycle routes in their community.	<ul style="list-style-type: none"> • Develop a Bicycling Ambassador Program. 	\$5,000+
E	Bicycle Share Program: This is a program that allows individuals to temporary rent a shared use bicycle from stations located throughout the City.	<ul style="list-style-type: none"> • Explore options for partnering with vendors to provide bike share stations. 	Staff hours to coordinate with potential vendors.
F	Pay to Park (Bike Lockers): This program provides high security bike parking for a fee at major connection areas, such as transit centers.	<ul style="list-style-type: none"> • Provide bike lockers where people require extended parking. 	\$1,500–\$5,000+. This does not include design or construction funding.
G	Helmet Kiosk: This would provide infrastructure for short-term helmet rentals paired with a Bicycle Share Program.	<ul style="list-style-type: none"> • Explore installing helmet kiosks and coordinate with a Bicycle Share Program. 	In coordination with (E) Bicycle Share Program
H	Bike Parking: This program would increase bike parking at priority locations.	<ul style="list-style-type: none"> • Increase the number of bike parking facilities. • Identify priority areas such as places of employment and education. 	\$500–\$1,000 per location (more for locations needing larger bike racks and/or more engineering).

About these costs: These estimates are based on little or no design work, and intended for planning purposes only. The estimates do not account for all project costs. This type of estimate is helpful because it provides a tool for projecting future funding needs.

C. Priority Programs | Continued

The following programs are not presented in rank order.

#	NAME OF PROGRAM	ACTION NEEDED	COST ESTIMATE
I	Recreation and Trail Access Plan: This plan would identify and recommend project and programs to promote access to trails and hiking areas. It would also integrate with the current Parks Master Plan.	<ul style="list-style-type: none"> Evaluate access points to local and regional trails, such as Squak and Cougar Mountain trails; features could include parking, signage, and other amenities. Wayfinding + Signage would also direct people to these locations and could increase use. 	\$25,000–\$50,000 This could include City staff hours.
J	Bike and Walk Education / Safety Classes: This program would establish classes for residents to increase and promote safe walking + rolling.	<ul style="list-style-type: none"> Develop classes for people of all ages to become familiar with bicycling with vehicle traffic. Expand driver education to learn to share the road with cyclists. Continue to support on-going programs. 	\$10,000–\$25,000+
K	Street Closures: This program would establish street closures to promote increased walking + rolling.	<ul style="list-style-type: none"> Continue to support street closures for special events such as Salmon Days. 	Staff hours to develop Street closure plan and implement.
L	Artists and Community: This program would encourage the continued collaboration with local artists when designing and selecting transportation elements.	<ul style="list-style-type: none"> Connect with local artists to enliven pedestrian and bicycle facilities. Continue work through the Downtown Issaquah Association to create artistically inspired bike racks, wayfinding, branding, and other improvements. 	Staff hours for coordination.
M	Encouragement: This program would provide a framework for facilitating and fostering a walking + rolling culture in Issaquah.	<ul style="list-style-type: none"> Develop program for encouraging walking + rolling such as employer incentives, multimodal access guides, walk + bike to work/school events, and more. 	\$20,000–\$40,000 to develop a program, plus City staff time to manage project and oversee implementation.

HOW WE APPROACHED THIS PROJECT

Areas of Interest

Walk + Roll Issaquah efforts are organized by four Areas of Interest—these areas were used to direct stakeholder activities. These areas also provided a way for people to identify where they would be interested in providing additional input and sharing their passion in identifying programs, policies, and projects to

prepare the City to be one of the greatest walkable, bikeable, livable cities on the planet. The focus of each Area of Interest, tasks achieved, and action items for moving forward are summarized in the table below. Additional detail for each Area of Interest is included in the following sections.

What Did this Step of Walk + Roll Issaquah Accomplish and What's Next?

AREA	FOCUS	TASKS ACHIEVED	MOVING FORWARD
1 <i>Outreach + Education + Press</i>	Organizing the community survey and public review process, publication of supportive materials such as the website, identifying outreach opportunities, and art integration.	<ul style="list-style-type: none"> • Held a number of public input events. • Initiated the Walking Ambassador Program. • Completed a bike tour with stakeholders. • Informed press of events and maintained City website. 	<ul style="list-style-type: none"> • Evaluate development of a robust website with interactive map and link to additional local, regional, and national resources. • Pursue Bike / Walk City awards such as Bike Friendly Communities Certification.
2 <i>Planning + Development Intersection</i>	Developing the policies necessary to support development and implementation of projects and programs, and leveraging the City's work efforts and how development in the City shapes the built environment.	<ul style="list-style-type: none"> • Reviewed existing policies. • Developed framework for applying a consistent corridor classification / typology / naming convention citywide (building upon the Central Issaquah Plan efforts). • Updated walking + rolling project map and developed corridor prioritization map. 	<ul style="list-style-type: none"> • Refine the policy to define the corridors (approve and implement). • Overhaul transportation policies and objectives.
3 <i>Technical Design + Engineering</i>	Developing design and construction elements including the existing conditions assessment, refinement of alternatives, interfacing with capital programs for implementation, and providing guidance on the prioritization of projects.	<ul style="list-style-type: none"> • Evaluated community input and developed list of recommended improvements. • Recommended Priority Projects. 	<ul style="list-style-type: none"> • Act upon the project list developed through refinement of public comments. • Work with Planning Task Force to review and recommend guidelines and standards for implementing walking + rolling programs and projects. • Continue to establish framework for grant development / pursuits. • Communicate and celebrate project completions!
4 <i>Integration + Implementation + Funding</i>	Integrating with pipeline projects, grants, and developing funding mechanism with City projects and partners.	<ul style="list-style-type: none"> • Identified priority projects to be included in the Transportation Improvement Program. • Identified candidate projects for inclusion in the new multimodal concurrency program for possible future funding. 	<ul style="list-style-type: none"> • Pursue funding for continuing the Core Mobility Team's efforts and next step of this walking + rolling effort. • Support the identification and pursuit of grants for improving mobility. • Explore innovative methods for funding improvements (City transportation impact fee process, development charges, local improvement districts, etc.). • Just Do It!

AREAS OF INTEREST

How we organized

Walk + Roll Issaquah efforts were organized into four Areas of Interest—these areas were used to organize and direct stakeholder activities. These areas also provided a way for people to identify where they would be interested in providing additional input and sharing their passion in identifying programs, policies, and projects to prepare the City to be one of the greatest walkable, bikeable, livable cities on the planet. Details on each Area of Interest is included in the following sections.

OUTREACH + EDUCATION + PRESS

ENGAGE

Focuses on organizing the community survey and public review process, publication of supportive materials such as the website, identifying outreach opportunities, and art integration.



Photo: Micah Bonkowski and Erinn Walter

The bicycling and fun ride excursion led by the 'Tome Cat,' was the first ride for Walk + Roll Issaquah; many of the individuals currently volunteer as walking ambassadors.

This document is for the child learning to ride, the experienced to the first-time commuter, recreators, shoppers, and anyone else walking + rolling in and through the City of Issaquah. And they are just who we engaged in seeking out obstacles, successes, projects, programs, and whatever it would take to enhance their biking, walking, and living experience and get more people to walk + roll!

Everyone who stopped to chat with us or was engaged in the project was challenged to respect and treat all skill levels of walkers + rollers equally and to put themselves in the other person's shoes or wheels. Recognizing that people

have different levels of comfort and prefer different types of facilities and places to walk + roll was important to the development of Walk + Roll Issaquah. To assist, a large stakeholder group was assembled, which included City staff, members of the public, nonprofits, agency staff, and more (see Acknowledge section). This document represents the culmination of the hard work by all participants and a refreshed landing point for making the City more walkable, bikeable, and livable.

Events Used to Engage People



BIKE RODEO

Photo: Cleanscapes / Recology

Riding helmets for children, bike riding lessons, a tour, and free swag—what a groovy event for input!



TRAIN DEPOT MEETING

Photo: Kent's Bike Blog

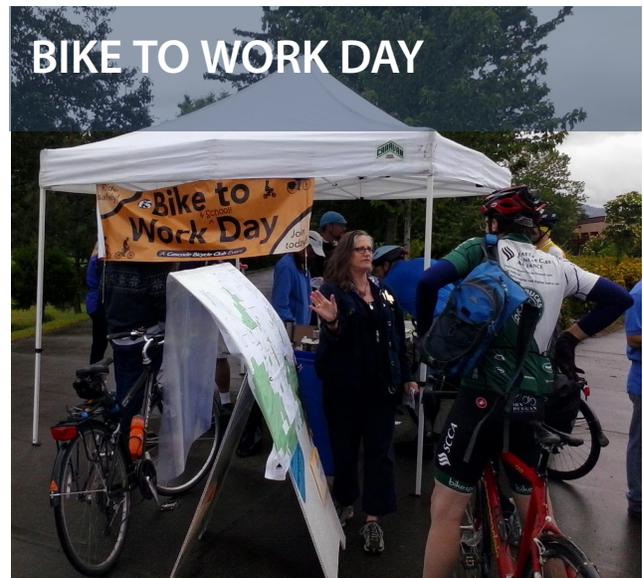
Stakeholders descended on maps in a group setting to put thoughts, ideas, and actions to paper. We organized into Areas of Interest to leverage the passion and intelligence of these folks.



FARMERS MARKET

Photo: Kent's Bike Blog

Local area produce, arts and crafts, and a slightly different take on walking and rolling!



BIKE TO WORK DAY

Photo: Kent's Bike Blog

Head down/butt-up, over-hill over-dale, experienced to sunny day commuters—we heard what made them Do-it! And what they and others needed.

OTHER EVENTS

- Drop-ins at Issaquah Coffee Company and PCC Market
- Walking and Bicycling Audits

Input from the Community and Stakeholders

Stakeholders used a number of tools to generate ideas: Labels indicated things like community destinations, hidden treasures, and locations that needed a quick fix. Labels were also used to suggest solutions to community obstacles such as places that need wayfinding, improved bicycle facilities, or a connection.

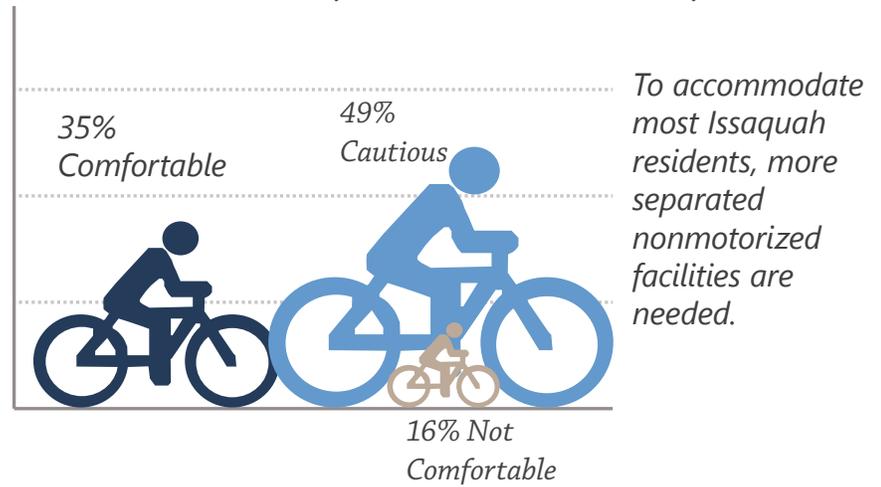
All stakeholders and participants were asked to indicate how experienced and comfortable they were walking + rolling.

People who walked + rolled were mostly very comfortable (green) to cautiously optimistic in their abilities and comfort. A small segment of people walk + roll only on well protected facilities, such as trails.

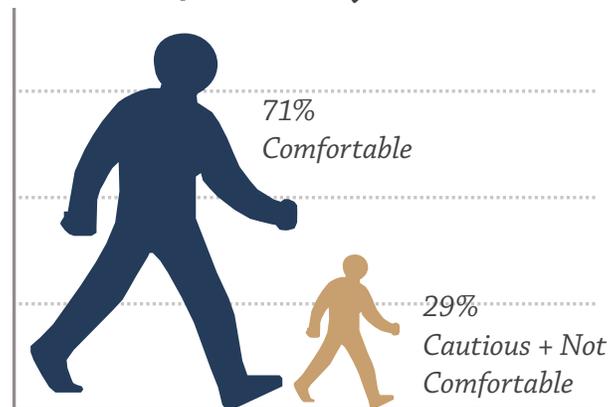
Also, rollers with a higher comfort level were not all comfortable with taking the lane and riding with vehicular traffic. People who identified themselves as very comfortable bicyclists were also comprised of people who favored separated facilities (shared-use paths) to on-street facilities (such as bike lanes).

And the survey says...

What level of roller (bicycle, wheelchair, etc.) are you?



What level of walker are you?



People were asked to provide input on:

Most Needed Projects and Programs

- Wayfinding
- Volunteer assisted walking + rolling program
- Increased education
- Improved Downtown Core for walking + rolling
- Three Trails Crossing at Gilman
- North-South complete routes
- Connections to community destinations

Visionary Projects

- Light rail transit to Issaquah
- More green spaces and parks
- More grade separated facilities for walking + rolling (such as 12th Street over I-90)
- Pedestrian malls or high pedestrian priority corridors (car-free zones)
- Bike sharing (electric and regular)

Interdepartmental Pulse

Every department engaged in a brief stand-up meeting where staff was asked how they know the project is a success and how to anticipate obstacles. Highlights included:

Successes

Education programs will target people of all ages and abilities to build an understanding of how to get around safely. These programs would address all levels of access and mobility.

Make it "COOL" to walk + roll in the City of Issaquah.

Obstacles

Need to be smart about how dollars are spent; pursue grant funding and coordinate with other construction projects.

There is a need to fairly prioritize the modes of travel and within corridors. This will help use the right of way effectively and efficiently. Do No Harm and be sustainability

focused. Projects and programs must strive for sustainability and improvements must be thoughtful and balanced. Improving walking

+ rolling is good for health and reducing congestion. Also, it is a more sustainable and environmentally responsible way to travel.

Stakeholder Committee Pulse

Some of the greatest obstacles identified by stakeholders were also viewed as successes. Connectivity and continuity of nonmotorized facilities had points in both the obstacle and successes columns. Highlights included:

- Knowing where to go: The community would benefit from a consistent wayfinding and signage network for walking + rolling.
- There is diversity in the destinations throughout Issaquah: We should continue to encourage this, along with pro walking + rolling businesses.
- Events and festivals are a success! More are needed as well as having street closures.
- The I-90 crossings are great, but the interstate is still a barrier to east/west travel. More direct north-south travel options and crossings are needed.
- Hills. The Highlands Trail is great for uphill nonmotorized travel (visibility and space for all users).

The Walk + Roll Lens

A human-scaled approach is needed: Often, grade differences of inches, the texture of facilities, the noise of adjacent street traffic, and other factors impact our experience and desires to walk + roll. This document encourages Issaquah implementors to continue to evaluate projects through the lens of all user types when making decisions about the built environment.

Community Destinations

SCHOOLS



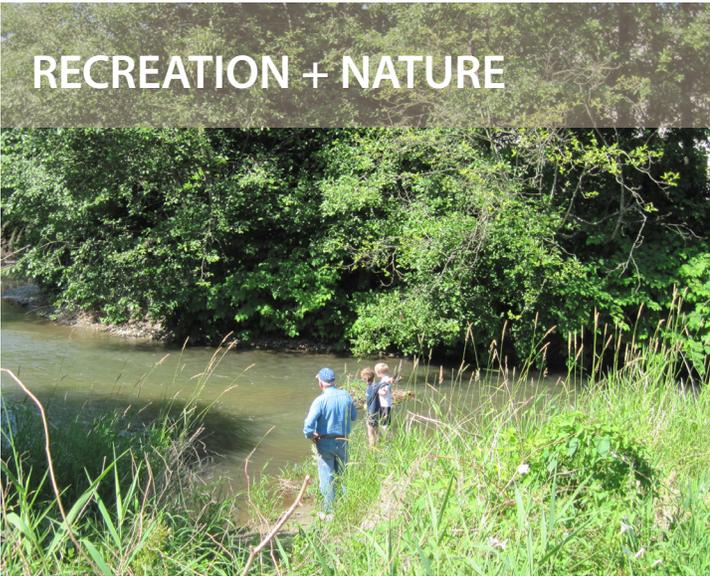
Community destinations are places people want to connect to and from. These are areas of the City that have an attraction for all residents and should be accessible. These areas are important because as we connect destinations together we provide greater access, comfort, and experiences for people of all ages and abilities to walk + roll.

Some destinations, such as schools and community centers, require additional consideration in the design and implementation of connecting facilities because of who the users could be—children, families, and people of all mobility levels sometimes traveling during busy travel times.

Most of the identified community destinations are located on the valley floor and are accessible by biking and walking. However, some people drive to the valley (from the hillside or other community) and then complete their journey by walking or bicycling.

Intra-connection through commercial areas (routes through private properties) was not specifically addressed as part of this step, but is addressed in the City's Comprehensive Plan.

RECREATION + NATURE



TRANSIT

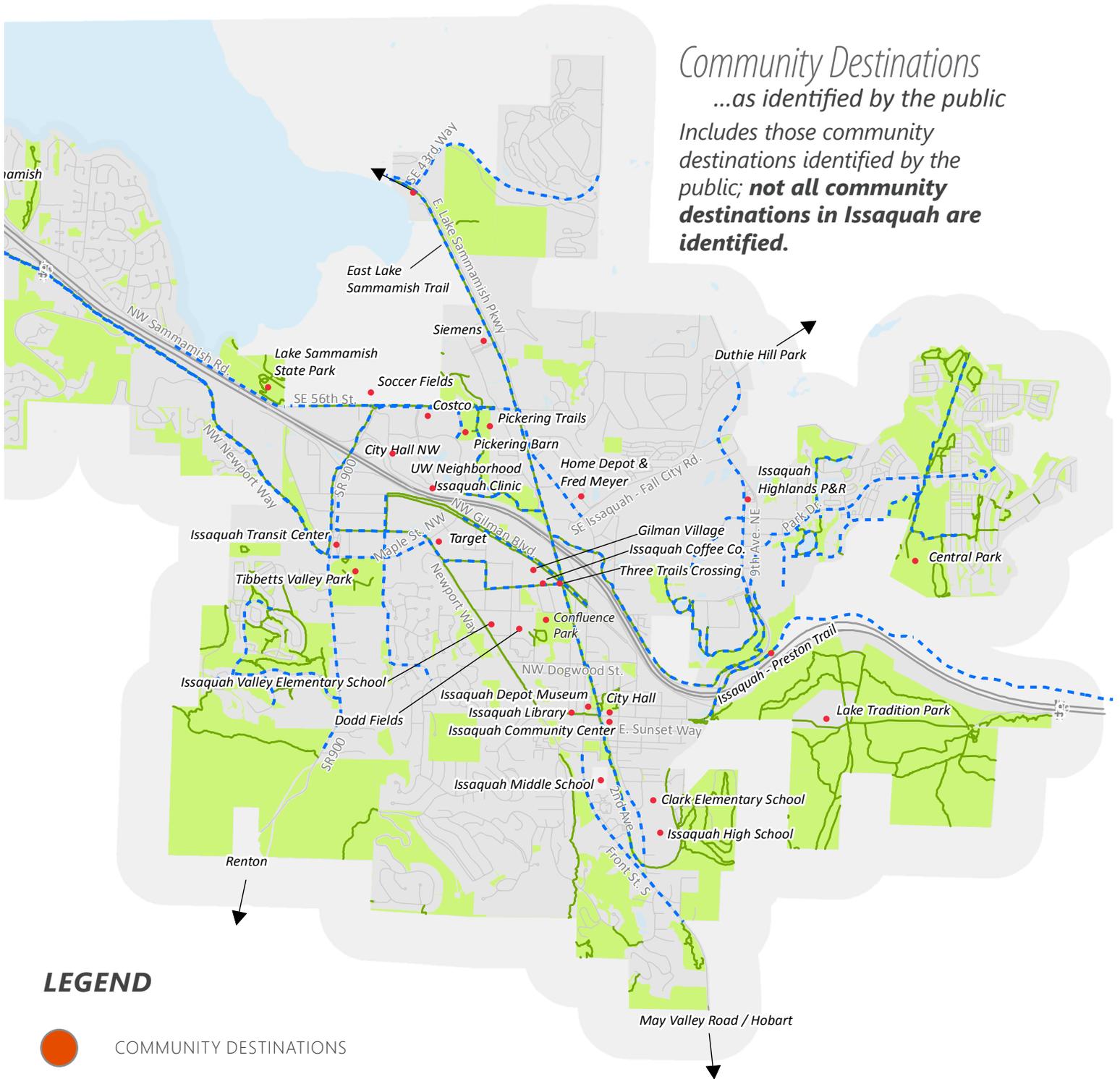


PARKS



Community Destinations ...as identified by the public

Includes those community destinations identified by the public; **not all community destinations in Issaquah are identified.**



LEGEND

 COMMUNITY DESTINATIONS

As illustrated on this map, many of Issaquah's identified community destinations are connected by on- and off-street facilities. An objective of this document is to create more ways to connect that are comfortable for a wider range of walkers + rollers, including areas that are otherwise auto-centric.

Summary of Stakeholder Comments

The following map summarizes all of the city-wide comments received through the engagement process. Specific comments pertaining to locations are summarized in Appendix B. The adjacent sidebar highlights comments that are more programmatic in nature or have larger geographic extents.

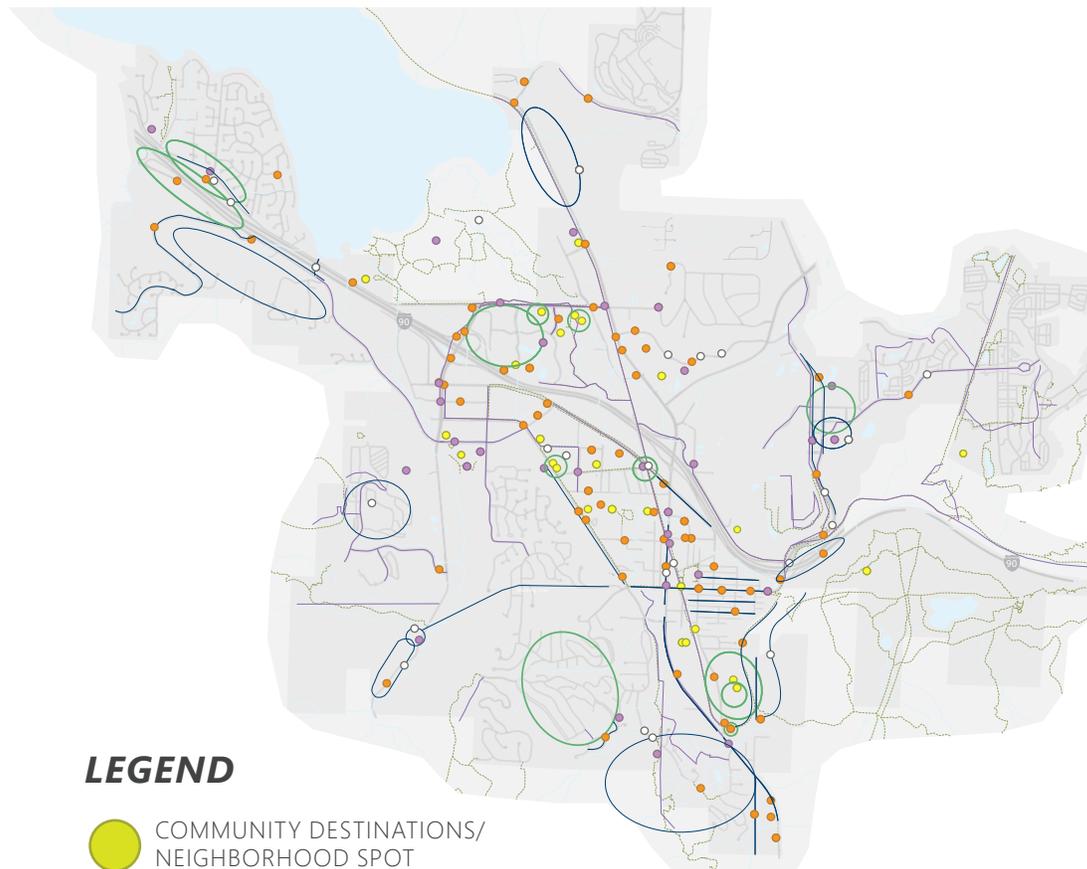
How These Comments were Addressed

For the obstacles, most needed project and/or program solutions, and some visionary projects, project were

identified and described in the Technical Design + Engineering and Planning + Development Intersection sections of this document.

Other visionary projects that were not directly a walk + roll project, such as more green spaces, were shared with City departments.

Map of Stakeholder Comments



See Appendix B for specifics on the comments received.

Overarching Comments

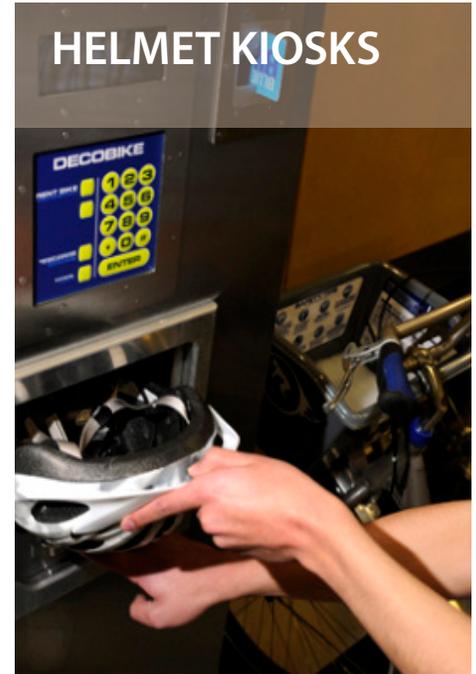
- Identify connection points in Issaquah to get people in and out of the City, including regional trails.
- Partner to construct facilities in an economically reasonable way.
- Biking and walking should have connections with the transit system.
- Wide sidewalk system is good! Best for families, dog walkers, strollers, and all users.
- Pay attention to safety for women such as good lighting on trails and flat areas in the city.
- Trail width: Soos Creek Trail in north Renton is a good example.
- Connect neighborhoods with nonmotorized facilities (such as through cul-de-sacs).
- Attention to details in the planning and design—use the best practices to date and consider how every user type would experience the facility.
- Consider low grade crossing opportunities.
- “Golden rate square”—find connections that minimize grade change (increase access and comfort for all user types).
- Amenities at parks and along trails, such as doggy bags, bike racks, trash cans, and restrooms.
- Need for trail heads and parking.
- Encourage development of facilities in flat areas for seniors, kids, and disabled.
- Coordinate with the Parks Department and plan to develop more natural trails in parks and woods, and prioritize access to these facilities.
- Corridors should be developed to reduce conflict between different types of commuters.

INSPIRE A CHANGE IN CULTURE

Stakeholders and City staff developed a summary of creative and inventive ways to inspire a change in culture away from an auto-centric lifestyle and to a human-powered active and mobile one! These projects and programs develop a support structure that provides tools necessary to increase people's exposure to walking + rolling.

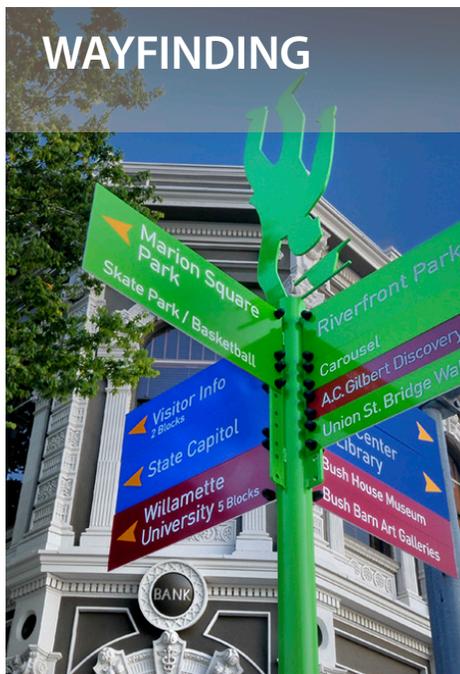


Bike sharing delivers the benefits of bicycling to a broad audience. By replacing car trips, it helps the environment, improves health, reduces road congestion, boosts the economy, reduces parking, increases mobility and traffic safety, and introduces new audiences to bicycling. Bike sharing is great for short trips and errands around town and increases access to bicycling. To be successful, a critical mass of stations is needed.



Paired with bike share stations, helmet kiosks improve safety and reduce barriers to bicycling. According to the National Highway Traffic Safety Administration, bike helmets can reduce the risk of head injuries by as much as 85% and brain injuries by as much as 88%. All cyclists are required to wear helmets under King County's Bike Helmet Law.

WAYFINDING



A wayfinding signage system is a highly visible component for navigating the built environment. Wayfinding signs inform pedestrians, bicyclists, and motorists while enhancing the City's identity. Signage can communicate destinations, direction of travel, and the time/distance to these places. This can increase accessibility to the bicycle and pedestrian system and awareness that bicyclists and pedestrians use certain routes.

BIKE PARKING



People are more likely to try cycling if they know that they have a place to store their bike at their destination. Bike parking also encourages bicycling for short trips and errands. Issaquah also uses bike racks to showcase public art and enhance the aesthetics of an area.

STREET CLOSURES



The idea is simple—open a city street for several hours for people to walk, bike, shop, and enjoy their community. A street becomes an open plaza, a performance space, a recreational space, and a space to connect with neighbors. Closures can be temporary for a few hours to a day, or can become permanent. These events encourage pedestrians and cyclists to use space otherwise dedicated to vehicles and can increase awareness of all users. Salmon Days is an example.

EDUCATION



These classes can be an introduction for anyone considering cycling and are a way to become familiar with bicycling with vehicle traffic. Classes can be held in a classroom; as well as on-road, to apply safe riding techniques. Alternatively, cities like San Francisco offer classes for bus and taxi drivers to learn to share the road with cyclists. Providing education to both cyclists and motorists can increase the understanding between these groups and lead to road sharing.

WALKING AUDITS



Auditing activities can be a powerful workshop tool for redesigning and visioning the community. These events bring people together to walk and discuss things that work or fail to work. Audits are short walks or bike rides that are educational, fun, healthy, democratic, and inspirational.

ARTISTS & COMMUNITY



The opportunity to connect with the robust Issaquah arts community can enliven pedestrian and bicycle spaces. Work should continue with the Downtown Issaquah Association, Arts Commission, Arts Coordinator, and artists in creating artistically inspired bike racks, wayfinding, branding, and other improvements.



Feet First conducted a walking audit in the City; this event was well attended by the public and city staff. People identified opportunities and constraints with walking routes and areas that could use improvement or repair.

ENCOURAGE



Programs for encouraging walking + rolling such as employer incentive programs, multi-modal access guides, and Walk-and Bike-to-School Days can keep up the momentum and support for walking + rolling. These programs can build a broad-based support and can help secure financial resources from both the public and private sector.

COUNTER-MEASURES



How we plan for and design walking + rolling facilities is constantly changing. Through education, City staff can keep up on the latest innovative designs and best practices. For some of the elements considered, refer to the Technical Engineering + Design Area of Interest.

AMBASSADORS



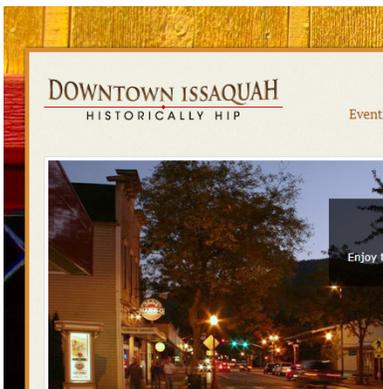
The Issaquah Neighborhood Walk Series, organized by the City with help from Feet First, will involve the community and encourage walking in Issaquah. A group of walking ambassadors are trained to lead walks that inspire, connect, and inform the community. A series of walking audits that involve the community, elected officials, and city staff will assess the community and identify barriers and opportunities to walking. The audits will provide the City with information and recommendations for improving walkability in Issaquah.

COMPENDIUM SUMMARY

Today, there are a number of resources people can use to enhance their walking + rolling experience in Issaquah and elsewhere in the region. A summary of resources is provided below. A compendium of resources is also provided in Appendix A and includes additional information about this project, stakeholder comments, methodologies, and useful references. Highlights include the following:

Downtown Issaquah

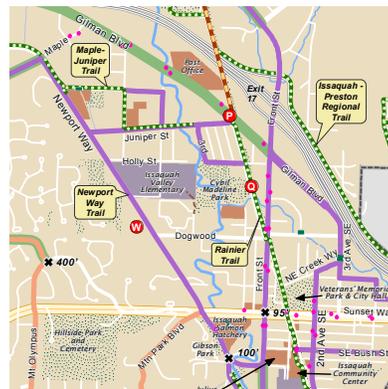
www.downtownissaquah.com



The Downtown Issaquah Association (DIA) promotes historic and Cultural Business District (CBD) programs and activities to improve the appearance and economic vitality.

City Walking Maps

<http://www.ci.issaquah.wa.us/Index.aspx?NID=742>



The City of Issaquah provides walking maps on their website including: Family Forest Walks, Lake Tradition Trails, and the Urban Walking Map.

Nonprofit Organizations

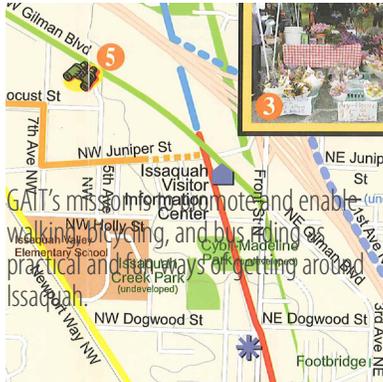


Nonprofits are actively involved in communities promoting walking +rolling.

- Feet First (<http://www.feetfirst.org/>)
- Cascade Bicycle Club (<http://www.cascade.org/>)

GAIT: Getting Around Issaquah Together

gettingaroundissaquah.org



GAIT's mission is to provide information and enable walking, bicycling, and bus riding as practical and safe ways of getting around Issaquah.

Education

- Cleanscapes sponsored Bike Rodeo (<http://www.cleanscapes.com/>)
- School sponsored events

Transit

- Plan your trip with KC Metro Trip Planner (<http://tripplanner.kingcounty.gov/>)
- ST Route Map (<http://www.soundtransit.org/Maps>)
- DART (<http://metro.kingcounty.gov/tops/bus/dart/dartinfo.html>)
- Paratransit (<http://metro.kingcounty.gov/tops/accessible/programs/paratransit.html>)

Enforcement

- Issaquah Police (<http://www.ci.issaquah.wa.us/index.aspx?NID=306>)
- Washington State Bicycle Laws (<http://www.wsdot.wa.gov/bike/laws.htm>)
- Washington State Pedestrian Laws (<http://www.wsdot.wa.gov/walk/laws.htm>)

See supporting documents in Appendix A:

- *Helpful Terms*
- *Network Prioritization Methodology*

And Appendix C:

- *Feet First Walking Audit Report*

PLANNING + DEVELOPMENT INTERSECTION

PROGRAMS AND POLICY

Developing the policies necessary to support development and implementation of projects and programs, and leveraging the City's work efforts and how development in the City shapes the built environment.



The development of this Walk + Roll document considered work previously done in Issaquah. The document is informed by and is consistent with other relevant policies found in City of Issaquah Plans. Where appropriate, recommendations for policy change, review and/or refinement were made.

City staff and stakeholders reviewed existing policies and summarized how nonmotorized planning, development, and implementation was addressed within these documents. The objective of this step was to recommend a launching point for a robust and consistent policy piece for the future. Recommendations from this area of interest included the prioritization of corridors and programs.

Stakeholder, staff, and public meetings were an integral part of this project both for educating all participants, expanding our knowledge base, and capturing areas that could require a little more help to improve walking + rolling.

Policy Framework

A number of documents guide the decision making process in the City of Issaquah including the following:

Comprehensive Plan

In the Comprehensive Plan, the City of Issaquah pursues the type of growth and development patterns that support and complement the community's quality of life and its vision of being sustainable. The Transportation element outlines the vision for a well-managed transportation system that enables the safe and efficient movement of people, goods, and services.

Walk + Roll Issaquah

2014 ACTION STRATEGY

This document, a city-wide bicyclist and pedestrian framework, identifies missing links along our existing corridors, incorporates priority corridors into regional efforts and guides the planning, permitting, and funding of future nonmotorized improvements.

Central Issaquah Plan, Development Agreements, The Villages

These local area plans guide the evolution and development of specific areas of the city to be consistent with their own unique characteristics and needs.

Parks & Recreation, Trails & Open Space, & Other Historical Resources

PARKS MASTER PLAN

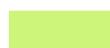
The Parks Element provides an inventory of park and recreational facilities throughout the City and establishes policy direction for the continued provision of adequate park and recreation facilities to serve the community's need. This document addresses recreational trails.

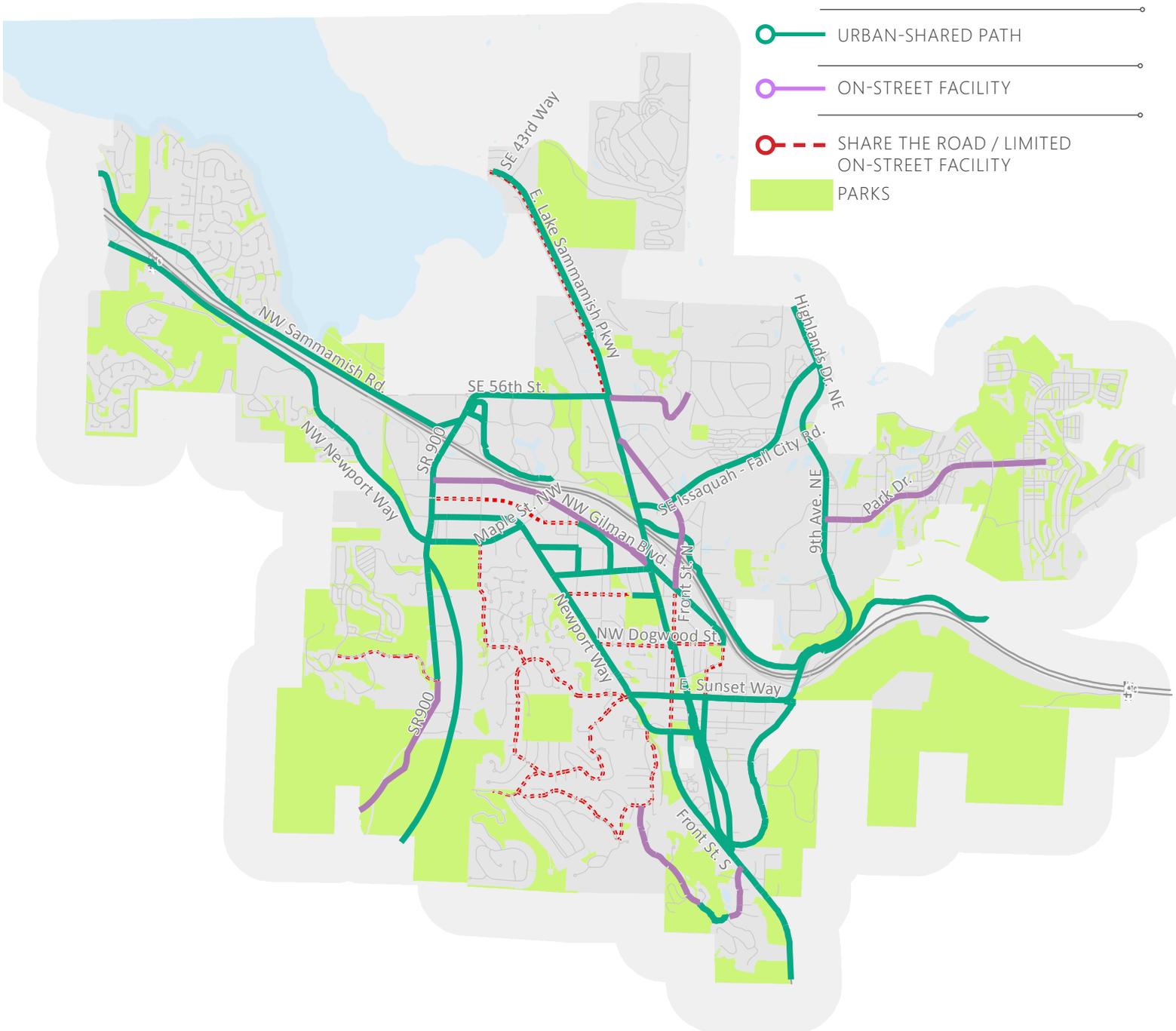


PROPOSED NETWORK

This following map focuses on facilities that are provided in the existing roadway rights of way with some provided in right of way owned by others. This map is intended to provide guidance on the preferred facility types by corridor.

LEGEND

-  URBAN-SHARED PATH
-  ON-STREET FACILITY
-  SHARE THE ROAD / LIMITED ON-STREET FACILITY
-  PARKS



RECOMMENDED POLICIES AND STANDARDS

As part of the 2013 planning exercise, the Core Mobility Team and stakeholders looked at existing policies and standards alongside on-the-ground needs and wants. During this process, we pinpointed missing or incomplete policies and standards needed to achieve the active transportation vision. This section proposes revisions to existing policies and standards as well as new policies, programs and standards necessary to guide implementation and make it happen.

NONMOTORIZED AS A PHILOSOPHY

- Ensure all facilities are accessible to people of all ages and abilities.

FUNDING

- Increase dedicated funding for nonmotorized projects, programs and education.
- Establish a grant matching reserve fund

MAINTENANCE

- Formalize nonmotorized route maintenance and funding.

BICYCLE INTEGRATION

- Require bicycle amenities at end trip facilities throughout the City.
- Work with transit agencies to integrate cycling with mass transit.
- Find a way to combine cycling with other forms of transportation to facilitate the last mile.

PUBLIC GATHERING SPACES

- Enable and encourage creative gathering spaces in corridors.

WAYFINDING AND SIGNAGE

- Establish a comprehensive wayfinding plan/system.

DESIGN

- Use innovative design such as cycle tracks and star paths.
- Provide sidewalks whenever new corridors are constructed
- Consider law enforcement when designing corridors
- Direct nonmotorized resources towards those modes that have the least environmental impact and the greatest contribution to livability.
- Make corridors and public spaces rain friendly, where feasible.
- Provide significant, safe bicycle parking at destination facilities and special events.
- Create transitional north/south and east/west connections.

TRANSPORTATION MONITORING AND EVALUATION

- Monitor and find ways to reduce the number of nonmotorized crashes.
- Create a system of identifying nonmotorized routes that do not meet design guidelines to inform new routes and route upgrades.

CONSTRUCTION

- Require and enforce safe, comfortable and convenient access in and around construction zones.

MARKETING AND PROMOTION

- Find more ways to educate all road users of all ages and abilities of their rules, rights and responsibilities.

WALKING + ROLLING PROGRAM RECOMMENDATIONS

The following program areas were identified by city staff and stakeholders. Programs tend to be citywide in nature and typically require on-going support. Priority programs were divided to be more specific than the general categories that follow.

Provide a comprehensive wayfinding and signage system:

- Establish design guidelines for a wayfinding system.
- Install bicycle information kiosks and network maps in key locations throughout the region.
- Regularly update the regional bicycle map and distribute.
- Establish guidelines for bicycle detours in the event of construction or street closures.
- Integrate the bicycle network into departmental and agency maps across the region.

Provide end-trip facilities that support bicycling

- Establish a Bicycle Parking Program to quickly provide bicycle parking at existing destinations throughout the city.
- Provide development incentives to provide end-trip facilities.
- Provide long-term bicycle parking at regional destinations throughout the city.
- Ensure provision of bicycle parking at special events throughout the city.
- Provide long-term parking and shower and changing facilities at public facilities and office buildings.
- Explore the feasibility of a “bike-station” at a regional center

Explore solutions to allow bicyclists on trails beyond current hours of operation.

Improve intersections for safe accommodations for walker + rollers

- Establish design standards for accommodating bicycles at intersections.

Integrate bicycling with the mass transit network

- Work with transit agencies to increase short-term bicycle parking and provide long-term bicycle parking at transit stops.
- Increase bicycle access to all current and future transit centers by prioritizing infrastructure that connects to transit centers.
- Work with transit agencies to develop a region-wide Safe Routes to Transit Program.
- Work with transit agencies to increase education and training for bus operators and provide educational materials for bicyclists using transit.
- Based on demand and ability, provide adequate bicycle carrying capacity on transit agencies buses and transit vehicles.
- Integrate bicycle transportation in the planning, design, and operation of existing, new, and redeveloped transit facilities.

Educate all road users of all ages and abilities of their rules, rights, and responsibilities.

- Create and distribute information on general nonmotorized mobility safety.
- Expand the Safe Routes to School efforts to a region-wide program.
- Expand bicycle education opportunities.
- Establish volunteer bicycle ambassadors to accompany group rides.

Consistency in enforcing the laws of the road.

- Continue regular training for officers on road safety for all users.
- Enhance and utilize the police bicycle patrols.

Encourage bicycling as a form of transportation and exercise.

- Incentivize bicycle commuting to City employees.
- Incentivize bicycle commuting for the region's employers.
- Analyze student transportation options when building new schools.
- Implement a citywide social marketing program.

Engage and coordinate with other departments, agencies, and organizations to leverage resources and strengthen implementation efforts.

- Coordinate with other City departments, agencies, and organizations where necessary.
- Maintain coordination with PSRC regional committees.

Institutionalize bicycle planning through new or revised policies, code amendments, operating procedures, and citizen advisory committees.

- Increase citizen oversight with regards to bicycling needs and implementing the bicycle master plan.
- Adopt a citywide resolution or policy statement requiring the design of bicycle facilities as part of new or reconstructed roadways, and require exception statements for projects that exclude bicycle facilities.
- Work closely with the Planning and Development Services Department on planning documents such as Sector Plans, Reinvestment Area Plans, the Comprehensive Plan, Complete Streets Policy, and Neighborhood Plans to include a bicycle component.
- Include review by Bicycle Program of master development plans to ensure connections to the bicycle network.
- Incorporate maintenance of bicycle facilities as component of regular street maintenance programs, such as resurfacing, restriping, and street sweeping.
- Educate appropriate City staff related to bicycle planning and facility design on current bicycle facility design best practices.

All Elementary/Middle Schools Provide Safe Walking Maps.

- Enhance the usability of the walking maps to exceed the State's requirement.

TECHNICAL DESIGN + ENGINEERING

DEVELOP SOLUTIONS

Developing design and construction elements including the existing conditions assessment, refinement of alternatives, interfacing with capital programs for implementation, and providing guidance on the prioritization of projects.



The evaluation of programs and projects is a qualitative decision that makes a choice from many very good ideas. The Core Mobility Team vetted, with city staff, solutions to address each of the comments received through the Walk + Roll Issaquah process. The following criteria were developed to prioritize programs and projects and give justification for decisions to be made:

- Close a critical gap, correct existing system, or serve an immediate safety need (spot improvement);
- Improve local connectivity and/or service to a previously neglected part of Issaquah;
- Improve regional connectivity;
- Implementation with ease;
- Have the biggest bang for the buck “cost effectiveness”;
- Appeal to a broader range of users and potential local community and political support; and,
- Is located within a half-mile of a school.

Stakeholders and staff reviewed different types of nonmotorized facilities that could be considered for implementation in the City of Issaquah.

A methodology is included in Appendix A and a summary of comments received and the solutions developed is included in Appendix B.

A group of cyclists along the SR 900 boardwalk connection after crossing over Interstate-90.

What Types of Walk+Roll Facilities Could or Do We See In Issaquah?

On-Street Facilities

City staff and stakeholders shared and explored tried and true and innovative approaches for walking + rolling facilities. An update to the current design guidelines and street standards would be needed for some of the facilities, such as cycle tracks and bicycle boxes.



- Increases bicyclist comfort and confidence.
- Creates separation between cyclists and automobiles (increased with buffer strip).
- Increases predictability.
- Visually reminds motorists of bicyclists' right to the street.
- Priority corridors with high traffic volumes and connecting commuter destinations.



- Provides cyclist with a safe and visible way to get ahead of queuing vehicular traffic at signalized intersections.
- Increases cyclist visibility.
- Reduces signal delay for cyclists
- Makes left-turns for cyclists easier.
- Application to be evaluated: could be considered to facilitate high volume bicycle turns or transitions to different bicycle facility types.

On-Street Facilities



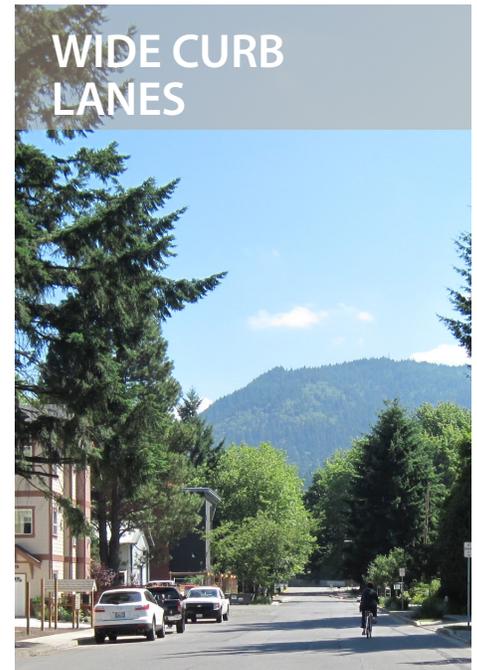
CYCLE TRACK

- Dedicates space for cyclists; provides some visible distinction, such as surface treatment or separation from vehicle lanes.
- More attractive to a wider range of cyclists than bike lanes.
- Encourages cyclists to ride in the bikeway rather than sidewalk.
- Priority corridors with high traffic volumes and connecting commuter destinations.



COLORED BIKE FACILITIES

- Increases visibility.
- Identifies potential conflict areas, such as driveway crossings and intersection turn lanes.
- Reinforces priority to bicyclists in conflict areas.
- Could be used in areas with high potential for conflict between bicycles, pedestrians, and motor vehicles.



WIDE CURB LANES

- Encourages shared use of roadway.
- Roadway space could be managed to provide peak period bicycle facility with off-peak on-street parking.
- For use along low volume, low speed corridors.

Intersections and Roadways

PAVED SHOULDERS



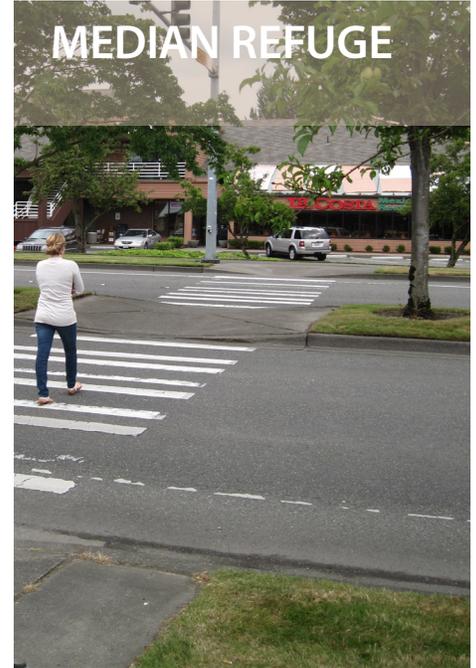
- Takes advantage of existing shoulder and may not require widening.
- Could reduce run-off damage to shoulder edge.

TRAFFIC DIVERTER



- Limits some movements for motor vehicles.
- Reduces vehicle volumes and potentially speeds along residential streets.
- Provides space for landscaping
- Maintains direct connections for nonmotorized users.

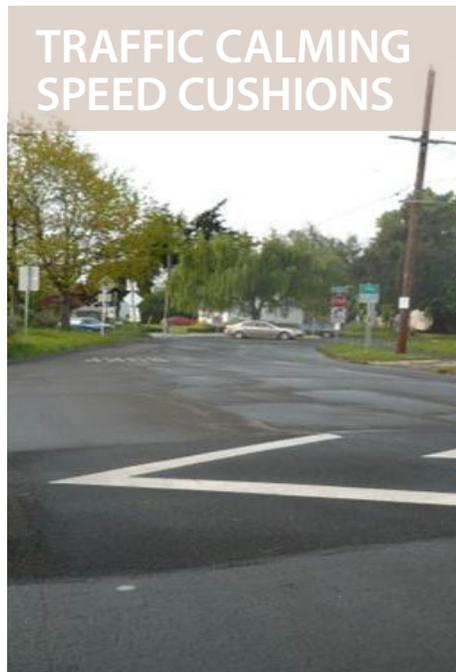
MEDIAN REFUGE



- Increases road crossing safety by allowing people of all ages and abilities to cross one direction of traffic at a time.
- Provides space for landscaping.



- Required per ADA standards.
- Improves transition from sidewalk to roadway.
- Provides textural cues on where to cross and the transition from nonmotorized space to shared roadway space.



- Slows motor vehicle speeds.
- Can be constructed to avoid likely path of bicycles, but could reduce effectiveness as vehicles could swerve into bike area to avoid the speed hump.
- Currently provided in traffic calming program.



- Provides guidance on where to cross.
- Pedestrian activated, automatic detection, or every cycle walk indicator.
- Could incorporate audible queues such as the Sunset/Front intersection.

SIGNALIZED CROSSINGS



- Provides a protected highly visible location for people of all ages and abilities to cross roadways.
- Requires a signal warrant.
- Could use regular traffic signal, flashing beacons or alternative signals such as a high-intensity activated crosswalk beacon (HAWK).

CHICANES



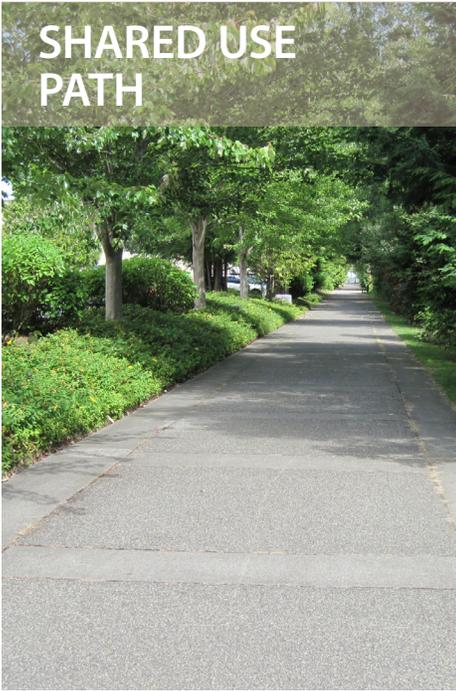
- Reduces vehicle speeds.
- Could incorporate curb side bicycle facility to reduce conflicts with motor vehicles.
- Should be constructed to allow larger motor vehicles access.
- Attention to engineering and drainage detail.

CURB EXTENSIONS



- Reduces pedestrian crossing distance.
- Improves visibility of pedestrians
- Provides view around parked vehicles.
- Can be located at intersection or mid-block.

Off-Street Facilities



- Accommodates a wider skill range of nonmotorized users.
- Hard surface treatments can be used to distinguish space for different user types.
- Can be used as a sidewalk.
- Landscape/hardscape buffer preferred.
- Suggested reference: American Association of State Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO).



- A dedicated nonmotorized off-street facility that provides a high level of comfort for all users.
- Can incorporate multiple nonmotorized users, such as joggers and equestrians.
- Hard or soft surface treatment can be used.
- Requires thoughtful road crossing treatments, which could prioritize trail users (cars yield/stop for trail users).



- Also includes Green Streets.
- Can incorporate elements to reduce motorized traffic volumes and speeds.
- Designated corridors designed to give nonmotorized travel priority and comfort.
- Creates safe, convenient bicycle of arterial streets.

Complementary Facilities



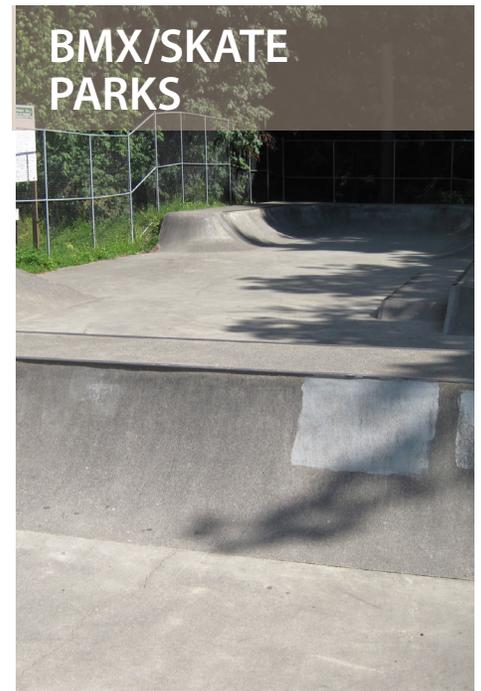
TRAFFIC CIRCLE

- Intersection treatment used in neighborhoods that reduces vehicle speeds.
- Not a roundabout.
- Provides additional space for landscaping and signage.
- Could incorporate low impact drainage elements.



WAYFINDING

- Familiarizes users with the nonmotorized network.
- Identifies destinations and best routes for travel.
- Increases awareness that bicycles/pedestrians use this route.
- Could incorporate localized artistic elements.



BMX/SKATE PARKS

- Provides a safe, recreational space for skaters and bicyclists.



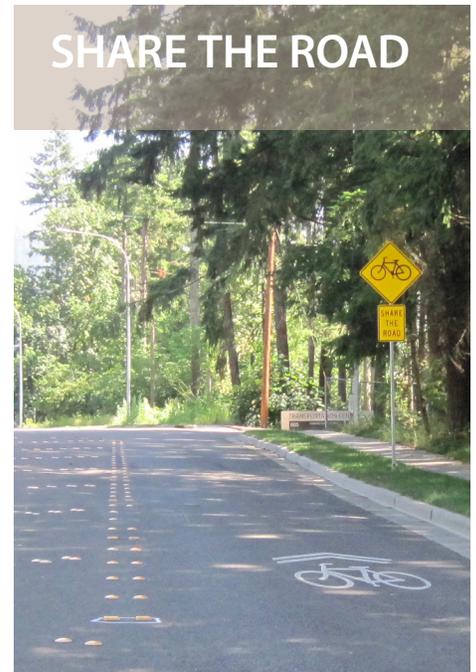
BIKE RACKS

- Provides a secure place to lock bikes.
- Could incorporate public art elements to improve aesthetics.
- Could be designed with place markers (neighborhood emblems).



BICYCLE SIGNAL

- Facilitates safe crossing for bicyclists at roadways and intersections.
- Could be used to separate bicycle from motor vehicle and/or pedestrian movements.
- Typically provided with separated bike facility where traffic signal may not be as visible.



SHARE THE ROAD

- Alerts motor vehicles to the presence of cyclists.
- Could incorporate sharrows, which direct cyclists where position themselves.
- Applied to preferred routes for cyclists where constraints limit the ability to provide a higher level of facility such as a shared use path or cycle track, or low volume, low speed corridors.

Prior to the implementation of Walk+Roll Facilities in the City, the Public Work Engineering department considers the maintenance and operational impacts of nonmotorized facilities and enhancements.

INTEGRATION + IMPLEMENTATION + FUNDING

SOLUTIONS

Focuses on integrating with pipeline projects, grants, and developing funding mechanism with City projects and partners.



The master link to completing projects is funding and implementation.

This section summarizes the top priority projects and programs and efforts to fund and implement projects and programs that support walking + rolling.

Construction Costs

Planning level cost estimates are provided for types of facilities. Site specific factors, such as right of way, topography, and existing corridor use are difficult to estimate a construction cost for. Right of way can have little to no cost if the property is owned by the City or partnering jurisdiction willing to provide an easement or swap. Impacts to private property can be costly. Topography can add increased costs with the need for retaining walls and to meet design requirements, creative solutions to limit

the steepness and length of nonmotorized segments may be needed (this is required by the Americans with Disabilities Act Guidelines).

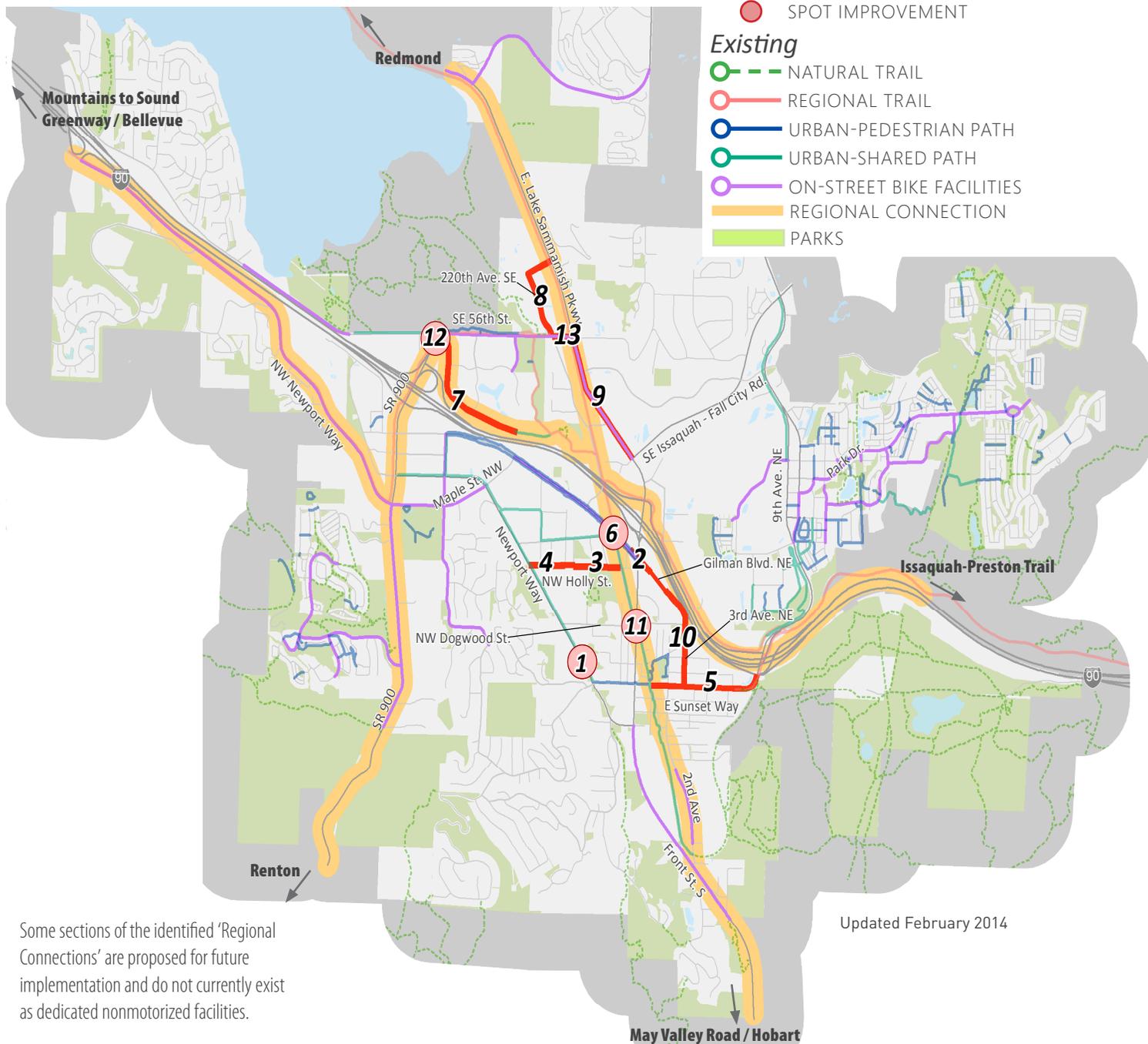
Operation and Maintenance

Increasing the amount of infrastructure a City has to operate and maintain has an impact to the annual budget. The addition of new facilities require maintenance, and the constructing materials used for improvement can also increase operating and maintenance costs, such as previous asphalt and wood construction.

PRIORITY PROJECTS

All identified projects were ranked and narrowed down to 10 + 3 top priority projects (because 3 projects were already being considered for implementation or had some level of funding). The map below identifies the location of the Top 10 + 3 projects overlaid on the existing network. The name of the project, extents, and estimate of probable cost for the Top 10 + 3 projects can be found on the next page.

The priority projects will enhance intercity and regional connections, complete critical connections, and improve walking + rolling!



Updated February 2014

Some sections of the identified 'Regional Connections' are proposed for future implementation and do not currently exist as dedicated nonmotorized facilities.

Priority Projects

Top 10 Priority Projects

The following projects are not presented in rank order.

MAP #	ID	NAME OF PROJECT	DESCRIPTION	COST ESTIMATE
1	G9	Newport Way NW Bike Lane Ramp	This project would construct an ADA ramp and partial sidewalk to connect the bike lane to the sidewalk on the south side of Newport Way NW near the W Sunset Way intersection. This is needed because the roadway narrows and forces bicycles to merge into the vehicle travel lane.	\$68,000
2	G4	NW Gilman Blvd/Front Street N Bike Lanes and Sidewalk Project	This project would extend the NW Gilman Blvd bike lanes to the east of Front Street N (near the Triple XXX restaurant) and provide continuous sidewalks.	\$772,000
3	G6	Confluence Park Creek Crossing	This project would construct a 10- to 12-foot hard surface path along the south side of Holly Street between 5th Avenue NW and Rainier Blvd N. A bridge would also be constructed over Issaquah Creek. The trail could connect through Cybil Madeline Park versus running along the roadway between 3rd Avenue NW and Rainier Blvd N.	\$2,358,000
4	G7	NW Holly Street Grand Improvement	This project would construct a shared use path along the south side of NW Holly Street between Newport Way NW and 5th Avenue NW.	\$176,000
5	OT2	E Sunset Way Cycle Track	This project would construct a 12-foot cycle track and rebuild the south side sidewalk along E Sunset Way between Front Street N and the I-90 eastbound off-ramp (south side of I-90). This would likely result in the loss of on-street parking on the south side of E Sunset Way.	\$6,410,000
7	I1	Pickering Trail Connection to 12th Avenue NW / 17th Avenue NW	This project would construct a 10- to 12-foot hard surface path between Lake Drive and 12th Avenue NW / 17th Avenue NW. This facility would follow an approximate alignment to the north of I-90.	\$3,057,000
8	NI1	220th Avenue SE and SE 51st Street Bike Lanes	This project would construct 5-foot bike lanes along 220th Avenue SE and SE 51st Street between SE 56th Street and E Lake Sammamish Pkwy SE. It is assumed that this project can be accommodated through a restripe and a partial to full removal of the SE 51st Street median.	\$202,000
10	OT9	3rd Avenue NE Bicycle Facility	This project would construct a combination of bike lanes and a shared use path along NE Gilman Blvd and 3rd Avenue NE between approximately the Triple XXX Restaurant driveway and E Sunset Way. The bike lanes would be provided along the wider section of NE Gilman Blvd and the shared use path along 3rd Avenue NE (a potential alternative alignment could use 2nd Avenue NE).	\$745,000
11	OT11	Front Street N / NW Dogwood Street Crossing Improvement	This project would improve the nonmotorized crossing at the Front Street N and NW Dogwood Street intersection by providing for smoother crossing of the in-road railroad tracks.	\$350,000
13	NI4	SE 56th Street Bike Lane	This project would provide a bike lane by restriping SE 56th Street between 220th Avenue SE and east of E Lake Sammamish Pkwy SE.	\$21,000

Top 3 On-Going Projects Seeking or Having Grant Funding

6	G1	Three Trails Crossing Enhancement	This project would provide a signalized crossing of the NW Gilman Blvd / Rainier Blvd N / NW Juniper Street intersection.	\$1,389,000
9	NI5	East Lake Sammamish Park Bike Lanes	This project would construct the south/west side bike lane between SE 56th Street and SE Issaquah-Fall City Road.	\$7,566,000
12	I3	12th Avenue Intersection Improvement	This project would reconstruct 12th Avenue NW and the 12th Avenue NW / SR 900 / NW Sammamish Road intersection. It would improve vehicle capacity through the intersection and improve impacted nonmotorized facilities.	\$3,538,000

Estimated cost to construct these projects: \$27 million

About these costs: These estimates are based on little or no design work, and intended for planning purposes only. The estimates do not account for all project costs. This type of estimate is helpful because it provides a tool for projecting future funding needs.

PRIORITY PROGRAMS

The following programs were prioritized by the Core Mobility Team and City staff from each department. These programs are supportive of infrastructure projects instrumental in enhancing a walk + roll culture, and increasing the number of active and mobile people in Issaquah. To support the implementation of Priority Programs, the Core Mobility Team and City staff will review policies to

shape the look and feel of how these programs could be implemented. This will help determine the level of investment needed to tailor and achieve success with each recommended program—funding for programs typically requires an on-going financial commitment to maintain the program and staff hours to oversee the program.

The following programs are not presented in rank order.

#	NAME OF PROGRAM	ACTION NEEDED	COST ESTIMATE
A	Wayfinding and Signage Plan: This is a plan that designs and recommends a network of directional and informational signage to help residents and visitors find their way around Issaquah.	<ul style="list-style-type: none"> Develop a plan and install walking + rolling supportive elements. Work through the Core Mobility Team to develop unique and common signs; painted bike lanes and transition areas; citywide map with regional connections; enhanced trail crossing treatments; kiosks with civic elements; and, more. 	\$50,000 + to develop an implementation strategy. This does not include design or construction funding.
B	Safe Routes to School Plan: This is a plan that identifies routes and improvements to make walking and biking to school safe and accessible—often includes both programs and projects.	<ul style="list-style-type: none"> Create a fund for completing Safe Routes To School Plans. Coordinate plan development with the school district. Incorporate project recommendations into the Transportation Improvement Program and Capital Facilities Plan. 	\$25,000–\$50,000 per school. This does not include design or construction funding.
C	Walking Ambassador Program: This is a program of organized walks that promotes increased walking and allows residents to identify walking routes in their communities.	<ul style="list-style-type: none"> Continue to support a local Walking Ambassador Program and its ambassadors. 	\$5,000+
D	Bicycling Ambassador Program: This is a program of organized bike tours that promotes increased bicycling and allows residents to identify bicycle routes in their community.	<ul style="list-style-type: none"> Develop a Bicycling Ambassador Program. 	\$5,000+
E	Bicycle Share Program: This is a program that allows individuals to temporary rent a shared use bicycle from stations located throughout the City.	<ul style="list-style-type: none"> Explore options for partnering with vendors to provide bike share stations. 	Staff hours to coordinate with potential vendors.
F	Pay to Park (Bike Lockers): This program provides high security bike parking for a fee at major connection areas, such as transit centers.	<ul style="list-style-type: none"> Provide bike lockers where people require extended parking. 	\$1,500–\$5,000 +. This does not include design or construction funding.
G	Helmet Kiosk: This would provide infrastructure for short-term helmet rentals paired with a Bicycle Share Program.	<ul style="list-style-type: none"> Explore installing helmet kiosks and coordinate with a Bicycle Share Program. 	In coordination with (E) Bicycle Share Program
H	Bike Parking: This program would increase bike parking at priority locations.	<ul style="list-style-type: none"> Increase the number of bike parking facilities. Identify priority areas such as places of employment and education. 	\$500–\$1,000 per location (more for locations needing larger bike racks and/or more engineering).

About these costs: These estimates are based on little or no design work, and intended for planning purposes only. The estimates do not account for all project costs. This type of estimate is helpful because it provides a tool for projecting future funding needs.

Priority Programs | Continued

The following programs are not presented in rank order.

#	NAME OF PROGRAM	ACTION NEEDED	COST ESTIMATE
I	Recreation and Trail Access Plan: This plan would identify and recommend project and programs to promote access to trails and hiking areas. It would also integrate with the current Parks Master Plan.	<ul style="list-style-type: none"> Evaluate access points to local and regional trails, such as Squak and Cougar Mountain trails; features could include parking, signage, and other amenities. Wayfinding + Signage would also direct people to these locations and could increase use. 	<p>\$25,000–\$50,000 This could include City staff hours.</p>
J	Bike and Walk Education / Safety Classes: This program would establish classes for residents to increase and promote safe walking + rolling.	<ul style="list-style-type: none"> Develop classes for people of all ages to become familiar with bicycling with vehicle traffic. Expand driver education to learn to share the road with cyclists. Continue to support on-going programs. 	<p>\$10,000–\$25,000+</p>
K	Street Closures: This program would establish street closures to promote increased walking + rolling.	<ul style="list-style-type: none"> Continue to support street closures for special events such as Salmon Days. 	<p>Staff hours to develop Street closure plan and implement.</p>
L	Artists and Community: This program would encourage the continued collaboration with local artists when designing and selecting transportation elements.	<ul style="list-style-type: none"> Connect with local artists to enliven pedestrian and bicycle facilities. Continue work through the Downtown Issaquah Association to create artistically inspired bike racks, wayfinding, branding, and other improvements. 	<p>Staff hours for coordination.</p>
M	Encouragement: This program would provide a framework for facilitating and fostering a walking + rolling culture in Issaquah.	<ul style="list-style-type: none"> Develop program for encouraging walking + rolling such as employer incentives, multimodal access guides, walk + bike to work/school events, and more. 	<p>\$20,000–\$40,000 to develop a program, plus City staff time to manage project and oversee implementation.</p>

Second Tier Projects

The following second tier projects were identified by the Core Mobility Team and select staff from City departments. These projects require additional effort, such as cost estimating and a preliminary design feasibility reviews.

#	NAME OF PROJECT	DESCRIPTION
A	Restripe Black Nugget (NI-14)	This project would provide an uphill bike lane on Black Nugget between E Lake Sammamish Parkway and Issaquah-Fall City Road. This project was not included in the estimate because field review of the site found that the narrow roadway would not accommodate a restripe. Widening of the roadway would be challenging because of a large retaining wall on the north side of Black Nugget and possible driveway grading issues on south side of Black Nugget. Providing an uphill bike lane would require widening or removal of center turn lane.
B	West School Trail (OT-4)	This project would construct a 12-foot hard surface trail between 2nd Ave SE and Sunset Way. This project would generally follow an old railroad alignment.
C	Dogwood Road Widening and Sidewalk (OT-6)	This project would provide for a continuous 6-foot wide sidewalk between the bridge over the East Fork Issaquah Creek (approximately aligning with NE Crescent Dr) and Front Street N. The roadway would be widened approximately 6 feet to a total of 28 feet to provide two travel lanes and on-street parking. This project does not include improvements to the bridge.
D	Juniper Street Sidewalk (OT-12)	This project would provide a continuous 6-foot sidewalk on the south side of NW Juniper Street west of 7th Ave NW.
E	NW Dogwood Street (G-2)	This project would provide a continuous 6-foot sidewalk between the Issaquah Creek (east of 3rd Place NW) and Front St N and match improvement proposed for the section to the west of the bridge. Verify cost estimate and project elements with Public Works.
F	Newport Way NW Sidewalks (G-3)	This project would improve Newport Way NW by constructing bicycle lanes and continuous sidewalks between 12th Ave NW and NW Maple St.
G	Dodd Field Trail Connection (G-11)	This project would construct a 12-foot hard surface trail between the west Dodd Fields Park parking lot (shared with school administration building) and 3rd Court NW.
H	Squak Mountain Uphill Bike Lane and Sidewalk (SM-1)	This project would construct a 5-foot bike lane and 6-foot sidewalk/paved shoulder along Mt Olympus Drive between Markhum Pl and south of NW Firwood Blvd. This project is approximately 4,100 feet in length.
I	Tibbetts Park Trail Connection (N-1)	This project would construct a 12-foot trail connection between 17th Ave NW/SR 900 and Tibbetts Valley Park along the north side of the Tibbetts Creek Manor property.
J	Newport Way NW Bike Lanes and Sidewalk (N-7)	This project would construct bike lanes and a sidewalk between 12th Ave NW and NW Maple Street along Newport Way NW. A section of this project will be constructed with developer improvements along the south side between 12th Ave NW and 11th Place NW.
K	Gilman Road Bike Lanes and Sidewalks (N-9)	This project would construct bike lanes between 17th Ave NW/SR 900 and Maple Street NW. This would require widening the roadway approximately 10 feet. It was assumed that widening would occur to one side; along the widened side the sidewalk would be rebuilt.

Priority Programs | Continued

#	NAME OF PROJECT	DESCRIPTION
L	NW Village Park Drive Bike Lanes (M-1)	This project would restripe the existing roadway to provide bike lanes between SE Newport Way and Issaquah City limits (near 179th Ave SE).
M	SE 43rd Way Bike Lane Improvements (PP-1 Short Term)	This project would construct an improved sidewalk and ADA accessible ramp leading to the bike lane along the east side (uphill) of SE 43rd Way north of E Lake Sammamish Pkwy SE.
N	Laughing Jacob Trail (PP-1 Long Term)	This project would construct a new hard surface path between E Lake Sammamish Pkwy SE and SE 43rd Lane. This path would be 10-12 feet wide.
O	SE 56th Street Bike Lanes (NI-4)	This project would provide a bike lane by restriping SE 56th Street between 220th Ave SE and east of E Lake Sammamish Pkwy SE.
P	Water Ditch Trail (S-7)	This project would convert the existing soft surface trail to a hard surface 10-12-foot trail between Sunrise Place SE/3rd Place SE and Sycamore Dr SE.
Q	Sycamore Crossing Improvement (S-8)	This project would provide a protected pedestrian crossing of Front Street S near Sycamore Drive SE. This project would provide rectangular rapid flashing beacons and median refuge at the crossing.

Mechanisms for Funding Improvements

There are a number of mechanisms for funding improvement that the City is responsible for maintaining, which includes the following:

Capital Improvement Plan (CIP)

The Capital Improvement Plan (CIP) identifies current and future capital projects, as well as anticipated funding sources. Public Works Engineering is responsible for developing the transportation, water, sewer and stormwater elements identified in the six-year CIP. Only a subset of the projects listed in the CIP receive funding and are approved in the City's annual budget process.

Transportation Improvement Program (TIP)

In accordance with state law, municipalities must update their Transportation Improvement Programs (TIP) every year. Listing projects on the TIP also makes them eligible for a variety of state and federal funding, including gas tax monies. The updated six-year TIP is submitted to the Washington State Department of Transportation every year in July. A public hearing is required prior to City Council adoption.

Multimodal Concurrency (MMM)

The Multimodal Concurrency (MMM) provides a way to fund improvements related to development growth in the City under Washington State's Growth Management Act (GMA). This Act requires local jurisdictions to adopt and enforce ordinances which prohibit development approval if the development causes a facility to decline below adopted transportation performance standards unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.