



**STATE OF WASHINGTON**  
**RECREATION AND CONSERVATION OFFICE**

September 2008

**Item #9c:** **Washington Wildlife and Recreation Program,  
Outdoor Recreation Account**

Trails Category Ranked List for Fiscal Year 2010

**Prepared By:** Marguerite Austin, Recreation Section Manager

**Presented By:** Marguerite Austin, Recreation Section Manager

**Approved by the  
Director:**

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**Proposed Action: Decision**

**Description of Category**

"Trails means public ways constructed for and open to pedestrians, equestrians, or bicyclists, or any combination thereof, other than a sidewalk constructed as a part of a city street or county road for exclusive use of pedestrians."<sup>1</sup>

**Summary**

Thirty-six Trails Category projects requesting \$29.5 million were evaluated August 13-15 in open public meetings. The Recreation and Conservation Funding Board (Board) is being asked to approve Table 1, which shows the ranked list of projects and staff's recommendation for projects to be forwarded to the Governor.

**Staff Recommendation**

Staff recommends approval of Table 1, which shows the ranked list of projects. If approved by the Board, staff will forward the list to the Governor. In keeping with Board

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<sup>1</sup> Chapter 79A.15.010 (10), Acquisition of Habitat Conservation and Outdoor Recreation Lands



guidelines, Table 1 includes enough projects to use the statutory amount set aside for this category and alternates.

Resolution #2008-041 is provided for Board consideration.

**Program Policies**

The Trails category provides funds for pedestrian, bicycle, equestrian, or cross-country ski trails. Trails must be for nonmotorized use and cannot be part of a street or roadway. If located along a roadway, the trail must be separated from the roadway by a physical barrier. Sponsors may use funds for facilities such as parking and rest, picnic, or viewing areas that are directly related to an existing or proposed public trail.

Other factors related to this category are:

<b>Eligible Applicants</b>	Local and state agencies
<b>Eligible Project Types</b>	<ul style="list-style-type: none"> <li>▪ Acquisition, development, and renovation of trails and trailheads</li> <li>▪ Combination projects involve both acquisition and development/renovation</li> </ul>
<b>Funding Limits</b>	No limits
<b>Match Requirements</b>	Local agencies must provide a 50 percent matching share
<b>Public Access</b>	Required

The Trails category is eligible to receive 20 percent of the Washington Wildlife and Recreation Program funds in the Outdoor Recreation account.

**Evaluation Summary**

Thirty-six Trails category projects requesting \$29.5 million were evaluated between August 13-15 in open public meetings. Using criteria adopted by the Board, a team of eight evaluators reviewed and ranked the projects. The team was comprised of state and local agency representatives and citizens-at-large who are recognized for their expertise, experience, and knowledge related to trail issues. Members included:

**Evaluator**

Richard Johnson, Sammamish  
 Fred Wert, Winthrop  
 Bryan Higgins, Federal Way Parks and Recreation  
 Theresa Julius, Grays Harbor Council of Governments  
 Michael Welter, Thurston County Parks and Recreation  
 Ryan Karlson, State Parks and Recreation  
 Mark Mauren, Department of Natural Resources  
 Mike O'Malley, Department of Fish and Wildlife

**Representative**

Citizen  
 Citizen  
 Local Agency  
 Local Agency  
 Local Agency  
 State Agency  
 State Agency  
 State Agency

*Table 1 – WWRP, Trails Category Ranked List of Projects, Fiscal Year 2010* shows the results of the evaluation.

## **Attachments**

Resolution #2008-041

Table 1 – WWRP, Trails Category Ranked List of Projects, FY 2010

- A. State Map for Trails Category projects
- B. Trails Evaluation Criteria Summary
- C. Trails Project Evaluation Scoring Summary
- D. Trails Project Synopses

**RESOLUTION #2008-041**

**Washington Wildlife and Recreation Program  
Trails Category - Fiscal Year 2010  
Ranked List of Projects**

**WHEREAS**, for fiscal year 2010 of the 2009-2011 biennium, 36 Trails category projects are eligible for funding from the Outdoor Recreation Account of the Washington Wildlife and Recreation Program; and

**WHEREAS**, these 36 Trails category projects were evaluated using criteria approved by Recreation and Conservation Funding Board (Board) members; and

**WHEREAS**, these evaluations occurred in open public meetings, thereby supporting the Board's strategy to ensure that its work is conducted with integrity and in a fair and open manner; and

**WHEREAS**, all 36 Trails category projects meet program requirements as stipulated in Manual #10, *Washington Wildlife and Recreation Program - Outdoor Recreation Account: Policies and Project Selection*, thereby supporting the Board's goal to fund the best projects as determined by the evaluation process; and

**WHEREAS**, all of the projects acquire, develop or renovate pedestrian, bicycle, equestrian, or cross-country ski trails, thereby furthering the Board's goal to provide funding for recreation opportunities statewide, including bicycling and walking facilities and facilities most conducive to improved health;

**NOW, THEREFORE BE IT RESOLVED**, that the Board hereby approves the ranked list of projects depicted in Table 1 – *WWRP, Trails Ranked List of Projects, FY 2010*, and

**BE IT FURTHER RESOLVED** that the Board hereby recommends to the Governor the ranked list of Trails category projects for further consideration.

*Resolution moved by:* \_\_\_\_\_

*Resolution seconded by:* \_\_\_\_\_

*Adopted/Defeated/Deferred (underline one)*

*Date:* \_\_\_\_\_

Table 1

Washington Wildlife and Recreation Program - Trails  
State Fiscal Year 2010

Rank	Score	Number	Project Name	Project Sponsor	RCO Amount	Sponsor Amt	Total Amt	Cumulative Amt.
1 of 36	63.000	08-1075D	Spruce Railroad Trail Tunnel Restoration	Clallam Co Public Works Dept	\$999,000	\$1,230,000	\$2,229,000	\$999,000
2 of 36	60.643	08-1332D	Centennial Trail Realignment at Gateway Park	Spokane County Parks & Rec	\$197,974	\$197,974	\$395,948	\$1,196,974
3 of 36	56.286	08-1361D	Willapa Hills Trail - Chehalis to Adna	State Parks	\$300,000		\$300,000	\$1,496,974
4 of 36	55.500	08-1314D	Olympic Discovery Trail - Dry Creek Bridge	Port Angeles City of	\$379,670	\$379,746	\$759,416	\$1,876,644
5 of 36	54.857	08-1773C	Larry Scott Trail Final Phase Project	Jefferson Co Public Works	\$590,830	\$590,830	\$1,181,660	\$2,467,474
6 of 36	54.143	08-1690D	Interurban Trail - 3rd Ave SW to Stewart Road	Pacific City of	\$267,878	\$267,879	\$535,757	\$2,735,352
7 of 36	52.643	08-1432A	The Ridge Acquisition	Richland Parks & Rec	\$1,300,000	\$1,300,000	\$2,600,000	\$4,035,352
8 of 36	52.286	08-1635D	Des Moines Creek Trail- Waterfront Connection	Des Moines Parks & Rec Dept	\$579,083	\$589,960	\$1,169,043	\$4,614,435
9 of 36	51.143	08-1252D	Chelatchie Prairie Rail-with-Trail Phase 1	Clark County Parks Dept	\$951,361	\$951,361	\$1,902,722	\$5,565,796
10 of 36	50.714	08-1697D	Interurban Trail Edmonds	Edmonds Parks & Recreation	\$577,000	\$578,080	\$1,155,080	\$6,142,796
11 of 36	50.571	08-1698C	Historic Iron Bridge Renovation	Spokane City of	\$530,000	\$530,026	\$1,060,026	\$6,672,796
12 of 36	50.500	08-1298D	Mount Vernon Riverfront Promenade Trail	Mount Vernon City of	\$1,525,796	\$1,525,796	\$3,051,592	\$8,198,592
13 of 36	50.429	08-1262C	Sumner Trail #1 Confluence Trail to Bridge Street	Sumner City of	\$349,869	\$349,869	\$699,738	\$8,548,461
14 of 36	50.357	08-1774C	Cushman-Scott Pierson Trails Connector	Peninsula Metropolitan Park	\$1,206,247	\$1,206,247	\$2,412,494	\$9,754,708
15 of 36	50.143	08-1797A	Chambers - Leach Creek Trail	University Place City of	\$70,700	\$71,250	\$141,950	\$9,825,408
16 of 36	49.857	08-1369D	Foothills Trail Development	King County DNR & Parks	\$600,000	\$604,000	\$1,204,000	\$10,425,408
17 of 36	49.357	08-1775D	Centennial Trail Phase 1 Stage 3	Snohomish County Parks Dept	\$914,000	\$914,000	\$1,828,000	\$11,339,408
18 of 36	49.000	08-1313C	Sumner Trail #4 - 24th St. Bridge Connection	Sumner City of	\$227,410	\$227,410	\$454,820	\$11,566,818
19 of 36	48.071	08-1444D	Foothills Trail - Buckley to So. Prairie Phase 2	Pierce County Parks & Rec	\$1,133,627	\$1,134,628	\$2,268,255	\$12,700,445
20 of 36	48.000	08-1297D	Sumner Trail #5 White River Trail	Sumner City of	\$463,535	\$1,736,465	\$2,200,000	\$13,163,980
20 of 36	48.000	08-1676D	E Lk Sammamish Trail-Issaquah Segment	King County of	\$2,000,000	\$2,487,842	\$4,487,842	\$15,163,980
22 of 36	47.714	08-1110D	E.Lk Sammamish Trail -Redmond Segment	King County of	\$2,000,000	\$2,029,929	\$4,029,929	\$17,163,980
23 of 36	47.429	08-1566D	Interurban Trail & Trailhead Phase 2	Edgewood City of	\$1,150,555	\$1,150,555	\$2,301,110	\$18,314,535
23 of 36	47.429	08-1800D	White River Trail Extension	Auburn City of	\$154,000	\$154,001	\$308,001	\$18,468,535
25 of 36	46.786	08-1770D	Naches Trail, Phase 1	Yakima County Public Services	\$672,521	\$672,521	\$1,345,042	\$19,141,056
25 of 36	46.786	08-1451D	Johnson Avenue Path	Pullman City of	\$385,275	\$385,275	\$770,550	\$19,526,331
27 of 36	46.571	08-1668D	Bremerton Boardwalk Trail 08	Bremerton City of	\$3,000,000	\$9,535,867	\$12,535,867	\$22,526,331
28 of 36	45.857	08-1764D	Historic Water Ditch Trail	Tacoma City of	\$493,000	\$493,000	\$986,000	\$23,019,331
29 of 36	44.643	08-1812D	Clear Creek Meadows Trail Development	Kitsap County Public Works	\$41,868	\$43,700	\$85,568	\$23,061,199
30 of 36	44.214	08-1270A	Yakima Levee Trail Acquisition	State Parks	\$198,108		\$198,108	\$23,259,307
31 of 36	42.429	08-1086D	Bear/Evans Creek Trail & Greenway at Johnson Park	Redmond City of	\$719,917	\$719,917	\$1,439,834	\$23,979,224
32 of 36	40.643	08-1211A	Bear/Evans Creek Trail & Greenway - Reid Property	Redmond Parks & Rec Dept	\$1,250,000	\$1,250,000	\$2,500,000	\$25,229,224
33 of 36	40.143	08-1250D	Pearson Park Trail	Vancouver Parks & Rec Dept	\$214,630	\$214,630	\$429,260	\$25,443,854
34 of 36	38.143	08-1223D	Sequim Bay - Pedestrian Bridge	State Parks	\$1,185,882	\$20,000	\$1,205,882	\$26,629,736
35 of 36	37.214	08-1767D	Vancouver Lake Trail Extension 2	Clark County Parks Dept	\$848,138	\$848,138	\$1,696,276	\$27,477,874
36 of 36	33.643	08-1762A	Tanner Trail Acquisition	North Bend City of	\$1,997,037	\$1,997,037	\$3,994,074	\$29,474,911
					<b>\$29,474,911</b>	<b>\$36,387,933</b>	<b>\$65,862,844</b>	



**Attachment B: Trails Category, Evaluation Criteria Summary Table**

*"Trails means public ways constructed for and open to pedestrians, equestrians, or bicyclists, or any combination thereof, other than a sidewalk constructed as a part of a city street or county road for exclusive use of pedestrians."* RCW 79A.15.010

WWRP - Trails Criteria Analysis					
Score	#	Title	A/D	Mult/Mx	Focus
Team	1	Need	A/D	3/15.0	Local
Team	2	Project Design	D	3/15.0	Technical
Team	3	Immediacy of Threat	A	3/15.0	Local
Team	4	Trail and Community Linkages	A/D	3/15.0	State/Local
Team	5	Water Access, Views, and Scenic Values	A/D	2/10.0	State
Team	6	Wildlife Habitat Connectivity	A/D	1/5.0	State
Team	7	Project Support	A/D	2/10.0	State/Local
Team	8	Cost Efficiencies	A/D	1/5.0	State/Local
RCO Staff	9	GMA Preference	A/D	1/0	State
RCO Staff	10	Population Proximity	A/D	1/3.0	State
TOTAL POINTS POSSIBLE				A = 78 / D = 78	

**KEY:**

- RCO Staff = Criteria scored by *RCO staff*
- Team = Criteria scored by interdisciplinary evaluation *team*
- A/D = Acquisition or Development specific question
- Mult/Mx = Multiplier and maximum points possible for this criterion
- St/Loc/Tech = State priority, local priority, or technical consideration
- SCORP = Statewide comprehensive outdoor recreation plan
- Focus = *St/Loc/Tech*; Criteria orientation in accordance with SCORP policy of developing evaluation systems based on three need factors: those that meet general *statewide* needs (often called for in RCW or SCORP), those that meet *local* needs (usually an item of narrower purview, often called for in local plans), and those that meet *technical* considerations (usually more objective decisions than those of policy).

Scoring Criteria, Trails Category

**TEAM SCORED**

1. **NEED.** Is the project needed? RCW 79A.15.070(6)(a)(v-vi)
2. **PROJECT DESIGN.** Is the proposal appropriately designed for the intended use(s)?  
Development RCW 79A.15.070(6)(a)(v)
3. **IMMEDIACY OF THREAT.** Does a threat to the public availability of a part of the trail exist?  
Acquisition RCW 79A.15.070(6)(a)(ii)
4. **TRAIL AND COMMUNITY LINKAGES.** Does the trail project connect trails and communities or provide linkages to community oriented facilities or resources? RCW 79A.15.070(6)(a)(iii)(iv)
5. **WATER ACCESS, VIEWS, AND SCENIC VALUES.** Does the project provide scenic values and/or direct and immediate recreational *access to or views of* a "significant" natural water body? Water access is the primary criterion; scenic values or views of water are secondary. RCW 79A.15.070(6)(a)(vii)(ix)
6. **WILDLIFE HABITAT CONNECTIVITY.** Will this proposal enhance wildlife's *access to food, water, or cover*? RCW 79A.15.070(6)(a)(viii)
7. **PROJECT SUPPORT.** The extent that the public (statewide, community, and/or user groups) has been provided with an adequate *opportunity to become informed*, and/or *support* for the project seems apparent. RCW 79A.15.070(6)(a)(i)
8. **COST EFFICIENCIES.** Does the project demonstrate efficiencies and/or reduces government costs through documented use of:
  - Volunteers,
  - Donations,
  - *Signed* cooperative agreements or
  - *Signed* memoranda of understanding (such as no cost easements/leases, maintenance/operation arrangements, or similar cost savings).

**SCORED BY RCO STAFF**

9. **GMA PREFERENCE.** Has the applicant made progress toward meeting the requirements of the Growth Management Act (GMA)? .....RCW 43.17.250 (GMA-preference required.)
10. **POPULATION PROXIMITY.**
  - a. The project is located within the urban growth area boundary of a city or town with a population of 5,000 or more. AND
  - b. The project is located within a county with a population density of 250 or more people per square mile. RCW 79A.25.250

## Attachment C: Evaluation Summary Washington Wildlife and Recreation Program - Trails State Fiscal Year 2010

Question #	1	2	3	4	5	6	7	8	9	10		
Rank	Name/Sponsor	Project		Trail & Community		Wildlife		Cost	GMA	Pop.	Total	
		Need	Design	Threat	Linkages	Water Scenic Values	Habitat Connect.	Project Support	Efficiencies	Preference		Proximity
1	Spruce Railroad/Clallam Co	13.714	12.429		12.429	9.429	3.000	8.571	4.429	-1.000	0.000	63.000
2	Centennial Tr/Spokane Co	13.714	14.143		12.000	7.714	2.000	7.143	3.429	-1.000	1.500	60.643
3	Willapa Hills Tr/State Parks	12.857	12.000	0.000	10.714	6.286	2.571	8.286	3.571	0.000	0.000	56.286
4	Olympic Dis/Port Angeles	12.000	10.714		11.143	6.571	2.143	7.429	4.000	0.000	1.500	55.500
5	Larry Scott Tr/Jefferson Co	12.857	11.571	0.000	11.143	6.000	2.571	8.000	3.714	-1.000	0.000	54.857
6	Interurban Tr/Pacific	11.143	10.286		12.000	4.286	2.286	7.429	3.714	0.000	3.000	54.143
7	The Ridge Acq/Richland	9.429		11.143	8.143	8.286	2.857	8.000	3.286	0.000	1.500	52.643
8	Des Moines Cr/Des Moines	10.286	9.429		9.857	6.000	2.857	7.143	3.714	0.000	3.000	52.286
9	Chelatchie Prairie/Clark Co	9.857	10.286	0.000	9.429	6.000	2.000	8.286	3.286	-1.000	3.000	51.143
10	Interurban Tr/Edmonds	10.286	10.714	0.000	10.286	5.429	2.429	6.571	2.000	0.000	3.000	50.714
11	Historic Iron Br/Spokane	9.857	9.429	0.000	10.714	7.143	0.286	7.143	3.000	0.000	3.000	50.571
12	Mount Vernon Tr/Mount Vernon	9.000	12.000	0.000	8.571	7.714	2.000	7.143	2.571	0.000	1.500	50.500
13	Sumner Trail #1/Sumner	9.857	10.714		9.429	6.571	2.286	6.286	2.286	0.000	3.000	50.429
14	Cushman-Scott/Peninsula	12.000	9.000		11.143	6.286	1.571	6.286	2.571	0.000	1.500	50.357
15	Chambers - Leach/Univ Place	9.429		8.143	9.000	7.143	3.429	6.857	3.143	0.000	3.000	50.143
16	Foothills Trail/King Co	10.714	11.143	0.000	8.143	4.857	2.143	7.429	2.429	0.000	3.000	49.857
17	Centennial Tr/Snohomish Co	10.286	11.143		9.429	5.429	2.429	6.857	2.286	0.000	1.500	49.357
18	Sumner Trail #4/Sumner Co	10.286	9.857	0.000	9.429	5.714	2.286	6.286	2.143	0.000	3.000	49.000
19	Foothills Trail/Pierce Co	9.857	10.286	0.000	9.857	6.000	2.143	5.714	2.714	0.000	1.500	48.071
20	Sumner Trail #5/Sumner Co	9.000	9.857		8.571	6.857	1.857	6.286	2.571	0.000	3.000	48.000
20	E Lk Sammamish /King Co	9.857	9.429	0.000	9.429	4.857	2.000	7.429	2.000	0.000	3.000	48.000
22	E.Lk Sammamish /King Co	9.857	9.857		9.000	4.857	1.857	7.429	1.857	0.000	3.000	47.714
23	Interurban Trail/Edgewood	9.429	9.857	0.000	9.429	4.857	2.143	6.000	2.714	0.000	3.000	47.429
23	White River Tra/Auburn	9.429	10.286	0.000	9.429	6.000	1.857	5.143	2.286	0.000	3.000	47.429
25	Naches Trail, P/Yakima Co	9.429	10.286	0.000	8.571	5.143	2.000	6.286	3.571	0.000	1.500	46.786
25	Johnson Avenue /Pullman	10.286	10.286		8.571	5.143	1.429	6.571	3.000	0.000	1.500	46.786
27	Bremerton Board/Bremerton	6.429	9.857		7.286	9.143	1.857	6.286	2.714	0.000	3.000	46.571
28	Historic Water /Tacoma	9.000	9.429	0.000	9.000	3.714	2.571	7.143	3.000	-1.000	3.000	45.857
29	Clear Creek Mea/Kitsap Co	6.857	10.286		7.286	6.286	2.714	6.286	3.429	0.000	1.500	44.643
30	Yakima Levee Tr/State Parks	8.143		7.714	7.286	7.429	2.000	6.857	3.286	0.000	1.500	44.214
31	Bear/Evans John/Redmond	7.286	9.000		9.000	4.857	2.000	5.429	1.857	0.000	3.000	42.429
32	Bear/Evans Reid/Redmond	8.571		6.000	9.000	6.000	2.714	4.857	2.000	0.000	1.500	40.643
33	Pearson Park Tr/Vancouver	6.000	9.000	0.000	9.429	3.714	1.143	5.143	2.714	0.000	3.000	40.143
34	Sequim Bay/State Parks	6.857	6.857		8.571	5.143	2.143	6.286	2.286	0.000	0.000	38.143
35	Vancouver Lake /Clark Co	5.571	8.143		6.000	6.857	2.286	5.714	2.143	-1.000	1.500	37.214
36	Tanner Trail Ac/North Bend	4.714		9.429	5.143	4.286	1.143	5.714	1.714	0.000	1.500	33.643

**Washington Wildlife and Recreation Program  
Outdoor Recreation Account  
Trails Category**

**Fiscal Year 2010**

**Project Synopses**

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Clallam Co Public Works Dept</b>	<b>\$999,000</b>	<b>\$1,230,000</b>	<b>\$2,229,000</b>
<b>08-1075D Spruce Railroad Trail Tunnel Restoration Project</b>			

The U.S. Army Spruce Production Division constructed 36 miles of rail line west of Port Angeles in 1918, including 2 railroad tunnels beside Lake Crescent, to facilitate delivery of spruce for aircraft involved in World War I. This project would restore the two historic tunnels at Lake Crescent and 9 miles of the historic railroad grade accessing the tunnels on the north side of Lake Crescent to provide a safe route as part of the region serving, non-motorized transportation system known as the Olympic Discovery Trail. The Olympic Discovery Trail will connect all the communities of the north Olympic Peninsula from Port Townsend on Puget Sound to LaPush on the Pacific Ocean while passing through all the major population centers enroute. Tunnel restoration would involve constructing tunnel liners to prevent interior rock fall and reconstructing almost 3 miles of the railroad grade for tunnel access. Wheelchair users will gain access to 9 miles of trail.

Clallam County is working in association with Olympic National Park and the Peninsula Trails Coalition on this project. The tunnel restoration project will remove the last major impediment to bicycle use on the north side of Lake Crescent allowing bicyclist to completely bypass the dangerously narrow, traffic congested US 101 route on the south side of the lake. The tunnel project benefits from a federally funded 6.2 mile trail project just west of the tunnel project location providing access to both projects from a US 101 trailhead at the top of Fairholm Hill.

Rank (1 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Spokane County Parks &amp; Rec</b>	<b>\$197,974</b>	<b>\$197,974</b>	<b>\$395,948</b>
<b>08-1332D Centennial Trail Realignment at Gateway Park</b>			

This project will realign part the Centennial Trail to pass safely beneath the new Spokane Road ("Old I-90") Bridge, which is being replaced in the 2008-2009 biennium. By coordinating with the County Engineer's Department, County Parks has secured a role in this project by ensuring the construction of a suitable under-pass to accommodate the trail. If awarded this grant, Spokane County Parks will eliminate two dangerous crossings and perfect an "incomplete link" by re-routing a shared-road segment and providing ramp-access to connect the new underpass and bridge to the 69-mile Centennial Trail. More than 1.75 million people used the trail in 2007.

This realignment is critical to resolve two at-grade trail-and-road intersections: first, near the I-90 on/off ramp at the entrance to Gateway Park; and second, at the shared road-and-trail parking entrance to the DOT Visitor's Center and County Dog Park within Gateway Park. Traffic is increasing in this area. Spokane County has a long-term lease with Washington DOT for it's use of a portion of the park; moving the Centennial Trail now will also eliminate a future conflict with DOT's plans for a new freeway interchange on the property. Finally, the realigned trail will define a base parameter for the creation of a Master Development Plan for Gateway Regional Park. Spokane County's matching funds are committed. This grant application is built upon successful inter-agency cooperation and enjoys a high level of public support - with an even greater potential for public benefit.

Rank (2 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>State Parks</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$300,000</b>

**08-1361D Willapa Hills Trail - Chehalis to Adna**

The goal of this project is to pave 1.5 miles of trail to complete and open the 4.7 mile segment of trail between Chehalis and Adna. The Willapa Hills Trail is a 56-mile long rail trail which runs from Chehalis to South Bend, the western terminus of the proposed cross state trail. Currently most of the trail is closed to the public because of the 2007 flood damage to the rail-bed, trestles and bridges. Seperate funds provided by the Federal Government, as well as through the State will help to build parking lots at two trailheads, bridge decking, and a small portion of trail surfacing. This grant will augment the funds to complete the construction of this 4.7 mile segment. This proposal is a major component of the Lewis County Trails Association's effort to build a network of trails in Lewis County. In addition, improvements to the Willapa Hills Trail are identified as a priority in State Parks' Centennial 2013 plan.

Rank (3 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Port Angeles</b>	<b>\$379,670</b>	<b>\$379,746</b>	<b>\$759,416</b>

**08-1314D Olympic Discovery Trail - Dry Creek Bridge**

The Olympic Dsicoverly Trail will eventually extend from the City of Port Townsend to the Pacific Ocean. Most of the trail is already in place through the City of Port Angeles, however, challenges on the west end prevent 100% completion and ADA access. The City secured a planning grant in 2006 to determine the most feasable way to achieve an accessible route to the Elwha River, approximately two miles west Port Angeles. The plan calls for a staged approach to completing and enhancing the trail. The plan identifies two critical areas that need to be completed to provide connecting links that join existing segments of the Trail. A non-motorized brdige needs to be constructed over Dry Creek. Trail users currently have to travel a maze of narrow two lane roads through an industrial area in order to access the other side of the creek, and there are no accommodations for bicycles or pedestrians. Additionally, improvements will be made at selected locations to upgrade approximately 9,300 lineal feet of trail between 10th Street and Lower Elwha Road to ADA standards.

This project will provide funds for design and construction of the pedestrian bridge and selected improvements to 9,300 feet of trail construction. In addition, one small trailhead, providing a total of 5 parking spaces will be constructed midway along the trail section. Match is provided through a partnership of the Peninsula Trails Coalition, the Lower Elwha Klallam Tribe, and the City of Port Angeles.

Rank (4 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Jefferson Co Public Works</b>	<b>\$590,830</b>	<b>\$590,830</b>	<b>\$1,181,660</b>
<b>08-1773C Larry Scott Trail Final Phase Project</b>			

The goal of the Final Phase Project is to acquire the remaining 1.6 miles of right-of-way and develop the final 4.0 miles of the Larry Scott Trail. Jefferson County has already acquired 2.4 miles of trail route for this section and acquisition of the remaining right-of-way has begun.

The development portion of the project will consist:

- A 4-mile-long, 10-ft-wide, multi-purpose trail meeting ADA accessibility guidelines;
- A 4-ft-wide horse path parallel to the trail; and
- A trailhead at a planned transit facility site at State Route 20 and S Discovery Rd that will include parking, an educational kiosk and linkage to other modes of transportation.

There is no multi-purpose trail in this area of rural Jefferson County. The completed trail, with many planned, local feeder trails, safely connects pedestrians, equestrians and bicyclists to a variety of destination facilities and recreational opportunities.

The Larry Scott Trail is an 8.5 mile route that begins in the City of Port Townsend; 4.5 miles of the Trail are already constructed and in use. The Final Phase Project completes the vision of the Memorial Trail named after an important community member, and connects the trail to its planned juncture with the Olympic Discovery Trail (ODT). The ODT is a regional trail system that ultimately will cross the entire North Olympic Peninsula, extending from Port Townsend to the Pacific Coast.

Rank (5 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Pacific</b>	<b>\$267,878</b>	<b>\$267,879</b>	<b>\$535,757</b>
<b>08-1690D Interurban Trail - 3rd Ave SW to Stewart Road</b>			

The project will build approximately 1 mile of 12-foot wide asphalt trail through the City of Pacific. The project is an extension of the existing 14-mile Interurban Trail which spans between employment centers in Auburn, Kent, Tukwila, Renton and Seattle and ends at 3rd Avenue SW in Pacific. Several trail sections totaling nearly 2,000 linear feet have already been built by private developers as a condition of development. The Interurban is a north-south off-road, non-motorized route that is popular with over 500 daily pedestrians and bicyclists. Access and parking are provided at numerous locations along the trail.

The goal of this project is to extend the Interurban Trail through the City of Pacific and interconnect with other planned trails, mainly the Foothills Trail in City of Sumner. Once linked, the Interurban and Foothills trails will provide almost 35-miles of continuous trail between dense urban centers and rural communities.

The Valley Cities Mayor Association, through the support of Forever Green Council, a non-profit entity promoting multi-use trails in Pierce County, has signed a Memorandum of Understanding stating their support and collaboration to expand their regional trail system.

Rank (6 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Richland Parks &amp; Rec</b>	<b>\$1,300,000</b>	<b>\$1,300,000</b>	<b>\$2,600,000</b>
<b>08-1432A The Ridge Acquisition</b>			

This 63.8 acre acquisition is the first of four properties that is proposed to be purchased to protect the Lower Badger Mountain Ridgeline and create a Ridges to Rivers trail system for everyone to enjoy for generations to come. A few years ago the Friends of Badger Mountain, a non-profit group helped secure funding to purchase 574 acres of Badger Mountain, which was the first step to protect the ridges and create the ridges to rivers trail. As private development is quickly eating away our valuable natural open spaces and scenic ridge lines it is becoming ever apparent that we need to acquire these parcels of land before they are lost forever. This project is for the acquisition of three parcels that are owned by one individual and ready to begin development. The parcels total 63.8 acres of prime ridge line along what is referred to as the Easterly portion of the Lower Badger Mountain. These parcels have already been platted for residential housing and has received all the necessary approvals to begin construction.

Rank (7 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Des Moines Parks &amp; Rec Dept</b>	<b>\$579,083</b>	<b>\$589,960</b>	<b>\$1,169,043</b>
<b>08-1635D Des Moines Creek Trail- Waterfront Connection</b>			

This project will pave the final 5,300' segment of the Des Moines Creek Trail. This 2.5 mile Class I AASHTO bicycle and pedestrian trail is currently a gravel surface, physically connecting three park systems; the 70 acres Des Moines Creek Park (spanning SeaTac and Des Moines), the 22.5 acres Des Moines Beach Park Historic District and Tidelands and the 14 acres Des Moines Marina. The trail is unique because it travels through natural habitat with its old growth trees, salmon spawning ground and fish ladder, passes two historic landmarks and a mountain bike facility and ends at the waterfront. The completion of this multi-purpose trail segment will provide an ADA accessible route of travel for recreational, environmental and historical exploration of the Des Moines waterfront. This trail project provides the much anticipated waterfront link, connecting Des Moines neighborhoods, recreation facilities and schools, City of SeaTac, SeaTac Airport (a major employment center), future Light Rail Station and South King County Regional Trail System to the Puget Sound in downtown Des Moines.

This project is a top priority in the City's 2003 Parks & Recreation Master Plan, the Des Moines Comprehensive Plan, the Transportation Improvement Plan for 2009- 2014, the City's 2008-2013 CIP and has unprecedented multi-jurisdictional support as a component of the Des Moines Creek Basin Plan. Four volunteer groups provide hundreds of work hours annually on park and creek improvements along the trail.

Rank (8 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Clark County Parks Dept</b>	<b>\$951,361</b>	<b>\$951,361</b>	<b>\$1,902,722</b>
<b>08-1252D Chelatchie Prairie Rail-with-Trail Phase 1</b>			

This project will develop a shared-use 2.7-mile segment of the Chelatchie Prairie Rail-With-Trail in central Clark County. This project was chosen as the first phase of a countywide, 33-mile rail-with-trail corridor because it connects two significant park destinations starting at the City of Battle Ground's Fairgrounds Community Park near downtown Battle Ground and connecting to Battle Ground Lake State Park. The proposed trail segment also received significant public support during the recently completed trail master plan and alignment study. The paved and boardwalk trail will be 10-12 feet wide with a separated 4 foot wide earthen trail and will provide trail opportunities for hikers, bicyclists, roller-bladers and equestrians. Limited opportunities exist for trail corridors in this area and this project is the first to link multiple recreation sites in Battle Ground, Clark County's fastest growing city. The entire rail-with-trail corridor is within existing, county-owned right of way.

Broad community support exists for this project. The Chinook Trail Association has committed \$10,000 in labor and materials. The Parks Foundation of Vancouver and Clark County has committed \$10,000 toward the project for benches and signage. Also, the City of Battle Ground has committed a cash contribution of at least \$10,000 to this critical project.

Rank (9 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Edmonds Parks and Recreation</b>	<b>\$577,000</b>	<b>\$578,080</b>	<b>\$1,155,080</b>
<b>08-1697D Interurban Trail Edmonds</b>			

The scope of this project is to design and construct a .47 mile barrier free, grade separated recreational trail on an old interurban trail connection. The "interurban corridor" is a former inter-city rail line, part of a nation-wide system of similar lines operated from the 1890's to the 1930's. This vital project is significant because it is the "missing link" north and beyond to the Mountlake Terrace, Lynnwood, and Everett Interurban Trails and south to the recently completed Shoreline Interurban Trail and on to Seattle and King County linkages. This community supported trail will provide safe links to homes, work, services, other recreation sites, and other modes of transportation.

The trail lies along beautiful view corridors of Lake Ballinger with waterfront access and a respite stop at the existing Mathay-Ballinger Park. The trail project includes a 12' wide paved path, landscaping, benches, signage, bicycle racks, a shelter and an information kiosk. The shelter will serve pedestrian, bicycle, and skate trail users. Historic and interpretive signs will be incorporated into the shelter to depict the historic "Lake Ballinger Trolley Station" and tell the story of the heyday of the electric interurban trolley system.

Additionally the City of Edmonds will complete two adjacent sections totaling .90 miles of shared on-street trail portions partially funded by a Federal Air Quality Grant. These sections are not part of the RCO grant project, but complete the 1.37 mile link through Edmonds.

Rank (10 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Spokane</b>	<b>\$530,000</b>	<b>\$530,026</b>	<b>\$1,060,026</b>

**08-1698C Historic Iron Bridge Renovation**

The City of Spokane seeks WWRP funding to renovate and open Spokane's Historic Iron Bridge for bicycle and pedestrian use. Once used by railroad companies to service mining areas throughout the region, the Iron Bridge now represents a key connection in Spokane's regional trail network. The bridge will provide safe, scenic, nonmotorized access across the Spokane River, which currently does not exist on the city's east side. The Iron Bridge will link directly with the 37-mile Spokane River Centennial Trail, and provide connections with other key regional trails.

Renovating the Iron Bridge represents a unique opportunity not only to preserve and celebrate an important piece of Spokane's history, but also to enhance the city's livability and quality of life. The project is widely supported by the neighborhoods it will directly impact, and the Spokane community at large. The bridge is listed as a priority project in the Spokane County Regional Trails Plan, the Spokane Bicycle Master Plan, and the University District Plan. A number of Spokane's public agencies, community organizations, and local businesses have devoted significant time and resources to advance the project to this point, and a WWRP grant would successfully complete this community-driven effort.

In addition to renovating the Iron Bridge, the project includes grading approaches on both sides of bridge, developing an ADA-accessible trail on the eastern side of the Spokane River, and creating an interpretive center.

Rank (11 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Mount Vernon</b>	<b>\$1,525,796</b>	<b>\$1,525,796</b>	<b>\$3,051,592</b>

**08-1298D Mount Vernon Riverfront Promenade Trail**

The scope of this project is construction of nearly one-half mile of a riverfront urban trail system in historic downtown Mount Vernon. The pedestrian trails will consist of a 24-foot wide decorative concrete promenade with expansive views of the Skagit River and downtown, transitioning to a 20-foot wide concrete urban trail. The \$3 million project will be the foundation for future water access via docks and ramps onto the river.

Construction of the Mount Vernon Riverfront Promenade and North Trail will create the critical backbone of a regional shorelines trail system that will link trails north and south of downtown as well connect to the city-side trail system. Youth and disabled access will be improved to the shoreline areas and the public corridor will act as a catalyst to stimulate public awareness of the third largest river on the West Coast.

This project has strong community involvement and support amongst citizens, public officials and key city leaders. Senator Murray and the Governors office have financially supported the project. Numerous local studies and surveys indicate high need for this type of project where urban trails locate along significant natural shorelines.

Rank (12 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Sumner</b>	<b>\$349,869</b>	<b>\$349,869</b>	<b>\$699,738</b>
<b>08-1262C Sumner Trail #1 Confluence Trail to Bridge Street</b>			

The trail will run on the southwest bank of the White River in the core of Sumner for approximately 2600 feet. The City is seeking additional funds from the RCO to help facilitate construction and easement costs as the trail system is a priority of the City of Sumner and the Sumner City Council. The western limit will connect to an existing trail at the confluence of the White and Puyallup Rivers. From there, the proposed trail will travel approximately 1000 feet across three (3) privately-owned parcels within the City of Sumner which will require easements. Then the proposed trail will be located within City's right-of-way passing through a residential neighborhood for approximately 1600 feet.

The design is currently underway on this trail by an outside consultant and being paid for from the City's trail budget. This proposed trail will be a vital link of two important sections of the Sumner/Pacific Master Trail Plan which connects the Interurban Trail, Puyallup River Trail and the Foothills Trail.

Rank (13 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Peninsula Metropolitan Park</b>	<b>\$1,206,247</b>	<b>\$1,206,247</b>	<b>\$2,412,494</b>
<b>08-1774C Cushman-Scott Pierson Trails Connector</b>			

This is a combination project for acquisition and development. The acquisition will purchase the 9-acre Narrowsgate property to provide a trail connection between two regional trails and also serve as a trail head site with restroom and picnic area. The development will provide a missing link in the regional trail system by developing a half-mile trail connector between the Cushman Trail and the Scott Pierson Trail on the west, Gig Harbor, side of the new Narrows Bridge.

The 2006 PenMet Parks Comprehensive Plan identifies the crucial need for providing additional pedestrian and bicycle trails and linkages connecting the community, as well as the value of trails in providing alternative transportation connections between communities. The Narrowsgate property is owned by the Washington State Department of Transportation and was used during the construction of the new bridge. If the property is not acquired, it will be sold for commercial business use.

Rank (14 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of University Place</b>	<b>\$70,700</b>	<b>\$71,250</b>	<b>\$141,950</b>

**08-1797A Chambers - Leach Creek Trail**

The City of University Place together with Pierce County, Pierce Conservation District, Metropolitan Park District of Tacoma, and the Leach Creek Stewards are partnering to create a trail corridor along Chambers Creek and Leach Creek. The City, County and Park District together already own the majority of the land along the corridor. The properties for acquisition are adjacent to publicly owned property or existing trail easements. This project includes the last four properties needed to complete a 4 mile trail corridor connecting the Puget Sound to a large wetland complex purchased by the state Department of Transportation (DOT) as a wetland mitigation bank. The City has plans for a wetland interpretive trail around the 30 acre site.

The trail will connect to 3 miles of Grandview and Soundview trails on Pierce County’s Chambers Creek Properties and to state owned lands south in Lakewood. The property owners are interested in selling property or easements needed to complete the trail corridor. Two of the properties owners are interested in selling landlocked parcels while two are only interested in selling easements. Trail design and development will occur once the trail corridor is in public ownership.

The City, Conservation District and Leach Creek Stewards are providing matching funds. The Chambers-Leach Creek Trail is identified in the City’s Parks, Recreation and Open Space Plan as a priority need.

Rank (15 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>King County DNR &amp; Parks</b>	<b>\$600,000</b>	<b>\$604,000</b>	<b>\$1,204,000</b>

**08-1369D Foothills Trail Development**

The Foothills Trail development project will construct an approximately 1 mile-long multi-purpose trail segment on a former railroad corridor west of the Enumclaw city limits in southern King County. This segment will extend the existing Foothills trail previously developed by the city of Enumclaw with the assistance of an RCO grant. The new trail segment will be paved to accommodate a wide range of non-motorized uses and will also have 2-3 foot gravel shoulders as an alternate softer surface.

The project area is up to 400 feet wide and heavily vegetated with a natural character as it passes through the surrounding agricultural area and into the city of Enumclaw.

This segment begins at 252nd Ave. NE and ends at the north side of the future White River Bridge. Upon future completion of the bridge, the Foothills Trail will link King County’s Regional Trail System to the growing network of trails in Buckley and Pierce County. King County has been working in partnership with Enumclaw, Buckley and Pierce County to realize this inter-county and inter-city connection. In the meantime, it offers an additional 1 mile of recreational trail in an area of King County with few other trail opportunities.

Rank (16 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Snohomish County Parks Dept</b>	<b>\$914,000</b>	<b>\$914,000</b>	<b>\$1,828,000</b>
<b>08-1775D Centennial Trail Phase 1 Stage 3</b>			

The scope of the proposed project is to construct 1.2 miles of 10 ft. wide paved multipurpose non-motorized recreational trail with 2 ft. gravel shoulders on County-owned abandoned railroad ROW from the completed 17 mile Centennial Trail northward to the City of Arlington. The project extends the Centennial Trail and takes bicyclists off 67th NE, a 50 MPH two lane road with no shoulders, that Arlington residents have been using to get from Arlington's trail to the County trailhead at 152nd NE. Trail construction requires clearing, grading, erosion control, demolition of an inadequate fish ladder and an existing road. A bridge will be built crossing a fish-bearing creek that requires adequate fish passage through a culvert, construction of a road and a driveway. Fencing, some to provide security, will be built and bollards installed at road crossings. The construction requires wetland mitigation, habitat enhancement, a retaining wall and landscaping. Some park amenities such as benches and signage will be installed along the trail. Arlington's trail connects with this trail section and continues northward to a new County section that will extend 8+ miles to Skagit County. That project will be constructed in 2008/2009. The construction of the Centennial Trail is prioritized in the approved 2007 Comprehensive Parks and Recreation Plan for Snohomish County, the Capital Facilities Plan and the six-year Capital Improvement Plan. The health, recreational and environmental benefits of non-motorized trails is well documented.

Rank (17 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Sumner</b>	<b>\$227,410</b>	<b>\$227,410</b>	<b>\$454,820</b>
<b>08-1313C Sumner Trail #4 - 24th St. Bridge Connection</b>			

This proposed trail is located in Sumner and includes approximately 2000 lineal feet of trail. The City is seeking funding for an easement, design and construction of a 12 foot wide paved trail with 2 foot gravel shoulders on either side. It will extend from the existing 24th Street Bridge (pedestrian bridge) Trail constructed in 2006 and continue south along the east bank of the White River. A small ditch will require a bridge section to be incorporated into the design. The bridge will span approximately 25 feet. The one private parcel that the trail will cross, which includes approximately 100 lineal feet of the proposed trail, requires an easement on a parcel currently used as farmland with no development in the anticipated easement. The proposed trail will connect to an existing trail to the north and subsequent phases of this project will continue the trail south over additional private parcels.

This trail section will provide another link of the Sumner Trail System that will eventually provide connection to and from Puget Sound Regional Trail System segments including the Interurban Trail, the Puyallup River Trail, and the Foothills Trail. Once complete, the Sumner Trail System will provide commuter access to the Sumner Downtown District and the Sumner Industrial Park and recreational access from the Interurban Trail to the north to the Foothills and Puyallup River Trails to the south.

Rank (18 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Pierce County Parks &amp; Rec</b>	<b>\$1,133,627</b>	<b>\$1,134,628</b>	<b>\$2,268,255</b>
<b>08-1444D Foothills Trail - Buckley to So. Prairie Phase 2</b>			

This is the second of three phases needed to complete 4.5 miles of the Foothills Trail between Buckley and South Prairie. This project will construct a 1.3 mile paved trail and connect to an existing paved trail segment in Buckley. Designed as a 12' wide linear asphalt trail to accommodate walking, biking, and equestrian use, this section of the Foothills Trail is located along an abandoned railroad right of way with a maximum grade of 5% and winds through scenic countryside and farmland offering occasional views of Mt. Rainier and Wilkeson Creek.

The entire trail is more than 28 miles in length linking Puyallup to Buckley and has a possibility of connecting to the Interurban Trail in King County. A favorite non-motorized trail to many individuals, community groups and organizations, the Foothills Trail is supported by the Foothills Rails-to-Trails Coalition. The coalition is a non-profit organization with approximately 1000 paid members who provide valuable services including a bike safety patrol on the trail, volunteer maintenance crews, and fundraising efforts.

Rank (19 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Sumner</b>	<b>\$463,535</b>	<b>\$1,736,465</b>	<b>\$2,200,000</b>
<b>08-1297D Sumner Trail #5 White River Trail</b>			

This section of trail is located on Sumner's north end and will develop 2,000 linear feet of a 12 foot wide paved trail with 2 foot gravel shoulders and include a bridge crossing the White River. The trail will aid in connection of two important sections of the Sumner/Pacific Master Trail Plan which connects the Interurban Trail, Puyallup River Trail and the Foothills Trail.

The trail will provide a connection between the other trails in the City's trail system and a vital link for trail users across the White River. The northern segment of trail runs along the White River on the west edge of Sumner Meadows Golf Course for approximately 1,000 feet. The bridge then crosses to the west side of the White River via a 150 foot span pedestrian bridge and an approximate 200 foot elevated approach structure and then continues south through a City-owned parcel, and future park site, to an existing trail located at 16th Street E.

Design is currently under-way with the aid of PSRC Enhancement funds. Approximately 200 LF of the proposed trail will be constructed on private property. Right-of-way required for trail construction on private property has been acquired as part of the Stewart Road Improvements project. Sumner City Council has made their trail system a priority and is currently seeking additional funding for construction.

Rank (20 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>County of King</b>	<b>\$2,000,000</b>	<b>\$2,487,842</b>	<b>\$4,487,842</b>
<b>08-1676D E Lk Sammamish Trail-Issaquah Segment</b>			

This project will construct the Issaquah trail segment at the south end of the East Lake Sammamish Trail, the second phase of the 11 mile regional trail on the King County owned former rail corridor along the shoreline of Lake Sammamish. This trail will link Redmond and Issaquah, travel through the city of Sammamish and connect Marymoor Park and Lake Sammamish State Park. An interim trail currently allows limited use on the former gravel rail bed. This phase will develop parallel paved and soft surface trail beds along the southern segment of the corridor that borders the state park running from Gilman Blvd. in Issaquah north to SE 43rd St, a distance of approximately 2 miles. At the north end this segment links with the partially developed East Plateau Trail, to the south with the Rainier Greenway Trail and to the east to the Issaquah-Preston Trail that will link with Preston and on to the Preston-Snoqualmie and Snoqualmie Valley Trails. This major corridor in the County's Regional Trail System will allow contiguous access between Ballard in Seattle and Issaquah as well as points beyond. Previous phases included development of the master plan with extensive public involvement, 30% construction documents and SEAP/NEPA environmental review for the entire length of the trail.

Rank (20 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>County of King</b>	<b>\$2,000,000</b>	<b>\$2,029,929</b>	<b>\$4,029,929</b>
<b>08-1110D E.Lk Sammamish Trail -Redmond Segment</b>			

This project will construct the Redmond Segment of the East Lake Sammamish Trail, the first phase of the 11 mile regional trail on the County owned former rail corridor along the Lake Sammamish shoreline linking the cities of Redmond and Sammamish with Issaquah, with Marymoor Park and Lake Sammamish State Park at either end. An interim trail along the former gravel rail bed currently allows limited use of the corridor. This phase will develop the northern segment of the trail from the Bear Creek Trail at Redmond Town Center then alongside Marymoor Park and the lake to approximately 187th NE, a distance of about 1.3 miles. The trail will include a 12' wide paved surface with a parallel soft surface trail bed to accommodate a high number and variety of users. Project will include trail access and parking for about 44 cars and improvements such as signage, landscaping and other trail amenities. Previous phases included development of the master plan with extensive public involvement, 30% construction documents, and SEPA/NEPA environmental review for the entire length of the trail. Construction documents and permit submittals for this phase are being completed. This major regional corridor and missing link in the County's regional trail system will provide access to numerous other trails in the system allowing users to travel between Seattle and Issaquah and beyond. Future phases are planned for the Sammamish and Issaquah segments.

Rank (22 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Edgewood</b>	<b>\$1,150,555</b>	<b>\$1,150,555</b>	<b>\$2,301,110</b>
<b>08-1566D Interurban Trail &amp; Trailhead Phase 2</b>			

This phase in developing Edgewood's segment of the Interurban Trail is a continuation of a .21 mile segment near 114th Ave to Military Road (.62 mile) and additional parking on the east side of 114th Ave. Edgewood's segment is a "Missing Link" in the Interurban/Green River Trail system and will eventually provide connection between Milton and Pacific, providing the only non-motorized route on and off "The Hill." Future phases will develop the remaining sections of our Trail to the east from 114th Ave. to West Valley Hwy, eventually connecting to and completing the Regional Interurban Trail within Pierce and South King County.

In this phase of development, trail improvements include an approximate a .63 mile segment of a 12-foot wide asphalt path, wetland and habitat enhancements, wildlife and habitat viewing shelter, interpretive displays and seating. Improvements to the 1.45 acre Trailhead Park include a boardwalk, covered picnic table, benches, informational kiosk, distinctive signage and additional parking.

Our project is supported by the cities of Milton and Pacific, Pierce and King Counties, and both local and regional bicycle and trails organizations. It promotes an eco-friendly, active and healthy community, historic connection and educational opportunities.

In 2005, City Council approved a Master Plan that was developed through a joint adhoc committee and community workshops. Design and engineering work will be completed in 2008, and construction can begin in 2009.

Rank (23 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Auburn</b>	<b>\$154,000</b>	<b>\$154,001</b>	<b>\$308,001</b>
<b>08-1800D White River Trail Extension</b>			

The City of Auburn will use this grant to complete the westernmost segment of the White River Trail, a Class I multi use, 10-12 mile trail providing a connection to the City of Pacific. This approximate 1,040 foot bicycle, pedestrian and equestrian trail segment is part of an existing 2.21 mile trail that will connect City of Pacific trails and Auburn Riverside High School campus at the westernmost point in the City of Auburn with the regionally significant Game Farm Park athletic fields and adjacent Game Farm Wilderness Park. Future City plans call for the trail's easterly extension beyond the existing eastern limits of the trail on the south side of the White River for an additional 1.1 mile. Future connecting trails include the proposed Class I Williams Trail over the Bonneville Power pipeline right of way and then west over street rights of way and north and back around to the Game Farm Park, forming a complete loop. The adjacent population center of Lakeland Hills to the southwest contains Class II trails that will ultimately connect that 3,000 household neighborhood with the White River Trail. This Trail segment will also give Auburn Riverside High School students a much needed access from the City of Pacific to school. Previously improved segments were constructed over the last decade with the construction of Game Farm Park and Roegner Park, which are stops along the trail, and include active and passive recreation uses, interpretive areas, restrooms, and parking facilities.

Rank (23 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Pullman</b>	<b>\$385,275</b>	<b>\$385,275</b>	<b>\$770,550</b>

**08-1451D Johnson Avenue Path**

The Johnson Ave Path project consists of 0.62 mile of asphalt-paved bicycle/pedestrian path along the South Fork of Palouse River (SFPR) from the Pullman Greenway Trail to a low cost housing development, currently accessed by a two lane road with no shoulders. A bridge across the SFPR will provide direct access from the low cost housing to the south and Washington State University students from the north to entertainment, shopping and Pullman Memorial Hospital on Bishop Boulevard. A short spur trail and wayside will provide access to the confluence of the SFPR and Paradise Creek. A new bus stop and shelter provides access to Pullman Transit. Ammenities include benches and picnic tables, security lighting, a linear water feature and riverbank revegetation and habitat enhancement.

The Johnson Ave Path connects to Pullman Greenway Trail and through it to Downtown Pullman Riverwalk, Bill Chipman Trail, NE Ring Road and the City Playfields, all constructed with the help of RCO. The future SE Ring Road and trail will pass through the south terminus of the Johnson Ave Path.

Nationally ranked the 10th best "walk to work city" between 20,000 and 250,000 residents, the City of Pullman maintains a strong commitment to outdoor recreation and alternative transportaion through long range planning goals. This commitment is further evidenced by voter approved bonds and private donations approaching \$5,000,000 for this and other similar projects since 1997.

Rank (25 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Yakima County Public Services</b>	<b>\$672,521</b>	<b>\$672,521</b>	<b>\$1,345,042</b>

**08-1770D Naches Trail, Phase 1**

The RCO grant will fund the development and installation of a multipurpose trail including design/engineering, track and railroad tie demolition, historic bridge assessment and retrofit, grading and surfacing, stormwater improvements, railings, a trailhead with restroom, parking and signage, preservation of wetlands and wildlife connections and revegetation of disturbed areas. Phase I extends north from Yakima to Old Naches Road on the old Naches Rail Road Branch Line. This project phase is 2.27 miles long and includes 10.25 acres of trail corridor redevelopment. The eventual development is a multipurpose trail from Yakima to Naches. The trail will be used for recreation and nonmotorized transportation, accessing the Naches River, Cowiche Creek and Canyon. Demand for this project was voiced at recent multiple public meetings in north and south county, is a goal in various county GMA and transportation documents and the recently adopted Yakima County Trails Plan 2008. Local user groups and stakeholders including the William O. Douglass Foundation, Yakima Greenway Foundation and Friends of Cowiche Canyon support the trail. The trail is part of the county trail system and will eventually link with the City of Naches' trail currently in development in this same corridor and will serve county, Yakima and Naches residents and visitors. Phase II of this project (continuing the trail northwest, Old Naches Road to Low Road) already has over \$300,000 pledged to its development.

Rank (25 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Bremerton</b>	<b>\$3,000,000</b>	<b>\$9,535,867</b>	<b>\$12,535,867</b>

**08-1668D Bremerton Boardwalk Trail 08**

Phase II of the Bremerton Boardwalk Trail Project consists of a 2,600-ft overwater boardwalk that connects to the existing Louis Mentor Boardwalk at the south end, and Phase I of the Bremerton Boardwalk Trail (the 11th Street to Evergreen Park segment) at the North End. Phase II has an intermediate upland connection at 5th Street, and the project as a whole creates a series of loop trails along it's length increasing the City's waterfront access by 50%. Once completed, the Bremerton Boardwalk will become a regional recreation destination.

The Boardwalk will be 20-28-feet wide, accomodating bicyclists, pedestrians, families with strollers and individuals with limited mobility. Over 300 responses to an informal survey conducted by the City show strong community support for the amenities the Boardwalk will provide, which include spectacular views and non-motorized connections between neighborhoods and business districts. The Boardwalk trail is the first segment of the Regional Mosquito Fleet Trail constructed in Bremerton.

Bremerton is evolving into an invigorated urban area with a new hotel & conference center, waterfront condominiums, restaurants, museums and expanded marina. By connecting two popular recreation areas-the Harborside area in the city center and Evergreen Park to the north-the Boardwalk will enhance the recreational opportunities afforded by these two areas and improve safety by reducing pedestrian and bicycle traffic volume along the City's urban motorized corridor.

Rank (27 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Tacoma</b>	<b>\$493,000</b>	<b>\$493,000</b>	<b>\$986,000</b>

**08-1764D Historic Water Ditch Trail**

The City of Tacoma requests funds for Phase 2 construction of the multi-use Historic Water Ditch Trail. The three mile Historic Water Ditch Trail will be paved on an 80 foot right-of-way that was used to convey water by a wooden flume from Lake Spanaway to downtown Tacoma in the late 1800s. Construction will occur in two phases. Phase 1, the middle section of the trail, has been funded and construction will begin this fall. Phase 2, which extends the north and south ends of the trail by approximately one mile, will begin as soon as this grant funding is received.

Phase 2 goes through two significant South Tacoma parks - Oak Tree Park and South Park. Three schools are adjacent to the trail so this extension will provide a much needed walking and biking route for students and residents. There is currently no safe, comfortable way to navigate the streets in this area, and the Water Ditch Trail will provide mobility for a long underserved neighborhood. Included in this request are funds for a trailhead with parking, trail clearing, and user safety elements. The City of Tacoma has applied to WSDOT for funding for trail crossing signals, and to the Washington State Historical Society for cultural and interpretive facilities.

The Water Ditch Trail is a vital part of Tacoma's community supported plan to create a system of multi-use trails. This project is supported by the South Tacoma Neighborhood Council, Tacoma Wheelmen's Bicycle Club, Tacoma Rotary, Tacoma-Pierce Co. Health Dept., City Council and Metro Parks.

Rank (28 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Kitsap County Public Works</b>	<b>\$41,868</b>	<b>\$43,700</b>	<b>\$85,568</b>

**08-1812D Clear Creek Meadows Trail Development**

The Clear Creek Trail in central Kitsap County explores five miles of wetland meadows and Douglas fir - western red cedar - maple forest, flanking a salmon stream that is a natural oasis in the heart of commercial Silverdale. King-5 TV's Evening Magazine in 2007 voted the Trail the "Best Hidden Hiking Trail in Western Washington." Since 1993 the all-volunteer groups, Clear Creek Task Force and the Great Peninsula Conservancy, partnering with local agencies, churches, fraternal and service organizations, schools and the Suquamish Tribe, has developed, maintained and promoted the Trail, which is intensively used by hikers, runners, cyclists and dog-walkers. Kitsap County Public Works, partnering with the Great Peninsula Conservancy, seeks funds to extend and enhance the Trail at two sites. The Ponds Wetland site extends 50' of gravel from the existing Trail and adds 550' of boardwalk in a natural swale of wild rose-spirea-bulrush, completing a 2007 trail extension near recently constructed storm water retention ponds. Educational signage, a picnic table and benches enhance this new section. At the North Meadow site, a 40' wooden bridge on pre-fabricated concrete abutments re-joins sections that were separated in 2006 by a State Wetlands Project, which realigned an un-named tributary of Clear Creek. the new Trail will be fully accessible. A Joint Use Agreement is in place for projects on county land. Community donations of labor, engineering and equipment operation provide matching contributions.

Rank (29 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>State Parks</b>	<b>\$198,108</b>	<b>\$0</b>	<b>\$198,108</b>

**08-1270A Yakima Levee Trail Acquisition**

The purpose of the project is to establish a natural trail on the flood control levee on the east bank of the Yakima River between the Terrace Heights and State Route 24 bridges. The levee trail will connect to 329 acre Yakima Sportsman State Park with existing equestrian, hiking, and interpretive trails. The project is needed because the public does not currently have rights to use the levee for trail purposes, and a lack of legal access will restrict future efforts to develop the trail.

If funded, State Parks will acquire three miles of trail right-of-way fifty feet wide on the levee with a natural surface for a trail. Completion of the project will allow immediate public use of a three mile natural trail and connections with trails and recreational facilities within Yakima Sportsman State Park. Future projects will develop the levee trail into a paved multi-use trail with direct linkages to the Yakima Greenway (and its many connections to recreational facilities and other trail systems), and create a six-mile trail loop in the heart of Yakima, Central Washington's largest city.

Rank (30 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of Redmond</b>	<b>\$719,917</b>	<b>\$719,917</b>	<b>\$1,439,834</b>
<b>08-1086D Bear/Evans Creek Trail &amp; Greenway at Johnson Park</b>			

This project seeks to design and construct the next phase of the Bear & Evans Creek Trail through Arthur Johnson Park. The trail will be designed as a 10-12 foot wide multi-use hard surface trail with a parallel 6 foot wide soft surface pathway. Design challenges will include on site wetlands , slopes and the crossing of Evans Creek (a salmon bearing stream). The built portion of the trail currently ends at NE Union Hill Road. This project would begin at this point and continue south through Arthur Johnson Park.

Rank (31 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Redmond Parks &amp; Rec Dept</b>	<b>\$1,250,000</b>	<b>\$1,250,000</b>	<b>\$2,500,000</b>
<b>08-1211A Bear/Evans Creek Trail &amp; Greenway - Reid Property</b>			

We seek to purchase 21 acres of property within the Bear and Evans Creek Trail & Greenway Corridor. The acquisition of this property will allow us to construct a vital link of the Bear and Evans Creek Trail. The trail currently terminates at NE 95th Street. The Reid property is on the north side of NE 95th Street and would allow the trail corridor to continue north through the property to NE Novelty Hill Road. The Reid property is also adjacent to Conrad Olson Park (City of Redmond), another resource and connection for the trail corridor. With this proposed acquisition, we will secure a vital link in the trail.

The next anticipated phase after acquisition would be design and development of the trail through the property.

Rank (32 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Vancouver Parks &amp; Rec Dept</b>	<b>\$214,630</b>	<b>\$214,630</b>	<b>\$429,260</b>
<b>08-1250D Pearson Park Trail</b>			

This project will develop trail amenities at Vancouver's historic Pearson Park, which is an operating general aviation airport, yet offers a rich local history and partially open grounds for visitors. The scope of the project is to develop an 0.8-mile shared-use, connecting trail between several of Vancouver's most popular trail corridors and install accessible benches and interpretive panels.

The proposed Pearson Park Trail will connect Maya Lin's Confluence Project Land Bridge, Fort Vancouver and the Central Park Trail with Vancouver's regional Waterfront Renaissance Trail along the Columbia River and the Vancouver Discovery Loop Trail to create a 2.6 mile loop and offer a non-traditional park experience for those interested in local history. Additionally, the five interpretive panels will focus the visitor's attention toward the history of the Pearson Park Airfield - the site of the first trans-Pacific flight from Russia and the former site of the world's largest spruce mill which operated during WW I. This partnership project utilizes City of Vancouver and National Park Service (NPS) lands for the proposed trail alignment.

Rank (33 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>State Parks</b>	<b>\$1,185,882</b>	<b>\$20,000</b>	<b>\$1,205,882</b>

**08-1223D Sequim Bay - Pedestrian Bridge**

This project is seeking design and construction funding for installation of a 250 foot long pedestrian bridge over a major ravine within Sequim Bay State Park. The installation of this bridge will complete a missing link in the Olympic Discovery Trail between the City of Sequim and the tribal community of Blyn and make this 4 mile trail segment fully ADA compliant. Completion of this bridge and the trail through the Park will greatly enhance day use in Sequim Bay State Park as the park would become an easy 20 minute ride from downtown Sequim and from many locations within the heavily populated Sequim-Dungeness Valley. The Olympic Discovery Trail is currently 60 miles in length and as a regional trail system it serves the 65,000 county residents as well as the 3,000,000 visitors per year to Olympic National Park. The project also includes approximately 400 feet of paved trail, fencing, signage and restoration of the existing temporary alignment through the park.

Rank (34 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>Clark County Parks Dept</b>	<b>\$848,138</b>	<b>\$848,138</b>	<b>\$1,696,276</b>

**08-1767D Vancouver Lake Trail Extension 2**

This project will construct a 1.7-mile accessible, compacted gravel trail extension from Clark County's Vancouver Lake Park north to Lake River that will accommodate walkers and outdoor recreationalists. The proposed shared-use, 12' wide trail will parallel Buckmire Slough and connect to Clark County open space along Lake River; it is not encumbered with switchbacks, steep grades or road crossings. Future phases of this trail corridor will create a loop through the nearby Shillapoo Wildlife Area and provide connections to Frenchman's Bar Park, Burnt Bridge Creek Greenway Trail and the Salmon Creek Greenway Trail. Trail users will have significant views of the Vancouver Lake lowlands and forested bottomlands which offer a spectacular range wildlife for viewing and study.

Rank (35 of 36)

	<u>Grant Request</u>	<u>Match</u>	<u>Total</u>
<b>City of North Bend</b>	<b>\$1,997,037</b>	<b>\$1,997,037</b>	<b>\$3,994,074</b>

**08-1762A Tanner Trail Acquisition Grant**

The City of North Bend desires to acquire the abandoned Burlington Northern Railroad Right of Way along the south side of North Bend Way. This 18 acre, grant funded purchase of the BNRR right-of-way would secure for the trail extension, a 9,450-linear feet, 8-ft wide, ADA accessible, multi-modal trail from Cedar Falls Way, along the abandoned railroad grade parallel to North Bend Way to link up with the Snoqualmie Valley Trail. The abandoned 50' wide right-of-way threatens to be purchased by individual property owners along North Bend Way, eliminating the future potential to extend the trail system and link it with regional trails in the upper Snoqualmie Valley. This grant will assist the city in securing the future of the trail system and extending Tanner Trail within its Urban Growth Area. This work will go toward the ultimate goal of linking Tanner Trail to King County's Snoqualmie Valley Trail. The City owns and maintains the existing Tanner Trail that now begins at SR 202 near the McClellan Street intersection in the City and ends at the intersection of North Bend Way/Orchard Street.

Rank (36 of 36)