

**CITY OF SAMMAMISH
CITY COUNCIL AGENDA
STUDY SESSION
September 27, 2000**

Wednesday, September 27, 2000, 6:30 p.m., 486 228th Ave. N.E., City Hall Chambers

	<i>Approximate Time</i>
<u>OPEN STUDY SESSION</u>	6:30 pm
1. Planning Calendar	6:35 pm
2. East Lake Sammamish Trail Presentation (Rundle/Haro) Discussion with Parks & Recreation Commission and Planning Advisory Board	6:45 pm
<u>CLOSE STUDY SESSION</u>	8:30 pm

Received at Study
Session 9/27/2000
M. Anderson

Community Plan

for

East Lake Sammamish Trail

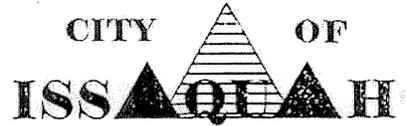
Speaker: Mike Rundle, Sammamish Resident
East Lake Sammamish Trail Association

Our Mission:

- Support the extension of the Burke-Gilman trail from Redmond to Issaquah with a first class trail along East Lake Sammamish.
- Promote a regional trail that is safe, environmentally friendly, cost effective, permanent, and protects and enhances the livability of the local community.

OCT 28 1996

RECEIVED
KING COUNTY EXECUTIVE OFFICE
TO: FILE
DUE DATE: _____
AUTHOR: _____
SUBJECT: _____



P.O. Box 1307, Issaquah, WA 98027

Rowan C. Hinds, Mayor
(206) 301-1001 / Fax: (206) 301-1036

ACTION

RESPONSE FOR EXEC. SIG.

RESPOND FOR EXECUTIVE October 23, 1996
REVIEWED BY _____

F.Y.I.

cc: CM
JY

King County Council
Attention: Jane Hague, Chair
1200 King County Courthouse
516 - 3rd Avenue
Seattle, WA 98104

Dear Ms. Hague:

Re: Rail-Banking the Burlington Northern Santa Fe (BNSF) Railroad Corridor

On 10-21-96, the Issaquah City Council adopted Resolution No. 96-13, supporting the efforts of King County to acquire and preserve the Burlington Northern Santa Fe (BNSF) Railroad corridor along East Lake Sammamish between the cities of Issaquah and Redmond for public use. Enclosed is a copy of Resolution No. 96-13.

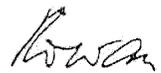
Basically, the Council's objectives in adopting this Resolution are to accomplish the following:

- 1) To support rail-banking the rail corridor for potential future rail use;
- 2) To support a bike trail from Issaquah to Redmond; and
- 3) To minimize the impacts to the property owners.

While we support a bike trail from Issaquah to Redmond, we recognize that all, or some, of that bike trail should not be on this rail corridor due to the impacts on the property owners. Therefore, we believe that a substantial amount of planning by the County will be required to assess exactly where the bike trail should be located.

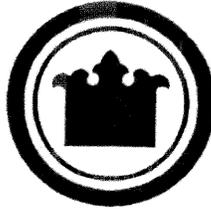
To this end, we strongly encourage the County to involve the property owners in the planning of this corridor. The City of Issaquah supports the establishment of a Citizens Committee to make recommendations about what interim uses should be used on the rail-banked corridor and what portions of the corridor should be used for these interim uses.

Sincerely,


Rowan Hinds
Mayor

RH/CK/ck
Enclosure

cc: Issaquah City Council
Gary Locke, King County Executive
Kerry Anderson, Parks and Recreation Director
Margaret Macleod, Recreation Coordinator (Trails)



Metropolitan King County Council
Transportation Committee

STAFF REPORT

AGENDA ITEM: 5

DATE: June 3, 1997

PROPOSED No. 97-240

PREPARED BY: Arthur Thornbury

SUBJECT: Work Program for an East Lake Sammamish Parkway/Trail Design Assessment

SUMMARY: With the adoption of the county's 1997 Budget (Ord. 12538) the Council included a proviso calling for a study of trail and roadway issues along the eastern shore of Lake Sammamish. Funding was identified for the study but made contingent upon Council approval of a work program. The proposed work program was discussed at the Transportation Committee's April 15th meeting and again on May 20th when representatives of the affected county agencies (Department of Transportation & Department of Parks and Cultural Resources) recommended that the trail and parkway studies be done on separate but parallel and coordinated tracks. This was supported by an expectation of differing public involvement needs as well as significantly different areas of expertise required of consultants addressing traffic safety concerns on the one hand, and non-motorized trail design issues on the other. While it was stated that the trail and roadway would be in separate corridors for much of their length, both agencies acknowledged the need to closely coordinate the two studies in areas where the trail might be diverted out of the rail right-of-way.

In addition to the joint work program originally transmitted, separate work programs for the two studies, along with a substitute motion approving only the Parkway Conceptual Design Assessment, are attached to this staff report. Since the last committee meeting, the work program for the Trail Master Plan has been revised in response to an issue raised by an area resident who requested that the previous trail study, done in 1986, be referenced by name. Roads Services Division staff will distribute a revised work program for the Parkway Study containing some adjustments to the projected timeline.

Relevant Provisos

Section 62. Roads Construction Transfer The Department shall provide a scope of work to the Transportation Committee by January 31, 1997 for a Parkway/Trail Conceptual Design Assessment of the East Lake Sammamish Parkway Corridor. Upon

approval of the scope of services by motion, the Department shall complete a Joint Parkway/Trail Conceptual Design Assessment for East Lake Sammamish Parkway using up to \$100,000 from the Countywide Funds portion of the Roads Capital Improvement Program. The assessment shall be jointly conducted by the King County Department of Parks and Cultural Resources and the Department of Transportation and shall include appropriate consultation with the East Lake Sammamish Community. It shall be transmitted to the King County Council Transportation Committee, along with any recommendations, according to a schedule included in the scope of work.

Section 107. Capital Improvement Projects \$1,523,449 million shall be used for acquisition of the East Lake Sammamish railroad right-of-way (CIP Project #316125) for preservation as a future transportation corridor and for interim use as a regional trail, provided further that, the Executive establishes a Master Plan process for development of the regional trail that involves citizens and the cities of Redmond and Issaquah, the Master Plan process addresses the issues raised during the Council review of the budget, including but not limited to consideration of alternative alignments to mitigate impacts to adjacent property owners, and the Master Plan process allows for citizens to participate and influence the scope of Master Plan issues. Nothing in this proviso shall be construed to require King County to plan, construct or operate any particular trail segment or to use any particular portion of the right-of-way, except as determined following a Master Planning process. Legal issues related to rail banking shall be examined as part of the Master Planning process, including an analysis of what portion, if any of the entire length and width of the trail corridor must be used for interim trail purposes.

ATTENDING: Stephanie Warden, Deputy Director, Department of Parks and Cultural Resources
David Crippen, Engineer, Roads Services Division

ATTACHMENTS: Attachment 1. Proposed Motion 97-240
Attachment 2. Scope of Work for the East Lake Sammamish Parkway/Trail Conceptual Design Assessment
Attachment 3. East Lake Sammamish Trail Master Plan
Attachment 4. East Lake Sammamish Parkway Conceptual Design Assessment
Attachment 5. Substitute Motion Approving the Parkway Conceptual Design Assessment

Trail Issues/Solutions:

- **Access** - Public access points
- **Safety** - Crossings
- **Environmental** – Lake Sammamish, Salmon Streams, Wetlands
- **Aesthetics** - Fencing, Views, Dog Run

Where do we go from here?

- No temporary trail within Sammamish.
- Create an inclusive planning process - provide for legitimate participation by lakefront residents
- Phased opening of trail – Upon adoption of a completed master plan, phased construction and opening can occur.
- City of Sammamish Involvement – Become lead agency for trail within Sammamish eg. City of Shoreline and Interurban trail. Avoid need to retrofit trail in future (like 228th project).
- Local involvement means a better - Sammamish friendly trail - soon.

For more info:

Phone: Mike Rundle
(425) 391-6600

e-mail: mikerun@msn.com

web: www.elsta.org

We believe first and foremost that a win-win trail plan for East Lake Sammamish is possible. Our community trail plan has been under development for the last 2 years. At the heart of this plan is the input of local citizens of the East Lake Sammamish community.

Our plan leverages the generous shoulders of East Lake Sammamish Parkway for high-speed bicycle traffic. In addition it provides for a separated multi-use path for slower traffic such as low-speed bicyclists, roller skaters, walkers, joggers, school children and dog-walkers.

The strengths of our plan for a permanent trail are:

- **Based on King County's Own Studies**
 - It supports and draws from two existing King County studies. Studies that both identified the benefits and feasibility of alternative trail alignments and placing trails and walkways adjacent to the parkway.
 - 1998 East Lake Sammamish Parkway Study (King County 1998)
 - 1986 Cottingham Study (King County 1996)
- **Safer for trail users and the surrounding community**
 - Our plan provides for two parallel & safe facilities to choose from depending on your speed of travel. We eliminate high speed and low speed traffic conflicts that exist on single trails like Burke-Gilman by dedicating bicycle lanes on the shoulders of the parkway for higher speed cyclists and creating a separated trail that is the same width as existing regional trails like Burke-Gilman for slower speed users (including cyclists).
 - Our crossing design increases safety for trail users and drastically increases the number of access points to the trail.
 - Frequent public access points from the East Lake Sammamish Pkwy public right of way provides better access for trail users, emergency vehicles and police patrol than what a rail bed only alignment can provide.
 - Crime on the trail will be less of a worry since the trail would be separated from but visible to passing traffic on the parkway and easier to patrol.
 - Future lighting of the parkway will also benefit the trail resulting in a safer trail and parkway.
 - Our trail route will prevent an increase of the existing problems with trespass and unauthorized use of private drives and docks and make resident's feel more secure.
- **Accessible**
 - **100% compliant with American Disabilities Act (ADA)**
 - Access points to the trail are created at every location that our crossing design is employed
 - All existing cross streets will serve as access points to the trail from neighborhoods on the plateau.
- **Environmentally friendly**
 - Our trail protects salmon streams and promotes restoration of habitat at railroad crossings
 - Our plan avoids wetlands
 - Our plan minimizes paved surfaces and additional water run-off near Lake Sammamish
 - We minimize the impacts to wildlife habitat and wildlife corridors
- **Scenic qualities** with benefits beyond just a trail

- Views are improved by allowing trail users to look over the surrounding area rather than at fences and the back of homes.
- Our plan enhances the scenic characteristics of the parkway. Scenic drive designation was recommended by the East Lake Sammamish Parkway Study (King County 1998).
- Our plan improves the character of East Lake Sammamish Parkway to increase bicycle safety, elicit traffic calming and provide safe access points across the Parkway to the trail.
- **Cost effective**
 - Local residents are signing on to help fund construction of our plan through a local improvement district (LID)
 - Our plan is for a permanent trail built now and does not contain the throwaway expenses of the interim temporary trail.
 - This plan avoids costly lawsuits that will result from a trail aligned only on the rail bed.
 - No access points will need to be purchased due to our crossing design near the parkway.
- **Maintains livability** of the existing community
 - Our plan avoids routing the trail near homes
 - Our plan does not bisect private properties or route the trail through back yards (front yards only)
 - Our plan consolidates public and private spaces to avoid private/public use conflicts and trespass to access the trail
- **Preserves property rights, property values** and the tax base of the City of Sammamish and King County
 - It preserves the residential character of the 400+ properties in neighborhoods along East Lake Sammamish.
 - It upholds the property values and rights of local residents.
 - It does not mix public and private spaces (bisect property) and therefore does not adversely affect property value assessments.
- **Builds a permanent trail now**
 - Our plan has the support of the majority of East Lake Sammamish property owners.
 - Our plan avoids the lengthy delays that would result from legal battles associated with railbanking and the resulting lawsuits for compensation.
 - Our plan is a permanent solution that can be built now.
 - Our trail plan results in a trail we can all be proud of.

Problems with King County Parks proposed Interim Temporary Trail described in the Final EIS:

- **Ignores recommendations of King County's Own Studies**
 - Ignores the benefits and feasibility of alternative trail alignments and placing trails and walkways adjacent to the parkway.
 - 1998 East Lake Sammamish Parkway Study (King County 1998)
 - 1986 Cottingham Study (King County 1996)
- **Inconsistent with past policy and laws**
 - Ignores concerns raised by 1996 Issaquah City Council resolution to support railbanking
 - Ignores consistence policies and promises made to complete a Master Planning process prior to public use:
 - 1997 CIP for Trail calling for no public use until completion of Master Planning process.
 - 1982 Pro Parks Bond called for design flexibility to reduce impacts.
- **Unsafe for trail users and the surrounding community**
 - Safety problems at road crossings are inadequately addressed through use of 181 signs to achieve railbed alignment at expense of public safety.
 - No plan for providing safe access across parkway to trail. No crosswalks.
 - No plan for providing pedestrian facility along parkway to provide pedestrian access to public access to the trail. Requires pedestirans to walk on the shoulders of the parkway several miles to get to trail access points.
 - Hard to patrol and reach for emergency access since the trail is out of sight from public roads for several miles at a time.
 - Ensures an increase of the existing problems with trespass and unauthorized use of private drives, property and docks.
 - Creates a cattle chute enclosed in 6 foot high cyclone fencing.
 - Puts public trail through back yards placing neighborhood children at risk in their own back yards (literally).
- **Inaccessible**
 - A gravel trail limits the types of users that can use the trail. 4" of crushed rock added to the railroad ballast will make most of the trail impassible by all means other than hiking.
 - Wheeled user groups such as bicyclists, roller bladers and people in wheel chairs are not accomodated in this plan.
 - Only 10 access points to the trail over the 12 mile length.
 - 1 access point within the city of Sammamish over the 6.875 mile length forcing people to walk miles before getting on or off the trail.
 - Lack of access requires even local trail users to drive to the trail to go for a walk.
- **Environmentally unfriendly**
 - Retains blockages to salmon streams created by railroad crossings and substandard culverts thus squandering opportunities to enhance salmon habitat.
 - Fills in wetlands.
 - Promotes alignment of trail and resulting additional water run-off near Lake Sammamish.
 - Impacts to wildlife habitat and wildlife corridors caused by 11 miles of fencing.
- **Destroys Scenic qualities**
 - Miles of 6 foot tall chain-link fencing.
 - Fencing blocking views for trail users and homeowners.

- Sign clutter from over-use of 181 ineffective signs.
- **Wastes Tax Dollars**
 - Commits funding to throwaway expenses on an interim temporary trail.
 - Rejects LID funding source opportunity proposed by local residents.
 - Ensures costly lawsuits that will result from a trail aligned only on the rail bed.
 - Additional funds will need to be spent acquiring expensive lake front property for public access to overcome deficit of public access points to trail.
- **Destroys livability of the existing community**
 - Routes the trail within 20 feet of homes.
 - Routes the trail through private back yards (literally).
 - Creates private/public use conflicts and trespass to access the trail through private property.
 - Places estimated several thousand people a day through private spaces in back yards formerly enjoyed by families.
- **Adverse impacts to property rights, property values and the tax base of the City of Sammamish and King County**
 - Changes the residential character of the impacted properties in neighborhoods along East Lake Sammamish.
 - It ignores property values and rights of local residents.
 - Missed out opportunities for increasing tax revenues possible with home owner friendly trail.
- **Postpones trail development**
 - Plan lacks support of the East Lake Sammamish property owners.
 - Plan opposed by the city of Sammamish.
 - Results in additional costly legal battles associated with issues arising from rail-bed alignment of trail.
 - Gravel trail prevents trail use by most user groups until permanent trail constructed.
 - County Parks proposes 10-15 year wait before constructing a permanent trail.
 - Temporary trail doesn't achieve the project objectives set forth for this project.