

# 2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

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

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

**Email submissions are preferred:** Attach your completed application to an email and send it to [tipapp@psrc.org](mailto:tipapp@psrc.org). Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

**Deadline:** Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

<b>PROJECT IDENTIFICATION AND DESCRIPTION</b>	
<b>1</b>	<p><b>PROJECT TITLE:</b> King County Sign Control Pilot and Construction Program</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> N/A</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to <a href="http://www.psrc.org/assets/3763/Appendix_M.pdf">http://www.psrc.org/assets/3763/Appendix_M.pdf</a>. For assistance or questions regarding these issues, contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b> King County Road Services Division</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/">http://www.wsdot.wa.gov/LocalPrograms/LAG/</a> for more information.</p>
<b>4</b>	<p><b>PROJECT CONTACT:</b></p> <p>Name:            Susan Oxholm            Email :          susan.oxholm@kingcounty.gov            Phone:         206-296-1984</p>

5	<p><b>PROJECT DESCRIPTION</b></p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½” by 11” vicinity map. Photographs are welcome, but not required.</p> <p>Funding for this pilot and construction program would provide for the study, development and implementation of the King County Sign Control and Construction Program. Information kiosks will provide businesses a legal place to post advertising in a safe and controlled venue. The implementation of a cohesive system of kiosks and several well-placed community bulletin boards will turn a negative situation into a positive opportunity while improving the safety and scenic beauty of rural corridors. We want to track the placement and effectiveness of a system of kiosks in order to determine best practices for a targeted community approach to sign control.</p> <p>To identify potential locations for sign control kiosks, the locations of illegal postings will be gathered and tallied to identify areas with the greatest amount of illegal signage. Data will be forwarded to the King County Department of Development and Environmental Services for more effective code enforcement. Initially, the pilot will focus on key arterials that serve as connectors to incorporated rural town centers and unincorporated community centers. Over time, the results will be measured and used for process improvement. Outreach will be targeted to specific posting audiences such as builders, sign companies, realtors, political campaigns and the general public.</p> <p>At the end of the pilot, kiosk posting permits will replace enhancement grant funding to generate revenue to cover necessary maintenance costs and perpetuate the program. Findings from the pilot will be shared with other jurisdictions and community groups interested in sign control. Information may include: Design, location, color, maintenance, policies, procedures and best practices.</p> <p>The development and implementation of the King County Sign Control Pilot and Construction Program will improve the surface transportation experience along King County corridors and enhance the stewardship of the natural and human-made environment in the following ways:</p> <ol style="list-style-type: none"> <li>1. Improve safety of traveling public, pedestrians, equestrians, and County employees</li> <li>2. Reduce impacts of visual clutter that may contribute to local crime and vandalism, poor community identity, destruction and devaluation of place</li> <li>3. Create source of revenue to sustain and maintain program</li> <li>4. Give back to the community and enhance sense of place</li> </ol>
6	<p><b>PROJECT LOCATION:</b> Along designated regionally significant arterials in unincorporated King County.</p> <p>County(ies) in which project is located: Unincorporated King County</p> <p><b>Answer the following questions if applicable:</b></p> <ol style="list-style-type: none"> <li>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NA</li> <li>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NA</li> </ol>
7	<p><b>PROJECT TYPE</b> (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p>

- Provision of Facilities for Bicycles and Pedestrians
- Acquisition of Scenic Easements & Scenic or Historic Sites
- Scenic or Historic Highway Programs (including tourist & welcome center facilities)
- Landscaping and other Scenic Beautification
- Historic Preservation
- Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities
- Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)
- Control and Removal of Outdoor Advertising
- Archaeological Planning and Research
- Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
- Provision of Safety and Educational Activities for Pedestrians and Bicyclists
- Establishment of Transportation Museums

## PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](#), 206-464-6360.

### 8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at [www.psrc.org/growth/planreview/statusreportppr/](http://www.psrc.org/growth/planreview/statusreportppr/). For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to [www.psrc.org/transportation/t2040/](http://www.psrc.org/transportation/t2040/) or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified      Date of certification action (mm/dd/yy): 01/25/07

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See [http://www.psrc.org/assets/465/Centers\\_small.pdf](http://www.psrc.org/assets/465/Centers_small.pdf) for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
  - Regional Growth Center(s): .
  - Regional Manufacturing/Industrial Center(s):
  - Local Town/Activity Center(s): This pilot program will include a countywide approach to sign control focusing on regionally significant arterials in unincorporated King County that connect unincorporated community centers and incorporated rural town centers.

Is the project specifically identified in a local comprehensive plan?

Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

The pilot program will strongly support the King County Comprehensive Plan and comply with the current King County Roads Strategic Plan (a functional plan for the King County Road Services Division). Both plans direct the agency to focus on safety, environmental concerns, and enhancements related to rights-of-way and alternate modes of travel. The King County Sign Control Pilot and Construction Program will strongly support and implement the following policies and provisions of these plans:

Current King County Roads Strategic Plan Goals and Strategies:

Plan, design, build, operate and maintain the road system consistent with supporting and serving urban growth and preserving rural character as directed by the King County Comprehensive Plan.

Provide effective rural transportation solutions compatible with limited growth and preservation of rural character.

Provide road facilities and services that enhance urban and rural communities.

Maintain and improve safety for motorists, pedestrians, bicyclists and other users of King County roads.

Strategy SAF 1 Continue to provide ongoing safety improvement.

Strategy SAF 7 Safety should continue to be a primary consideration in all division activities.

Plan, build, operate, and maintain the road system in a manner that recognizes stewardship of the natural and human-made environments.

Strategy ENV 2 Identify opportunities to demonstrate leadership in environmental stewardship as part of the division's core mission to "Identify and implement roadways and other transportation system solutions for the safe and efficient movement of goods, service, and people to support a high quality of life in King County."

Strategy ENV 4 Ensure that division environmental efforts are consistent and comprehensive.

2007 King County Comprehensive Plan Policies:

T-110 The King County Department of Transportation has primary responsibility for development and maintenance of transportation facilities in public rights-of-way.

T-309 Consistent with the King County Road Design and Construction Standards, consideration shall be given to roadway safety improvements because they have the potential to reduce the number and severity of collisions by providing refuge for pedestrians and bicyclists, providing positive traffic control, reducing hazardous roadway conditions, and reducing unexpected situations. Improvements of this type include, but are not limited to, pathways, traffic signals, roundabouts, turn and merge lanes, provisions for sight lines, and removal of roadside obstacles.

T-312 The nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel.

T-504 King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums, the general public and support of such efforts by other agencies.

R-213 The King County Road Design Standards will accommodate safe equestrian travel within road rights-of-way.

## ADDITIONAL REGIONAL PROJECT EVALUATION

### Part 1: Questions for All Projects

**Instructions:** Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

#### 9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

This project will focus on the regionally significant arterials located in unincorporated King County that connect regional growth centers and local towns. The following arterials are candidate corridors for potential location of an advertising kiosk and community bulletin boards: In the northern part of the county, NE Woodinville Duvall Road, Avondale Road NE and NE Novelty Hill Road provide connectors to Duvall, Bothell and Redmond. In the eastern portion of the county, Preston-Fall City Road SE, SE May Valley Road, SE 128<sup>th</sup> St, and Issaquah-Hobart Road connect Renton, Issaquah, Carnation and Snoqualmie. SE Petrovitsky Road connects the southern communities of Renton and Covington. Further south, the Auburn-Black Diamond Road and SE 400<sup>th</sup> St connect Auburn to Black Diamond and provide a more direct route to Enumclaw. In the western portion of the county, Vashon Highway SW runs the length of the island and connects it to the mainland via two ferry routes, the Fautleroy run on the northern end of the Island and the Tellaquah-Point Defiance run on the southern end.

#### 10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

By effectively managing the outdoor advertising along the arterial corridors, this program will minimize the negative impacts this type of advertising inherently creates throughout unincorporated communities. The visual disorder presented by outdoor advertising detracts from scenic landscapes and devalues property. The transitory nature of this advertising gives communities a poor identity that can lead to crime and vandalism. By providing communities with designated bulletin boards for local legal postings, the program would enhance a sense of place and improve local aesthetics.

An important component to the success of this program lies in the involvement of the King County Unincorporated Area Councils (UACs). Historically, strong countywide involvement exists through the Four Creeks Area Council, Greater Maple Valley Area Council, North

Highline Unincorporated Area Council, Upper Bear Creek Community Council, Vashon-Maury Island Community Council and the West Hill Community Council. This pilot will enhance the existing relationship between the community groups and King County.

When funding is awarded to this program, presentations will be made to each UAC to gain their involvement and support.

**11 FINANCIAL PLAN**

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

**Required Match:** No local match is required; projects may be funded with 100% Enhancement funds.

**11A: Enhancements Funds Requested**

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Preliminary Engineering	May 29, 2011	\$290,800
Construction	May 29, 2012	\$182,500
Other	May 29, 2011	\$26,700
		\$
		\$
<b>TOTAL:</b>		<b>\$500,000</b>

**\* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

**11B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$</b>

\*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

**11C: Needed future funding (unsecured)** Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$

		<b>TOTAL:</b>	\$
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**11D: Total Project Cost**

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$290,800	Preliminary Engineering/Design:	05/29/12
Right of Way:	\$	Right of Way:	
Construction:	\$185,200	Construction:	05/29/13
Other (Specify):	\$26,700 (equip.)	Other (specify):	05/29/12
Total Project Cost:	\$500,000	Estimated date of completion (i.e. open for use)	05/29/13

**11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

PE, CN, Other

**11F. If unable to completely fill out Table D (Total Project Cost), please explain why:**

**12 PROJECT READINESS**

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

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

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

**Important instructions:** For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

**12A. Check all that apply.** If no ROW is required for the project, select "not needed" for sections b through g.

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

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

Not yet completed - Section 106 Concurrence.

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

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

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

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

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

Not needed g. Relocation Certification, if applicable.

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

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

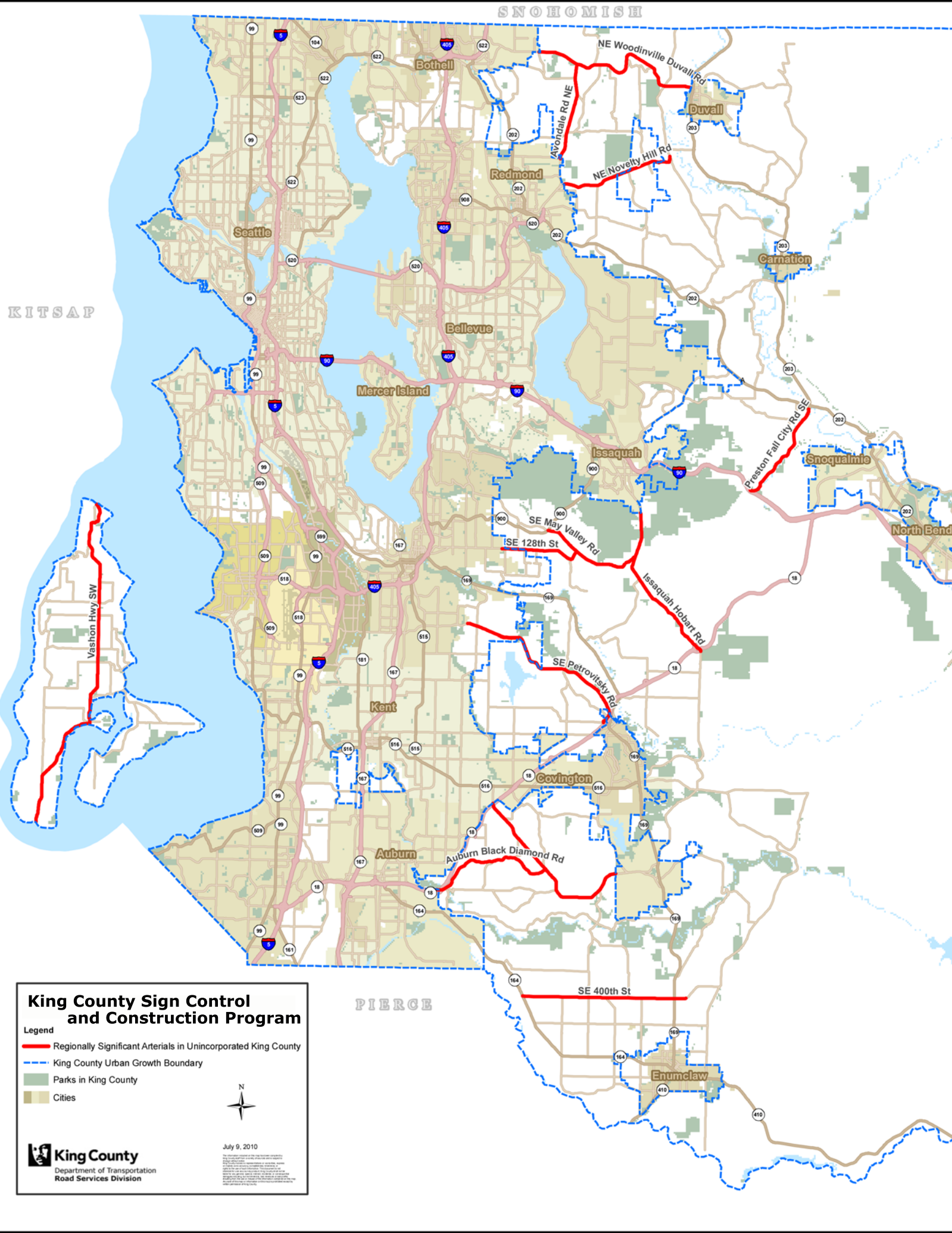
	<p><b>12B. Additional information:</b> include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.</p> <p>Location of advertising kiosks will occur within King County owned rights of way and will be modified after Section 106 and archeological / historical review.</p>
13	<p><b>OTHER CONSIDERATIONS</b></p> <p>Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.</p> <p>The control of illegally posted outdoor signage is an ongoing struggle to manage due to limited resources and other statutorily required work that takes precedence. The problem warrants attention, yet it is often delayed due to more emergent assignments. In addition, sign distribution companies have become more aggressive. The majority of illegal sign postings occur during the weekends when County staff are not scheduled and would require overtime to monitor. The trashy appearance of King County's rights of way attracts additional illegal sign postings. The King County Sign Control Pilot and Construction Program will allow assigned staff to work on Saturdays, eliminating the need for overtime compensation.</p>
<p><b>PART 2: CATEGORY SPECIFIC QUESTIONS</b></p>	
14	<p><b>Select one of the following four categories that best fits your project and follow the corresponding instructions:</b></p> <p><input type="checkbox"/> Nonmotorized Projects: Complete question 15.</p> <p><input type="checkbox"/> Scenic Resources Projects: Complete question 16.</p> <p><input type="checkbox"/> Historic Resources Projects: Complete question 17.</p> <p><input checked="" type="checkbox"/> Environmental Projects: Complete question 18.</p>
15	<p><b>NONMOTORIZED PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project extends, completes or otherwise adds to an existing nonmotorized system or network.</li> <li>• The project connects or links to other multimodal facilities (such as transit stations).</li> <li>• The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.</li> <li>• The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).</li> <li>• Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p>
16	<p><b>SCENIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project promotes greater public appreciation or use of the transportation system.</li> <li>• The project contributes to the preservation of significant scenic resources.</li> <li>• The level of public exposure or access to the project.</li> <li>• Long-term preservation plans to maintain the scenic character of the property.</li> <li>• Whether or not there is perpetual ownership of the property.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and</li> </ul>

	<p>above” normal project or activities (i.e., not routine or required).</p> <p>N/A</p>
<p>17</p>	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p><b>Instructions:</b> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> <li>• The historic significance of the facility.</li> <li>• The planned use of the facility.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• The long-term preservation and/or maintenance plans for the facility.</li> <li>• Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p> <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> <li>• The project’s relationship to the protection of historic or archaeological resources.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The long-term plan for ongoing management, updating and training.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p>
<p>18</p>	<p><b>ENVIRONMENTAL PROJECTS</b></p> <p><b>Instructions:</b> Complete this section if you selected “Environmental Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The relationship of the project to the transportation system.</li> <li>• The need for the project.</li> <li>• The long-term maintenance plans for the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>The King County Road Services Division (RSD) designs, builds and maintains 1,750 miles of paved roadway. It is the 13th largest county in the nation and features a rich diversity in its local communities and vistas. Recently, eight corridors received local designation as community landmarks through the Historic and Scenic Corridors Project. Citizens value their community, and the resources we have managed to maintain deserve to be protected. Our roadways need to be safe and efficient as well as enhance where we live and work.</p> <p>Over the years, a variety of approaches have been taken to curb the onslaught of illegally posted roadside signs. Most recently, a pilot program utilizing citizen volunteers dedicated many hours and miles to the cause. Direct mail letters of appeal to businesses and developers, as well as calls to local political campaigns, have been pursued. The King County Sign Control Pilot and Construction Program will empower local communities and truly make a lasting impression on illegal sign posters.</p> <p>The program will effectively discourage illegally posted outdoor advertising along</p>

unincorporated roadways, creating a safer and less distracting driving experience. Oftentimes these signs are posted on other traffic control signage, distracting drivers from paying attention to vehicles, cyclists and pedestrians in and around the roadway. Illegal signs are usually found clustered near intersections, obstructing views and creating confusion. Wooden sign stakes that are left behind when signs blow away pose a huge safety concern to pedestrians, cyclists, equestrians, and County employees who maintain these areas. Illegal signs create an unrelenting visual information overload littering our roadways.

By centralizing the barage of advertisements and community notices, the program will allow local communities to hone their identities and encourage local tourism. By working with the UACs, local communities can have a leg up in focusing their local exchange of information - where are the garage sales and barn sales, who has lost their dog, etc. And best of all, local businesses can post their information in a pre-designated, future fee-generating, and controlled fashion that is aesthetically pleasing and contributes to the local economy instead of simply detracting from it.

The goal is that in designing this program with a holistic and comprehensive approach, King County can achieve a much greater sum than its individual parts. By tracking the number of postings and their locations, we will be able to see the results of our study and outreach efforts. This will improve our efficiency in the field, informing our decisions and focusing our efforts on the neediest areas. Additionally, the benefits of this enhancement grant will go further than unincorporated King County by providing valuable research data on the effectiveness of coordinated and controlled legal roadside kiosks.



### King County Sign Control and Construction Program

**Legend**

- Regionally Significant Arterials in Unincorporated King County
- King County Urban Growth Boundary
- Parks in King County
- Cities



July 9, 2010

**King County**  
 Department of Transportation  
 Road Services Division

The information on this map is derived from the King County Department of Transportation's Road Services Division. It is not intended to be used for any other purpose. The information is provided as a public service and is not a guarantee of accuracy. The information is provided as a public service and is not a guarantee of accuracy. The information is provided as a public service and is not a guarantee of accuracy.



**From:** Pat McCall [mailto:mccallp@whitlock.com]  
**Sent:** Friday, March 26, 2010 11:39 AM  
**To:** Van Horn, Maria  
**Cc:** Christopher, Rob; Dougherty, Linda; Packard, Ada; mal.jr@verizon.net  
**Subject:** Second Request: Signs On Novelty Hill

Hi Maria,

Can you please let me know the “bottom line” on the signs on Novelty Hill?  
Are they legal or illegal?

Thanks,  
Pat McCall

Hi Maria,

Thanks so much for your reply, and I think I understand your dilemma. Lack of funds?

**Safety** should always be the number one priority.

But, can you tell me if the signs are illegal or are they legal? What is the criteria. Could they be 20’ tall?

I was under the impression that these smaller style signs were disallowed by law. Is that true?

Are you saying these signs are only illegal in the unincorporated portion of King Co. if they are impeding traffic, or causing a danger to the public?

They are a blight on the community. There is no doubt about that.

Place 15-20 signs of varying color and size at an intersection, and then add a person standing there, on weekends, swinging a sign around pointing to a new home development, and you have a “dangerous-circus-intersection.”

(Reasonably, I’d guess the person with the moving sign is ok under freedom of speech.)

**I was under the impression violators were:**

- First informed they were in violation, and the fines they could face.
- Given a short chance to comply.
- Then, the signs are taken down and the violators fined.
- I was also informed that the fines escalate, with additional violations?

I find it hard to believe public citizens can’t help control this, if DDES lacks funds.

No one I know can comprehend why they are allowed to keep multiplying the way they are.

Visitors to our community must be shocked.

The signs run from Redmond all the way to Trilogy Parkway... not just at the intersection I photographed. Possibly a hundred on weekends.

Thanks in advance, for any further advice or request for help on this matter you can give me.

Sincerely,

*Pat McCall*  
*General Manager*  
*The Whitlock Group*  
*Seattle, Washington*  
*mccallp@whitlock.com*  
*541-408-3952*

From: James Reinholdt [<mailto:jreinholdt@mac.com>]

Sent: Sunday, November 29, 2009 7:21 PM

To: Roads, Admin

Subject: Advertising Road Signs on Seattle Eastside

Hi.

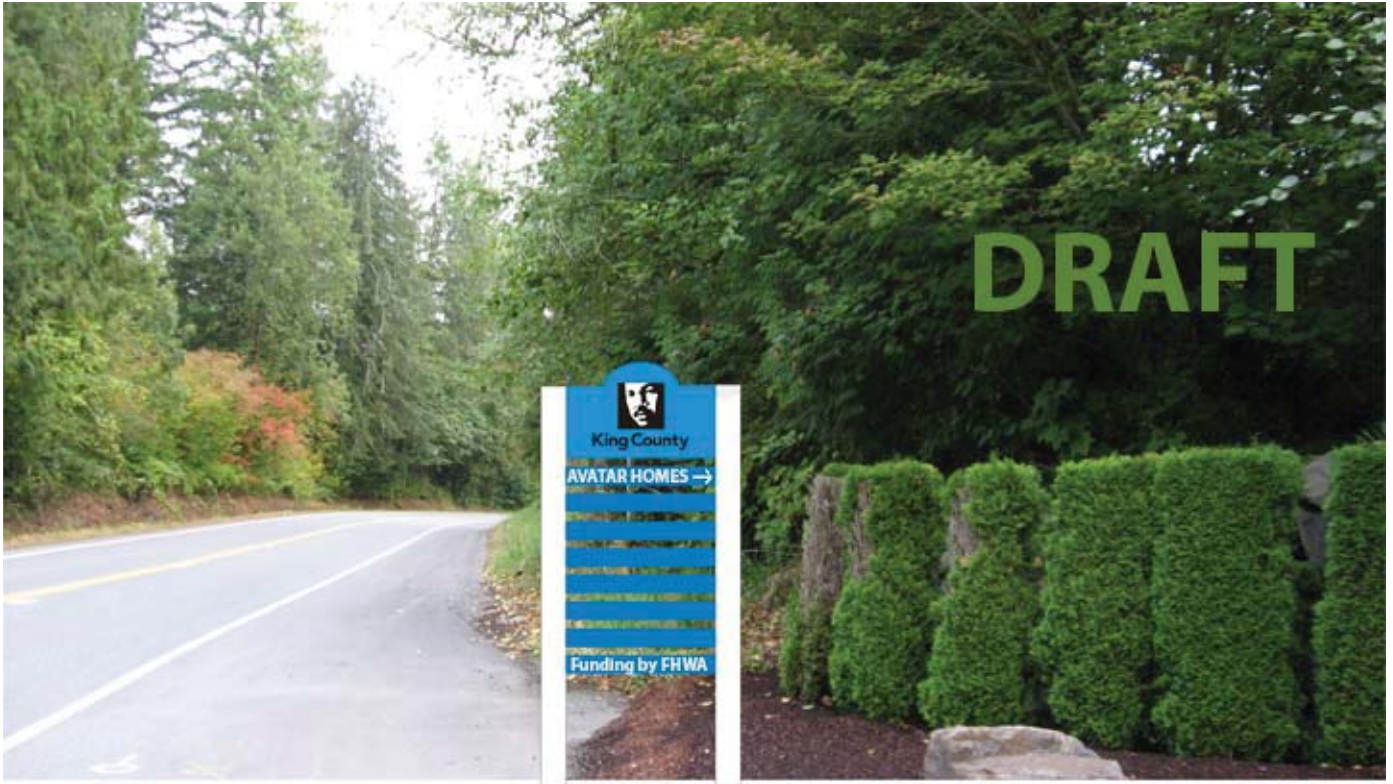
We are growing tired of all of the trashy signs that sprout up all over the Eastside (Woodinville in particular) that are put there by primarily five companies that advertise new home construction, Christmas Lights, softball leagues and a few other businesses. We feel that they should use traditional and paid advertising mediums instead of our roadways

Don't the postings of these signs violate county codes? Can you fine these organizations for littering? We are constantly taking them down but until the city or county government warns them they will just continue.

I'd be happy to help you by (1) Taking photos of the offending signs with a location and (2) Providing the name and contact information of the businesses so you can tell them to stop these practices.

Thank you

James Reinholdt  
Woodinville



Kiosk conceptual draft



Community Bulletin Board conceptual draft