

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

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

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

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

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

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

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project 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 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

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

PROJECT DESCRIPTION INFORMATION

1	<p>Project Title: East Lake Sammamish Trail (Master Planned) – Issaquah Segment <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i></p>
2	<p>Sponsoring Agency: King County Department of Transportation</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: Peter Heffernan</p> <p>Address: King County Department of Transportation, KSC-TR-0814, 201 S. Jackson Street, Seattle, WA 98104</p> <p>Phone: (206) 684-1812</p> <p>Fax: (206) 684-2111</p> <p>E-Mail: peter.heffernan@kingcounty.gov</p>
4	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p><u>East Lake Sammamish Trail – Issaquah Segment</u> is Phase 2 of the “Master Planned” East Lake Sammamish Trail (ELST). The project proposes to develop a 2-mile-long paved and soft-surface regional trail and related improvements within the City of Issaquah as the second phase of the master planned trail. The trail will be constructed between NW Gilman Boulevard in central Issaquah northwest to the city’s north boundary near SE 43rd Way along an abandoned railroad corridor. The project will include:</p> <ul style="list-style-type: none"> ○ Construction of a 12-foot-wide paved regional trail with soft-surface (gravel) shoulders; ○ Related earthwork; ○ Drainage improvements related to the trail; ○ Retaining walls and other site improvements; ○ Landscaping and fencing; and ○ Access and traffic control (bollards, striping, signage, etc.) <p>The project is a component of the 10.33-mile-long Master Planned East Lake Sammamish Trail linking downtown Issaquah (south) with the Redmond Urban Growth Center (north). The Master Planned ELST will be the “full” buildout of the trail and will replace the existing soft-surface “Interim” ELST along a similar alignment.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The ELST will provide a paved multi-use trail for bicyclists, pedestrians, and others between cities within the Urban Growth Area – Issaquah, Sammamish, and Redmond (regional urban center). The trail will provide an off-road facility and route as a nonmotorized alternative to surrounding congested arterials. As a result, the project will promote nonmotorized access to employment, retail, and recreation centers within the city of Issaquah as well as provide regional link with Redmond, Sammamish, and other cities and regional growth centers as an important component of the Regional Trails System.</p>

The Issaquah segment of the ELST is part of the expanding Regional Trails System (RTS) that provides a network of off-road, multi-use, nonmotorized transportation facilities used by thousands of bicyclists, pedestrians, and others daily for commuting to work or school, local travel, and recreation. The existing RTS now comprises approximately 300 miles of alternative transportation corridors. The ELST is among the most significant of these due to its strategic location within King County, its length, and its connections via urban centers, city centers, and many land uses (residential, commercial, retail, professional, institutional, government, historic districts, and recreation areas). The ELST extends the Burke-Gilman and Sammamish River Trails to create a 42-mile regional alternative transportation corridor stretching from Seattle to Issaquah and beyond to the Cascades. This project is an important part of that extension.

The Issaquah segment of the ELST will provide many direct local benefits, including providing the spine of Issaquah’s nonmotorized network of trails and road improvements. The ELST will link with other regional trails that intersect within the city, including the Issaquah-Preston, Pickering, Sammamish, and planned I-90 and Cedar-Sammamish trails. The trail will provide numerous connections with arterials and city streets. The ELST in Issaquah will be an important urban trail linking land uses and activities throughout the city. As such, the trail will safety accommodate a variety of users groups such as bicyclists, pedestrians, runners, skaters, wheelchair users, and others of varying ages, skill levels, and circumstances.

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Project Location: City of Issaquah; abandoned BNSF rail corridor.

Answer the following questions if applicable:

- b. Crossroad/landmark nearest to beginning of project: NW Gilman Boulevard
(Identify landmark if no crossroad)
- c. Crossroad/landmark nearest to end of project: North City Boundary, Near SE 43rd Way
(Identify landmark if no crossroad)

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Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form.
If unable to send map electronically, provide separately by fax or mail.

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Federal Functional Classification Code *(Select only one)*

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..

Rural Functional Classifications

(“under 5,000 population”)

(Outside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial

Urban Functional Classifications

(“over 5,000 population”)

(Inside the federal-aid urbanized and federal-aid urban areas)

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

<input type="checkbox"/> 27 Proposed Major Collector	<input type="checkbox"/> 34 Proposed Principal Arterial
<input type="checkbox"/> 28 Proposed Minor Collector	<input type="checkbox"/> 36 Proposed Minor Arterial
<input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 37 Proposed Collector
	<input type="checkbox"/> 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.

The ELST will support multiple centers including access to downtown Issaquah and the regional Redmond Urban Center. The current project also directly benefits the City of Issaquah by providing an alternative transportation corridor and many important local connections. The trail will provide alternative access to downtown Issaquah, linking residential areas with the city’s retail core, historic district, and regional and local recreations facilities. This segment of the ELST will create a multi-use path that will encourage bicycle, pedestrian, and other nonmotorized travel modes within the increasingly auto-congested city center. The project will link residential areas with employment, retail, commercial, government, and recreation centers within Issaquah.

The Issaquah segment of the ELST will be a component of the Regional Trails System in King County. The project is part of the “Locks to Lakes” regional trail corridor stretching from Shilshole Bay at Puget Sound to downtown Issaquah. In addition, the project enables connections east toward the Cascades via the Issaquah-Preston Trail, south through Issaquah via the Rainier Trail, and west via future planned developments of regional trails within the I-90 corridor. Because the ELST will extend the most popular and well-traveled regional trail corridor and provides important regional connections, it is anticipated that the trail will facilitate between 2,000-4,000 daily user trips when complete (Page 1-3, East Lake Sammamish Trail Draft EIS, 2005). The Burke-Gilman and Sammamish River Trails, which the ELST will extend, were found to have approximately 3,300 users per day in counts conducted in May, 2005 (Moritz/King County, 2005). This was a 10 percent increase in use over the five-year period from 2000. Up to 47 percent of weekday users on a Seattle segment and 33 percent of users on a Lake Forest Park segment were commuting to/from work or school. Daily use and growth in use of the project would be expected to be consistent with the Burke-Gilman and Sammamish River Trails when the Master Planned ELST is completed.

The Regional Trails System is an increasing popular and convenient network for nonmotorized travel. Most use combines purposeful activities such as commuting to work/school, shopping, and intra-community travel with active recreation. The system is recognized as an important nonmotorized component of the metropolitan transportation system used by a wide range of user types for many purposes. The project will expand the Regional Trails System and nonmotorized opportunities, locally and regionally.

Many people will benefit from the construction of the Issaquah segment of the ELST. The project can be used for bicycling - all skill levels, walking, strolling, jogging, skating, and other active uses. The project is intended to provide opportunities for many uses, including bicycle commuting, recreational bicycling, regional hiking, walking between residences and businesses or retail, lunch-time walking or other active recreation, access between adjacent land uses and community and recreation facilities, active tourism, and other uses. Similar to other trails in the Regional Trail System, Issaquah’s segment of the ELST will be used by thousands of people for many purposes. Residents, employees, students, tourists, and others will use the trail on a regular basis.

The trail provides access to many land uses, including multifamily residential, low density residential, retail, commercial, and community facilities. Running into the center of Issaquah, the trail links Issaquah's historic "Olde Town" district via a connection with the Rainier Trail and with NW Gilman Boulevard and Front Street. In addition, the trail passes through Issaquah's main retail district west of East Lake Sammamish Parkway SE and continues to SE 43rd Way. SE 43rd Way provides a connection to residential areas in the North Issaquah and Providence Point subareas as well as within the City of Sammamish. Toward Lake Sammamish the trail abuts and connects to Lake Sammamish State Park. The trail also provides a convenient bike and pedestrian route under I-90 and connects to other regional trails running west, south, and east. As a result of its central location and access to such diverse land uses, the trail is ideally suited for a wide range of users of all age groups, economic status, living circumstances, and interests.

- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.

The construction of the Issaquah segment of the ELST will complete the second phase of the development of the ELST. Construction on the northerly Redmond segment of the trail (Phase 1) will be initiated in 2009, followed by the construction of the proposed project - Issaquah segment – Phase 2. The Issaquah phase will provide important urban connections while also continuing the ongoing buildout of the trail. The Issaquah segment will develop the paved trail between NW Gilman Boulevard and SE 43rd Way, creating a continuous off-road nonmotorized connection between important off-road and on-road routes. The trail will connect at Gilman Boulevard with the city's Rainier Trail, a paved trail through the historic district and downtown. The trail will also connect with the paved Issaquah-Preston Trail, which continues east to Issaquah Highlands and High Point and eventually Preston and Snoqualmie. The proposed project will also connect with the Pickering Trail and Sammamish Trails to the west and with the future I-90 Trail in Issaquah and Bellevue. All of these connections are part of the King County Regional Trails System.

On-road connections will be made with NW Gilman Boulevard providing access west to the Issaquah Park & Ride and retail/commercial areas. NW Gilman Boulevard also continues east to Front Street, the city's main commercial street through the historic town center. Multiple connections with nearby East Lake Sammamish Parkway SE and to streets will be provided along the 2-mile length of the project. The project crosses SE 56th Street, providing access west to Pickering Place and other nearby retail/commercial centers as well as Lake Sammamish State Park. At the north end of the project there will be a nonmotorized link at the intersection of SE 43rd Way at East Lake Sammamish Parkway SE via a new road roundabout. Trail users will be able to cross East Lake Sammamish Parkway SE and continue up to the Sammamish Plateau by this route. In the future a new regional trail (East Plateau Trail) will also connect with the project at this location. This junction with SE 43rd Way will provide a regional connection to residential areas on the Sammamish Plateau and City of Sammamish commercial center.

Overall, the ELST will provide the backbone for regional trail development in this area, and the proposed 2-mile Issaquah segment will complete numerous local and regional connections.

- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.

The proposed project will improve the overall efficiency of the RTS, regional and local nonmotorized connections, and the East Lake Sammamish Parkway SE corridor. The Issaquah segment of the ELST will be an important phase of the development of the trail as well as the "Locks to Lakes" regional trail corridor. The construction of the project is critical to the overall viability, efficiency, and efficacy of the RTS in King County. The project makes important local nonmotorized connections, but its larger value will be as a strategic center of regional connectivity. The project lies along a north-south nonmotorized corridor that will interconnect the other important regional trails reaching out to other parts of the county: the ELST will continue north to Sammamish, Redmond, and Seattle; to the east the East Plateau and Issaquah-Preston trails will link the Sammamish Plateau and Mountains-to-Sound Greenway; to the south the Rainier and Cedar-Sammamish trails

will link with historic Issaquah, Renton, and south King County; and to the west, the I-90 Trail will complete a link back to Bellevue and Seattle. The Issaquah segment of the ELST is where all of these regional trails will meet.

The project will also improve the efficiency of the area's arterials and streets. The project will improve the East Lake Sammamish Parkway SE corridor between Gilman Boulevard and SE 43rd Way. As a dedicated facility for bicyclists and pedestrians, the project will offer a nonmotorized alternative to using East Lake Sammamish Parkway SE, which is highly congested with vehicle traffic. The project is located generally parallel to this regional road. Morning and evening peak-hour levels of service at East Lake Sammamish Parkway SE at Issaquah-Fall City Road SE are LOS E and F, respectively. The intersection of East Lake Sammamish Parkway SE at SE 56th Street operates at LOS D in both morning and evening peak hours. The Parkway presently has limited nonmotorized facilities, and, although some experienced bicyclists would be expected to continue to use the Parkway, the project will create a nearby off-road, multi-use, nonmotorized facility that will provide an alternative to the road. As a result, the project will substantially reduce future nonmotorized use of the Parkway and thereby reduce congestion within the road corridor. The ELST will provide many connections to East Lake Sammamish Parkway SE, so the trail will offer a convenient, less congested, and safer option for bicycle and pedestrian mobility.

The project will encourage alternative transportation and reduce vehicle trips within the corridor. Because the East Lake Sammamish Trail will link all major regional trails, roadways, arterials, land uses, and activities within the corridor while offering convenient connections to East Lake Sammamish Parkway SE, the project offers an excellent active transportation alternative to vehicle use. The result should be an overall reduction in local vehicle trips within the corridor and into Issaquah. In addition, because the ELST will be an integrated component of the RTS, specifically linking Issaquah with Sammamish, Redmond, and other Eastside cities, the trail will encourage nonmotorized commuting between cities.

As a critical component of the RTS, the project will expand the network of off-road regional trails. This system is ideal for regional nonmotorized travel and the expansion of these facilities promotes alternative mobility regionwide. Every important link and/or connection completed improves the efficiency and use of the network for multiple purposes, reducing the overall need for motorized transport.

- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

The project proposes an addition to the RTS, which is a growing network of off-road, multi-use, nonmotorized facilities that is planned to access most areas of King County. As a segment of the RTS, the project has been planned and designed to remain an important and viable transportation facility for decades. The RTS is developed to facilitate millions of uses per year and implements best engineering practices, including trail design, road and intersection design, site and drainage improvements, access and traffic control, landscaping, and security. The project is intended to be durable and well designed for its intended use. The Issaquah segment of the ELST will be constructed to the same guidelines used throughout the RTS, which are based on current American Association of State Highway and Transportation Officials (AASHTO) recommendations.

The RTS provides a sustainable network of routes that can be used now and in the future for active transportation without significant dependency on fossil fuels or non-sustainable inputs. The project inherently promotes sustainability by the facilitation of nonmotorized mobility within an urban area characterized by a demand for alternative transportation facilities in the presence of increasingly congested and unsustainable motorized routes. The project will be paved for longevity, broad utility, and ease of maintenance. As an open space corridor and active-use trail, the project requires no significant ongoing energy input and will create no significant pollutants, including air contaminants.

The project will be constructed to last for many decades and addresses all identified potential environmental

impacts. The project has undergone an extensive environmental review process. Draft and final NEPA EIS documents have been completed based upon many technical disciplinary studies and reports. Project design recognizes environmentally sensitive areas and incorporates elements to reduce impacts to these features. In addition, mitigation measures have been identified and will be implemented to minimize any impacts not addressed through project design.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS

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

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

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

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

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

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

It is recognized 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:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS). (EIS – awaiting WSDOT approval, Submitted Aug. 2007; estimated approval summer 2009)

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).

Already completed e. Right of way certification.

Already completed 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 needed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc. (**Army Corps of Engineering, HPA, and other permits by December 2009**)

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.

Permits are being sought for each individual phase of the development of the ELST. All permits for Issaquah phase anticipated secured by 12/31/09.

Section D: Financial Plan

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

Guidelines:

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

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

Table A: Funding Requested from Non-Motorized Program

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Construction	6/1/2010	CMAQ	\$975,000
Totals:			\$975,000

Table B: Existing Secured Funding

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

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Construction	6/1/2010	King County Parks Expansion (Regional Trails) Levy	\$10,598,080
TOTAL:			\$10,598,080

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

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

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0.00	Planning:	Completed
Preliminary Engineering/Design:	\$0.00	Preliminary Engineering/Design:	5/1/2010
Right of Way:	\$0.00	Right of Way:	Completed
Construction:	\$11,573,080	Construction:	12/15/2011
Other (Specify) N/A:	\$0.00	Other (specify) N/A:	N/A
Total Project Cost:	\$11,573,080	Estimated date of completion (i.e. open for use)	12/15/2011

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%):

Construction will be fully completed if requested funding is obtained; 30% design is completed and currently working on 60% design documents.

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.

N/A

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe

the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

The project will incrementally expand the Regional Trails System, a publicly funded network of off-road, multi-use, nonmotorized facilities. As such, the project will be expected to benefit other segments of the system. For example, the development of the Issaquah segment of the ELST will have a positive benefit on other surrounding regional trails projects such as the ELST overall – Redmond and Sammamish segments and existing and proposed regional trails in Issaquah, such as the SR-900 (Cedar-Sammamish Trail) pedestrian bridge over I-90. It will also enhance use of future trail segments including the I-90 Trail (Bellevue/Issaquah), Issaquah-Preston Trail, Cedar-Sammamish Trail, and East Plateau Trail (Laughing Jacobs connector). These trails either now connect to the “Interim” ELST or will connect to the “Master Planned” ELST in the future. Issaquah, Bellevue, King County, and other jurisdictions are currently funding, seeking funding, or long-term programming for these connecting projects.

Loss of the ELST corridor is possible without current project funding. The existing “Interim” ELST is conditioned upon the development of the “Master Planned” ELST. A condition of the EIS process approved and overseen by WSDOT for the Interim ELST is that the Master Planned ELST would be developed to replace it by 2015 or the corridor would revert back to non-trail use. It is generally understood that most of the Master Planned ELST must be completed and mitigation measures implemented by this date or the corridor will be lost to regional trail use. King County is committed to the ongoing development of the new facility in order to meet this commitment. Development must proceed steadily to meet this deadline, however. Requested grant funding will ensure that the Issaquah segment of the trail is completed on schedule to meet this requirement.

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.

The Master Planned ELST is an important component of King County's Regional Trails Needs Report (RTNR – 2008), Regional Trail Inventory and Implementation Guidelines (2004), King County Nonmotorized Plan (1993), and Regional Trails Plan (1992). The trail was also identified in the County's first trails plan, the Urban Trails Plan (1971).

The Master Planned ELST has been in planning, design, and permitting in various phases for more than a decade. King County acquired the abandoned railway corridor during the mid-1990s. Since acquisition, a “master planned” trail plan and design has been created that will develop a paved regional trail with related facilities such as parking, restrooms, site improvements, traffic and access control, etc. Prior to the completion

of the master planned trail the County designed and constructed an “interim” trail on the alignment to establish nonmotorized use of the corridor. The Interim ELST is a soft-surface (gravel) facility that partially implements the Master Planned ELST. The Interim ELST was opened to the public in 2006. Work continued on the design of the Master Planned ELST and it is now being constructed in phases – Redmond, Issaquah, and Sammamish.

Throughout the planning and design of the Interim and Master Planned ELST, the County has relied upon the guidance of a dedicated citizens’ advisory group (CAG). The County has also completed many public meetings, open houses, and hearings throughout the planning, design, and environmental review processes. The project has been reviewed by the public, stakeholders (e.g., adjacent property owners), tribal authorities (e.g., Muckleshoot Tribe), local governments (e.g., Issaquah, Redmond, Sammamish), WSDOT, FHWA, and others. Two separate EIS processes and related studies were completed for Interim and Master Planned trails. Over the last decade, the ELST has undergone an extensive review and public outreach process that has guided planning and design. The Issaquah segment of the Master Planned ELST will be constructed based on these efforts.

Regional trails and the ELST are referenced in the 2008 King County Comprehensive Plan Update and other documents:

- *The Regional Trail System forms the backbone for county and other trails that reach broadly throughout the county from the north to south and east to west linking with trails, other counties, and the state. (Chapter 6, KCCP);*
- *King County shall complete a regional trails system, linking trail corridors to form a countywide network.... (Chapter 6, KCCP, P-106);*
- *ELS-2, East Lake Sammamish Trail Master MP-Construct Issaquah segment including trail, parking, and access improvements. (2008 RTNR);*
- *King County also has a countywide role in nonmotorized transportation. The regional trail network...includes facilities in cities and the unincorporated area. (Chapter 7, Transportation, King County Comprehensive Plan);*
- *1.2 Need for Project: The need for the Master Plan Trail is driven by three factors including: (1) the regional need for alternative transportation corridors between major business centers, (2) the need for non-motorized recreation trails to support a growing population, and (3) the need to make connections between other existing trails in the regional trails system.(p. 1-3, East Lake Sammamish Trail NEPA/SEPA Draft Environmental Impact Statement, Volume 1, 2005);*
- *1.2.1 Need for Alternative Transportation Corridors: Population growth of the east of Lake Sammamish has resulted in the development of new retail, commercial, and office centers at both the north and south ends of the project area. However, north-south linkages between these centers are constrained by both the natural and built environment. Traffic congestion has increased substantially in recent years on East Lake Sammamish Parkway and connecting arterial streets in Issaquah, Sammamish, and Redmond. Several intersections adjacent to the trail corridor experience high levels of traffic congestion, especially during peak periods. An alternative transportation corridor is needed to provide a commute option to the local roadways. (p. 1-3, East Lake Sammamish Trail NEPA/SEPA Draft Environmental Impact Statement, Volume 1, 2005);*
- *1.2.2 Need for Non-Motorized Recreational Trails: The increase in population has put pressure on existing recreational facilities in the area. Furthermore, the existence of other trails and parks in the area attracts many recreational users and heightens the demand for additional facilities suitable for walkers, runners, wheelchair users, bicyclists, in-line skaters, and equestrians of all ages and skill levels. Demand for passive recreation opportunities and access to Lake Sammamish from existing publicly owned property is also increasing. Approximately 2,000 to 4,000 users are anticipated to use the proposed East Lake Sammamish Master Plan Trail on a peak day, based on user counts from the nearby Sammamish River Trail. Daily recreational use is expected to be lower during inclement weather and shortened daylight hours. However, commuter use is expected to remain fairly constant throughout the year. A trail is needed to accommodate the expected range of users in a safe manner. (p. 1-3, East*

Lake Sammamish Trail NEPA/SEPA Draft Environmental Impact Statement, Volume 1, 2005).

The Master Planned ELST is also recognized in the City of Issaquah Comprehensive Plan:

- *Figure 1, Land Use Designation Map* – trail corridor is shown as Community Facilities. (11/3/08);
- *Figure 7, Nonmotorized Corridors 2008-2028* – trail corridor (w/ Interim Trail) is mapped as Existing Shared Use Facility. (11/3/08);
- *Figure 14, Recreational Trail and Non-Motorized Transportation Corridor Map* – trail corridor is shown as Proposed East Lake Sammamish Trail and designated as Off-Street Bicycle/Pedestrian Multi-Use Path. (2003);
- *The Recreation Trail system overlaps components of the Non-Motorized Trail System....The intra-city trails are the basis for the creation of a pedestrian-oriented community where walking and riding bicycles are safe and convenient methods of recreational travel throughout the city...These trails also link with the King County Regional Trail System, including the Issaquah-High Point Trail and the proposed East Lake Sammamish Trail and the proposed East Plateau Connector Trail (also known as the Laughing Jacobs Creek Trail).* (p. V2P-60, Parks, Recreation, Trails, and Open Space Element).
- *Proposed Nonmotorized Corridor Improvements (Through 2022), Nonmotorized Projects Listing: T-7, East Lake Sammamish Trail North City Limits to Gilman.* (Transportation Element)

The ELST is part of Destination 2030, the regional metropolitan transportation plan. East Lake Sammamish Trail is shown in D2030's Regional Bicycle and Pedestrian Implementation Strategy, Chap. 3. on Map 2, Planned Bike Lanes and Shared Use Paths, 2001-2010. The project is listed as Destination 2030 Project # 4038.

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.

The project is located within the East Lake Sammamish Parkway SE transportation corridor and generally parallel to the parkway, which is a regional road linking the cities of Issaquah, Sammamish, and Redmond and State Route 202 with I-90. The corridor experiences significant congestion. The Parkway presently has limited nonmotorized facilities, and, although experienced bicyclists use the arterial, the project will create a nearby off-road, multi-use, nonmotorized facility that will provide an alternative to it for those seeking a safe, efficient commute. As a result, the project will substantially reduce future nonmotorized use of the parkway and thereby reduce congestion within the corridor.

The project will also reduce vehicle trips and promote alternative transportation within the corridor. Because the East Lake Sammamish Trail will link all major regional trails, roadways, arterials, land uses, and activities within the corridor while offering convenient connections to East Lake Sammamish Parkway SE, the project offers an excellent active transportation alternative to vehicle use. The result should be an overall reduction in local vehicle trips within the corridor and into Issaquah. In addition, because the East Lake Sammamish Trail is an integrated component of the Regional Trails System, specifically linking Issaquah, with Sammamish, Redmond, and other Eastside cities, the trail will encourage nonmotorized commuting between cities. It is anticipated that the trail will facilitate up to 4,000 user trips per day (p. 1-3, DEIS, 2005). If, like the Burke-Gilman Trail in Lake Forest Park, this trail is similarly used for weekday bicycle commuting, the project may accommodate more than 1,300 daily commuter trips, thereby potentially reducing more than a thousand daily single-occupancy vehicle trips within the corridor.

Transit access to the Master Planned ELST is convenient within the project area. Public transportation routes converge in downtown Issaquah where the trail is located. Transit stops are clustered along East Lake Sammamish Parkway SE near SE 56th Street and NW Gilman Boulevard and Front Street. These areas are accessible by the trail. Routes 200, 209, 210, 214, 216, and 269 are most conveniently accessible. These routes serve a wide range of destinations. Access to the Issaquah Park & Ride at Renton-Issaquah Road (SR900) at NW Newport Way is also possible via these connections. The Park & Ride provides connections with other regional routes such as Sound Transit Routes 554 and 555, offering service to downtown Seattle, and Bellevue respectively. The location of the Issaquah segment of the Master Planned ELST will integrate with local and regional transit services to extend mobility between nonmotorized and transit modes. This is intended to be an important aspect of this urban trail segment and an important factor in selecting this segment for construction as phase 2 of the overall development of the ELST. Like its connectivity with area regional trails and arterials, the Issaquah segment of the ELST will increase connections to transit extending local and regional mobility options.

By offering increased access to nonmotorized and transit travel modes, the project will reduce dependency on single-occupancy vehicle use and thereby potentially reduce vehicle congestion and related emissions.

East Lake Sammamish Trail

Redmond

520

East Lake Sammamish Trail

Sammamish

Lake Sammamish

East Lake Sammamish Parkway SE

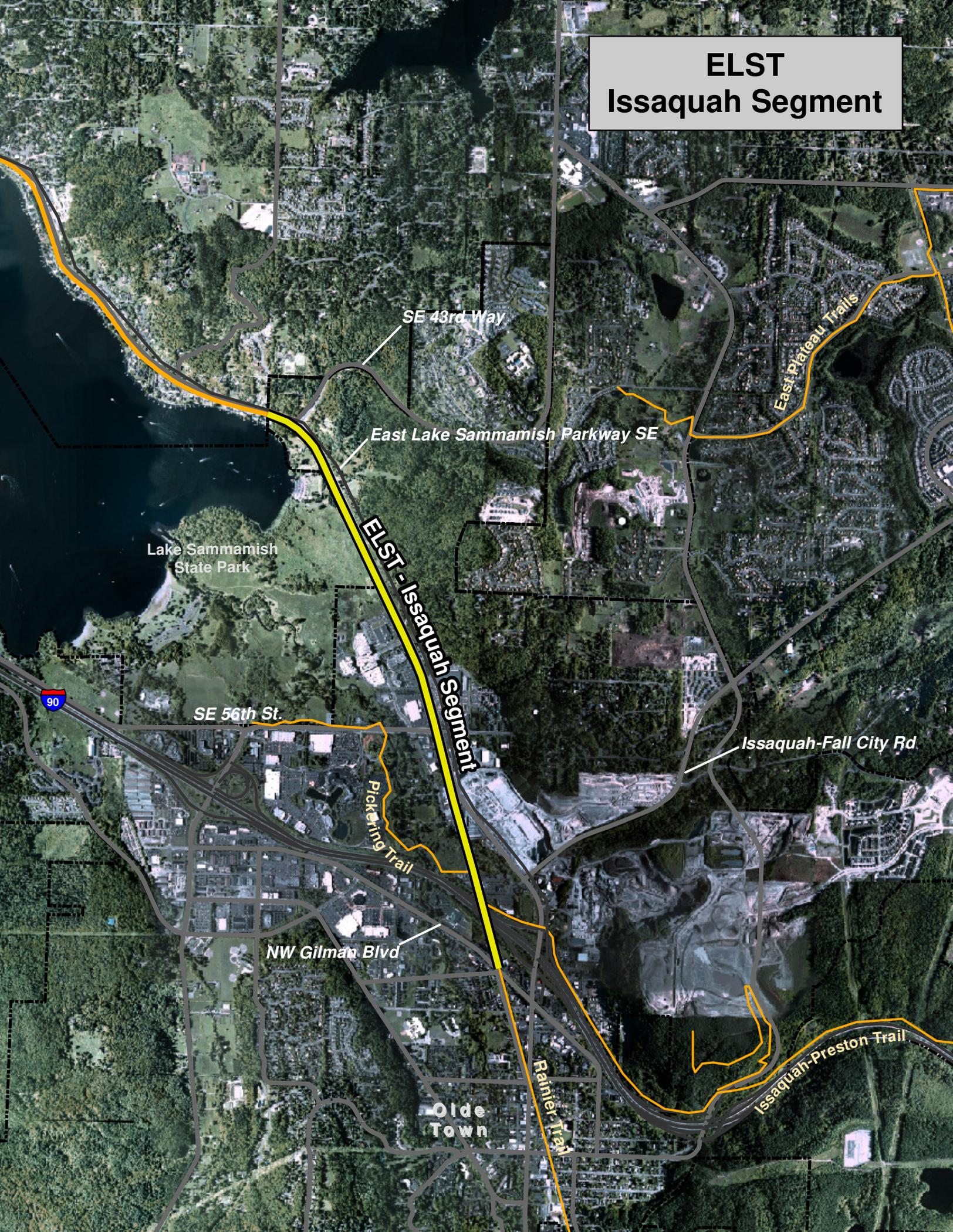
SE 43rd Way

90

Issaquah



ELST Issaquah Segment



SE 43rd Way

East Lake Sammamish Parkway SE

East Plateau Trails

Lake Sammamish State Park

ELST - Issaquah Segment

90

SE 56th St.

Issaquah-Fall City Rd

Pickering Trail

NW Gilman Blvd

Olde Town

Rainier Trail

Issaquah-Preston Trail



PO Box 1307, Issaquah, WA 98027
Ava Frisinger, Mayor
(425) 837-3020 / FAX (425) 837-3029
mayor@ci.issaquah.wa.us

May 14, 2009

Robert Foxworthy, AICP, Regional Trails Coordinator
Parks and Recreation Division
King County Department of Natural Resources and Parks
KSC-NR-0700
201 S. Jackson Street
Seattle, WA 98104

Dear Mr. Foxworthy:

The City of Issaquah strongly supports King County's efforts to develop the East Lake Sammamish Trail Master Plan, and the paving of the trail's segment through Issaquah. The Master Plan for the ELST identifies that when fully implemented, the ELST will be completed paved and create a regionally significant, sustainable off-road connection to neighboring cities from Issaquah to the Redmond Urban Center, and the "Locks to Lakes" trail corridor between Seattle and the Mountains to Sound Greenway.

The current project will pave the 2-mile segment of the ELST between NW Gilman Boulevard in downtown Issaquah to SE 43rd Way, an important route to the Sammamish Plateau. This section of trail is a vital link in the King County Regional Trail System and the backbone of our county's regional off-road multiple-use transportation network within the greater Issaquah and Sammamish area. The Issaquah segment of the ELST provides important local off-road nonmotorized connections while also enhancing regional mobility and reducing traffic congestion between two major commercial centers (one south and one north of Interstate 90). The existing gravel "Interim" trail that was opened in anticipation of the master planned trail is very popular with a variety of users. Constructing the master planned trail in Issaquah will create a paved, multi-use facility that will offer improved local commute opportunities and regional connections thereby attracting more users which furthers the goals of reducing personal vehicle use and reduction of pollution. Not constructing the Issaquah segment now may put the ELST in jeopardy, as the entire master planned trail must be completed by 2015 or the corridor will be lost.

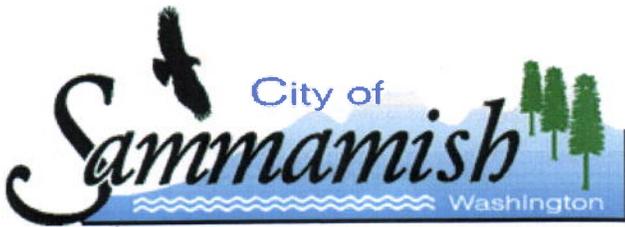
King County has worked diligently with the cities of Issaquah, Sammamish, and Redmond, WSDOT, FHWA, and nonprofit organizations to design, permit, and develop the trail. The project's federal environmental review is complete and final design is underway. The City looks forward to the completion of this project as an important link in the Regional Trail System.

We urge members of the project evaluation committee to select this important project for federal funding in the 2009 King Countywide STP/CMAQ Nonmotorized Grant competition.

Sincerely,

A handwritten signature in cursive script that reads "Ava Frisinger".

Ava Frisinger
Mayor



801 – 228th Avenue SE • Sammamish, WA 98075 • Phone: 425-295-0500 • Fax: 425-295-0600 • web: www.ci.sammamish.wa.us

May 14, 2009

Robert Foxworthy, AICP, Regional Trails Coordinator
Parks and Recreation Division
King County Department of Natural Resources and Parks
KSC-NR-0700
201 S. Jackson Street
Seattle, WA 98104

Dear Robert:

The City of Sammamish strongly supports King County's efforts to develop the East Lake Sammamish Trail Master Plan, and the trail's paved segment through Issaquah. The trail is a vital link in the King County Regional Trail System and the backbone of our county's regional off-road multiple-use transportation network. The Issaquah segment of the ELST will provide important local off-road non-motorized connections while also enhancing regional mobility and reducing traffic congestion. The existing gravel "Interim" trail that was opened in anticipation of the master planned trail is very popular with a variety of users. Now, constructing the master planned trail in Issaquah will create a paved, multi-use facility that will offer local commute opportunities and regional connections. Not constructing the Issaquah segment now may put the ELST in jeopardy, as the entire master planned trail must be completed by 2015 or the corridor will be lost.

The current project will construct the 2-mile segment of the ELST between NW Gilman Boulevard in downtown Issaquah to SE 43rd Way, an important route to the Sammamish Plateau. The project will fully develop the master planned trail within Issaquah and create a regionally significant, sustainable off-road connection to neighboring cities, to the Redmond Urban Center, and the "Locks to Lakes" trail corridor between Seattle and the Mountains to Sound Greenway. King County has worked diligently with the cities of Issaquah, Sammamish, and Redmond, WSDOT, FHWA, and nonprofit organizations to design, permit, and develop the trail. The project's federal environmental review is complete and final design is underway. We look forward to the completion of this project as an important link in the Regional Trail System.

We urge members of the project evaluation committee to select this important project for federal funding in the 2009 King Countywide STP/CMAQ Non-motorized Grant competition.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ben Yazici".

Ben Yazici
City Manager



May 12, 2009

Robert Foxworthy, AICP, Regional Trails Coordinator
Parks and Recreation Division
King County Department of Natural Resources and Parks
KSC-NR-0700
201 S. Jackson Street
Seattle, WA 98104

Dear Mr. Foxworthy:

The City of Redmond supports King County's efforts to develop the entire East Lake Sammamish Trail (ELST) Master Plan, including the segment through Issaquah. The Issaquah segment of the ELST is critical in providing an important nonmotorized link between Issaquah and Redmond, while also enhancing broader regional mobility and reducing traffic congestion. The existing gravel "interim" trail is very popular with a variety of users. Now, constructing the master planned trail in Issaquah will create a paved, multi-use facility that will offer local commute opportunities and regional connections for more types of trail users. Particularly in this section, where there are no bike facilities on the parallel East Lake Sammamish Parkway south of SE 43rd Way.

We understand this project will construct the 2-mile segment of the ELST between NW Gilman Boulevard in downtown Issaquah to SE 43rd Way. The project will fully develop the master planned trail in this section, and help create a regionally significant connection between Seattle and the Mountains to Sound Greenway. King County has worked diligently with many partners to design, permit, and develop the trail. We look forward to the completion of this project and full implementation of the ELST Master Plan.

We urge members of the project evaluation committee to select this important project for federal funding in the 2009 King Countywide STP/CMAQ Nonmotorized Grant competition.

Sincerely,

William J. Campbell
Director of Public Works
City of Redmond

Craig Larsen
Parks Director
City of Redmond

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Washington Wildlife and Recreation Coalition
Immediate Past President
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Karl Forsgaard (*), Attorney
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John Bauer (*), Attorney, Davis Wright Tremaine
Executive Director
Cynthia Welti (*), Mountains to Sound Greenway

DIRECTORS

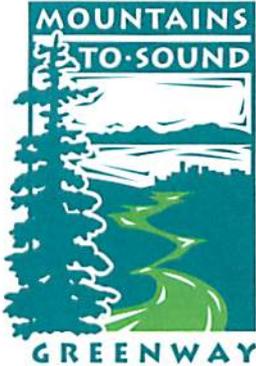
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Middle Fork Outdoor Recreation Coalition
Kevin Brown, Director
King County Park System
Joanna Buehler, Save Lake Sammamish
Friends of Cougar Mountain

Bonnie Bunning, Executive Director Parks & Administration
Washington State Department of Natural Resources
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Mt. Baker-Snoqualmie National Forest
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Partner, Davis Wright Tremaine
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Washington Trails Association
Doug MacDonald (X), Former Secretary of Transportation
Washington State Department of Transportation
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YarrowBay Group
Matt Mathison, CEO, Snoqualmie Indian Tribe
Judith Maxwell, Conservation Div., The Mountaineers
Doug McClelland (*), Asset Operations Manager
Washington State Department of Natural Resources

Dan McDonald, Principal Engineer
MWH Engineering
Gordon McHenry, Director Global Corporate Citizenship
The Boeing Company
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Cleve Pinna, Former Director (Retired)
Washington State Parks and Recreation Commission
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Janet Ray, Director Corp Communications
AAA Washington
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Heartland LLC
Floyd Rogers, Community at Large Representative
Dino Rossi (X), Former State Senator, 5th District
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Ron Sims (X), King County Executive

Peter Spiro (*), Technical Fellow
Microsoft Corporation
David Sturtevant, Vice President
CH2M HILL
Doug Sutherland (X), Commissioner of Public Lands
Washington State Department of Natural Resources
Maryanne Tagney Jones, Chair
Cascade Land Conservancy
Ted Thomsen, Issaquah Alps Trails Club
Kirk Thomson, Retired
The Boeing Company
Bill Vitek, Assistant Regional Administrator, NW Region
Washington State Department of Transportation
Don Whitehouse (X), Regional Administrator
Washington State Department of Transportation
Kathy Williams, Senior Vice President
HomeStreet Bank
(*): Executive Committee Member
(X): Ex-Officio (non-voting) Director



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Washington State Department of Natural Resources
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University of Washington
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Kittitas County
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Seattle Mariners
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Former Governor and US Senator
Phil Fordyce
Washington State Department of Transportation
Jim Franzel, District Ranger, Snoqualmie
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City of North Bend
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Sammamish City Council
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For Governor Christine Gregoire
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Alpine Lakes Protection Society (ALPS)
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Yakama Indian Nation
Kallin Min, Program Officer
The Bill & Melinda Gates Foundation
Ray Mullen, Snoqualmie Tribe
John Okamoto, Chief Administrative Officer
Port of Seattle
Ron Poonanen, Deputy Regional Administrator
Washington State Department of Transportation
Penny Peabody, Chair of Board of Trustees
Museum of History and Industry
Frank Pritchard
Seattle Community Leader
Ron Sher, Terronomics Development
Farris Taylor, Council Trustee
Issaquah Highlands

May 12, 2009

Robert Foxworthy, AICP, Regional Trails Coordinator
Parks and Recreation Division
King County Department of Natural Resources and Parks
201 S. Jackson Street, KSC-NR-0700
Seattle, WA 98104

Dear Robert:

The Mountains to Sound Greenway Trust strongly supports King County's efforts to develop the East Lake Sammamish Trail Master Plan and the trail's paved segment through Issaquah. The trail is a vital link in the King County Regional Trail System and the backbone of our county's regional off-road, multiple-use transportation network. The Issaquah segment of this trail will provide important local bicycle connections thus enhancing regional mobility and reducing traffic congestion. The existing gravel "Interim" trail that was opened in anticipation of the master planned trail is very popular with a variety of users. Now, constructing the master planned trail in Issaquah will create a paved, multi-use trail that will offer local commute opportunities and regional connections. Building the Issaquah segment will keep the East Lake Sammamish on track, as the entire master planned trail must be completed by 2015 or the corridor will be lost.

The Mountains to Sound Greenway Trust leads and inspires action to conserve and enhance the landscape from Seattle across the Cascade Mountains to Central Washington, ensuring a long-term balance between people and nature. A main Greenway goal is to create a connected regional trail system so that a hiker or biker may travel, safely off-road, from Puget Sound in Seattle and head east all the way across the state. Enclosed is a map detailing the gaps in these trail connections.

The current project will construct the 2-mile segment of the East Lake Sammamish Trail between NW Gilman Boulevard in downtown Issaquah to SE 43rd Way, an important route to the Sammamish Plateau. The project will fully develop the master planned trail within Issaquah and create a regionally significant, sustainable off-road connection to neighboring cities, to the Redmond Urban Center, the "Locks to Lakes" trail corridor between Seattle and the Mountains to Sound Greenway regional trail system.

We applaud King County staff for their ongoing, diligent work with the cities of Issaquah, Sammamish, and Redmond, WSDOT, FHWA, and nonprofit organizations including the Greenway Trust to design, permit, and develop the trail. The project's federal environmental review is complete and final design is underway. We look forward to the completion of this project as an important link in the Regional Trail System.

We urge members of the project evaluation committee to select this important project for federal funding in the 2009 King Countywide Nonmotorized Grant competition.

Sincerely,

Cynthia Welti
Executive Director

911 WESTERN AVENUE
SUITE 523
SEATTLE, WA 98104
PHONE 206.382.5565
VOLUNTEER LINE 206.812.0122
FAX 206.859.6733
INFO@MTSGREENWAY.ORG
WWW.MTSGREENWAY.ORG

Encl: Map: The I-90 Greenway Regional Trail System - It's time to fill the gaps



Robert Foxworthy, AICP, Regional Trails Coordinator
Parks and Recreation Division
King County Department of Natural Resources and Parks
KSC-NR-0700
201 S. Jackson Street
Seattle, WA 98104

Dear Robert:

On behalf of the Cascade Bicycle Club and our over 11,000 members, we are pleased to express our support for the development of the East Lake Sammamish Trail Master Plan, and the trail's paved segment through Issaquah. The trail is a vital link in the King County Regional Trail System and the backbone of our county's regional off-road multiple-use transportation network. The Issaquah segment of the ELST will provide important local off-road nonmotorized connections while also enhancing regional mobility and reducing traffic congestion. The existing gravel "Interim" trail that was opened in anticipation of the master planned trail is very popular with a variety of users. Now, constructing the master planned trail in Issaquah will create a paved, multi-use facility that will offer local commute opportunities and regional connections. Not constructing the Issaquah segment now may put the ELST in jeopardy, as the entire master planned trail must be completed by 2015 or the corridor will be lost.

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We urge members of the project evaluation committee to select this important project for federal funding in the 2009 King Countywide STP/CMAQ Nonmotorized Grant competition.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Ayers", written over a horizontal line.

Chuck Ayers
Executive Director
Cascade Bicycle Club

p: 206.522.3222

PO Box 15165

f: 206.522.2407

Seattle Washington 98115

e: info@cascadebicycleclub.org

www.cascade.org





May 12, 2009

Robert Foxworthy, AICP, Regional Trails Coordinator
Parks and Recreation Division
King County Department of Natural Resources and Parks
KSC-NR-0700
201 S. Jackson Street
Seattle, WA 98104

Dear Robert:

The Bicycle Alliance of Washington strongly supports King County's efforts to develop the East Lake Sammamish Trail (ELST) Master Plan, and the trail's paved segment through Issaquah. The trail is a vital link in the King County Regional Trail System and the backbone of our county's regional off-road multiple-use transportation network. The Issaquah segment of the ELST will provide important local off-road nonmotorized connections while also enhancing regional mobility and reducing traffic congestion. The existing gravel "Interim" trail that was opened in anticipation of the master planned trail is very popular with a variety of users. Now, constructing the master planned trail in Issaquah will create a paved, multi-use facility that will offer local commute opportunities and regional connections. Not constructing the Issaquah segment now may put the ELST in jeopardy, as the entire master planned trail must be completed by 2015 or the corridor will be lost.

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We urge members of the project evaluation committee to select this important project for federal funding in the 2009 King Countywide STP/CMAQ Nonmotorized Grant competition.

Sincerely,

A handwritten signature in black ink that reads "Dave Janis".

Dave Janis
Acting Executive Director

I. Parks, Recreation and Open Space

The Growth Management Act (GMA) requires cities and counties to identify open space corridors within and between Urban Growth Areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. The county's designation of open space includes those lands that are part of the King County open space system as well as state parks and natural resource conservation areas and federal wilderness areas in unincorporated King County (see land use map). The GMA states that counties are the providers of regional services and local rural services, while cities are the appropriate providers of local urban services. The Growth Management Act states that counties are the providers of regional services and local rural services, while cities are the appropriate providers of local urban services. As the regional government, King County manages a regional open space system of parks, trails, natural or ecological areas and working resource lands. While the cities are the managers of local park, trails and open space lands in the Urban Growth Area, King County will continue to be the provider of local park, trails and open space lands in the Rural Area.

Population growth and associated development in recent years have transformed the county's landscape as forested and open lands have been converted to urban uses resulting in the fragmentation of wildlife corridors, riparian habitat and the depletion of working resource lands and open vistas. The policies in this section provide guidance for the open space system of lands the county owns and manages to protect the health of natural systems, provide recreational opportunities, shape community character, and help sustain agriculture and forestry economics. Additional benefits of the open space and trail systems include providing transportation alternatives as well as health benefits from participation in outdoor recreation. Large forested parks and natural areas help maintain air quality. The policies also reinforce the county's focus on linking components of the open space system with a focus on the regional trail system.

Regional active and multiuse parks serve a countywide population and provide high-quality, highly developed facilities to support multiple events, large group gatherings and special events. Passive parks serve less formal, organized or intense activities. The Regional Trail System forms the backbone for county and other trails that reach broadly throughout the county from the north to south and east to west linking with trails of cities, other counties and the state. Local rural park sites provide for active and passive recreation close to home. Local trails provide recreation, circulation within the local community and access to the regional trail system.

P-105 King County shall provide regional parks and recreational facilities that serve users from many neighborhoods and communities. Regional parks include unique sites and facilities that should be equitably and geographically distributed.

X
P-106 King County shall complete a regional trails system, linking trail corridors to form a countywide network. King County will continue to primarily own the land necessary for the operation and management of the trail system.

P-107 King County should facilitate educational, interpretive and aquatic programs on county-owned properties that further the enjoyment, understanding and appreciation of the natural, cultural and recreational resources of the park system and the region.

P-108 King County should facilitate and seek regional and national programs and special events at regional sites and facilities.

2. Natural Areas (Ecological Sites)

The King County open space system includes many sites whose primary purpose is to conserve and restore ecological value. These sites may allow public use that does not harm the ecological resources of the site. These natural areas include many environmental features of King County's landscape, which play a role in protecting a diversity of vegetation and fish and wildlife important to the beauty and character of the region. King County will focus on linking natural areas to create regional open space corridors of greenways and waterways along the major river systems, shorelines, and the Mountains-to-Sound Greenway.

Preserving these areas in partnership with other agencies, private groups and individuals will provide multiple values including environmental and economic benefits of surface water management, aquifer recharge, and fish and wildlife habitat preservation and enhancement.

P-109 King County will manage its natural areas to protect, preserve and enhance important natural resource habitat, biological diversity, and the ecological integrity of natural systems.

P-110 King County shall recognize and protect the natural character and ecological value of its natural areas. These areas are important for preserving fish and wildlife and their habitat, native vegetation, and features of scientific and educational value. Development and public use may be limited to preserve the natural state and reduce disturbance of the natural resources. Site improvements should be focused on providing educational and interpretive opportunities. Public access should be

Chapter 7, Transportation

Section III. Transportation System Planning and Design

C. Nonmotorized Program

Nonmotorized transportation is an essential part of King County's multimodal transportation system. In unincorporated King County, the Road Services Division is responsible for nonmotorized facilities such as bike lanes and sidewalks on County roads. The King County Road Design and Construction Standards specify bike lane and sidewalk criteria for urban unincorporated and rural roads. The Road Services Division also addresses specific needs through such programs as:

- Pedestrian Safety and Mobility Program—an effort to address deficiencies and missing links that exist in roadside pedestrian facilities in order to safely accommodate pedestrians;
- School Pathways Program—an effort to identify student travel paths and address safety concerns;
- Neighborhood Traffic Safety Program—an effort to help local communities gather information on traffic problems; to educate residents about traffic safety issues, enforcement, and engineering options; and to work with neighborhoods to develop effective solutions.

These unincorporated area needs are included in the Transportation Needs Report (TNR) and Roads Capital Improvement Program (CIP).

X King County also has a countywide role in nonmotorized transportation. The regional trail network, discussed in Chapter 6, includes facilities in cities and the unincorporated area. The Metro Transit Division supports nonmotorized transportation as well. Resources include, but are not limited to, the following:

- King County Bicycling Guidemap—an informational pamphlet and map to assist bicyclists in navigating safely around King County;
- Bus Bike Rack and Bike Locker programs—efforts to facilitate bike/bus travel through provision of racks on buses and lockers at park and ride lots, employment sites and other locations that ease travel by bike and bus.

Nonmotorized transportation users include pedestrians, bicyclists and, in some parts of the county, equestrians. While each group has different needs, they all rely on King County's road

REGIONAL TRAILS NEEDS REPORT
2008 Summary (March 2008)

Listing Number	Revised RTNR Identification Number	Regional Trails Project Title	Comment	UGA Relationship	Prelim. Cost Est. (2007 - \$M)(1)	Prelim. Cost Est. (2008 - \$M) (2)
Priority Category: Trails for which construction is funded and either underway or will be in near-term^(3,4)						
1.	SC-1	Soos Creek Trail Phase 4	Construction underway	Outside UGA	Funded	Funded
2.	SR-2	Sammamish River Trail Extension	Connects SRT to ELST via Marymoor Park Design underway, Permitting and construction 2008	Inside UGA	\$1.2	Funded
3.	BG-1	Burke Gilman Trail Redevelopment	Project underway - Permitting 2008	Inside UGA, connects urban centers (UW, Redmond)	\$5.4	Funded
4.	BG-2	Burke Gilman Trail Relocation/Landscaping	Concurrent w/Widening of SR522 - 2007-2009	Inside UGA, connects urban centers (UW, Redmond)	Funded	Funded
Priority Category: Trails for which design is at least partially funded and/or underway and construction could be undertaken in near-term, based on available funding						
5.	ELS-2	East Lake Sammamish Trail - Master Plan Trail Corridor Design/Army Corps Permitting	Design/survey/permitting starts 2008	Inside UGA		Funded
	ELS-2	East Lake Sammamish Trail MP - Design 11-mile corridor; mitigation funding ; construction documents and permits for Redmond segment.				Prelim 3.39
	ELS-2	East Lake Sammamish Trail MP - Construct Redmond segment including trail, parking and access improvements; Issaquah permits.				Prelim 5.11
	ELS-2	East Lake Sammamish Trail MP - Construct Issaquah segment including trail, parking and access improvements; Sammamish permits.				Prelim 5.6
	ELS-2	East Lake Sammamish Trail -MP Construct south Sammamish segment including trail, parking and restrooms.				Prelim 15.3
	ELS-2	East Lake Sammamish Trail MP - Construct north Sammamish segment including trail, parking and restrooms.				Prelim 22.8
6.	SR-3	Sammamish River Trail Improvement (Widening/Overlay)	Continues existing widening program.	Inside UGA	N/A	\$1.75
7.	FH-1	Foothills (Enumclaw Plateau) Trail - South	Design 2008	Connects UGAs	\$1.2	\$1.27
8.	FH-2	Foothills (Enumclaw Plateau) Trail - White River Bridge	Planning 2008	Connects UGAs	\$4.0	\$6.00
9.	GR-1	Green River Trail Phase 2	Permitting 2008	Inside UGA	\$0.7	\$0.74
10.	GR-2	Green River Bridge	Permitting 2008	Inside UGA	\$2.5	\$2.65
11.	GR-3	Green River Trail Phase 3	Planning/Design underway	Part inside UGA, Connects UGAs	\$3.0	\$3.18
12.	SC-2	Soos Creek Trail Phase 5 (192nd - Petro)	Planning/design 2008	Inside UGA	\$1.3	\$1.38
13.	SC-3	Soos Creek Trail Phase 6 (Petro - CRT)	Planning/design 2008	Inside UGA	\$3.5	\$3.71
Priority Category: High priority trails projects						
14.	IP-3	Issaquah-Preston Trail - High Point to Preston (WSDOT Lead)	Continues Mountains to Sound east - work with WSDOT	Connects UGAs	\$2.2	\$2.33
15.	TWO-1	Two Rivers Trail (Partner with Renton)	Important urban link between two trails - may require ROW for some segments	Inside UGA, connects urban centers (Tukwila, Renton)	\$2.7	\$2.86
16.	PS-1	Preston Snoqualmie Trail Extension	Planning 2008, would require approval by Snoqualmie Tribe for development	Part inside UGA, connects UGAs	\$9.0	\$9.54
17.	GR-2.2 ⁽⁵⁾	Green River 2.2 (259th St SE)	Important missing link - road relocation necessary. Prelim design strategy completed	Inside UGA	\$2.0	\$2.12
18.	SNO-2	Snoqualmie Valley Trail (Snoqualmie Gap)	WeyCo willing but trail must integrate with their master planning for site	Inside UGA	\$2.4	\$2.54
19.	EP-1	Laughing Jacobs Creek Trail Segment	Important missing link, identify acquisition strategies	Inside UGA	\$1.0	\$1.06
20.	ELS-1	East Lake Sammamish Trail - North	Connection to Redmond	Inside UGA	\$1.0	\$1.06

22.	GC-1	Green-to-Cedar Rivers Trail	Develop paved and soft-surface trail from Kent-Kangley Road south to Flaming Geyser State Park	Part inside UGA	\$5.7	\$6.04
23.	PS-2	Snoqualmie River Bridge (WSDOT Lead)	Important missing link in Mountains to Sound Greenway - work with WSDOT	Inside UGA	\$1.5	\$1.59
24.	LK-1	Landsburg-Kanaskat Trail	Continues Cedar R. Trail corridor east to Kanaskat with new name - acquisitions underway	Outside UGA	\$9.1	\$9.65
25.	EP-2	East Plateau Trail - Klahani to Soaring Eagle Park	Development of paved trail via Duthie Hill and Trossachs. Portions to be completed by developer	Part in UGA	\$3.3	\$3.50
26.	I-1	Interurban Trail Extension	Completes missing connection to Pierce Co. - route specifics need identification; City of Pacific may lead	Inside UGA	\$0.8	\$0.85
27.	PP-1	Puget Power Trail - East Segment	Links Redmond to Redmond Ridge	Connects UGAs	\$2.2	\$2.33
28.	GC-2	Green-to-Cedar Rivers Trail - Paving Lake Wilderness Segment	Paving of exiting soft-surface trail to include paved and soft-surface components	Inside UGA	\$5.7	\$6.04
Priority Category: Priority trails projects						
29.	IP-2	Issaquah-Preston Trail - Sunset Interchange to High Point (WSDOT lead)	Completes Mountains to Sound - Sound to Cascades Route - work with WSDOT	Connects UGAs	\$2.2	\$2.33
30.	TP-1	Tolt Pipeline Trail - Norway Hill	Provides missing link to start Tolt Pipeline Trail - steep terrain	Inside UGA	\$1.1	\$1.17
31.	FH-4	Foothills (Enumclaw Plateau) Trail - Central	Continues corridor north from Enumclaw - Enumclaw to Nolte St. Park	Outside UGA	\$5.2	\$5.51
32.	LYCR-1	Lake Youngs to Cedar River Trail (Soft-Surface)	Equestrian link from Lake Youngs Trail to Cedar R. Trail	Outside UGA	\$4.2	\$4.45
33.	GR-6	Green River Trail - North	Important but difficult urban link from Green R. Trail to Seattle	Inside UGA	\$1.9	\$2.01
34.	FH-5	Foothills (Enumclaw Plateau) Trail - North	Completes Cedar River and Foothill Trail corridor (Renton to Rainier) - Nolte St. Park to Kanaskat	Outside UGA	\$4.7	\$4.98
35.	GR-4	Green River Trail Phase 4	Continue Green R. Trail through Auburn. May require river crossing not included in budget estimate	Outside UGA	\$5.2	\$5.51
36.	SC-6	Soos Creek Trail to Lake Youngs Trail	Short on-road and off-road link between two trails	Outside UGA	\$0.3	\$0.32
37.	GR-5	Green River Trail Phase 5 (Upper)	Continue Green River Trail east to link with Green-to-Cedar Trail and Flaming Geyser State Park	Outside UGA	\$8.9	\$9.43
38.	SR18-1	SR 18 Trail	Developed with WSDOT - cross links trail system from Auburn to Snoqualmie Interurban Trail to I-90	Part inside UGA, connects UGAs	\$27.4	\$29.04
39.	TR-1	Tolt River Trail	Trail along the Tolt River east of Carnation to Moss Lake	Outside UGA	\$1.1	\$1.17

42.	SC-5	Soos Creek Trail Phase 8 (SR18-GRT)	Continues trail south from SR-18 to Green River Trail	Outside UGA	\$6.9	\$5.30
43.	CR-1	Cedar River Trail Paving (Phase 2)	Paves existing Cedar River Trail from Maple Valley to Landsburg	Outside UGA	\$6.6	\$5.83
44.	FH-3	Foothills (Enumclaw Plateau) Trail - Enumclaw Boundary (Soft Surface)	Equestrian trail around perimeter of Enumclaw	Outside UGA	\$4.7	\$4.98
45.	SNO-1	Snoqualmie Trail Phase 4 (North Extension)	Extends Snoq. Valley Trail from Duvall to Sno Co	Outside UGA	\$3.5	\$3.71
46.	TP-2	Tolt Pipeline Trail - Trail Paving	Paves existing Tolt Pipeline Trail	Part in UGA, connects UGAs	\$11.4	\$12.08
47.	EP-3	East Plateau Trails - Issaquah Highlands to Duthie Hill Park	Link Sammamish Plateau with Mountains to Sound - trail is already back country type	Inside UGA	\$3.0	\$3.18
48.	SNO-3	Snoqualmie Valley Trail Paving - SnoCo boundary to Rattlesnake Lake	Paving of existing soft-surface trail with soft-surface components	Part in UGA	\$34.5	\$36.57
49.	CR-2 ⁽⁶⁾	Cedar River Trail - Landsburg to Cedar Falls	Possible development of paved and soft-surface trail linking Cedar River and Snoqualmie Valley Trails - change in current land use would be required for development	Outside UGA	\$12.9	\$13.67
50.	TP-3	Tolt Pipeline Trail Bridge - Snoqualmie River	Regional trail crossing of the Snoqualmie River	Outside UGA	\$3.0	\$3.18
51.	TP-4	Tolt Pipeline East	Develop regional trail on pipeline route east of Big Rock Rd. to link with Tolt River Trail near Moss Lake (assumes ultimate paving)	Outside UGA	N/A	\$3.96
Eastside BNSF Trails - not prioritized ⁽⁷⁾						
52.	EBNSF-2	Eastside BNSF Trail - South	Planning and development within Executive's Office	Inside UGA	N/A	N/A
53.	EBNSF-1	Eastside BNSF Trail - North	Planning and development within Executive's Office	Inside UGA	N/A	N/A
Other RTS project - not prioritized ⁽⁸⁾						
54.	PS-3	Snoqualmie Regional Connector	Regional trail link between PST and SVT - paved	Inside UGA	N/A	\$1.00

Trails - construction is funded and either underway or will be shortly	\$6.6	N/A
Trails for which design is at least partially funded:	\$16.2	\$20.68
High priority trail projects:	\$54.7	\$57.98
Priority trail projects:	\$70.6	\$74.84
Trail projects of lesser priority:	\$84.4	\$93.42
Other RTS projects - not prioritized:		\$1.00
Total All Projects (\$M)	\$232.5	\$247.92

Table Notes

1. Preliminary cost estimates only. Estimates are based on anticipated construction costs and may not include soft costs (e.g., planning, design, environmental review and permitting, King County project management). Costs are subject to revision based on additional information.
2. 2008 budget estimates based on fixed 6 percent inflation rate.
3. Prioritization process uses several levels of analysis: Initial prioritization made using five basic criteria - connectivity, aesthetic/scenic value, timing/relationship with other projects, public support, and urban/rural centers connections. Second level prioritization recognizes projects already underway (construction or design/permitting) and prioritizes to ensure continuity of development. Third level prioritization recognizes continuity of corridor development to promote network linkages.
4. Priorities have been grouped in categories with similar circumstances and priorities.
5. GR-2.2 added to address missing link along 259th Street SE in Kent.
6. The connection would utilize an alignment through Seattle's Cedar River Watershed and is not feasible at this time due to water resource security issues. A change in use by the City of Seattle would necessarily predate the development of such a regional trail facility.
7. Eastside BNSF Trails appear in this listing but have not been prioritized. No cost estimates are provided.
8. Projects identified post prioritization have not been prioritized.

1.2 Need for the Project

The need for the Master Plan Trail is driven by three factors including: (1) the regional need for alternative transportation corridors between major business centers, (2) the need for non-motorized recreational trails to support a growing multi-use population, and (3) the need to make connections between other existing trails in the regional trails system. These needs are discussed below.

1.2.1 Need for Alternative Transportation Corridors

Population growth to the east of Lake Sammamish has resulted in the development of new retail, commercial, and office centers at both the north and south ends of the project area. However, north-south linkages between these centers are constrained by both the natural and built environment. Traffic congestion has increased substantially in recent years on East Lake Sammamish Parkway and connecting arterial streets in Issaquah, Sammamish, and Redmond. Several intersections adjacent to the trail corridor experience high levels of traffic congestion, especially during peak periods. An alternative transportation corridor is needed to provide a commute option to the local roadways.

1.2.2 Need for Non-Motorized Recreational Trails

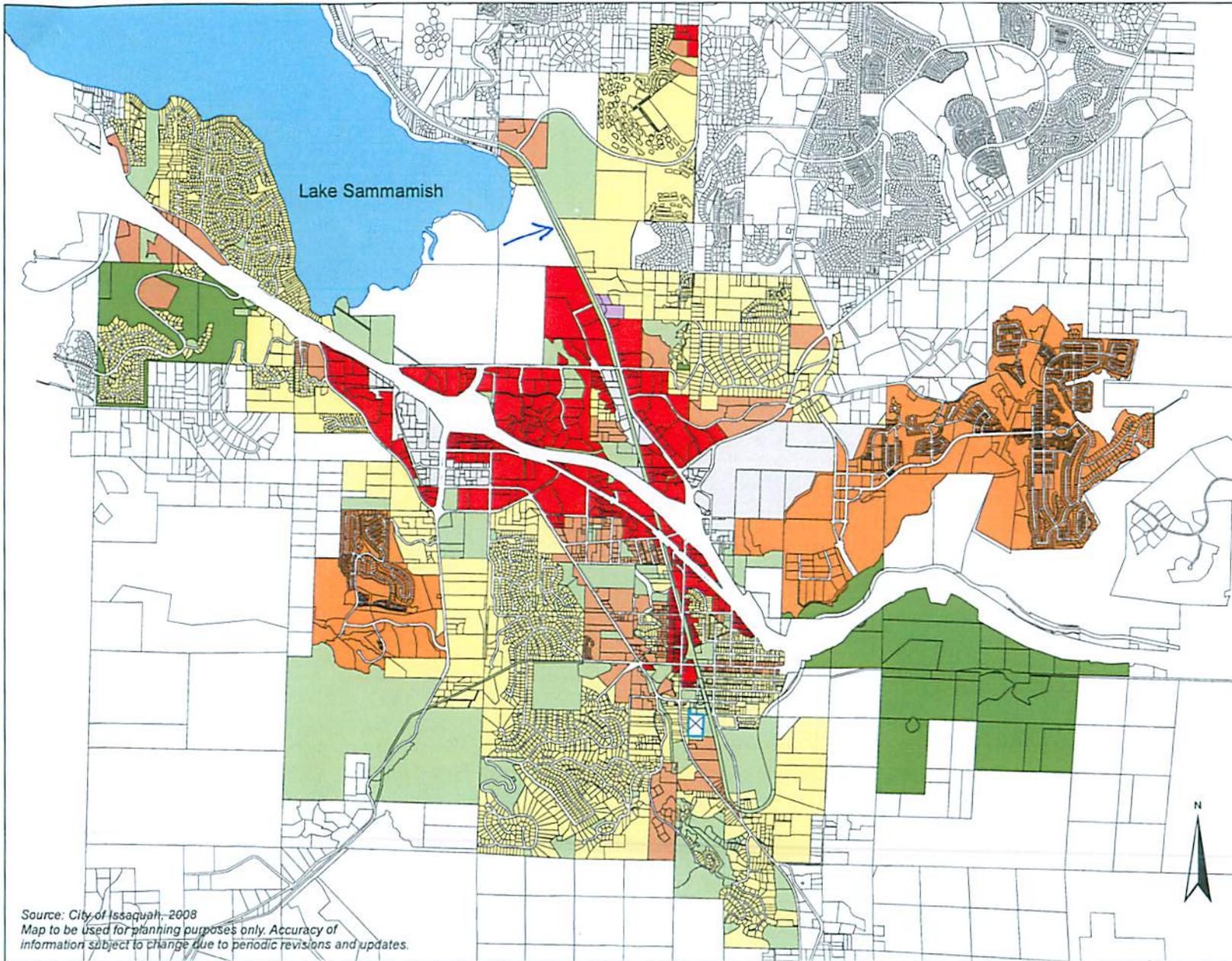
The increase in population has put pressure on existing recreational facilities in the area. Furthermore, the existence of other trails and parks in the area attracts many recreational users and heightens demand for additional facilities suitable for walkers, runners, wheelchair users, bicyclists, in-line skaters, and equestrians of all ages and skill levels. Demand for passive recreational opportunities and access to Lake Sammamish from existing publicly owned property is also increasing. Approximately 2,000 to 4,000 users are anticipated to use the proposed East Lake Sammamish Master Plan Trail on a peak day, based on user counts from the nearby Sammamish River Trail. Daily recreational use is expected to be lower during inclement weather and shortened daylight hours. However, commuter use is expected to remain fairly constant throughout the year. A trail is needed to accommodate the expected range of users in a safe manner.

1.2.3 Need to Provide Links in the Regional Trails System

The Master Plan Trail would also provide critical links in the regional trails system (Figure 1-1). Local trail connections are shown on Figures 3.7-1 and 3.7-2 in Section 3.7, Recreation.

Lake Sammamish State Park, at the south end of Lake Sammamish adjacent to Issaquah city limits, is a major recreation destination, and formal and informal paths connect with the proposed trail corridor in this area. The East Plateau Connector Trail begins about 0.25 mile east of the proposed trail corridor along SE 43rd Way. Portions of the East Plateau Connector Trail are yet to be completed. King County is working with Lake Sammamish State Park, the City of Issaquah, and private parties to complete the missing links. Once completed, the East Plateau Connector Trail would provide a connection between the Master Plan Trail and the East Plateau Regional Trail.

Also at the south end, the Master Plan Trail would connect with both the planned and developed local trail system within the City of Issaquah, including the Pickering Trail and the Rainier Multiple Use Trail, which provides a connection with the Issaquah-Preston Regional Trail, the Preston-Snoqualmie Trail, and the Snoqualmie Valley Trail. The Snoqualmie Valley Trail ultimately connects to the John Wayne



LEGEND

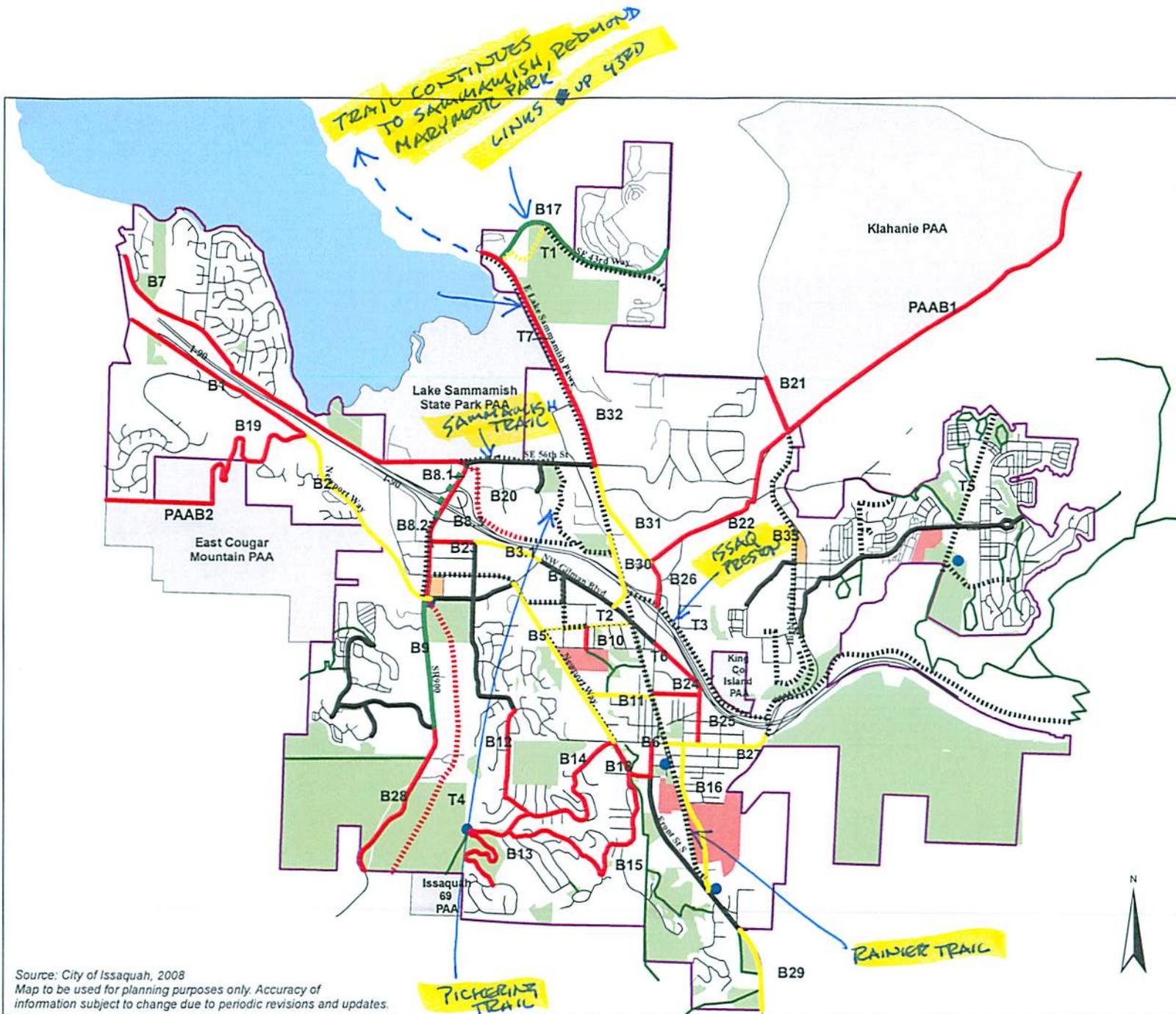
- Conservancy
- Community Facilities
- Low Density Residential
- Multifamily Residential
- Retail
- Commercial
- Office/Low Density Residential
- Low Density Res/Urban Village

Comprehensive Plan Land Use Designation	Comparable zoning Districts
Conservancy	TR-NRCA Traditional Forest - Natural Resource Lands/Trails Area C-NSC
Community Facilities	CF-DR Community Facilities - Open Space CF-R Community Facilities - Recreation CF-P Community Facilities - Public Use
Low Density Residential	C-SDS Conservancy Residential - 1 du/ 5 acre SP-2 Single Family Detached - 1.0 du/ acre SP-3 Single Family Detached - 1.5 du/ acre SP-4 Single Family Detached - 2.0 du/ acre SP-5 Single Family Small Lot - 3.0 du/ acre
Multifamily Residential	MP-M Multifamily Medium - 14.50 du/ acre MP-H Multifamily High - 20 du/ acre
Retail	R-1 Retail and Public Use R-2 Retail and Public Use
Commercial	C-1 Intensive Commercial C-2 Medium Commercial
Office/ Low Density Residential	PO Professional Office SP-6 Single Family Detached - 1.25 du/ acre
Low Density Residential/ Urban Village	UV Urban Village The UV designation recognizes that some zoning of larger parcels provides the opportunity to build and accommodate a mix of uses and activities, including a mix of residential, commercial, and public uses. The UV designation is intended to be used in conjunction with a CF designation, and is intended to be used for the overall development of a site. The UV designation is not intended to be used for large, single-use sites.



Figure 1
Land Use Designation Map

Ordinance #2535
 Effective Date 11/03/08



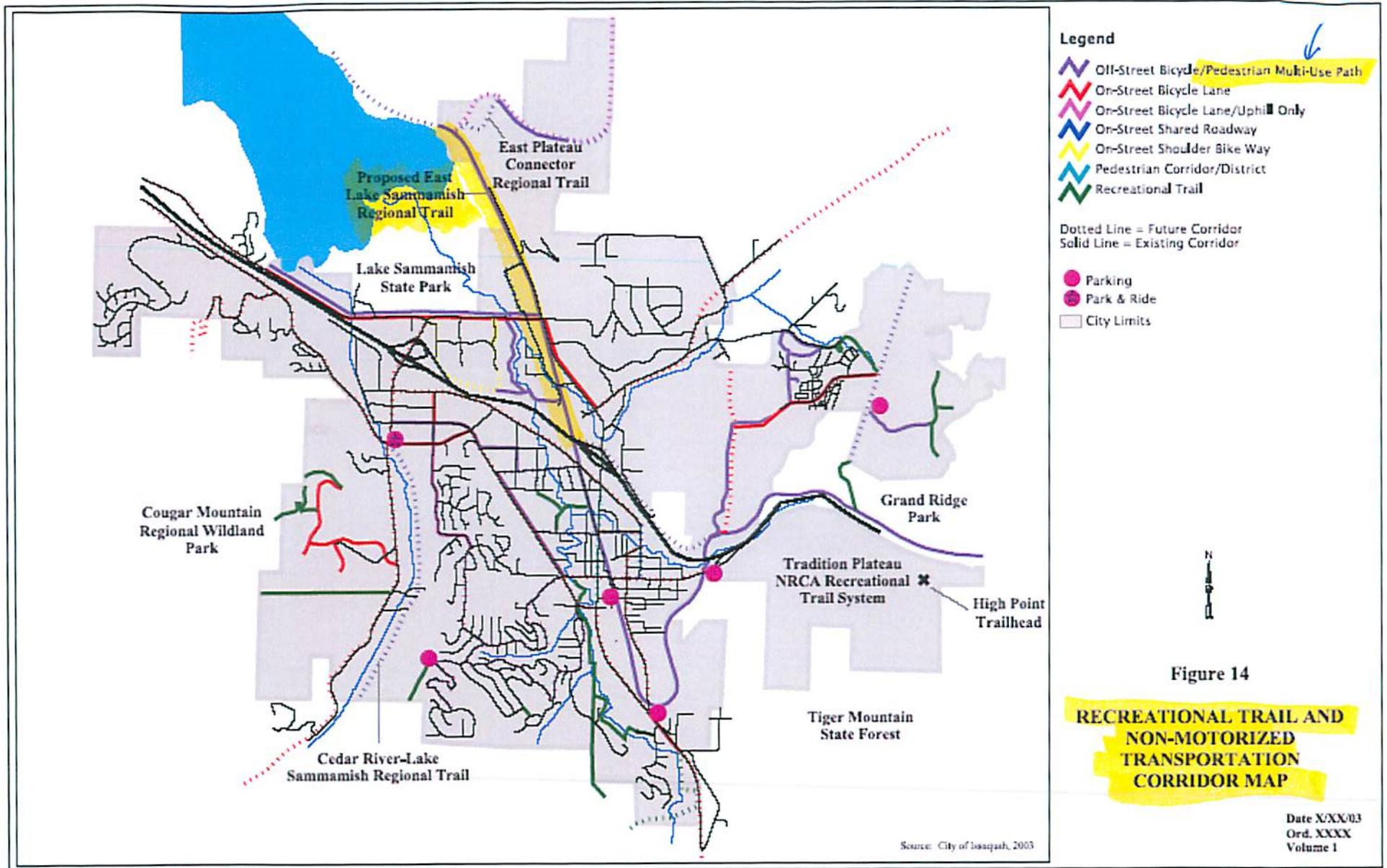
- LEGEND**
- Existing Bicycle Lane
 - Existing Shared Use Facility
 - Short Term = Planned within 2 Years**
 - Short Term Bicycle Lanes
 - Short Term Shared Use Facilities
 - Mid Term = Planned within 6 Years**
 - Mid Term Bicycle Lanes
 - Mid Term Shared Use Facilities
 - Long Term = Planned within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



Figure 7
Nonmotorized
Corridors
2008-2028

Ordinance #2535
 Effective Date 11/03/08

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



Trails

The Comprehensive Plan - Non-motorized Transportation Element will address the development of a non-motorized transportation system for the City. The Recreation Trail system overlaps components of the Non-motorized Trail System, but also includes those trails located or proposed within the natural open space areas.

The intra-city trails are the basis for the creation of a pedestrian-oriented community where walking and riding bicycles are safe and convenient methods for recreational travel throughout the city. The City's integrated trail system provides cross-city trail corridors including the Rainier Multiple Use Trail, Maple-Juniper Multiple Use Trail, Sammamish Multiple Use Trail, and the Pickering Trail. These trails also link with the King County Regional Trail System, including the Issaquah - High Point Trail and the proposed East Lake Sammamish Trail and the proposed East Plateau Connector Trail (also known as Laughing Jacob Creek Trail).



In addition to these multiple-use trail corridors, the City provides pedestrian walkways or neighborhood trails in the City's central business districts and in the planned developments, such as the Issaquah Highlands and Talus Developments. These walkways provide connections between neighborhoods, schools, commercial districts, and other activity nodes. The walkways can also provide the dual purpose of a sidewalk.

Pedestrian or hiking trails are located within the City's natural open space areas, including the Tradition Plateau/West Tiger Mountain Natural Resources Conservation Area (NRCA). These paths are generally developed for walkers, hikers, and runners, although a few non-paved trails accommodate bicyclists. Additionally, these trails lead to or connect with the larger natural open space areas contained within the "Issaquah Alps."

To further encourage recreational and non-motorized transportation use within the City and to facilitate the viewing of the City's natural resources, it is important to provide recreational trail opportunities within new and existing parks and along the Issaquah Creek corridor. Through analysis of the public opinion surveys and comments, the development of an "Issaquah Creek Trail" that provides opportunities for viewing of the creek's aquatic and riparian resources is a number one priority.



Future Trail Projects:

- "Issaquah Creek Trail" paralleling the creek, where feasible, and installation of viewing platforms and interpretive signs;
- Through connections to the City's existing multiple-use trail system (filling in the missing links);
- Precipice Trail Connector between the Talus Development and Cougar Mountain Regional Wildland Park;
- Bear Ridge Trail Trailhead, located on SR 900/Renton-Issaquah Road. Provide access to Bear Ridge Trail and Cougar Mountain Regional Wildland Park;
- Talus Mine Interpretive Trail, provision of an interpretive trail to a former coal mine located within the Talus Natural Open Space area;
- Improvements to existing, but undeveloped trailhead parking sites, including East Sunset Way, Issaquah High School/Second Avenue, Mountainside Drive, and other potential sites to improve city resident access to the surrounding "Issaquah Alps".

Acquisition - Future Park Development

Acquisition

To continue to offer consistent park services to all residential areas of Issaquah, acquisition of additional acreage for active recreation has been identified as an important need as the City's population and demand grows. Many of the Level of Service (LOS) standards are below the national standard for LOS or needs for sport

#	Project Name	Approx. Miles	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link Connection)	Comprehensive Plan Priority	Implementation Actions (NS = Not Started)
B32	East Lake Sammamish Parkway	1.23	SE 43rd to SE 56 th / Principal Arterial	LU= Commercial RC=Sammamish	Long Term (2015-2028)	NS: Beyond time horizon of current TIP
B33	Highlands Drive	1.35	Issaquah Fall City Rd/ Sunset Interchange	LU= Commercial /Residential RC=Sammamish	COMPLETE - 2007	Shared use facility to western side
T1	East Plateau Connector Trail	.30	SE 43 rd Way to E Lake Sammamish Pkwy Trail / NA	LU=Higher Density Residential, Vacant; RC=Sammamish	Mid Term (2009-2014)	2006: Mallard Bay development agreement requirement Construction timing uncertain
T2	NW Juniper Street	.48	Newport Way to Rainier Blvd Collector / NA	LU=Mixed Density Residential, Gilman Village	Mid Term (2009-2014)	2007: Design multipurpose trail 2009: Construct multipurpose trail 2009-2014 TIP Project: Construct roadway and bridge, inc. non-motorized. Target: Open in 2014
T3	I-90 Trail/ Issaquah-High Point Regional Trail	.87	E Lake Sammamish Pkwy to Highlands Dr Trail / NA	LU=Mixed Density Residential, Commercial/Office, Open Space, Highlands; RC=High Point	COMPLETE - 2007	
T4	Cedar River/Lake Sammamish Regional Trail	1.56	Newport Way to South City Limits / NA	LU=Talus (if connected), Lower Density Residential, Park, Transit Center; RC=May Valley, Renton	Long Term (2015-2028)	NS: Beyond time horizon of current TIP
T5	Central Park /Issaquah Highlands Trail	.86	Full length of Issaquah Highlands/ North City Limits to South City Limits / NA	LU=Mixed Density Residential, Commercial/Office, Open Space, Highlands; RC=High Point	COMPLETE - 2008	
T6	Rainier Trail	.39	Juniper to Rainier Bridge/ NA	LU=Mixed Density Residential, Commercial/Office RC=E Lake Sammamish Trail	COMPLETE - 2007	
T7	East Lake Sammamish Trail	2.15	North City Limits to Gilman	LU=Mixed Density Residential, Commercial/Office	COMPLETE - 2006	King County facility
	Other City Facilities	8.9			COMPLETE - as of 2008	
	Other Highlands Facilities	3.75			COMPLETE - as of 2008	

MAP 2: Planned Bike Lanes and Shared Use Paths, 2001-2010

