

Budget in attached report

Parks & Recreation Plan Project Narrative

1. **Project Description:** Please describe the project in detail. Indicate the major work to be completed, any milestones that need to be overcome in order for the project to move forward, and include a comparison of existing and proposed conditions. Include the anticipated completion date.

The name of this project is the John Wayne Pioneer Trail Reconnection Route. As the name indicates, this is 4.6 mile trail that connects the John Wayne Pioneer Trail (JWPT) around the northern part of Ellensburg. The JWPT currently ends on the west and east edges of Ellensburg. This section of trail has been missing since the trail was created in the 1980's. The trail features will include a trailhead north of the Kittitas County Event Center, a pedestrian and bike linkage to Central Washington University (CWU), a linkage north through private to the Kittitas County owned Bowers Airport, Kiwanis Park, North Alder Street Park and McElroy Park, new residential development in northwest Ellensburg, Ellensburg School District facilities, and the historic downtown district. Surfacing will include paved and unpaved surfaces to accommodate the diversity of users. Landscaping and lighting will be used to enhance the experience of the trail user and neighbors and to buffer them from the surrounding land uses.

To date the City, in partnership with CWU and private property owners, have constructed .21 miles of trail with another .48 miles of trail scheduled to be completed by the end of 2016.

As with many large scale projects the biggest hurdle to completing the project is funding. There is no dedicated revenue source for this project. Completed, or soon to be completed, sections of trail have been funded through a variety of grants and partnerships with private citizens. As a result there is no anticipated completion date for the project.

2. **Kittitas County Parks and Recreation Plan:** Please explain how the project meets the goals and priorities in the Kittitas County Parks and Recreation Plan as adopted. Also, describe the specific parks and/or recreation needs the project addresses and how the project directly increases, enhances, and/or maintains parks and/or recreation opportunities in the County.

PROS Goal 1 Strategic Role -The County Parks & Recreation Plan, calls for a strategic approach in the development and operation of developing open space and trails. This project is a partnership project between CWU, the City, State Parks, private citizens and Kittitas County.

PROS Goal 2 Recreation Programs - The County Parks & Recreation Plan calls for the promotion of healthy eating habits and active lifestyle programs and outreach activities of special interest and lifestyle benefits for county residents. The development of the JWPT provides a resource for county residents to enjoy a healthier lifestyle.

PROS Goal 6 Trail Systems – Facilitate the planning, development, and operation of a variety of countywide trails. Work with public and private agencies to develop and maintain an integrated system of trails.



John Wayne Pioneer Trail THE ELLENSBURG GREENWAY

Reconnection Study FINAL REPORT

*Prepared for
Scott Archer, Director of Parks and Recreation
City of Ellensburg, Washington
September 2001*



BARKER
LANDSCAPE
ARCHITECTS, P.S.
1514 NW 52nd Street
Seattle, WA 98107
tel 206.783.2870
fax 206.783.3212

John Wayne Pioneer Trail

THE ELLENSBURG GREENWAY

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City of Ellensburg, Washington*

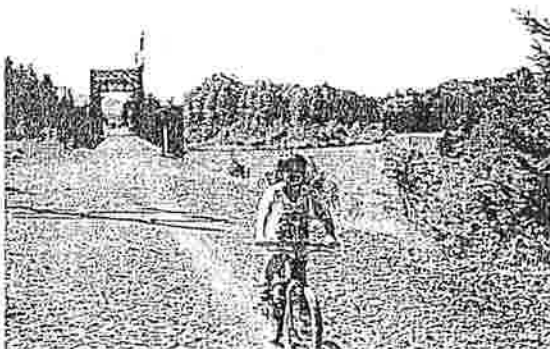
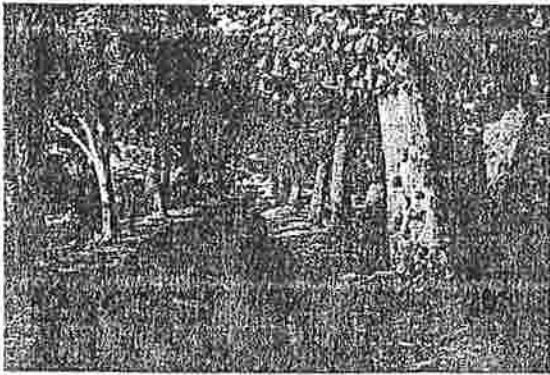


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City of Ellensburg
John Wayne Pioneer Trail

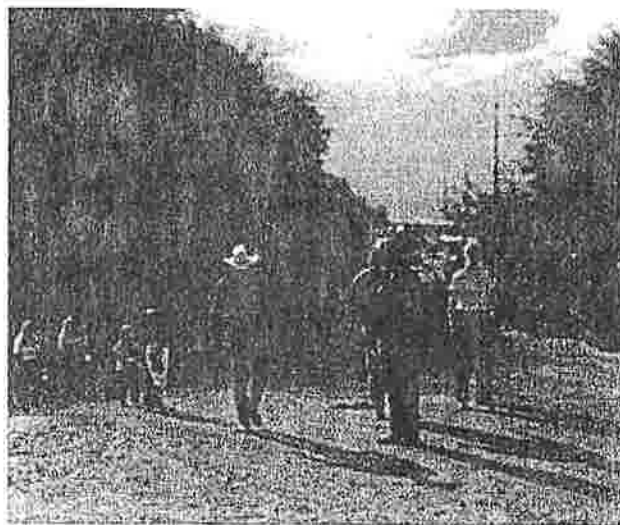
RECONNECTION STUDY

ISSUES FOR ELLENSBURG & KITTITAS COUNTY RESIDENTS IN RECONNECTING
THE JOHN WAYNE TRAIL

I. INTRODUCTION

The purpose of this study is to determine the best and most feasible reconnection of the John Wayne trail through Ellensburg, Washington. The goal is to create the highest quality trail experience serving the needs of Ellensburg residents and visitors, who will be the primary beneficiaries of the trail system. Trails are the the most popular recreational facilities in the nation. **The Ellensburg Greenbelt trail** is envisioned as a safe walking, cross-country skiing, jogging, bicycling and horseback riding path that will link Ellensburg residents to some of the best features of the the City and Kittitas Valley. This urban trail will make great rural connections.

The trail will also “reconnect” the Cross-State John Wayne Pioneer Trail which currently ends on the east and west edges of the City of Ellensburg. This has been a missing link for trail users since the trail was created in the 1980’s. The trail features will include a trailhead north of the fairgrounds, a pedestrian & bike linkage to Central Washington University (CWU), a linkage north through private lands to Bowers Field County airport, Kiwanis Park, northern neighborhoods and the historic downtown. Surfacing will include paved and unpaved surfaces to accommodate the diversity of users. Landscaping and lighting will be used to enhance the experience of the trail user and neighbors and to buffer them from the surrounding land uses.



Rodeo-goers on the Trail near the Kittitas County Fairgrounds

Executive Summary

Washington State's Cross State trail is passable now from near North Bend to the west side of Ellensburg, providing 76 miles of non-motorized corridor. From the east side of Ellensburg, the trail extends another 32 miles to the Columbia River, and will eventually connect to the Idaho border. Ellensburg's urban trail system will link these trails together. This report presents a plan to create an exceptional urban greenway for the City. The resulting connected trail ties over 110 miles of continuous recreational trail together.

Central Washington University is supportive of a direct link for bicycles and pedestrians through campus, but horses and wagons would go north from the existing trail to loop around the campus and urban area and reconnect on both sides of the City. The project's goal is to develop a realistic route around the campus to bypass primarily for horses and wagons, but also to develop plans for an urban greenbelt for Ellensburg.

In the past year, the Ellensburg Parks and Recreation Department has held 16 meetings to develop a feasible route and strategy to get it approved and funded. These meetings have included a diverse Stakeholder's Steering Committee, several Public Agencies, the Citizens, the City Council, and private landowners along the potential routes. In this process a plan that could create an **Ellensburg Greenbelt** has emerged.

Various jurisdictions are involved, with the City of Ellensburg Parks and Recreation Department as the lead agency. **Kittitas County** is a major player with the Fairgrounds, Airport property and County ROW's potentially involved for the corridor. **Washington State Parks and Recreation Commission** is a significant landowner and manager for the rural route, and **Central Washington University** is critical to the success of the project since they are directly between the two ends of the trail. Several private landowners are involved with whom we have had discussions. The plan that is presented in this report could create an Ellensburg Greenbelt (some have suggested the "Blue Agate Greenbelt") looping around the City.

The result is a plan which creates a six-mile loop around northern Ellensburg. The trail would create an urban greenway that would be linked to the farmlands, canyons, mountains and forests of Kittitas County, and to the Columbia Basin and Puget Sound urban areas. The long term benefits of this trail include higher property values, better recreation and transportation systems, enhanced fitness opportunities close to residents, as well as an excellent feature to improve the quality of life in the Ellensburg community. This study recommends adoption of this plan by the City Council this year to allow for several grant applications beginning in 2002.

The preferred route is consistent with plans that were conceived years ago; many of the issues have been worked out in greater detail, and we recommend the following steps be taken:

1. adoption of the concept
2. acquisition of the corridor and
3. operational discussions and agreements to be made with agencies and landowners
4. apply for grants for construction



PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN

see section drawings & photographs that correspond to each segment

segment D:
 250 FT.
 Bowers Rd. potential ROW
 owner: Kittitas County
 land use: pasture/hayfield/shooting range

segment C:
 2000 FT.
 Bowers Rd. potential ROW
 south edge of Vulture Bowers estate
 Additional ROW required
 land use: pasture/hayfield

segment B:
 2800 FT.
 along Bowers Road
 Bender Rd. to Bowers route
 owner: Private/Kittitas County
 Possible additional ROW required
 land use: pasture/hayfield
 future residential

segment A:
 2745 FT.
 Existing trail to Bender Rd.
 along Bowers Road alignment
 owner: Private/Kittitas County
 land use: pasture/hayfield

segment E:
 996 FT.
 Blaine Tree Ranches
 owner: Steve Willard
 275 FT. owner: Jim Carmody
 land use: pasture/hayfield

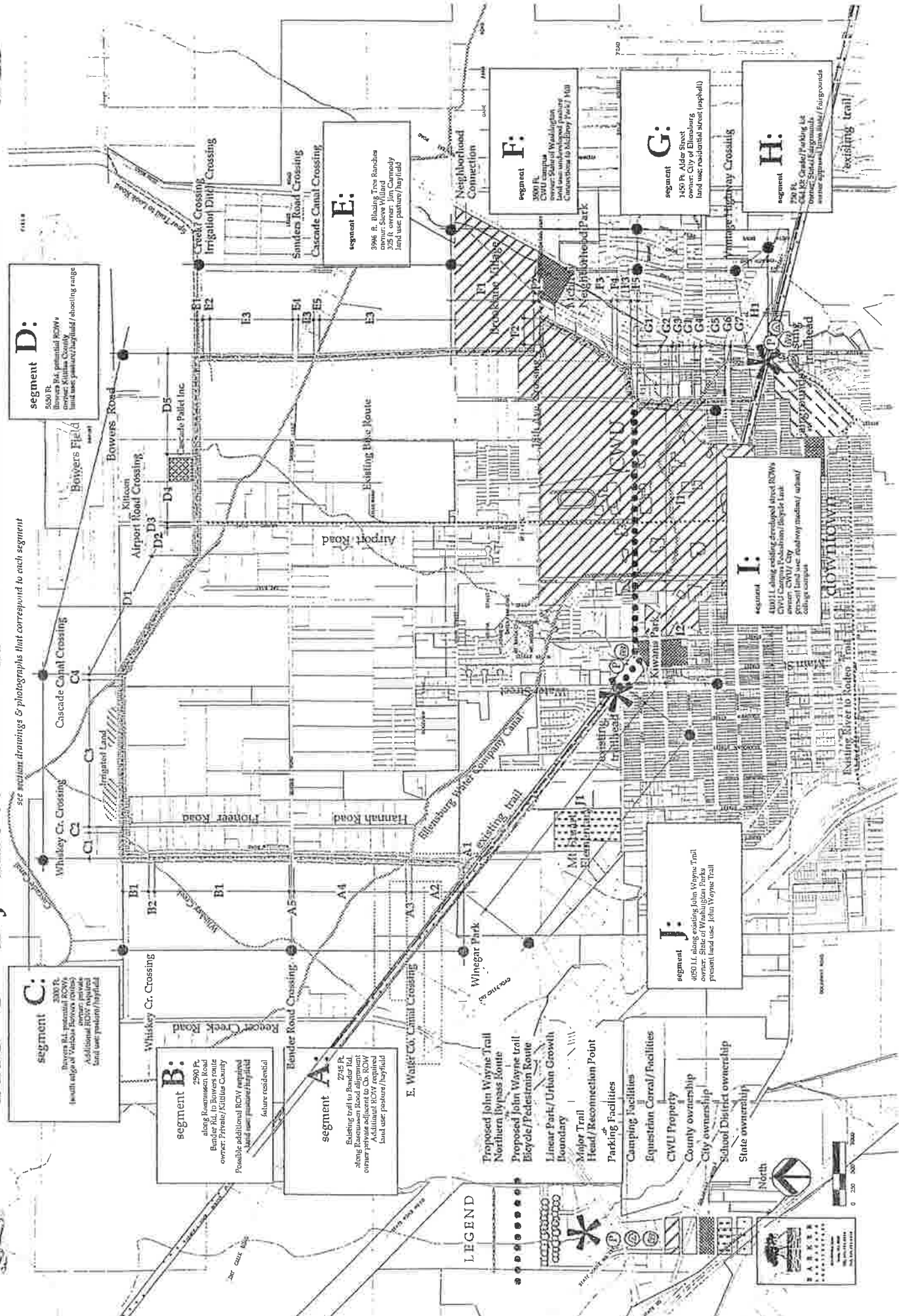
segment F:
 2000 FT.
 CWU Property
 owner: State of Washington
 land use: undeveloped pasture
 Connection to Millinery Park/ Hill

segment G:
 1450 FT. Alder Street
 owner: City of Ellensburg
 land use: residential street (tophelli)

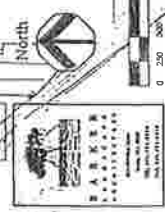
segment H:
 750 FT.
 624 FT. Gravel Parking Lot
 owner: State of Washington
 owner approval: Green Hills/ Fairgrounds

segment I:
 400 FT. along existing developed street ROW
 CWU Campus (Washington State Park)
 owner: CWU/ City
 present land use: roadway median/ urban/ college campus

segment J:
 400 FT. along existing John Wayne Trail
 owner: State of Washington Parks
 present land use: John Wayne Trail



LEGEND



II. Project Background

The purpose of this study is to determine the best and most feasible reconnection of the John Wayne trail. The John Wayne Pioneer Trail is part of Washington State's Cross-state Iron Horse State Park trail system, which follows the route of the former "Milwaukee Road" Railroad. Linking the trail directly through the CWU campus has been considered, as well as a northern and southern bypass route. There is support for the central "direct-link" concept, however use by horses and wagons through a dense urban campus creates many potential conflicts between pedestrians, bicyclists, vehicles and horses.

Over the past 6 years, a northern John Wayne Trail (JWT) bypass route around CWU has been studied by the City of Ellensburg, Kittitas County, and the State Parks & Recreation Commission. This bypass is intended for horses and wagons that will be using the cross state regional trail. A campus and southern route option were also explored (CWU, '98) but are not as feasible as the northern route due to dense urban development and several road and highway crossings. The southern route that has been considered would connect the John Wayne Pioneer Trail to Irene Rhienhart park which extends along the Yakima River. However this route is a long way out of the way with many obstacles (including I-90), many road crossings and developed areas. The Central route through the campus is a direct link, but it is problematic to mix horses and wagon with bikes and pedestrians.



a bicyclist at Alder and 14th

The Washington State Parks and Recreation Commission encouraged and assisted in obtaining funds for a new and more thorough study to look at various options to reconnect the route for the variety of users including equestrians. The best route is clearly the northern bypass route.

In designing the trail system several issues need to be considered. Foremost among these are the concerns of landowners, managers and citizens along the trail corridor. Without their support the reconnection of the trail would not be feasible. Some of the issues of greatest concern are privacy, safety and crime, trespassing, and property values. These issues are discussed and recommendations have been presented for each issue.

TRESPASSING: Good fences and signage usually prevent or discourage trespassing. Neighbors of other portions of the John Wayne Trail have not experienced problems with trespassing (State Parks, 2001). In most trail segments, new fences are proposed along with signage.

PROPERTY VALUES Lifestyle features like recreational trails usually increase property values, because homeowners value the recreational opportunities that come with having close access to the walking, cross-country skiing, jogging, bicycling and horseback riding pathways. Near Reecer Creek Road west of Ellensburg a new street has been named 'Trail View Lane' indicating potential value of the John Wayne Trail to marketing real estate.



Richland's Shelterbelt Trail is over 50 years old

PRIVACY: Many concepts discussed involve an urban trail corridor which includes landscaping similar to the image shown above. In this picture of Richland's Shelterbelt Trail,, fencing, and several rows of trees and shrubs protect the privacy of neighbors. All Ellensburg trail segments proposed in this plan include extensive tree planting.

SAFETY & CRIME: Studies of existing trails generally have found that trails and greenways do not make neighborhoods unsafe. No incidents are reported by Washington State Parks along the John Wayne Trail in it's 10 years of existence. The Burke Gilman trail in Seattle has been studied extensively and proves to be no less safe than other Seattle neighborhoods, and safer than many. (Seattle Engineering Department, 1988). Typically the greater the presence of people along a trail or in a park increases the perception and reality of visitor safety. Connecting residential areas and the schools (especially CWU) with these trails can increase users along the trails.

Stake Holders

John Wayne Pioneer Trail

RECONNECTION STUDY

Stakeholder's Advisory Committee

CONTACT LIST

<p>Scott Archer, Director Ellensburg Parks & Recreation Dept. 420 North Pearl Street Ellensburg, WA 98926 509-925-8638 962-7127 fax email archers@ci.ellensburg.wa.us</p>	<p>John Barker Landscape Architects 1514 NW 52nd Street, Seattle, WA 98107 206-783-2870 • 206-783-3212 fax 222 East Fourth Street, Ellensburg, WA 98926 • 509-933-2872 Email barkerla@aol.com</p>
<p>John Akers, PE Director Ellensburg Public Works 414 North Main Street Ellensburg, WA 98926</p>	<p>Brian Carter, Park Manager Gingko-Wanapum State Park P.O. Box 1203 Vantage, WA 98950 509-856-2700</p>
<p>Michael Cheyne, Ellensburg Parks & Recreation Commissioner 1004 E.4th Ellensburg 98926 925-7638</p>	<p>Chuck Cruse, PLS Cruse and Nelson Surveyors PO Box 959 Ellensburg, WA 98926 509-925-4747</p>
<p>Bill Vertrees, Facilities Manager Central Washington University 400 E. 8th Avenue Ellensburg, WA 98926 509-963-1011 509-963-1015 fax</p>	<p>Steve Willard Blazing Tree Ranches 2000 124th Avenue N.E. Suite B-100 Bellevue, WA 98005 509-962-2220 tel/fax 425-883-7800 425-453-1709 fax cell 206-660-2738 email swtmc.aol.com</p>
<p>Sean Maupin, Ellensburg Parks & Recreation Commissioner PO Box 401 Ellensburg, WA 98926 962-5784 seanmaupin@hotmail.com</p>	<p>Jack Price Happy Trails Horse Ranch P.O. Box 32 Easton, WA 509-656-2634</p>
<p>Mel Sheyner, President Kittitas County Fair Board 1331 Cascade Way Ellensburg, WA 98926 800-552-0766 962-2005</p>	<p>Paul Bennett, PE Public Works Director Kittitas County Public Works Department 205 West 5th, Room 108 Ellensburg, WA 98926 509-962-7523 962-7663 fax</p>
<p>Brian Hovis, Park Planner Washington State Parks & Recreation Commission 7150 Clearwater Lane P.O. Box 42650 Olympia, WA 98504-2650 1-800-552-0766 962-2005</p>	

THE JOHN WAYNE TRAIL RECONNECTION ADVISORY COMMITTEE'S VISION STATEMENTS:

Steve Willard, Blazing Tree Ranches: Steve envisions a separated non-motorized trail that would include both urban and rural segments, which would connect the regional trail, the fairgrounds, downtown, CWU and other schools, residential areas, and the airport properties, including the wetland area at the county property. The trail should include landscaping, lighting, appropriate surfacing and City maintenance.

Paul Bennett, Kittitas County Public Works: Paul feels the County Airport property is a huge public asset (900 acres in size) which should be connected to the city via a trail. A loop path, flood control, and passive recreation features could enhance the value of these public lands.

Chuck Cruse, Cruse & Nelson, Land Surveyors: Chuck recommends finding the most direct route to connect the two trail ends, preferably on existing public Rights-of-Way. 14th Avenue has an 80 foot wide ROW and should be considered.

Sean Maupin, Parks & Recreation Commissioner: Sean feels there should be a downtown route which offers interpretive viewing opportunities, city camping near Craig's Hill, public art, stables at both trailheads, and a broad coordinated effort to enhance urban tourism in the historical center of the city.

Scott Archer, Parks & Recreation Director: Scott's vision is for a cooperatively developed regional and local urban non-motorized system which connects to the existing rural trails. This interagency effort should connect the park system, via the Campus to Canyon trail, the airport, schools, fairgrounds, the residential areas and downtown.



a young bicyclist along the Trail in upper Kittitas County

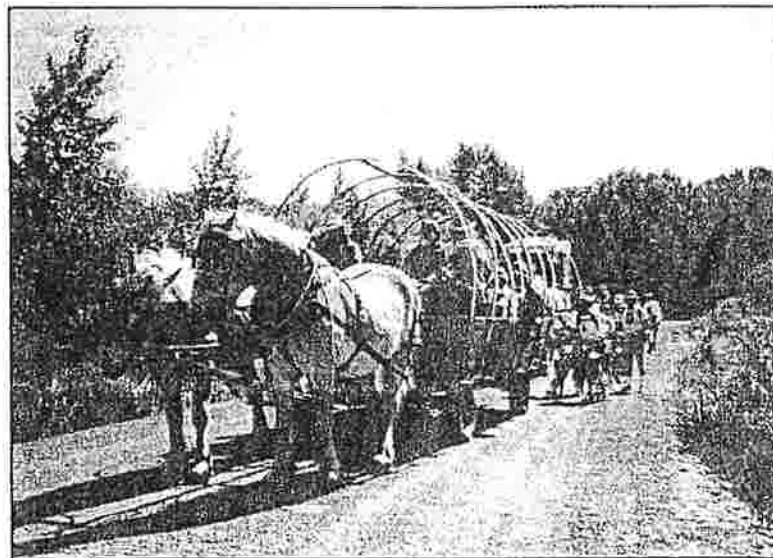
Brian Carter, Ginkgo-Wanapum State Park: Though the current Ellensburg “gap” is okay for pedestrians and bicycles, the horses and wagons need a better route, and the best one is north through CWU to the airport. CWU has a great opportunity to connect a horse and wagon bypass route as well as a bike and pedestrian more direct route.

Brian Hovis, Washington State Parks Planner: The Ellensburg urban bypass segment of the JWT is definitely more of a paved multipurpose urban trail, and the CWU campus route is okay for bicycles and pedestrians, but not for horses and wagons. Much of the northern equestrian route is public land, and it could be a City-maintained multi-purpose trail. There is a need for a separate agreement between the city and private landowners if there is an easement granted. Lastly, Brian wanted to emphasize that the Iron Horse State Park Master Plan calls for trailheads at either end of town.

Bill Vertrees, CWU Facilities Management Director: There are some exciting changes planned at the CWU campus that are *quality of life* facilities, many of which are consistent with the objectives of the John Wayne Trail. Mixing equestrians and pedestrians on campus is difficult and clear separation is needed. Some relevant goals at CWU is to find ways to make the core of campus non-motorized (between 18th and 8th, Alder and D Streets); and to reroute the power lines outside of the campus.

Mel Sheyner, Kittitas County Fair Board President: The Fairgrounds is the center of the equestrian activity area, and are close to CWU, downtown, farms and residences, and this will be improved with the trail connected on both ends of the City. The Fairground master plan includes improved camping, stables, an equestrian pavillion, as well as a trail head facility.

Jack Price, John Wayne Pioneer Horses and Wagons: This is a unique coincidence of geography and a great opportunity for recreation, transportation and education. This is also an opportunity to celebrate our equestrian heritage. *Build the trail and they will come.*

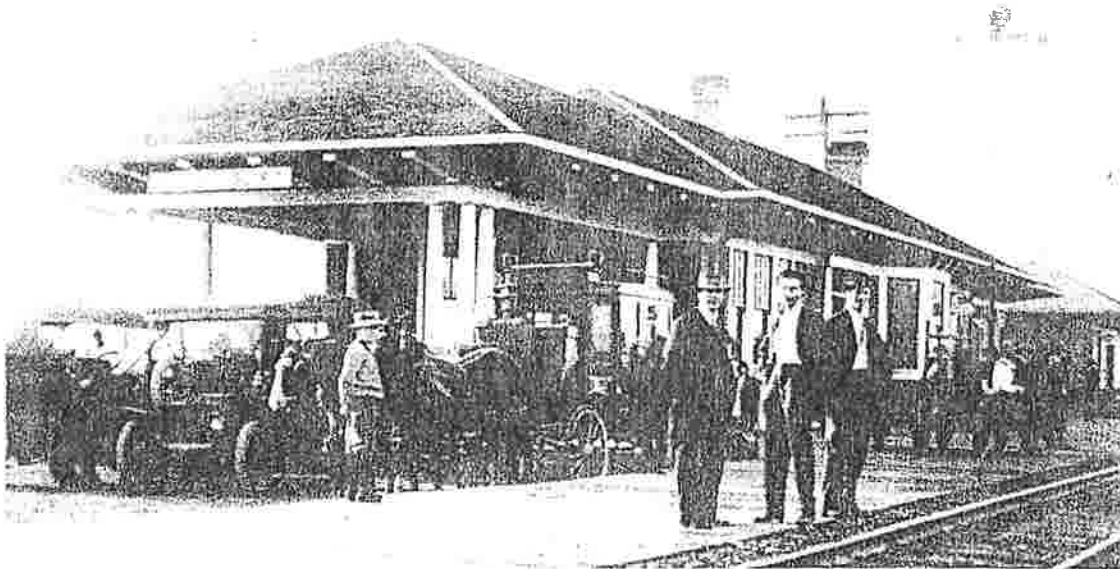


The John Wayne Pioneer Wagons and Riders on their Annual Cross State Ride

History of Project

The Chicago, Milwaukee & St. Paul Railroad (commonly called the Milwaukee Road) ran through Ellensburg from 1909 until 1980. The depot in Ellensburg was completed in 1910 and served as a division headquarters and a point for the crew to change. In addition, the depot helped the City of Ellensburg grow. The Milwaukee Railroad ran through Central Washington University's campus, bringing many students who lived out of town to campus.

In 1980, the Milwaukee Railroad abandoned the Pacific Extension. The 213 mile section of the railroad bed, through a number of acquisitions and negotiations, was acquired in 1981 by the Department of Natural Resources. This section was then turned over to the Washington State Parks Department and named the Iron Horse State Park, with the eastern segment from Snoqualmie to the Columbia River named the John Wayne Pioneer Trail. The State Park Trail is designated for non motorized recreation with an emphasis on horsback riding. The trail runs from Rattlesnake Lake (near North Bend) to the Columbia River (south of Vantage) with the only missing segment of the trail being through Central Washington University's campus in Ellensburg.



*The former Ellensburg Depot, Chicago, Milwaukee & St. Paul Railroad, located near the CWU campus
(courtesy Kittitas County Historical Society)*

Citizen Involvement

2000-2001 Process
for the
John Wayne Pioneer Trail Project

Beginning in August of 2000, Scott Archer and John Barker began working to assemble a Stakeholder Steering Committee (see page 7), and upon agreement by the initial 14 members, scheduled the first kickoff meeting in September 2000. Below is a summary of the meetings that were held to develop the plans and routes.

September 22, 2000	First Steering Committee Meeting
January 10, 2001	Draft reports to all Steering Committee members
January 19- Feb. 1	Door to door discussions with Willow Street/Pioneer Rd. residents
February 8, 2001	Second Steering Committee Meeting 9 am City Council Chambers
February 15, 2001	Public Meeting #1 to present best trail route 7 pm City Council Chambers
March 29, 2001	Third Steering Committee Meeting Meeting 9 am City Council Chambers
February-May	Landowner meetings, coordinate with Public Works, Fairgrounds, State Parks, Linders, Winegars, Carmody, Peterson, Woods.
April 8, 2001	Public Meeting #2 to present refinements, costs, phasing
May-June, 2001	Draft Report; Funding strategies, Action Plan, Recommendations
June-July 2001	Final Steering Committee and Public Meeting
July 2001	Report refinements, Funding strategies, Action Plan
August 2001	Site/Corridor measurements, Preliminary Construction Documents, Cost refinements
September, 2001	Final Public Meeting at Park Commissioner's Meeting
October, 2001	Council Adoption

Summary of the First Public Meeting for **The John Wayne Pioneer Trail Reconnection Project**

The first public meeting to present preliminary concepts for the Reconnection of the John Wayne Trail was held at the City Council Chambers at 7 pm Thursday, February 15, 2001. Approximately 35 citizens and officials attended the meeting. Included were several Steering Committee members, including Scott Archer, Bill Vertrees, Paul Bennett (Kittitas County Public Works Director), Brian Carter, Gingko-Wanapum State Park, Sean Maupin (Parks & Recreation Commissioner), Jack Price, John Wayne Pioneer Horses and Wagons, Ellensburg Mayor John Perrie, City Councilmembers Ed Barry, Howard Collins and Dick Brown. A partial list of attendees (those who signed in) is available from the Parks & Recreation Department.

Introduction

Scott Archer, Ellensburg Parks & Recreation Director, introduced the meeting, and described how the City received a grant from the State of Washington to study options for the reconnection of the Cross State John Wayne Pioneer Trail through the City of Ellensburg. The State and the City are interested in reconnecting the trail through the City to complete the unprecedented 290 mile cross state trail. John Barker, the City's consulting landscape architect, presented the project and findings to date. He described the formation of a Steering Committee, its members, their vision for the trail, and some of the study conclusions.

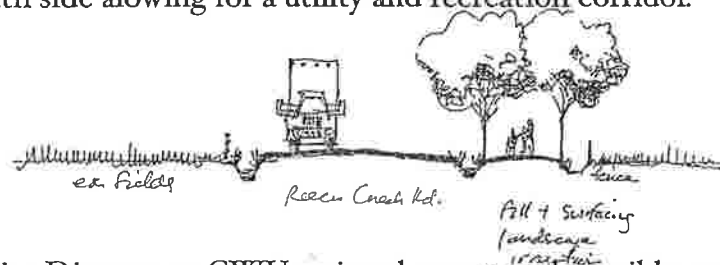
As a result of working with the committee and exploring many options, it was concluded that the northern John Wayne Trail (JWT) bypass route for horses and wagons was still a logical and feasible option to pursue. A southern route (to Irene Rheinhart Park, the Yakima River and the Campus to Canyon Trail) was explored and was considered a valuable plan for the City's non-motorized system but not for the JWT bypass. In addition, a central pedestrian and bicycle route through the CWU campus was explored providing a direct and well-used connection, but possibly difficult for horses and wagons to fit into the campus circulation. A brief description of the routes that had been studied were presented, along with these conclusions with illustrations of the different segments and options, such as Richland's Shelterbelt Trail.



Other Projects

Paul Bennett, Kittitas County Public Works Director has three major projects that could affect the trail, including 1) Reecer Creek Roadway Improvements, 2) Bowers Road Roadway Improvements, and 3) the County Airport Master Plan. Reecer Creek Road is the project that may be constructed earliest, probably in 2001 or 2002. Bowers Road is expected to be underway in 2002 or 2003.

Mr. Bennett suggested that another route for the trail be identified along Bender and Sanders Road, though this route would have serious impacts to the existing resident and farms along these existing developed areas. The Airport Master Plan is being done this year also, and the trail and a landscape buffer is likely to be part of the southern edge of the airport property (Kittitas County Public Works, 2002). The status as of this writing is that the earliest Bowers could be permitted and built would be late 2002 or 2003, but would likely include a 30-60 foot buffer along the south side allowing for a utility and recreation corridor.



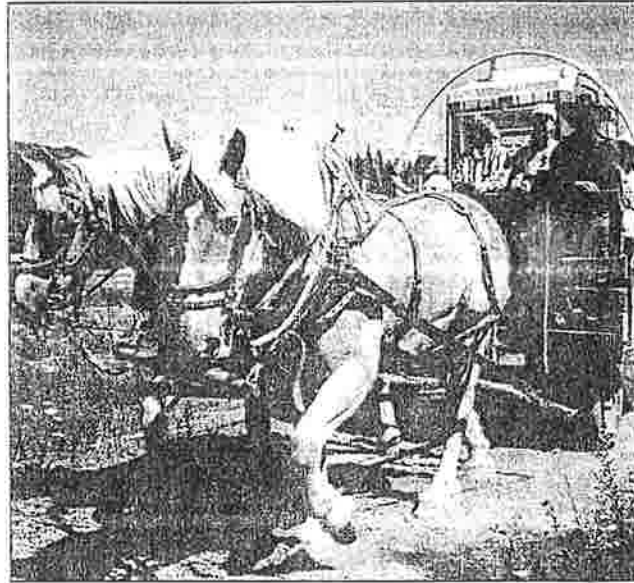
Bill Vertrees, Facilities Director at CWU, pointed out several possible campus projects that are in the planning and design stages, including a new Music Building, a new Campus Recreation Center, and a new Student Union. All of these projects could benefit from a non-motorized connection to other parts of the campus and community. Major utility upgrades along the 14th Street and/or Ganges Canal may provide opportunities for a through-campus non-motorized route.



Private projects that may affect the trail include Steve Willard's Blazing Tree Ranches plans for his fields north of the campus, including multi-family and single family neighborhoods. Though not able to attend, Steve Willard has long supported a non-motorized linear park connection through his property to the north and south.

Horse & Riders

Jack Price, equestrian advocate, spoke about the horseback and wagon users of the trail and the long experience they have with the history of getting the trail corridor acquired, developed and working with the neighboring land owners to build support for the multi-purpose recreational trail. Jack's stories about the State analyzing the multi-billion dollar value of this remarkable cross-state right of way back in the 1980's (purchased for a mere \$1.1 million) is testament to the great vision of all of the stakeholders. This link through Ellensburg, perhaps the "horse capital" of Washington State, is a very important segment of the trail system.



Citizen Comments

Several citizens attending the meeting pointed out that the land available for the trail connection is being developed for new housing and we shouldn't wait any longer to establish the trail corridor as public policy. One citizen voiced concern about the unsafe intersection at Brick Road/Willow/Vantage Highway, and how unsafe this is as a pedestrian crossing now with highway traffic coming into the city, and did not feel the safety flag crossing system would work at this location. Some citizens felt that the trail should avoid existing residential areas where possible and particularly avoid Willow and nearby established neighborhoods. One route that was suggested is to head east from Sanders to Pfennig Road, crossing the highway at an existing safer intersection at Knudsen's Lumber.

Willow Street was an option that was considered in earlier trail routes, but not generally a popular route for the residents along the street. Some of the citizens attending the meeting felt that a trail along Willow Street would be too noisy for their neighborhood. They said it is currently too noisy now from college students using the street. An option to the Willow Street corridor is Alder Street, one block to the west, which is also a potentially better crossing of the Vantage Highway. According to the City of Ellensburg, there will be a signalized intersection at Alder and Euclid at some point in the near future, which increases the safety of the highway crossing for the trail.

State Park Ranger Lance Elliot, who is responsible for maintaining the existing State Park trail from Thorp to the Columbia River, pointed out that his observations from working with neighbors along the trail outside the City is that the trail has been a good neighbor, and he has not heard complaints about noise or litter. In fact, trail users have been observed to pick up litter along the trail.

Implementation

How will the trail get built? Many steps will be necessary, but the most critical one is to get the corridor defined and established in public policy documents and to get options and agreements on the critical pieces of property for Community leaders to pursue. The City Council will consider plans soon, and we are now preparing cost estimates for various options. The total cost to acquire ROW and build the trail may approach \$1.5 to 3.5 million depending on many variables, such as exact routes, widths, and how many features are included. The City's portion of this cost could be as little as 20% or as much as 75%, depending on many variables, such as availability of State, Federal matching grants and City project funds. Implementation can occur as part of the other projects that are mentioned above, and as part of the City's parks, recreation and public works projects over the next 20-30 years. It is obviously critical to have a corridor and vision in hand first, to avoid being faced with new developments blocking the path of the trail corridor.

Email from Kittitas County Public Works Department

2/01

John,

Just wanted to compliment you on the public meeting for the John Wayne Trail Connection. I think you were able to bring out a lot of great points and got people thinking. It got me thinking. If the college is willing, I think the best route for the John Wayne Trail connection is up Alder and down Dean Nicholson Ave. It's the shortest, most direct route. The crossing of Vanatage/8th street is a better location. Apply the concept that you have for Willow street, trail down the middle, street on either side. But what I really thought was that the designs and concept should not be mutually exclusive. Although the JWT might go through CWU, I think we should still proceed ahead and establish a trail/buffer along the airport, bowers road and reecer creek. The idea of a buffer and trail system along the northern part of the city that also connects to a trail around the airport may seem foolish now, but in 20-30 years it maybe a highlight of the city. "It's a fine line that separates a visionary from a fool." I'd like to have the firm working our airport master plan include this in our planning.

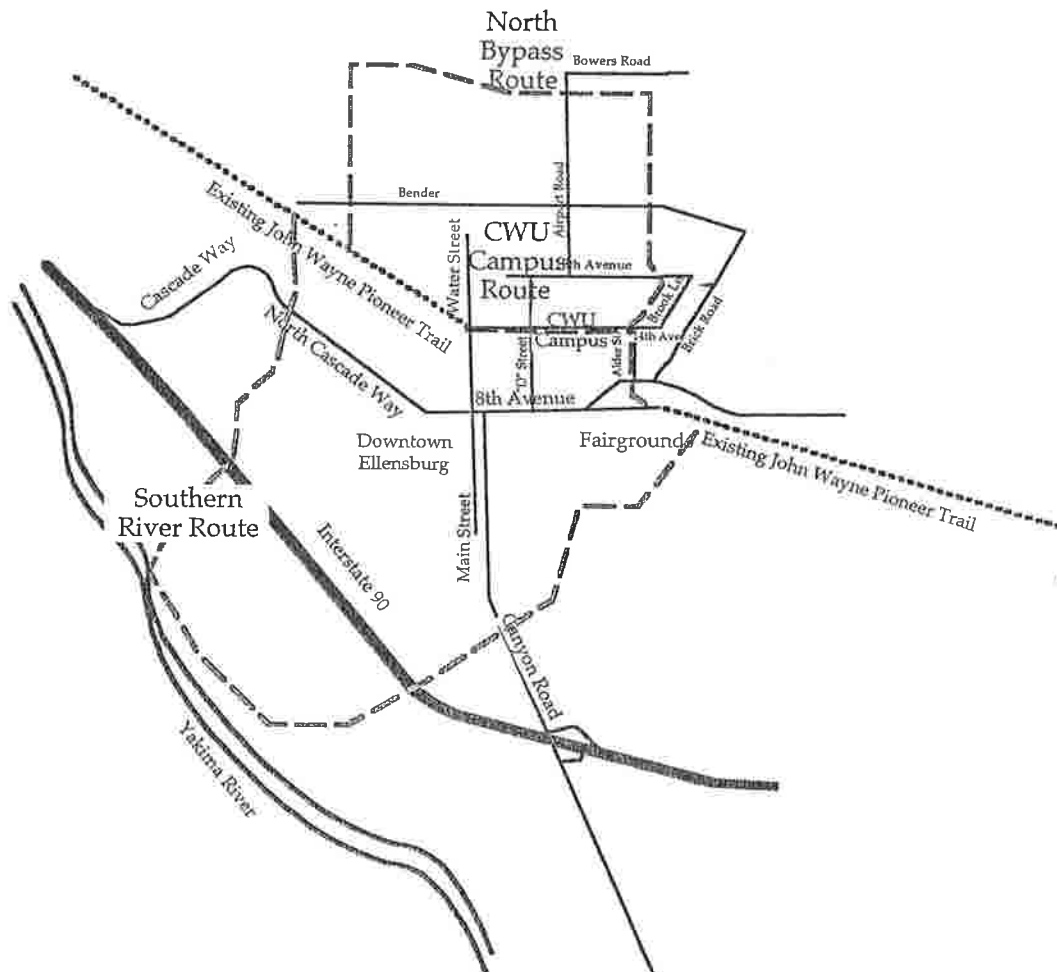
Thanx again for a great meeting

Paul Bennett

Routes Considered

This project was initiated in the 1990's. A Task Force and CWU studies were mobilized in the mid 1990's to address the reconnection. A Northern Route, a Campus Route and a Southern Route have been proposed, with various pros and cons for each. Some of the adapted work done by CWU is summarized and follows.

Trails along each route could increase the non-motorized options in Ellensburg, and make the whole City and Campus more livable. The focus however, is on finding a viable link for the cross state trail that will be a tremendous asset to the citizens of Kittitas County and the City of Ellensburg.



John Wayne Pioneer Trail Reconnection Routes Considered through Ellensburg

A Central Washington University class in the Geography and Land Studies Department in 1998 developed three possible routes to reconnect the Iron Horse State Park through or around Ellensburg. The students attended public meetings and forums, and developed and presented a proposed project. The student group constructed an informational website and made a proposal to the city planners. The report was good background, but needed the focus and details of a workable realistic plan to prepare for funding and operational agencies.

THE SOUTHERN ROUTE would help connect and create a great Ellensburg Park System, including a greenway along Umptanum Road, connecting the WDFW site, (with passage under Interstate 90), the redeveloping Schaake Property, Irene Rinehart Riverfront Park, the golf course and the meandering forested riparian corridor along the dynamic Yakima River, which is one of the best recreational and natural features of Kittitas County. The *Campus to Canyon Trail* is part of the new Central Washington Sports Park project, which could connect to the John Wayne Trail near the Fairgrounds.

The proposed southern route begins where The Iron Horse State Park meets Reecer Creek road. It heads south through pastureland and under the Cascade Way overpass. From there the route heads further south through more pasture and along the side of Pott road. The trail then crosses Dolarway and cuts across the side of Anderson Hay and Grain property. At the south end of the Anderson Hay and Grain property the trail follows a creek/riparian area and travels underneath I-90 into the middle of the Irene Rinehart Riverfront Park. Here people can stop, use the restrooms and BBQ facilities, take a swim, or fish. The proposed trail then travels east, through the park and out to Umptanum road. Here it runs parallel to Umptanum and along side pasture into the commercial area. At the commercial area, people can stop, get something to eat, use restrooms, or even make hotel reservations. The trail travels through the commercial area across Canyon road and along side a bird sanctuary. The trail goes east through the sanctuary and across Bull road. It then travels through an agricultural area to No. 6 road. The trail travels north up No. 6 until it meets the Iron Horse State Park Trail once again.

Comments: This route is a long way to reconnect the trail and there would be numerous difficult acquisitions or easements to obtain.

THE CAMPUS ROUTE

The campus offers several wide streets and an irrigation canal that re-connect the multipurpose trail in the most direct manner. CWU participants will clearly need to be a major part of the discussion, but it would be great to connect the rural areas on both sides of town to the campus and some of the most interesting neighborhoods in the City. Similar to the CWU Campus, the Burke Gilman trail through Seattle and the University of Washington is an excellent example of a multi-use urban trail.

The benefits to the reconnection of the John Wayne Trail through Central Washington University are numerous. The trail would act as a non motorized link between scholastic institutions of the Ellensburg area including the university, high school, middle schools and elementary schools. The trail would provide the possibility for design and development by students in many disciplines of study as a hands on learning experience both in the plan and use of the trail. For instance, botany classes could develop natural vegetation communities along the trail, while business students might handle financing the up keep of the trail, even art could be integrated along the corridor. (CWU, 1998)



The trail would present an established route for not only students but recreational community users and tourists. Besides providing a safe, connective route between campus and other schools, the trail would be a community connection to many key locations such as Craig's Hill, the Kittitas County Fairgrounds, Reed Park, Kiwanis Park, and Historical Downtown Ellensburg. This would result in improved relationships and awareness between campus and community.

The Campus route makes sense except for horses and wagons, which present many liabilities and conflicts with pedestrians and parking lots.

THE NORTH ROUTE

The CWU study identified the northern route turning from the established Iron Horse Trail east of Dry Creek Road. There is a small creek that heads northeast, and stays west of the subdivision off of Sanders Road, which the route continues along until it intercepts Cascade Irrigation Canal. At this point the route turns southeast and follows the canal. The proposed north route veers off the canal and turns south to pass through Central Washington University property, until it reaches Alder Street. The route follows Alder Street to the Kittitas County Fairgrounds where it meets the already established portion of the Iron Horse Trail.

The proposed north route would require cooperation from the City of Ellensburg, Central Washington University, and private landowners. This route links the city to the campus and the campus to an area of low population density.

The north route connects the currently discontinuous trail, making it available to multiple users, including the equestrian users. In the past, the equestrian users have been crucial to establishing the Iron Horse Trail and helping to maintain it. In addition, bicyclists, walkers, runners and other users would have a trail that lead away from the city, but is still easily accessible from town or from the college campus.

The obstacles to the proposed north route are that it would cross several parcels of private property. In addition, it crosses through Central Washington University and the policy concerning horses on campus must be changed to allow this route to be created. The north route may be too long for walkers or joggers to enjoy the full length of the trail.

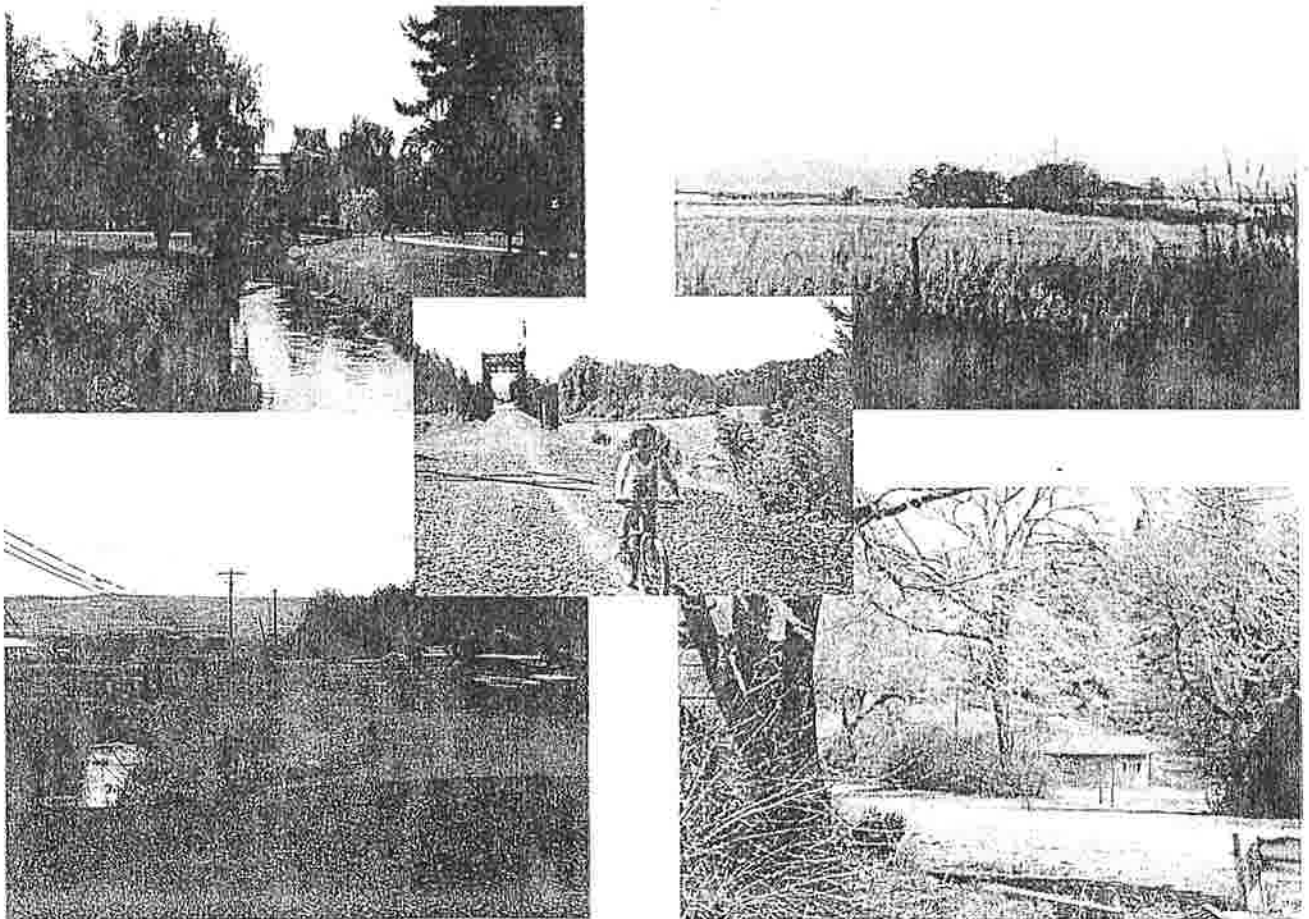
Preferred Route

In the past year, The Ellensburg Parks and Recreation Department has held 16 meetings and assessed several optional methods to develop a reconnection of the Cross State Trail through Ellensburg. These meetings have included the John Wayne Trail Reconnection Steering Committee, Public Agencies, the Citizens, the Parks & Recreation Commission, the City Council, and private landowners along the potential routes. In this process a plan that could create an Ellensburg Greenbelt has emerged.

The preferred route is consistent with plans that were conceived years ago; many of the issues have been worked out in greater detail, and we recommend the following steps be taken:

1. adoption of the concept
2. acquisition of the corridor and
3. operational discussions and agreements to be made with agencies and landowners
4. apply for grants for construction

The Northern Bypass route is much more than a route for horses and wagons a few times a year. It could be a wonderful separated greenway system (like the Yakima Greenway, Spokane's Centennial Trail, or the Wenatchee River Trail System) that are both recreational and transportation systems, and land use buffers that increase property values and enhance quality of life for families and businesses in Ellensburg.





PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



see section drawings & photographs that correspond to each segment

segment C:
3000 Ft.
Bowers Rd. potential ROWA (south edge of Victoria Bowers parking).
Additional ROWA potential land use: pasture/hayfield

segment B:
2920 Ft.
drape Rhenemus road border Mt. to Bowers County owner / J/Whene / Kistler County
Possible additional ROWA potential land use: pasture/hayfield
future residential

segment A:
2750 Ft.
existing trail to be replaced along Department based alignment
owner: private adjacent to CA 124V
land use: pasture/hayfield

segment D:
3650 Ft.
Bowers Rd. potential ROWA
Additional ROWA potential land use: pasture/hayfield / dooling range

segment E:
3390 Ft.
Brazel / Fox Ranches
owner: Steve Jim Country
land use: pasture/hayfield

segment F:
3200 Ft.
CIVIL complex
owner: State of Washington
Chimney to Sweeney Park / Hill

segment G:
1450 Ft.
Alder Street
owner: City of Ellensburg
land use: residential street (imphalt)

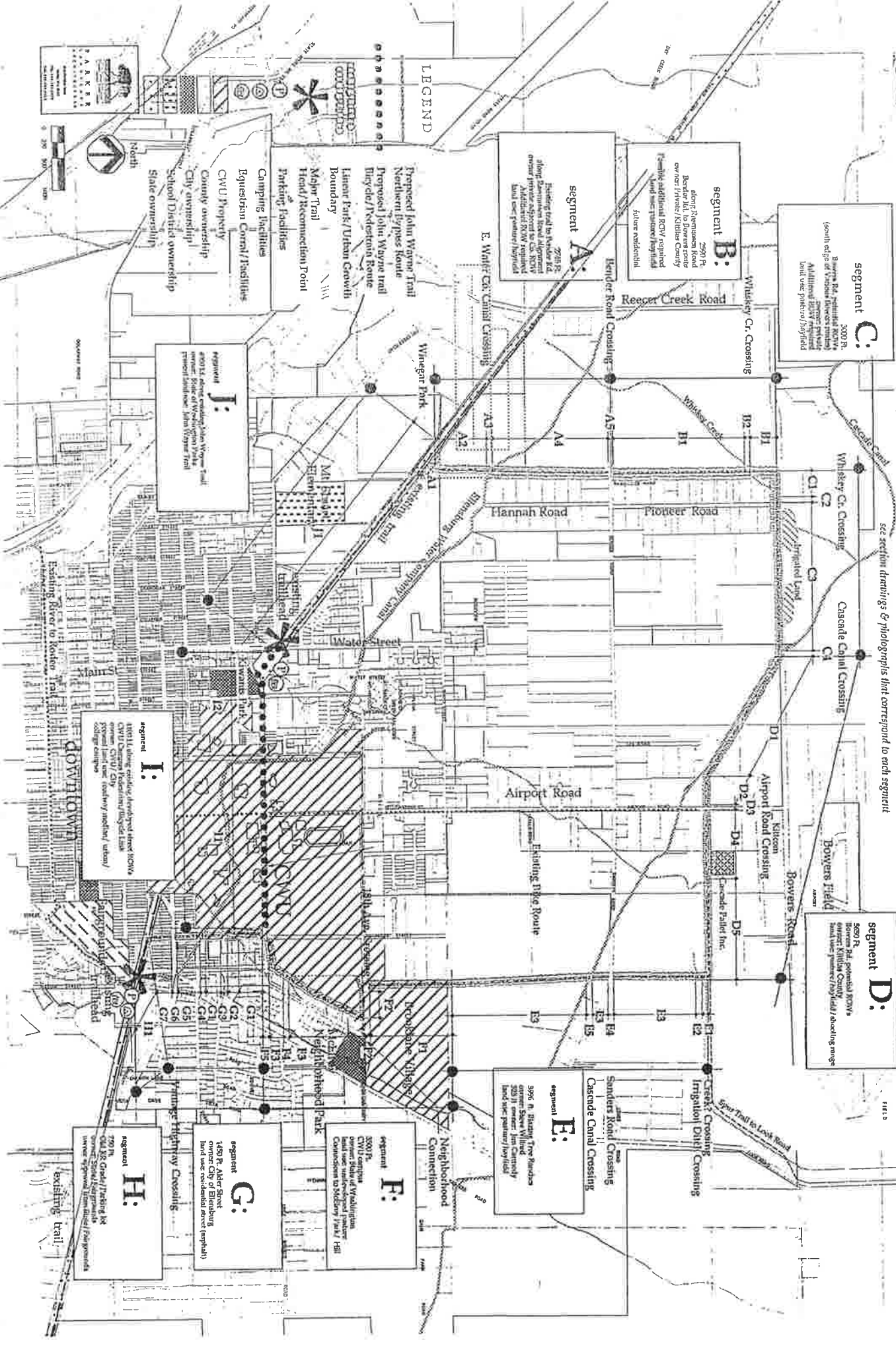
segment H:
700 Ft.
Oak St. Grade / Tackling BK
owner: State of Washington
land use: pasture/hayfield / dooling range

segment I:
1870 Ft.
existing roadway developed from ROWA
owner: CIVIL / City
3500 ft. limit use: (cow/hay / meadow / urban) / dooling range

segment J:
4000 Ft.
existing roadway, John Wayne Trail
owner: State of Washington / private
land use: pasture/hayfield

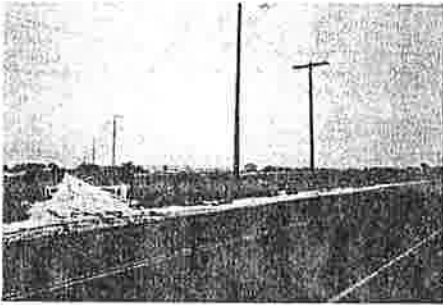
LEGEND

- Troposed John Wayne Trail
- Northern Bypass Route
- Proposed John Wayne trail
- Highway / Pedestrian Route
- Linear Park / Urban Growth Boundary
- Major Trail
- Head / Reconnection Point
- Parking facilities
- Camping facilities
- Equestrian Corral / Facilities
- CWU Property
- County ownership
- City ownership
- School District ownership
- State ownership



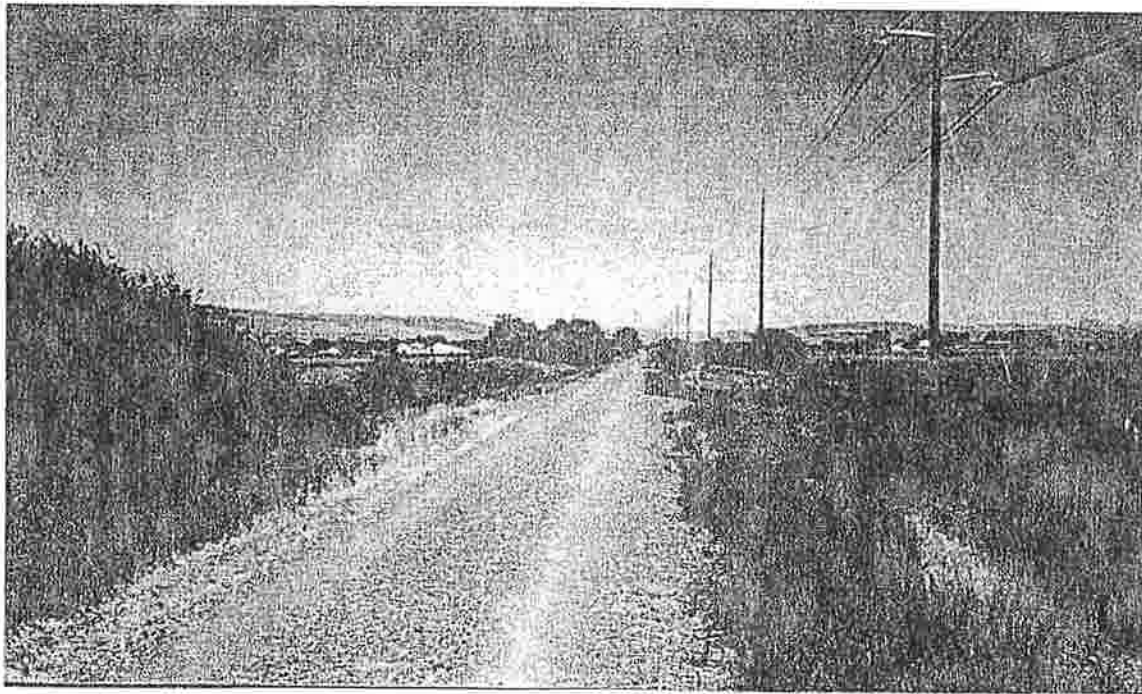
NORTH BYPASS TRAIL DESCRIPTION:

Beginning from the existing trail west of the city of Ellensburg, the route that is described here begins east of Reecer Creek Road approximately 3/4 mile, near the north-south Cora Street/Rasmussen Road Right of Way. The new trail would turn north here if a public easement could be acquired from private landowners.



view from Reecer Creek Road to east towards Ellensburg

(The existing trail now ends at Water Street 3/4 mile further east of the bypass, where a trailhead may be developed on State Land near the Mt. Stuart Elementary School site. According to the Iron Horse State Park Master Plan (WSPRC, 1999) the trailhead would be developed in conjunction with the City of Ellensburg. This trailhead could include parking, equestrian loading facilities, and restrooms.



View west along the trail near where the north bypass would begin (on the right side of the photo)

PROPOSED JOHN WAYNE

segment C:
 3000 Ft.
 Bowers Rd. potential ROWs
 (south edge of Various Bowers routes)
 owner: private
 Additional ROW required
 land use: pasture/hayfield

see section drawings & ph

Cascade Canal
 Whiskey Cr. Crossing
 C2
 C1
 C3
 Irrigated Land

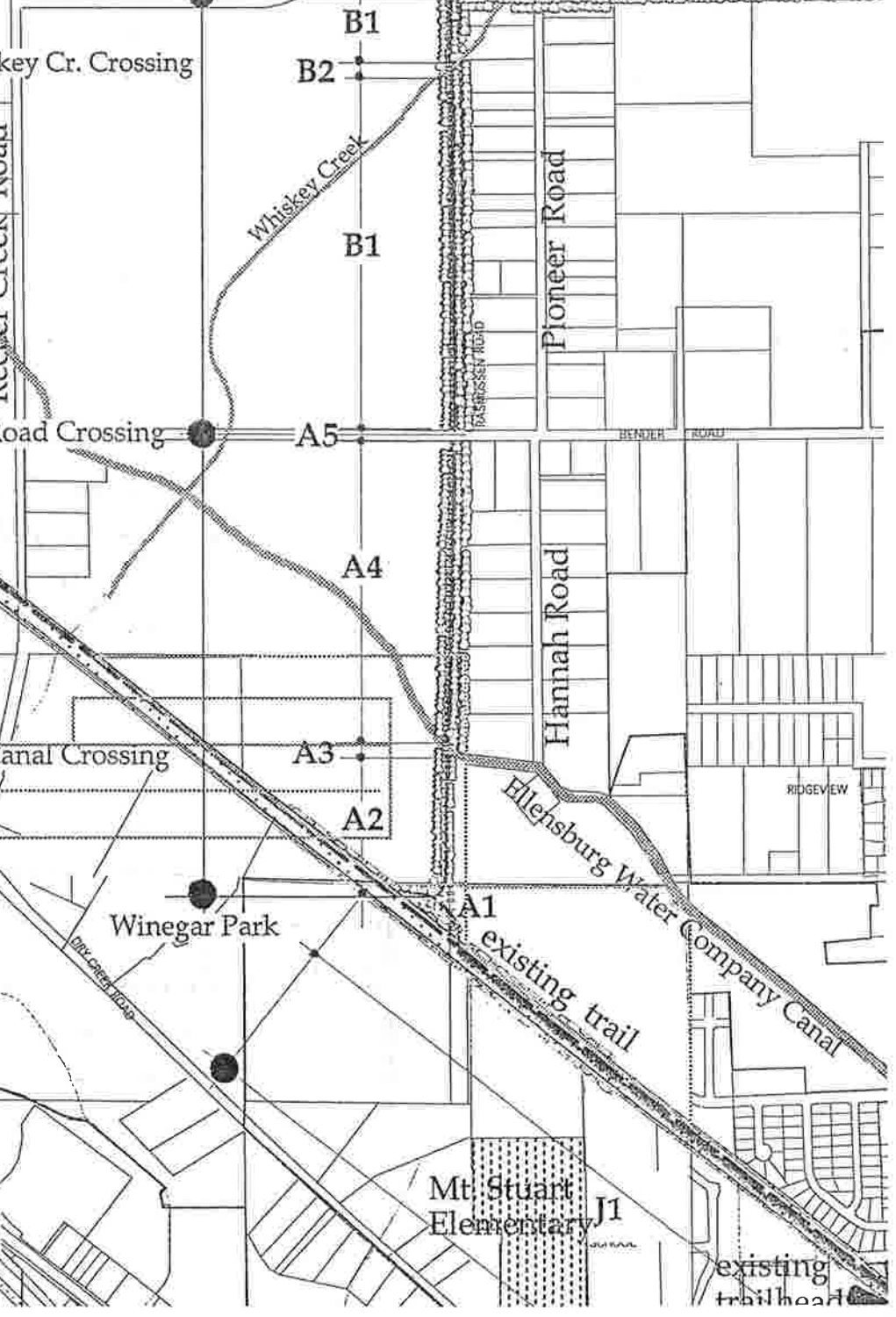
segment B:
 2595 Ft.
 along Rasmussen Road
 Bender Rd. to Bowers route
 owner: Private/Kittitas County
 Possible additional ROW required
 land use: pasture/hayfield
 future residential

Reecer Creek Road
 Whiskey Cr. Crossing
 Whiskey Creek
 B1
 B2
 B1

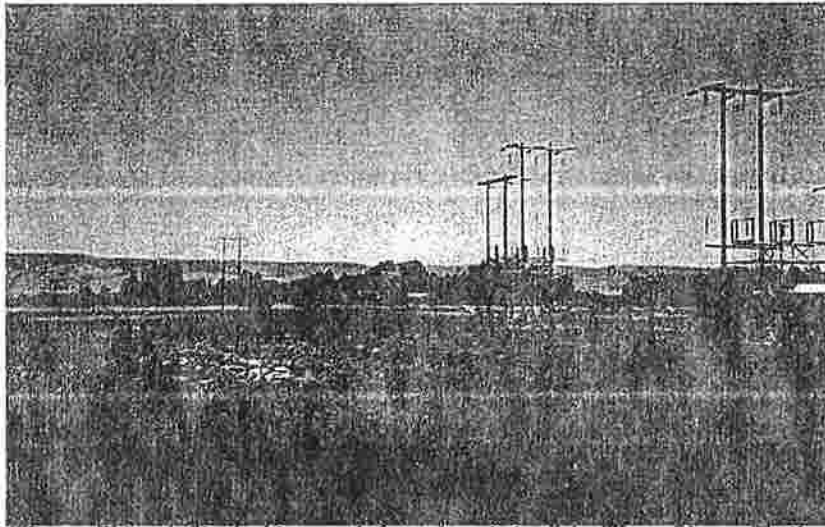
segment A:
 2900 Ft.
 Existing trail to Bender Rd.
 along Rasmussen Road alignment
 owner private adjacent to Co. ROW
 Additional ROW required
 land use: pasture/hayfield

Bender Road Crossing
 A5
 A4
 Hannah Road
 Pioneer Road
 Rasmussen Road
 E. Water Co. Canal Crossing
 A3
 A2
 Winegar Park
 Ellensburg Water Company Canal
 Ridgeview

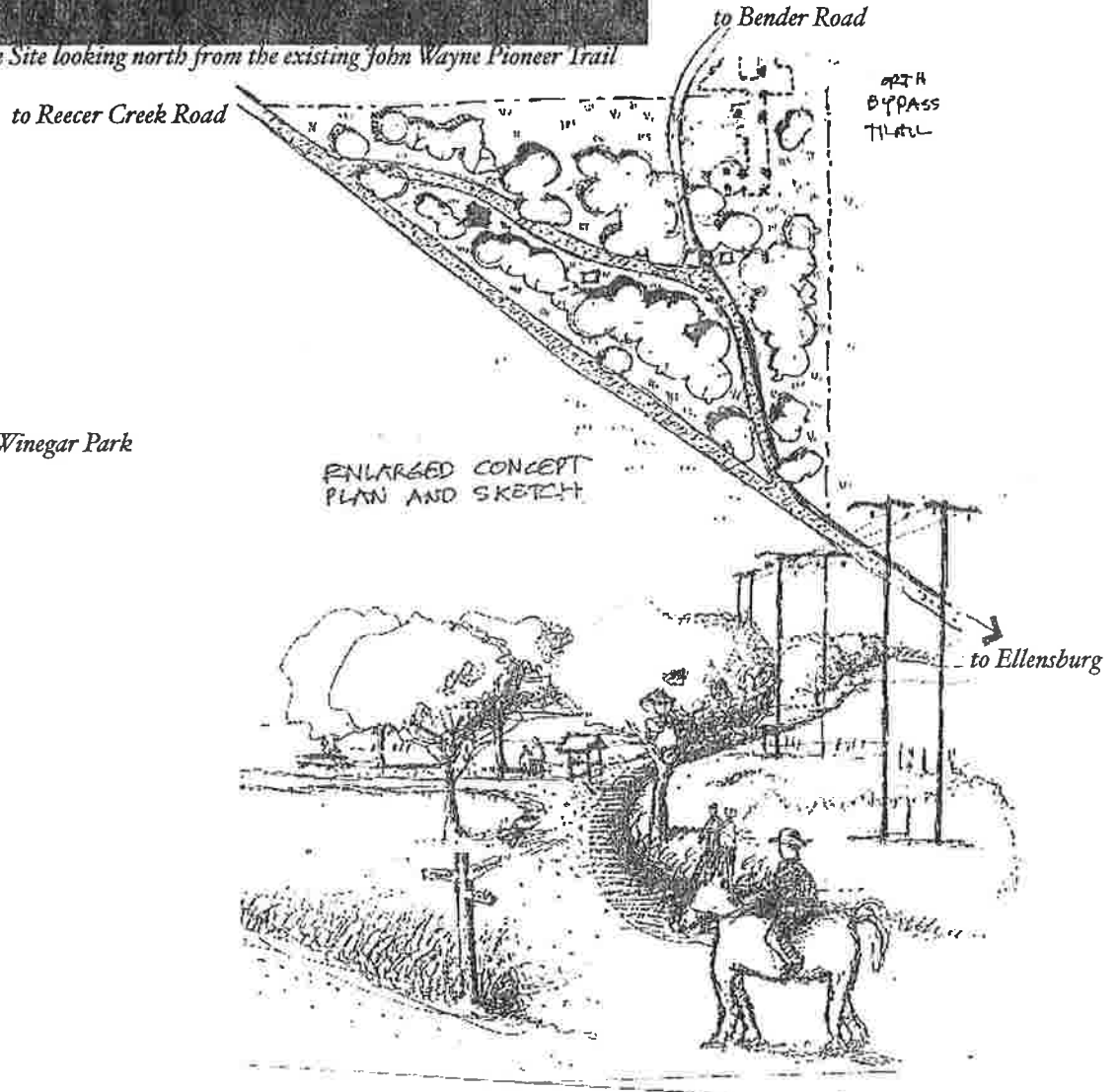
- Proposed John Wayne Trail
Northern Bypass Route
- Proposed John Wayne trail
Bicycle/Pedestrian Route
- Linear Park/Urban Growth
Boundary
- Major Trail
Head/Reconnection Point
- Parking Facilities



The Winegar Triangle Site is a corner of the Winegar Family property which is one of the highest priority acquisitions to establish the trail corridor. This location would be the point along the existing trail where the northern bypass should turn off of the former railway corridor. The route here would follow a City Comprehensive Plan designated street extension (Cora Street) which is on the western edge of the established Hannah Street residential area. Property owners along this route include the Winegars, Linders and Woods. The trail has been discussed with these families and they are generally favorable towards the trail if fencing, acquisition, and appropriate operation and security issues can be worked out to their satisfaction.



Winegar Triangle Site looking north from the existing John Wayne Pioneer Trail



sketch plan of Winegar Park

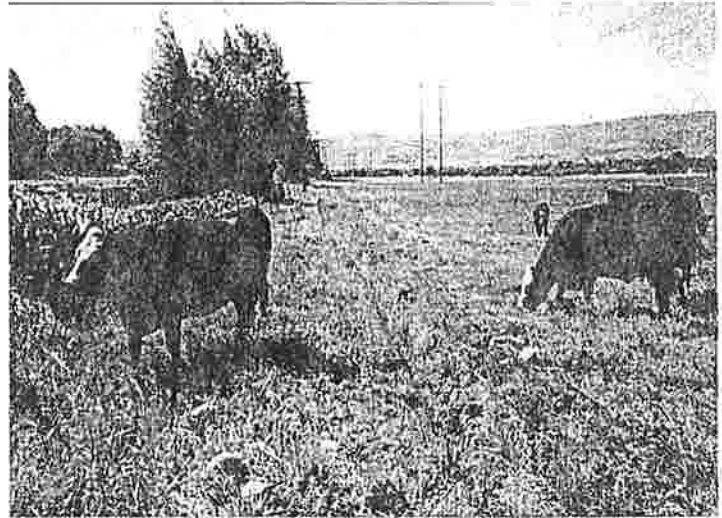
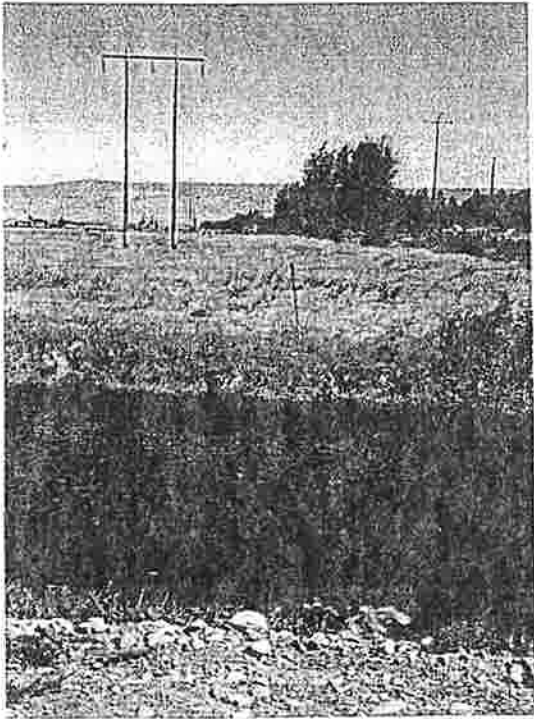
segment A:

New trail following alignment of Cora Street/Rasmussen Road

Owners: Private Landowners (Winegars, Linders, Woods)

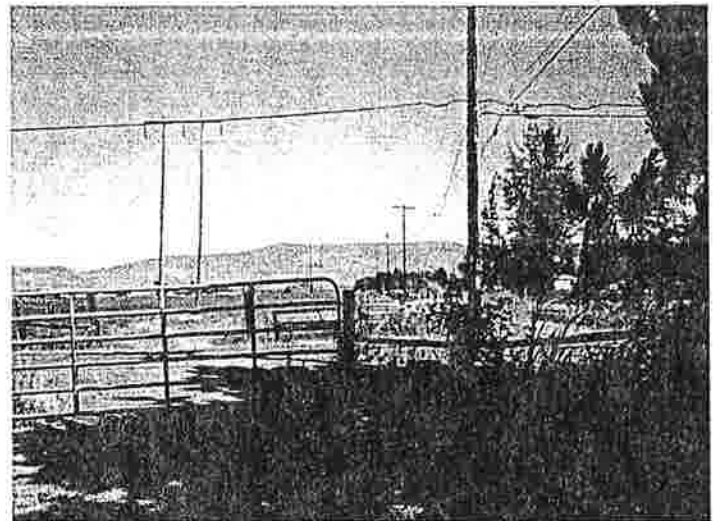
land use: pasture/hayfield/future residential

dimensions: 25' wide x approx. 2745 feet



Bender Road Crossing

dimensions: 12' painted crosswalk x 30' long, signage, possible overhead warning sign



Woods property looking south from Bender Road. The trail would follow the existing fence line, with new fences along both sides of the trail.

Possible additional ROW required
land use: pasture/hayfield
future residential

A. segment

2900 Ft.
Existing trail to Bender Rd.
along Rasmussen Road alignment
owner private adjacent to Co. ROW
Additional ROW required
land use: pasture/hayfield

Bender Road Crossing

A5

A4

E. Water Co. Canal Crossing

A3

A2

ND

- Proposed John Wayne Trail Northern Bypass Route
- Proposed John Wayne trail Bicycle/Pedestrian Route
- Linear Park/Urban Growth Boundary

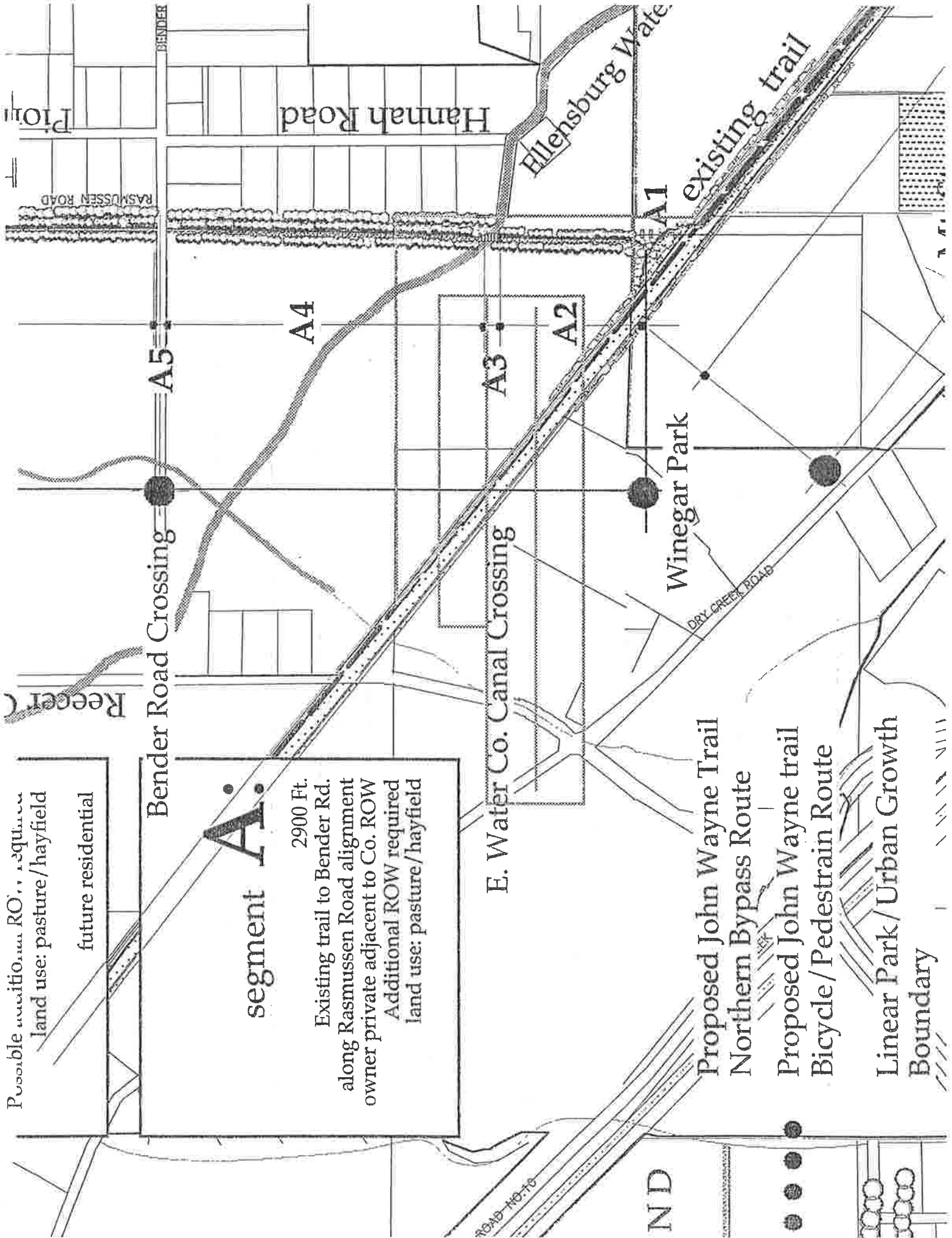
Winegar Park

DRY CREEK ROAD

Ellensburg Water

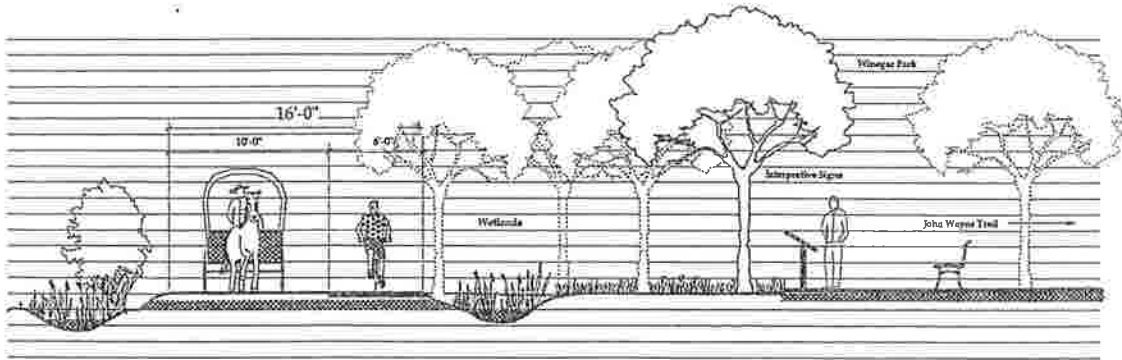
existing trail

A1

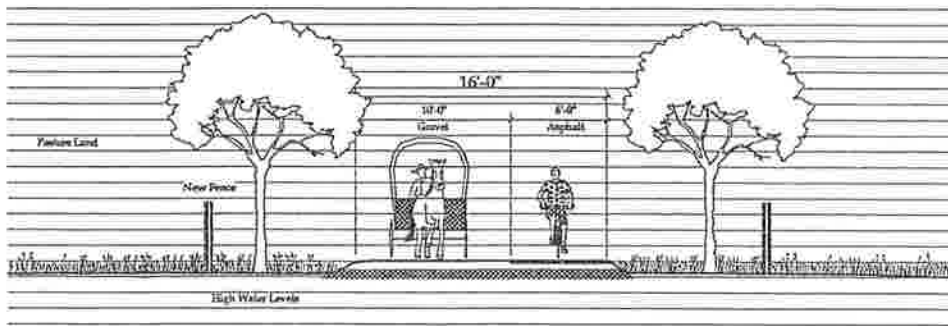




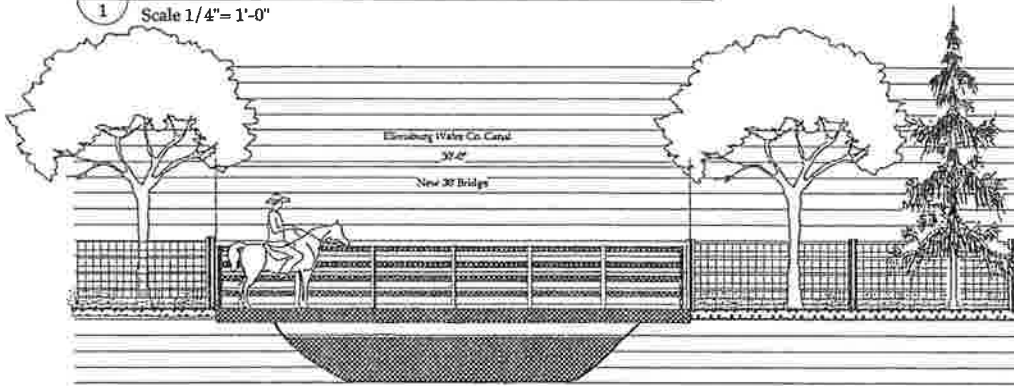
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



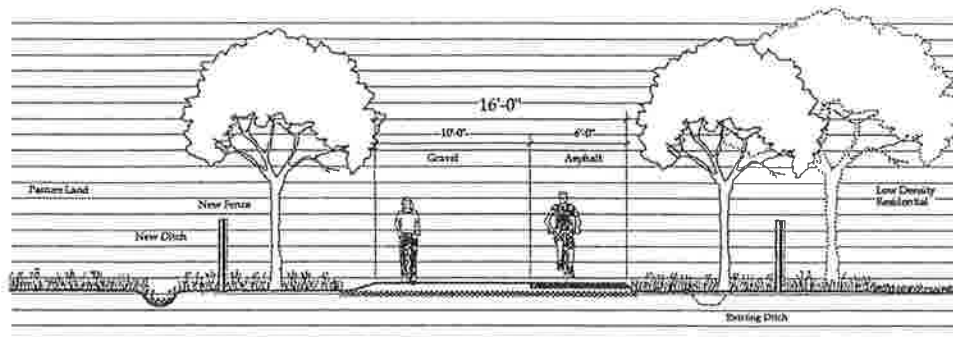
A1
1 Section A1, Winegar Park, Looking West
Scale 1/4" = 1'-0"



A2
1 Section A2, Looking North
Scale 1/4" = 1'-0"



A3
1 Section A3, Ellensburg Water Co. Canal Crossing, Looking West
Scale 1/4" = 1'-0"



A4
1 Section A4, Looking North
Scale 1/4" = 1'-0"



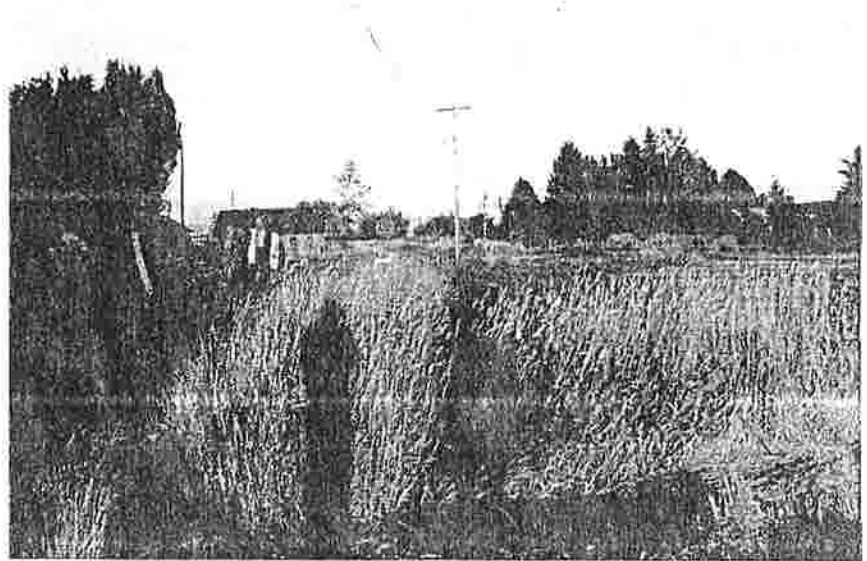
Segment B:

Bender to Bowers Road Route along Rasmussen Road ROW, or west of ROW

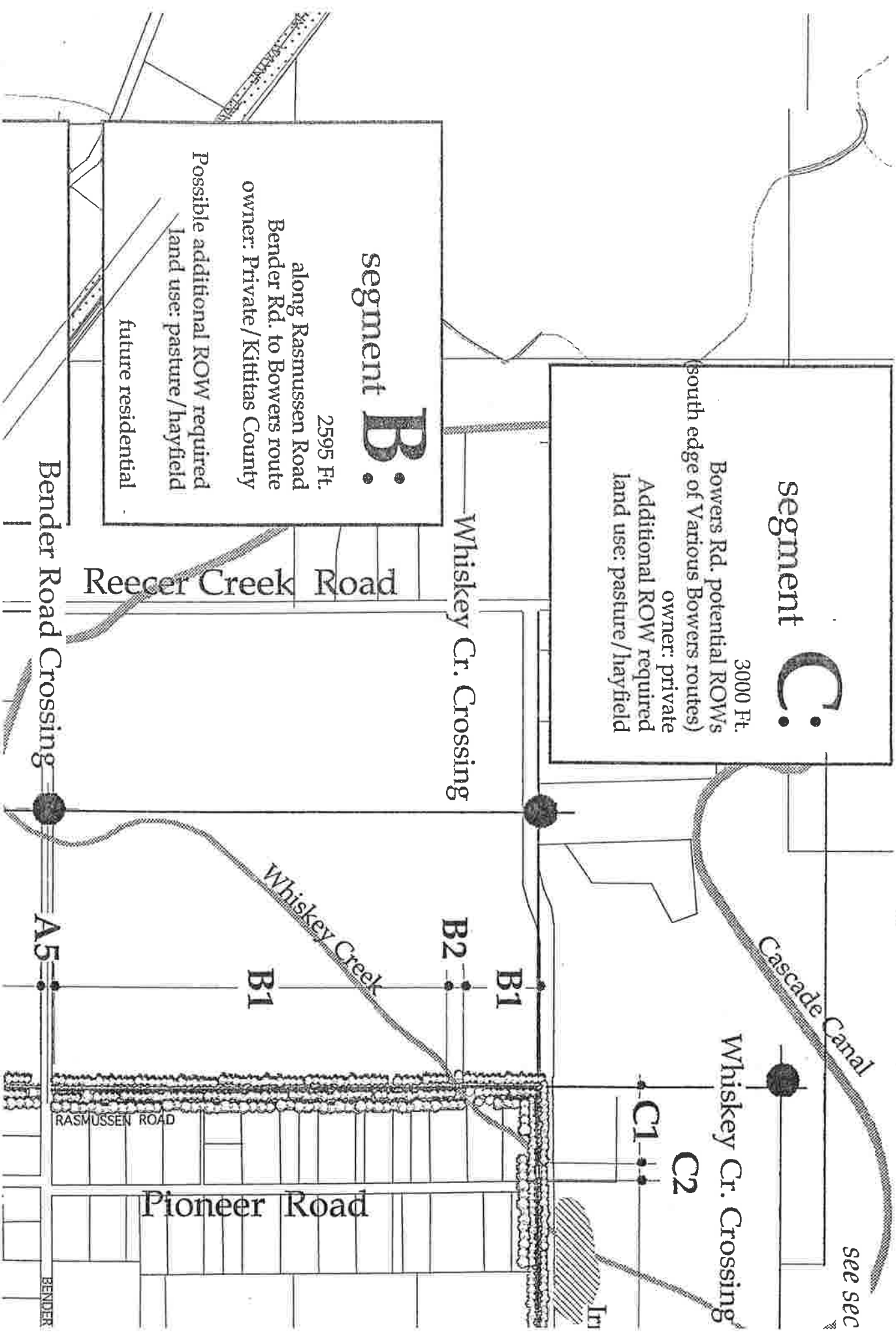
Owner: Kittitas County/ Woods family

land use: dirt road/pasture/hayfield

dimensions: 25' wide x approx. 2590' long



PROPOSED JOHN W



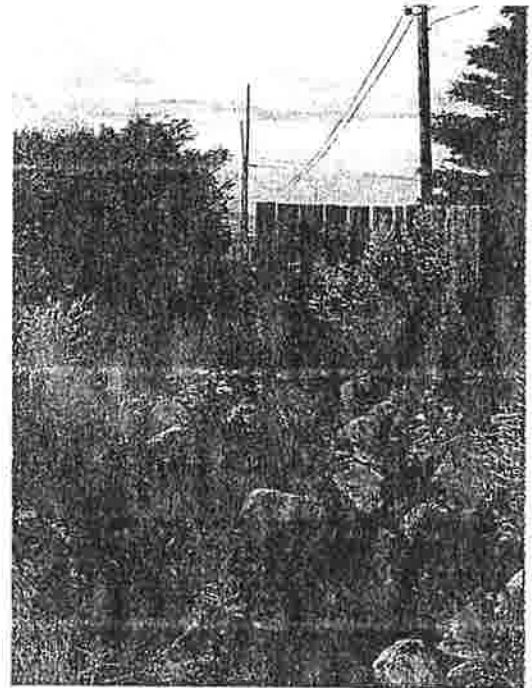
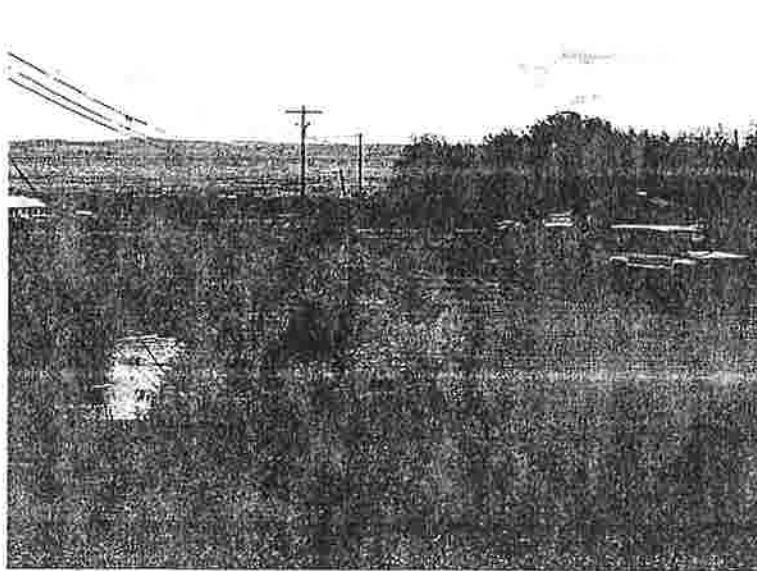
segment C:

turning east onto potential Bowers Rd. ROWs
(this includes various Bowers routes)

owner: private (Rasmussen, Brothers Ventures LLP; Donald Black)

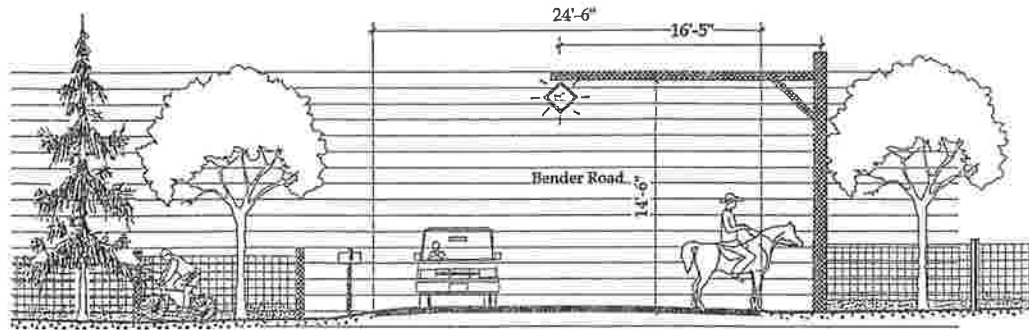
land use: pasture/hayfield

dimensions: 20-30' x 3000'

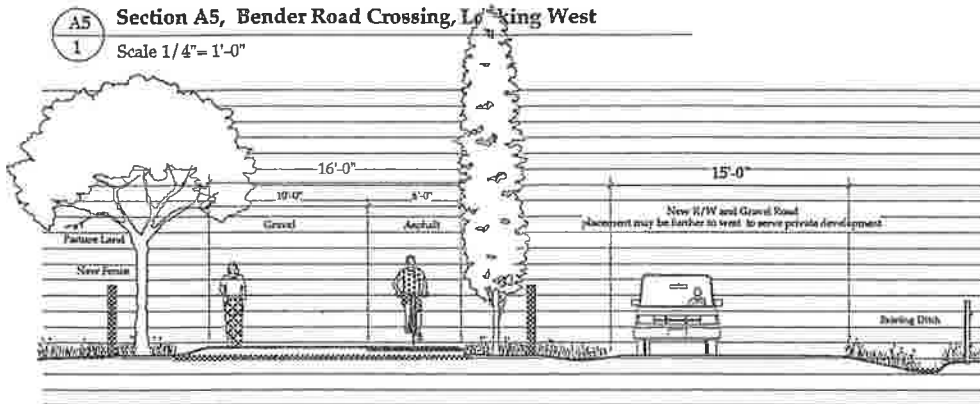




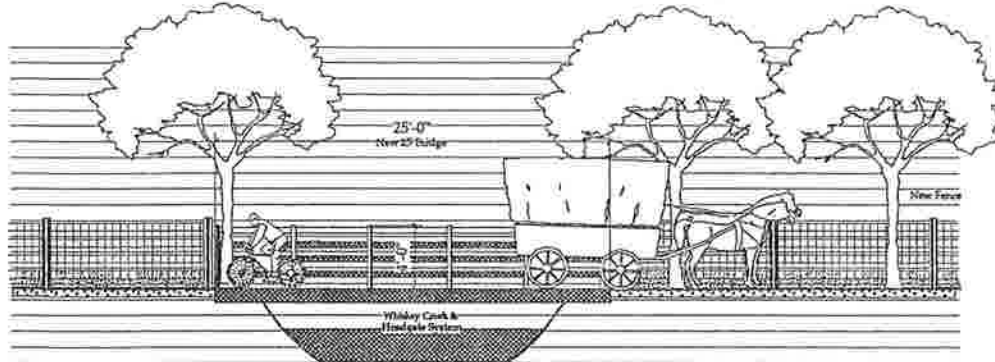
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



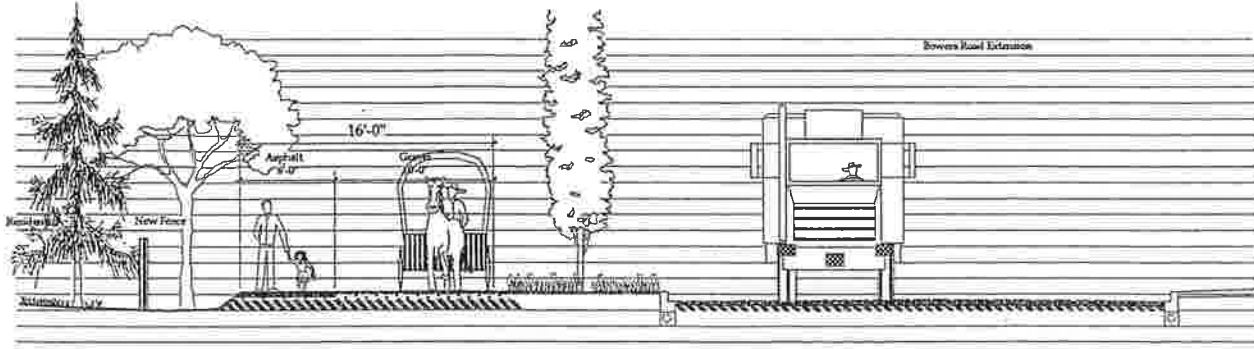
A5 Section A5, Bender Road Crossing, Looking West
1 Scale 1/4" = 1'-0"



B1 Section B1, Rasmussen Road, Looking North
1 Scale 1/4" = 1'-0"



B2 Section B2, Whiskey Creek Crossing, Looking West
1 Scale 1/4" = 1'-0"

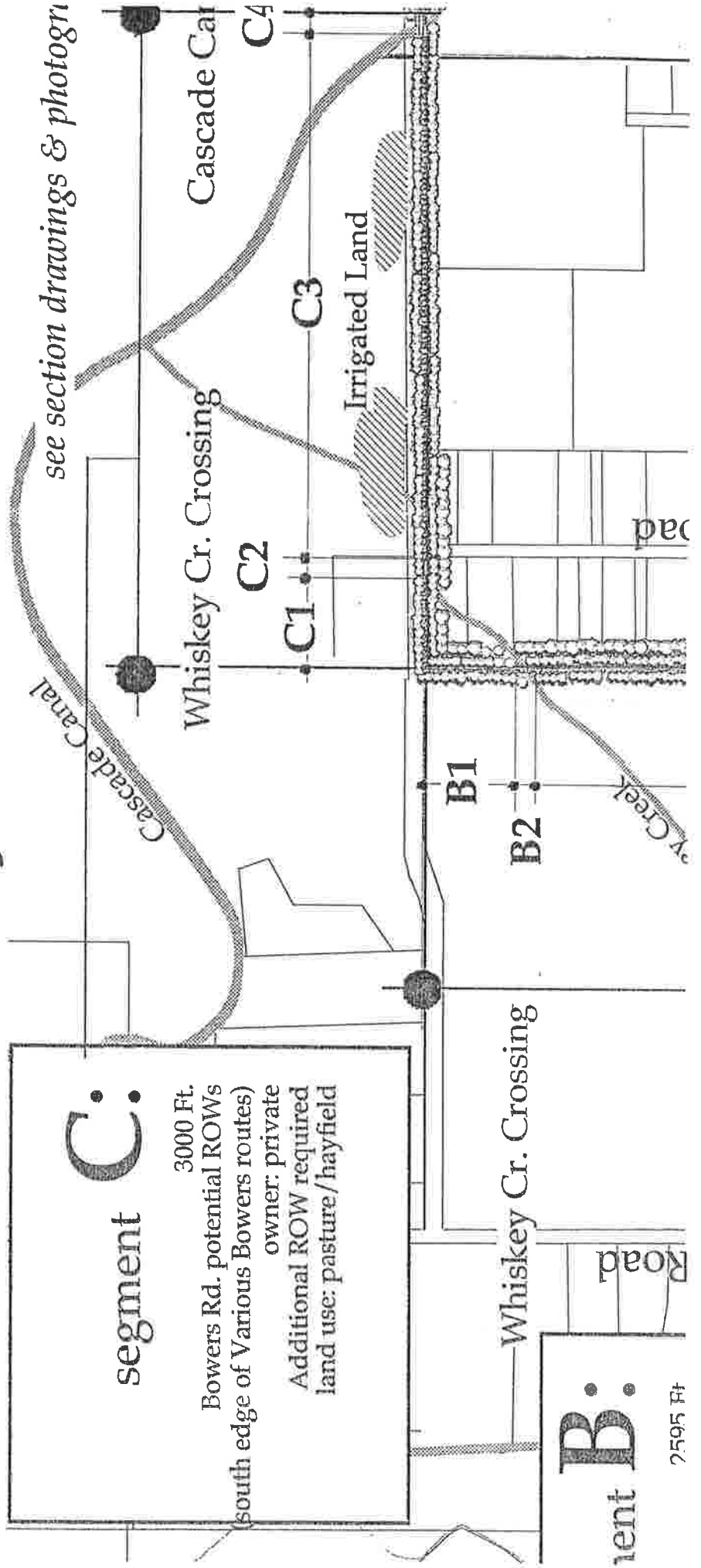


C1 Section C1, Bowers Road R.O.W., Looking West
1 Scale 1/4" = 1'-0"





PROPOSED JOHN WAYNE T



see section drawings & photogr

segment C:
 3000 Ft.
 Bowers Rd. potential ROWs
 (south edge of Various Bowers routes)
 owner: private
 Additional ROW required
 land use: pasture / hayfield

segment B:
 2595 Ft

Whiskey Cr. Crossing

Whiskey Cr. Crossing

Cascade Canal

Irrigated Land

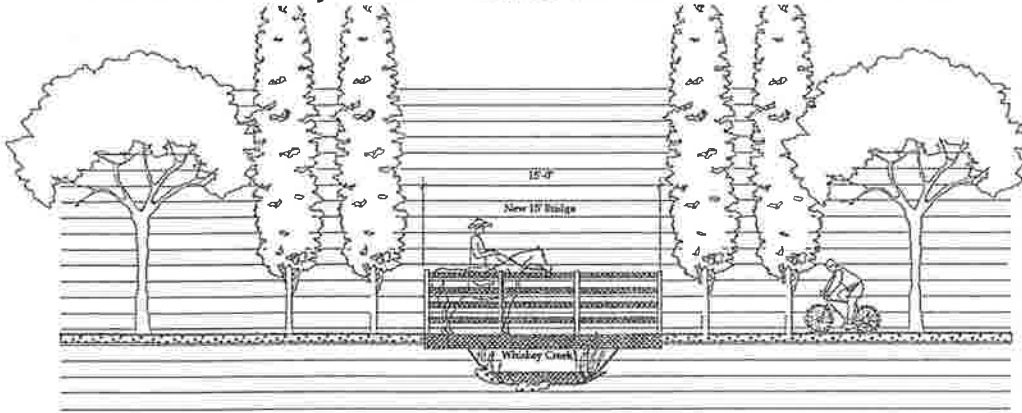
Whiskey Cr.

Road

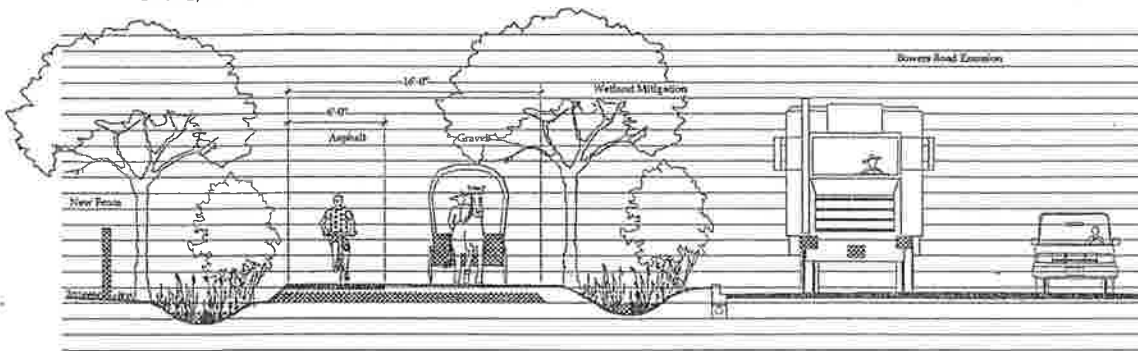
pad



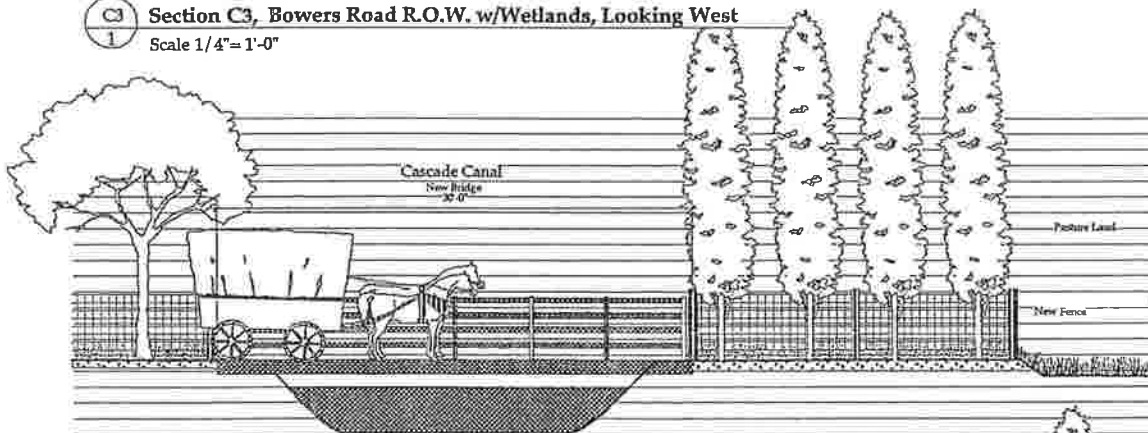
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



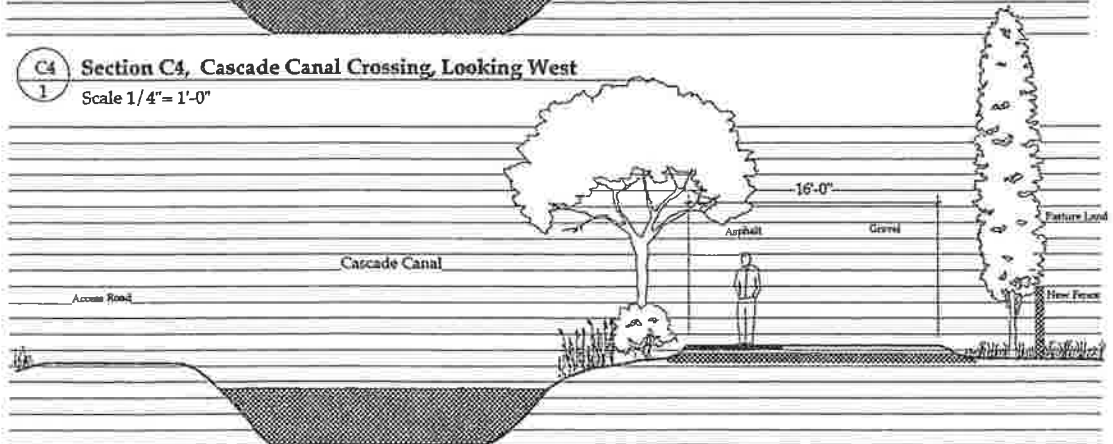
C2 Section C1, Whiskey Creek Crossing, Looking North
1 Scale 1/4" = 1'-0"



C3 Section C3, Bowers Road R.O.W. w/Wetlands, Looking West
1 Scale 1/4" = 1'-0"



C4 Section C4, Cascade Canal Crossing, Looking West
1 Scale 1/4" = 1'-0"



D1 Section D1, Looking Northwest
1 Scale 1/4" = 1'-0"



segment D:

Follows south edge of County property along north side of Cascade Canal Bowers to Blazing Tree

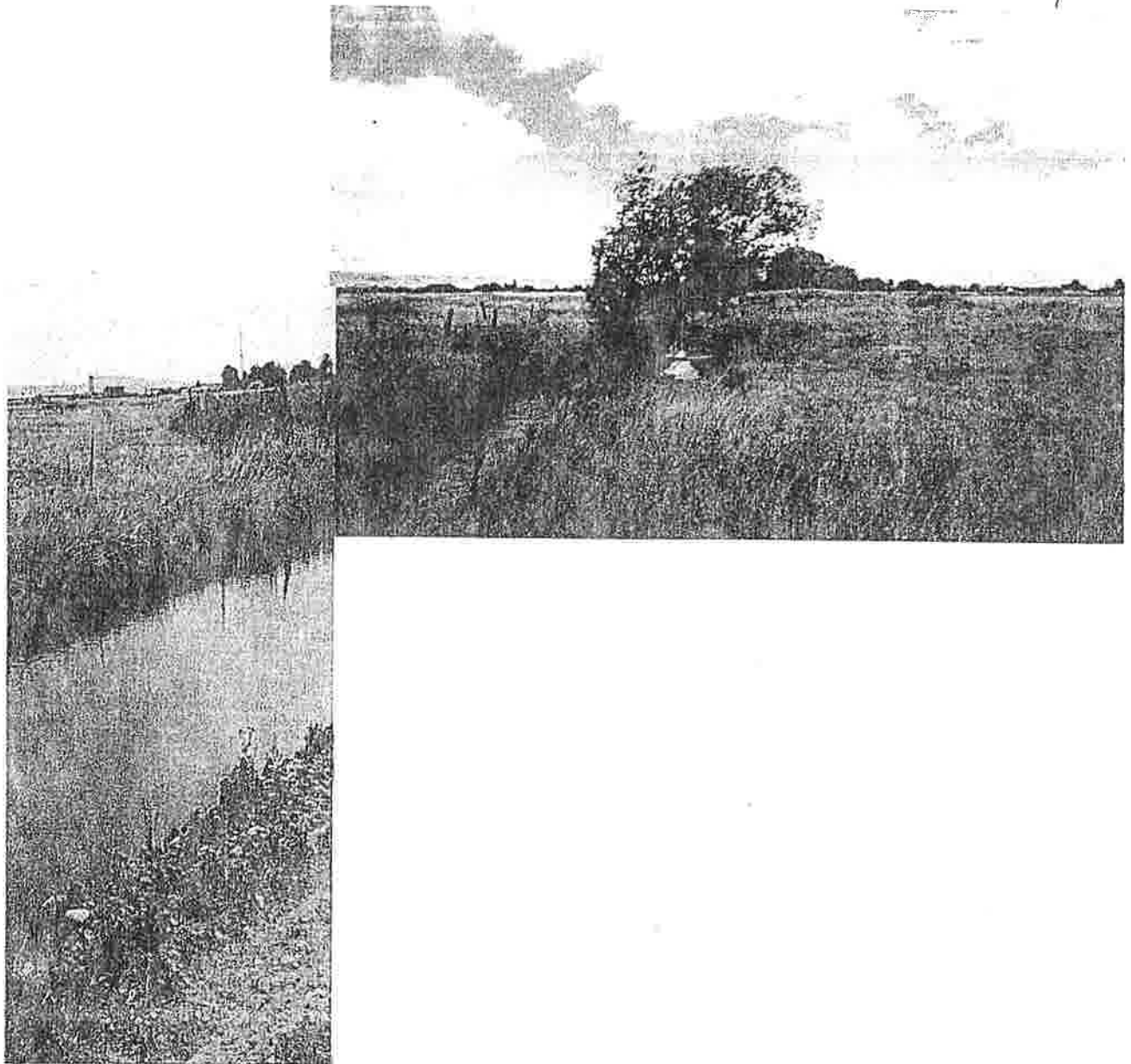
owner: Kittitas County

land use: pasture/hayfield/feedlot/shooting range/light industry/future industrial to north

dimensions: 25 - 50' wide x 5650'



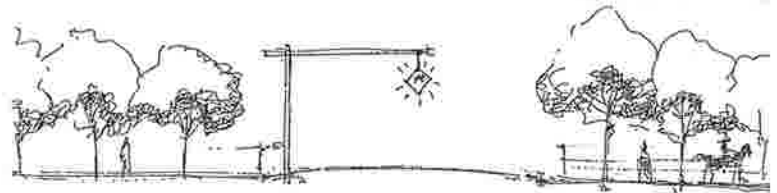
*Kittitas
County*



Airport Road Crossing

(see non-motorized plan for safe crossing of a paved county road)

dimensions: 12' painted crosswalk 50' long, signage, overhead warning sign



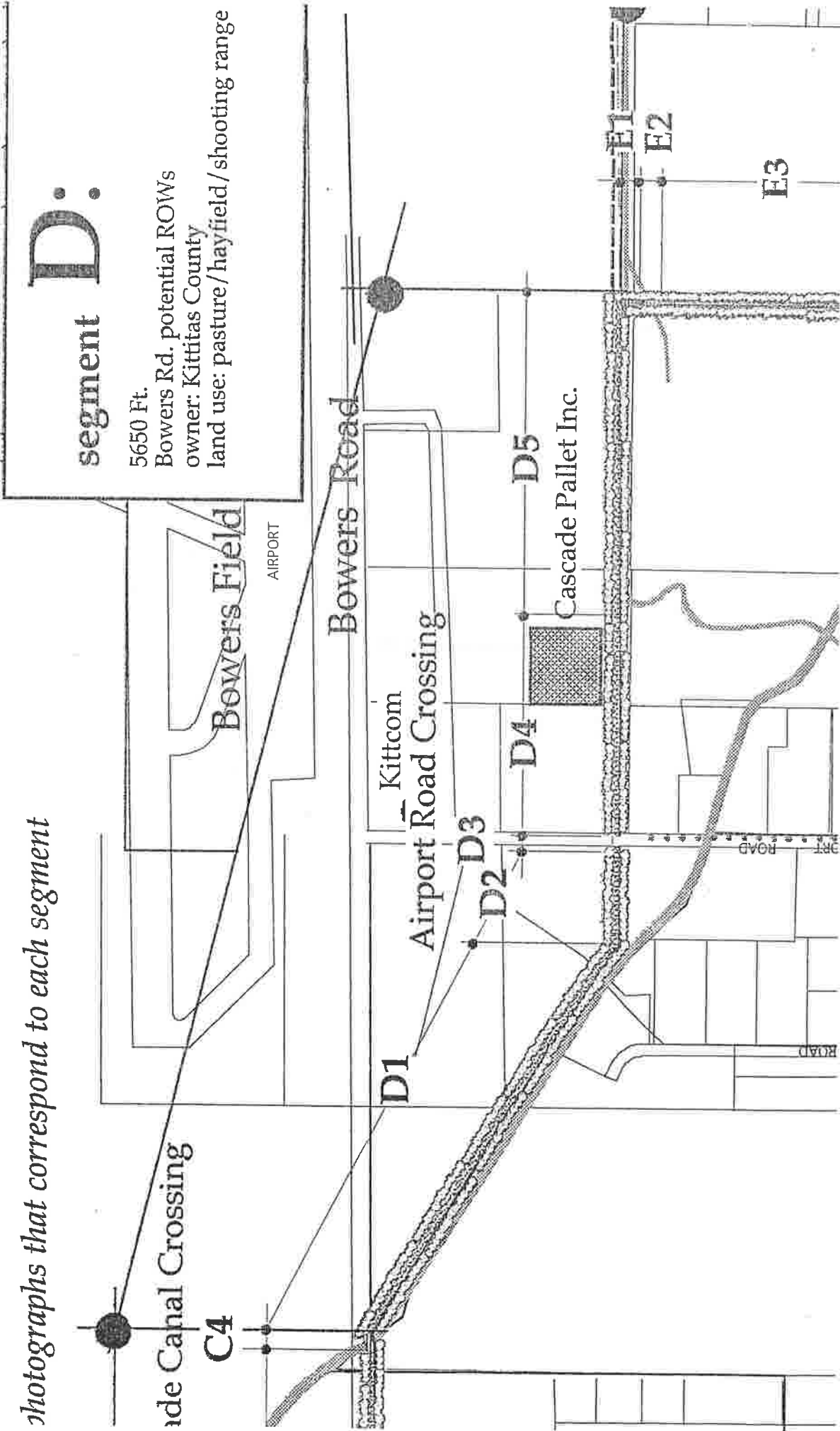
*Safe
Crossing Light*

*Road Xing
Boulder
Sauders
Airport*

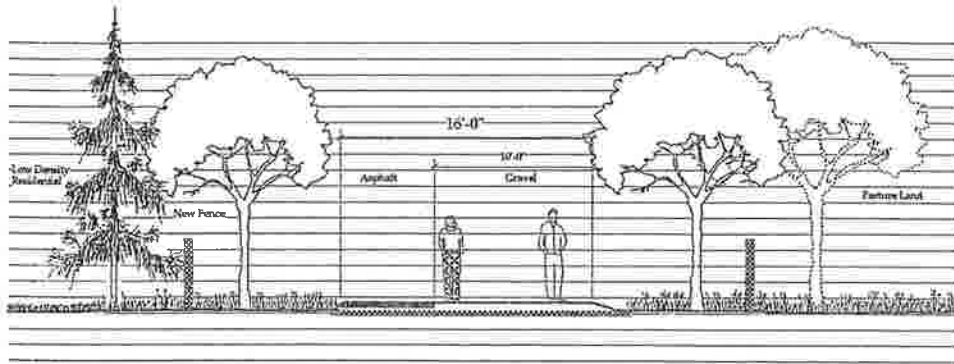


TRAIL RECONNECTION PLAN

Photographs that correspond to each segment

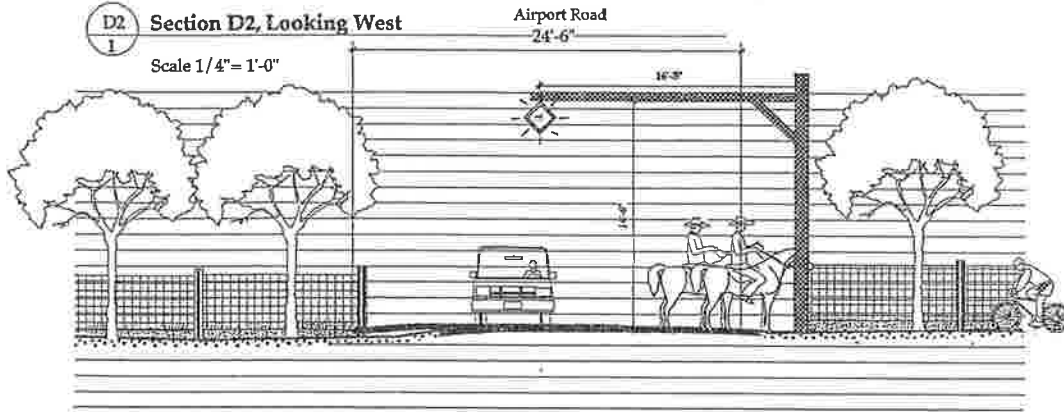


PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



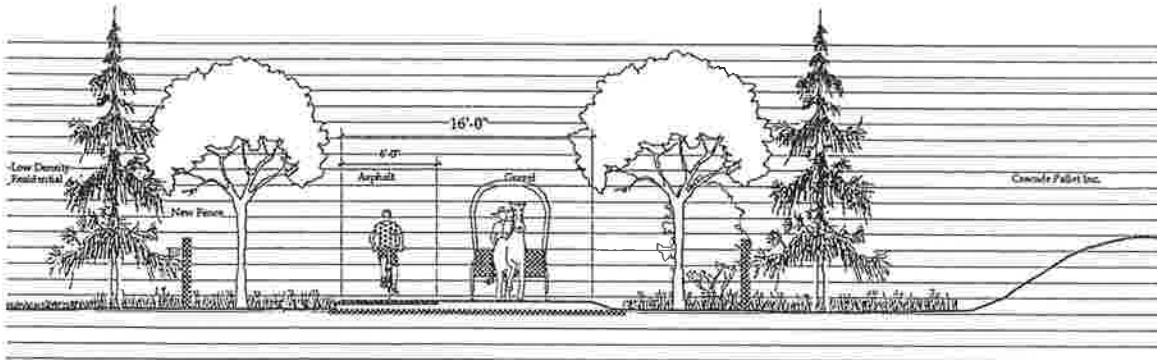
D2 Section D2, Looking West

Scale 1/4" = 1'-0"



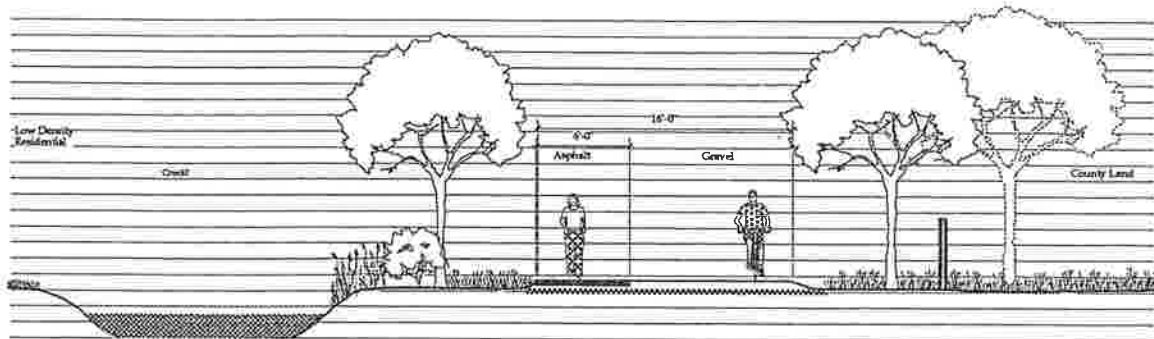
D3 Section D3, Airport Road Crossing, Looking North

Scale 1/4" = 1'-0"



D4 Section D4, Looking West

Scale 1/4" = 1'-0"



D5 Section D5, Looking West

Scale 1/4" = 1'-0"



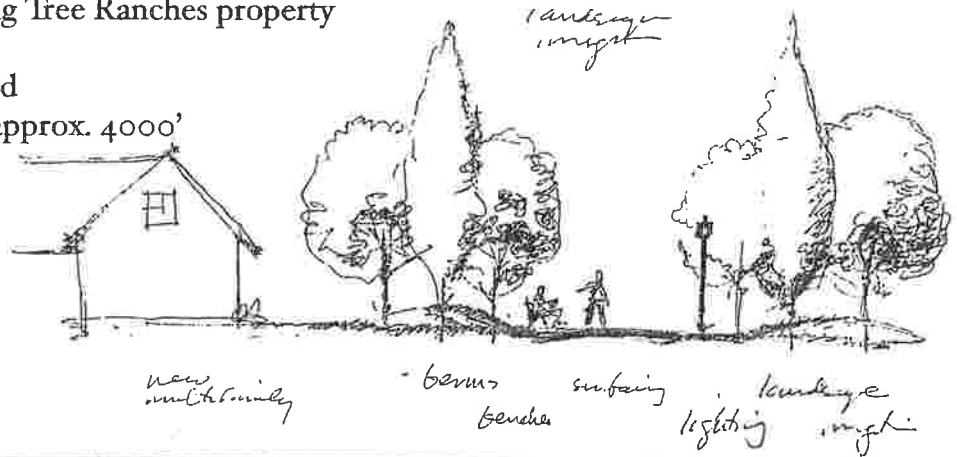
segment E:

Turns south onto Blazing Tree Ranches property

owner: Steve Willard

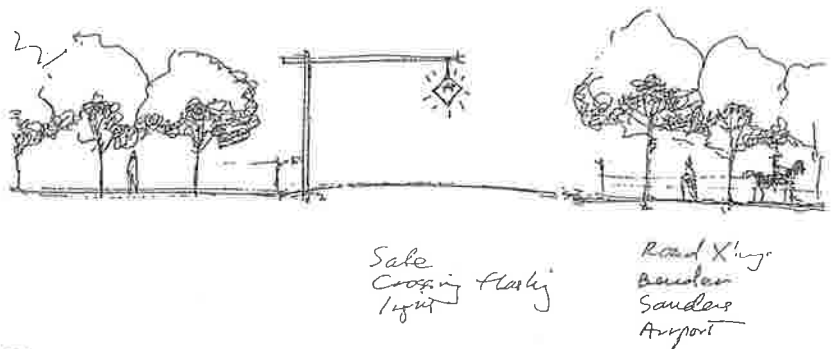
land use: pasture/hayfield

55 dimensions: 25-30' x approx. 4000'

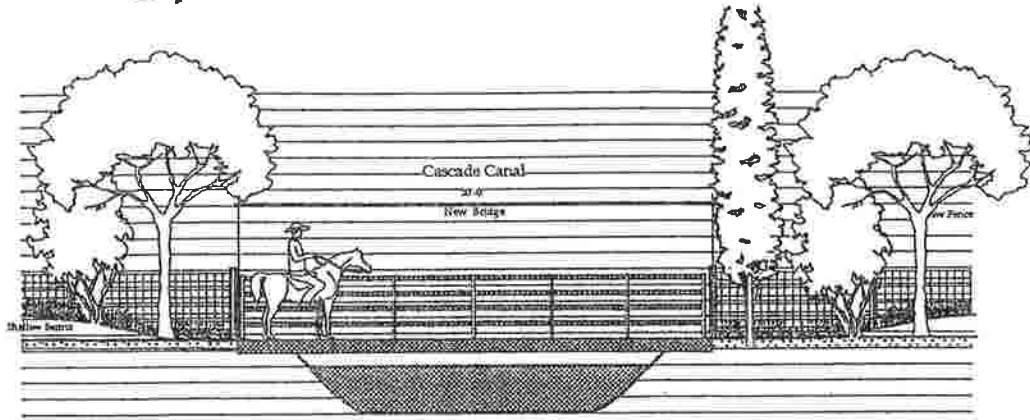


Sanders Road Crossing

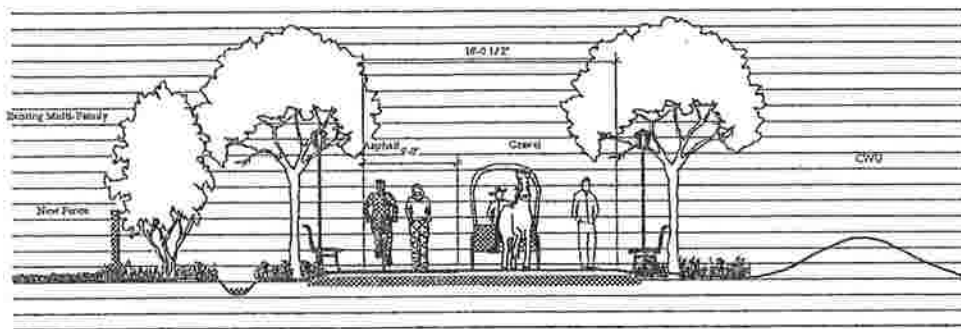
dimensions: 12' painted crosswalk 50' long, signage, overhead warning; sign



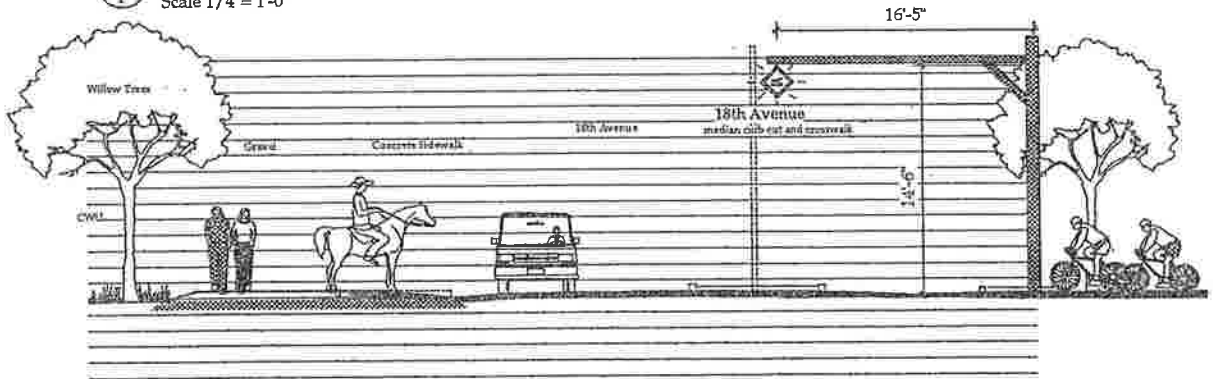
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



E5 Section E5, Cascade Canal Crossing, Looking West
 1 Scale 1/4" = 1'-0"

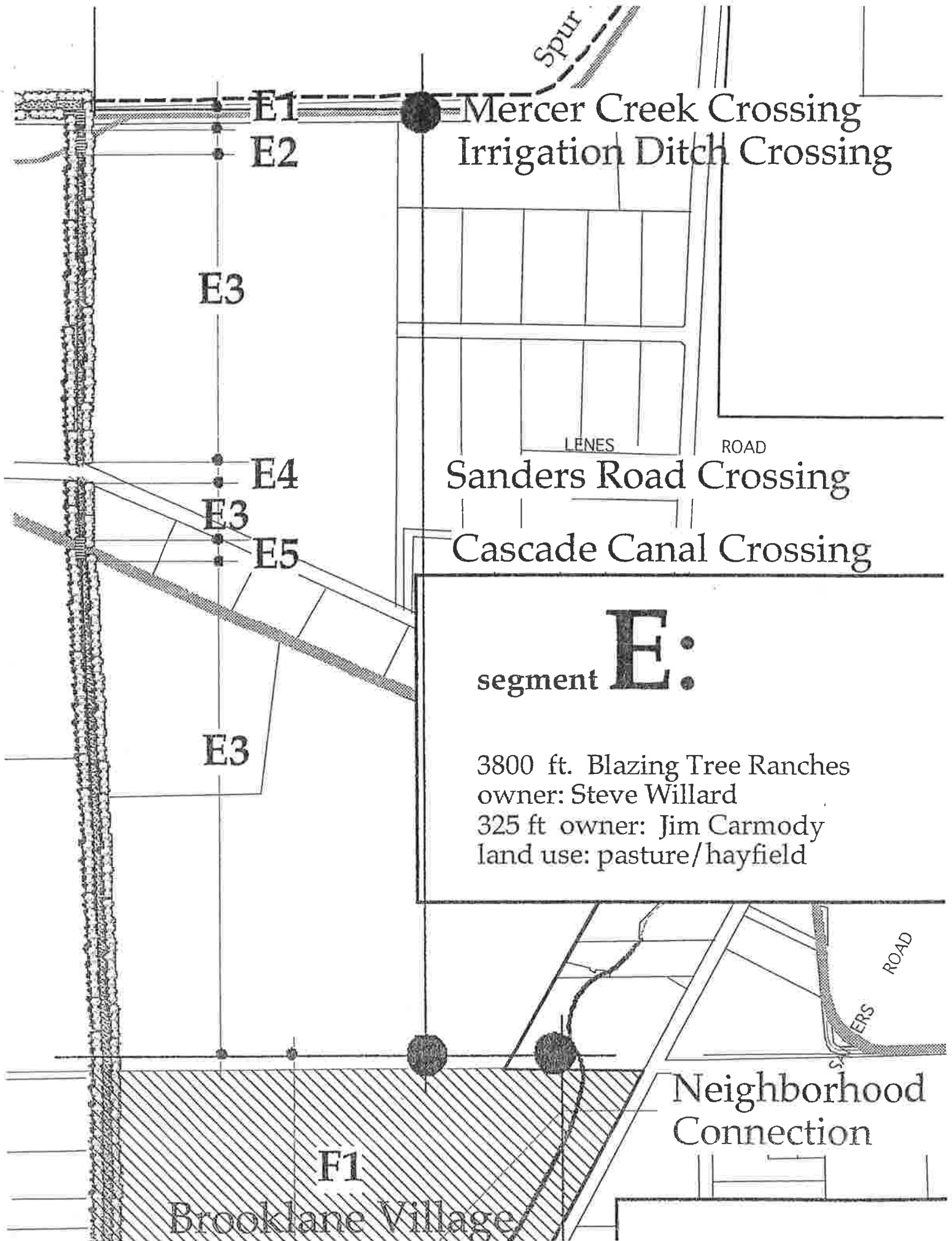


F1 Section F1, Brooklane Village, Looking North
 1 Scale 1/4" = 1'-0"



F2 Section F2, 18th Avenue Crossing, Looking West
 1 Scale 1/4" = 1'-0"





Spur

E1

E2

E3

E4

E3

E5

E3

Mercer Creek Crossing
Irrigation Ditch Crossing

LENES

ROAD

Sanders Road Crossing

Cascade Canal Crossing

segment **E:**

3800 ft. Blazing Tree Ranches
owner: Steve Willard
325 ft owner: Jim Carmody
land use: pasture/hayfield

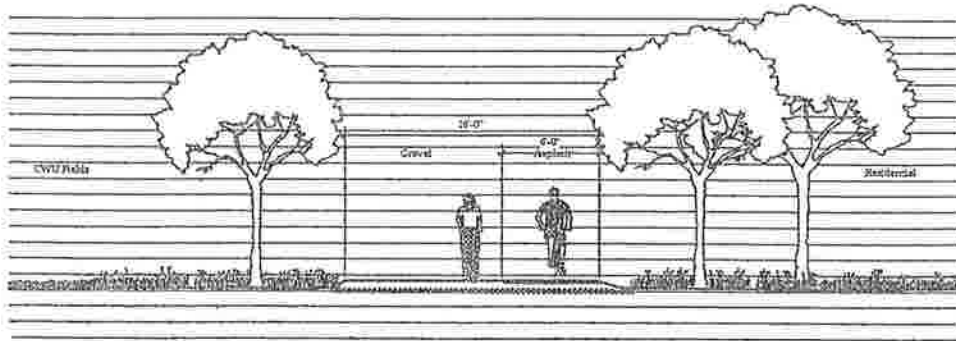
F1

Brooklane Village

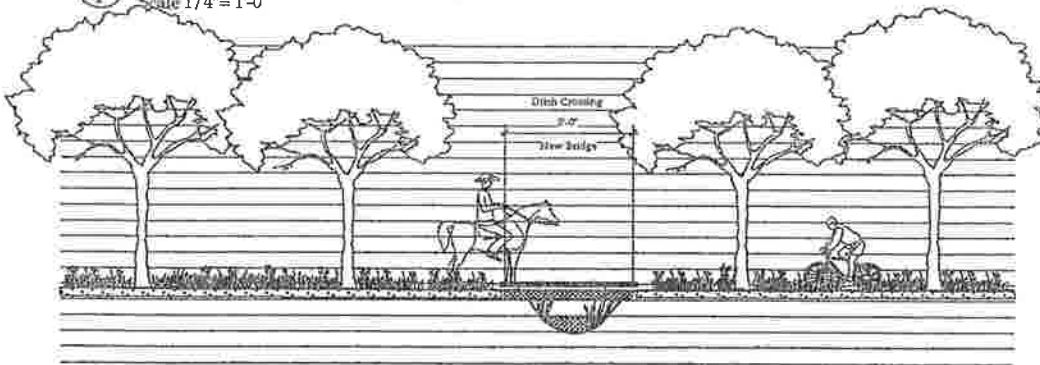
Neighborhood
Connection

SANDERS
ROAD

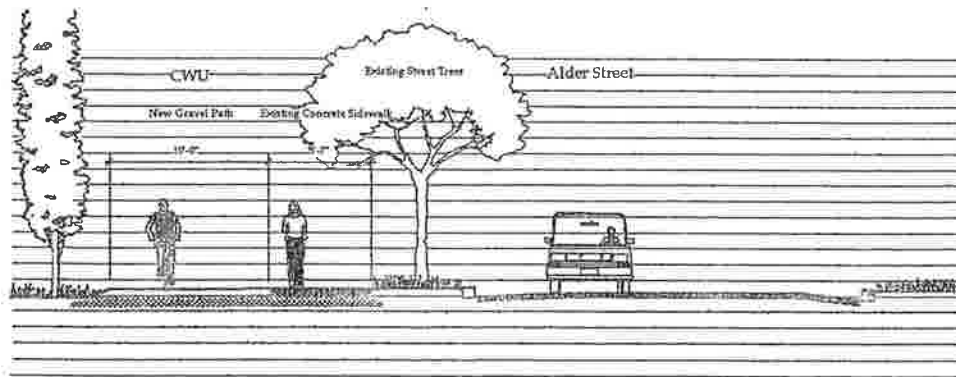
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



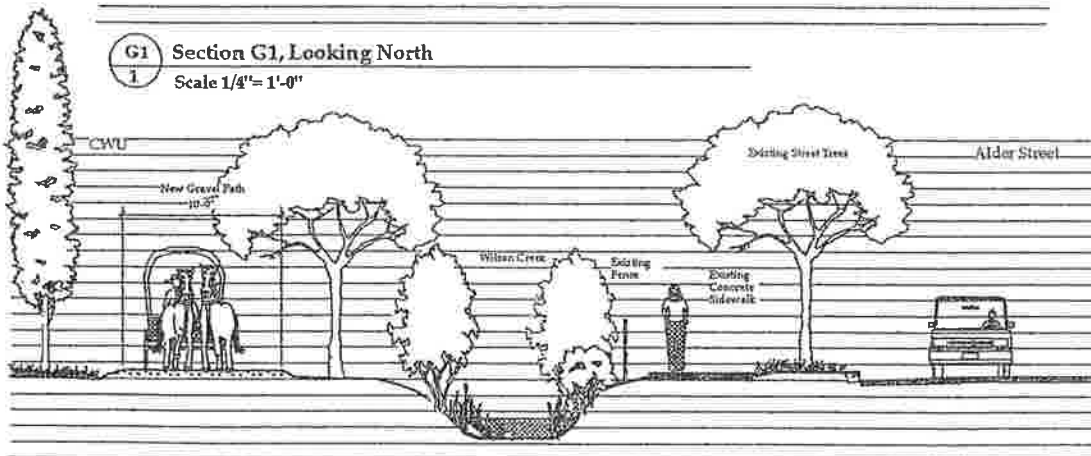
F3 Section F3, Looking Northeast
Scale 1/4" = 1'-0"



F4 Section F4, Ditch Crossing, Looking West
Scale 1/4" = 1'-0"



G1 Section G1, Looking North
Scale 1/4" = 1'-0"

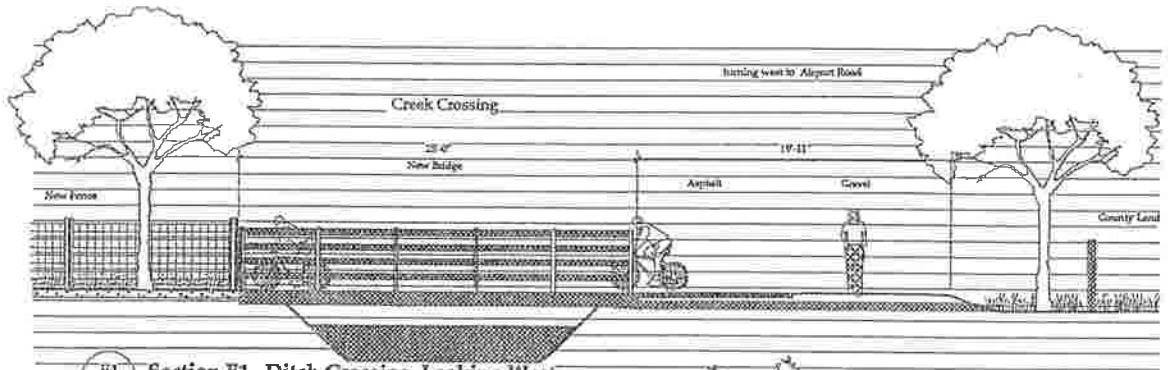


G2 Section G2, Looking North
Scale 1/4" = 1'-0"

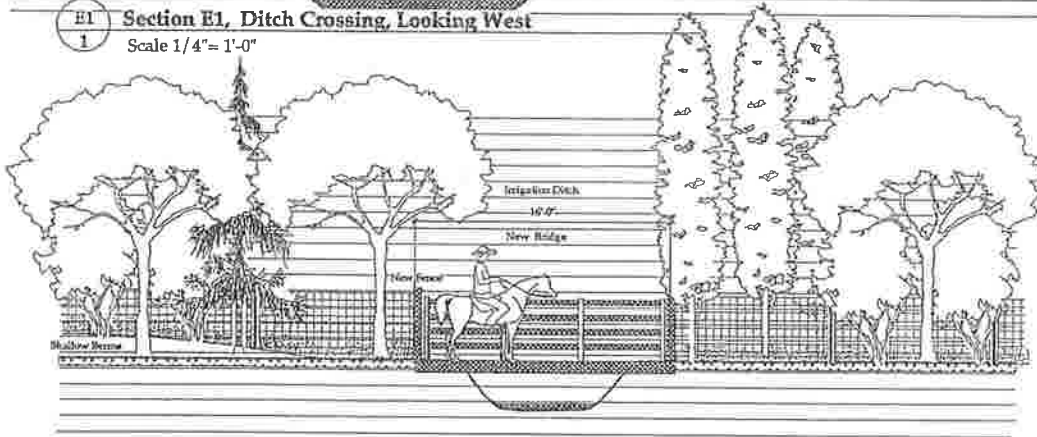


PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN

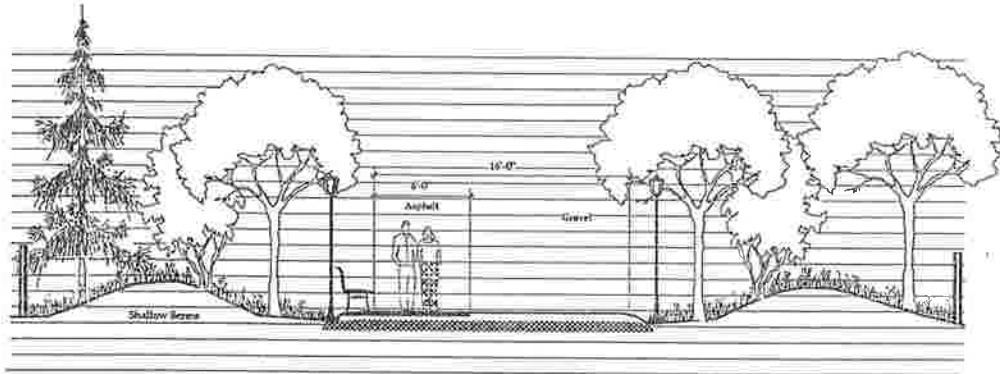
to Campus



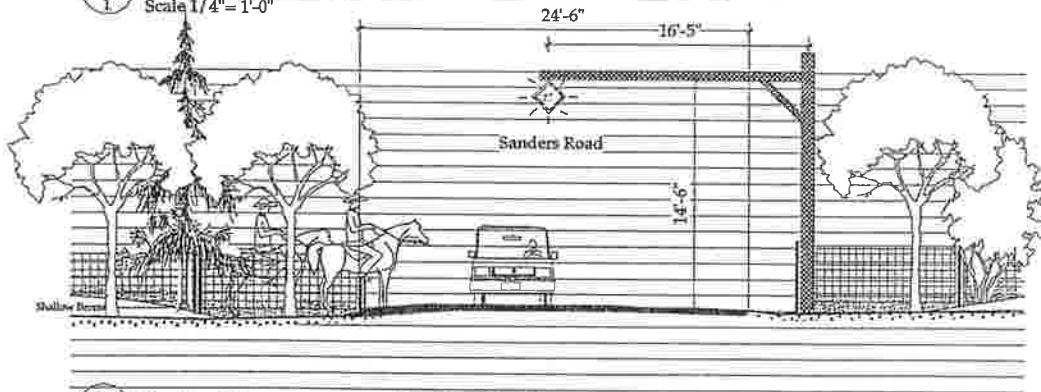
E1 Section E1, Ditch Crossing, Looking West
1 Scale 1/4" = 1'-0"



E2 Section E2, Irrigation Ditch Crossing, Looking West
1 Scale 1/4" = 1'-0"



E3 Section E3, Looking North
1 Scale 1/4" = 1'-0"



E4 Section E4, Sanders Road Crossing, Looking West
1 Scale 1/4" = 1'-0"



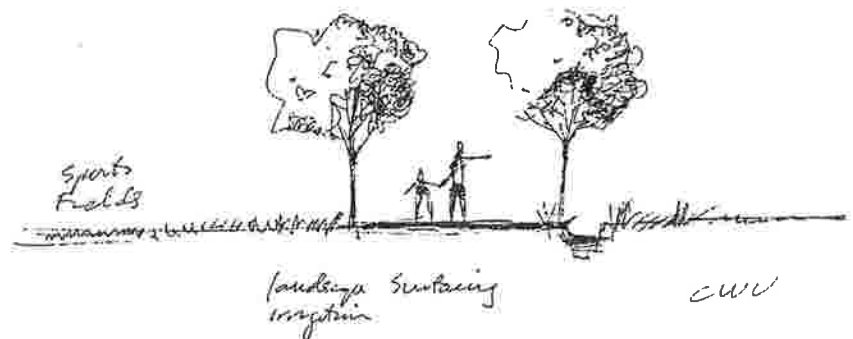
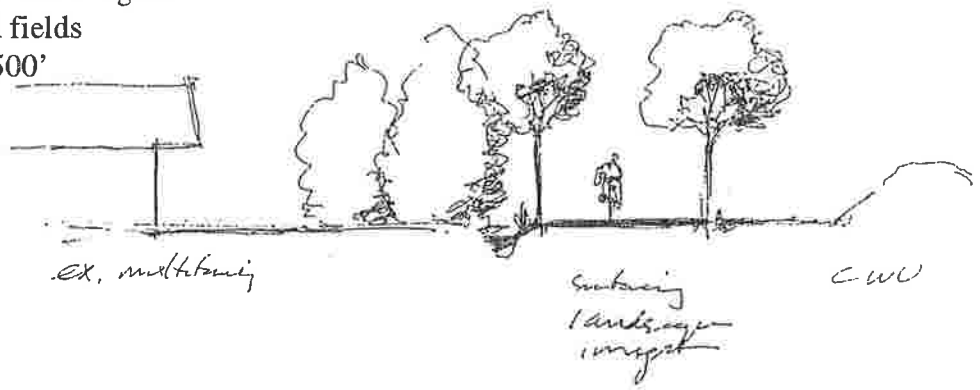
segment F:

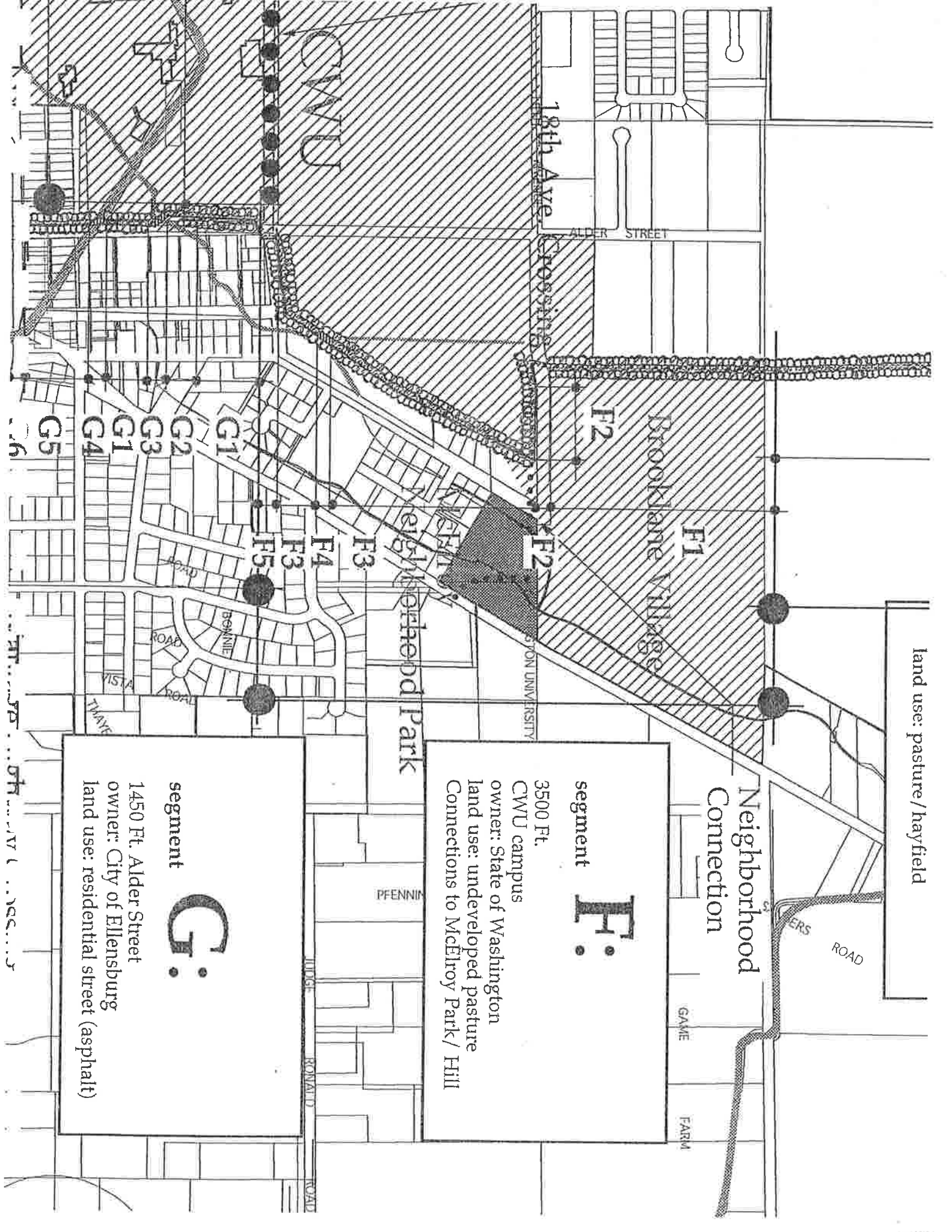
NE CWU campus

owner: CWU - State of Washington

land use: undeveloped fields

dimensions: 25' x 3500'





land use: pasture/hayfield

Neighborhood Connection

segment **F:**
 3500 Ft.
 CWU campus
 owner: State of Washington
 land use: undeveloped pasture
 Connections to McElroy Park/ Hill

segment **G:**
 1450 Ft. Alder Street
 owner: City of Ellensburg
 land use: residential street (asphalt)

CWU

18th Ave

ALDER STREET

F2

Brooklane Village

F1

STON UNIVERSITY

F2

Neighborhood Park

F5

F4

F3

G1

G2

G3

G4

G5

BONNIE ROAD

VISTA ROAD

THANE ROAD

PFENNIN

JUDGE ROAD

RONALD ROAD

GAME FARM

SHERS ROAD

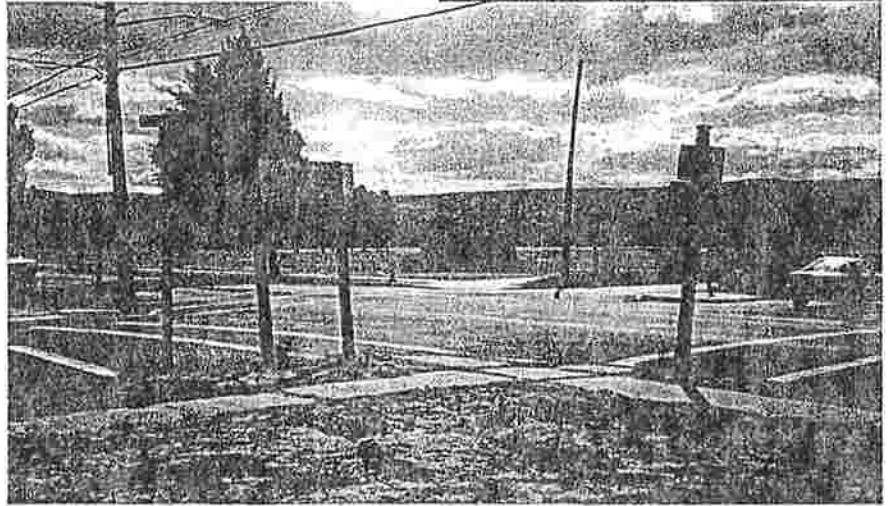
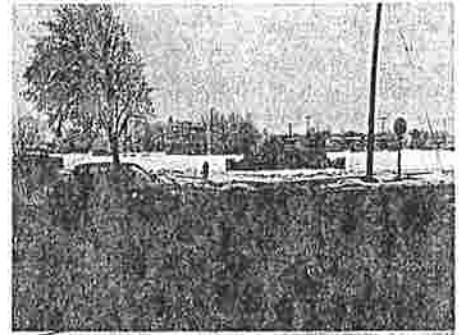
segment G:

Alder Street

owner: City of Ellensburg, CWU

land use: paved residential street, curbs and gutters

dimensions: 10-16' x 1450'

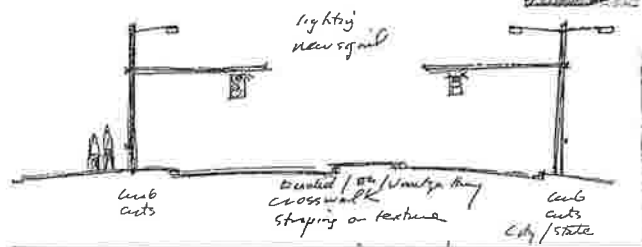
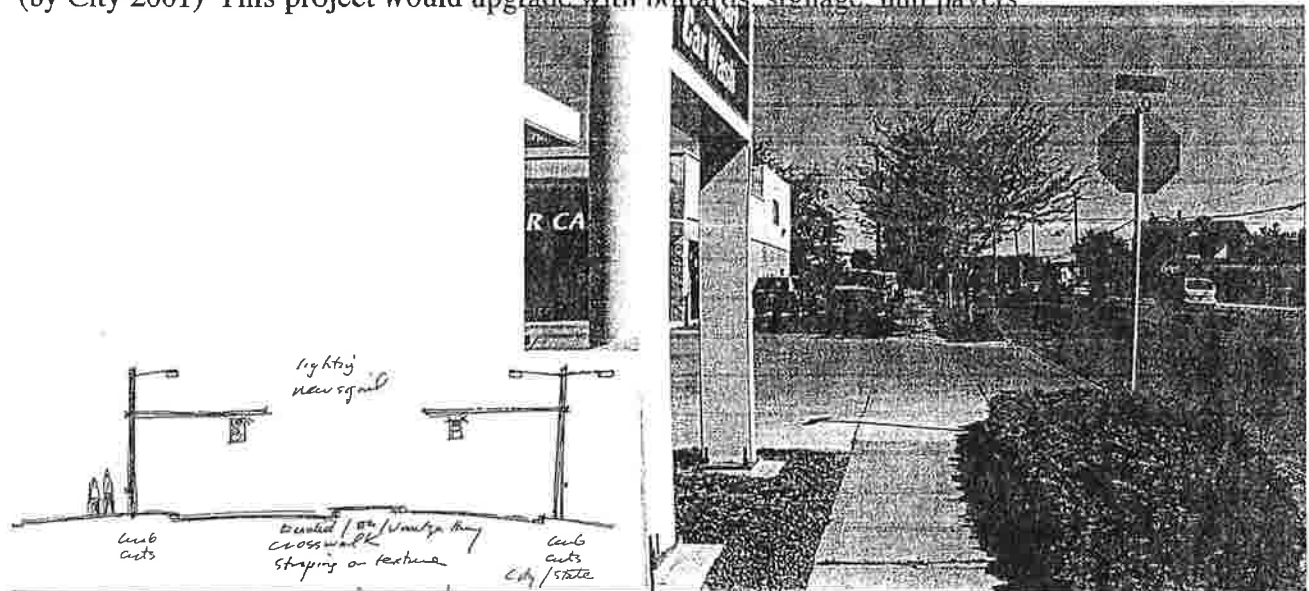


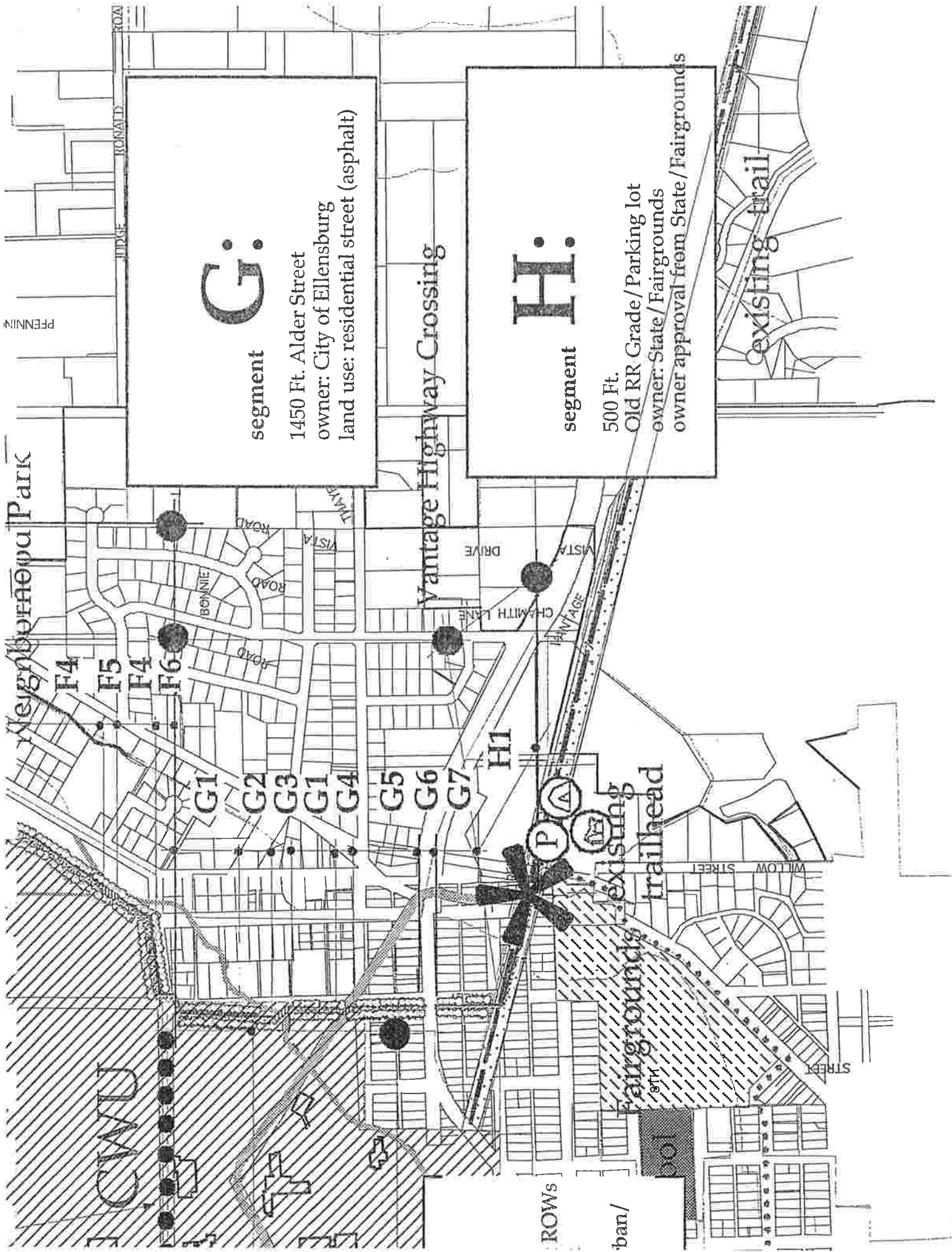
10th Street/Vantage Highway Crossing at Alder Street

new user activated signal for safe crossing of a busy roadway

dimensions: 12' painted crosswalk x 70' long, signage, user activated crosswalk/ signal

(by City 2001) This project would upgrade with bollards, signage, unit pavers





G:
segment

1450 Ft. Alder Street
owner: City of Ellensburg
land use: residential street (asphalt)

H:
segment

500 Ft.
Old RR Grade/Parking lot
owner: State/Fairgrounds
owner approval from State/Fairgrounds

existing trail

Vantage Highway Crossing

existing trailhead

rows

ban/

CWD

Neighborhood Park

F4
F5
F4
F6

G1
G2
G3
G1
G4
G5
G6
G7

H1

001

STREET

WILLOW STREET

CHAMITH LANE
DRIVE
VANTAGE

ROAD
ROAD
ROAD
BOONIE

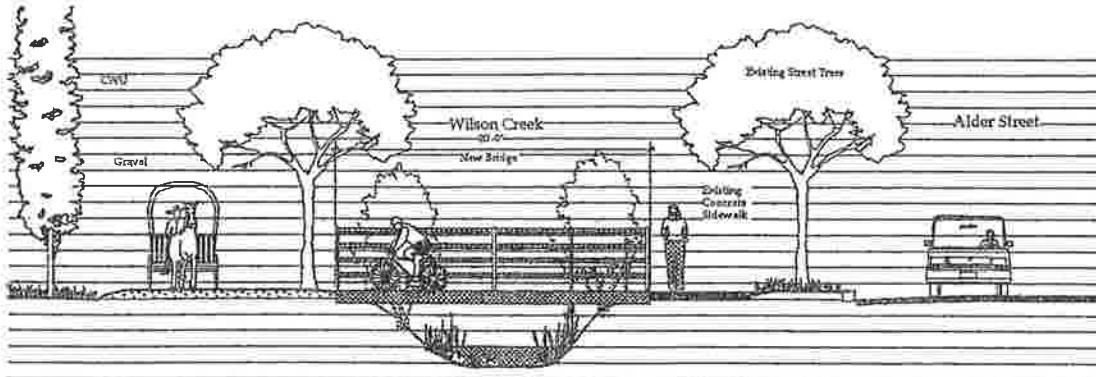
VISTA
ROAD

JUDGE
ROAD
RONALD

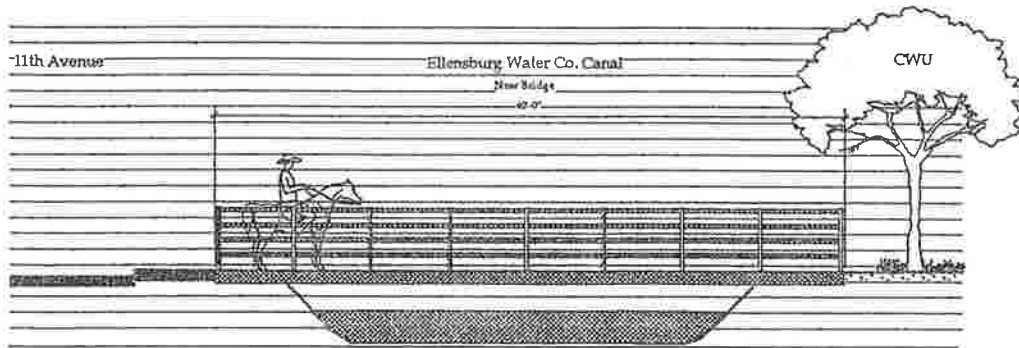
PENNIN



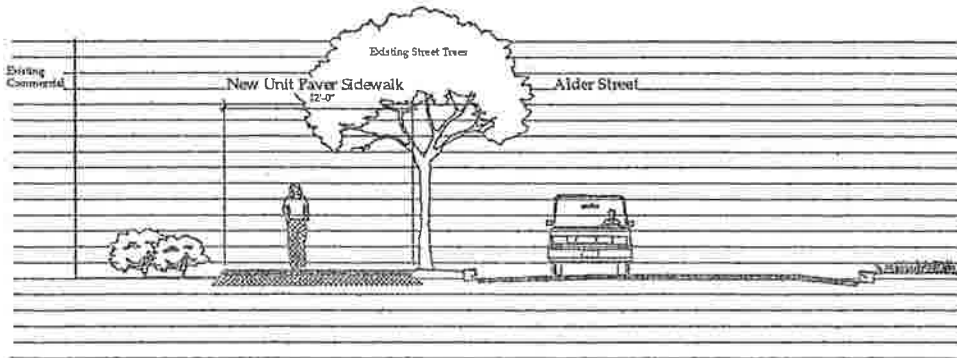
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



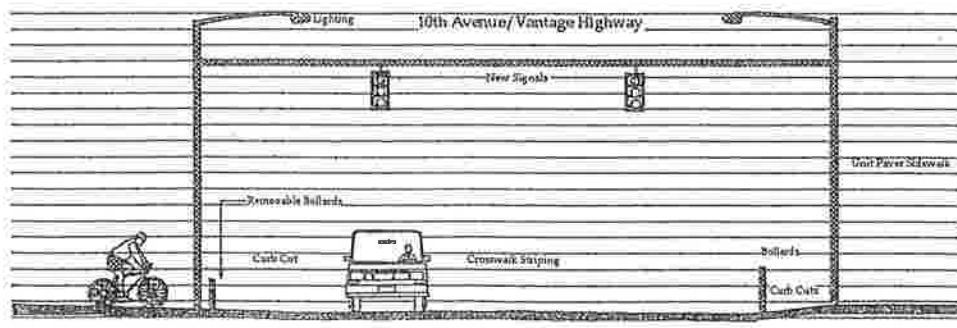
G3 Section G3, Wilson Creek Crossing, Looking North
1 Scale 1/4" = 1'-0"



G4 Section G4, Ellensburg Water Co. Canal Crossing, Looking West
1 Scale 1/4" = 1'-0"



G5 Section G5, Looking North
1 Scale 1/4" = 1'-0"



G6 Section G6, 10th Avenue (Vantage Highway) Crossing, Looking West
1 Scale 1/4" = 1'-0"



segment H:

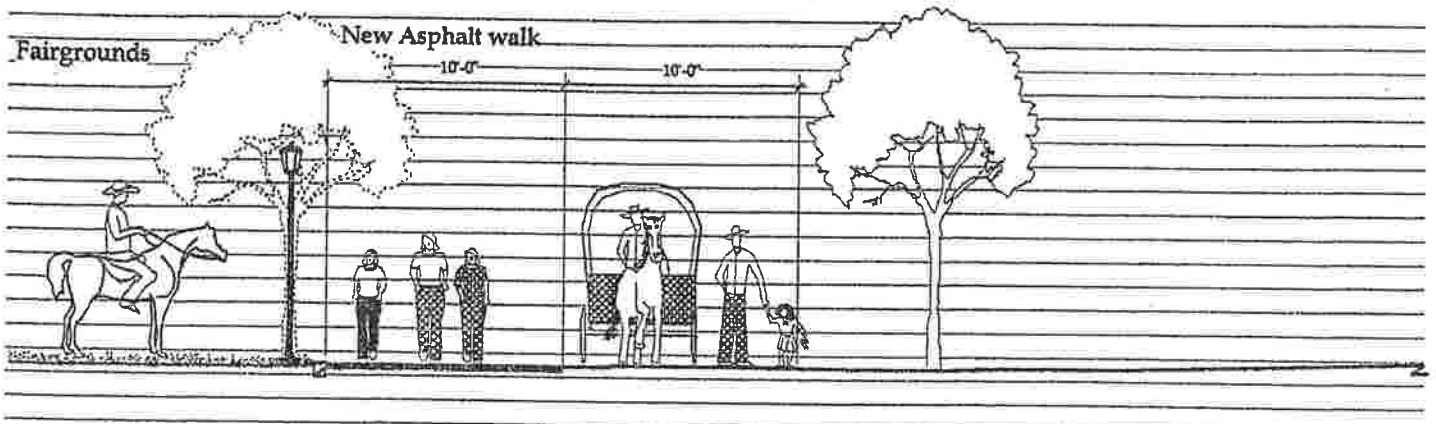
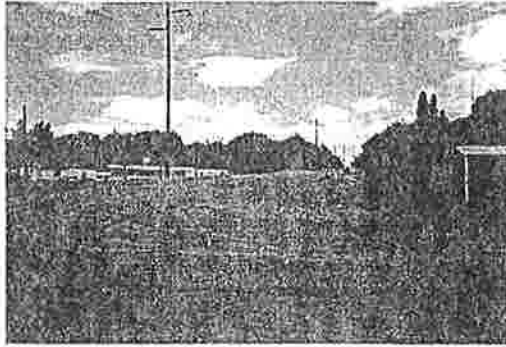
Old RR Grade west of existing undeveloped trailhead - from Alder Street to existing trail

owner: State of Washington Parks and Kittitas County Fairgrounds

land use: existing parking / camping area for Fair & Rodeo

dimensions: 25'x 750'

involves new traffic circle, pedestrian zone, spokes to connect to fairgrounds / rodeo access to parking, trail, sidewalks, roadways and restrooms.



new signal poles

ramp down

new crosswalk

10TH STREET

wsdot std removable bollard

16 ft.

ALDER STREET

New sidewalk & street trees

Fairgrounds Parking

Traffic Circle/ sign/ flagpole

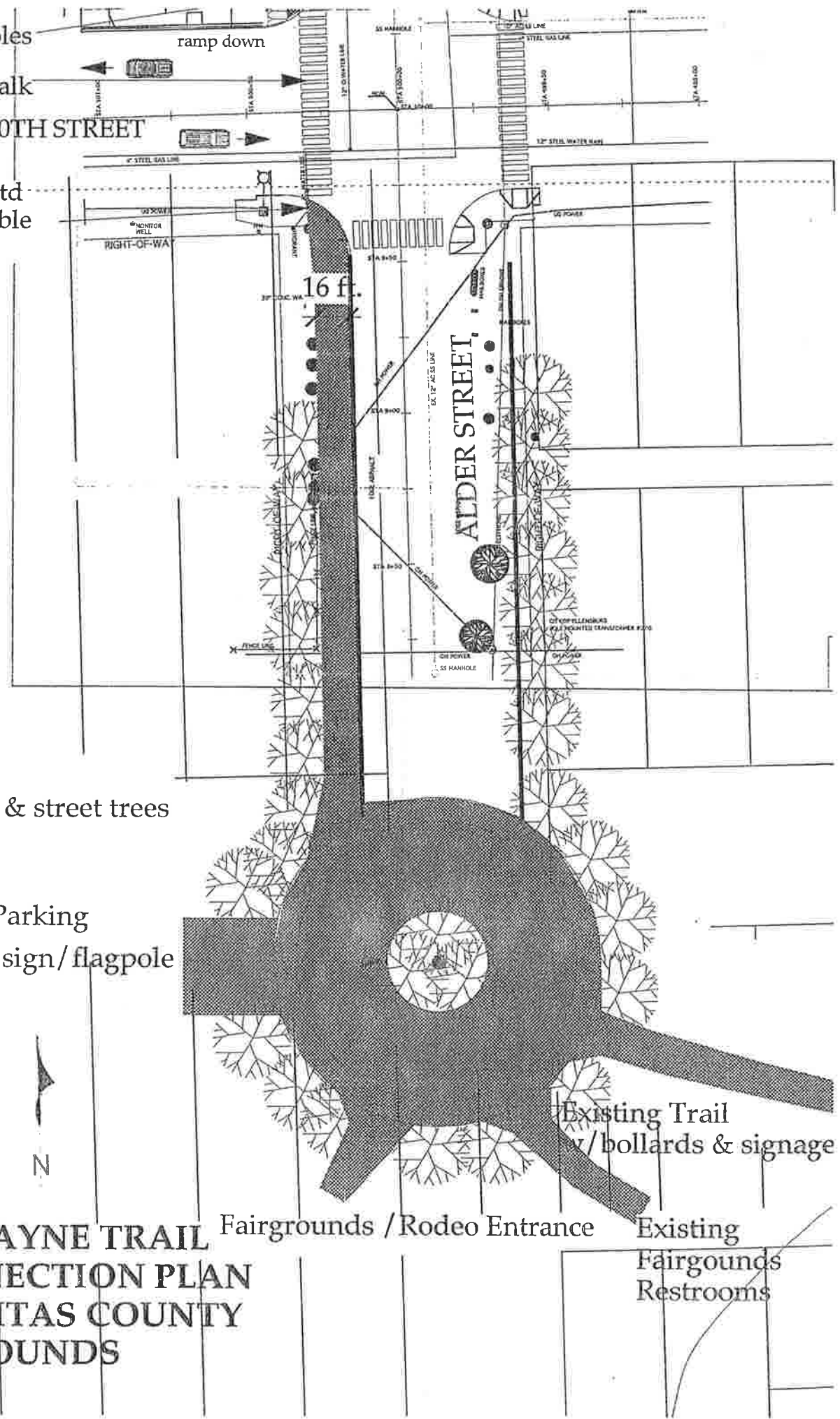
Existing Trail
w/ bollards & signage



JOHN WAYNE TRAIL RECONNECTION PLAN AT KITTITAS COUNTY FAIRGROUNDS

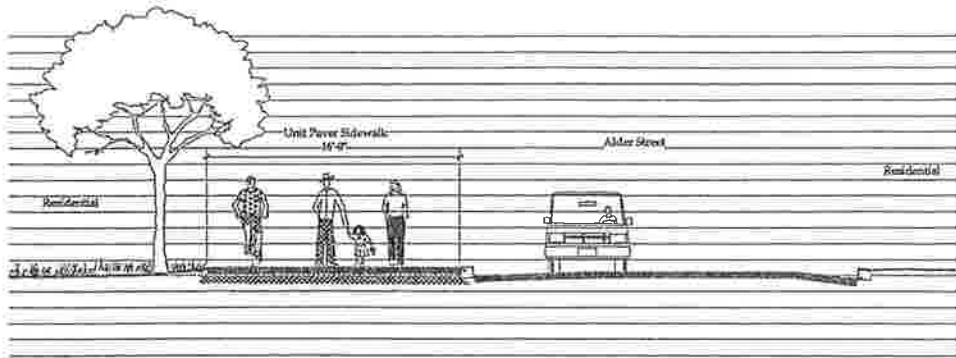
Fairgrounds / Rodeo Entrance

Existing Fairgrounds Restrooms

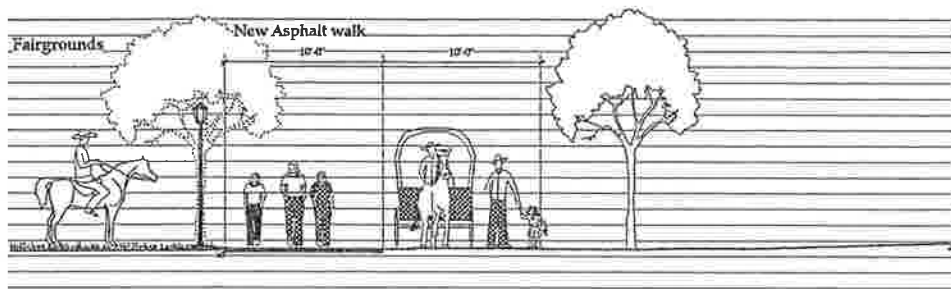




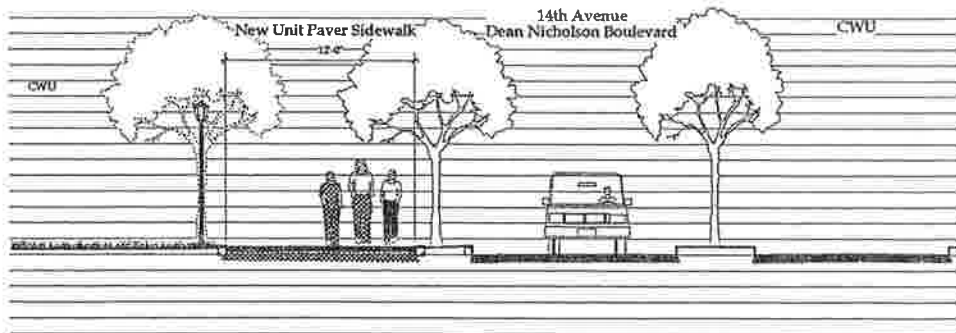
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN



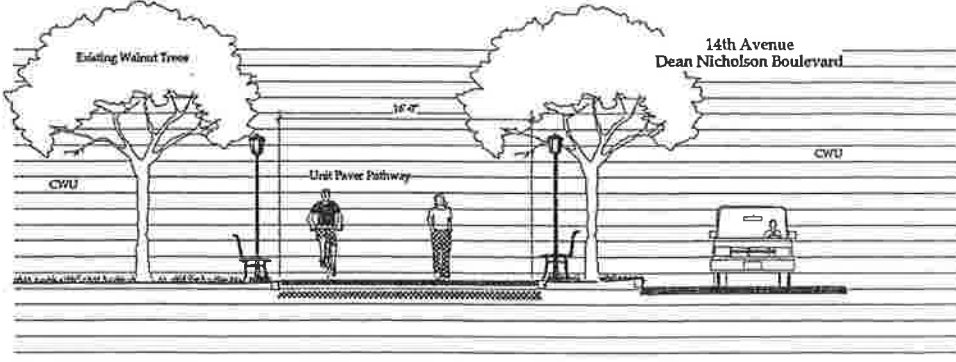
G7 Section G7, Looking North
1 Scale 1/4" = 1'-0"



H1 Section H1, Looking West
1 Scale 1/4" = 1'-0"



I1 Section I1, CWU Campus Pedestrian/Bicycle Link, Looking West
1 Scale 1/4" = 1'-0"



I2 Section I2, CWU Campus Pedestrian/Bicycle Link, Looking West
1 Scale 1/4" = 1'-0"



Segment I

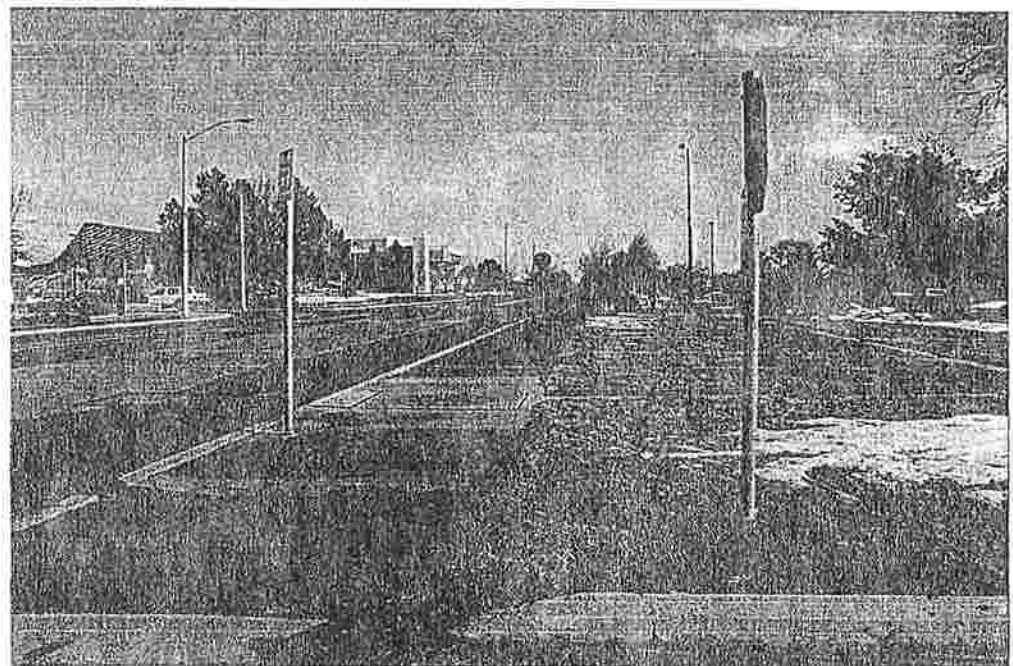
CWU Campus Pedestrian Bicycle Link::

14th Street Median, street from Alder to Water Street

owner: City of Ellensburg, CWU

land use: paved residential street (asphalt) curbs and gutters

dimensions: 10 (new paving added to existing walkway) x 4100' long



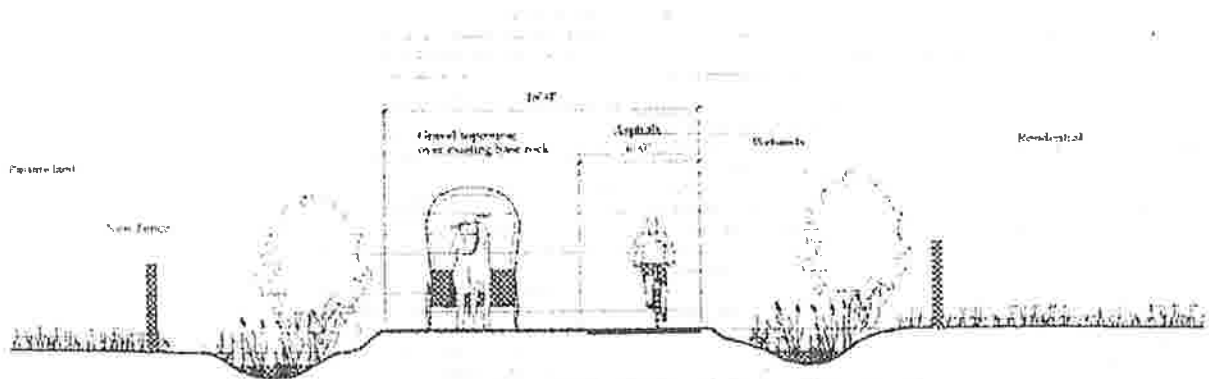
Segment J

Fix Existing Trail: Reconnection from Water Street to Winegar Triangle Water Street to Cora extension

owner: State of Washington, City of Ellensburg

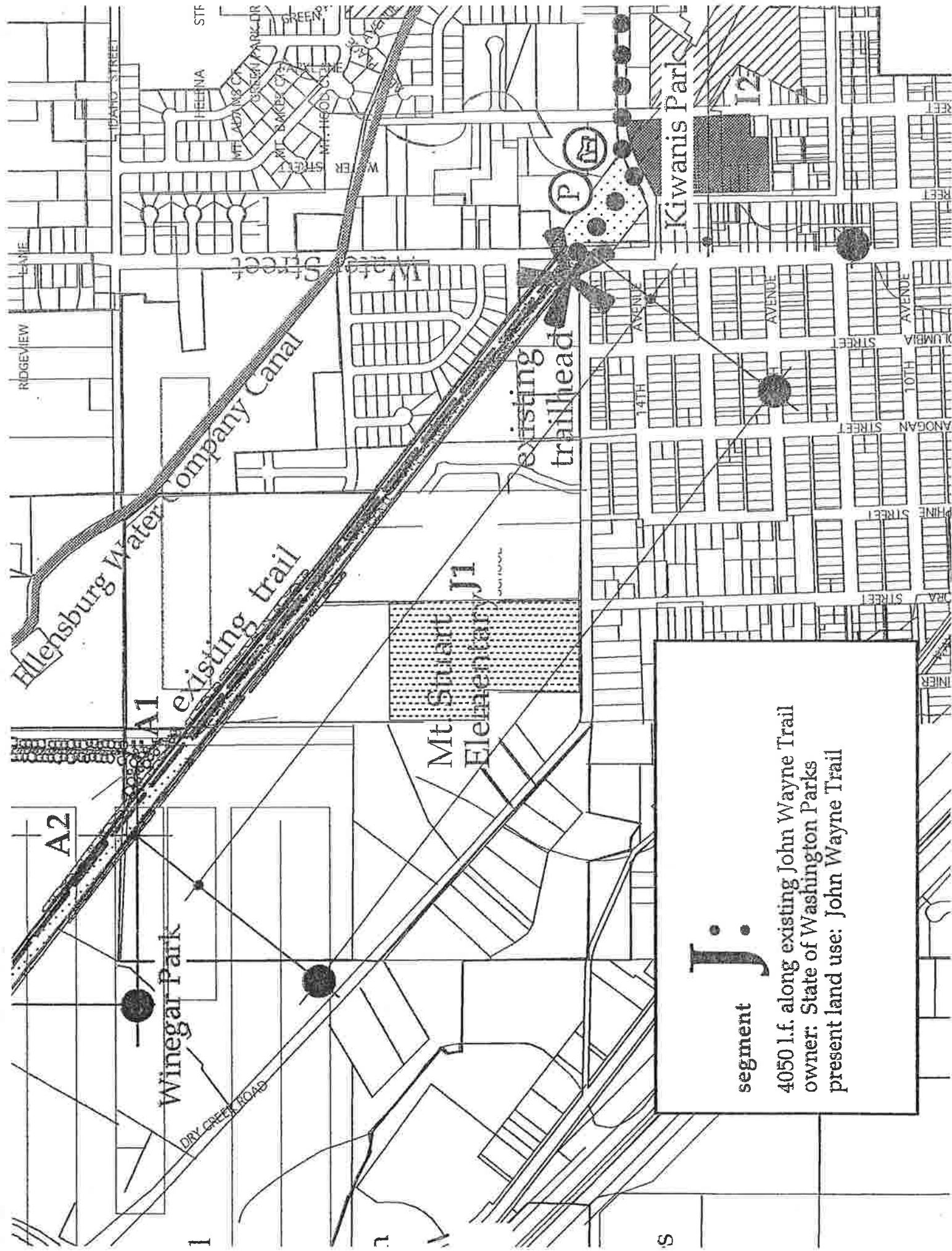
land use: existing trail

dimensions: 16 x 4050' long



J1 Section J1, Existing John Wayne Trail Upgrade, Looking Northwest

Scale 1/4" = 1'-0"



J.

segment
4050 l.f. along existing John Wayne Trail
owner: State of Washington Parks
present land use: John Wayne Trail

Trail Corridor Acquisition

PUBLIC LAND

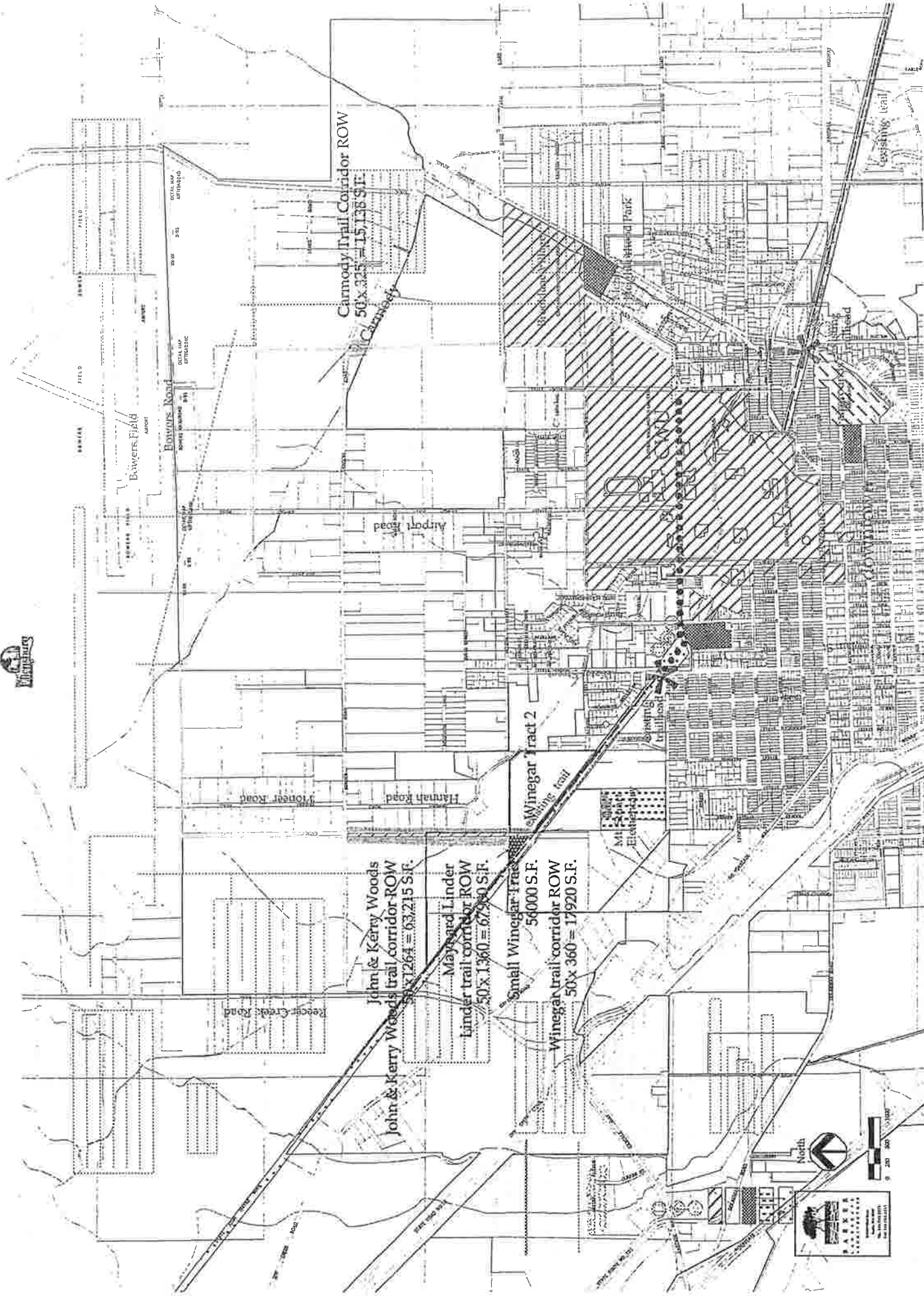
As shown on the attached map and table, most of the Reconnection route is public land or potentially new public ROW. 68% of the trail is presently in public ownership. 32% of the trail is currently in private ownership, but over half of that is potentially new ROW which could be added to public ownership as the community grows with guidance from the adopted and future Comprehensive Plans (including Bowers Road, the Cora Street Extension, and other potential future public R/W where development is expected over the next 10-20 years.

Summary of current corridor ownership	total length in LF	length in miles	% of total	Summary of current corridor ownership			
North Bypass Trail System	22931	4.34 miles	72%	Public Ownership	21526 lf	4.07 miles	68% of total
Plus CWU bike/ped link (along canal or 14th)	4100	0.78 mile	13%	- CWU			
Plus fix existing existing JW trail western link Water St/Cora Street/ & east @ fairgrounds	4050	0.77 mile	13%	-City property			
	750			-State property			
				-County property			
total	31831	6.03 miles	100%	Private Ownership	10305 lf	1.96 miles	32% of total
				-Winegar			
				-Linder			
				-Woods			
				-Willard			
				-Carmody			
				-Bowers Rd. extension			

Bowers Road Extension: Depending on the outcome of the Kittitas County Public Works Bowers Road project, a portion of the Right of Way for the trail could be provided by Board of County Commissioners (BOCC), who has been studying several optional routes, and a decision is expected in the summer of 2001. If the BOCC chooses the Bowers route, the trail corridor would be in place for the trail from Rasmussen Road to Airport Road. If other routes are chosen, the trail corridor would have to be acquired separately.

Rasmussen Road could accommodate the trail as proposed as well as an improved roadway subject to approval by Kittitas County. However the R/W is only 60' wide, and if in the future a road was also built in the alignment, an additional 20-30' may have to be acquired. The County feels they can justify additional right of way outside the normal 60' when they are pursuing a major utility corridor or have to handle irrigation water. The option for a trail could be supported along with those other issues. Additional right of way *solely* for a trail is not a direction the County feels they can support. Approximately \$50,000 - \$100,000 would be needed to acquire the additional R/W along Rasmussen Road.

Rasmussen Road could be traded to the City for the trail if there are any opportunities that exist to benefit both parties. The state has agreed to resolve some of the issues the BOCC had raised. The state is moving forward towards formalizing the agreement at the Fairgrounds and the Trailhead. It now appears that Kittitas County BOCC's decision is to move ahead with Bowers Road preliminary design. The preliminary design will be done late in 2001, with the earliest construction possible in 2002. Lands that will be needed for the trail corridor regardless of the Bowers Road segment are identified on the following page. These should be a first priority for acquisition.



Carmody Trail Corridor ROW
50' x 325' = 15,125 S.F.

John & Kerry Woods
trail/corridor ROW
50' x 1264' = 63,215 S.F.

Maynard Linder
trail/corridor ROW
50' x 1360' = 67,900 S.F.

Small Winegar Tract
56000 S.F.

Winegar trail/corridor ROW
50' x 360' = 17,920 S.F.

Winegar Tract 2

North

0 200 400 600

KINGSPORT PARKS
Kingsport, Tennessee
3100 Kingsport Blvd., Kingsport, TN 37603
Phone: 423-246-1234
Fax: 423-246-1235

PRIVATE LAND

Several private landowners that own portions of the route under consideration have been contacted. The preliminary estimate for acquiring these important corridors is approximately \$126,350, based on a 50 foot wide corridor. Acquisition funds may be available from the State of Washington's Interagency Committee for Outdoor Recreation (IAC) if the proper procedures and funding requirements are followed. Other funding sources have been pursued (to date an unsuccessful application through a County Sales Tax Grant). One important strategy for applying for these funds is to target IAC applications for acquisition and development in the spring of 2002, for potential funding in 2003.

IAC Manual #3 describes the process for acquiring land, doing appraisals, and related policies relevant to the trail corridor.

Private Land along Preferred Route Trail Corridor ROW Needed (50 ft. wide)			
Johnny Woods family		63215	SF
Linder family		67900	SF
Winegar family		17900	SF
Carmody family		15138	SF
		164153	SF
		\$25,000/acre	3.77 acres
TOTAL TRAIL CORRIDOR			\$94,211
Possible triangle " Winegar Junction" at JWI West Side of town (near Mt. Stuart elementary)			
		56000	SF
		\$25,000/acre	1.29 acres
			\$32,140
PRELIMINARY ESTIMATED TOTAL PRIVATE CORRIDOR ACQUISITION COST			\$126,350

Operation & Maintenance

Once the John Wayne/ Ellensburg Greenway Trail is built, the operation and maintenance of the trail could be shared amongst the City, the University, and the State Parks Department.

The City of Ellensburg would be the primary beneficiary of the trail system, and the trail would be an urban linear park much like the Centennial trail in Spokane, the Yakima River Greenway, and the Burke Gilman Trail in Seattle. The local Parks, Police and Public Works Departments have operations and maintenance crews that could be funded to handle trail cleaning, snow removal, security and enforcement. Presently these resources are overcommitted so additional funds and personnel would be required to sufficiently handle increased workloads of taking care of a new 6 mile urban greenway.

Kittitas County is supportive of the John Wayne Trail Connection, but they do not want to have to spend scarce resources on any development, construction or maintenance costs. The County's share would be in acquiring the Bowers Road land and preserving the right-of way and then seeing how best to use that land part for road, part for utilities and a trail as an easement on top of the utility corridor. Rasmussen Road is also an essential part of the trail which could be provided by the County with sufficient R/W acquisition.

Washington State Parks now maintains the JWT from Thorp through Ellensburg and east to the Columbia River, but only is staffed with one maintenance person. While their continued stewardship of the rural trail is critical, the local agencies would need to take on increased urban recreational trail maintenance.

Central Washington University's grounds crews may be able to allocate time for trail maintenance, noxious weed control, litter pickup, mowing, and landscape maintenance if sufficient funds are made available.



A Draft Ellensburg Trail Interagency Agreement has been distributed to the City of Ellensburg, Washington State Parks and Recreation, Kittitas County, and Central Washington University. The format and conceptual approach has been based on the Spokane Centennial Trail and the Palouse Trail Cooperative Interagency Agreements, which involve two States, two Counties, two Universities and several Cities.

The Draft Agreement has been reviewed briefly by some of these agencies, with only a few comments received to date. This is due to the preliminary nature of any commitments that can presently be made by the City and State agencies. A considerable amount of discussion must take place internally at these critical stakeholder agencies prior to any interagency agreement to be signed by all parties.

One of the principle elements of making this (or any trail) a success is to ensure that the resources to build, operate and maintain a high quality trail and linear park system are in place before proceeding with construction. Sufficient funding to take care of newly constructed facilities is critical to work out with the Resource Management Agencies prior to beginning construction, and setting up plans and personnel to be the stewards of the trail so construction funds are not wasted by later neglect. The public does not usually support public agencies building new facilities unless they have demonstrated their ability to take care of existing facilities.

Some basic assumptions included in this report are that the trail would be maintained primarily in the spring, summer and fall and that snow would not be plowed. It is estimated that at a minimum, the new completed Ellensburg Greenway trail would cost approximately \$40,000-50,000 per year to maintain adequately. This would include 1 Seasonal Trail Manager from April-October @\$15/hr, plus equipment rental (sweeper, pickup, blower, dump fees, repair and signage budget). See appendix for further information.

Costs

Costs for complete design, permits, and construction for the trail system would be (in 2002-3 dollars) approximately \$3.3 million. This includes costs for grading, paving, fencing, landscaping, lighting, benches, signage, design, overhead and profit, contingency, project management, and sales tax. Details are shown below.

Right of Way costs would depend upon decisions made by Kittitas County and the City regarding additional R/W that may be required depending on the route selected for Bowers Road and Rasmussen Road, and on actual costs for acquiring easements or fee simple ownership of the trail corridors proposed on private lands. Preliminary estimates are that acquisition would cost approximately \$125,000 for private lands, and approximately \$50,000-\$100,000 for public land acquisition along the Rasmussen Road alignment. Options to trade lands or acquire easements at lower costs than purchasing exist in all corridors.

John Wayne Pioneer Trail Reconnection through Ellensburg, Washington

Preliminary Estimated Cost of Design/Permitting/ Construction

R/W Costs not included (see acquisition page 54)

Trail segment	From	To	LF	Width	SF	Aggregate* Cost
Segment A	Ex. trail (W)	Bender Road	2745	25	68625	\$222,825
CORA STREET EXTENSION	at Winegar Junction and BPA substation	including Winegar, Linder, Woods Woods acquisition		developed portion		
A1- Winegar Triangle Park		wet areas	150	25	3750	\$11,250
A2- Lindner Pasture			765	25	19125	\$57,375
A3 -E. Water Co. Canal Crossing		new bridge	30	16	480	\$19,200
A4- Woods Pasture			1800	25	45000	\$135,000
A5 - Bender Road Crossing	S. side Bender	N. side Bender overhead mast arm	50	15	750	\$2,250
		X'ng paint/signs				
Segment B	Rasmussen Road at Bender Rd.	near Bowers alignment	2590	25	64750	\$208,375
RASMUSSEN RD.						
B1 - Woods Pasture			2140	25	53500	\$160,500
B2 - Whiskey Creek Crossing		new bridge	25	16	400	\$16,000
B1 - Pasture			425	25	10625	\$31,875
plus new R/W costs for 30' corridor			2590	30	77700	
		1.78 acres * \$25000/acre			\$50,000	
Segment C	Bowers alignment at Reecer Cr. Rd	KC Airport Prop.	3000	25	75000	\$225,000
BOWERS RD.						
C1 - Bowers Buffer			430	25	10750	\$32,250
C2 - Whiskey Creek Crossing		new bridge	15	16	240	\$9,600
C3 - Wetlands/Pasture area			2355	25	58875	\$176,625
C4-Cascade Canal Crossing		new bridge	30	16	480	\$19,200
Segment D	W. side KC Airport at Water Street	E. Airport Prop. at Sanders Bend	5650	25	141250	\$412,725
AIRPORT Property						
D1-North side canal			2260	20	45200	\$135,600
D2 - North side residential			485	25	12125	\$36,375
D3- Airport Road Crossing	W. side Airport	E. side Airport	50	15	750	\$2,250
D4 - South side Airport Prop.	south of Palette Co.		1100	30	33000	\$99,000
D5-North side Mercer Creek	south side Airport Prop.		1550	30	46500	\$139,500
Segment E	S. side KC Airport at Blazing Tree Ranch	at Blazing Tree Ranch near Alder	3996	30	119880	\$343,190
WILLARD Property						
E1 - Mercer Creek Crossing		new bridge	25	16	400	\$16,000
E2-Ditch Crossing		new bridge	16	16	256	\$10,240
E3 - Inside future residential			1345	25	33625	\$100,875
E4 - Sanders Road Crossing	N. side Sanders	S. side Sanders	50	15	750	\$2,250
CARMODY Property			325	30	9750	\$29,250

E5-Cascade Canal Crossing	new bridge		30	16	480	\$19,200
E3 - Inside future residential			2205	25	55125	\$165,375
<hr/>						
Segment F	N CWU campus	CWU Property	3500	25	87500	\$267,240
CWU (NE CAMPUS)	at Blazing Tree Ranch	near Alder				
F1 - Near Brooklane Village			1255	16	20080	\$60,240
F2 - 18th Ave. Crossing	N. side 18th	S. side 18th	60	15	900	\$3,000
F3 - At edge of campus fields			630	25	15750	\$47,250
F4 - Inside future residential			2050	25	51250	\$153,750
		include small new bridge				\$3,000
<hr/>						
Segment G	SE CWU campus	10th	1450	18	26100	\$327,850
ALDER STREET	at Alder Street (w.side)	at Alder Street (w.side)				
G1 - Alder Street pathway			485	10	4850	\$33,950
G2 - Alder pathway - W of Wilson Creek			210	15	3150	\$22,050
G3 - Wilson Creek Crossing		new bridge	25	12	300	\$12,000
G4 - Ellensburg Water Co. Canal Crossing		new bridge	40	16	640	\$25,600
G5 - New paver walkway			425	12	5100	\$102,000
G6 - 10th Street Road Crossing	N. side Alder	S. side Alder	70	15	85	\$4,250
	paver/bollard upgrades	at (Alder future light)				
G7 - New paver walkway			400	16	6400	\$128,000
<hr/>						
Segment H	Fairgrounds/State Park	Existing Trail	750	25	18750	\$56,250
	Parking lot	near Fairgrounds				
<hr/>						
Segment I	Alder Street	Water Street	4100	10	41000	\$246,000
CWU Ped/Bike Connection	expands sidewalk to 16 feet, adds street furniture, crosses several campus/city streets, campus signage					
<hr/>						
Segment J						
Fix Existing JW Pioneer trail	Water Street	Winegar Triangle	4050	16	64800	\$113,400
connecting Water to Cora	paves 6 ft., adds fine crushed to remainder					
<hr/>						
					estimated construction cost	\$2,422,855
assumed minimum development costs					7.7% sales tax	\$186,560
\$3.00/sf Aggregate construction cost for entire width*					15% Contractor Overhead & Profit	\$363,428
includes grading, paving, trees and hydroseed,					10% design/construction contingency	\$260,941
limited lighting, benches, signage, and fencing					5% Final design/permit/proj mgmt/admin	\$121,143
no restrooms or shelters included					Estimated TOTAL	\$3,354,927

Action Plan

- 1. Establishing a Citizen's Support Group** is essential to the success of the trail.
- 2. Acquire Corridor on Private Lands.** Negotiations and appraisals will need to move forward on private land corridors for the trail in preparation for the next few years of budget and grant cycles. After meetings with the Winegars, Woods, Carmodys and Linders, possible **Acquisitions or Easements** could be the highest priority for setting aside the trail corridor before these lands are committed to other uses. (See Trail Corridor Acquisition, p. 56)
- 3. Stay involved with improvements at Alder & 10th Signalization and Crossing:** The City is preparing to construct the new signalization and pedestrian crosswalk at this critical intersection for the trail. It is expected to be complete in 2002. There will still be many of the details to be worked out with Linders and Petersons (business and landowners) along Alder Street. This is a critical crossing to create a safe and visible connection.
- 4. Work with CWU:** The University is interested in Quality of Life projects and is pursuing several major new buildings that will help CWU keep pace with other state university's recreation and student union facilities. Coupled with these buildings is the pedestrian and bicycle trail system that will connect the campus with the local and regional trail system.

Bill Vertrees, Facilities Director and Advisor to our trail committee, has stated that a Site Committee at CWU will be established to review and approve the trail concepts. Several alumni have sent letters to the University to encourage the Board of Regents to consider completing the bike and pedestrian route through the campus, and according to Vice President Abdul Nasser, the University is discussing how to make the trail a reality through the campus. It is not clear how long it will take to receive approval from the University, but it is important to keep open lines of communication with them throughout the project. We encourage a liaison between CWU and the City that would help in this regard.

5. Work with Kittitas County Fairgrounds (trail, trailhead, signage): In principal, the State and the County have worked towards trading some of the Fairgrounds area property to better serve both interests and accommodate the trail extending west and north to the crossing at 10th and Alder. There should be design development and details done here very soon to make sure the trail happens in the right place before parking lots, new entrances, get built. This study will pursue this design prior to completion.

6. Keep in the loop with Kittitas County. The Kittitas County Board of Commissioners have approved preliminary design to get underway later in 2001 for the Bowers Road corridor. Actions with regard to Bowers and Rasmussen Road, as well as the Airport Master Plan will need to be followed closely to ensure the continued good working relationship with Kittitas County.

7. The Interagency Agreement involving all parties for acquisition, development, grant writing, operation, maintenance and security issues need considerable attention to make the trail a success. It is important for the lead agency to pursue this interagency agreement and work out all the details and to get it signed. (See appendix for draft agreement)

Conclusion & Recommendations

This study finds that a trail and greenbelt surrounding the growing urban area north of the City of Ellensburg should be adopted as Public Policy to create a community asset that will increase land value and the quality of life in Kittitas County.

The most important steps that should be taken are to adopt the plan and acquire rights to the corridor. Development can come later as resources are available.

The trail project will require lobbying, grant-writing, persistence, commitment, volunteer work parties, in-kind donations from local businesses, travel to present Grant applications, in short: *A Lot of Hard Work.*

It is very important that supporters of the trail organize a support group composed of Citizens and Business representatives that can steward this project through its many stages from this point on. This takes more than City staff (who are already very busy)...it really takes some very committed volunteers to augment the public agency's support of the project. Many successful grant applications involve partnerships with strong volunteer citizen groups.

In the past year, The Ellensburg Parks and Recreation Department has held 16 meetings and assessed several optional methods to develop a reconnection of the Cross State Trail through Ellensburg. These meetings have included the John Wayne Trail Reconnection Steering Committee, Public Agencies, the Citizens, the Parks & Recreation Commission, the City Council, and private landowners along the potential routes. In this process a plan that could create an Ellensburg Greenbelt has emerged.

The preferred route is consistent with plans that were conceived years ago; many of the issues have been worked out in greater detail, and we recommend the following steps be taken:

1. adoption of the concept
2. acquisition of the corridor and
3. operational discussions and agreements to be made with agencies and landowners
4. apply for grants for construction

The Northern Bypass route is much more than a route for horses and wagons a few times a year. It could be a wonderful separated greenway system (like the Yakima Greenway, Spokane's Centennial Trail, or the Wenatchee River Trail System) that are both recreational and transportation systems, and land use buffers that increase property values and enhance quality of life for families and businesses in Ellensburg.

Appendix

DRAFT

CITY OF ELLENSBURG
WASHINGTON STATE PARKS AND RECREATION COMMISSION
CENTRAL WASHINGTON UNIVERSITY
KITITAS COUNTY

INTERAGENCY COOPERATIVE AGREEMENT

JOHN WAYNE RECONNECTION ROUTE THROUGH ELLENSBURG, WASHINGTON

WHEREAS, the City of Ellensburg, hereinafter referred to as the City, is owner of certain land within the John Wayne Trail corridor; WHEREAS, the Washington State Parks and Recreation Commission, hereinafter referred to as the Commission, is owner of certain lands within the John Wayne Trail corridor; and,

WHEREAS, Central Washington University, hereinafter referred to as the University, is owner of certain land within the John Wayne Trail corridor;

WHEREAS, Kittitas County, hereinafter referred to as the County, is owner of certain land within the John Wayne Trail corridor; and,

WHEREAS, the trail offers recreation, transportation, cultural and natural system interpretation, land use buffering, wildlife and water quality benefits to the Citizens of Ellensburg, Kittitas County, CWU staff and students, and the State of Washington.

WHEREAS, the City, the Commission, CWU, and the County desire to provide for the development and operation of a multi-purpose trail system within the intent and authority of RCW 43.51.040(8) and RCW 39.34.030(2); and,

WHEREAS, all parties agree that the primary development objective should be to enhance the Milwaukee Railroad Corridor consistent with the 1999 Iron Horse State Park Master Plan and provide facilities for public access, recreation, education and ecological and historic interpretation; and,

WHEREAS, the Commission is authorized under RCW 43.51.040(8) and RCW 39.34.030(2) to cooperate with the County, University and the City in accomplishing the program herein referred to and to enter into this agreement to that end; and,

WHEREAS, the Commission at its (date) ??? meeting authorized the Director or designee to enter into a long-term cooperative agreement with the County and City for the development and operation of the John Wayne Trail corridor; and,

WHEREAS, the parties agree that the trail corridor can most advantageously be managed by the CITY with shared operation, maintenance and law enforcement responsibilities,

NOW THEREFORE, in consideration of the mutual benefits to be derived, the parties hereby enter into an agreement for a management program as described herein for the John Wayne Trail corridor.

1. The term of the agreement shall be for 40 years commencing on the date last below written. This agreement may be renewed for any period not in excess of 40 years upon expiration of the original 40-year term by mutual agreement of the parties. The Commission will be given the first right to renew the agreement before any other party is given the opportunity to manage the trail under agreement with the County, CWU and the City.
2. All development and management of the trail shall be the responsibility of the City and the City shall be the lead agency in preparing future development plans. Operation, including maintenance and law enforcement, shall be as set forth in the Management Plan labeled Exhibit "1" attached hereto and by reference made a part hereof in cooperation with a coordinating council comprised of one member each from State Parks, the City of Ellensburg, Kittitas County, Central Washington University, and (other groups?) or assigns. Each jurisdiction shall be responsible for all costs related to its trail operation, maintenance and law enforcement activities.
3. Management of the trail over its entire (???) mile length will be the responsibility of the CITY in cooperation with the Commission, City, University and County as agreed to in the Management Plan. Management of the lands outside the trail corridor shall be the same as set forth in Article 4 herein for maintenance of the designated segments, except detailed in Article 8 herein.
4. Maintenance of the trail and adjacent City, CWU, County or Commission owned buffer land as agreed to in the maintenance section of the Management Plan will be the responsibility of the City from to from ()
5. Law enforcement of the trail as agreed to in the law enforcement section of the Management Plan will be shared responsibility between the Commission, the City and the County. The Commission will patrol the entire trail responding to trail user types of enforcement activities as part of their overall management responsibilities

- activities. They will inform the City and/or County of urban and suburban type law enforcement situation beyond park rule violations requiring city and/or county action. The City and County will be responsible for responding to these enforcement activities.
6. The site is to be managed consistent with the provisions of Chapter 43.51 RCW and the rules and regulations adopted thereunder, unless otherwise exempted by the Director of Commission.
 7. Development and maintenance along the trail corridor shall be done in full possession of all necessary permits and licenses and in accordance with all applicable codes and regulations including SEPA compliance and consistent with the overall development plans prepared by the Commission. Obtaining permits will be responsibility of the initiating party.
 8. This agreement allows management by the County of Commission owned lands, as shown on (Exhibit "2"), outside the trail corridor from the (). Any modifications or uses of this property for other that buffer shall be consistent with trail development and preservation of the river corridor and approved by Commission staff prior to use, modification or construction. Use of these lands for County recreation purposes may be granted by amendment to this agreement upon approval of County plans for said property by Commission staff and approval of use by the Commission. The County shall be possession of all necessary permits and licenses and shall carry out all development, maintenance and operation according to all applicable codes and regulations, including SEPA and archaeological clearance.
 9. This Agreement allows the use of County owned lands, as shown on Exhibit "2", by the Commission at () for the placement of (). All new facilities and improvements other than those specified above made by the Commission shall be consistent with trail development and preservation of the river corridor and approved by County staff prior to construction. The Commission shall be in possession of all necessary permits and licenses and shall carry out all development, maintenance and operation according to all applicable codes and regulations, including those of SEPA and archaeological clearance.
 12. This agreement is only permission to allow the Commission to use County and City owned property and the County to use the Commission owned property for the purposes and on the terms and conditions herein states. No legal or equitable title is conveyed hereby. Title to the subject property shall remain with the landowner throughout the terms of this agreement or any renewal thereof.
 13. The City and/or County shall defend and hold harmless the Commission and the state of Washington, its officers, agents, employees, successors or assigns against any and all claims suffered or alleged to be suffered on the property, except such claims which arise out of the activities of the Commission, its officers, agents or employees, for which claims the Commission, its officers, agents or employees, for which claims the Commission will defend and hold the County and/or City harmless.
 14. The City shall erect and maintain a sign(s) identifying the Commission, CWU and County as cooperating agencies. Any development authorized in accordance with Article 8 herein shall be signed by the City, CWU and County identifying the Commission as a cooperating agency. The Commission will be the primary focal point and contact for signing.
 15. This agreement may be terminated at any time by mutual written consent of all parties hereto.
 16. The provisions of this agreement may be modified at any time by the mutual consent of all parties hereto.
 17. No rights under this agreement may be assigned without the prior written consent of the other parties. This does not preclude third party agreements for concession or agricultural purposes in compliance with the Management Plan.
 18. Any tree removal shall be in accordance with landowner rules and regulations.
 19. The site is to be used by the City, County, CWU and Commission for public trail corridor purposes. Except as otherwise provided for herein, this agreement may be terminated by any party in the event of non-compliance by any party with the terms and conditions hereof, providing that the terminating party allow the non-complying party 90 days written notice of violation in which to correct any situation which is not in compliance with the terms and conditions of this agreement. If correction is not made to the satisfaction of the terminating party within the 90 days, this agreement will automatically terminate without further notice.
 20. Upon termination or expiration of this agreement, all improvements placed on property under this agreement shall be disposed of in compliance with applicable RCW's.

Letters

May 17, 2001

Jim & Dorothy Carmody
1312 Sanders Road
Ellensburg, WA 98926

RE: John Wayne Trail Route

Dear Mr. and Mrs. Carmody,

To follow up our phone conversation this morning, I wanted to send you a letter about the Trail Study we are working on. My company has been retained by the City of Ellensburg in a collaborative effort with Kittitas County and the State Parks Department to define a route for the John Wayne trail reconnection. Several years ago both Kittitas County and the City of Ellensburg adopted a general route east of Alder and its proposed extension north to the airport then west and south reconnecting with the trail west of the city. We have had several public meetings and I believe you haven't attended. I've enclosed some materials for your review. I look forward to showing you the trail project at our meeting Monday May 21, 2001.

The right of way would be purchased and there will be money for acquisition, the trail will be quite attractive and an amenity for the community. There is every intention of addressing private property concerns in the design. (It would be similar to the Yakima Greenway as we discussed). We believe there is funding for the improvements and that some construction could start next year. The trail would go through CWU, Blazing Tree Ranch north of Sanders and south of Cascade Canal. I would suggest that you contact Steve Willard who has had a long list of property issues which I believe have been addressed in his situation.

I am enclosing a handout on the trail and a sketch of where the trail might cross your property. The width of the trail corridor would be approximately 50 feet across the east portion of Lot E on the O'Hare Survey in order to match the trail route north of Sanders and south of Cascade Canal. A new bridge would be constructed in the approximate location of the old existing bridge. Please call with any questions and to confirm your attendance at the meeting on the 25th.

Sincerely,

John Barker

insert letters to Winegar/Linder

6/6/01

John

There is nothing that you can do to further seek our consideration. We are following our own (CWU) internal processes to make John Wayne Trail Reconnection a reality. We will keep you

apprised of the progress.

For your information, we have discussed this topic at cabinet, board of trustees resource development committee, and I also see a letter from a CWU Alum to the Board of Trustees in support of The John Wayne Trail Reconnection Plan.

Regards,
ABDUL NASSER

Costs of operating and maintaining trails in other similar Cities:

16 mile Spokane Centennial Trail/ Yakima Greenway/ 10 miles on Richland's Columbia River trail 10 miles on Richland's Columbia River trail

Wyn Birkenthal, Director of Parks & Recreation, Richland, WA suggests that an Ambassador/ Trail Maintenance Person/Contact person could run the trail system, including maintenance, events, Pace Car bollard removal for the system 6-8 months per year. This is based on his experience with the Centennial trail and the Columbia River Trail in Richland.

Wyn's rescription for maintaining Centennial Trail in Spokane.
(16 miles of trail, 5 trailheads, 5 Restrooms, April-Oct = 1 FT person)

Sealcoat every 5 years

touch up and recompact gravel shoulders annually

weed control, sight distance maintenance 4x year along natural border or. landscaping with trees and grass would require some regular pruning and mowing.

If rollerblading there would be cleaning -sweeping every 2 weeks

trailheads/restroom maintenance

litter pick along trail minimal

litter pick up at trailheads definitely required weekly

Revenue sources (fiber optics?) AT&T did grading in exchange for fiber optics but no ongoing revenue from AT&T

Other resources include:

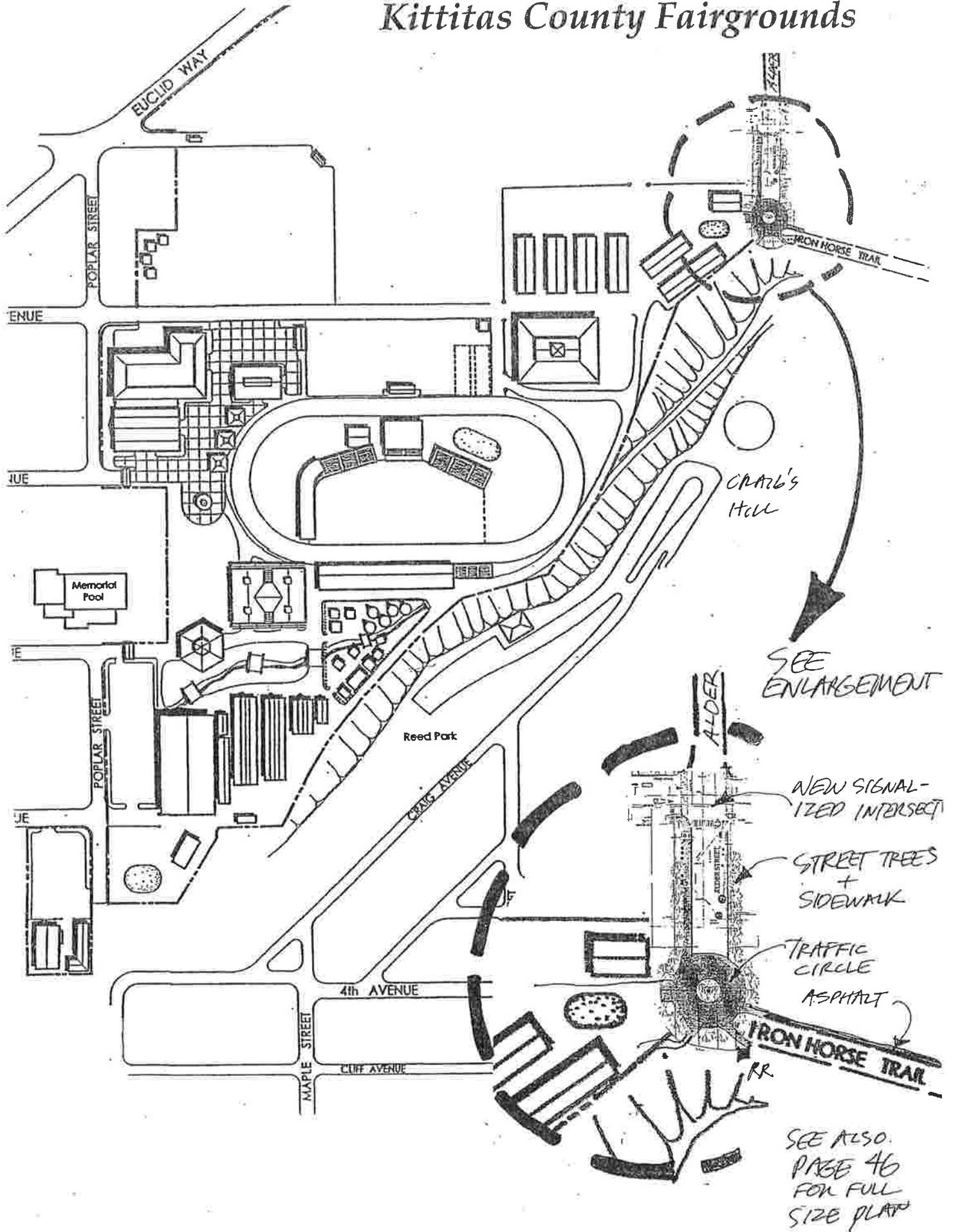
Friends of Centennial Trail

Yakima Greenway

Tapteal Greenway from Richland-Benton City

What about restrooms along the JWPT?

Kittitas County Fairgrounds



Partial List References & Sources

City of Ellensburg Non Motorized Plan, City of Ellensburg, Parametrix, Nov. 1997

Iron Horse State Park Master Plan, Washington State Parks & Recreation Commission, MacLeod Reckord, Landscape Architects, June 1999

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Central Washington University Environmental Studies 444 Reconnecting the John Wayne Pioneer Trail, Dr. Ann Root, Spring, 1999

Ellensburg Tourism Study, City of Ellensburg, Chandler and Brooks, 1999

Ellensburg's Community of Choice, Comprehensive Parks and Recreation Plan, City of Ellensburg, 1995

Evaluation of the Burke-Gilman Trail's Effects on Property Values and Crime, Seattle Engineering Department and Office for Planning, Seattle, Washington, May 1987

Kittitas County Public Works Department, Draft Airport Master Plan

Kittitas County Fairgrounds Master Plan

Kittitas County Bowers Road Extension Preliminary Design Reports, 2000-1

Rail Trails and Safe Communities: The Experience of 372 Trails, by Tammy Tracy and Hugh Morris, Rail to Trails Conservancy, Jan. 1998

The Mohawk-Hudson Bike Hike Trail: Its Impact on Adjoining Residential Properties, Schenectady, New York, 1997

Transportation Enhancement Application and Grant for Reconnection Study, 1998, City of Ellensburg

Personal Contacts

We would like to express our sincere appreciation for all of the assistance that has been provided for this project to the following people:

Scott Archer, Ellensburg Parks and Recreation Director
Steve Willard, Advisory Committee member and Landowner
John Akers, Ellensburg Public Works Director
Ryan Lyskii, Ellensburg Public Works Engineer
Paul Bennett, Kittitas County Public Works Director and Advisory Committee member
Bill Vertrees, Facilities Director, Central Washington University
Mel Sheyner, Advisory Committee member and Fair Board President
Brian Hovis, Washington State Parks Commission Planner and Advisory Committee member
Brian Carter, Washington State Parks Manager, Gingko Wanapum State Park
Lance Elliot, Washington State Parks Ramger, Gingko Wanapum State Park
Mark Johnson, General Manager of Kittitas County Fairground
Truman & Gary Winegar, Landowners
The Linder family
Jim Armstrong, Chamber of Commerce
Jack Price, Advisory Committee member and Equestrian
Walt Farrar, John Wayne Pioneer Wagons and Riders
John Woods, Jr., Landowner
Jim Carmody, Landowner
Abdul Nassar, Vice President, Central Washington University
Wyn Birkenthal, Richland Parks & Recreation Director
Chuck Cruse, Advisory Committee member and Professional Land Surveyor
Marla Parsel, former County Project Manager and City Councilperson
Sean Maupin, Former Parks Commissioner and Advisory Committee member
Ken Lloyd, Resident and Mountain to Sounds Board Member
Don Cummings, resident
Jim Cook, BPA foreman
Gordon Crane, cyclist
Fred Johnston, Recycle Bicycle Shop
Roger Hoesterey, Trust for Public Lands
Mike Smith, City of Ellensburg Planning Department
Libby Street, CWU President's Office
Dr. Phil Backlund, CWU Professor
Backcountry Horsemen of WA Jim Murphy, Exec Director
Washington State Horse Council Ed Armstrong, Chair
Washington State Horseman Virginia Prigge, Exec.