Funding Application

**Competition**  
Regional TAP

**Application Type**  
Bicycle and Pedestrian

**Status**  
submitted

**Submitted:**  
September 20th, 2017 4:46 PM

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**Project Information**

1. **Project Title**  
East Lake Sammamish Trail North Extension

2. **Transportation 2040 ID**  
4598

3. **Sponsoring Agency**  
King County Parks Department

4. **Cosponsors**  
City of Redmond

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes

6. **If not, which agency will serve as your CA sponsor?**  
N/A

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**Contact Information**

1. **Contact name**  
David Morrison

2. **Contact phone**  
(206)477-3818

3. **Contact email**  
david.morrison@kingcounty.gov

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**Project Description**

1. **Project Scope**  
This project will complete the East Lake Sammamish Trail in the former BNSF Rail Corridor through the SR 520/SR 202 Interchange and over Bear Creek, linking the northern terminus of the East Lake Sammamish Trail with the southern terminus of the Redmond Central Connector in Redmond. The trail will be approximately 1,750 feet long and contain a 12-foot-wide paved trail with 2 foot-wide gravel shoulders and a 1 foot-wide clear zone on both sides, consistent with King County Parks Regional Trails Standards and the FHWA Small Town and Rural Multimodal Networks Guidebook.

To cross Bear Creek, the trail will use an ADA accessible bridge over the entire 100 year Bear Creek floodplain. This project will also remove the existing rail bridge over Bear Creek which includes structure within the creek that is causing a constriction and reducing stream health on the Lake Washington Basin’s most productive salmon bearing stream.

The trail will pass through the SR 520/SR 202 Interchange at existing rail grade with two new undercrossing at the westbound SR 520 on-ramp and eastbound SR 520 off-ramp. This is only possible because Sound Transit will be rebuilding the on- and off-ramps to
accommodate the light rail guideway for the Downtown Redmond Link Extension (DRLE) (to be completed by 2024) – creating a once in a lifetime opportunity for the trail to be built through the SR 520/SR 202 Interchange.

2. **Project Justification, Need, or Purpose**

This trail project is a once-in-a-lifetime opportunity to complete a critical missing link in the King County Regional Trails Network that is separated by a significant barrier that exists today, SR 520.

Construction of this missing link will eliminate the key barrier that exists today caused by SR 520. This trail extension project will serve as the primary connection for bicycles and pedestrians between Downtown Redmond and SE Redmond. The barrier caused by SR 520 make travel between these two areas difficult and stressful for nonmotorized users including people with disabilities, due to its circuitous nature, three separate road crossings, two of which require users to cross six lanes of traffic on SR 202, and the high volume of traffic (35,466 average weekday daily traffic) on SR 202.

Timing is critical, this connection can only be completed if it is incorporated into the Sound Transit DRLE project design build contracting process which begins in early 2018. This project has been a top priority for both King County and City of Redmond for decades but could not be completed due to the need to rebuild the SR 520 on- and off-ramps at SR 202 – fortunately the DRLE design/build contract process provides that opportunity.

This project will play an important role in the regional multimodal transportation system by significantly improving access to light rail, regional buses, and local buses, as well as significantly expanding the regional trail bike shed and walkshed to a high number of jobs and homes. When these two regional trails are linked they will provide connections to 15,450 residents and 16,640 employees in the Marymoor Local Center (2030) and in Downtown Redmond (2030), nearly all within a mile of the project.

**Project Location**

1. **Project Location**

   The project is located in the City of Redmond near the SR 520/SR 202 Interchange. The project extends from the southern terminus of the Redmond Central Connector Trail at its intersection with the Bear Creek Trail to the northern terminus of the East Lake Sammamish Trail at NE 70th St.

2. **Please identify the county(ies) in which the project is located.**

   King

3. **Crossroad/landmark nearest the beginning of the project**

   Redmond Central Connector and Bear Creek Trail intersection. (Redmond)

4. **Crossroad/landmark nearest the end of the project**

   East Lake Sammamish Trail and NE 70th St. intersection (Redmond)

5. **Map and project graphics**


**Plan Consistency**

1. **Is the project specifically identified in a local comprehensive plan?**

   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**

   a) King County Comprehensive Plan

   1) King County Comprehensive Plan 2016 Update
   2) Technical Appendix C2: Regional Trails Needs Report
   3) Page 8

   b) City of Redmond Comprehensive Plan

   1) Redmond 2030 – City of Redmond Comprehensive Plan
   2) Chapter 13: Neighborhoods
   3) Page 13-101

   c) City of Redmond Transportation Master Plan

   1) Transportation Master Plan – August 2017 Update
   2) Chapter 4.4 Bicycle System Plan
   3) Page 94

   d) City of Redmond PARCC Plan
3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.
N/A

Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

   This project is located within both the Marymoor Local Center and the Downtown Redmond Mixed Use Zone, the zone that identifies Downtown Redmond in the City’s Comprehensive Plan and connects directly to the Downtown Redmond Regional Growth Center (approximately 1,000 feet west of project). It will create a comfortable, all ages and abilities pedestrian and bicycle connection between Downtown Redmond and the Marymoor Local Center. It will see significant use as the paved trail network to the east and west of the project extent is currently complete (East Lake Sammamish Trail to the east, Redmond Central Connector and Bear Creek Trail to the west).

   Redmond has been actively planning to create an urban center in Downtown Redmond for decades, work that has resulted in the construction of hundreds of residential units in construction and thousands more in the pipeline within Downtown Redmond. It also includes infrastructure investments that include numerous bicycle lanes, a denser street, more walkable street grid, and an east/west pedestrian/bicycle spine via the Redmond Central Connector paved shared use path.

   Growth and infrastructure investment in the Marymoor Local Center are about to begin in earnest, following Redmond’s adoption of the Marymoor Subarea Infrastructure Planning Report to guide growth and infrastructure implementation.

   Planning efforts in Downtown Redmond and the Marymoor Local Center are paving the way for substantial growth (total of nearly 32,000 residents and employees by 2030) in housing and employment as well as creating high functioning multimodal transportation systems.

2. **Describe how the project supports existing and/or planned population/employment activity in the center.**

   Plans in both Downtown Redmond (see Redmond Transportation Master Plan and others) and in the Marymoor Local Center (Marymoor Subarea Infrastructure Planning Report) envision mixed-use infill development that creates vibrant urban centers where residents and employees move around on a highly functional multimodal transportation system.

   The growth in these Centers is dependent on the success of re-orienting the transportation system around light rail stations (opening in 2024) for regional trips, by providing high quality pedestrian, bicycle, and bus access to light rail. This approach also takes advantage of the pedestrian and bicycle systems for intra-center trips or trips to nearby locations including Downtown Redmond to the Marymoor Local Center and vice versa.

   Unfortunately pedestrian and bicycle trips between the Downtown Redmond Regional Growth Center and Marymoor Local Center face a major barrier – the SR 520/SR 202 interchange. This project will remove that barrier and provide access to 11,350 residents and 10,800 employees (2030) in Downtown Redmond and 4,100 residents and 5,740 employees (2030) in the Marymoor Local Center to comfortable and attractive walking and bicycling choices to all the live/work/play opportunities that exists and will exist in the future in both Centers.

   King County and Redmond have been working towards completing this project for decades and look forward to securing funds necessary to build this project via this once-in-a-lifetime opportunity provided by Sound Transit’s DRLE reconstruction of the SR 520/SR 202 interchange.
3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center.

The City of Redmond, where the project is located, includes support for the project in multiple policies including direct support for the project in the Comprehensive Plan South East Redmond Policy N-SE-86: “Complete the planned grade separated connection across SR 520 between the north end of the East Lake Sammamish Trail and the Redmond Central Connector, recognizing its regional recreation and transportation significance. Pursue an interim connection if needed. If a permanent connection is not complete prior to the extension of light rail to Downtown Redmond, ensure that the connection’s design and construction are coordinated and done in conjunction with the extension of light rail to Downtown Redmond.”

Other policies in the City of Redmond’s Comprehensive plan that this project supports includes:

- LU-50.1 Designate a portion of Southeast Redmond as the Marymoor Local Center where employment, services, and housing are accommodated in a compact manner and at sufficient densities to make efficient use of urban land, and where transit and other multimodal access is supported through policies and regulations that guide planned growth and investments for this area.

- N-SE-45 Improve subarea connectivity and light rail station access by planning a grid of public, complete streets and pathways as shown in Map N-SER-2.

King County’s 2016 Comprehensive Plan Update, in addition to including this project in Appendix C: Regional Trails Needs Report, also contains a number of policies in line with the goals for this project, including:

- U-108: King County should support the development of Urban Centers to meet the region’s needs for housing, jobs, services, culture and recreation and to promote healthy communities; improving access to these services helps address social and economic needs of all residents, including disadvantaged communities. Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.

- U-109a: King County should encourage development, facilities and policies that lead to compact communities that transit can serve efficiently and effectively. As funding permits, King County should partner with jurisdictions and the private sector to spur development of compact communities and infrastructure investments that enhance alternatives to single occupant vehicles such as transit, safe walking paths and trails, bicycle facilities, car and van pools, and other modes.

- T-231: Consistent with the priorities defined in the County’s functional transportation plans, and the Regional Growth Strategy, nonmotorized transportation system investments should aim to increase safety and mobility, facilitating mode integration and intermodal connections, access to centers where appropriate, and providing opportunities for healthy activity and alternatives to driving for all populations.

- T-234: In urban areas, nonmotorized improvements should increase access to transit and urban centers while enhancing connections to parks, local trails, shopping, libraries, healthcare, and other public and private services and facilities.

- T-235: The King County Regional Trails System is the centerpiece of the nonmotorized system in the Rural Area and Natural Resource Lands. The county’s efforts to enhance the Rural Area and Natural Resource Lands nonmotorized network should include filling in the Regional Trails System’s missing links, coordinating road and trail projects whenever possible, considering access from roadways such as trailhead parking, and enhancing access to transit, especially park and rides and transit centers.

Criteria: Bicycle and Pedestrian Projects

1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

This bicycle and pedestrian project completes a critical gap in the King County Regional Trails Network by extending the East Lake Sammamish Trail from its current north terminus at NE 70th Street to the Redmond Central Connector – serving 4,100 residents and 5,740 employees in the Marymoor Local Center (2030), all within half a mile of the project and 11,350 residents and 10,800 employees in Downtown Redmond (2030), nearly all within a mile of the project. The design of this trail extension will be consistent in design with both the East Lake Sammamish Trail and Redmond Central Connector, providing a shared use path with a 12-foot-wide paved area with two-foot-wide gravel shoulders consistent with national
best practices including the FHWA Small Town and Rural Multimodal Network Guidebook (Note: NATCO Urban Bikeway Design Guide is not applicable to shared use paths).

Both of these trails are key facilities in the larger King County Regional Trails Network and are linked with other nearby regional trails including the Sammamish River, and Bear Creek Trails, see attached ELST North Extension – Regional Context Map for more details.

An automated trip counter on the East Lake Sammamish Trail, approximately 0.5 mile south of the project area, recorded a daily average of 1,394 trips in Summer 2017, and 3,795 trips recorded on a peak day in late August. Approximately 54.4% of trips on this section of the East Lake Sammamish Trail are pedestrians and 45.6% of trips are cyclists. The number of pedestrians and bicyclists using the East Lake Sammamish Trail is expected to increase significantly if the proposed project is funded, eliminating the barrier between East Lake Sammamish Trail and Downtown Redmond.

2. **Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e., safety and comfort, distance, slope, gaps, etc.**

Residents and employees have been requesting this project for decades in order to improve route directness, safety, comfort, and eliminate the barrier caused by SR 520 and SR 202. At present, there are no direct routes for nonmotorized trail users between the Redmond Central Connector and the East Lake Sammamish Trail. Rather, trail users have two options:

1) A 0.8 mile circuitous bypass around the north side of the SR 520/SR 202 Interchange using a combination of SR 202, a high volume State Route, and a sidepath that requires three separate arterial crossings, two of which are across SR 202. Since 2010 there have been 6 collisions between vehicles and pedestrians or bicycles at these crossings, all of which caused injuries to the vulnerable user.

2) A slightly more direct 0.6 mile detour using SR 202, a busy six lane state route with 35,466 average weekday daily traffic and 45 MPH speed limit (for bikers this requires taking the lane on a 45 MPH roadway at the westbound SR 520 entrance or riding in the wrong direction on the south sidewalk across the eastbound SR 520 off-ramp. Since 2010 there have been 13 collisions involving vehicles and pedestrians or bicyclists, in which 8 vulnerable users were injured. Three collisions involved bicyclists riding on the sidewalk in the wrong direction, indicating a desire to take the most direct route which would improve with implementation of the proposed project. In addition, 6 of these collisions have occurred since 2015 at the SR 520 eastbound off-ramp intersection with SR 202 showing a growing collision issue at this location.

This project eliminates the key barrier that exists today caused by SR 520 including undercrossings of the existing 60 MPH on- and off-ramps, and the wide, high volume, 45 MPH SR 202. Instead this project will provide an ADA accessible pedestrian and bicycle facility that is separated from vehicle traffic, meets standards for a comfortable hard surface trail found in the FHWA Small Town and Rural Multimodal Network Guidebook, and eliminates crossings of all major arterials. The safety improvement to the overall nonmotorized network in this area provided by this project will only become more important as the Downtown and Marymoor Local Center areas of Redmond continue to grow, adding more residents and jobs, expanding the need to travel between these two areas.

3. **Describe the connections to other multimodal facilities the project provides.**

This project would play an important role in the regional multimodal transportation system by significantly improving access to light rail, regional buses, and local buses, as well as significantly expanding the regional trail bike shed and walkshed to a high number of jobs and homes.

**Transit**

**Light Rail**

This project improves access to the future light rail station in the Marymoor Local Center including for properties on the existing Bear Creek Trail which provides comfortable, all ages and abilities access for a projected 1,600 jobs in 2030, and will be expanded in the future to add thousands more jobs to an easy bike shed. This trail is likely to be extended in the future beyond the current terminus which will link the Bear Creek Trail to thousands of additional employees on Union Hill Road and to thousands of residents on Avondale Road - in turn increasing the ease of access to light rail via the Bear Creek Trail.

**Bus Transit**

Bus transit will continue to play an important role in the multimodal transportation network. This project improves pedestrian and bicycle access to important express and local routes as identified in King County Metro’s Long Range Plan by 2025 including:

- an express route to Issaquah via Sammamish,
- an express route to the University of Washington
- a frequent route to Kirkland

In 2040 Metro plans to add service to more rural towns in King County, which will see improved access to the jobs and housing in Redmond with this project. Those services
improved access to the jobs and housing in Redmond with this project. Those services include:

- An express route to Snoqualmie, North Bend
- An express route to Duvall
- A frequent bus service to Cottage Lake

Pedestrian and Bicycle
The East Lake Sammamish Trail and the Redmond Central Connector link to destinations region wide (including North King County via the Sammamish River Trail, Bellevue via the 520 Trail, Sammamish and Issaquah via the East Lake Sammamish Trail, etc.) east and west of the project, but both trails currently dead-end at the project. Completing the project will not only open up a key regional trail link which increases the pedestrian and bicycle access to regional destinations, but it also creates a key local link that will serve the nearly 32,000 residents and employees projected in Downtown Redmond and the Marymoor Local Center by 2030. In addition, this project will improve access from Downtown Redmond to Marymoor Park, helping improve active transportation access to a major recreational facility which can be difficult to access without a vehicle.

4. **Describe how the project will benefit a variety of user groups, including those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities and/or areas experiencing high levels of unemployment or chronic underemployment.**

This trail extension project will serve as the primary connection for bicycles and pedestrians between Downtown Redmond and SE Redmond. The barrier caused by SR 520 make travel between these two areas difficult and stressful for nonmotorized users, including people with disabilities, due to its circuitous nature, three separate road crossings, two of which require users to cross six lanes of traffic on SR 202, and the high volume of traffic (35,466 average weekday daily traffic) on SR 202.

This connection will not only assist thousands of commuters traveling in and out of this area, but will also support the 2030 projection of:

- 1,350 residents and 10,800 employees in Downtown Redmond
- 4,100 residents and 5,740 employees in the Marymoor Local Center.

In addition, this project will provide an alternative transportation solution for residents of the Marymoor census block group, composed of approximately 30% low-income and 45% minority populations, to travel to the Downtown Redmond area for employment or other services.

5. **Discuss whether the resource is threatened and if there will be a loss of opportunity if this project is not funded.**

The construction of the East Lake Sammamish Trail (ELST) North Extension has long been a priority project for both King County and the City of Redmond, but the project costs have been insurmountable due to the need to rebuild SR 520 on- and off-ramps. Fortunately there is one opportunity to build this project – in conjunction with Sound Transit’s Downtown Redmond Light Rail Extension which will be rebuilding the SR 520 on- and off-ramps in order for light rail to pass underneath SR 520.

Sound Transit has agreed to build the East Lake Sammamish Trail North Extension with the Downtown Redmond Light Rail Extension if the project can be fully funded by the time Sound Transit begins seeking a design builder (early 2018). Therefore it is critical that grant funds are acquired because the funds are:

- Necessary to fund the project within this timeline, and
- If the project is not completely funded by early 2018 then it will never be built because SR 520 on- and off-ramps will not be rebuilt at a later date to accommodate the ELST North Extension.

**PSRC Funding Request**

1. **Has this project received PSRC funds previously?**
   - No

2. **If yes, please provide the project’s PSRC TIP ID**
   - N/A

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<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
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<td></td>
<td>2020</td>
<td>2020</td>
<td>$1,900,000.00</td>
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</tbody>
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Total Request: $2,500,000.00

**Total Estimated Project Cost and Schedule**
Funding Source | Secured/Unsecured | Amount  
--- | --- | ---  
Local | Secured | $100,000.00  
TAP | Unsecured | $600,000.00  
| | | $700,000.00  

Expected year of completion for this phase: 2018

Construction

| Funding Source | Secured/Unsecured | Amount  
--- | --- | ---  
TAP | Unsecured | $1,900,000.00  
Local | Secured | $2,983,100.00  
| | | $4,883,100.00  

Expected year of completion for this phase: 2022

Summary

1. Estimated project completion date  
3/2024

2. Total project cost  
$5,583,100.00

Funding Documentation

1. Documents  

2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.  
King County’s funding documentation identifies two funding sources to fund King County’s portion of the match for this project, the Mobility Connections and Emergent Contingency projects. Both of these funding sources and their 2017-2018 appropriation amounts are highlighted in yellow in the “King County Parks 2017-2018 Biennial Budget” spreadsheet. The two budget balance documents provide the remaining balances for both of these projects as of 09/15/2017.

City of Redmond’s funding document (City of Redmond – CIP ELST North Extension Match.jpg) identifies $40,000 in funding available within the 2018 CIP for this project.

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?  
No

2. Is preliminary engineering complete?  
No

3. What was the date of completion (month and year)?  
N/A

4. Have preliminary plans been submitted to WSDOT for approval?  
No

5. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.  
If the grant is awarded, then plans will be included as part of a Design Build procurement along with the Sound Transit Downtown Redmond Light Rail Extension (DRLE) Project. Procurement will begin in early 2018.
6. When are preliminary plans expected to be complete and approved by WSDOT (month and year)?
5/2019

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   Environmental Impact statement (EIS)
2. Has the NEPA documentation been approved?
   Yes
3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   11/2011

Project Readiness: Right of Way

1. Will Right of Way be required for this project?
   No
2. How many parcels do you need?
   N/A
3. What is the zoning in the project area?
   N/A
4. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
   N/A
5. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
   N/A
6. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
   N/A
7. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
   N/A

Project Readiness: Construction

1. Are funds being requested for construction?
   Yes
2. Do you have an engineer’s estimate?
   Yes
3. Engineers estimate document
   ELST_North_Extension__Cost_Estimate.pdf
4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   Shoreline Substantial Development Permit, HPA, Section 404 Nationwide Permit
5. Are Plans, Specifications & Estimates (PS&E) approved?
   No
6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   5/2019
7. When is the project scheduled to go to ad (month and year)?
   8/2018

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation
Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

Sound Transit has worked extensively with King County, City of Redmond and WSDOT as project stakeholders over the last 9 months, to ensure that the design of the DRLE project elements are compatible with each of the agencies existing and future facilities in the vicinity of the DRLE project. This coordination has involved a number of Interagency Meetings, Technical Workshops and two Design Charrettes involving numerous staff across these four agencies. Ensuring that the design of the light rail guideway through the SR 520/202 Interchange accommodates the design of the ELST North Extension, entirely within the former BNSF corridor and at a feasible cost, has been an essential element throughout this entire coordination process. As a result, Sound Transit is moving forward with a design for the guideway and the reconstructed and relocated SR 520/202 on and off-ramps that can include the ELST North Extension if it is funded in time for design builder procurement.

Additional information for the Project Readiness: NEPA Section
1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   • The trail project will be documented as a part of the EIS associated with the DRLE project.

2. Has the NEPA documentation been approved?
   • The DRLE project received a Record of Decision (ROD) in 2010. The project is currently undergoing an EIS amendment which will include the trail portion of the project.

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   • Original ROD was received in 2011. Amendment is expected to be complete by April 2018.

Additional information for Project Readiness: Construction Section
6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   • Design builder will submit plans for approval anticipated in May 2019. See attached DRLE Project Schedule (DRLE Project Schedule.pdf) for more details.

7. When is the project scheduled to go to ad (month and year)?
   • This design build project will initiate procurement in early 2018. See attached DRLE Project Schedule (DRLE Project Schedule.pdf) for more details.

Innovation:
Proposed project costs include a two span bridge placed over the creek channel and the wetlands west of the channel. The permitting process will propose the second span to be multiple short span piles which would still allow the wetlands to be continuous under the trail but would be a more cost effective solution. This solution requires approval through the environmental permitting process before it can be assumed to be an acceptable solution.

This project also assume the removal of an existing railroad crossing of Bear Creek as well as the widening of the creek channel through a pinch point in the existing creek width. The removal will improve the flow of the creek, reduce the flood elevation, and improve the channel for fish migration.

2. Describe the public review process for the project and actions taken to involve stakeholders in the project’s development.

The Interagency Coordination Process for the DRLE Project, which has taken place over the past nine months involving King County, City of Redmond, WSDOT, and Sound Transit, has included the integration of the ELST North Extension with the DRLE project as a primary coordination topic. As a result of this coordination, the reconstructed on- and off- ramps for SR 520 will be designed to accommodate the ELST North Extension project. This result was only possible with concurrence from all these project stakeholders due to the integrated nature of the trail extension with facilities managed by each stakeholder.

Sound Transit provide the following organizations a briefing on DRLE Project including the benefits of proposed project and opportunities afforded by the project to facilitate the trail extension.
Friends of Marymoor Park 3/22/17
Redmond Parks and Recreation 3/30/17
Marymoor Velodrome Association 7/11/17

At a public meeting on May 17, 2017 at Redmond City Hall hosted by Sound Transit, the opportunity to extend the East Lake Sammamish Trail as part of the DRLE project was presented to the public in the project presentation and as a separate display board. Also, the ELST North Extension project was discussed in the development of City of Redmond’s Marymoor Subarea Infrastructure Report and the Transit Integration (TRAIN) Study.

Both King County and City of Redmond submitted comment letters to Sound Transit in January.
2016 regarding the ST3 candidate project, which included support for construction of this trail extension concurrently with the DRLE project. These two letters, along with all other comments letters received regarding the ST3 Plan, were published on Sound Transit’s website.

Finally, the ELST North Extension project has been published in both King County’s Comprehensive Plan 2016 Update and the City of Redmond Comprehensive Plan, Transportation Master Plan and PARCC Plan.

3. Final documents

STRedmondLinkExtensionProjectCommentLetterfromEGA6.15.17_EGA.pdf,
DRLE_Project_Schedule.pdf
The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.
## Project: King County - East Lake Sammamish Trail Connection
#### Project Limits:
- From Bear Creek Trail to NE 70th Street, City of Redmond
- Approx Length of Trail: 0.32 miles

### Item # | DESCRIPTION OF ITEM | UNIT | UNIT PRICE | TOTAL QTY | Total Price
---|---|---|---|---|---
**SECTION: 1 PREPARATION**
- Mobilization | L.S. | $327,497 | 1 | $327,497
- Clearing and Grubbing | ACRE | $9,000 | 0.32 | $2,880
- Archaeological and Historical Salvage | EST. | $5,000 | 1 | $5,000
- Removal of Structure and Obstruction | L.S. | $5,000 | 1 | $5,000

**SECTION 2: GRADING**
- Roadway Excavation Incl. Haul | C.Y. | $20 | 1,500 | $30,000
- Unsuitable Foundation Excavation Incl. Haul and Backfill | EST. | $50,000 | 1 | $50,000
- Select Borrow Incl. Haul | TON | $20 | 1,039 | $20,782
- Stormwater Pipe (size and type TBD) | LF | $60 | 500 | $30,000
- Catch Basin | EACH | $1,500 | 3 | $4,500
- Aggregates for Infiltration Trench | TON | $35 | 466 | $16,310

**SECTION: 8 STRUCTURE**
- Wetland Bridge | S.F. | $150 | 1,620 | $243,000
- Bear Creek Bridge | S.F. | $200 | 2,430 | $486,000
- Voided Slab (on/off ramps undercrossings) | S.F. | $300 | 2,160 | $648,000
- Soil Ground Improvements | S.Y. | $200 | 333 | $66,667
- Modular Block Wall | S.F. | $50 | 1,530 | $76,500

**SECTION 9: SURFACING**
- Crushed Surfacing Top Course | TON | $35 | 1,039 | $36,365

**SECTION: 14 HOT MIX ASPHALT**
- HMA CL 3/8" PG 64-22 | TON | $200 | 512 | $102,400

**SECTION: 17 EROSION CONTROL AND PLANTING**
- ESC Lead | DAY | $150 | 60 | $9,000
- Stormwater Pollution Prevention Plan | L.S. | $10,000 | 1 | $10,000
- Misc Utility Relocation | L.S. | $10,000 | 1 | $10,000
- Silt Fence | L.F. | $4 | 3,370 | $13,480
- Erosion/Water Pollution Control | EST. | $30,000 | 1 | $30,000
- Seeding and Mulching | ACRE | $4,000 | 1 | $3,095
- Wetland Mitigation | L.S. | $45,000 | 1 | $45,000

**SECTION: 18 TRAFFIC & SIGNAGE**
- Plastic Crosswalk Line | S.F. | $10 | 480 | $4,800
- Plastic Stop Line | L.F. | $11 | 24 | $264
- Project Temporary Traffic Control | L.S. | $15,000 | 1 | $15,000
- Plastic Line | L.F. | $3 | 1,700 | $5,100
- Traffic Signal System - Accessible Pedestrian Signal Upgrade | L.S. | $25,000 | 1 | $25,000

**SECTION: 19 OTHER ITEMS**
- Structure Surveying | L.S. | $5,000 | 1 | $5,000
- Roadway Surveying | L.S. | $5,000 | 1 | $5,000
- Removable Bollard | EACH | $600 | 6 | $3,600
- Split Rail Fence | L.F. | $15 | 1,670 | $25,050
- Chain Link Fence | L.F. | $30 | 800 | $24,000
- Pedestrian Railing | L.F. | $160 | 900 | $144,000
- Illumination | EACH | $15,000 | 2 | $30,000
- Cement Conc. Curb Ramp Type Perpendicular A | EACH | $2,500 | 3 | $7,500
- Remove Existing Bridge | L.S. | $20,000 | 1 | $20,000
- Floodway Modification | L.S. | $50,000 | 1 | $50,000
- Floodway Mitigation | L.S. | $50,000 | 1 | $50,000
- SPCC Plan | L.S. | $2,000 | 1 | $2,000
- Miscellaneous Item Allowance in Design (40%) | 40% | $891,685 | 1 | $891,685
- Art | 1% | $23,597 | 1 | $23,597

**SUBTOTAL** | $3,602,471
- Permitting | 3% | $108,074.14
- Final Design | 10% | $360,247.12
- Allocated Contingency | 10% | $360,247.12

**CONSTRUCTION SUBTOTAL** | $4,431,000
- Agency Admin | 6% | $265,860
- Construction Admin | 10% | $443,100
- Unallocated Contingency | 10% | $443,100

**TOTAL PROJECT COST** | $5,583,100
September 19, 2017

Kevin Brown  
Division Director  
King County Parks and Recreation Division  
201 South Jackson Street, Suite 700  
Seattle, WA 98104

Dear Mr. Brown,

I am writing to express my support for the joint King County Parks and City of Redmond application to the Puget Sound Regional Council (PSRC) 2017 Transportation Alternatives Program for East Lake Sammamish Trail North Extension.

This project completes a critical gap in the King County Regional Trails Network by extending the East Lake Sammamish Trail from its current north terminus at NE 70th St. to its final planned terminus at the intersection with the Redmond Central Connector. The improvement will construct a regional trail approximately 1,750 feet long entirely within the former BNSF Rail Corridor through the SR 520/SR202 Interchange and over Bear Creek, linking the northern terminus of the East Lake Sammamish Trail with the southern terminus of the Redmond Central Connector in Redmond.

This project would provide a direct, all ages and abilities shared use path connection between these two trails. It will also eliminate the need for any trail users to utilize busy surface roadways to travel between these two areas. The safety improvement to the overall nonmotorized network in this area provided by this project will only become more important as the Downtown and SE Redmond areas of Redmond continue to grow, adding more residents and jobs, expanding the need to travel between these two areas.

The project is also located between two planned Link Light Rail Stations, the Downtown and SE Redmond Stations and is being coordinated with Sound Transit. If selected for funding the project will be incorporated into the Design Build contract for the ST3 Downtown Redmond Link Extension (DRLE) project and designed, permitted and constructed concurrently with the overall project.

For these reasons, I encourage the PSRC selection of the project for funding,

Sincerely,

[Signature]

John Marchione  
Mayor
September 18, 2017

Kevin Brown
Division Director
King County Parks and Recreation Division
201 South Jackson Street, Suite 700
Seattle, WA 98104

Dear Mr. Brown:

I am writing to express my support for the joint King County Parks and City of Redmond application to the Puget Sound Regional Council (PSRC) 2017 Transportation Alternatives Program for East Lake Sammamish Trail North Extension.

This project completes a critical gap in the King County Regional Trails Network by extending the East Lake Sammamish Trail from its current north terminus at NE 70th St. to its final planned terminus at the intersection with the Redmond Central Connector. The improvement will construct a regional trail approximately 1,750 feet long entirely within the former BNSF Rail Corridor through the SR 520/SR 202 Interchange and over Bear Creek, linking the northern terminus of the East Lake Sammamish Trail with the southern terminus of the Redmond Central Connector in Redmond.

This project would provide a direct, all ages and abilities shared use path connection between these two trails. It will also eliminate the need for any trail users to utilize busy surface roadways to travel between these two areas. The safety improvement to the overall nonmotorized network in this area provided by this project will only become more important as the Downtown and SE Redmond areas of Redmond continue to grow, adding more residents and jobs, expanding the need to travel between these two areas.

The project is also located between two planned Link Light Rail Stations, the Downtown and SE Redmond Stations and is being coordinated with Sound Transit. The project will be incorporated into the Design Build contract for the ST3 Downtown Redmond Link Extension (DRLE) project and designed, permitted and constructed concurrently with the overall project, subject to a partnering agreement between King County Parks, the City of Redmond, and Sound Transit.
For these important reasons, I encourage the PSRC selection of this project for funding.

Sincerely,

[Signature]

Michael Harbour
Deputy Chief Executive Officer

cc: Lisa Wolterink
   Director of Grants and Fares
To: Sound Transit CEO Peter Rogoff
    Sound Transit Board Chair, Vice Chairs and Board Members
c/o Board Administrator
    Sound Transit
    401 S Jackson St.
    Seattle, WA 98104

Date: June 16, 2017

Dear Mr. Rogoff and Sound Transit Board Members,

The Eastside Greenway Alliance is a coalition of nonprofit organizations comprising: Cascade Bicycle Club, The Trust for Public Land, Forterra, Futurewise, Transportation Choices Coalition, Washington Trails Association and Mountains to Sound Greenway. Together, we support the Redmond Link Extension alignment options as recommended by Sound Transit staff. The proposed alignment presents an opportunity to increase the impact of the Eastside Rail Corridor trail, by connecting it to transit and nearby existing regional trails. The Eastside Rail Corridor, which includes the Redmond Central Connector, is a multi-use corridor that will soon connect Eastside communities via a protected, end-to-end bike/ped trail. The positive impact of the Eastside Rail Corridor trail will be multiplied by the proposed Redmond Link Extension alignment – and vice-versa – if trail connectivity is prioritized throughout the design process. As design progresses and the nuances of safety and functionality are ironed out, we look forward to being included and involved.

Below we provide comments on three distinct components of the Redmond Link Extension project (the two stations and the track alignment), as well as recommendations for making sure the abundant network of trails in this area are leveraged through the project to expand the reach of light rail and enhance the already beloved community trail amenities.

1. **Track Elevation and Alignment Connecting the Stations**
   The Redmond Link Extension presents an unprecedented opportunity to leverage and enhance the existing regional trail network for station access and regional connectivity.
• **Connecting the East Lake Sammamish Trail to the Redmond Central Connector** fills an important missing link in the regional trail network. The Redmond Central Connector is part of the Eastside Rail Corridor (ERC), a 28-mile abandoned rail corridor running north-south from Woodinville to Renton, with a spur line to Redmond. Plans are underway to connect the Redmond Central Connector to the Cross Kirkland Corridor segment of the ERC.

• **For the Southeast Redmond Station Area we support the recommended at-grade rail and station alignment.** The rail extending to Southeast Redmond from Redmond Technology Center station hugs the perimeter of Marymoor Park to the south, and the shoulder of SR-520 to the north. With no road crossings and no public access in the proximity, we see the at-grade alignment as a practical solution that facilitates a cost-effective at-grade trail connection between the Redmond Central Connector and the East Lake Sammamish Trail we refer to above.

2. **Southeast Redmond Station Area Design**

At the Southeast Redmond Station Area, connecting to existing trails will maximize non-motorized access between the station area and nearby regional destinations. In close proximity to the future station are the East Lake Sammamish Trail and Marymoor Connector Trail. **We strongly encourage ST to include trail connections in the scope of the Redmond Link Extension** because we see the following benefits of making the connections as part of the ST project:

- Marymoor Park attracts tens of thousands of regional visitors annually for concerts and other events. A connected pedestrian and bike path between the park and light rail station will provide a safe and intuitive route for people travelling via light rail to the park.

- The East Lake Sammamish Trail (ELST) is an 11-mile paved regional trail from south Redmond, south to Issaquah via Sammamish. A direct trail connection between the ELST and the Southeast Redmond station will enable safe and easy non-motorized station access for people in Issaquah and Sammamish. As Issaquah light rail is planned for the later years of ST3 (2041), the ELST connection is a meaningful one for that community in the near term.

3. **Downtown Redmond Station Area Design**

For the **Downtown Redmond Station Area we support an elevated station and track** that maintains and enhances the urban, walkable feel of the neighborhood.

- Physical separation of the tracks from the existing neighborhood maximizes safety by eliminating road crossings and people/train conflicts.
As station area design and design for the required end-of-track train storage move forward we look forward to seeing how the Redmond Central Connector trail is incorporated, ensuring the trail:
- Becomes a safe and intuitive non-motorized connection for people using the Link Light Rail Station, and;
- Remains a safe and inviting trail for people travelling through downtown Redmond along the corridor to destinations north and south.

Safe and intuitive bike, pedestrian and transit connections are essential to ensuring that the downtown Redmond station advances the people-centered downtown vision that Redmond is working towards. On-road bike facilities will also improve access to the downtown Redmond station. We strongly encourage ST to include on-road bike facilities, identified in collaboration with the City of Redmond, as part of the access component of this project.

The Sound Transit board’s alignment decisions for the Redmond Link Extension will pave the way for more detailed design decisions. **As design for stations and the trail/transit connections across SR-520 advance, we urge Sound Transit and other public agency stakeholders to prioritize transit and trail user experience in a manner consistent with previous Federal Transit Administration guidance.** Walking and biking to the stations via new and existing on-road and trail connections should be simple, safe, protected, and connected. This means that bike/ped connections should:

- Terminate at intuitive locations as close as possible to the stations;
- Be simple, safe, and connected, with limited road crossings;
- Connect directly between regional trails and spur connections to the station, as well as nearby station area amenities;
- Be as open as possible, to ensure user safety and visibility. For example designs should:
  - Avoid routing bikes and pedestrians behind or through parking garages (a potential at the Southeast Redmond Station).
  - Minimize enclosed “tunnel” trails (potential at East Lake Sammamish / Redmond Central Connector connection at SR-202 interchange).
    - Where necessary, provide adequate lighting along with other “activations” such as murals and community art installations (the I-90 bike tunnel at Judkins Park is a good example to review).
  - Design and locate the required “end-of-line” train storage near the downtown Redmond station to complement the existing urban environment and not impede trail access, visibility or safety.
Also important for trail users is minimizing the impact of trail necessary closures during construction. **By strategically timing work, closure windows can be narrowed. By providing well signed, simple and safe alternate routes, disruption to trail users can be further minimized.**

We look forward to working with Sound Transit as Redmond Link Extension station design and construction move forward, and to engaging and mobilizing our memberships in support of solutions that help people travel sustainably within their communities and to, from and nearby light rail stations.

Sincerely,

The Eastside Greenway Alliance:

Blake Trask                        Courtney Landoll
Senior Policy Director            Parks for People Project Manager
Cascade Bicycle Club              The Trust for Public Land

Bryce Yadon                      Ricardo Gotla
State Policy Director             Policy Director
Futurewise                       Transportation Choices Coalition

Andrea Imler                     Amy Brockhaus
Advocacy Director                Deputy Director
Washington Trails Association     Mountains to Sound Greenway

Leda Chahim
Government Affairs Director
Forterra

CC:        Jeff Aken, City of Redmond Parks Planner
          Jean White, King County Regional Trails Program Manager
          David St. John, King County DNRP Policy Advisor
          Celeste Gilman, WSDOT Multimodal Planning, Integration and Access Manager
          Grace Carlson, Seattle Subway Political Director
          Luke Lamon, Sound Transit Government and Community Relations Officer