

KING COUNTY  
DIVISION OF PARKS AND RECREATION

---

EAST LAKE SAMMAMISH TRAIL MASTER PLAN DEIS HEARING

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NOVEMBER 9, 2006  
5:00 through 8:00 p.m.

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BELLEVUE COMMUNITY COLLEGE  
3000 LANDERHOLM CIRCLE SE  
AUDITORIUM N-201

Carl T. Beck, Court Reporter  
CCR 2952

Van Pelt, Corbett & Bellows  
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A P P E A R E N C E S

FOR KING COUNTY:

GINA AULD

KEVIN BROWN

MONICA CLARKE

ROBERT FOXWORTHY

ROBERT NUNNENKAMP

BUD PARKER

## 1                   OPENING STATEMENT BY BUD PARKER

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Okay. Let's everybody take your places if you would, please. Just to make sure you're in the right room. This is a meeting, and we're going to talk or take testimony tonight for the East Lake Sammamish Trail Master Plan DEIS. And this is a formal hearing, and we're set to take testimony.

Now, I notice there's only one person signed up. So if you do want to say something and speak tonight, please get on the sign-up list. The people out front should be there.

So I want to thank you for coming tonight. And first I want to say for the record that this is November 9th, 2006. It's a public hearing for the Draft Environmental Impact Statement for the East Lake Sammamish Trail Master Plan. The time is 5:10 p.m., and this hearing will open until 8:00 p.m. tonight.

My name is Bud Parker. I'm the Manager of Capital Planning Development Section with King County, and I'm standing in tonight for Kathy Brown. Kathy Brown is the manager of my division. She's the responsible SEPA official for this project, but she's had a family medical situation. She couldn't be here tonight.

Before we start I want to say a couple of comments and kind of ground rules for the evening. First I want to

1 introduce some folks. I want to introduce Gina Auld. She's  
2 the Project Manager for King County for this project, and  
3 Kevin Brown, who is the Director of Parks for King County,  
4 and Jenny Bailey from Parametrix. And she'll speak in a few  
5 minutes and we'll introduce her, have her give a little  
6 presentation in a minute.

7 The Draft Environmental Impact Statement, we call it  
8 the DEIS, has been prepared in accordance with the State  
9 Environmental Protection Act, SEPA, and the National  
10 Environmental Protection Act, NEPA. These laws require that  
11 any project that may have an impact go through an extensive  
12 environmental analysis. This analysis is designed to help  
13 the decision makers to decide and define the projects to  
14 best met the public interest.

15 For public projects the law requires that the project  
16 proposal clearly state the purpose and need. And in the  
17 handout that you got as you came, that is in that handout.  
18 So you have it there in front of you. The Purpose and Need  
19 Statement is presented in that handout, and we won't go  
20 through it tonight or read it; but again, you do have it in  
21 front of you there. And if you don't, the handouts are on  
22 the desk as you came in the lobby.

23 The law requires that we have at least three  
24 alternatives to evaluate. In this case, we have in the DEIS  
25 for the trail studied five.

1           The law requires a forty-five day comment period, and  
2           for this project we're extending that comment period to 60  
3           days. And the purpose of this hearing tonight is to take  
4           testimony.

5           At this hearing there are three ways to provide input.  
6           Each person who signs up on the sign-up sheet may speak. We  
7           originally intended to have two minutes for each speaker so  
8           that we make sure and get everyone that may want to speak a  
9           chance to speak. And you also can provide comments. We  
10          have a court reporter. We have two, by the way. We have  
11          one taking testimony of everything that is said in this  
12          room. Out front in the lobby down the hallway to the west  
13          is another court reporter. If you'd like to comments there,  
14          you may do that, and they're going to be there this evening  
15          also. And then also we have sheets to give written  
16          comments. You can do that and turn those in if you want to  
17          after the meeting tonight.

18          And in addition to tonight's meeting and any comments  
19          you want to make, written or verbally here, you can go and  
20          address them to Gina. And again, on your fact sheet, there  
21          are the e-mail addresses for and the Web sites for this  
22          trail project. We have both Gina's e-mail address, and we  
23          have the e-mail address for the formal SEPA comments on the  
24          -- it's called [fmd.sepacomments@metrokc.gov](mailto:fmd.sepacomments@metrokc.gov), and that's our  
25          official e-mail site.

1 We will be taking public comments through December 19th  
2 of this year, 2006.

3 Okay. So if you'd like to provide or give testimony  
4 this evening, we have a mike here, and we will have the two  
5 different sites. So if you don't feel comfortable giving a  
6 verbal comment you can go to the court reporter

7 All this information that you'll hear tonight, the  
8 presentation that you'll see in a minute are all on our Web  
9 site, and the Web site address is in your handout. The DEIS  
10 is there, the document itself and all the appendices are  
11 there also. So everything is there for you to look at.

12 All right, Jenny Bailey from Parametrix, we're going to  
13 have her go briefly through the five alternatives. So we  
14 have kind of ground rules on what we're talking about  
15 tonight, and then this meeting -- again, I'll repeat -- is  
16 to take comments. So any of you who want to make comments  
17 about the DEIS, this is your evening to do that; plus, you  
18 can certainly submit up to the 19th on their Web Site.

19 All right. Jenny.

20  
21 STATEMENT BY JENNY BAILEY

22  
23 Good evening. I'm going to take care of a few  
24 logistics first. I just want to make sure everybody's  
25 aware that the bathrooms were on the opposite side of the

1 lobby and down the hall and to make sure that all of you  
2 did have an opportunity to sign in on the sign-up sheet as  
3 you came in and to collect one of the fact sheets that were  
4 available by the door.

5 I'm going to talk tonight about the five alternatives  
6 that are included in the Draft EIS. If you can't hear me,  
7 please let me know.

8 The five alternatives are the Corridor Alternative,  
9 the East A Alternative, the East B Alternative, the No  
10 Action Alternative, and the Continuation of Interim Use  
11 Trail Alternative.

12 So, again, I'm going to speak about each one of these.  
13 There's information about them within the fact sheet, and  
14 there's information about them on the Web site.

15 So the first alternative is the Corridor Alternative.  
16 This would place the Master Plan Trail within the rail  
17 banked corridor. It would be different than the existing  
18 gravel interim use trail in that it would be paved, and it  
19 would also be wider. The width would vary from 18 to 27  
20 feet depending on the constraints around it. And what I  
21 mean by that is there's often adjacent driveways, access to  
22 properties, parking, significant trees, streams, wetlands.  
23 All those things were considered in trying to determine  
24 what width should be applied to any given area within the  
25 corridor.

1           So this is a depiction of the Corridor Alternative at  
2 its widest, and what you have is a 12-foot pavement with  
3 two, two-foot shoulders. And then for the widest, you have  
4 a separated, soft-surface trail that would accommodate  
5 pedestrian and potentially equestrian use. So this is the  
6 27-foot section.

7           All of these sections are oriented so you're looking  
8 north. So the right side of the figure would be towards  
9 the parkway. The left side of the figure would be towards  
10 the lake. So that soft-surface trail is on the west side  
11 of the trail configuration.

12           The 27 feet doesn't fit in many areas along the  
13 corridor. So in many places we've narrowed from 27 feet to  
14 either 21, 19, or 18 feet, depending again on those  
15 constraints round it.

16           This figure is showing the 21-foot section, and what's  
17 changed is we no longer have a separated, soft-surface  
18 trail. We still retain the 12 feet of pavement with the  
19 two-foot shoulder on the east side. And we have a wider,  
20 five-foot shoulder on the west side; again, to accommodate  
21 pedestrian and potential equestrian use.

22           And this is the Corridor Alternative at its narrowest,  
23 which is the 18-foot configuration. And for all of our  
24 paved alternatives, you will see always see the 12-foot of  
25 pavement with two shoulders that are at least two-feet

1 wide. And this is the narrowest configuration for the  
2 Corridor Alternative.

3 So the next two alternatives are East A and East B  
4 Alternatives. Both of these were developed based on an  
5 alignment that was proposed by several citizens way back in  
6 the beginning of the planning process.

7 And under this alignment, the Master Plan Trail would  
8 be in the rail bank corridor in some places, but it would  
9 leave the rail bank corridor in others to go up to the  
10 adjacent roadways; in other words, East Lake Sammamish  
11 Parkway or East Lake Sammamish Place.

12 Where it's down in the corridor -- where it's located  
13 in the corridor, it uses the same section, the same width,  
14 as the Corridor Alternative.

15 Where it goes up to the Parkway or to East Lake  
16 Sammamish Place, we always maintain that 12 foot of  
17 pavement with two shoulders that are at least two-feet  
18 wide.

19 What we did is when it was located up, adjacent to the  
20 roadway, we located it with respect to the roadway based on  
21 direction from the City of Sammamish. And what I mean by  
22 that is the City told us how many feet from the existing  
23 roadway centerline we should locate our trail, and that  
24 distance is intended to accommodate potential future  
25 roadway improvements.

1           And then beyond that accommodation for future  
2           improvements, we didn't propose any other relocations of  
3           roadways or any kind of major change in operations to the  
4           roadways. We made it work with what's there.

5           So the difference between the East A and the East B  
6           Alternative -- this figure -- up here is the lake and these  
7           are some of the docks.

8           Can you hear me when I turn towards the figure? Can  
9           you hear me okay?

10          This is the rail bank corridor, and then here is the  
11          trail. And it's up, adjacent to the roadway right here.  
12          So when the trail is up, adjacent to roadway, under the  
13          East A Alternative, the rail bank corridor would remain  
14          open to public use and the existing Interim Use Trail would  
15          accommodate pedestrian and equestrian use.

16          And for the East B Alternative in that same situation  
17          where you've got your trail up adjacent to the road, the  
18          rail bank corridor would be closed to public use.

19          So the difference between the East A Alternative and  
20          the East B Alternative is what happens with the rail bank  
21          corridor when the multipurpose trail leaves the rail bank  
22          corridor.

23          When the trail is up, adjacent to East Lake Sammamish  
24          Parkway, this is the typical section that's applied. It's  
25          a 12 foot of pavement with the two, two-foot shoulders; and

1 in this case there's a planted divider between the Parkway  
2 and the trail.

3 When the alignment is up, adjacent to East Lake  
4 Sammamish Place, this is the typical section. It's very  
5 similar, same 12 feet with two, two-foot shoulders. The  
6 difference is we have a landing. It wouldn't always be  
7 vegetative like that. There's a landing at the top of  
8 driveways. If you can envision East Lake Sammamish Place,  
9 there's many driveways where cars are coming up the driveway  
10 to enter the Place. What the landing does is provide an  
11 opportunity for drivers of vehicles and trail users to  
12 better see each other before the vehicle would enter the  
13 trail.

14 So I talked about the Corridor Alternative, the East A  
15 Alternative, and the East B Alternative. The fourth  
16 alternative is the No Action Alternative, which is required  
17 under both SEPA and NEPA, so the environmental regulations.

18 As you may recollect when the County made the decision  
19 years ago to proceed with an Interim Gravel Trail, the idea  
20 was always that that trail would be temporary until a  
21 master-planning process could occur. And so the Interim  
22 Trail that's out there today has a life expectancy.

23 So under the No Action Alternative, what would happen  
24 is the trail would continue to operate until 2015, at which  
25 time, it would simply be closed unless the County undertook

1 additional environmental review and action between now and  
2 then. So that's the No Action Alternative.

3 The Continuation of the Interim Use Trail Alternative  
4 would allow the County to continue operating the gravel  
5 trail beyond 2015. There simply wouldn't be a paved trail.

6 The difference would be that it would be extended to  
7 the north beyond its current terminus through the State  
8 Route 520 interchange to the vicinity of Bear Creek and the  
9 Redmond Town Center area. And it would also -- in the EIS,  
10 we contemplate allowing equestrian use on the Interim Use  
11 Trail.

12 And finally some of the other amenities that are  
13 consider for all of the alternatives are considered for  
14 this gravel trail alternative. And by that I mean that  
15 restroom and parking facilities are proposed for all the  
16 build alternatives. New restroom and parking is proposed  
17 at Southeast 33rd Street and at Inglewood Hill Road. And  
18 new parallel parking facilities are proposed between  
19 Northeast 65th Street and Northeast 70th Street in Redmond.

20 Some of the other common features are bollards and  
21 fencing and vegetation management and signs for trail  
22 etiquette and for traffic control. And, of course, the  
23 existing maintenance of the drainage out there would  
24 continue as well.

25 So the County has named a preliminary preferred

1 alternative, and that is the Corridor Alternative because  
2 it appears that that alternative best meets the County's  
3 objectives; in that, it's providing a paved trail that  
4 accommodates a variety of uses within the rail banked  
5 corridor.

6 However, no decision has been made. That's why we're  
7 here tonight, in part. We want to hear what you have to  
8 say via your testimony tonight or the written comments that  
9 you make. That will help inform the King County decision.

10 So the intent here tonight is to hear what you have to  
11 say. If you do have questions about alternatives, I would  
12 encourage you to contact Gina. Her information is on the  
13 fact sheet. It's in the EIS. It's on the Web site. And  
14 she can try and provide any clarification that you might  
15 need to make meaningful comment. You do have the  
16 opportunity to continue to submit written comments through  
17 December 19th. Thanks.

18  
19 BUD PARKER: Thank you, Jenny. All right. Now we  
20 begin the public hearing. I planned to call the first  
21 three speakers up, actually we see right at this point we  
22 only have one speaker. So, again, if you've heard anything  
23 up to this point that you do want to make comment on,  
24 please, let us know so we can get you on the list. We have  
25 a Martin Nizlek.

1 MR. ZELEG: Nizlek.

2 BUD PARKER: Please, step up to the microphone.

3

4 TESTIMONEY OF MARTIN NIZLEK

5

6 Good evening. My name is Martin Nizlek. I'm a  
7 resident of West Lake Sammamish Parkway in Bellevue, 312  
8 West Lake Sammamish to be exact.

9 For the sake of time and to make sure I cover the  
10 points that I'd like to, I'm just going to read this and go  
11 from there. This is addressed to Gina.

12 Herewith please find my comments regarding the  
13 alternatives being considered for the East Lake Sammamish  
14 Trail. Please include them in project documentation. My  
15 comments are stimulated by a recent observation of the  
16 current Interim Trail, experience gained during my career  
17 as a traffic engineer and transportation planner having  
18 prepared plans for and instituted numerous  
19 bicycle/pedestrian facilities, as well as observation of  
20 the Burke-Gilman Trail.

21 Succinctly, I caution the County in selecting the  
22 preferred alternative to consider a readily apparent safety  
23 issue. Safety is a clearly stated objective within the  
24 design process as attested in your DEIS notice,  
25 specifically paragraph five states, The trail is intended

1 to safely accommodate a variety of user groups. The  
2 present interim design if merely paved will place users at  
3 great risk and create unnecessary liability for local  
4 residents as well as the County.

5 Let's take a look at federal guidelines. There are  
6 numerous documents. I chose to select a very basic one,  
7 Federal Highway Administration's training material for the  
8 design of off-road trails, specifically from their training  
9 course.

10 In lesson ten for off-road trails, they have the  
11 following statement that: You should pay specific  
12 attention to the difference in speed between potential  
13 users.

14 I encourage you in selecting any alternative to make  
15 sure that you do look at that difference in speed. Thank  
16 you.

17 Should I submit this to Gina or --

18 BUD PARKER: You can leave it over there, thank you.

19 And thank you, Mark, for reminding me that if you do  
20 want to speak we do what your name and your address before  
21 speaking.

22 Do we have no other speakers?

23 CONRAD BALL: I'll speak.

24 BUD PARKER: Yeah. Why don't you come up here and  
25 give your name and address, please.

## 1 TESTIMONEY OF CONRAD BALL

2  
3 My name is Conrad Ball, 5356 229th Avenue, Southeast  
4 in Issaquah. Thanks for the opportunity to comment. I and  
5 my family strongly endorse the preferred Corridor  
6 Alternative. We feel that this option solely addresses  
7 simultaneously three critical issues: the safety of the  
8 public, both trail users and drivers on East Lake  
9 Sammamish. It represents the best use of public funds, and  
10 it contributes maximally to the quality of life in our  
11 community, to healthy recreation, and sustainable  
12 transportation. Thank you.

13 BUD PARKER: Please come up.

14 FRANK OLSON: I filled this out. So it's got my  
15 address.

16  
17 TESTIMONY OF FRANK OLSON

18  
19 Frank Olson, 3417 East Lake Sammamish, Shore Lane  
20 Southeast. One of the problems every meeting I've gone to  
21 we've had comments. And everyone has commented on why do  
22 we have to have parking lots and restrooms. At 33rd  
23 they're going to put a parking lot and restrooms right  
24 across the street from a 7-Eleven, which is a gathering  
25 place for people. And how you're going to control it, I

1 don't know. But each time we've said, let's not have this,  
2 each time it comes back. And I think that you're really  
3 not considering the people that live on the trail. The  
4 other gentlemen doesn't live on the trail, and I'm sure I'd  
5 be happy, too. But I think that you need to take a look at  
6 what are we doing to the people that live on the trail and  
7 their property rights. Thank you.

8  
9 BUD PARKER: Anyone else? Yeah. Please, come down.  
10 State your name and address, please.

11  
12 TESTIMONEY OF LINDA GORREMANS

13  
14 Linda Gorremans, and I'm a park planner for the City  
15 of Redmond.

16 I'm here on behalf of the City of Redmond. The City  
17 of Redmond supports your master plan proposal to use the  
18 preferred route on the existing rail bed. We also request  
19 your support, suggestions, and recommendations to come up  
20 with a safe crossing for State Route 520 within the City of  
21 Redmond.

22 And also in your EIS, I did not find any mention of  
23 public land that is owned by the City of Redmond and the  
24 City of Sammamish south of 187th. So you might want to add  
25 that.

1 I will also be making written comments on your EIS.  
2 Thank you.

3  
4 TESTIMONEY OF LEO KOSENKRANIOS

5  
6 Leo Kosenkranios, 3233 East lake Sammamish, Shore Lane  
7 Southeast.

8 I'm concerned about the considerations for the parking  
9 lot at Southeast 33rd. I don't think it's properly  
10 considered: the access and visibility and concerns about  
11 drug activity and other things.

12 Living there in the middle of the night, we  
13 occasionally have people racing up and down our street  
14 because it's secluded, and the proposed parking lot would  
15 be right there. It is proposed to be out of sight or away  
16 from the road. It's also proposed to be in a location  
17 where there isn't a good turn lane or access to it. And  
18 those are my main concerns.

19  
20 BUD PARKER: Anyone else? This is your opportunity to  
21 speak. Please, help us here. This is important for us.

22 Are you Jeremy?

23 BILL MORRIS: No.

24 BUD PARKER: Go ahead and state your name and address,  
25 please.

## 1 TESTIMONEY OF BILL MORRIS

2  
3 My name is Bill Morris, 16901 105th Avenue Northeast,  
4 in Bothell.

5 I strongly support your preferred alternative, the  
6 Corridor Alternative. I think that the East A and East B  
7 Alternatives are extremely dangerous because they place  
8 slow-moving traffic in both directions on one side of the  
9 road. And when you have a vehicle, for example, coming,  
10 let's say, north on East Lake Sammamish Parkway wanting to  
11 turn left into a driveway, their attention is going to be  
12 on automobiles not on trail users, especially someone  
13 coming also northbound. So I can just see a real serious  
14 safety issue with those cars making left turns,  
15 particularly into their driveways trying to avoid oncoming  
16 traffic and nailing some trail user heading northbound.

17 I also think that those two alternatives definitely  
18 violate the standard design recommendations that are out in  
19 the industry.

20 And they also force bicyclists to travel against the  
21 law. The RCW specifically says you're to ride on the  
22 right-hand side of the roadway. And this is going to be so  
23 close to the roadway, you're going to create a situation  
24 where bicyclists are going to have to ride against traffic,  
25 and that's simply not safe or legal. Thank you.

1           BUD PARKER: Jeremy -- you have to state your last  
2 name. I can't quite read it.

3  
4                   TESTIMONY OF JEREMY ZUCKER

5  
6           Hi, my name is Jeremy Zucker. I live at 709 West  
7 Garfield Street in Seattle.

8           I'm a 20-year resident of King County. For most of  
9 those years, I've lived on Queen Anne in Seattle. I'm also  
10 an avid bicyclist, and used to bicycle commute from Queen  
11 Anne to Woodinville along the Burke-Gilman Trail to -- and  
12 the Sammamish River Trail or via I-90 through Bellevue to  
13 Marymoor Park and down the Sammamish River Trail.

14           I have a child who enjoys bicycling on bike trails  
15 away from the noise and potential conflict of the roads.

16           Although I'm pleased that the trail is moving forward  
17 towards completion, there are a number of issues that  
18 concern me greatly.

19           The first is encroachments. Adjacent property owners  
20 have seen fit to pave, landscape, and in other ways  
21 deleteriously lay claim to public land on the former  
22 railroad's right-of-way. Perhaps some have been done  
23 innocently, but there are many, many instances in which the  
24 property owners have attempted ill-begotten gains. I would  
25 call this the get-it-while-you-can-before-they-give-a-damn

1 technique.

2 The second issue is what I would call "reverse  
3 takings." The current placement of the fences in their  
4 proximity to the trail regardless of the width of the  
5 County-owned right of way is a blatant give away to the  
6 adjacent property owners. I'm sure there are situations in  
7 which the adjacent property owners might want to get a  
8 permit to use a portion of the right-of-way that is not  
9 anticipated being utilized for the trail, but the County  
10 shouldn't give away, figuratively not literally, or put  
11 artificial limits on who has the right to use the property  
12 that the County legally owns.

13 Thirdly, the chain link fences should be used where  
14 necessary at the right-of-way property boundary not at the  
15 trail edge.

16 The chain link fence is an unsightly and dangerous  
17 thing. Where there is a need as described in Section  
18 2.5.6.9 of the Master Plan EIS use it but use it  
19 discriminatingly at the property boundary.

20 Fourth, the trail must be built on existing the rail  
21 bed the Corridor Alternative. The trail should not be a  
22 dog run with chain link fences between a narrow-paved  
23 strip. They should maximize the aesthetics and should plan  
24 possibly a 27-foot portion along the main trail corridor.  
25 Thank you.

1 BUD PARKER: Anyone else? Would you like to speak?  
2 Please, state your name and address as you come to the  
3 microphone, please.  
4

5 TESTIMONEY OF ROBERT HAMILTON  
6

7 Robert Hamilton, 3931 East Lake Sammamish Parkway  
8 Northeast. I live north above the point adjacent to the  
9 Interim Trail.

10 First, I'd like to know if there is anyone on the  
11 staff that can help me interpret the engineering drawings.  
12 I went to the library to see what exactly will happen in my  
13 neighborhood, and I was unable to determine from the small  
14 drawings. Is there anybody on the staff that can help me  
15 today?

16 BUD PARKER: We're not set up to do that tonight, but  
17 Gina definitely can do that. That's her job to help people  
18 understand those.

19 ROBERT HAMILTON: Very good. Then the other comment  
20 that I have is my access road, which is shared by me and  
21 three neighbors, is one thousand feet long immediately  
22 adjacent and parallel to the Interim Trail separated by  
23 about knee-high wooden guard rail. I'd like to know if and  
24 when I  
25 can -- me and my neighbors -- can pave our roadway so that

1 it's not continuously full of potholes. That's all I have  
2 to say.

3 BUD PARKER: Again, give those comments to Gina, and  
4 we can help you with that certainly. Thank you.

5 Other comments? This is a formal hearing. So it is  
6 important that if you want to comment, we get them recorded  
7 tonight. This was intended solely to take comments on the  
8 DEIS. So it's not a meeting where we can have a -- we have  
9 to have a formal hearing. This is required by law. So  
10 it's important that if you do have anything to say, please,  
11 say it. We need to get these comments down.

12 All these comments, by the way, both written, verbal,  
13 and e-mails that we receive will be answered and dealt with  
14 in the final EIS. So all comments will be answered -- have  
15 to be answered and will be answered in the final document.  
16 So you will -- if you comment tonight -- you will get an  
17 answer to that comment in the final document. And all  
18 comments or all types of communication we get are all  
19 treated equally: tonight's e-mail, if you want to talk to  
20 the court reporter privately, all those comments are  
21 treated equally and will be answered in the final document.  
22 So this is your opportunity to make -- you know, to make  
23 the comments. Anymore? Sure, come on down. State your  
24 name and address, please.

25 SHERI HOGSHEAD: I will.

## 1 TESTIMONEY OF SHERI HOGSHEAD

2  
3 Thank you. My name is Sheri Hogshead. I live at 3251  
4 West Lake Sammamish Parkway Southeast, and I strongly  
5 support the original alternative or the original corridor.  
6 I think that's what we planned on for -- what -- 20 years  
7 and worked toward. And I think it's the safest alternative  
8 for the most people. So I hope that that's the one that  
9 goes through. Thank you.

10  
11 BUD PARKER: I saw some one or two people just come  
12 in. This is a formal hearing. If you want to make  
13 comment, please, come up and do so at this point. Well, we  
14 have a long way to go. Does anyone know how to sing?

15 Again, I have to keep this formal hearing open because  
16 this is our opportunity, and it is required by the State  
17 SEPA regulations. So -- yeah, come on up, please. Please.

18 And we stated that we would be here from 5:00 to 8:00,  
19 and we're trying to hold to that. So in case we do have  
20 people come in late.

21 Please, state your name and address, please.  
22  
23  
24  
25

TESTIMONEY OF JACKIE THOMAS

1  
2  
3 My name is Jackie Thomas. I live at 3105 Douglas  
4 Court Southwest in Issaquah, Washington.

5 I'm assuming the comments have to be environmentally  
6 related; is that correct?

7 BUD PARKER: You can make any comment on the DEIS that  
8 you want.

9 JACKIE THOMAS: All right. I'm looking forward to  
10 having a permanent paved trail. So I guess that means  
11 these alternatives and the expiration in 2015, I'm against  
12 that.

13 If we are going to spend the money to have a trail  
14 experience, it should be as pleasurable as possible for all  
15 people, which means it should be level for our handicapped  
16 visitors. It should be a quiet experience, which means  
17 away from the roadbed, and it should be as level as  
18 possible and enjoying as many of the beautiful vistas of  
19 the area as possible. Thank you.

20  
21 BUD PARKER: Anyone else? I'll tell you what I'll  
22 do. This is against all -- I shouldn't do this, but I will  
23 do it. Oh, one more -- good, I didn't have to do it.

24 UNIDENTIFIED SPEAKER: Were you going to sing?  
25

## 1 TESTIMONEY OF JIM CAIRNS

2  
3 My name is Jim Cairns. I live at 107 East Lake  
4 Sammamish, Shore Lane Northeast.

5 I've been using the Interim Trail quite frequently,  
6 and I enjoy it. But I've also notice that there's many  
7 parts of the Interim Trail just north of us that  
8 accommodating in the 21, the narrowest modification that  
9 you put on that -- would be very difficult because of the  
10 slope of the west side and then immediate wetlands and a  
11 bank on the east side. And I would be very concerned that  
12 -- it would be nice if we could have that wide trail all  
13 the way. But it appears that there's going to have to be  
14 some modifications in those narrow areas.

15 And then another thing that I would like to see, has  
16 there been any cost estimations of the various alternatives  
17 so we can compare one with the other. Thank you.

18  
19 BUD PARKER: Anyone want to comment? Someone new came  
20 in. Would you like to make a comment?

21 UNIDENTIFIED SPEAKER: Right off the bat, no.

22 BUD PARKER: Okay. Okay. I'll say what I was going  
23 to say now. This is a formal hearing. We can't have  
24 discussions or have -- answer questions. But I'll tell you  
25 what I will do. And they're going to kill me when I tell

1           them this. We can have Jenny and Gina and several other  
2           people out in the hallway. If you have a specific question  
3           and you don't want to give testimony, we can have them do  
4           that so you can at least maybe have a question or so  
5           answered. We can't do it here. I have to keep this  
6           hearing open, but if you would like to do that and feel  
7           that you have a question that you might want informally or  
8           if you'd like to write a comment sheet, I suppose we could  
9           do that, too. So if any of you would like to do that, I  
10          think I could convince staff that we should go out and do  
11          that; and they can maybe answer a question or two. But we  
12          just simply have to keep this hearing open here. So if you  
13          do that maybe Jenny or Gina could go out there. And if you  
14          would like to ask them questions, please feel free to do  
15          that.

16                 Anyone else want to say anything, please, do if you  
17          want to?

18                 UNIDENTIFIED SPEAKER: Would there be any possibility  
19          of going over those trail alternatives again?

20                 BUD PARKER: Again? Jenny can do that. Yes, Jenny  
21          can do that and the handout, you can take that out there  
22          and feel free to do that and ask her if she could give you  
23          more detail on those, yes. And if any of you want to go  
24          and just kind of stand around while she's doing that. I  
25          think with this small of a group, you can do that if you go

1 want to go and get more detail. And then we'll just simply  
2 have to be here and keep the formal hearing open or close  
3 it for awhile and reopen it if we get someone that wants to  
4 speak.

5 So if you do want to have a little more detail or make  
6 some comments, please do that. If you want to make a  
7 written comment and don't want to speak, please fill out  
8 one of our forms or go to the Web site, and you can  
9 formally make comments.

10 And all of the comments, I will repeat, are treated  
11 equally: the written comments, the verbal comments, and the  
12 comments through the Web site. Every one of them has to be  
13 dealt with by law in the final EIS, and we will do that.

14 So -- well, possibly what I will do now is why don't  
15 we adjourn the formal hearing or call it and see if we --  
16 and maybe for 20 minutes or a half hour, and then we'll  
17 start again if it feels like -- you know -- if we have  
18 anyone new that comes in.

19 So as of 5:45, we're going to adjourn the hearing for  
20 a half hour and see if we have more people. So feel free  
21 to comment or talk to the people outside, and we'll start  
22 again in about a half hour. Thank you.

23 [Hearing recessed for thirty minutes]

24 BUD PARKER: All right. Please come in, we'll get  
25 start again here. At 5:45 tonight we suspended the public

1 hearing, and we're going to resume it again. This is the  
2 public hearing for the East Lake Sammamish Trail Master  
3 Plan DEIS. We are at 6:15, November 9th, 2006. We are  
4 going to resume hearing.

5 We have the opportunity for those of you who want to  
6 give public testimony here at the mike, you can do that.  
7 We have a court reporter out in the lobby in the west part  
8 of the building. People can give instructions. And we're  
9 taking all the information here tonight. You also have the  
10 opportunity to give written comments. You have forms. You  
11 can give written comments tonight. In addition to that, we  
12 have on your fact sheet, you have several numbers. We have  
13 a Web site that the document is all -- the DEIS is posted  
14 on the Web site. You can look at that there, and all its  
15 appendices are there. And we have in your fact sheet the  
16 addresses for formal comments both to the DEIS and to  
17 Gina Auld, our Project Manager, who is outside, but she'll  
18 be here in a minute. I'll introduce her again.

19 We're going to go through the presentation of the  
20 alternatives briefly. Again, on your fact sheet you have a  
21 statement about each one. Jenny Bailey from Parametrix  
22 will go through them again quickly here. And then we will  
23 take public testimony. We have several people who have  
24 signed up; and again, any of you who want to sign up in  
25 addition or speak in addition to that, you certainly may.

1 So, Jenny, if you would, would you go through the  
2 alternatives again. Thank you.

3  
4 STATEMENT BY JENNY BAILEY

5  
6 So I'm going to the alternatives again very quickly.  
7 There are five that are considered in the Draft EIS. They  
8 are the Corridor Alternative, the East A and East B  
9 Alternatives, the No Action Alternative, and the  
10 Continuation of the Interim Use Trail Alternative. I'm  
11 going to talk just briefly about each.

12 So the first is the Corridor Alternative. Under this  
13 alternative the Master Plan Trail would be located within  
14 the rail banked corridor. And it would be different from  
15 the existing Interim Use Trail in that it would not be  
16 gravel. It would be paved, and it be wider, varying from  
17 18 to 27 feet depending on the constraints around it. Some  
18 of those constraints are driveways, property access,  
19 wetlands, streams, significant trees. All of those things  
20 were looked at in trying to decide how wide to make the  
21 trail in any given location.

22 So this is depicting the widest that the Corridor  
23 Alternative would be. It includes 12 feet of pavement with  
24 two, two-foot shoulders and a separated, soft-surface trail  
25 to accommodate pedestrian and potential equestrian use.

1 All of these figures are oriented so that you're  
2 looking north. So the Parkway is on this side, and the  
3 lake is on this side.

4 There are a number of places where we can't get a 27-  
5 foot wide trail in. So we narrow to either 21, 19, or 18  
6 feet, respectively, depending on the constraints around it.

7 This cross-section is showing 21 feet. Again, we  
8 still have the 12 feet of pavement with the two-foot  
9 shoulder on the east side. And then we have a wider, five-  
10 foot shoulder on the west side for pedestrian and potential  
11 equestrian use.

12 And this is the narrowest configuration for the  
13 Corridor Alternative. It's 18 feet with the 12-foot of  
14 pavement and two, two-foot shoulders.

15 The next two alternatives are East A and East B  
16 Alternatives. They were both derived from an alignment  
17 that was proposed by several citizens fairly early on in  
18 the planning process.

19 Under that alignment in some places, the trail would  
20 be within the rail bank corridor; but in others, it would  
21 leave the rail bank corridor and move up to either East  
22 Lake Sammamish Parkway or East Lake Sammamish Place.

23 When it's located in the corridor, we applied the  
24 exact same typical section that we did for the Corridor  
25 Alternative, varying from 18 to 27 feet.

1           When it moves away from that rail bank corridor, we  
2 always maintain that 12 feet of pavement with the two, two-  
3 foot shoulders at a minimum.

4           When the alignment is located next to either the  
5 Parkway or the Place, we located it with respect to the  
6 roadway based on direction provide by the City of  
7 Sammamish. And what I mean by that is that the City gave  
8 us a certain number of feet from the existing centerline of  
9 the roadway to which we located the trail, and that  
10 distance, that offset, was intended to accommodate  
11 potential future roadway improvements to both East Lake  
12 Sammamish Parkway and East Lake Sammamish Place.

13           Other than that accommodation for potential future  
14 improvements, we didn't propose any other relocation of  
15 roadways or any major changes to the operation of the  
16 roadways in order to make these alternatives work.

17           So what's the difference between East A Alternative  
18 and the East B Alternative? This figure is showing -- up  
19 here we have the lake and the docks. This is the rail bank  
20 corridor along here. Up here we have the alignment moved  
21 away from the rail bank corridor and the adjacent roadway.

22           Under the East A Alternative, when you have your  
23 multi-purpose trail up here, this existing rail bank  
24 corridor would continue to be open to public use, and the  
25 Interim Trail would be used for pedestrian and potential

1 equestrian use.

2 Under the East B Alternative when that multi-purpose  
3 trail has moved up to the roadway, the rail bank corridor  
4 would be closed to public use.

5 So that's the difference between the East A and the  
6 East B Alternative.

7 When either the East A or East B Alternative is  
8 located adjacent to the Parkway, this is the typical  
9 section that was applied with that 12 feet of pavement and  
10 two, two-foot shoulders; in this case we have a planted  
11 divider between the Parkway and the trail.

12 And this is the typical section that was applied when  
13 the alignment was next to East Lake Sammamish Place.  
14 Again, it's got the 12 feet of pavement and the two, two-  
15 foot shoulders. The difference is that since the trail is  
16 on the west side of the Place and there's a number of those  
17 driveways where property owners are basically driving up a  
18 hill, there's a landing. And it wouldn't always be  
19 vegetative like this is depicted. But there would be a  
20 landing that would allow a vehicle to better pull up on the  
21 same grade as the trail so that drivers and trail users can  
22 better see each other before the vehicle pulls into the  
23 trail.

24 So I've talked about the Corridor and the two East  
25 Alternatives. The fourth alternative is the No Action

1 Alternative, which is required under both NEPA and SEPA  
2 regulations, our environmental regulations.

3 As you may recollect when King County made the  
4 decision to go with an Interim Gravel Trail, the idea was  
5 always that it would be temporary, and so that gravel trail  
6 that's out there today has a life expectancy.

7 And under the No Action Alternative, what would happen  
8 is that the trail would continue to be operated until 2015,  
9 at which time, the trail would be closed unless King County  
10 between now and then undertook some additional  
11 environmental review or action to keep it open.

12 And the final alternative is the Continuation of the  
13 Interim Use Trail Alternative. Under this one, King County  
14 could continue to operate the gravel trail in its current  
15 configuration beyond the year 2015. The difference is that  
16 it would be extended beyond its current northern terminus  
17 through the State Route 520 interchange up to the Bear  
18 Creek Redmond Town Center vicinity. And equestrian use is  
19 considered in the Draft EIS for this gravel trail.

20 And then it also would include some of the other  
21 amenities that the paved trails would propose. I'll talk  
22 about some of those right now.

23 So some of those common features that either the  
24 gravel or the paved trails would have would be new restroom  
25 and parking facilities.

1           New restroom and parking are proposed at Southeast  
2           33rd Street and at Inglewood Hill Road. And then  
3           additional parallel parking is proposed between Northeast  
4           65th Street and Northeast 70th Street in Redmond.

5           In addition to parking and restrooms, some of the  
6           other common features are fencing and bollards, vegetation  
7           management, signs for trail etiquette and for traffic  
8           control. Storm water would continue to be maintained  
9           within that corridor. So those are some of the common  
10          features.

11          The County has named a preliminary preferred  
12          alternative. It is the Corridor Alternative because it  
13          best meets King County's purpose and need; in that, it's  
14          providing a paved trail that will accommodate a wide range  
15          of uses within the rail bank corridor.

16          However, no decision has been made. And the testimony  
17          that's given tonight and the written comments that are  
18          submitted by the public and agencies all go into the  
19          decision-making process and will help better inform a King  
20          County decision. Thanks.

21  
22          BUD PARKER: Okay. We're going to resume the public  
23          testimony. And again I'll remind you, this is a formal  
24          hearing required by the SEPA, State Environmental  
25          Protection Act. And we are taking testimony in three forms

1 tonight: verbally, here at this mike; we have a court  
2 reporter around through the lobby and to the west part of  
3 the building if you're interested in doing that, and you  
4 can have a statement taken there; or we have written forms  
5 for you to fill out and turn in tonight. We also have,  
6 again, according to your fact sheet, Web site and e-mail  
7 addresses both for Gina Auld, our Project Manager.

8 So you can write formally to the address for formal  
9 comments on the DEIS, or you can talk to Gina if you want  
10 more detail about any of the alternatives.

11 All right. Let's resume. We have two people.  
12 Michael Hobbs.

13 Michael? Yes, state your name and address, please.

14  
15 TESTIMONEY OF MICHAEL HOBBS

16  
17 I am Michael Hobbs, 13506 Northeast 66th Street,  
18 Kirkland 98033.

19 I am not a neighbor of the trail at all, but I would  
20 be somebody who would use it. And also I'm very active  
21 with the Marymoor Park. I'm on the board of Friends of  
22 Marymoor Park, and so this trail is of interest to me from  
23 that perspective.

24 I came here firmly expecting to say, I completely  
25 endorse the Alternative A on the existing roadbed. The

1 East A Alternative where the bicycles would revert to --  
2 farther east of the lake could be of interest if there's a  
3 significant risk of accidents between cars in driveways and  
4 the trail on the existing corridor. Moving the bicycles up  
5 to the road might be justified on safety reasons.

6 But in general, I think that a lot of the objection to  
7 the original corridor is just NIMBYism by people who should  
8 have known because the corridor was well stated long before  
9 they purchased their fancy homes.

10 So I'd say that I really am very strongly in favor of  
11 going through with the paved trail. And if bicycles are  
12 moved away from the existing trail, keeping the existing  
13 trail open for pedestrians would be very valuable.

14 There's very few places where you can see the lake as  
15 a private citizen that does not own property on the lake,  
16 and there's far more viewing opportunities from the  
17 existing trail than from the trail up against East Lake  
18 "Sam" Parkway. That's all I have to say, Thank you.

19 BUD PARKER: Thank you. Patrick McGrath. State your  
20 name and give your address, please.

21  
22  
23  
24  
25

## 1 TESTIMONEY OF PATRICK McGRATH

2  
3 Hello, my name is Patrick McGrath. I'm with the  
4 Cascade Bicycle Club, and we're based in 7400 Sandpoint Way  
5 in Seattle. We have about 6700 members in the Puget Sound  
6 region. And I wanted to come today to lend our support to  
7 the Corridor Alternative for three main reasons.

8 The first reason, the corridor completes the vision of  
9 a north-south, non-motorized corridor that links Remond,  
10 Sammamish, and Issaquah. It's been sorely needed. Anyone  
11 who was trying to drive here tonight probably can  
12 appreciate that.

13 Two, it provides continuous and equal access to all  
14 users of the trail.

15 And finally, it provides by far the best value for the  
16 public.

17 Cascade's mission is to build better communities  
18 through bicycling. And to that end, we always encourage  
19 our members to be good neighbors no matter where they are  
20 and no matter what right-of-way they're using.

21 So we look forward to cooperating with cyclists and  
22 residents of Sammamish to make sure that we have a smooth,  
23 ongoing relationship.

24 BUD PARKER: Benta Pasko. State your name and give  
25 your address, please.

## 1 TESTIMONY OF BENTE PASKO

2  
3 Bente Pasko, 22109 Northeast 21st Way in Sammamish.

4 First, I'd like to state my support for the Corridor  
5 Alternative. I think the cost, the impact on adjacent  
6 properties, and its environmental impact, as well as paving  
7 the 12-foot wide trail along the rail bed will meet the  
8 best and highest use of the project, of the property.

9 Also, I would like to encourage wherever possible that  
10 a six-foot wide, soft-surface trail be maintained next to  
11 the 12-foot wide paved trail as a way to help minimize  
12 conflict between slower moving users and faster users. I  
13 think that's always a good idea.

14 And finally, I would urge to the County to move the  
15 fencing back a bit. Right now what we're seeing is fencing  
16 and tall hedges right up against the Interim Trail, which I  
17 think detracts quite a bit. I understand that there are  
18 areas where it's quite constricted, and I have no problem  
19 with that in those areas. But there are many areas where  
20 there is more space, and I would like -- hope for the  
21 County to move those vertical barriers a bit farther back.  
22 Thank you.

23 BUD PARKER: Anyone else? Yes. State your name,  
24 please and your address.

## 1 TESTIMONY OF MARK CROSS

2  
3 Yes. My name is Mark Cross. I live at 247 208th  
4 Avenue Northeast in Sammamish.

5 I am the Deputy Mayor of the City of Sammamish, but  
6 I'm not here on behalf of the City Council. I'm here on  
7 behalf of myself and my family.

8 I have been a supporter of the trail in the past. I  
9 continue to be a supporter of having a trail. I think it's  
10 become huge asset to the community.

11 The things that I would ask is that in supporting and  
12 echoing what Bente said is where you don't need to have  
13 rigid fences right near this, that having a little more  
14 room for people to fall or to spill or to step out of the  
15 way of other people once you have fast-moving bicycles or  
16 faster-moving bicycles would be good.

17 So where you need to have fencing to protect private  
18 property rights, certainly understood. Where you need  
19 fencing for safety, certainly understood. But where you  
20 don't need to have that, giving the room, a little bit more  
21 space for people who are learning to ride bicycles, people  
22 who are stepping out of the way of bicycles, would be  
23 appreciated.

24 The main thing I came here to talk to you about is the  
25 relationship of the Parkway to the trail.

1           There are many informal gravel lots along the edge of  
2 the Parkway that now currently serve as places for people  
3 to park to then go and use the trail. And I hope that the  
4 King County and the environmental analysis will provide for  
5 two things: one is to look at the more informal trail  
6 locations where people are parking, and looking to see what  
7 can be done to make sure that those are safe locations; and  
8 two, to look at the bottom of Thompson Hill Road where the  
9 City is building a signalized intersection and to consider  
10 and evaluate in your environmental document the potential  
11 to have a pedestrian and bicycle link between the Thompson  
12 Hill intersection and the Parkway and the new trail. Thank  
13 you.

14           BUD PARKER: Any more comments? Comments that you  
15 want to share? Yes, please.

16           State your name and give your address.

17  
18           TESTIMONY OF BARBARA JUSTICE

19  
20           Thank you. My name is Barbara Justice. And I live in  
21 Klahanie on the plateau in unincorporated King County.

22           I've been a member of a citizen advisory group since  
23 the inception of it, and our historical society in Issaquah  
24 has a trolley project; and on page 2-45, there is a listing  
25 for the Millennium Trolley. And we are hoping at some point

1 that we would be able to share the trail -- rail and  
2 trail -- share the corridor with the trolley as far as --  
3 from the depot in Issaquah -- which we already have a  
4 track -- to Gilman, and then from Gilman to as far north as  
5 would be feasible with the population and all.

6 And so on the following page on page 2-46, there is a  
7 word that says that the "track" needs to be moved in order  
8 to accommodate rail and trail, and it needs to read that  
9 the "trail" must be moved, because it's impossible in that  
10 kind of land to build a superstructure to support a rail  
11 vehicle. It's much easier to build the superstructure to  
12 put in the trail. And so I wanted to have that word  
13 changed. And I've talked about that word all the time, and  
14 I think it was understood. But I would like to see that  
15 changed.

16 And I also am totally against selling off any portion  
17 of the right-of-way, and I think that the entire right-of-  
18 way must be saved for future generations. We do not know  
19 50 years, a hundred years from now whether we will need to  
20 use that. And it would be a crime, a travesty to sell off  
21 any of that rail. Thank you. Or that right-of-way,  
22 Thanks.

23 BUD PARKER: Are you going to submit that in  
24 written -- you can submit that written comment, too, if  
25 you'd like.

1 BARBARA JUSTICE: I will.

2 BUD PARKER: By the way, this is Gina Auld. Gina,  
3 wave your hand there. She's the Project Manager that if  
4 you have other questions and want to call or e-mail her,  
5 you will be talking to her. So she's the person that could  
6 help you with any details of the plans or the proposals  
7 that you would like to see.

8 Comments, any more? Please come up. State your name  
9 and give your address, please.

10

11 TESTIMONY OF ERNIE GRILLO

12

13 My name is Ernie Grillo. I live on 22nd Street in the  
14 city of Sammamish. I'm also a proponent of the Corridor  
15 Alternative. But I would urge the County to quickly get  
16 with the City of Redmond and the Washington State  
17 Department of Transportation.

18 Currently the Master Plan states that the trail will  
19 connect with the Bear Creek Trail.

20 The detour alternative that is proposed near the State  
21 Route 520 will require a detour of a half a mile, and  
22 crossing a six-lane highway three times just to connect  
23 from the East Lake Sammamish Trail to the Bear Creek Trail.

24 So while the State Department of Transportation is  
25 working on SR520 in that intersection, we need to get a

1 crossing at that highway.

2 The other reason, myself and my neighbors use the  
3 trail each evening. Currently the Master Plan states that  
4 in all alternatives the trail will be closed at night.  
5 Nighttime right now is at 4:30. So in the evening when we  
6 want to go from house to house or meet, we are -- under the  
7 Master Plan process -- we will be all illegal on that  
8 trail. So I would like to see that trail open during the  
9 evening or at all hours.

10 Also in the Master Plan, it's stated that 30% of the  
11 users of this trail will be commuters. You will relegate  
12 those people off that trail by closing that trail at night.  
13 Again, during the winter, night here is a 4:00-4:30. So we  
14 need to keep that trail open around the clock. Thank you.

15 BUD PARKER: Okay. Any more comments? This is your  
16 opportunity. Okay, hearing none, seeing none, I'm going  
17 suspend the public hearing again. Again, we'll put people  
18 out in the corridor. If you'd like to ask any specific  
19 questions, we'll do that. It's 6:40 this evening. We'll  
20 start again at 7 o'clock if we have any new people. But as  
21 of right now, we're suspended again until 7 o'clock, and  
22 feel free to go out in the corridor here and ask specific  
23 questions and talk to our staff if you would like to.

24 [Hearing recessed for 20 minutes]

25

1           BUD PARKER: All right. We're going to resume the  
2 formal hearing for the East Lake Sammamish Trail Master  
3 Plan DEIS Hearing. This is a formal hearing. We're here  
4 to take testimony.

5           We're offering three opportunities to take testimony:  
6 spoken-word testimony here. We have a court reporter out  
7 and down the hall from the lobby, and you can submit  
8 written comments tonight; or on your fact sheet that you've  
9 got in front you, we have Gina Auld's -- she's not here  
10 right now, but we'll get her. We have two e-mail  
11 addresses, and we have a formal comments address for formal  
12 comments on the EIS.

13           And this is Gina Auld. She works for my staff, and  
14 she can answer questions and can give detailed information.

15           All right. Is there anyone that would like to make a  
16 comment? Any comments of support or opposition, we take  
17 everything here.

18           Please state your name and give your address, please.

19  
20                           TESTIMONY OF KEITH STOBIE

21  
22           My name is Keith Stobie. I live at 13603 Southeast  
23 Third Place in Bellevue. And I'm a bicyclist who supports  
24 the Corridor approach.

25           I've biked along East Sammamish Road or Parkway,

1 whatever, many times, especially when training for Flying  
2 Wheels and other things.

3 I was very frustrated when I found out that the  
4 Interim Trail was gravel, not paved, so I could not switch  
5 over to it.

6 As I was sitting here waiting for this, I heard one  
7 person, I think a home owner near by, talking about the  
8 inconvenience and the safety issues of somebody could be  
9 lurking on the trail and how much more dangerous it makes  
10 their house or something.

11 Well, in my house in Bellevue, I actually do have a  
12 public trail which is the dividing line between my house  
13 and the next house over, and it's part of the Lake to Lake  
14 Trail.

15 So I guess it's kind of the same issue. I have seen  
16 mountain bikes actually go up the steps there. They're  
17 wood steps, but mountain bikes still go up them, and  
18 certainly, people run up and down them all day and night,  
19 whenever they'd like to.

20 And I've never even thought about the safety issue  
21 that somebody could be lurking on the trail there. Now,  
22 granted, I have nice streetlights on my cul-de-sac, but I  
23 think -- I don't know -- I don't know of the East Lake  
24 Sammamish -- but maybe that would be the solution if safety  
25 was an issue is more streetlights or something.

1 But I do think it's very dangerous to have cyclists  
2 out on the Parkway, which is a fairly high-speed road in  
3 many places. And the motorists have been annoyed at me  
4 more than once or twice merely because I am a bicyclist  
5 taking up space that they think is theirs.

6 So I guess that's the end of the testimony. I support  
7 the Corridor Alternative.

8 BUD PARKER: Thank you. Anyone else who would like to  
9 give testimony, please?

10 Peter Goldman. State your name and give your address,  
11 please.

12  
13 TESTIMONY OF PETER GOLDMAN

14  
15 Sure. I'm Peter Goldman. And I live -- my business  
16 address is 615 Second Avenue, Suite 360, Seattle,  
17 Washington 98104.

18 I was one of the founders of the Friends of the East  
19 Lake Sammamish Trail and have been involved in the trail  
20 for all these years.

21 And it's extremely exciting that there appears to be  
22 such community support for this, and I want to encourage  
23 the County to move forward quickly and work very closely  
24 with the neighbors.

25 The Friends of the East Lake Sammamish Trail have a

1 few general comments as we move forward.

2 Our first comment, probably the most important one, is  
3 that the Friends absolutely believe that the County's  
4 preferred alternative should be the Corridor Alternative  
5 for reasons of cost, public safety, avoiding environmental  
6 degradation.

7 Secondly, on the question of fences, we do understand  
8 that fences are appropriate for privacy, and they're  
9 appropriate for environmental -- for separating the user  
10 area from environmentally-sensitive areas. And we do all  
11 understand that there is an appropriate use for fencing;  
12 however, we ask the County to work very closely with the  
13 neighbors so that we don't create a dog run effect, and  
14 that the fences are appropriately set back so that the  
15 trail users can feel like they are enjoying some of the  
16 right-of-way.

17 The right-of-way does range from 50 to 200 feet. No  
18 trail users want the whole thing, but -- and we do believe  
19 that the neighbors should enjoy their backyards and should  
20 enjoy the County right-of-way, too, to the extent it's part  
21 of their backyard -- but we just don't want to see -- we're  
22 hoping not to see -- a dog run. So that users are just  
23 there, and they've got fences on both sides, and they feel  
24 imprisoned by that.

25 We urge the County to adopt policies to permit

1 landowners to enjoy and use the right-of-way for gardens  
2 and those kinds of things.

3 We think that the County ought to adopt a set of  
4 policies for how -- when owners can enjoy and use the land  
5 that's outside of the actual user right-of-way and outside  
6 of the fence.

7 Well, there's so many people here -- do you want to  
8 let me go another ten seconds or --

9 BUD PARKER: Finish your comments.

10  
11 TESTIMONY OF PETER GOLDMAN [continued]

12  
13 The other thing that we're very concerned about is  
14 safety on the crossings. And one thing, we urge the County  
15 to explore high-tech methods that could prevent user  
16 conflict between bicycles and cars.

17 And I know that there's technologies out there where  
18 you can implant in the pavement when a car comes down it  
19 flashes a light or something on the trail. It says, Car  
20 coming, car approaching.

21 So that would be relatively cheap, and it would  
22 certainly provide warning to anyone on the trail that a car  
23 was coming up or down some of the steep crossings.

24 And lastly, on trail width, we agree with the County  
25 suggested trail width proposals. Thank you.

1           BUD PARKER: Any more comments? This is your  
2 opportunity. All right. For the last time I'm going to  
3 suspend the hearing again until 7:30.

4           You're welcome to go out and talk to staff outside if  
5 you had specific comments you wanted to ask about the trail  
6 designs and so on.

7           And we'll resume the formal hearing again at 7:30.  
8 Thanks.

9                           [Hearing recessed for 20 minutes]

10  
11           JENNY BAILEY: So I'd like to resume the public  
12 hearing, the formal public hearing.

13           It is 7:58. And I'd like to thank everybody for  
14 coming this evening and providing your comments. Just a  
15 reminder that the comment period is open through December  
16 19th, and we will look forward to seeing your comments.  
17 And I'd like to conclude the formal public hearing.

18                           [Hearing concluded at 7:59 p.m.]  
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20  
21  
22  
23  
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25

