Lake Sammamish State Park
Comprehensive Trails Plan (CTP)
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TEAM BIOGRAPHIES

Bill Way
- 43 years evaluating natural systems in the NW including designing, permitting, and overseeing construction of stream, wetland, lakeshore, saltwater, and wildlife habitat projects
- 34 years - founder and President of The Watershed Company

Kit Ledbetter
- 38 years full-time Parks and Recreation professional in City Government
- Organized the first several meetings for the Lakes to Sound Trail in 2002
- Managed the design and development of 3 miles of the Westside (12 foot wide paved multipurpose) trail in SeaTac and developed and maintained 10 miles of public trails in the City of SeaTac

Rich Benson
- 40 years as a Washington State Park ranger, including 17 years as a park and area manager (38 of those years at Lake Sammamish State Park)
- Extensive experience developing and maintaining the 60 miles of trails at Lake Sammamish State Park and the other Cascade Foothills Area trails

David Kappler
- Served 18 years on Issaquah City Council and best known for work on land use, park, open space and trail issues
- Active in land use, resource protection and park and open space acquisition since 1970’s
- Helped form Friends of Lake Sammamish State Park and served on the original board of directors
- Helped locate, build, maintain, reroute numerous trails on all types of terrain in and around the Issaquah Alps

With assistance from Tor Bell, Dave Bush, John Sherwin, and several other community members. As well, Nikki Fields and Jamie VanDeVanter of State Parks have been invaluable. Nikki, in particular, is singled out as encouraging us to run with this project.
A Master Trail Plan was developed for Lake Sammamish State Park by a Friends of Lake Sammamish State Park volunteer committee. Friends Board members Kit Ledbetter and Bill Way looked at the trails and came to the conclusion they were in need of improvements. They wanted to seek funding for the trail improvements but knew they needed to determine the costs and what trails should be improved first. The Comprehensive Trails Plan (CTP) Committee members are Bill Way, Kit Ledbetter, Richard Benson, and David Kappler. Work started in February 2018 on field surveys and ratings of existing trails. Opportunities and deficiencies of existing trails were identified and overlain with streams, wetlands, and internal and external trail connections. Fourteen recommendations have been developed, including abandoning some existing trails and building new ones. A major component is a new footbridge spanning Issaquah Creek to allow an internal loop. Public and private support will be sought to implement the Plan.

Friends of Lake Sammamish State Park (FLSSP) Executive Director and Board Members, State Parks, City of Issaquah, City of Sammamish, Issaquah Alps Trails Club (IATC), and Mountains to Sound Greenway assisted with completion of the CTP for Lake Sammamish State Park (Park). The plan evaluated and provided cost estimates to improve existing trails within the Park. The CTP recommends 14 improvements to the existing trail system in the Park.

This plan is intended to be used in conjunction with the Park Master Plan and to guide future trail improvements for the Washington State Parks Planners and the Cascade Foothills area manager. The CTP is a thirty-to-forty-year comprehensive plan that prioritizes trail projects and includes cost estimates.

The Park encompasses approximately 517 acres at the south end of Lake Sammamish. The Park is within the Interstate 90/Mountains to Sound Greenway corridor and provides important recreational, open space, and wildlife habitat areas. The Park is primarily developed as a day-use facility including swimming beaches, boat launch, picnic shelters, trails, soccer and baseball fields, and the Hans Jensen Youth Group Camp. Much of the Park is undeveloped and includes meadows, vast wetlands, lakeshore areas, and Issaquah, Tibbetts, Pickering, and Laughing Jacobs Creeks. The Park has one of the most varied ecological habitats in the State Park system and is uniquely located in an urban setting. This provides an exceptional opportunity for visitors to observe wildlife (approximately ¼ of the bird species in North America have visited the Park) and is an exceptional location for outdoor and ecological education.

The CTP recommends all trails should be at least six feet wide. Trails will be compacted gravel or boardwalks in wetlands. All existing asphalt paved trails will remain in place. Issaquah Creek and Orchard Loop trails may need to be wider than six feet for American Disabilities Act (ADA) accommodations. Pull-outs should be considered to achieve ADA. The Boat Launch Trail may need to be wider than six feet to accommodate maintenance vehicles.

The plan includes a signage plan to educate Park visitors. This plan will also be used by FLSSP, IATC, City of Issaquah, State Parks and the Mountains to Sound Greenway to raise grant funds to finance trail building and maintenance.

Lake Sammamish State Park is a critical element of the ongoing protection and stewardship/ restoration efforts in the Issaquah Creek basin, because it occupies its mouth and lowest mile of mainstream. The large area is an oasis of open space in the midst of the quickly developing areas of Issaquah and East King County.

The Park provides spaces for passive and active recreational activities and significant areas of lowland wildlife habitat, not often present in urban or suburban areas. This valuable resource is an important link in connecting people to open space and natural ecosystems. Recreational use and development in the Natural Areas are limited to low-intensity, such as bank fishing (if and when allowed), pedestrian trails, and interpretive displays.

- The purpose of the CTP is to develop a plan to: Improve the existing trail system in the Park for year-round use as much as possible
- Provide new ADA accessible trails
- Add an additional pedestrian bridge crossing
- Improve loop trails
- Protect natural and cultural resources
- Consider sight lines and viewsheds when laying out trails and revegetation plans
- Include integrated educational signage to include historic, natural, cultural, and viewsheds
- Prioritized list of trail improvements projects based on an evaluation system with cost estimates
- Connections to Issaquah and Sammamish trails outside of the state park system
- CTP to be a thirty-to-forty years comprehensive plan

The CTP recommends 14 improvements to the existing trail system in the Park. This plan is intended to be used in conjunction with the Park Master Plan and to guide future trail improvements for the Washington State Parks Planners and the Cascade Foothills area manager. The CTP is a thirty-to-forty-year comprehensive plan that prioritizes trail projects and includes cost estimates.

The Park encompasses approximately 517 acres at the south end of Lake Sammamish. The Park is within the Interstate 90/Mountains to Sound Greenway corridor and provides important recreational, open space, and wildlife habitat areas. The Park is primarily developed as a day-use facility including swimming beaches, boat launch, picnic shelters, trails, soccer and baseball fields, and the Hans Jensen Youth Group Camp. Much of the Park is undeveloped and includes meadows, vast wetlands, lakeshore areas, and Issaquah, Tibbetts, Pickering, and Laughing Jacobs Creeks. The Park has one of the most varied ecological habitats in the State Park system and is uniquely located in an urban setting. This provides an exceptional opportunity for visitors to observe wildlife (approximately ¼ of the bird species in North America have visited the Park) and is an exceptional location for outdoor and ecological education.

- The purpose of the CTP is to develop a plan to: Improve the existing trail system in the Park for year-round use as much as possible
- Provide new ADA accessible trails
- Add an additional pedestrian bridge crossing
- Improve loop trails
- Protect natural and cultural resources
- Consider sight lines and viewsheds when laying out trails and revegetation plans
- Include integrated educational signage to include historic, natural, cultural, and viewsheds
- Prioritized list of trail improvements projects based on an evaluation system with cost estimates
- Connections to Issaquah and Sammamish trails outside of the state park system
- CTP to be a thirty-to-forty years comprehensive plan
The CTP recommends eliminating a few trails and some limited expansion of the existing trail system. The focus is on 14 recommendations and keeping the existing trail network as a safe and sustainable trail system for year-round use. The recommendations are below:

1. By name, start Issaquah Creek Trail on the boardwalk on the west side of the mouth of Issaquah Creek. Then cross to the northeast side of the creek at footbridge and parallel Issaquah Creek through the length of the park until it joins Issaquah Creek. On the east side of Issaquah Creek, shuttle improvements include compacted gravel on the west side of the stream and through the mid-section of trail to the Microsoft Trail where there appear to be a few wetlands. As well, the lower pedestrian bridge is in need of repair/replacement with its right bank footing threatened during the February 2020 flood event. In the upstream segment, the existing trail alignment needs to be further analyzed and re-designed as noted in Project 5 below.

2. The crude pioneer trail on the northeast side of Issaquah Creek that goes from the Issaquah Creek footbridge to Lake Sammamish should be decommissioned. This trail is labelled “Issaquah Creek Trail” on maps. This trail is underwater much of the time. Issaquah Creek is muddy and, is commonly in forested wetlands associated with Issaquah Creek and the lake, and would be difficult to permit for fill or boardwalk improvements since there is an improved trail on the opposite side of Issaquah Creek to the mouth.

3. Create a public access trail to a gravel bar from the east side of Issaquah Creek Trail. Slopes should be modest enough to not require steps. The overall Trail Plan is laden with measures to protect the Parks’ wetlands, streams, and lakeshore sensitive areas from human impact. It is felt that a stable gravel bar location would be a perfect low impact way of letting folks get in touch and become familiar with Issaquah Creek, perhaps encouraging the next generation to become biologists and fluvial geomorphologists.

4. Work with the Microsoft office complex to continue a new branch trail on the north side high bank that would connect Issaquah Creek Trail to the East Lake Sammamish Regional Trail. This trail will allow walkers and joggers from Microsoft to access LSSP trails and more direct access to the Regional Trail, as well as offer through-access. Cost would be modest for this upland portion and also include one footbridge crossing of the drainage ditch immediately west of East Lake Sammamish Regional Trail.

5. Reconstruct portions of the upstream Issaquah Creek Trail through floodplain wetlands and span them with footbridges. There are existing dogleg segments of trail in working wetlands and floodplain Issaquah Creek backwaters on what appears to be Microsoft property. As well, on the former Lakeside Gravel property donated to LSSP, the trail is on road fill which should be opened up in a few locations to allow Issaquah Creek flood backwaters and have modestly-sized footbridge(s) installed to span them. The segment that appears to be on Microsoft property needs to be investigated for ownership and either an easement obtained or the property acquired outright.

6. Improve the Orchard Loop Trail and downstream Homestead Trail including a crosswalk at the Park’s entry road by the kitchen shelter. This will allow trail users to safely access the Orchard Loop Trail from Sunset Beach and Tibbetts Beach and their respective parking lots.

7. Decommission the middle section of the Homestead Trail due to creek meandering and use Homestead Trail bridge over one of two drainage ditches as a part of Alpvs View Trail construction. The demise of a large section of the trail was anticipated due to ongoing lateral erosion by Issaquah Creek and the February 2020 flood not only largely eliminated the trail but the footbridge at mouth of Pickering Creek was shipped off its footings downstream. The footbridge was retrieved fairly intact. The trail had already been relocated once after being eroded away. Relocating the trail further southwest is problematic because Pickering Creek would need to be crossed, a large intact forested wetland is there, and a WSDOT wetland mitigation site adjoins the wetland.

8. Build a new footbridge across Issaquah Creek south of the old oxbow to connect Issaquah Creek Trail to southern Homestead Trail and to a new Alpvs View Trail. This bridge would allow a loop trail within the Park from Sunset Beach and Tibbetts Beach as well as a loop from off-site Pickering Barn on each side of Issaquah Creek. A stable creek section, minimal associated wetlands, and a fairly narrow floodplain width location is highly preferred for cost and regulatory approval.

9. Make a new trail connection with Orchard Loop Trail to the south half of Homestead Trail, including a high bank creek viewpoint. This new trail has been identified as Alpvs View Trail and would make up for the loss of the middle section of Homestead Trail due to Issaquah Creek erosion. The easterly end of Alpvs View Trail would ideally be the new footbridge crossing of Issaquah Creek. A new Alpvs View Trail and new Issaquah Creek footbridge crossing would allow an inner loop trail from Sunset and Tibbetts Beach. A high bank creek viewpoint and trail would occur by saving the old Homestead Trail just north of Alpvs View Trail up to where it was cut off. As well, trail improvements to the southern half of Homestead Trail are included.

10. Convert the Boat Launch Trail to boardwalk and consider reaching SE 56th Street trail elbow if it is shown to be cost effective and aesthetically acceptable. The westerly couple hundred feet of trail is in upland. It needs to be determined how much of the Boat Launch Trail is in wetland. Some existing gravel fill may take it out of wetland classification but both sides of the trail are almost exclusively wetland. Because of the high linear foot cost of boardwalk over wetland, it may be worthwhile to investigate shortening the length of boardwalk in the elbow area. Three existing footbridges cross over 3 little streams fairly close to the Boat Launch.

11. Extend Boat Launch Trail to East Lake Sammamish Regional Trail along the south side of the boat launch entry road. This area appears to be wetland right to the edge of the road and, so it would likely be worthwhile aesthetically for a boardwalk to be separated away from the entry road.

12. Connect southern section of Jogger’s Loop Trail to a potential I-90 pedestrian crossing near Tibbetts Creek and also improve pedestrian access to Sammamish Cove Park from NW Sammamish Road.

13. Modify the wooden deck bridge surfaces of NW Lake Sammamish Road Trail to be bicycle friendly. To reduce user conflicts, it would be preferable to encourage commuting bicyclists to bypass LSSP and follow East Lake Sammamish Regional Trail to SE 56th Street/NW Lake Sammamish Road. Adequate routing would nearly be complete with improvements to this section as described.

14. Work with the City of Issaquah to ensure a paved bicycle trail on the north side of SE 56th Street, between NW Sammamish Road Trail and East Lake Sammamish Regional Trail. This could conceivably include a pedestrian footbridge crossing of Issaquah Creek. Many bicyclists use the sidewalk now, and many go through Microsoft’s 220th Avenue SE/SE 51st St. There is also a bicycle lane next to the auto traffic. In concert with relatively minor bicycle friendly improvements to Project 13 above, a safe commuting bicycle route circumventing LSSP would be realized.
METHODS

The planning process focused on utilizing people with extensive knowledge of the park and trail use and management. The CTP team conducted field reconnaissance to identify current trail conditions, and included a cost estimation for each recommended trail project.

Existing policies and resource information, such as the Washington State Parks and Recreation Commission Trail Goals and Policies, US Forest Service trail design and maintenance standards, City of Issaquah Critical Areas, and Washington Department of Natural Resources data, were reviewed and utilized by the CTP team. The team conducted several meetings with user groups such as Outdoor for All (ADA specialist) Bicycle user groups and the City of Issaquah and Sammamish Parks and Recreation Staff. The planning process was started a year and half before the Covid 19 pandemic and completed the process in pandemic conditions.

This Plan was initiated with a review of existing information provided by State Parks staff, including maps, aerial photos, resource inventories of wetlands, soils, flooding, and other natural processes, as well as goals and management issues identified through their past planning efforts. The review was followed up with a comprehensive and systematic on-site evaluation of the Park trail system which resulted in a list of trail projects.

All the existing established trails were inventoried, measured, photographed, and evaluated for required construction. After identifying and describing projects, they were ranked using evaluation criteria including site accessibility, ease and cost of construction, suitability for educational purposes and community involvement, expected life of project, regulatory requirements, aesthetics, and public access.

Regulatory Considerations

There are many local, State, and Federal regulations that apply to trail and bridge construction. Any substantial project requires a State Environmental Policy Act (SEPA) submittal and approval through the City of Issaquah either in the form of a SEPA checklist, an expanded SEPA checklist, or an Environmental Impact Statement. The CTP is intended to weave into the Lake Sammamish State Park Master Plan and EIS, which is in process.

There are many regulations that pertain to trail and bridge improvement in LSSP because a good half of the Park is lakeshore, wetlands and streams and their buffers. While existing trails are vested in use, proposed improvements must follow regulatory standards.

Local regulations may be different than State or Federal regulations. Aside from SEPA, the primary relevant State regulation is a Hydraulic Project Approval (HPA) from the State of Washington Department of Fish and Wildlife (WDF&W) for any work proposed within the ordinary high water mark of a stream or lake. Riprap is frowned upon along streams and lakes because it degrades fish and wildlife habitat. Life and property protection may trump habitat needs but only if substantial mitigation is included.

Federal regulations are primarily through the United States Corps of Engineers (COE) 404 permit program as they pertain to “navigable waters” and regulated wetlands. In order to obtain a COE 404 permit, concurrence is required from the United States Fish and Wildlife Service and the United States National Marine Fisheries Service. As well, the COE consults with treaty Indian Tribes for their concurrence. Historic fishing ground areas of two different treaty tribes overlap at LSSP - the Muckleshoots and the Snoqualmie. Each Tribe may have different issues with the same proposal and all issues are typically resolved before the COE issues a 404 permit.

Typical development evaluation by local, State, and Federal regulators is sequential: first avoid impact, then minimize, and then mitigate. Following this thread exactly would result in avoiding trails in wetlands altogether but boardwalks are not considered fill and allowances are given for environmental education and interpretation. As well, new and improved trails are typically set back from wetlands and streams and their buffers. And bridges span perpendicular to streams in areas not prone to lateral erosion or avulsion, and bridge beams are above the 100-year flood height.

RECOMMENDATIONS

There is a general need to better define the trails and connections throughout the Park. The new trail map has identified the wetland and non-wetland trail segments in the park better than any other map that has been produced to date. New maps for trail users would be helpful and could be tied to existing and future interpretative information. Overall maps with “You Are Here” locators would be very helpful in orienting visitors to this very large Park.

Modifications to existing trails will be limited to those necessary for public safety and resource protection. The goal is to establish a sustainable, non-motorized recreational trail system that provides high-quality visitor experiences.

New trail construction will be limited to re-routes intended to:

- avoid streams, wetlands and critical habitat segments wherever possible
- create short spur to scenic viewpoints
- eliminate user created trails
- create short connections needed to create trail loops or other visitor experience enhancements
- build a new connector bridge over Issaquah Creek

Sensitive areas, such as the great blue heron nesting colony (heronry), should be avoided. Views and interpretative information are appropriate and can be provided from the existing trail at a distance, but any closer access to this area should be avoided to prevent disturbance to the nesting birds. The lakeshore wetlands, in particular, tend to provide secluded habitats for more secretive and sensitive types of wildlife, such as the herons, other shorebirds, and aquatic mammals.

Other trail recommendations are detailed on the map showing the 14 trail projects. In general, on-grade trails through upland areas in meadows or open forests are preferable to trails in wetlands. The upside of the Park is how flat the trails are (and therefore readily made ADA accessible), the downside is that most of the park trails are in wetland areas. Trails in wetlands can be hard to maintain and difficult to use during the wet season. Trail improvements for year around use require fill or a boardwalk. Since boardwalks are not considered "fill" by regulators, they are more readily permitted, better suited to protect the wetlands, and can manage and focus use by park visitors.

Other opportunities for educational and interpretive signage are detailed throughout the site-specific projects. The diverse ecosystem and varied recreational features of the Park make this a particularly valuable educational opportunity. Interpretive signage in and adjacent to high use areas such as the beaches, picnic areas, and soccer and baseball fields can raise awareness and appreciation for the unusual nature of this large park. Interpretive signage can explain the value and function of small pockets of native vegetation in non-natural areas of the Park, and will also build public support and understanding of large-scale restoration efforts.
Lake Sammamish State Park - Master Trail Plan

Proposed Pedestrian Bridge
- 500 Feet
- Convert low spot in Boat Launch Trail to boardwalk and consider improvements to internal loop trail with crosswalk across park's entry road.
- 250 Feet
- 500 Feet

Recommendations
- Infill survey and adjust map scale and confirmed the status of wetlands. When the trails are designed our measurements will need to be confirmed and re-measured by a surveyor. Also at this time a wetland biologist should also screen the trails for wetland status. This is the best known map to date and should be helpful for future planning efforts.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Connect with to a new section of Loop Trail to the existing high bank creek viewpoint.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
- Improve existing loop trail with crosswalk across park entry road.
- Construct new pedestrian bridge at the NE end of the park to the Loop Trail at the NE end of the park.
- Make a new connection with the to Boat Launch Trail at Boat Launch Trail.
- Designate new wetland areas for floodplain wetlands and span with foot bridges.
1. Issaquah Creek Trail - New Starting Point

**Priority:** High

**Field Survey**
On maps, the Issaquah Creek Trail parallels the east side of Issaquah Creek and goes from its mouth at Lake Sammamish to the south end of LSSP at the SE 56th Street Bridge crossing. For all intent and purposes, however, 1) the primary trail starts on the Sunset Beach side at the boardwalk at Lake Sammamish on the side of Issaquah Creek. This turns into a gravel trail to the footbridge crossing. 2) the middle section is broad and in good condition along open grassland with considerable distance from the creek itself, and 3) the upstream section, skirting along Issaquah Creek on State Parks property, then apparently on Microsoft campus property, and then onto 5 acres recently gifted to LSSP by Lakeside Industries. This trail has huge potential and purpose, including connectivity to the Microsoft campus and the East Lake Sammamish Regional Trail to the east and to SE 56th to the south.

**Trail History**
When the park was developed, park staff needed vehicle and equipment access to the east side so a bridge crossing of Issaquah Creek was built. When the Hans Jensen parcel was acquired and a Boat Launch developed, further trail development was spurred. Back in the late 70’s and early 80s, the sandbar on the east side where an oxbow is located was a nude beach. At the downstream end of the trail is a new boardwalk that takes walkers out to the mouth of the creek. This boardwalk was built in 2014 and allows visitors year round access to the creek mouth.

**Proposed Changes/ Improvements**
The new starting point for the Issaquah Creek Trail is proposed on the boardwalk on the west side of the mouth of Issaquah Creek. The westside trail, which could be made into asphalt as part of the more developed part of the Park, then crosses to the east side of the creek at the footbridge and parallels Issaquah Creek through the length of the park until reaching SE 56th Street. Trail improvements would continue with ADA compacted gravel through the mid-section of trail to the Microsoft Trail. There appears to be few wetlands along this stretch, except for just north of the Boat Launch Trail juncture. The footbridge also needs to be repaired or replaced, its right bank footings damaged in the February ’20 flood. Further upstream, as it gets close to crossing into Microsoft property and then through the length of the former Lakeside Gravel property, the existing trail alignment needs to be further analyzed and re-designed as noted in Project 5 below.

**Estimated Project Cost**
$181,626

* Detail cost estimate in Appendix

**Start Issaquah Creek Trail at river mouth at the end of the boardwalk.**
2. Issaquah Creek Trail - Decommission Old starting Point

Priority: High

Field Survey
The section of trail on the east side of Issaquah Creek from its mouth to the footbridge crossing is a 2-foot wide pioneer trail through forested wetlands where one ducks under branches and over fallen trees. This trail is under water when Issaquah Creek and Lake Sammamish flood.

Proposed Changes/ Improvements
The crude trail on the east side of Issaquah Creek that goes from the Issaquah Creek footbridge to Lake Sammamish should be decommissioned. It would be difficult to permit for fill or boardwalk improvements since there is an improved trail on the opposite side of Issaquah Creek to the mouth. Elimination of the trail through active revegetation and placement of logs and limbs will take care of the source of the problem. A sign should also be posted by the footbridge to discourage use.

Estimated Project Cost*
$5,000

* Detail cost estimate in Appendix
Create public access to a gravel bar off Issaquah Creek Trail.

3. **Create Public Access To Gravel Bar On Issaquah Creek Trail**

**Priority:** Medium

**Field Survey**
An earlier trail location had been identified. As a result of Mountains to Sound Greenway's Issaquah Creek Restoration Plans to reconnect the oxbow during flood events, this location was pulled as conflicting.

**Proposed Changes/ Improvements**
Create a trail to a gravel bar. The grade should be gentle out to the gravel bar and should not require steps. The overall Trail Plan is laden with measures to protect the Parks' streams, wetlands, and lakeshore sensitive areas from human impact. It is felt that a stable gravel bar location would be a perfect low impact way of letting folks become familiar with Issaquah Creek, perhaps encouraging the next generation to become biologists and fluvial geomorphologists.

**Estimated Project Cost**
$68,700

* Detail cost estimate in Appendix
4. **New Trail Connection Through Microsoft Office Complex to East Lake Sammamish Regional Trail**

**Priority:** Medium

**Field Survey**

The Issaquah Creek Trail parallels the northeast side of Issaquah Creek and goes from its mouth at Lake Sammamish to the south end of LSSP at the SE 56th Street Bridge crossing. From the middle section of trail there is a stair access to the Microsoft campus. It looks quite feasible to build an upland trail along the northern edge of the fill until it comes close to the East Lake Sammamish Regional Trail. A footbridge crossing would be required across the ditch that is just west of the regional trail.

**Proposed Changes/ Improvements**

Work with the office complex to continue a new branch trail on the high bank connecting Issaquah Creek Trail to the East Lake Sammamish Regional Trail. This trail would allow walkers and joggers from Microsoft to access LSSP trails and more direct access to the Regional Trail, as well as offer through-access. Cost would be modest for the upland portion and also include one footbridge crossing of the drainage ditch immediately west of East Lake Sammamish Regional Trail.

**Estimated Project Cost***

$195,150

* Detail cost estimate in Appendix

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Work with Microsoft office complex to continue a new branch trail on the high bank connecting Issaquah Creek Trail to East Lake Sammamish paved trail.
5. Issaquah Creek Trail New Southern Extension

**Priority:** High

**Field Survey**
The Issaquah Creek Trail parallels the east side of Issaquah Creek and goes from its mouth at Lake Sammamish to the south end of LSSP at the SE 56th Street Bridge crossing. The upstream section skirts along Issaquah Creek and Parks’ and the corporate business park property and then onto 5 acres recently gifted to LSSP by Lakeside Industries. This segment first dog leg’s around creek meanders and wetland depressions and then onto a road fill that hydraulically isolates its east flank from Issaquah Creek. This trail has huge potential and purpose, including connectivity to the Microsoft campus and the East Lake Sammamish Regional Trail to the east and to SE 56th to the south.

**Proposed Changes/ Improvements**
Reconstruct portions of the southerly Issaquah Creek Trail through floodplain wetlands and road fill and span with footbridges. There are existing segments of trail in Issaquah Creek backwaters and wetlands that skirt Parks’ and the corporate campus property. The trail on the former Lakeside Gravel property is road fill that should be opened up in a few places to allow Issaquah Creek flood backwaters and have footbridge(s) installed to span them. Further, the segment that appears to be on corporate campus property needs to be investigated for ownership and an easement obtained or the property acquired outright.

**Estimated Project Cost**
$1,494,440

* Detail cost estimate in Appendix

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**Trail History**
This trail was used by the homesteader John Anderson to get to his fields on the east side of Issaquah Creek via the SE 56th Street Bridge.

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Reconstruct portions of the southerly Issaquah Creek Trail through floodplain wetlands and span with footbridges.
6. **Internal Loop Trail with Crosswalk across Parks’ Entry Road**

**Priority:** High

**Field Survey**
There is at present no crosswalk across the park entry road by the kitchen shelter to safely allow walking from Sunset Beach and Tibbetts Beach and their respective parking lots to the Kitchen Shelter and its parking lot and then to Orchard Loop Trail. This trail, in turn, connects to Homestead Trail, which follows the west side of Issaquah Creek. While the midsection of Homestead Trail was eroded away by the February 2020 flood, the Orchard Loop Trail remains connected to the downstream Homestead segment back to Sunset Beach. Thus, an internal loop west of Issaquah Creek remains intact.

**Proposed Changes/ Improvements**
Bring the Orchard Loop/downstream Homestead Trail up to trail standards including building a crosswalk across the park entry road by the kitchen shelter. This will allow an inner loop trail via Homestead Trail as well as stage up a larger loop trail via a new Alps View Trail/Issaquah Creek footbridge crossing, and then north on Issaquah Creek Trail.

**Estimated Project Cost**
$1,599,600

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*Detail cost estimate in Appendix

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6. Improve internal loop trail with crosswalk across parks’ entry road.
Decommission the middle section of Homestead Trail due to creek meandering and use Homestead Trail bridge over one of two drainage trenches.

**Trail History**

Homestead Trail has been there a long time. Staying on the west side of Issaquah Creek, it connects the lake to the Homestead Orchard, then to the John Anderson Homestead site next to the artesian water supply building and then to SE 56th Street and Issaquah. Park staff realigned the midsection further to the west when it was washed out a decade or so ago.

**Field Survey**

The Homestead Trail used to route along the west side of Issaquah Creek to SE 56th Street. The midsection of the trail has been continually eroded away by Issaquah Creek, with the trail relocated at least once. During the flood of February 2020 the Pickering Creek footbridge was swept downstream and the trail just upstream eliminated. The footbridge was salvaged relatively intact and rests in the Homestead Orchard. Reconstructing this trail would require fortifying it against Issaquah Creek, spanning Pickering Creek with a footbridge in a wetland to the west, and running the trail through a WSDOT wetland mitigation site.

**Proposed Changes/ Improvements**

Decommission the middle section of the Homestead Trail due to creek meandering and use the recovered Homestead Trail bridge to place over one of two drainage ditches as a part of Alps View Trail construction. Decommissioning will require scarifying the compacted trail surface, dragging logs and branches in to impede travel, and intensive revegetation.

**Estimated Project Cost**

$50,000

* Detail cost estimate in Appendix
8. New Issaquah Creek Bridge

**Priority:** High

**Trail History**
The single footbridge has been in existence since the park was developed. Once the boat launch property was developed, park staff needed vehicle and equipment access to the boat launch. No second footbridge, further upstream, has ever existed.

**Field Survey**
From a loop trail routing perspective, it would be ideal to have a second creek crossing somewhere midway between the existing footbridge and the 56th Street Bridge. This also happens to be where the risk and cost of a bridge appear to be lowest. Issaquah Creek is still downcutting through this section, trying to reach equilibrium from lowering of the lake’s Winter pool elevation from the Sammamish River Corps dredging project in 1963. The stream has abandoned its floodplain and is not moving laterally in this segment.

**Proposed Changes/ Improvements**
Design and build a footbridge in the midsection of Issaquah Creeks’ length at LSSP. From a trail routing perspective, it would be ideal to have a bridge crossing match up with Alps View Trail.

**Estimated Project Cost**
$2,049,110

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**New bridge to cross Issaquah Creek just south of the oxbow to connect Issaquah Creek Trail to Homestead Trail.**
Make a new connection with Orchard Loop Trail to Homestead Trail, including high bank creek viewpoint.

9. **New trail connection with Orchard Loop Trail to south half of Homestead Trail, including high bank creek viewpoint**

Priority: High

**Field Survey**

From the west, a new Alps View Trail goes through wetlands dominated by reed-canary grass as well as crossing the Pickering (Costco) drainage. The Pickering drainage in this segment was formerly ditched and has beaver dams in it. A WSDOT wetland mitigation site is to the north. Once crossing the ditched channel, the potential trail alignment becomes upland as it approaches Homestead Trail. A portion of the original Homestead Trail to the north is intact until it comes upon a 12’ high vertical bank down into Issaquah Creek. Building Alps View Trail would allow a re-connection to upstream Homestead Trail and SE 56th Street, now isolated. Homestead Trail is too close to Issaquah Creek at the old Homestead (by the water supply pumphouse).

**Proposed Changes/ Improvements**

Most of Alps View Trail would be on boardwalk through degraded reed-canary grass wetlands that could be enhanced by sculpting the ground and revegetating for biological diversity. The same could be done with the sediment-ladened Costco ditch. Water from the Pickering drainage could be used to supply this enhanced wetland. Signage could describe the restoration as well as the view to the Issaquah Alps. There is a section of Homestead Trail to the north that could be saved as an overlook of the eroded high bank of Issaquah Creek. With substantial fencing, a creek interpretive sign could be located there. The southern half of Homestead Trail could be improved to the new standards and realign along existing secondary trail to the west near the old Homestead to avoid a meandering Issaquah Creek.

**Estimated Project Cost**

$1,232,510

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* Detail cost estimate in Appendix
10. Convert Boat Launch Trail to boardwalk and consider shortening at elbow

Priority: Medium

Trail History
This trail was built by Parks staff for maintenance equipment access in the early 1990’s after the boat launch was developed.

Field Survey
The trail and its surroundings are largely wetlands. Granular fill placed on the trail over time may have caused some of the trail to be classified as upland. The trail passes through stands of Oregon Ash and willow, with views of lily pads and Lake Sammamish as you get closer to the Boat Launch. There is an elbow in the trail that can be a good sized puddle in the Spring. There are 3 footbridge crossings of year-around springs as one gets closer to the Boat Launch.

Proposed Changes/ Improvements
Most of the length of the Boat Launch Trail appears to be in wetlands so a boardwalk is appropriate. The first couple hundred feet taking off from Issaquah Creek Trail is upland and thus can have granular fill as trail surface. There should be some consideration for shortening the trail away from the elbow and therefore less expensive to construct. Consideration for routing should also take into account aesthetics - the existing route goes through forest wetlands of Oregon ash and willow whereas the alternate shorter route goes through reed canary grass wetlands. The footbridges of the three spring-fed creeks close to the Boat Launch and a culverted drainage nearby would be replaced by the boardwalk.

Estimated Project Cost*
$1,726,448

* Detail cost estimate in Appendix
11. Extend Boat Launch Trail to East Lake Sammamish Regional Trail along the south side of the boat launch entry road

**Priority:** Medium

**Trail History**
Once the boat launch was developed, State Parks built the Boat Launch Trail to provide maintenance access internally. The boat launch road has since served as an access to East Lake Sammamish Parkway, as well as what has become the East Lake Sammamish Regional Trail once it was converted from Rails to Trails.

**Field Survey**
The Boat Launch Entry Road is flanked on its south side by wetlands. The City of Issaquah has indicated their desire to place a fire station on the south side of the boat launch entry.

**Proposed Changes/ Improvements**
Because everything is wetland from the edge of the Boat Launch entry road is wetland, it seems reasonable for aesthetic reasons to have a wetland boardwalk further to the south of the road.

**Estimated Project Cost**
$1,257,500

* Detail cost estimate in Appendix
12. Connect southernmost section of Jogger’s Loop Trail to a potential I-90 pedestrian crossing near Tibbetts Creek

Priority: Medium

Trail History
In modern times, there have been no connecting trails.

Field Survey
Prior to Highway 10 that became I-90, wildlife and humans followed along Tibbetts Creek to get to and from Lake Sammamish. Recent planning for Rowley’s Hyla Crossing showed a pedestrian crossing of I-90 to get to the other side of the freeway and LSSP. Since the City acquired the Greenwood property along the east side of the frontage road and west of LSSP, there has been discussion of what to do with that property and how to make a trail connection from NW Sammamish Road to LSSP.

Proposed Changes/ Improvements
An I-90 flyover pedestrian bridge that parallels Tibbetts Creek as well as a trail from NW Sammamish Road across the City of Issaquah’s property to LSSP is proposed. Cost would be borne by the City of Issaquah for both. The former would require TIP funding. Both off-site trail projects would enhance driver-less options in the City of Issaquah.

Estimated Project Cost
TBD

Connect southern-most section of Joggers Loop Trail to a potential I-90 pedestrian crossing near Tibbetts Creek crossing and also improve pedestrian access from Sammamish Cove Park from NW Sammamish Road.
**13. Modify NW Sammamish Road Trail surfaces like the wooden deck bridges to be bicycle friendly**

*Priority: High*

**Field Survey**

The NW Sammamish Road Trail is a 10’ wide concrete surface that is set well north of the road. There are three wooden plank bridges that span lowlands and drainages. The trail is extremely all-purpose but is posted “No Bicycles”, apparently because the plank bridges become slick with frost and ice and accidents have occurred. The north side of the road also has a sidewalk as well as a bicycle lane from East Lake Sammamish Parkway to 10th Avenue. West of 10th Avenue on the north side of the road there is a right-hand-turn/HOV lane.

**Proposed Changes/ Improvements**

The three bridge decks should be resurfaced so that bicyclists can safely use them. And the “No Bicycles” signs should be removed. West of 10th Avenue, where there is no bicycle lane, there should be consideration for a joint agreement between the City and State Parks for having the sidewalk designated for bicyclists and the concrete trail for pedestrians.

**Estimated Project Cost**

$71,000

*Detail cost estimate in Appendix*
14. Work with the City of Issaquah to ensure a paved bicycle trail on the north side of SE 56th Street, between NW Sammamish Road Trail and East Lake Sammamish Regional Trail

Priority: Medium

Field Survey
On the NW Sammamish Road segment there is not only a bicycle lane and sidewalk on both sides but a 10’ wide concrete pedestrian trail north of and paralleling the road. The concrete pedestrian trail comes up to the historic Park boundary on the western flank of the Issaquah Creek bridge. East of here, along SE 56th Street to the East Lake Sammamish Parkway, is the standard road configuration including bicycle lanes and sidewalk on both sides.

Proposed Changes/ Improvements
As the missing link, build a wide trail on the north side of 56th Street to connect the LSSP’s NW Sammamish Road Trail to the west to the East Lake Sammamish Regional Trail. Bicyclist families coming from the north and south on ELST would then have the opportunity to travel more safely west along SE 56th Street. This could include a pedestrian bridge on the north side of the Issaquah Creek car bridge. It would likely be within the ROW of the City of Issaquah’s SE 56th Street Road and therefore the City would be the lead.

Trail History
NW Sammamish Road/SE 56th Street has been an arterial road for many years. Fairly recent widening of the road included a bicycle lane and sidewalk on both sides.

Estimated Project Cost
TBD

Work with City to ensure a paved bicycle trail on north side of SE 56th Street, between NW Sammamish Road Trail and East Lake Sammamish Trail.
TRAIL TYPES

Service Road
These trails are multi-purpose. In addition to recreational use, they provide access for State Park’s emergency and other authorized vehicles. In order to provide recreational trail use, desired recreation experiences and habitat protection, they are not open to motorized vehicles from the general public but may require 4-wheel drive to travel. Standing water will be drained off the tread where possible and small wood bridges will be constructed for low or wet spots.

Brushing standards
- **Tread width:** 8’ to 12’ depending on terrain
- **Brushing width:** 8’ to 12’ depending on tread width
- **Overhead clearance:** to 10’
- **Equipment use:** Tractors and brush-hogs may be used when available to blade and brush trails. Otherwise, power mowers, weed cutters, and chainsaws may be used to keep these service roads open and passable.

Double Track
These tracks are not meant to be drivable by service vehicles. They are to be wide enough for hikers to comfortably pass each other on the trail. Trip hazards may be removed from tread where practical and standing water will be drained off of the tread when possible.

Brushing standards
- **Tread width:** 5’ to 8’
- **Brushing width:** 6’ to 10’ at 2’ off the ground
- **Overhead clearance:** to 10’
- **Equipment use:** Mowers and weed cutters may be used for brushing and chainsaws may be used to cut out branches. Tractors with buckets larger than 6 foot will not be used to blade trails and their use must be pre-approved by the Park Manager.

Single Track
These trails will be single file trails preserving a more natural-looking trail corridor. Brushing will be enough to keep brush from hanging over the tread. Tread will be worked to remove standing water where possible and to remove excessive trip hazards where practical.

Brushing standards
- **Tread width:** 2’ to 3’
- **Brushing width:** 4’ to 8’ at 2’ off the ground
- **Overhead clearance:** 10’
- **Equipment use:** Preferred method would be hand tools. Chainsaws may be used to cut logs and branches out of the trail. Weed cutters may be used to brush trails.

Primitive Trails
These trails will be maintained to a minimal standard. They will not seem suitable for all users and are meant to be challenging to bicycles and horses. Brushing will be limited to safety brushing of sharp sticks, branches and logs greater than 12” or that are elevated off of the tread, and branches that fall across the trails. The tread will be left in its natural uneven state.

Brushing standards
- **Tread width:** 10” to 24”
- **Brushing width:** Brushing width should be the same as tread width unless additional visibility is needed for public safety. Brush branches and logs that fall across the trail. Blind corners may be brushed for sight clearance as a safety improvement.
- **Overhead clearance:** To 10’
- **Equipment use:** Limited to hand tools and chainsaws for fallen logs removal only. Weed cutters may be used for brushing.

Non-System Trails
These trails include currently overgrown trails that are not desirable to re-establish for recreation. Such trails may be contributing to private property trespass or need to be rerouted or abandoned due to excessively steep terrain or sensitive habitats. There will be no maintenance on these trails and will be signed “closed”. Woody debris may be placed to discourage use. Where vegetation is not re-establishing and use continues, trail tread may be ripped up and native plants transplanted.

EDUCATIONAL SIGNAGE
Interpretive signs along the trails should include discussion of 1) pioneers who had their farms in the park. There are a number of them. Such a sign could be located where John Anderson had his farm. 2) Farming in the Issaquah valley, perhaps near the existing soccer fields. This sign could be combined with #1. 3) A sign describing the Issaquah Alps and their relation to Issaquah and LSSP. That sign might be over by the ballfield area as it has the best view of all three mountains. 4) A sign describing the boats that provided the transportation from Seattle to Issaquah in the late 1860’s to the late 1880’s. Such a sign could be down by the lake. 5) A sign describing the importance of the train that arrived in the late 1880’s. It is what opened up coal mining and the lumber industry to the valley. That sign should be located over by the boat launch. 6. A sign about Hans Jensen over by the boat launch. 7) A sign about Native American long-time presence in the valley and in the park. 8) A sign about salmon could be at the Issaquah Creek overlook as part of Project 9. 9) A sign about wildlife found in LSSP.

Implementations
Agency Review and Permitting
Trail maintenance and construction projects begin with approval by the Park Ranger and Area Manager. All projects are to be consistent with the CTP. Potential projects can be submitted through park staff or by the recommended Trail Coordinator/Volunteer Coordinator. Approval will be based on consistency with the CTP, priority actions, and available resources.

An O-34 Project Form, the standard park project submittal form, will be the standard vehicle for project submittal. The completed form, along with required attachments (maps and site photos), will be submitted to the Region Manager for approval. All O-34 forms are vetted through region staff for consistency (i.e. construction practices, regulatory compliance, natural and cultural resource review, etc.). The Region Manager will make the final approval on the potential project using the review recommendations from staff and available funding. All projects, regardless or origin or funding (including volunteer projects) must go through staff review.

If approved, the proposed project will be required to comply with all pertinent environmental regulations before construction. State Parks is required to complete a review under the State Environmental Policy Act (SEPA) for all agency actions (RCW 43.21C). This includes both internal proposals, such as park projects, and external proposals, such as partnership projects. The intent of SEPA is to assure that the agency considers impacts to the environment when taking actions in pursuit of its mission. Additional environmental review may be required depending upon the scope and location of a proposal. Any work that disturbs the ground could be subject to archaeological review. Work within a critical area will likely require King County review under their Critical Area Ordinance. Additional review permits could be required for work-in or near a water body, tree removal, or any work that could potentially impact a sensitive plant or animal species. Parks staff will review each proposal through the O-34 process and determine what regulatory processes will be required. Environmental compliance review could take anywhere from a few weeks to a several months, depending upon the complexity of the project and any potential impacts.
Still other projects (principally perimeter ones) pose potential negative consequences with conflicting uses if not carefully considered. Examples of this are Boat Launch Trail (Project #10), new Boat Launch Trail to ELST (Project #11), a new trail across the Greenwood Property by the City (Project 12), and the upstream Issaquah Creek Trail leg to SE 56th Street (Project #5). All of these raise issues of potential short-cutting by commuting bicyclists on a 6' wide boardwalk designed for ADA use. And the Boat Launch Trail may need to be wider to accommodate maintenance equipment, making it even more susceptible to speed differences in various users and a safety risk. Can these be accessible to wheelchairs but not bicycles?

The overriding question is how do we preserve this gem of a place and still provide year around trail use? Part of the answer is in trail surface type, regulating bicycles out of some or all of the wildlands, and in developing user self policing. How can the trails be compatible for walkers, joggers, parents with their baby in a stroller, birdwatchers, the elderly, and the handicapped in a mix of trikes, casual bicyclists, and speed bicyclists? Addressing and managing these potential conflicts between user groups is the next quest.

Other projects are expensive but need to get done as soon as possible. They include the new Alps View Trail (#9) due to Issaquah Creek having eroded away the middle section of Homestead Trail (Project #7) and leaving upper Homestead Trail (subset of Project #9) isolated except from off-site at SE 56th Street. A new Alps View Trail would end at the new footbridge (Project #8) to create an internal loop trail on both sides of Issaquah Creek.

APPENDIX

Background on Lake Sammamish Trails

Tibbetts' Creek Trail

The beginning of this trail, up by the crosswalk over NW Sammamish Road, was built in 1997 when the DNR had built the across the street from the park. The building was an office building because when Western Wireless moved into the building they soon found out that there was not enough parking available for the amount of office space. Western Wireless contacted the park and inquired if they could park some of their vehicles in the park so that some of their employees could park there. At the time the WAC didn't allow that to happen, that only those recreating in the park could park their cars in park lots. Western Wireless let park staff know that they would be willing to pay for that privilege. Park and region staff saw an opportunity and after some time a contract was written. Before that could happen the WAC had to be changed, and it was. The most direct route from the parking lot to their building was along the route that the trail now follows. Subsequent leases of the building have all followed up with similar agreements to park their employee's vehicles in the park. The ditch along the southern end of the trail is an old drainage ditch that was part of Drainage District 4. It was numbered 0170. This was one of several ditches that were used to keep the farms and pastures dry for as much of the year as possible. The western half of the Issaquah Valley all drains through this ditch and heavy floods during the winter make this ditch becomes a torrent and often overflows its banks. That was especially common when the culvert went under the park entrance road was only a 3' corrugated steel pipe. That pipe was replaced by large concrete box culvert in 2007 when the city did some work along the ditch and near the entrance of the park. That work included putting a small curve on the exit side of the park road. My thoughts there was to get the road heading in a more easterly direction so that the actual entrance of the road could be moved further east from where it currently exists. That would get the road away from Tibbetts' Creek and have the exit east of campus where the Sound Transit would go. After the trail crosses the entrance road it follows a blacktop trail for a distance until it connects to the blacktop trail that was built as part of the 1974 park expansion project. As the trail passes the intersection that crosses over to the ball fields one can see the restoration projects done by DOT and Sound Transit. The DOT project on the south side of the creek was done in 2004 as mitigation for the work done during the construction of the I-90 Exit 18 project. The Sound Transit project was done in 2008 as mitigation for the construction of the new transit center in Issaquah. Shortly after passing the intersection, the settling pond on the right side was constructed as part of the 1974 park expansion and all the catch basins in the adjoining parking lot drain to this pond. There is a culvert from the pond, under the trail that then dips into Tibbetts' Creek. About 20 years ago, the pond was filling in and a large excavator was brought in to dredge it out again. Some day that will have to happen again. There is a large contrast in the types of plant life on the left side of the trail where the Sound Transit ended and where no work has yet been done. This trail then continues until it either reaches the intersection with the trail that circles Tibbetts' Beach picnic area, or it circles to the left until it ends down by the lake.

Jogger's Loop Trail

This trail starts out as the only paved section of trail that passes the baseball diamond and goes out past the restroom until it almost reaches NW Sammamish Road. It parallels the south side of Tibbetts' Creek and was built as part of the 1974 park expansion project. In 1980, J.C. Penney wanted to build a fitness trail in the park and it was placed in this area, using in-part the existing paved trail. The rest was built in the mostly grassy area to the west of the diamond. There were 12 – 15 different exercise stations along the trail. For whatever reason, the trail wasn't used much but it did manage to get vandalized a lot. So after 8 - 9 years the stations were removed but the trail continued to be maintained. Though much of the trail has grown over with grass, there is about a 3' wide crushed rock section all along the route under the grass. Shortly after the first short bridge one passes after turning right after crossing the bridge there is a short raised section of trail. That was an old road that used to go along the creek and led to a small boat landing area that was used by local farmers. This road is plainly visible in old aerial photographs of the area. The City owns the fields west of the park boundary and they have recently been removing blackberries and have cut a grass trail that starts and ends off of the Jogger's Loop Trail. It is obvious by how straight the creek now flows that the original creek did not follow the existing course. At some time it must have wandered through the area where the Jogger's Loop Trail and the city's land now are located. Though this trail is critically impacted by the noise coming off the freeway it has one of the best views of the surrounding mountains.

Homestead Trail

This trail was developed in 1997 by mostly clearing out a short section of road that led from the Sunset Beach Parking Lot to the orchard and then moving a route

Lake Sammamish State Park Comprehensive Trails Plan
through the old dairy pastures past the irrigation well house and to the parking lot for the small soccer fields. The orchard has been here since the property was used for farming and dairy but the route to the orchard was never maintained by park staff. Since 1997, the trail has continued to be maintained with some adjustments of the route through the pastures depending on where park staff wanted the route to go. There is a short bridge across the ditch that was put there in the early 2000’s. The original bridge was one that was removed from across Tibbetts Creek near the Ballfield area when that bridge was replaced by a longer bridge that came from downtown Issaquah during the DOT mitigation project on the creek. DOT collapsed that first bridge when they drove heavy equipment over it when they were maintaining their 2009 restoration project in that area and they built the existing bridge. The trail stayed away from the creek for much of the route and when DOT designed their restoration area they pushed the trail up against the creek and out of their site. As the creek continues to erode that side of the creek it wasn’t long before the trail was disappearing. DOT reluctantly agreed to clear a narrow route through their restoration site which is why that portion is narrow and crude. The sections of concrete in the ground closer to the soccer fields are what’s left of the farmhouse and to the parking lot for the small soccer fields.

The sections of concrete in the ground closer to the creek it wasn’t long before the trail was disappearing. The eastern end of the trail was in Lakesides Industries property until 2018 when the property was donated to State Parks. Even before the property was donated park staff would maintain the trail and reroute it as the creek changed course. Woodside’s barn was located in this area but that structure has been gone for over 50 years. The western half of this trail has been in its current location for many years. Back in the late 70’s and early 80’s, the sandbar found where the oxbow was located was an established nude beach. Just up from the bridge, a walker can see some pieces of cement pipe along the trail. That was part of the septic drainfield that serviced the now gone Creek Restroom. Once the park was connected to Metro sewer in the 1960’s that drainfield was abandoned. The western end is a boardwalk that takes walkers out to the mouth of the creek. This boardwalk was built in about 2012 and allows visitors year round access to the creek mouth.

**Boat Launch Trail**

This trail was developed in the 1990s by basically using a flail attachment on a tractor to cut a route through the grass and shrubs. Before that time, there was no way to get from the main part of the park to the boat launch without taking the city streets. This route allowed for mowers to get to that side of the park and for park visitors to enjoy an easy walk into a new area. A seasonal ranger proposed the idea of the trail and flagged the route. He also did a majority of the work. Park staff has done a minimal amount of work on the trail, hopefully to allow access for much of the year. But it can be wet and would need major fill or long boardwalks to make this route good for much of the year. There are sandbar found where the oxbow was located and that is because the short bridges in this section are very slippery during the wet winter months. During the late summer a walker on this trail can see some hops plants that are descendants of the hops plants that were so prevalently farmed in the late 1800s.

**Issaquah Creek Trail**

This trail, or a similar version of it, has been in existence since the park was developed if not earlier. The previous farmers need access to the hay fields that were found on the north side of Issaquah Creek. Once the park was developed, park staff needed vehicle and equipment access to these fields. There was a need for fire control access and up until the early 1990s the park had a North Bend farmer that for a very small fee cut the grass in these fields for hay. Parks justified that sale as a way for better fire control. When Pickering Barn was still operating, horse riders would use this trail to access these fields and at times they would cross the creek bridge and ride through the picnic area and on the beach. There were restrictive signs on the trail as the rider would access the park but they would ignore them. The eastern end of the trail was in Lakesides Industries property until 2018 when the property was donated to State Parks. Even before the property was donated park staff would maintain the trail and reroute it as the creek changed course. Woodside’s barn was located in this area but that structure has been gone for over 50 years. The western half of this trail has been in its current location for many years. Back in the late 70’s and early 80’s, the sandbar found where the oxbow was located was an established nude beach. Just up from the bridge, a walker can see some pieces of cement pipe along the trail. That was part of the septic drainfield that serviced the now gone Creek Restroom. Once the park was connected to Metro sewer in the 1960’s that drainfield was abandoned. The western end is a boardwalk that takes walkers out to the mouth of the creek. This boardwalk was built in about 2012 and allows visitors year round access to the creek mouth.

**NW Sammamish Road Trail**

This trail was developed when the city of Issaquah widened both NW Sammamish Road and SE 56th Street probably in the early 1980s. It parallels these two roads and is either a sidewalk next to the road and a concrete path that was developed at the eastern end that follows a route several feet off the roadway. It extends from the Soccer fields 1 &amp; 2 to the park entrance. The concrete path that breaks away from the side of the road allows no bicycles and that is because the short bridges in this section are very slippery during the wet winter months. During the late summer a walker on this trail can see some hops plants that were so prevalently farmed in the late 1800s.

**Playground Trails and Kitchen Shelter Trail**

Almost all of these blacktop trails were developed for the 1974 park development project that built the Tibbet’s Beach parking lot and picnic area, the Kitchen Shelter parking lot and picnic area, the Rotunda area and others. These trails have always been the most accessible year round trails in the park and have been popular with hikers of all abilities.

Richard Benson, May 2019
## Detail cost estimates

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<td><strong>Signage</strong></td>
<td>Sensitive area signs</td>
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<td>3. Create Public Access To Gravel Bar On Issaquah Creek Trail</td>
<td><strong>Survey</strong></td>
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<td><strong>Permitting fees</strong></td>
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<td><strong>Construct Boardwalk</strong></td>
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<td>Mitigation</td>
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<td>Based on construction costs</td>
<td>20% of construction cost</td>
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<td><strong>Tax</strong></td>
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<td>4. New Trail Connection Through Microsoft Office Complex to East Lake Sammamish Regional Trail</td>
<td><strong>Use Agreement</strong></td>
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<td><strong>Survey</strong></td>
<td>Survey land and wetland</td>
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<td><strong>Design</strong></td>
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<td><strong>Permit</strong></td>
<td>SEPA</td>
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<td><strong>Footbridge west of ELST</strong></td>
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### Detail cost estimates (cont.)

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<td>Trail Construction 6 ft wide</td>
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<td>Boardwalk Construction 6 ft wide</td>
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<td>Foot Bridges Including excavation and export</td>
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<td>Construct Trail 6 ft wide</td>
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<td></td>
<td>Construct Boardwalk 6 ft wide</td>
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<td>$700</td>
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<td>$50,000</td>
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<td>Deconstruct - scarify/wood/veg</td>
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<td>8. New Issaquah Creek Bridge</td>
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<td>Construct Bridge</td>
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<td>Construct Trail Build approach trail</td>
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<td>9. New trail connection with Orchard Loop Trail to south half of Homestead Trail, including High bank creek viewpoint</td>
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<td>New Trail Mitigation</td>
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<td>Construct Overlook Trail/Penost Interpretive</td>
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<td>10. Convert low spot in Boat Launch Trail to boardwalk</td>
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<td>Construct Trail</td>
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<td>Construct Boardwalk</td>
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<td>11. Extend Boat Launch Trail to ELST</td>
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<td>Projects</td>
<td>Details</td>
<td>Cost</td>
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<td>Project Total</td>
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<td>------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
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<td>12. Connect southernmost section of Jogger's Loop Trail to a potential I-90 pedestrian crossing near Tibbetts Creek</td>
<td>Work with WSDOT and City of Issaquah</td>
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<td>Construct Trail</td>
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<tr>
<td>13. Modify NW Sammamish Road Trail surfaces like the wooden deck bridges to be bicycle friendly</td>
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<td>Resurface bridges</td>
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<td>Signage</td>
<td>Change signs—allow bicycles</td>
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<td>Tax</td>
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<tr>
<td>14. Work with the City of Issaquah to ensure a paved bicycle trail on the north side of SE 56th Street, between NW Sammamish Road Trail and East Lake Sammamish Regional Trail</td>
<td>New signage and assist with design</td>
<td></td>
<td></td>
<td>$9,930,076</td>
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</tbody>
</table>

Detail cost estimates (cont.)
REFERENCES
