

## Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

### ❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:  
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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**\*\*Please read this section before completing the application\*\***

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 countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

#### **Submitting Applications**

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov). All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

**Please note:** the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

#### **Definition of a project:**

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov)

## Section VI.c. 2014 King County 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/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION	
<b>1</b>	<p><b>Project Title:</b> East Lake Sammamish Trail, South Sammamish Segment A Construction  <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i></p>
<b>2</b>	<p><b>Sponsoring Agency:</b> King County Dept. of Transportation            Also identify any co-sponsor(s): King County Parks</p>
<b>3</b>	<p><b>Project Contact Person:</b> Peter Heffernan            Address: 201 S. Jackson Street, KSC-TR-0814, Seattle, WA 98104            Phone: 206-477-3814            Fax: 206-684-2111            E-Mail: Peter.Heffernan@kingcounty.gov</p>

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

4 **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

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.

Master Planned East Lake Sammamish Trail – South Sammamish "A" is the next construction phase of the Master Planned East Lake Sammamish Trail (ELST) that will provide a 10.3-mile-long paved regional trail/shared use path that meets AASHTO/King County regional trail standards for active transportation. The project replaces a modest "interim" gravel trail that was completed to open the corridor to the public in 2006.

This project will develop a 1.3 mile-long paved regional trail segment within the City of Sammamish. The trail will be constructed from SE 43rd Way to SE 33rd Street as shown in the attached East Lake Sammamish Trail Project Map. This segment will extend the recently-completed Issaquah segment into south Sammamish. The Issaquah segment was completed in 2013.

This project includes:

- Construction of a 12-foot-wide paved regional trail with soft-surface (gravel) shoulders;
- Trail-related grading and earthwork;
- Drainage improvements related to the trail;
- Retaining walls and other site improvements for the trail;
- Trail landscaping and fencing;
- Trail access and traffic control (bollards, striping, signage, etc.); and
- Sensitive area compensatory mitigation related to the trail.

The project is the next phase of construction of the Master Planned East Lake Sammamish Trail linking the Redmond Downtown Regional Growth Center (north) to downtown Issaquah (south).

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The ELST will provide a paved, multiuse trail for bicyclists, pedestrians, and others within three cities adjacent to Lake Sammamish – Redmond, Sammamish, and Issaquah, including the Downtown Redmond Regional Growth Center (RGC), and downtown Issaquah. The trail will provide an off-road facility and route as an active transportation alternative to surrounding congested arterials. The project will promote nonmotorized access to employment, retail, and recreation centers within the City of Sammamish as and connect three cities and other communities and centers via other segments of the ELST .

The project is part of the expanding Regional Trails System (RTS) that provides a network of off-road, multiuse, active transportation facilities (shared use paths) 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 land uses (residential, commercial, retail, professional, institutional, government, historic districts, and recreation areas). The ELST extends a developed trail corridor consisting of the Burke-Gilman, Sammamish River, and Marymoor Connector trails to provide a 44-mile-long regional alternative transportation facility stretching from Seattle to Issaquah and beyond to the Cascades, shown in the attached Urban Regional Trail Corridor Map. This South Sammamish A project is an important part of that extension.

The Master Planned ELST, including the South Sammamish A project, will provide many benefits, including access to the Redmond Downtown RGC and Redmond Town Center, Issaquah's downtown center, Sammamish Landing Park, King County's Marymoor Park, and a future phase of the Evans Creek Trail system.

<p><b>5</b></p>	<p><b>Project Location:</b> City of Sammamish</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: SE 43<sup>rd</sup> Way and East Lake Sammamish Parkway (City of Sammamish) <i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: SE 33<sup>rd</sup> Street and East Lake Sammamish Parkway (City of Sammamish) <i>(Identify landmark if no crossroad)</i></p>	
<p><b>6</b></p>	<p><b>Map:</b> Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>	
<p><b>7</b></p>	<p><b>Federal Functional Classification Code</b> <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p style="text-align: center;"><b><u>Rural Functional Classifications</u></b> <b><u>(“under 5,000 population”)</u></b></p> <p style="text-align: center;">(Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p style="text-align: center;"><b><u>Urban Functional Classifications</u></b> <b><u>(“over 5,000 population”)</u></b></p> <p style="text-align: center;">(Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>

**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.

**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 2014 STP/CMAQ King County 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, 2014. 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.

**Application length:** Please be as brief as possible but provide sufficient information on your project, 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 [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@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, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

## 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 Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized 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

### A. Please explain how your project addresses the following:

#### • Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

#### • Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice<sup>1</sup>) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
  - Bicycle facilities
  - Walkability
  - Public transit access
  - Landscape and/or streetscape

#### • Circulation and Safety within the Center

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

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<sup>1</sup> The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

## SECTION B: CONNECTING CORRIDORS

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

### A. Please explain how your project addresses the following:

- **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

Investment in the Master Planned ELST, including South Sammamish Segment A, will improve access to multiple centers including access to the Redmond RGC and access to Seattle via the Sammamish River and Burke-Gilman trails. When completed the ELST will be at the strategic center of regional connectivity - a 10.3-mile-long component of a 44-mile-long, paved, urban, shared use corridor linking the cities of Redmond, Sammamish and Issaquah to Seattle (through Woodinville, Bothell, Kenmore and Lake Forest Park). This project will also provide direct access to downtown Issaquah and regional trails and other nonmotorized facilities in that city.

Development of South Sammamish A is the next logical phase of the development of the Master Planned ELST. King County’s strategy has been to construct the north and south ELST segments first (Redmond and Issaquah) that provide direct connections to other regional trail systems. Construction of the North Sammamish segment is now underway, beginning the process of completing the Sammamish stretch of the trail. The South Sammamish A and B segments will be the final phases of the Master Planned ELST project.

This project will replace the existing narrow, interim, gravel surface trail and provide a fully paved shared use path that will allow for more safe and efficient travel along the corridor. The interim trail, sufficient to open the corridor to the public for recreation uses in 2006, is now showing wear, and it poses a barrier to nonmotorized transportation and commuting. At the southern terminus, the South Sammamish A segment will connect directly to the Issaquah segment, which has already been paved and widened. At the northern terminus at SE 33rd Street, the trail provides access to the East Lake Sammamish Parkway SE, which includes a dedicated bicycle lane at this location. With the completion of the remaining future 3.4-mile South Sammamish B project (next phase), the Master Planned ELST will be completed and users will be able to use the paved, master planned trail over its entire length from Redmond to Issaquah and beyond.

King County’s ultimate goal is to develop a regional trails network that provides nonmotorized transportation options throughout the entire county, connecting urban centers and points of interest and other modes of transportation. Completion of the Master Planned ELST is a major component of this vision. The Master Planned ELST will provide a unique nonmotorized corridor within the cities of Redmond, Sammamish, and Issaquah and make a connection linking Issaquah and points east with Seattle. The trail will provide a safe and pleasant active transportation alternative to surrounding roadways with intermittent bicycle/pedestrian facilities

The Master Planned ELST is a longstanding high priority in King County's Regional Trails Needs Report (RTNR), a component of the King County Comprehensive Plan. The path provides an important link not only between the designated Redmond Downtown RGC and the local Issaquah downtown center, but as a continuous link to cities and centers from Seattle to Issaquah. Because the trail's strategic location linking Seattle to the important east county cities and the Cascade foothills, King County considers the path one of the most important regional facilities in the Regional Trails System. The ELST is also recognized as important to the cities of Redmond, Sammamish, and Issaquah, and it has been recognized as a significant facility linking these communities.

The Redmond Comprehensive Plan references the importance of regional nonmotorized corridors like the ELST in several chapters. An example from the Urban Centers chapter includes:

- DT-21 Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:
  - Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points.

The ELST is one of the regional corridors referred to and connects with both the Redmond Central Connector directly through future projects and currently extends the Sammamish River Trail from central Redmond south along the east shoreline of Lake Sammamish.

The City of Sammamish Comprehensive Plan includes a number of goals and policies directed at nonmotorized facilities such as the ELST. In the Transportation Element the city promotes trail standards consistent with those used to develop the ELST. The importance of the ELST is demonstrated in policy TP-6.6.2 that emphasizes access to the Regional Trails Network:

- The City shall promote pedestrian and bicycle facilities that connect to adjacent communities as well as regional destinations and businesses via the regional trail network. The city shall plan for connections to the proposed East Lake Sammamish Trail corridor and other significant regional trails (Ord. 02004-162).

The City of Issaquah Comprehensive Plan Transportation Element notes that sidewalks, bicycle lanes, shared use paths, and transit services are essential in creating a safe and efficient transportation system. On page T-9 the element provides standards for Shared Use Corridors consistent with the design guidelines used in the development of the ELST. The ELST, itself, is shown in Figure 7, Nonmotorized Corridors 2008-2028. The ELST is shown connecting to downtown Issaquah and the Gilman Subarea and continuing as the Rainier Trail through Olde Town. These subareas are shown in Figure 2, Subarea Map. Downtown Issaquah is a locally-designated center.

Issaquah's Parks, Recreation, Trails, and Open Space Plan notes the ELST on page 55 and goes on to describe its own trail system, and its integration with King County's regional trails:

- 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 East Lake Sammamish Trail.

The planning, design and development of the ELST has been ongoing since the 1990s and has been consistent with the comprehensive plans for these three cities.

The ELST supports multiple centers, including the Downtown Redmond RGC and downtown Issaquah as well as providing access to the Overlake area via a connection with the Sammamish River and SR520 trails. The project also extends the regional trail corridor from Issaquah to Seattle, which serves multiple centers on the corridor or accessible via related trails or other nonmotorized facilities.

The ELST directly links three cities and regional and local centers with five cities and other regional destinations via the regional trails network. These circumstances ensure that the ELST and the South Sammamish A project will provide a foundation for significant bicycle and pedestrian travel in our region.

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

The project is the construction of a segment of the Master Planned ELST in south Sammamish - see attached East Lake Sammamish Trail Project Map. The Master Planned ELST will create an 10.3-mile-long regional trail located through Redmond, Sammamish, and Issaquah. The path is part of an extensive regional trail corridor stretching from Seattle to Issaquah that also includes the Burke-Gilman, Sammamish River, and Marymoor Connector trails, as shown in the attached Urban Regional Trail Corridor map. The Master Planned ELST is being developed in sequential phases. Segments in Redmond and Issaquah are complete. The North Sammamish segment is now under construction, while the two South Sammamish segments are in design. This project is construction of South Sammamish A, the southernmost segment of the two final South Sammamish trail segments. Completion of all Master Planned ELST segments is important to deriving the full benefit of linking the three cities and centers with a dedicated and efficient path as well as providing a continuous path from Seattle to the Cascade foothills.

Construction of South Sammamish A is the next logical phase toward completing the overall Master Planned ELST. King County's trail development strategy has included constructing the north and south segments first (Redmond and Issaquah, respectively) which provide direct connections to other regional trail systems. Construction of the North Sammamish segment, the 3<sup>rd</sup> phase of trail development, is underway and will make a link from Redmond to north Sammamish. Construction of South Sammamish A (this project) will link further Sammamish with Issaquah. The final phase - South Sammamish B, will bridge these segments to complete the trail.

This project, like other the phases of Master Planned ELST development, will replace the existing narrow "Interim" gravel trail to provide a fully paved shared use path that will allow for more safe and efficient travel and higher traffic volumes along the corridor. The Interim trail, sufficient for recreation uses, poses a barrier to regional nonmotorized transportation. The existing trail was intended as an interim path solution, but it does not meet current AASHTO guidelines and cannot be used as a regional network connection. The completion of South Sammaish A and the entire Master Planned ELST will create a regional facility that meets the latest AASHTO and King County Regional Trails Development guidelines. The project will create a new, paved regional shared use path ideal for bicycling, walking, and other active uses. The South Sammamish A segment will connect directly to the Issaquah segment that has already been widened and paved, and it will, thereby, incrementally extend the paved trail into south Sammamish, filling a gap in the regional trails network.

The South Sammamish A project will complete a significant segment of the Master Planned ELST. The Master Planned ELST provides the final link in the trails network stretching from Seattle to the Cascade foothills at Issaquah. In addition to the ELST, this network includes the Burke-Gilman, Sammamish River, and Marymoor Connector trails. Road connections along this extended route provide varying degrees of nonmotorized accommodation, and some roads are recognized as hazardous for bicyclists and pedestrians in some locations (e.g., SR522). The trail corridor provides a safe and efficient alternative means to commute from the Cascade foothills to Seattle via the cities of Issaquah, Sammamish, Redmond, Woodinville, Bothell, Kenmore, and Lake Forest Park. East Lake Sammamish Parkway SE is located near the project, but it does not yet include complete bicycle or pedestrian accommodation, and it can become congested during heavy traffic periods. The ELST route provides a pleasant, safe, and efficient alternative that will be preferred for both active transportation and recreation users between Redmond and Issaquah. The trail corridor continues to serve this preferential alternative role as it merges with the Sammamish River and Burke-Gilman trails stretching around Lake Washington and into Seattle. The entire trail corridor including the ELST will be the preferred alternative to adjacent roads for many bicyclists and pedestrians making a regional commute or recreating in this corridor. As a result, the completion of the Master Planned ELST promises fewer modal conflicts on East Lake Sammamish Parkway SE and safer regional travel between Issaquah and Seattle.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice) and how it provides users with non-motorized options for travel.

King County's Regional Trails Program seeks to develop and manage a safe, enjoyable, and sustainable regional trails network that is now used to make millions of nonmotorized trips throughout King County. The ELST is part of the most popular and heavily used regional trails corridor stretching from Seattle to Issaquah and beyond. The Sammamish River Trail is estimated to facilitate more than 1,500,000 nonmotorized trips annually through Redmond on average, and the Burke-Gilman Trail has average use estimates that exceed 2.7 million nonmotorized trips annually, based on counts by the Washington State Bicycle and Pedestrian Project and National Bicycle and Pedestrian Documentation Project travel

estimate methods. This is substantial bicycle and pedestrian use, and it is expected that the Master Planned ELST will be popular and well-used once the master planned trail is completed. The ELST will extend an important regional resource used by many people for multiple purposes. The corridor is used for bicycle commuting, jogging, walking, dog walking, skating, siteseeing and many other activities. The trails are used by professionals, students, athletes, seniors, parents with young children, recent immigrants from distant lands and cultures, groups and organizations, the disabled, tourists, and many other users. These trails are popular with individuals and for group events.

The Master Planned ELST will be a critical component of the 300-plus-mile Regional Trails System and an important long-term regional trail investment. It is a primary link between King County's urban cities and the Cascade foothills. As noted previously, the trail connects with other popular regional trails, such as the Burke-Gilman encircling the north end of Lake Washington and continuing east into the Mountains to Sound Greenway. The ELST not only connects to well-known and popular urban trails, but also links to the Issaquah-Preston Trail that ascends east to Preston, Snoqualmie, North Bend, and the Cascades. Future trail connections will provide access further east into Sammamish via Klahanie, west in the I-90 corridor, and south via the Cedar-Sammamish Trail.

King County's ultimate goal is to develop a regional trails system that provides nonmotorized transportation options for everyone in the county, connecting urban centers, points of interest and linking to other modes of transportation. Completion of the Master Planned ELST is a major component of this vision. The ELST will provide a unique non-motorized corridor within the cities of Redmond, Sammamish, and Issaquah and make a connection linking Issaquah and points east with Seattle. The trail will provide a safe and pleasant non-motorized transportation alternative to surrounding roadways with intermittent bicycle/pedestrian facilities.

Many local and regional user groups will benefit from the Master Planned ELST, including construction of the South Sammamish A segment. Locally, neighbors and communities along the 10.3-mile trail will have a high quality shared use path for commuting, cycling, walking, and other activities. Redmond, Sammamish, and Issaquah will all benefit from the master planned trail. Existing segments of the "Interim" trail are used now for recreation. Paved master planned segments are also used for bicycling, jogging, walking and other healthy active uses. Completing the project and the Master Planned ELST will add a significant new dimension to the corridor and realize the trail's original vision – to provide both a local and regional active transportation resource and central network link in the overall Regional Trails System. South Sammamish Segment A and all Master Planned ELST segments, are being constructed to the latest AASHTO Guidelines for the Development of Bicycle Facilities, which ensures that the trail will also meet the most recent ADA guidelines for shared use paths. This type of facility has the highest degree of accessibility to people of all ages and abilities. It is expected that users will come from surrounding neighborhoods and communities but there will also be a large number of "regional" users from other parts of the county or other more-distant locations. The Master Planned ELST will be ideal for many popular activities, but it will provide an excellent long distance commuting facility, which will be perfect for commuter cycling, regional touring, and other active transportation uses.

The ELST has been the subject of extensive planning, environmental review and documentation, and public process. King County purchased the corridor in 1998 and opened the "Interim" gravel trail in 2006. King County Parks has spent more than 12 years on master planning, design engineering, and analyzing the environmental influences of this project with

the ongoing involvement of a Citizen's Advisory Group (CAG) and close coordination with the cities of Redmond, Sammamish, and Issaquah. King County understands that community involvement is a critical aspect of developing the ELST. King County hired a community involvement firm during the early stages of the project to help keep the public informed and engaged. This team continues to support King County, managing the project hotline and email account to ensure the public receives timely information. King County reviews and responds to all public inquiries. Community involvement staff also schedule and facilitate meetings with individuals and small groups; prepare project newsletters, and assist King County in communicating with all project stakeholders.

King County has conducted open houses and meetings with the community and stakeholders to explain design details and answer questions about the project. This has been an opportunity for trail users and property owners to share their comments and concerns during the South Sammamish design process. King County's design team is reviewing public feedback, along with trail design criteria and technical findings, to advance design. King County will continue to keep the community informed by mailing newsletters, sending email alerts, distributing press releases, posting regular updates on the project website, and offering meetings to interested groups and individuals.

The ELST and the South Sammamish A project are located in communities with a relatively higher percentage of residents of color and limited English proficiency. A recent King County review of regional trail relationships with various communities found that the ELST would provide access to communities in southeast Redmond where at least 50 percent of the population was non-white or Hispanic and where 10 percent or more of the population has limited English proficiency. Most of the ELST will directly serve communities where the population is between 25 percent – 49.9 percent non-white or Hispanic, however, and limited English proficiency is in the range of 2.5 percent – 7.4 percent. The new trail will provide a direct benefit to these communities.

The ELST and the South Sammamish A project are an important component of King County's Regional Trails System that provides 175 miles of regional trails/shared use paths and other facilities supporting active transportation and recreation. The network currently facilitates millions of nonmotorized trips annually according to recent estimates. The intent of the Master Planned ELST is to provide a shared use path that will meet the needs of a wide range of users, including commuters and others seeking a safe and efficient alternative to local streets and motor vehicle traffic. Use is high on regional trail segments connecting to the ELST, and it is anticipated that the completed Master Planned ELST will become a popular and essential transportation alternative as well.

# PROJECT EVALUATION: PART 2

## **SECTION C: PROJECT READINESS/FINACIAL PLAN**

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

### **2. Financial Plan**

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

**Funding Request:** Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

**Funding Requirements:** A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

**Obligation Requirements:** Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

**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.

#### **2.1. Select only one funding source below, STP or CMAQ.**

STP

CMAQ

#### **2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).**

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	750,000	2015
[select phase]		
[select phase]		

#### **2.3 Identify the project phases that will be fully completed if requested funding is obtained:**

Construction

## 2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:  
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

**Attach the completed spreadsheet, along with this application, and submit via email to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov), by the deadline of 11:59 p.m. May 7, 2014. The**

**Project Budget and Schedule spreadsheet form may be downloaded at:**

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

### Project Readiness:

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

### 3. If funds are requested for Right of Way:

#### 3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
    - Environmental Impact Statement (EIS)
    - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
  - Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. The ROD (Record of Decision) was issued August 2010.
- At what stage of completion is your design?
  - Have Preliminary Plans been submitted to WSDOT for approval? No
    - If not, when is this milestone scheduled to be complete? May 2014
  - When are Preliminary Plans expected to be approved? June 2014
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

### **3.2 What is the status of Right of Way?**

- How many parcels do you need? N/A Project is within King County ROW.
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
  - True cost estimate of Right of Way
  - Right of Way Plans (stamped)
  - Relocation Plan (if applicable)
  - Right of Way Certification
  - Right of Way Acquisition
  - Certification Audit by WSDOT Right of Way Analyst
  - Relocation Certification, if applicable

## **4. If funds are requested for Construction:**

### **4.1 Complete sections 3.1 and 3.2 above.**

### **4.2 What is the status of the milestones for the construction phase?**

- Do you have an Engineer's Estimate? Please provide a copy if available. Yes (attached).
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
  - • BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT – Complete
  - • Section 106 Concurrence – Complete
  - • FHWA Environmental Classification Summary Checklist (or EA or EIS) – combined NEPA/SEPA Final EIS - Complete
  - • Nationwide Permit #14 from U.S. Army Corps of Engineers – Application June 2014/Expected Winter 2015
  - • Hydraulic Project Approval from Washington Department of Fish & Wildlife – Application June 2014/Expected Winter 2015
  - • Shoreline Substantial Development Permit from City of Sammamish – Application June 2014/Expected Winter 2015

- • Public Agency and Utility Exception from City of Sammamish – Expected Winter/Spring 2015
- • Grading Permit from City of Sammamish – Expected Winter/Spring 2015
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. To be submitted December 2014
- When is the project scheduled to go to ad? February 2015

**REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**

## **SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING**

### **4. Please explain how your project addresses the following:**

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

The ELST, including South Sammamish A, has been the subject of extensive agency and public review. The ELST has been developed in two stages – "Interim Use Trail and Corridor Preservation" to open the corridor to the public and "Master Planned Trail" to provide the final paved regional trail. The environmental review process for the trail has occurred in two phases. Environmental documents were released for public review and the associated public meetings held on both projects are shown below. King County has taken into account all comments received since 1999. Tribal coordination related to historic, cultural, and archaeological resources and Tribal coordination related to fisheries issues have also been addressed.

- November 2, 1999 - Determination of Significance and Request for Comments of Scope of Interim Use Trail and Resource Protection Plan EIS;
- November 17, 1999 Public Scoping Meeting (Open House);
- May 19, 2000 Interim Use Trail and Resource Protection Plan Draft EIS Issued;
- June 20, 2000 Interim Use Trail and Resource Protection Plan Draft EIS Public Hearing;
- August 25, 2000 Interim Use Trail and Resource Protection Plan Final EIS Issued;
- October 31, 2000 Determination of Significance and Request for Comments of Scope of Master Plan Trail Draft EIS;
- November 15, 2000 Master Plan Trail SEPA Scoping Meeting;
- February 20, 2001 Master Plan Trail NEPA Scoping Meeting;
- May 10, 2002 Interim Use Trail and Resource Protection Plan NEPA EA Issued;
- June 12, 2002 Interim Use Trail and Resource Protection Plan NEPA EA Public Hearing; and
- March 13, 2003 Finding of No Significant Impact (FONSI) on the Interim Use Trail and Resource Protection Plan NEPA EA.

Public and agency meetings, events, and opportunities to participate in project planning and scoping have been numerous and well attended. For example, the scoping meeting for the Interim Use Trail and Resource Protection Plan Draft EIS scoping meeting in 1999 was attended by more than 100 people; the Master Planned Trail SEPA scoping meeting was

attended by nearly 80 people; and 2001 NEPA scoping was attended by more than 100 neighbors and residents. Agency scoping meetings and events have also been extensive and participants from many local, state, and federal agencies have attended. At WSDOT's recommendation an interdisciplinary team for the project from local and state agencies was also convened to assist with the project.

Public coordination during ELST planning focused on engagement of local citizens to address differences among trail users and trail neighbors. The CAG was an invaluable resource in coordinating input from various stakeholder groups. The CAG assisted with planning and public participation processes for both the Interim Use and Master Planned trails. The 13-member group represented community and regional interests as well as property owners along Lake Sammamish. The CAG met throughout the environmental planning and development phases of the project. Meetings have been held during weekday evenings and have been open to the public. These meetings were advertised in local newspapers to encourage participation from the general public. Public comments and questions have been taken at several CAG meetings when time allowed. Key input gained from the CAG included comments on the scope of the environmental review, concerns about trail safety, feedback on environmental documentation, and recommendations for future development and operations. Five Neighborhood Vision Workshops were also held focusing on the Master Planned trail and regular correspondence was sent to 45 user groups. Workshops have also been held with various user groups.

ELST project-specific correspondence and meetings with the public have been a routine part of the Master Planned trail implementation process. The South Sammamish A segment was an element of a recent ELST project update newsletter describing the design and construction of the Sammamish segments and invited the public to a series of open houses to discuss the trail. Newsletters are an ongoing feature of the trail implementation process, and each includes trail development news as well as opportunities for public involvement. The project includes a hotline and dedicated email address for public input as well as options for scheduling on-site meetings with King County and design team staff to discuss trail design and construction activities. The project also maintains a website at [www.kingcounty.gov/eastlakesammamishtrail](http://www.kingcounty.gov/eastlakesammamishtrail) that provides design and construction updates, project information and trail design plans.

The Master Planned ELST, including the South Sammamish A project, are recognized by relevant regional and local plans. The Master Planned ELST has been a high priority project in King County Parks' long range regional trails plan, the Regional Trails Needs Report (RTNR), since the plan's inception. The project is listed as ELS-2-S in the most recent RTNR, which is part of King County's comprehensive plan. The project is a Tier 1 priority project in King County's Regional Trails 6-Year Capital Improvement Program specifying projects 2014-2019.

The ELST is listed in Transportation 2040, which continues its listing from Destination 2030. Various ELST project phases are listed in the Regional Transportation Improvement Program (RTIP).

The ELST is recognized by the cities of Redmond, Sammamish, and Issaquah.

Redmond's comprehensive plan references the importance of regional nonmotorized corridors like the ELST in the Urban Centers chapter in policy DT-21:

- Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:
  - Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points.

The Redmond Comprehensive Plan, Parks, Arts, Recreation, Culture, and Conservation chapter recognizes that there are many trails like the ELST throughout Redmond and the surrounding area that people enjoy for a variety of recreational and alternative transportation purposes. The chapter notes that the Parks and Recreation Department and Public Works Transportation Division collaborates on trail development throughout the city. It says that the trail network complements the Redmond Bicycle System and Pedestrian plans in the Transportation Master Plan. The ELST is shown Map P-1, Redmond Parks and Trails.

Redmond trails policies include

- PR-41 Develop and promote an interconnected community through trails and pathways easily accessed by a variety of trail users;
- PR-42 Identify and develop a hierarchy of trails and trail design standards based on function;
- PR-45 Coordinate planning of trails, bike lanes and other nonmotorized modes of transportation among City departments and with surrounding jurisdictions to:
  - Ensure safe and efficient use of all types of trails and other nonmotorized facilities;
  - Encourage convenient travel between and within neighborhoods and local activity centers;
  - Reduce car trips within the city; and
  - Encourage convenient access and connectivity between trails, trailheads and public transit.
- PR-46 Cooperate with local, state and organizations in development of the local and regional trail system;
- PR-48 Encourage development of trails that are separated from traffic, with an emphasis on safety and minimizing conflicts between various trail users; and
- PR-51 Coordinate with King County, Sound Transit and other regional partners on the planning and development of the Redmond Central Connector, along the former Burlington Northern Santa Fe railroad corridor, as a regional trail with opportunities for community gathering, art, culture and historic interpretation, as well as for light rail transit, options for other transportation connections and utility placement.

All of these policies are consistent with and relevant to the ELST.

The City of Sammamish Comprehensive Plan includes a number of goals and policies directed at nonmotorized facilities such as the ELST. In the Transportation Element the city promotes trail standards consistent with those used to develop the ELST. The importance of the ELST is demonstrated in policy TP-6.6.2 that emphasizes access to the Regional Trails Network:

- The City shall promote pedestrian and bicycle facilities that connect to adjacent communities as well as regional destinations and businesses via the regional trail network. The city shall plan for connections to the proposed East Lake Sammamish Trail corridor and other significant regional trails (Ord. 02004-162).

The Sammamish Parks, Recreation, and Open Space Element includes a policy and implementation measures that support regional trail development and maintenance: Policy PRO-P 1.4, Support Policies, says that the city should strive to:

C. Encourage Planning, Development and Full Use of Trails and Greenways:

1. Plan non-motorized trail systems for pedestrian and bicycle access to existing and new parks as an alternative to automobile access. Also, plan multi-use trail systems that link adjoining communities leading to rural or natural areas through regional trail linkages;
2. Develop specific trail plans to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation; and
3. Establish public awareness programs for the use, safety and maintenance of trails.

While these measures are intended to address the city's facilities, they are consistent with development and operation of the ELST and the South Sammamish A project.

The City of Issaquah Comprehensive Plan Transportation Element notes that sidewalks, bicycle lanes, shared use paths, and transit services are essential in creating a safe and efficient transportation system. On page T-9 the element provides standards for Shared Use Corridors consistent with the design guidelines used in the development of the ELST. The ELST, itself, is shown in Figure 7, Nonmotorized Corridors 2008-2028. The ELST is shown connecting to downtown Issaquah and the Gilman Subarea and continuing as the Rainier Trail through Olde Town. These subareas are shown in Figure 2, Subarea Map. Downtown Issaquah is a locally-designated center.

Completion of the Master Planned ELST in a timely manner is important to assure continued use of the corridor for regional trail purposes, and 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 soon thereafter or the corridor may be vulnerable to loss as a regional trail. King County is committed to the ongoing development of the new facility in order to meet this commitment. Development must proceed steadily to address this deadline, however. Grant funding of the South Sammamish A project will help ensure that the Master Planned ELST is developed in a timely manner and that we are assured that it can remain a regional trail in the future.

## **SECTION E: MODE SHIFT**

### **5. Please explain how your project addresses the following:**

- Describe how the project eliminates SOV trips and induces a mode shift.
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

The project will reduce SOV trips and promote alternative transportation within the corridor. The ELST links with a major regional trail corridor (Burke-Gilman, Sammamish River, and Marymoor Connector trails) that is used for commuting into and through six cities including Seattle. The extension of the corridor an additional 10.3 miles via the Master Planned ELST

will also extend the active transportation opportunities to Sammamish, Issaquah, and other surrounding communities. The result will be a 44-mile-long continuous, dedicated, paved, off-road route linking eight cities. The three cities directly served by the ELST had a combined estimated population of more than 138,000 residents in 2012. The estimated population of cities along the entire Seattle to Issaquah corridor totaled more than 853,000 in 2012. This corridor now facilitates millions of nonmotorized user trips annually. Nearly 2 million annual user trips were estimated on the nearby Sammamish River Trail in Redmond in 2010. This estimate was based on fall season weekday a.m. and p.m. peak hour counts that captures the extensive bicycle commuting in the trail corridor. It is anticipated that high use volumes will also characterize the ELST, and many of these trips will be made by bicycle and other commuters traveling between Issaquah, Sammamish, and the six other cities along the corridor. Nonmotorized trips at the junction of the not-yet-completed ELST at the Marymoor Connector Trail were estimated to be more than 623,000 annual trips on average between 2008 and 2012. The alternative transportation commute potential of the Master Planned ELST is high, based on these existing characteristics, and the ELST and the South Sammamish A project are being designed and developed to maximize this potential. The trail will promote active transportation and provide a strong incentive to bike rather than drive.

The Master Planned ELST is being constructed in phases. The Issaquah and Redmond segments are completed, and the North Sammamish segment is now under construction. The South Sammamish A project connects directly with the completed Master Planned ELST segment in Issaquah that runs between NW Gilman Boulevard and 43rd Place. The Issaquah segment was completed in 2013 with Countywide CMAQ grant assistance. The north end of this project will connect to the future South Sammamish B project, the final Master Planned ELST segment. The ELST connects to several important regional trails in Issaquah, including the Issaquah-Preston Trail, Rainier Trail, Sammamish Trail, and Pickering Trail. These provide both local and regional connectivity. At the north end of the ELST the trail connects with the Marymoor Connector Trail and continues as the Sammamish River and Burke-Gilman trails. A future extension project will also connect the ELST to Redmond's Central Connector. The Master Planned ELST and the South Sammamish A project will provide the important link between popular and well-used regional trails.

The ELST also integrates with other nonmotorized facilities throughout Redmond and Issaquah. Redmond has an ambitious plan to create not only new regional trail facilities like the Central Connector, but other trails and on-road bicycle and pedestrian facilities into and through the Downtown Redmond RGC. Issaquah's trails and on-road bicycle and pedestrian facilities include the recently completed bridging of I-90 along 17th Avenue NW and lanes along Newport Way that effectively create a designated sidepath along the south side of the I-90 corridor. The ELST offers access to these facilities. Segments of East Lake Sammamish Parkway through Redmond, Sammamish, and Issaquah have bike lanes that integrate with the ELST at various points

## **SECTION F: 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.

**6. 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 South Sammamish A project and the ELST complete a missing link in the Regional Trails System and extend the existing trail corridor (Burke-Gilman, Sammamish River, and Marymoor Connector trails) an additional 10.3 miles to provide a 44-mile-long continuous shared use path from Seattle to Issaquah. When completed the ELST will be a major regional facility and facilitate thousands of nonmotorized trips daily. The ELST will also facilitate a connection between King County's urban cities and points east through the Mountains to Sound Greenway and to the cities of Snoqualmie and North Bend. The estimated population the Master Planned ELST and South Sammamish A project will serve is more than 138,000 persons. Regionally, this trail corridor will serve up to more than 850,000 residents in the eight cities that the extended corridor directly serves. At present the Sammamish River Trail just north of and connecting to the ELST has facilitated an estimated average of 1,500,000 bicycle and pedestrian trips from 2008 to 2012. The ELST is designed for efficient active transportation and to optimize bicycle and other alternative commuting over its length. Given the ELST's strategic location in the regional trails network, its design, its connection to other high-use trails (Sammamish River and Burke-Gilman Trails) and its proximity to regional and local centers, it is anticipated that the completed Master Planned trail will have extensive use.

A variety of land uses are associated with the ELST, including residential, commercial, and recreational. While much of the trail runs along the residential eastern shore of Lake Sammamish, the trail terminates north and south within urban centers characterized by commercial and mixed-use land uses. It is also associated with two popular lake-oriented regional parks – Sammamish State Park and Marymoor Park. Land uses surrounding the South Sammamish A project are predominantly residential with some smaller commercial uses.

It is anticipated that the finished Master Planned ELST will directly facilitate travel in and between Redmond, Sammamish, and Issaquah. The ELST will be a regional facility, however, and it is anticipated to serve many King County communities including residents from cities along the continuous corridor linking Issaquah to Seattle via Woodinville, Bothell, Kenmore, and Lake Forest Park. Eventually, it is anticipated that potential users will also include residents from cities like Snoqualmie and North Bend via connecting regional trails to the east and Bellevue and Newcastle via future trails to the west.

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 has incomplete nonmotorized facilities, and, although experienced bicyclists use the arterial, the project will create a nearby off-road, multiuse, nonmotorized

facility that will provide an alternative 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 ELST will link major regional trails, roadways, arterials, land uses, and activities within the corridor while offering convenient connections to East Lake Sammamish Parkway SE, the project will provide an excellent active transportation alternative to vehicle use. The result should be an overall reduction in local vehicle trips within the corridor. In addition, because the East Lake Sammamish Trail is an integrated component of the Regional Trails System, linking Issaquah, Sammamish, and Redmond to the Burke-Gilman/Sammamish River corridor with Seattle the trail will encourage nonmotorized commuting between several cities.

If the ELST is used for weekday bicycle or other commuting, the project may accommodate as many as 1,300 daily commuter trips, based on information in the project EIS, thereby potentially reducing more than a thousand daily single-occupancy vehicle trips within the corridor. According to Air Quality and Climate Change Evaluation Guidance provided by the PSRC, the development of the a new shared use path is expected to provide a CO reduction of up to 18 kg/day. The anticipated popularity and extensive use of the Master Planned ELST suggests that this facility would be expected to provide the highest reduction possible for a shared use path.

Transit access to the Master Planned ELST is convenient. Public transportation routes converge in both Issaquah and Redmond where the trail is located. The ELST will integrate with regional transit and future light rail services to extend mobility between non-motorized and transit modes. This is intended to be an important aspect of this urban trail segment and an important factor of the overall development of the Master Planned ELST. Like its connectivity with area regional trails and arterials, the ELST will increase connections to transit and light rail, thereby extending local and regional mobility options.

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

**Section V.e. Total Estimated Project Cost and Schedule**

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your project's estimated costs and funding sources for each phase.

Project Sponsor	King County Department of Transportation
Project Title	East Lake Sammamish Trail, South Sammamish Segment A Construction

Phase	Funding Source(s) state, local, etc.)	(i.e. PSRC,	Secured / Reasonably Expected / or Unsecured*	Amount
Planning & Preliminary Design to 30% of entire 11-mile corridor	King County		Secured	\$ 2,483,162

Planning TOTAL: \$ 2,483,162  
Estimated Planning Completion Date (month and year): 8/1/2010

Phase	Funding Source(s) state, local, etc.)	(i.e. PSRC,	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design (Redmond Segment - Complete)	King County		Secured	\$ 730,829
PE/Design (Issaquah Segment - Complete)	King County		Secured	\$ 1,051,805
PE/Design (North Sammamish Segment - Complete)	King County		Secured	\$ 1,952,088
PE/Design (South Sammamish Segment A at 60%)	King County		Secured	\$ 926,533

Preliminary Engineering / Design TOTAL: \$ 4,661,255  
Estimated PE/Design Completion Date (month and year): 12/1/2014

Phase	Funding Source(s) state, local, etc.)	(i.e. PSRC,	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	King County		Secured	\$ 3,000,000

Right of Way TOTAL: \$ 3,000,000  
Estimated ROW Completion Date (month and year): Sept. 1998

Phase	Funding Source(s) state, local, etc.)	(i.e. PSRC,	Secured / Reasonably Expected / or Unsecured*	Amount
Construction (Redmond Segment - Complete)	King County		Secured	\$ 1,851,286
Construction (Issaquah Segment - Complete)	King County		Secured	\$ 1,494,000
Construction (Issaquah Segment - Complete)	CMAQ		Secured	\$ 975,000
Construction (Issaquah Segment - Complete)	RCO - WWRP/Trails Program		Secured	\$ 500,000
Construction (North Sammamish Segment - In Progress)	King County		Secured	\$ 2,650,000
Construction (North Sammamish Segment - In Progress)	STP		Secured	\$ 1,500,000
Construction (North Sammamish Segment - In Progress)	CMAQ		Secured	\$ 1,500,000
Construction (North Sammamish Segment - In Progress)	RCO - WWRP/Trails Program		Secured	\$ 500,000
Construction (South Sammamish Segment A)	King County (2015/2016 budget request)		Reasonably Expected	\$ 1,519,171
Construction (South Sammamish Segment A)	CMAQ (2014 application)		Unsecured	\$ 750,000

Construction TOTAL: \$ 13,239,457  
Estimated Construction Completion Date (month and year): 6/1/2016

Other Phase	Funding Source(s) state, local, etc.)	(i.e. PSRC,	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design (South Sammamish Segment B at 60%)	King County		Secured	\$ 1,881,146
Construction (South Sammamish Segment B)	King County		Reasonably Expected	\$ 9,006,309

Other TOTAL: \$ 10,887,455  
Estimated Other Completion Date (month and year): 6/1/2018

**TOTAL Estimated Project Cost, All Phases: \$ 34,271,329**  
**Estimated Project Completion Date (month and year): 6/1/2018**

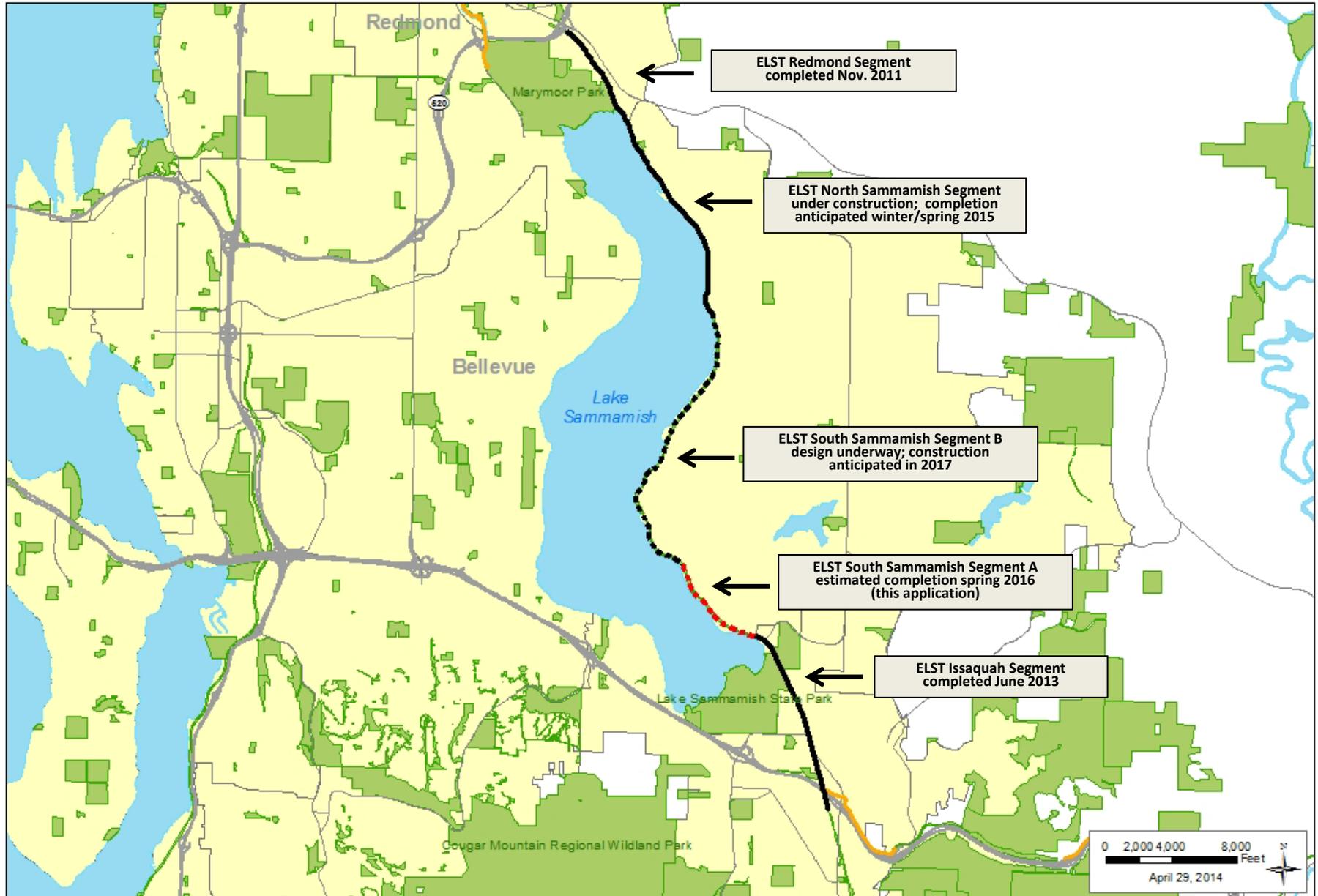
\* Additional information on these categories may be found at <http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>

Group Column Before  
 Printing

STANDARD ITEM #	UNIT	STANDARD ITEM DESCRIPTION	Item Use Instructions	UNIT PRICE	QTY	TOTAL \$
<b>SECTION 1: PREPARATION</b>						
0001	L.S.	MOBILIZATION	Standard Item Item	\$ 180,000.00	1	\$ 180,000.00
0025	ACRE	CLEARING AND GRUBBING	Standard Item Item	\$ 15,000.00	2.40	\$ 36,000.00
-	ACRE	MITIGATION CLEARING AND GRUBBING	Requires Special Provision	\$ 30,000.00	0.15	\$ 4,614.33
-	ACRE	CLEARING AND TRIMMING	Requires Special Provision	\$ 20,000.00	0.08	\$ 1,551.88
0049	EACH	REMOVING DRAINAGE STRUCTURE	Requires Special Provision	\$1,000	1	\$ 1,000.00
0050	L.S.	REMOVAL OF STRUCTURE AND OBSTRUCTION	Standard Item, GSP Required	\$ 8,000.00	1	\$ 8,000.00
0120	S.Y.	REMOVING ASPHALT CONC. PAVEMENT	GSP Item	\$ 8.00	1532	\$ 12,256.09
-	L.F.	REMOVING AND SALVAGING SPLIT RAIL FENCE	Requires Special Provision	\$ 3.00	3506.00	\$ 10,518.00
-	L.F.	REMOVING AND SALVAGING WOOD GUARDRAIL	Requires Special Provision	\$ 8.00	76.00	\$ 608.00
-	L.F.	REMOVING AND SALVAGING CHAIN LINK FENCE	Requires Special Provision	\$ 4.00	960	\$ 3,840.00
-	EACH	REMOVING AND SALVAGING CHAIN LINK GATE	Requires Special Provision	\$ 100.00	1.00	\$ 100.00
-	SF	REMOVING AND DISPOSING EXISTING WALL	Requires Special Provision	\$ 10.00	2494.50	\$ 24,945.00
-	L.S.	UTILITY ADJUSTMENT	Requires Special Provision	\$ 50,000.00	1.00	\$ 50,000.00
<b>SECTION 2: GRADING</b>						
0310	C.Y.	ROADWAY EXCAVATION INCL. HAUL	Standard Item Item	\$ 25.00	1,520	\$ 38,000.00
0408	TON	SELECT BORROW INCL. HAUL	Standard Item Item	\$ 20.00	3590	\$ 71,800.00
0470	C.Y.	EMBANKMENT COMPACTION	Standard Item Item	\$ 3.00	1,940	\$ 5,820.00
<b>SECTION 4: DRAINAGE</b>						
1086	TON	QUARRY SPALLS	Standard Item Item	\$ 75.00	2.00	\$ 150.00
<b>SECTION 5: STORM SEWER</b>						
3091	EACH	CATCH BASIN TYPE 1	Standard Item Item	\$ 1,500.00	2	\$ 3,000.00
3105	EACH	CATCH BASIN TYPE 2 48 IN. DIAM.	Standard Item Item	\$ 3,000.00	4	\$ 12,000.00
3151	L.F.	TESTING STORM SEWER PIPE	Standard Item Item	\$ 4.00	650	\$ 2,600.00
3541	L.F.	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	Standard Item Item	\$ 50.00	588	\$ 29,400.00
3542	L.F.	SCHEDULE A STORM SEWER PIPE 18 IN. DIAM.	Standard Item Item	\$ 82.00	190	\$ 15,580.00
<b>SECTION 8: STRUCTURE</b>						
4006	C.Y.	STRUCTURE EXCAVATION CLASS A INCL. HAUL	Standard Item Item	\$ 35.00	2,470.0	\$ 86,450.00
4013	L.S.	SHORING OR EXTRA EXCAVATION CL. A	Standard Item Item	\$ 17,840.00	1	\$ 17,840.00
7169	S.F.	STRUCTURAL EARTH WALL	Standard Item Item	\$ 35.00	11155	\$ 390,425.00
<b>SECTION 9: SURFACING</b>						
-	TON	5/8-INCH CRUSHED LEDGE ROCK	Requires Special Provision	\$ 60.00	200	\$ 12,000.00
5100	TON	CRUSHED SURFACING BASE COURSE	Standard Item Item	\$ 20.00	3,389	\$ 67,780.00
68	TON	3/4-INCH CRUSHED CLEAN ROCK	Requires Special Provision	\$ 35.00	322	\$ 11,277.29
<b>SECTION 13: CEMENT CONCRETE PAVEMENT</b>						
5625	C.Y.	CEMENT CONC. PAVEMENT	Standard Item Item	\$ 600.00	17.00	\$ 10,200.00
<b>SECTION 14: HOT MIX ASPHALT</b>						
5767	TON	HMA CL. 1/2 IN. PG 64-22	Standard Item, GSP Required	\$ 150.00	282	\$ 42,300.00
5766	TON	HMA CL. 3/8 IN. PG 64-22	Standard Item, GSP Required	\$ 140.00	947	\$ 132,580.00
-	TON	ASPHALT TREATED BASE	Requires Special Provision	\$ 200.00	10	\$ 2,000.00
<b>SECTION 17: EROSION CNTL AND ROADSIDE RESTORATION</b>						
6403	DAY	ESC LEAD	Standard Item Item	\$ 110.00	120	\$ 13,200.00
6414	ACRE	SEEDING, FERTILIZING, AND MULCHING	Standard Item Item	\$ 3,000.00	1.56	\$ 4,681.60
6405	C.Y.	TOPSOIL TYPE A	Requires Special Provision	\$ 40.00	836	\$ 33,440.00
6552	EACH	PSIPE ACER MACROPHYLLUM/BIG LEAF MAPLE (1" CALIPER)	Standard Item Item	\$ 90.00	12	\$ 1,106.84
6552	EACH	PSIPE AMELANCHIER ALNIFOLIA/WESTERN SERVICEBERRY (1" CALIPER)	Standard Item Item	\$ 90.00	12	\$ 1,064.34
6552	EACH	PSIPE CORNUS NUTTALLII/PACIFIC DOGWOOD (1" CALIPER)	Standard Item Item	\$ 90.00	12	\$ 1,064.34
6552	EACH	PSIPE PRUNUS EMARGINATA/BITTER CHERRY (1" CALIPER)	Standard Item Item	\$ 90.00	12	\$ 1,064.34
6552	EACH	PSIPE PSUEDOTSGA MENZIESII/DOUGLAS FIR (3' HEIGHT)	Standard Item Item	\$ 40.00	24	\$ 946.08
6552	EACH	PSIPE SALIX SCOULERIANA/SCOULERS WILLOW (1" CALIPER)	Standard Item Item	\$ 90.00	6	\$ 532.17
6552	EACH	PSIPE SALIX SITCHENSIS/SITKA WILLOW (1/2"x 3' LIVE STAKE)	Standard Item Item	\$ 4.00	6	\$ 23.65
6552	EACH	PSIPE THUJA PLICATA/WESTERN RED CEDAR (3' HT)	Standard Item Item	\$ 40.00	6	\$ 255.41
6552	EACH	PSIPE TSUGA HETEROPHYLLA/WESTERN HEMLOCK (3' HT)	Standard Item Item	\$ 40.00	18	\$ 709.56
6552	EACH	PSIPE ACER CIRCINATUM/VINE MAPLE (12" HT/ #1 CONT)	Standard Item Item	\$ 8.00	35	\$ 283.82
6552	EACH	PSIPE CORNUS SERICEA/RED-TWIG DOGWOOD (12" HT/ #1 CONT)	Standard Item Item	\$ 4.00	7	\$ 28.33
6552	EACH	PSIPE CORYLUS CORNUTA/WESTERN HAZEL (12" HT/ #1 CONT)	Standard Item Item	\$ 8.00	33	\$ 261.16
6552	EACH	PSIPE HOLODISCUS DISCOLOR/OCEAN SPRAY (12" HT/ #1 CONT)	Standard Item Item	\$ 8.00	68	\$ 544.98
6552	EACH	PSIPE OEMLARIA CERASIFORMIS/INDIAN PLUM (12" HT/ #1 CONT)	Standard Item Item	\$ 8.00	35	\$ 283.82
6552	EACH	PSIPE ROSA NUTKANA/NOOTKA ROSE (12" HT/ #1 CONT)	Standard Item Item	\$ 8.00	72	\$ 578.98
6552	EACH	PSIPE SYMPHORICARPOS ALBUS/SNOWBERRY (12" HT/ #1 CONT)	Standard Item Item	\$ 8.00	71	\$ 567.65
-	S.Y.	HERBICIDE TREATMENT	Requires Special Provision	\$ 2.00	1126	\$ 2,251.52
6447	C.Y.	FINE COMPOST	Standard Item Item	\$ 25.00	94	\$ 2,345.33
6580	C.Y.	BARK OR WOOD CHIP MULCH	Standard Item Item	\$ 35.00	94	\$ 3,283.47
-	S.Y.	HERBIVORE REPELLENT TREATMENT	Requires Special Provision	\$ 2.00	1,126	\$ 2,251.52
-	L.S.	MISCELLANEOUS EROSION ITEMS	-	\$ 175,000.00	1	\$ 175,000.00
<b>SECTION 18: TRAFFIC</b>						
6700	L.F.	CEMENT CONC. TRAFFIC CURB AND GUTTER	Standard Item Item	\$ 25.00	185	\$ 4,625.00
6727	L.F.	EXTRUDED CURB	Standard Item Item	\$ 20.00	11	\$ 220.00
6806	L.F.	PAINT LINE	Standard Item Item	\$ 3.00	825	\$ 2,475.00
6971	L.S.	PROJECT TEMPORARY TRAFFIC CONTROL	GSP Item	\$ 20,000.00	1	\$ 20,000.00
6980	HR	FLAGGERS	Standard Item Item	\$ 50.00	960	\$ 48,000.00
-	EACH	CONCRETE WARNING BAND	Requires Special Provision	\$ 900.00	15	\$ 13,500.00
-	S.Y.	PATTERNED CONCRETE DRIVEWAY	Requires Special Provision	\$ 80.00	225.00	\$ 18,000.00
<b>SECTION 19: OTHER ITEMS</b>						
7006	C.Y.	STRUCTURE EXCAVATION CLASS B INCL. HAUL	Standard Item Item	\$ 20.00	1080	\$ 21,597.04
7008	S.F.	SHORING OR EXTRA EXCAVATION CLASS B	Standard Item Item	\$ 10.00	5107	\$ 51,065.61
7014	C.Y.	GRAVEL BACKFILL FOR DRAIN	Standard Item Item	\$ 43.00	612.00	\$ 26,316.00
7037	L.S.	STRUCTURE SURVEYING	GSP Item	\$ 11,360.00	1	\$ 11,360.00
7038	L.S.	ROADWAY SURVEYING	GSP Item	\$ 20,320.00	1	\$ 20,320.00
7041	EACH	REMOVABLE BOLLARDS	Standard item item	\$ 1,000.00	15	\$ 15,000.00
7041	EACH	FIXED BOLLARD	Standard item item	\$ 600.00	30	\$ 18,000.00
7055	S.Y.	CEMENT CONC. SIDEWALK	Standard Item Item	\$ 70.00	103	\$ 7,210.00

7058	EACH	CEMENT CONC. CURB RAMP TYPE PARALLEL A	Standard Item	\$ 2,500.00	1	\$ 2,500.00
7054	S.F.	DETECTABLE WARNING SURFACE	Standard Item Item	\$ 75.00	24	\$ 1,800.00
7089	L.F.	COATED CHAIN LINK FENCE TYPE 6	GSP Item	\$ 20.00	1610	\$ 32,200.00
7728	CALC	MINOR CHANGE	Standard Item Item	\$ 50,000.00	1	\$ 50,000.00
7736	L.S.	SPCC PLAN	Standard Item Item	\$ 5,000.00	1	\$ 5,000.00
7550	S.Y.	CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE	Standard Item Item	\$ 5.00	4203	\$ 21,015.00
7552	S.Y.	CONSTRUCTION GEOTEXTILE FOR SOIL STABILIZATION	Standard Item Item	\$ 5.00	10	\$ 50.00
	L.F.	SPLIT RAIL FENCE	Requires Special Provision	\$ 12.00	2557	\$ 30,684.00
	EACH	SINGLE 6' CHAIN LINK GATE	Requires Special Provision	\$ 600.00	1	\$ 600.00
	L.F.	METAL HANDRAIL	Requires Special Provision	\$ 250.00	34	\$ 8,500.00
	S.F.	CONCRETE STAIRS	Requires Special Provision	\$ 150.00	85.00	\$ 12,750.00
		MISCELLANEOUS ITEM DESIGN ALLOWANCE (15%)	-	\$ 295,978.82	1	\$ 295,978.82
						\$ -
			MACC			\$ 2,269,171

# KING COUNTY PARKS & RECREATION DIVISION EAST LAKE SAMMAMISH TRAIL PROJECT MAP



# KING COUNTY REGIONAL TRAIL SYSTEM URBAN REGIONAL TRAIL CORRIDOR MAP

