# Section VI - 2006 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at http://www.metrokc.gov/kcdot/tp/ortp/grants.html

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

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

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2006 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**CMS requirements:** Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

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

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to peter.heffernan@metrokc.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1st, 2006.**

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

# PROJECT DESCRIPTION INFORMATION

| | |
|---|---|
| 1 | **Project Title:** **South Star Lake Road Sidewalks**<br>*(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)* |
| 2 | **Sponsoring Agency:** King County Road Services Division<br>Also identify any co-sponsor(s): |
| 3 | **Project Contact Person:** Jay Osborne<br>Address: 201 S. Jackson Street, MS-KSC-TR-0317<br>Phone: 206-296-3745<br>Fax: 206-296-0566<br>E-Mail: jay.osborne@metrokc.gov |
| 4 | **Project Description:** *(Be as clear and concise as possible)*<br>The Star Lake Road Sidewalks project will link a high-density residential neighborhood to nearby bus stops, Park and Ride lots, a freeway flyer stop and community facilities. Because existing pedestrian faculties are deficient, these improvements could have a dramatic effect in shifting modal choices to walking and transit.<br>Star Lake Road is used by several transportation user groups in addition to automobiles – school buses, pedestrians and bicyclists. Most of these users find Star Lake Road unsafe because of a lack of sidewalks, narrow shoulders and sight distance problems. King County Road Services Division has received several letters of concern from citizens groups in the Star Lake neighborhood listing pedestrian improvements as a high priority for the area (see attached support documents). The existing pedestrian facilities are not compliant with Americans with Disabilities Act (ADA) standards, but will be following completion of this project.<br>The project would construct curb, gutter and sidewalks along sections of South Star Lake Road to provide a safe and continuous pedestrian facility. |
| 5 | **Project Location:** South Star Lake Road, from Military Road South to 42nd Ave S<br>Answer the following questions if applicable:<br>**b.** Crossroad/landmark nearest to beginning of project: Military Road South<br>*(Identify landmark if no crossroad)*<br>**c.** Crossroad/landmark nearest to end of project: 42nd Ave South<br>*(Identify landmark if no crossroad)* |
| 6 | **Map:** Include an 8½" x 11" legible vicinity map (if applicable) with completed application form.<br>*If unable to send map electronically, provide separately by fax or mail.* |
| 7 | **Federal Functional Classification Code** *(Select only one)*<br>*Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at (206) 587-5118.* |

| Rural Functional Classifications<br>("under 5,000 population")<br>(Outside the federal-aid urbanized and federal-aid urban areas) | Urban Functional Classifications<br>("over 5,000 population")<br>(Inside the federal-aid urbanized and federal-aid urban areas) |
|---|---|
| ☐ **00** Exception | ☒ **00** Exception |
| ☐ **01** Principal Arterial - Interstate | ☐ **11** Principal Arterial – Interstate |
| ☐ **02** Principal Arterial | ☐ **12** Principal Arterial – Expressway |
| ☐ **06** Minor Arterial | ☐ **14** Principal Arterial |
| ☐ **07** Major Collector | ☐ **16** Minor Arterial |
| ☐ **08** Minor Collector | ☐ **17** Collector |
| ☐ **09** Local Access | ☐ **19** Local Access |
| ☐ **21** Proposed Principal Arterial – Interstate | ☐ **31** Proposed Principal Arterial – Interstate |
| ☐ **22** Proposed Principal Arterial | ☐ **32** Proposed Principal Arterial – Expressway |
| ☐ **26** Proposed Minor Arterial | ☐ **34** Proposed Principal Arterial |
| ☐ **27** Proposed Major Collector | ☐ **36** Proposed Minor Arterial |
| ☐ **28** Proposed Minor Collector | ☐ **37** Proposed Collector |
| ☐ **29** Proposed Local Access | ☐ **39** Proposed Local Access |

***NOTE:*** ***Federally Funded Projects****. A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".*

***Examples of Exceptions:***

- *Any bicycle and/or pedestrian project.*
- *Projects not on a roadway and using CMAQ or other funds*
- *Any transit project, including equipment purchase and park-and-ride lot projects.*

## PROJECT EVALUATION INFORMATION

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

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

## PROJECT EVALUATION: PART 1

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

☐ Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*

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

## SECTION A: CENTERS

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

**Please explain how your project addresses the following:**

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

## SECTION B: CONNECTING CORRIDORS

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

**Please explain how your project addresses the following:**

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

Star Lake Road serves a high-density residential neighborhood between the cities of Federal Way and Kent. Most of the roadway has only a one to two foot wide paved shoulder with ditches for drainage. Several areas of the road are marked by vertical and horizontal curves which limit sight distance. Portions of the road provide access to many private driveways connecting along the road.

Within the vicinity are several Park and Ride Lots, bus stops and a future freeway flyer stop, but the lack of pedestrian walking facilities makes accessing them difficult or unsafe.

This project will take the first step in connecting the neighborhood with walkways to the major transit Park and Ride and Transit Flyer Stop at I-5 and S. 272 St.

The primary aim of this project is to address "missing links" in the pedestrian facilities along Star Lake Road and provide a safe and continuous walking surface. Following completion of this project, all pedestrian "missing links" should be addressed.

With a safe walking facility, people would be more inclined to walk or bicycle rather than drive to their destinations. This would improve traffic flows on the Star Lake Road. Better pedestrian facilities would be especially beneficial for transit users using the major transfer point at I-5, whereby their trip would not require a car.

With the improvement of Star Lake Road, this roadway will likely be built out to its maximum standards, and it will be unlikely to need future transportation treatments other than regular maintenance. The incentive for pedestrian travel on the improved sidewalks and the easy access to major transit facilities could cause an increase in transit ridership.

## SECTION C: PROJECT READINESS

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

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

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

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf

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

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

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

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

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

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

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

Not yet completed - Section 106 Concurrence.

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

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

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

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

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

Not needed g. Relocation Certification, if applicable.

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

Not yet completed h. Engineer's Estimate.

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

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

All work is expected to be within the existing road ROW

## Section D: Financial Plan

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

**Guidelines:**

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

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

**Table A: Funding Requested from Non-Motorized Program**

| Phase | Estimated Obligation Date by Phase (mm/dd/yy) | Federal Funding Source (enter either STP or CMAQ; choose only one) | Federal Funds Amount |
|---|---|---|---|
| CN | 01/01/09 | STP | $616,312 |
| | | | $ |
| | | | $ |
| | | **Totals:** | $616,312 |

**Table B: Existing Secured Funding**

| Phase | Estimated | Source | Amount |
|---|---|---|---|

| | Obligation* date by Phase (mm/dd/yy) | | |
|---|---|---|---|
| DESIGN | 06/01/08 | LOCAL | $95,000 |
| DESIGN(cont) | 01/01/09 | LOCAL | $47,500 |
| CN | 04/01/09 | LOCAL | $191,188 |
| | | | $ |
| | | | $ |
| | | **TOTAL:** | $333,688 |

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

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

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---|---|---|---|
| | | | |
| | | | $ |
| | | | |
| | | | |
| | | | |
| | | **TOTAL:** | |

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

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

| Phase | Total estimated cost | Phase | Scheduled completion date (mm/dd/yy) |
|---|---|---|---|
| Planning: | $ | Planning: | |
| Preliminary Engineering/Design: | $142,500 | Preliminary Engineering/Design: | 03/31/09 |
| Right of Way: | $0 | Right of Way: | 03/31/09 |
| Construction: | $807,000 | Construction: | 12/30/09 |
| Other (Specify): | | Other (specify) : | |
| Total Project Cost: | $950,000 | Estimated date of completion (i.e. open for use) | 12/30/09 |

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

The entire project can be completed if requested funding is obtained

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

## SECTION E: JOINT OPPORTUNITIES

**Please explain how your project addresses the following:**

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

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The City of Federal Way has a planned project to widen Military Road from Star Lake Road S to S 288 St. This project would construct sidewalks that tie directly to the Star Lake Road project.

Without the completion of the South Star Lake Road sidewalk project, there will continue to be gaps and missing links in the area's pedestrian sidewalk system. It will be harder to make a modal shift to walking without adequate sidewalks.

## SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. IMPORTANT: Provide specific citations and a copy of the appropriate pages and include dates of adoption.

Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

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supportive facilities consistent with the capital and service strategies in the Six-Year Transit Development Plan.

Transit and Land Use
T-110 King County and local cities should adopt transit supportive road design standards, site access guidelines and land use regulations to promote transit use, high-density development, mixed uses and reduced parking in the Urban Growth Area. Site design should stress connectivity with adjacent neighborhoods and other land uses via transit, pedestrian and other nonmotorized facilities.

T-111 Transit centers and park-and-ride lots should include safe and convenient access for buses, high-occupancy vehicles, pedestrians and bicycles to minimize conflicts with other traffic. Mixed land uses should be encouraged at transit centers and park-and-ride lots to meet passenger and commuter needs and reduce vehicle trips. Park-and-ride facilities should be designed with consideration of the most efficient use of land.

T-112 King County supports transit-oriented development in transit corridors. King County shall encourage public/private partnerships to propose opportunities for joint transit-oriented development. Such developments should provide priority access for transit, pedestrians, bicyclists, car and van pools and other alternatives to single-occupant vehicles.

Nonmotorized Transportation
T-317 Efforts should be made to improve nonmotorized transportation countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel. These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.

T-318 King County should evaluate and implement, where appropriate, nonmotorized transportation when general transportation improvements are made, including road construction, reconstruction, subdivision development and development of new transit systems.

T-322 King County should seek to improve pedestrian safety both within residential areas and at arterials near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety improvements should include adequate signage, markings and signalization where warranted. To foster safe walking conditions for students, King County should continue the School Pathways Program.

**Consistency with the REGIONAL PLAN -- VISION 2020 Policies**
The following policies show the Regional Plan's support for pedestrian projects and improvements, such as those submitted in this application.

RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

T-8.1 Develop and maintain efficient, balanced, multi-modal transportation systems which provide connections between urban centers and link centers with surrounding communities by:
a. Offering a variety of options to single-occupant vehicle travel;
b. Facilitating convenient connections and transfers between travel modes;

c. Promoting transportation and land use improvements that support localized tripmaking between and within communities;
d. Supporting the efficient movement of freight and goods.

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT-8.19 Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.

RT-8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

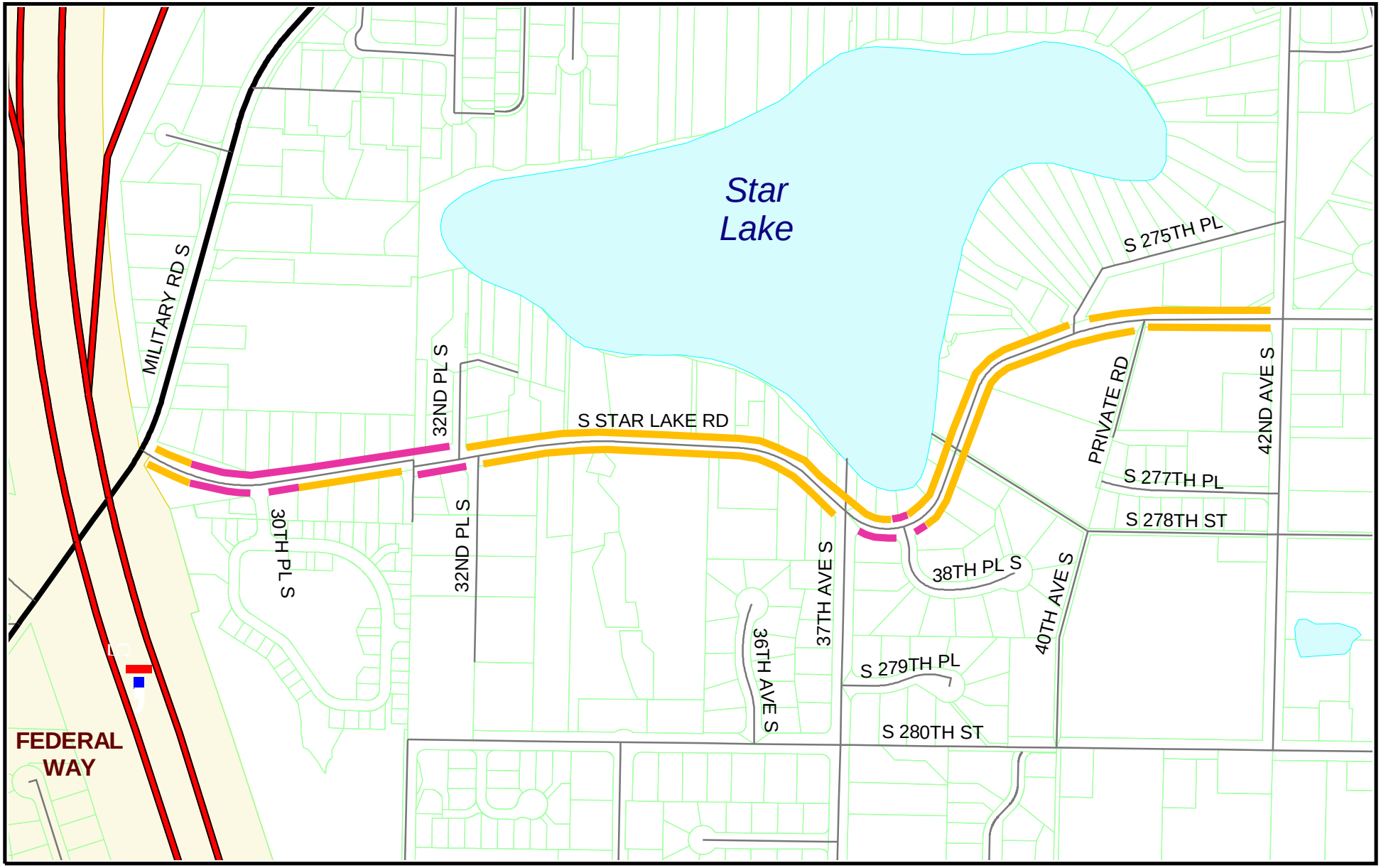
RT-8.38 Support opportunities to redevelop the road system as multi-modal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

## SECTION G: AIR QUALITY

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

**Describe how your project will reduce emissions.** Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

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




# S Star Lake Road

Unimproved shoulders
Improved walkways
Streets
Parcels

N

100 0 100 200 Feet

March 23, 2004

**King County**
Department of Transportation
Road Services Division
**Traffic Engineering Section**

File Name: TDB \\rds-nt-seattle\neigh-ped\arcview\star_lake.apr

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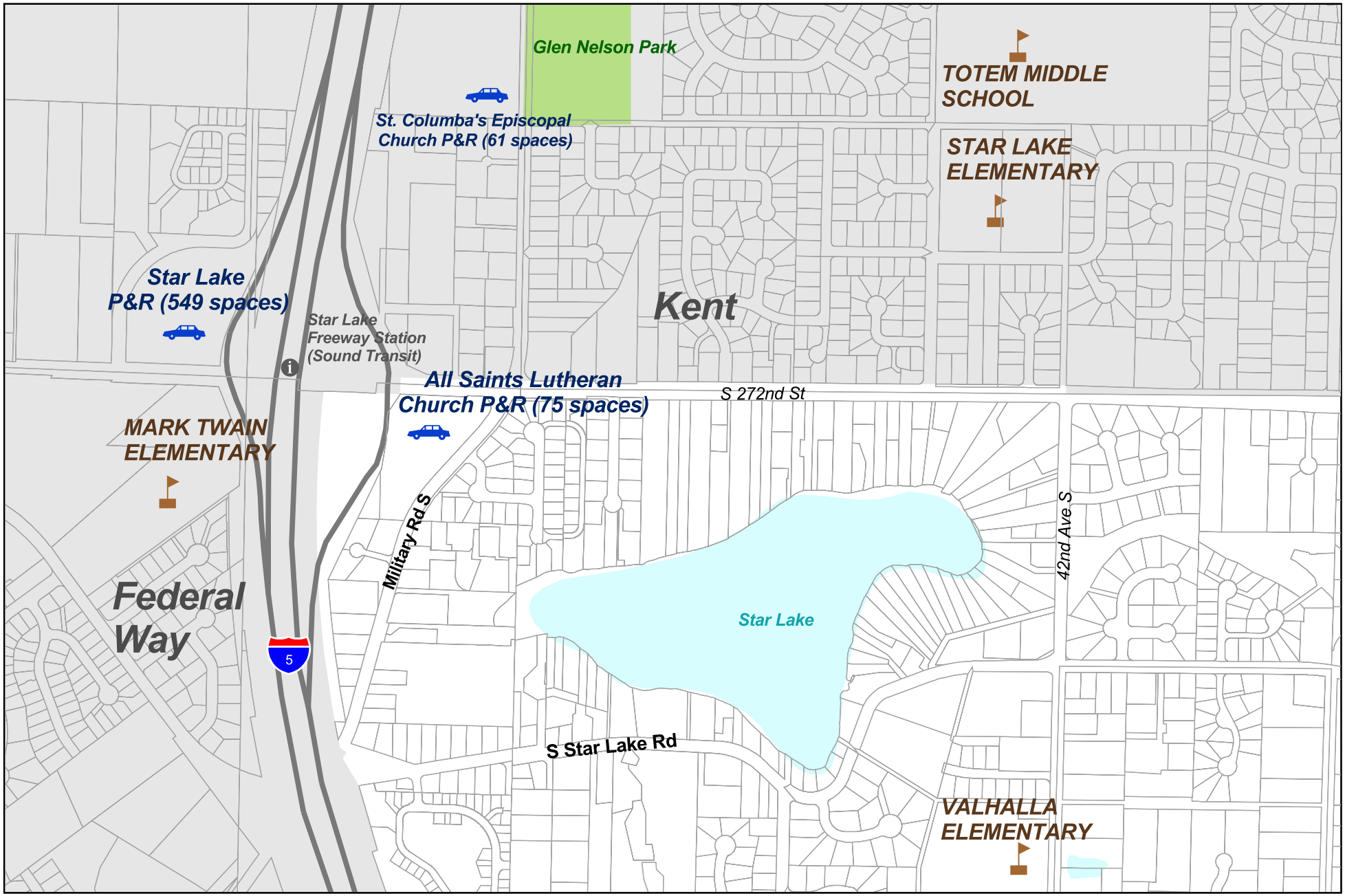


# South Star Lake Road Vicinity

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- King County School Sites
- Point of Interest
- King County Metro Park and Ride Lots
- Parks
- Rivers and Lakes

King County

May 31, 2006

N

400 0 400 800 Feet

File Name: RC \\jabba\users\rcampeau\apr\paa.apr

*Pedestrian facilities are minimal on Star Lake Road*

*Narrow shoulders along sections of Star Lake Road*

*Narrow shoulders through the residential area*

*Narrow shoulders and sight distance problems*

rec'd 3/19/04

Gail Crabtree, President
Star Lake Improvement Club
P.O. Box 3114
Kent, WA 98092

March 11, 2004

Paulette Norman
King County Traffic Engineer
201 S. Jackson
Seattle, WA 98104

Dear Ms. Norman:

In the sixteen (16) months since we last corresponded we have been encouraged by traffic safety improvements in our neighborhood including the new turn lane at the intersection of Star Lake Road and Military Road and the installation of a traffic light at the intersection of 42nd Avenue South and South 272nd Street. Pedestrian safety remains a high priority for those of us in the vicinity of Star Lake. In order to document this concern, we are enclosing recently signed petitions.

We look forward to your response to these proposals. Any further questions for clarification may also be directed to the following Star Lake Improvement Club officers:

Gail Crabtree, President, (253) 852-1308
Jim Moffit, Secretary, (253) 639-0495
Mark Baughman, Treasurer, (253) 850-9630
Miriam Helgeland, Trustee, (253) 852-4167

Sincerely,

Gail Crabtree

Gail Crabtree

Enclosures: (1) Letter dated November 4, 2002
(2) Signed petitions, four (4) pages