City of Ellensburg

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.
1216 NW 67th Street
Seattle, WA 98107
Tel: 206.762.2676
Fax: 206.763.3272
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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 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 meeting 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 forest 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, increased property values, 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 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

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 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 surround land uses.
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 along the way (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.

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 recommendation 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](image)

**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 its 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.
<table>
<thead>
<tr>
<th>Stake Holders</th>
<th>\nJohn Wayne Pioneer Trail \n\nRECONNECTION STUDY \nStakeholder’s Advisory Committee \nCONTACT LIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scott Archer, Director</td>
<td>John Barker Landscape Architects</td>
</tr>
<tr>
<td>Ellenburg Parks &amp; Recreation Dept.</td>
<td>1514 NW 52nd Street, Seattle, WA 98107</td>
</tr>
<tr>
<td>420 North Pearl Street</td>
<td>206-783-2870 • 206-783-3212 fax</td>
</tr>
<tr>
<td>Ellenburg, WA 98926</td>
<td>222 East Fourth Street, Ellensburg, WA</td>
</tr>
<tr>
<td>509-926-8638 • 962-7127 fax</td>
<td>98926 • 509-933-2872</td>
</tr>
<tr>
<td>email <a href="mailto:archers@ci.ellensburg.wa.us">archers@ci.ellensburg.wa.us</a></td>
<td>Email <a href="mailto:barkerla@aol.com">barkerla@aol.com</a></td>
</tr>
<tr>
<td>John Akers, PE</td>
<td>Brian Carter, Park Manager</td>
</tr>
<tr>
<td>Director</td>
<td>Gingko-Wanapum State Park</td>
</tr>
<tr>
<td>Ellenburg Public Works</td>
<td>P.O. Box 1203</td>
</tr>
<tr>
<td>414 North Main Street</td>
<td>Vantage, WA 98950</td>
</tr>
<tr>
<td>Ellenburg, WA 98926</td>
<td>509-856-2700</td>
</tr>
<tr>
<td>Michael Cheyne, Ellenburg Parks &amp; Recreation Commissioner</td>
<td>Chuck Cruse, PLS</td>
</tr>
<tr>
<td>1004 E. 4th Ellenburg 98926</td>
<td>Cruse and Nelson Surveyors</td>
</tr>
<tr>
<td>925-7638</td>
<td>PO Box 959</td>
</tr>
<tr>
<td></td>
<td>Ellenburg, WA 98926</td>
</tr>
<tr>
<td></td>
<td>509-925-4747</td>
</tr>
<tr>
<td>Bill Vertrees, Facilities Manager</td>
<td>Steve Willard</td>
</tr>
<tr>
<td>Central Washington University</td>
<td>Blazing Tree Ranches</td>
</tr>
<tr>
<td>400 E. 8th Avenue</td>
<td>2000 124th Avenue N.E. Suite B-100</td>
</tr>
<tr>
<td>Ellenburg, WA 98926</td>
<td>Bellevue, WA 98005</td>
</tr>
<tr>
<td>509-963-1011 • 509-963-1015 fax</td>
<td>509-962-2220 tel/fax • 425-883-7800</td>
</tr>
<tr>
<td></td>
<td>425-453-1709 fax • cell 206-660-2738</td>
</tr>
<tr>
<td></td>
<td>email swtmc.aol.com</td>
</tr>
<tr>
<td>Sean Maupin, Ellenburg Parks &amp; Recreation Commissioner</td>
<td>Jack Price</td>
</tr>
<tr>
<td>PO Box 401</td>
<td>Happy Trails Horse Ranch</td>
</tr>
<tr>
<td>Ellenburg, WA 98926 962-5784</td>
<td>P.O. Box 32</td>
</tr>
<tr>
<td><a href="mailto:seanmaupin@hotmail.com">seanmaupin@hotmail.com</a></td>
<td>Easton, WA</td>
</tr>
<tr>
<td></td>
<td>509-656-2634</td>
</tr>
<tr>
<td>Mel Shefler, President Kittitas County Fair Board</td>
<td>Paul Bennett, PE</td>
</tr>
<tr>
<td>1331 Cascade Way</td>
<td>Public Works Director</td>
</tr>
<tr>
<td>Ellensburg, WA 98926</td>
<td>Kittitas County Public Works Department</td>
</tr>
<tr>
<td>800-552-0766</td>
<td>205 West 5th, Room 108</td>
</tr>
<tr>
<td>962-2005</td>
<td>Ellensburg, WA 98926</td>
</tr>
<tr>
<td></td>
<td>509-962-7523 • 962-7600 fax</td>
</tr>
<tr>
<td>Brian Hovis, Park Planner Washington State Parks &amp; Recreation Commission</td>
<td></td>
</tr>
<tr>
<td>7150 Clearwater Lane P.O. Box 42650</td>
<td></td>
</tr>
<tr>
<td>Olympia, WA 98504-2650</td>
<td></td>
</tr>
<tr>
<td>1-800-552-0766 • 962-2005</td>
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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. (see Sean’s very nice handout)

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, Gingko-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

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.
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.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>September 22, 2000</td>
<td>First Steering Committee Meeting</td>
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<tr>
<td>January 10, 2001</td>
<td>Draft reports to all Steering Committee members</td>
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<tr>
<td>January 19- Feb. 1</td>
<td>Door to door discussions with Willow Street/Pioneer Rd. residents</td>
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<td>February 8, 2001</td>
<td>Second Steering Committee Meeting 9 am</td>
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<tr>
<td>February 15, 2001</td>
<td>Public Meeting #1 to present best trail route 7 pm</td>
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<tr>
<td>March 29, 2001</td>
<td>Third Steering Committee Meeting Meeting 9 am</td>
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<tr>
<td>April 8, 2001</td>
<td>Public Meeting #2 to present refinements, costs, phasing</td>
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<tr>
<td>May-June, 2001</td>
<td>Draft Report; Funding strategies, Action Plan, Recommendations</td>
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<tr>
<td>June-July 2001</td>
<td>Final Steering Committee and Public Meeting</td>
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<td>July 2001</td>
<td>Report refinements, Funding strategies, Action Plan</td>
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<tr>
<td>August 2001</td>
<td>Site/Corridor measurements, Preliminary Construction Documents, Cost refinements</td>
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<tr>
<td>September, 2001</td>
<td>Final Public Meeting at Park Commissioner’s Meeting</td>
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<td>October, 2001</td>
<td>Council Adoption</td>
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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 Council members Ed Berry, 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, it's 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 (see below). 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 Knudson’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, bower's 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.
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 Shockey Property, Irene Rheinhart riverpark, 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 Peoples' Pond 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 upkeep 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 is 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 meeting 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.
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 and equestrian loading facilities, and could include restrooms.)

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

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

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
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, Lindners 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.
**segment A:**
New trail following alignment of Cora Street/Rasmussen Road
Owners: Private Landowners (Winegars, Lindners, 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.*
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 WATAHIP**

**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.
- along Rasmussen Road
- Bender Rd. to Bowers route
- owner: Private/Kittitas County
- Possible additional ROW required
- land use: pasture/hayfield
- future residential
**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 T

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

Whiskey Cr. Crossing

Cascade Canal

Whiskey Cr. Crossing

Irrigated Land

C1
C2
C3
C4

see section drawings & photography
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN

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

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

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

Section D1, Looking Northwest
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'

![Image of the environment described in the text]

*John Wayne Pioneer Trail Reconnection Study Final Report*  
*September 2001*
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
photographs that correspond to each segment

segment D:
5650 Ft.
Bowers Rd. potential ROWs
owner: Kittitas County
land use: pasture/hayfield/shooting range
segment E:
Turns south onto Blazing Tree Ranches property
owner: Steve Willard
land use: pasture/hayfield
55dimensions: 25-30' x approx. 4000'

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

John Wayne Pioneer Trail Reconnection Study Final Report
September 2001
segment E:

3800 ft. Blazing Tree Ranches
owner: Steve Willard
325 ft owner: Jim Carmody
land use: pasture/hayfield
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN

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

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

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

Section E4, Sanders Road Crossing, Looking West
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)
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN

Section D2, Looking West
Scale 1/4" = 1'-0"

Section D3, Airport Road Crossing, Looking North
Scale 1/4" = 1'-0"

Section D4, Looking West
Scale 1/4" = 1'-0"

Section D5, Looking West
Scale 1/4" = 1'-0"
PROPOSED JOHN WAYNE TRAIL RECONNECTION PLAN

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

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

Section F2, 18th Avenue Crossing, Looking West
Scale 1/4" = 1'-0"
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
JOHN WAYNE TRAIL RECONNECTION PLAN AT ALDER & 10TH SIGNAL

approx. location
Linder Chiropractic Office

Proposed Underground Powerline

edge of City Right of Way

approx. location 76 Union
Peterson Convenience store

flush pavers & bollards

new signal poles

new crosswalk

10TH STREET

wsdot std removable bollard

12' wide concrete paver trail
widen 5' walk to 12 (4' to East -3' to West)

relocate ADA parking space close to front door of Linder Office

retain all street tree

approx. location Dairy Queen

own Ditch
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 sidewalk & street trees

Fairgrounds Parking
Traffic Circle / sign / flagpole

JOHN WAYNE TRAIL
RECONNECTION PLAN
AT KITITAS COUNTY
FAIRGROUNDS
Section C7, Looking North
Scale 1/4" = 1'-0"

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

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

Section II, CWU Campus Pedestrian/Bicycle Link, Looking West
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

Section J1, Existing John Wayne Trail Upgrade, Looking Northwest
Scale 1/4" = 1'-0"
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. 69% of the trail is presently in public ownership. ???% of the trail is potentially new ROW to be in public ownership as the community grows with guidance from the Comprehensive Plans.

<table>
<thead>
<tr>
<th>Summary of current corridor ownership</th>
<th>total length in LF miles % of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bypass System</td>
<td>24324</td>
</tr>
<tr>
<td>Plus CWU bike/ped link</td>
<td>4100</td>
</tr>
<tr>
<td>Plus existing JW trail western link</td>
<td>4000</td>
</tr>
<tr>
<td>Water St/Cora Street</td>
<td></td>
</tr>
<tr>
<td>subtotal</td>
<td>32424</td>
</tr>
<tr>
<td>Public Ownership</td>
<td>18815</td>
</tr>
<tr>
<td>Private Ownership</td>
<td>10109</td>
</tr>
<tr>
<td>CWU Ownership</td>
<td>7600</td>
</tr>
</tbody>
</table>

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 accomodate the trail as proposed as well as an improved roadway subject to approval by Kittitas County. However the R/W is only a 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. I think 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.
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, though the City of Ellensburg currently is not eligible for funding until their Park and Recreation Comprehensive Plan is updated (now in progress). 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.

<table>
<thead>
<tr>
<th>Private Land along Preferred Route</th>
<th>Trail Corridor ROW Needed (50 ft. wide)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnny Woods family</td>
<td>63215 SF</td>
</tr>
<tr>
<td>Linder family</td>
<td>67900 SF</td>
</tr>
<tr>
<td>Winegar family</td>
<td>17900 SF</td>
</tr>
<tr>
<td>Carmody family</td>
<td>15138 SF</td>
</tr>
<tr>
<td></td>
<td>164153 SF</td>
</tr>
<tr>
<td><strong>TOTAL TRAIL CORRIDOR</strong></td>
<td><strong>$94,211</strong></td>
</tr>
<tr>
<td>Possible triangle &quot;Winegar Junction&quot; at JWT</td>
<td></td>
</tr>
<tr>
<td>West Side of town (near Mt. Stuart elementary)</td>
<td>56000 SF</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>Trail segment</th>
<th>From</th>
<th>To</th>
<th>LF</th>
<th>Width</th>
<th>SF</th>
<th>Aggregate* Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Segment A</strong></td>
<td>Ex. trail (W)</td>
<td>Bender Road</td>
<td>2745</td>
<td>25</td>
<td>68625</td>
<td>$222,825</td>
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<tr>
<td><strong>CORA STREET EXTENSION</strong></td>
<td>at Winegar Junction</td>
<td>including Winegar, Linder, Woods and BPA substation</td>
<td>developed portion</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>A1 - Winegar Triangle Park</strong></td>
<td>wet areas</td>
<td>150</td>
<td>25</td>
<td>3750</td>
<td>$11,250</td>
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<tr>
<td><strong>A2 - Lindner Pasture</strong></td>
<td>765</td>
<td>25</td>
<td>1925</td>
<td>$57,375</td>
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<tr>
<td><strong>A3 - E. Water Co. Canal Crossing</strong></td>
<td>new bridge</td>
<td>30</td>
<td>16</td>
<td>480</td>
<td>$19,200</td>
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<tr>
<td><strong>A4 - Woods Pasture</strong></td>
<td>1800</td>
<td>25</td>
<td>45000</td>
<td>$135,000</td>
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<tr>
<td><strong>A5 - Bender Road Crossing</strong></td>
<td>S. side Bender</td>
<td>N. side Bender</td>
<td>50</td>
<td>15</td>
<td>750</td>
<td>$2,250</td>
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<tr>
<td><strong>Segment B</strong></td>
<td>Rasmussen Road</td>
<td>near Bowers aligner</td>
<td>2590</td>
<td>25</td>
<td>64750</td>
<td>$208,375</td>
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<tr>
<td><strong>RASMUSSEN RD.</strong></td>
<td>at Bender Rd.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B1 - Woods Pasture</strong></td>
<td>2140</td>
<td>25</td>
<td>35300</td>
<td>$160,500</td>
<td></td>
<td></td>
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<tr>
<td><strong>B2 - Whiskey Creek Crossing</strong></td>
<td>new bridge</td>
<td>25</td>
<td>16</td>
<td>400</td>
<td>$16,000</td>
<td></td>
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<tr>
<td><strong>B1 - Pasture</strong></td>
<td>425</td>
<td>25</td>
<td>10625</td>
<td>$31,875</td>
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<tr>
<td>plus new R/W costs for 30' corridor</td>
<td>2590</td>
<td>30</td>
<td>77700</td>
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<tr>
<td><strong>1.78 acres * $25000/acre</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$450,000</td>
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<tr>
<td><strong>Segment C</strong></td>
<td>Bowers alignement</td>
<td>KC Airport Prop.</td>
<td>3000</td>
<td>25</td>
<td>75000</td>
<td>$225,000</td>
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<td><strong>BOWERS RD.</strong></td>
<td>at Reecer Cr. Rd</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>C1 - Bowers Buffer</strong></td>
<td>430</td>
<td>25</td>
<td>10750</td>
<td>$32,250</td>
<td></td>
<td></td>
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<tr>
<td><strong>C2 - Whiskey Creek Crossing</strong></td>
<td>new bridge</td>
<td>15</td>
<td>16</td>
<td>240</td>
<td>$9,600</td>
<td></td>
</tr>
<tr>
<td><strong>C3 - Wetlands/Pasture area</strong></td>
<td>2355</td>
<td>25</td>
<td>58875</td>
<td>$176,625</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C4 - Cascade Canal Crossing</strong></td>
<td>new bridge</td>
<td>30</td>
<td>16</td>
<td>480</td>
<td>$19,200</td>
<td></td>
</tr>
<tr>
<td><strong>Segment D</strong></td>
<td>W. side KC Airport</td>
<td>E. Airport Prop.</td>
<td>5650</td>
<td>25</td>
<td>141250</td>
<td>$412,725</td>
</tr>
<tr>
<td><strong>AIRPORT Property</strong></td>
<td>at Water Street</td>
<td>at Sanders Bend</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D1 - North side canal</strong></td>
<td>2260</td>
<td>20</td>
<td>45200</td>
<td>$135,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D2 - North side residential</strong></td>
<td>485</td>
<td>25</td>
<td>12125</td>
<td>$36,575</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D3 - Airport Road Crossing</strong></td>
<td>W. side Airport</td>
<td>E. side Airport</td>
<td>50</td>
<td>15</td>
<td>750</td>
<td>$2,250</td>
</tr>
<tr>
<td><strong>D4 - South side Airport Prop.</strong></td>
<td>south of Pallette Co.</td>
<td>1100</td>
<td>30</td>
<td>33000</td>
<td>$99,000</td>
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<tr>
<td><strong>D5 - North side Mercer Creek</strong></td>
<td>south side Airport Prop.</td>
<td>1550</td>
<td>30</td>
<td>46500</td>
<td>$139,500</td>
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<td><strong>Segment E</strong></td>
<td>S. side KC Airport</td>
<td>near Alder</td>
<td>3996</td>
<td>30</td>
<td>119880</td>
<td>$343,190</td>
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<tr>
<td><strong>WILLARD Property</strong></td>
<td>at Blazing Tree Ranch</td>
<td>near Alder</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>E1 - Mercer Creek Crossing</strong></td>
<td>new bridge</td>
<td>25</td>
<td>16</td>
<td>400</td>
<td>$16,000</td>
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<tr>
<td><strong>E2 - Ditch Crossing</strong></td>
<td>new bridge</td>
<td>16</td>
<td>16</td>
<td>256</td>
<td>$10,240</td>
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<tr>
<td><strong>E3 - Inside future residential</strong></td>
<td>1345</td>
<td>25</td>
<td>33625</td>
<td>$100,875</td>
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<td></td>
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<tr>
<td><strong>E4 - Sanders Road Crossing</strong></td>
<td>N. side Sanders</td>
<td>S. side Sanders</td>
<td>50</td>
<td>15</td>
<td>750</td>
<td>$2,250</td>
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<td><strong>CARMODY Property</strong></td>
<td>325</td>
<td>30</td>
<td>9750</td>
<td>$29,250</td>
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Appendix
DRAFT
CITY OF ELLensburg
WASHINGTON STATE PARKS AND RECREATION COMMISSION
CENTRAL WASHINGTON UNIVERSITY
KITTITAS 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; and,
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; and,
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 ( )

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 than 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 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 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.

10. 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 stated. 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.

11. 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.

12. 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.

13. This agreement may be terminated at any time by mutual written consent of all parties hereto.

14. The provisions of this agreement may be modified at any time by the mutual consent of all parties hereto.

15. 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.

16. Any tree removal shall be in accordance with landowner rules and regulations.

17. 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.

18. Upon termination or expiration of this agreement, all improvements placed on property under this agreement shall be disposed of in compliance with applicable RCWs.
DRAFT CHARTER

CITY OF ELLENSBURG
WASHINGTON STATE PARKS AND RECREATION COMMISSION
The John Wayne Pioneer Trail Wagons & Riders,
CENTRAL WASHINGTON UNIVERSITY
KITTITAS COUNTY

INTERAGENCY COOPERATIVE AGREEMENT IN PRINCIPAL
for the
JOHN WAYNE RECONNECTION ROUTE THROUGH ELLENSBURG

WHEREAS, The John Wayne Pioneer Trail Reconnection Study was adopted unanimously by the City of Ellensburg City Council on October 21?, 2001, and the reconnection study found that a trail and greenbelt surrounding the growing urban area north of the City of Ellensburg should be developed to create a community asset that will increase land value and the quality of life in Kittitas County.

WHEREAS, the City of Ellensburg, hereinafter referred to as the City, is owner of certain land within the John Wayne Trail corridor; 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, Central Washington University, hereinafter referred to as the University, is owner of certain lands within the John Wayne Trail corridor; Kittitas County, hereinafter referred to as the County, is owner of certain land within the John Wayne Trail corridor; and The John Wayne Pioneer Trail Wagons and Riders, a non profit 501C3 trail advocacy group, hereinafter referred to as the Riders is willing and able to act as the Citizen's Advocacy group for the project;

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 adopt in principle the objectives of the 2001 John Wayne Pioneer Trail Reconnection Study;

WHEREAS, all parties agree that the primary development objective should be to enhance the City of Ellensburg and Kittitas County consistent with the 1999 Iron Horse State Park Master Plan, and the 2001 John Wayne Pioneer Trail Reconnection Study and provide facilities for non motorized public access, recreation, education, ecological and historic interpretation; and,

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

NOW THEREFORE, in consideration of the mutual benefits to be derived, the parties hereby enter into an agreement in principle for implementation of the goals of the Reconnection Study as described herein for the John Wayne Pioneer Trail corridor.

1. The charter agreement in principle shall establish a committee representative of all named parties, including The John Wayne Pioneer Trail Wagons and Riders, a non-profit 501C3 trail advocacy group, who is willing and able to act as the Citizen's
Advocacy group for the project. This committee shall be delegated to act as a working group to develop the details of the Interagency Agreement, hereinafter referred to as the Committee. The term of the Committee shall be for 1 year commencing on the day and year first above written. This agreement may be renewed for any period not in excess of 1 year upon expiration of the original 1-year term by mutual agreement of the parties.

2. The details of acquisition, development, management, enforcement and operation of the trail shall be determined by the Committee. The City and/or the partners can be the lead agency in preparing future plans, but the partnership should remain intact.

3. The Committee shall be comprised of one member each from the Commission, the City, the County, the University, and the Riders, or assigns.

4. The Committee shall strive to take at least the following steps:
   a. foster adoption of the concept by all parties;
   b. look for opportunities for acquisition of the corridor
   c. develop the details and operational discussions and agreements for all parties.
   d. apply for grants for acquisition, construction, and operation.
   e. stay informed and advocate in support of the trail with City, University, County and Commission capital projects

5. This agreement may be terminated at any time by mutual written consent of all parties hereto.

6. The provisions of this agreement may be modified at any time by the mutual consent of all parties hereto.

7. No rights under this agreement may be assigned without the prior written consent of the other parties.

To become a reality, the trail project will require advocacy, fundraising, grant-writing, persistence, commitment, and volunteer work parties. The John Wayne Pioneer Trail Wagons and Riders, a non-profit 501C3 trail advocacy group, is willing and able to act as the Citizen's group for the project.

Signed by

[Signature]

Date

City of Ellensburg City Council

Central Washington University Board of Trustees

Draft JWPT Agreement  Page 2  1/22/2003
Yes I had reviewed them and here are my comments:

1 John Wayne trail: Not sure what to make of it. It isn't a final document for approval. Page 4 has what appears to be comments from someone else as to possible changes. Are those being made? Also, is this committee an advisory board only or is it supposed to be actually making decisions on acquisition? It need to be clarified because if actually empowered with decision making authority that would raise all sorts of issue surrounding delegation of authority and liability issues. My impression it is an advisory board to develop policy but the principals all have to sign off on final approval of anything. If so it needs to be clarified. Also the first sentence on page 2 doesn't track. It seems to be saying that the Interagency Agreement is hereinafter referred to as the committee. (I know that's not what was intended, but that seems to be what it saying).

Thanks....

Kelly Carlson
Administrative Assistant
Kittitas County Public Works
(509) 962-7523
(509) 962-7663 Fax
WHEREAS, The John Wayne Pioneer Trail Reconnection Study was adopted unanimously by the Ellensburg City Council on October 15, 2001, and the reconnection study found that a trail and greenbelt surrounding the growing urban area north of the City of Ellensburg should be developed to create a community asset that will increase land value and the quality of life in Kittitas County;

WHEREAS, the City of Ellensburg, hereinafter referred to as the City, is owner of certain land within the John Wayne Trail corridor; 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, Central Washington University, hereinafter referred to as the University, is owner of certain lands within the John Wayne Trail corridor; and Kittitas County, hereinafter referred to as the County, is owner of certain land within the John Wayne Trail corridor; the City, Commission, University, and County are hereinafter collectively referred to as the “Partners”; 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; and,

WHEREAS, the Partners desire to adopt in principle the objectives of the 2001 John Wayne Pioneer Trail Reconnection Study; and,

WHEREAS, all Partners heretofore agree that the primary development objective should be to enhance the City of Ellensburg and Kittitas County consistent with the 1999 Iron Horse State Park Master Plan, and the 2001 John Wayne Pioneer Trail Reconnection Study and provide facilities for non motorized public access, recreation, education, ecological and historic interpretation, consistent with the comprehensive plans of the Partners; and,

WHEREAS, the Partners agree that the trail corridor can most advantageously be managed with shared acquisition, development, operation, maintenance and law enforcement responsibilities; and,

WHEREAS, this agreement does not commit any of the partners to any particular funding or capital investments; and,

NOW THEREFORE, in consideration of the mutual benefits to be derived, the parties hereby enter into an agreement in principle for implementation of the goals of the Reconnection Study as described herein for the John Wayne Pioneer Trail corridor.

1. The charter agreement in principle shall establish a committee representative of all of the named Partners. This committee shall be delegated to act as a working group to develop the details of the Interagency Agreement, hereinafter referred to as the Committee.

2. The Committee is advisory only and shall not be construed as a delegation of the legislative authority of any Committee member. The Committee may add members from the community and other groups at its discretion, but shall have one charter member to
represent the interests of owners of private property within the corridor. The term of the Committee shall be open ended, but any member may withdraw from this Committee upon giving 30 days notice and stating the reason for withdrawal, and the Committee may disband upon mutual agreement of the four original Partners.

3. The details of acquisition, development, management, enforcement and operation of the trail shall be determined by the Committee for recommendation to the Partners of this Agreement. The City and/or the Partners can be the lead agency in preparing future plans, but the Committee should remain intact throughout the life of the Agreement.

4. The Committee shall be comprised of one representative from each Partner.

5. The Committee shall strive to take at least the following steps:
   a. Foster adoption of the concept by all parties.
   b. Look for opportunities for acquisition of the corridor.
   c. Develop the details and operational discussions and agreements for all parties.
   d. Provide support to any agency/organization participating in the Committee to apply for grants, corporate assistance, or public/private cooperation to aid in the development, maintenance or operation of the trail.
   e. Stay informed and advocate in support of the trail with City, University, County and Commission capital projects.

6. The Agreement may be terminated any time by mutual written consent of all Partners hereto.

7. The provisions of the Agreement may be modified any time by the mutual written consent of all Partners hereto.

8. No rights under this agreement may be assigned without the prior written consent of the Partners hereto.

9. The Partners each agree to be responsible and assume liability for their own wrongful and/or negligent acts or omission, or those of their officers, agents, or employees to the fullest extent required by law, and further agree to save, indemnify, defend and hold the other Partners harmless from any such liability. In the case of negligence of more than one Partner, any damages allowed shall be levied in proportion to the percentage of negligence attributable to each party.

Signed by

Mayor, City of Ellensburg

Central Washington University Board of Trustees

Kittitas County Board of Commissioners

Deputy Director, Washington State Parks and Recreation Commission

Draft JWPT Agreement

Page 2 4/15/03
I would suggest adding the following terms to the Charter:

- *This agreement shall be construed in accordance with the laws of the State of Washington.*
- *All parties mutually agree that at all times and for all purposes of this agreement, that all parties shall act as an independent contractor and not as an agent of any of the other parties.*
- *I would suggest enlarging #6 to the following: It is mutually understood and agreed that no alteration or variation of the terms of this agreement shall be valid unless made in writing and signed by the parties hereto, and that no oral understanding or variations of the terms, unless made in writing between all the parties, shall be binding on any of the parties.*

Also, typically you would start an agreement with something like the following:

This CHARTER AGREEMENT made and entered into this _____ day of __________, 2002, by and between the City of Ellensburg, hereinafter referred to as the City etc......

Instead of putting this information into the first WHEREAS.

Also, I made a change under #1 under the date signed since each party may sign the document on a different day so you generally reference the date at the beginning of the document and not the date signed. This way all parties know when the date for renewal and termination will fall.
<table>
<thead>
<tr>
<th>Segment</th>
<th>Description</th>
<th>Details</th>
<th>Estimated Cost</th>
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<tr>
<td>E5</td>
<td>Cascade Canal Crossing</td>
<td>new bridge</td>
<td>30 16 480</td>
</tr>
<tr>
<td>E3</td>
<td>Inside future residential</td>
<td></td>
<td>2205 25 55125</td>
</tr>
<tr>
<td><strong>F</strong></td>
<td>CWU (NE CAMPUS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F1</td>
<td>Near Brooklane Village</td>
<td>at Blazing Tree Ranch near Alder</td>
<td>1255 16 20080</td>
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<tr>
<td>F2</td>
<td>18th Ave. Crossing</td>
<td>N. side 18th S. side 18th</td>
<td>60 15 900</td>
</tr>
<tr>
<td>F3</td>
<td>At edge of campus fields</td>
<td></td>
<td>630 25 15750</td>
</tr>
<tr>
<td>F4</td>
<td>Inside future residential</td>
<td>include small new bridge</td>
<td>2050 25 51250</td>
</tr>
<tr>
<td><strong>G</strong></td>
<td>SE CWU campus</td>
<td>10th</td>
<td>1450 18 26100</td>
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<td>Alder Street</td>
<td>at Alder Street (w.side) at Alder Street (w.side)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1</td>
<td>Alder Street pathway</td>
<td></td>
<td>485 10 4850</td>
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<tr>
<td>G2</td>
<td>Alder pathway - W of Wilson Creek</td>
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<td>210 15 3150</td>
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<tr>
<td>G3</td>
<td>Wilson Creek Crossing</td>
<td>new bridge</td>
<td>25 12 300</td>
</tr>
<tr>
<td>G4</td>
<td>Ellensburg Water Co. Canal Crossing</td>
<td>new bridge</td>
<td>40 16 640</td>
</tr>
<tr>
<td>G5</td>
<td>New paver walkway</td>
<td></td>
<td>425 12 5100</td>
</tr>
<tr>
<td>G6</td>
<td>10th Street Road Crossing</td>
<td>N. side Alder S. side Alder</td>
<td>70 15 85</td>
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<td>G7</td>
<td>New paver walkway</td>
<td>paver/bollard upgrades at (Alder future light)</td>
<td>400 16 6400</td>
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<td>Fairgrounds/State Park Existing Trail</td>
<td>Parking lot near Fairgrounds</td>
<td>750 25 18750</td>
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<td><strong>I</strong></td>
<td>Alder Street</td>
<td>Water Street</td>
<td>4100 10 41000</td>
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<td>CWU Ped/Bike Connection</td>
<td>expands sidewalk to 16 feet, adds street furniture, crosses several campus/city streets, campus signage</td>
<td></td>
<td></td>
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<tr>
<td><strong>J</strong></td>
<td>Fix Existing JW Pioneer Trail Water Street</td>
<td>Winegar Triangle</td>
<td>4050 16 64800</td>
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<tr>
<td>estimated construction cost</td>
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<td>assumed minimum development costs</td>
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<td>$186,560</td>
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<td>$3.00/sf Aggregate construction cost for entire width*</td>
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<td>$361,428</td>
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<tr>
<td>includes grading, paving, trees and hydroseed,</td>
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<td></td>
<td>$260,941</td>
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<tr>
<td>limited lighting, benches, signage, and fencing</td>
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<td></td>
<td>$121,143</td>
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<tr>
<td>no restrooms or shelters included</td>
<td></td>
<td></td>
<td>Estimated TOTAL $3,354,927</td>
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Action Plan

1. Establish 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 Mssrs. Winegar, Woods, Carmody and Lindners, 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
KITTITAS 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 "I" 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?) on 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

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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.

10. This agreement is only permission to allow the Commission to use County and City owned property and the City to use the Commission owned property for the purposes and on the terms and conditions herein stated. 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.

11. 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 City and/or City harmless.

12. 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 identifiable the Commission as a cooperating agency. The Commission will be the primary focal point and contact for signing.

13. This agreement may be terminated at any time by mutual written consent of all parties hereto.

14. The provisions of this agreement may be modified at any time by the mutual consent of all parties hereto.

15. 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.

16. Any tree removal shall be in accordance with landowner rules and regulations.

17. 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.

18. 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.
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

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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,

A bdul 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

Ambassador/Trail Maintenance Person/Contact person/Run events/Pace Car/Bollard Removal Prescription 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
rollerblading 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
no ongoing revenue from AT&T
Friends of Centennial Trail
Yakima Greenway
Tappel Greenway from Richland-Benton City

What about restrooms along the JWPT?