

January 2020



Yakima County Trails Plan 2020

A 10-year Plan for Multi-modal Routes and Facilities



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This plan was produced for Yakima County with assistance from J-U-B Engineers, Inc.



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1 | Introduction

What is the Yakima County Trails Plan?

The *Yakima County Trails Plan 2020* (Plan) is an update to the current 2014 Yakima County Trails Plan. This Plan update focuses on trail and pathway routes within unincorporated areas of Yakima County, Washington. A primary goal of the Plan is to identify multi-modal transportation connectivity opportunities between the County and incorporated areas (the City's of Grandview, Granger, Harrah, Mabton, Moxee, Naches, Selah, Sunnyside, Tieton, Toppenish, Union Gap, Wapato, Yakima and Zillah). These connections are aimed at improving non-motorized mobility and safety between recreation facilities, roads, highways and public transit. The Plan identifies Yakima County's role in trail development, goals and objectives, demographics, trail inventory, demand and needs analysis, recommended improvements. Finally, the Plan includes strategies for implementation that address priority projects and capital facilities planning, funding sources, needs, right-of-way acquisition, development, maintenance and administration. The Plan strives for bicycle and pedestrian cohesiveness through the road system in the County yet recognizes the recreational and transportation benefits that off-street travel corridors can provide.

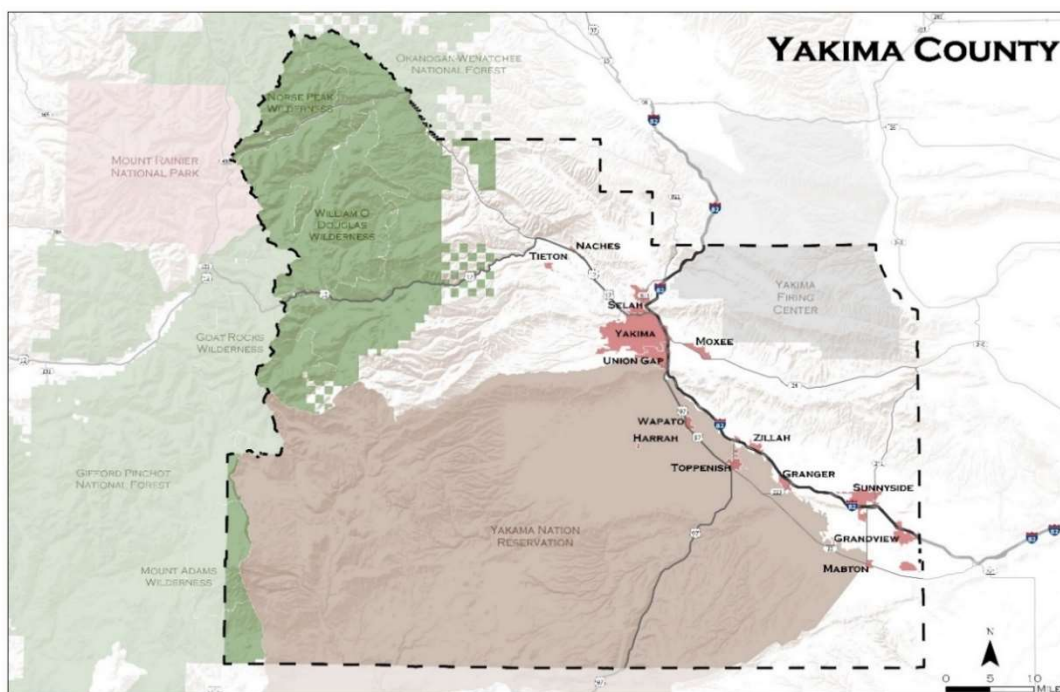
Yakima County's Role in Trail Development

While the County may provide assistance in constructing new trails and pathways, the County does not have programs or resources to provide maintenance activities; therefore, all trail and pathways systems are turned over to and maintained by other sponsoring agencies such as the Yakima Greenway Organization and the Cowiche Canyon Conservancy. Yakima County maintains all *roadways* within the County, including those located within the Yakama Indian Reservation; however, the County does not maintain roadways within incorporated areas or along state routes. Because of Yakima County's maintenance role, the County primarily focuses on developing multi-modal trails and pathways to be incorporated with the other on-system roadway improvements as a means to assist in improving bicycle and pedestrian facilities through the County.

Planning Area

The Yakima County planning area, shown in **Figure 1-1**, is approximately 4,296 square miles in size.

Figure 1-1: *Yakima County Planning Area*



Goals and Objectives

The goals and objectives of this Plan generally align with those listed in the 2014 Yakima County Trails Plan; however, minor modifications have been made as part of this Plan update. The recommendations in this Plan are designed to meet the following goals and objectives:

1. Where applicable, participate with local community trail and pedestrian organizations to develop projects that reflect an interconnected system of facilities, trails and open space.
2. Seek ways to spread the costs for operation and maintenance of existing facilities to reduce reliance on County funds.
3. Support efforts that ensure facilities are developed and maintained in an efficient and cost-effective manner with consideration for sustainability.
4. Where applicable, participate with lead jurisdictions in maintenance focused on user safety, ADA (Americans with Disabilities Act) accessibility improvements, and renovation and repair of existing sites.
5. All modes of transportation will be considered and applied where needed as part of project development.
6. Implement projects identified in the Yakima County Road Department 6 Year Transportation Improvement Program that improve alternative modes.
7. Consider the needs of future transit service when planning transportation projects.
8. Coordinate systems for bikeways, walkways and trails, emphasizing route connectivity in conjunction with other jurisdictions.
9. Apply project appropriate design standards for bicycle and pedestrian facilities constructed and maintained within Yakima County.
10. Consider joint use of appropriate utility corridors as bicycle and pedestrian corridors.
11. Support education programs that focus on safe bicycle use of the transportation system for both recreational and transportation purposes.
12. Support alternative transportation education for County residents.
13. Support land use strategies and site design methods that improve and encourage alternative transportation modes.
14. Support efforts to preserve transportation corridors as a public asset for future transportation uses.
15. When determining land requirements for urban growth areas, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas.
16. Where applicable, assist local, state, and private organizations in efforts to develop lists of countywide and statewide public capital facilities needed to serve the Yakima County region.
17. Encourage multiple uses of corridors for major utilities, trails and transportation right-of-way.



2 | Existing Conditions

Existing Plans, Policies and Projects

In an effort to evaluate and coordinate connectivity opportunities with neighboring cities, a cursory review of relevant existing plans, policies and planned projects within the Yakima County planning area were compiled and reviewed. See [Appendix A](#).

Demographics

Relevant demographic information is shown below in [Table 2-1](#). Current and projected population data are based off of information from the U.S. Census Bureau and the Washington State Office of Financial Management (OFM).

The OFM population forecast indicates the Yakima County population will experience a steady increase between 2017 and 2025. Further, Yakima County statistics display a younger median population than the State of Washington. While the County has experienced an increase in employment since 2010, Yakima County has a median income of \$47,470, almost \$20,000 less than that of the State of Washington.

Table 2-1 – Yakima County Demographic Information

Population Statistics		
2010	2017	2025
243,231	253,000	274,932
2017 Unincorporated County Population: 87,115		
2017 Incorporated (City) Population: 165,885		
Median Age (Yakima County ¹ , Washington State ²)		
2010	2017	
32 ¹ , 37 ²	34 ¹ , 38 ²	
Employment (Jobs)		
2010	2017	
97,529	103,990	
2017 Median Household Income (Yakima County ¹ , Washington State ²)		
\$47,470 ¹ , \$66,174 ²		

OFM provided 2017 and 2025 population projections in 2017 based on the 2010 census data.

Trail Inventory

The existing and proposed trails and pathways system are displayed within [Figure 2-1](#), *Yakima Urban Area Bike and Pedestrian Routes* and [Figure 2-2](#), *South Yakima County Bike and Pedestrian Routes*. Both maps show existing bike lanes and pathways, existing multi-use trails, and proposed multi-use trails. A Road Functional Classification map, [Figure 2-3](#), is also included as a reference for likely traffic encountered along trail and pathway corridors and to assist in the evaluation of future trails and pathways locations. A summary of the existing trail inventory within Yakima County is displayed in [Table 2-2](#).

Table 2-2 – Existing Trail Inventory

Trail Name	Use	Surfacing	Existing Miles	Ultimate Miles
Yakima Loop	Multi-Use	Paved/Unpaved	3.4 miles	27.5 miles
Selah Extension	Multi-Use	Paved	2.1 miles	2.1 miles
Inner City Loop	Multi-Use	Paved	9.1 miles	9.1 miles
S. Naches Road	Multi-Use	Paved	0 miles	3.1 miles
Cowiche Canyon Trail	Multi-Use	Unpaved	3.0 miles	8.0 miles
Upper Yakima Greenway	Multi-Use	Paved	1.4 miles	10.0 miles
Terrace Heights Extension	Multi-Use	Proposed	1.5 miles	6.2 miles
Lower Yakima Trail	Multi-Use	Proposed	8.5 miles	40.0 miles
Eastside Trail	Multi-Use	Paved/Unpaved	0 miles	2.5 miles
Naches Trail	Multi-Use	Paved/Unpaved	9.0 miles	11.0 miles
W.O. Douglas Trail	Multi-Use	Paved/Unpaved	57.0 miles	80.0 miles
Total			95.0 miles	199.5 miles

Yakima County does not currently maintain any of the trails listed in the Existing Trail Inventory; however, the County does assist with the expansion and build-out of these trails as they either connect to or are located within unincorporated Yakima County. For further information on the County trail facilities, refer to the **Trail Descriptions** below.

Trail Descriptions

Yakima Loop: Multi-Use Paved/Unpaved - [27.5 Miles]

This route consists of several individual trails that in combination form a loop around the City of Yakima. This trail system will eventually be mostly paved, although the section along Ahtanum Creek will be unpaved to serve equestrian interests. Starting at Sarg Hubbard Park, the trail extends southward along the existing Yakima Greenway until reaching Fulbright Park at Union Gap. At this point the trail follows along Ahtanum Creek past Union Gap's Ahtanum Youth Park. In the segment between the two parks, consideration should be given to providing parallel trails; one paved for walking and bicycling and one unpaved for horseback riding. At 62nd Avenue, the trail turns north and, after a short portion on Ahtanum Road, connects to 64th Avenue. Another short spur could continue on Ahtanum Road to form a connection with Wiley City.

The main Yakima trail continues north through the city of Yakima, utilizing the City's existing facilities until connecting to Prospect and Cowiche Canyon Road accessing the south side of the Naches River and the proposed S. Naches multi-use pathway. The trail then extends along the southern bank of the Naches River eventually connecting to the existing Yakima River Greenway.

Selah Extension: Multi-Use Paved - [2.1 Miles]

This existing trail continues north from the confluence of the Naches and Yakima Rivers into Selah. It terminates at Southern Ave. with a dedicated bike lane up to Third St. then a bike route on Third through town.

South Naches Road: Multi-Use – [3.1 Miles]

This is an on-street route following the Old South Naches Road linking to the Yakima Loop near the N. 40th Avenue overpass, and also with the eastern terminus of the Cowiche Canyon Trail, eventually connecting to the Eschbach Natural Area.

Cowiche Canyon Trail: Multi-Use Unpaved – [8.0 Miles]

The existing three-mile Cowiche Canyon Trail has two extensions at both the west and east ends that connect the Canyon to the Cowiche Mountain trails and William O. Douglas Trail to the west. The one-half mile west-end extension comes up from the canyon floor at the west end of the Canyon Trail and meets the Rocky Top Road trail segment by crossing Summitview Avenue near the intersection of Summitview Avenue and Rocky Top road. The crossing at Summitview is unmarked and subject to 50 MPH traffic traveling north and south. The proposed two mile east bound extension from the east end of the original Canyon Trail is designed to connect to the Powerhouse Road. Other trails in the Cowiche Canyon Trail system include the 0.75-mile winery Trail connecting the original Canyon Trail to winery amenities on Naches Heights, and 1.0-mile Uplands trail, connecting the Canyon to a trailhead and parking lot in a residential area of the County. The Uplands area receives over 35,000 trips per year and supports an important recreational need for the County.



Cowiche Canyon Trail

Upper Yakima River Greenway Segment: Multi-Use Paved – [10.0 Miles]

This trail begins at Harlan Landing that is the currently northerly termination of the Yakima Greenway. The trail will go up the Yakima River and eventually connect with the Palovse to Cascades Trail in the Yakima River Canyon.

Terrace Heights Extension: Multi-Use Paved – [6.2 Miles]

The purpose of this trail is to provide pedestrian and bicycle access from the Terrace Heights area to the Yakima River Greenway. More than likely this will be an on-street route because limited off-street opportunities exist between the freeway and the river.

Lower Yakima Trail: Multi-Use Paved – [40.0 Miles]

Portions of this trail are developed. These segments utilize the abandoned Union Pacific Railroad right-of-way (ROW). This system of trails utilizes a combination of abandoned railroad ROW, on-street ROW, property easements and outright land purchases. The existing paved section of pathway is between Sunnyside and Prosser. When completed Lower Valley Trail will provide a paved trail that connects the City of Naches and the Greater Yakima Metropolitan Area with Benton County.

Eastside Trail: Multi-Use Paved/Unpaved – [2.5 Miles]

This 2-½-mile pathway segment from Terrace Heights Drive to Highway 24, through Sportsman's State Park is phase 1 of a much larger pathway. Ultimately, this trail will go all the way from Harlan Landing in the Selah Gap, to Union Gap at Century Landing. Both landings are in the Yakima Greenway, which is maintained by the Yakima Greenway Foundation. Some of this trail may include on-road segments (using "bridges" of sidewalks and bike lanes). Levy and dike removal / relocation to address flood mitigation efforts in recent years have altered considered alignments for this route.

Naches Trail: Multi-Use Paved – [11.0 Miles]

The Naches Trail extends from the City of Naches following the railbanked Naches Rail Line South to Yakima at N. 40th Avenue. This rails-to-trails trail includes a major crossing of the Naches River and several minor crossings of irrigation channels. Yakima County has completed this trail as it extends 5 miles to Low Road, 4.2 miles to Old Naches Highway, and extends southeast to N. 40th Avenue. Since its completion, this trail has been incorporated into the Greenway.

William O. Douglas Trail: Multi-Use Paved/Unpaved – [80 Miles]

The William O. Douglas Trail connects the City of Yakima to Mount Rainier. Hikers can experience the wide biological diversity of vegetation zones from arid shrub-steppe to mixed-conifer to alpine. The trail follows the ancient Cowlitz Pass Indian Trail for many miles. It extends from Douglas' Yakima home across 55 miles of diverse terrain to the William O. Douglas Wilderness boundary, and about 25 wilderness miles beyond to Mount Rainier National Park. The trail includes a spur off the main trail that follows William O. Douglas' boyhood hike route up the Selah Gap Hill that helped him to build back the strength in his wasted legs from a childhood disease. This multi-use trail also includes another spur onto the peninsula at the confluence of the Naches and Yakima Rivers on County land that allows access for recreational users.



William O. Douglas Trail: Selah Gap Hill

Design Standards

Yakima County relies upon American Association of State Highway and Transportation Officials (AASHTO) design standards for trails and pathways. Yakima County bases roadway standards off of roadway functional classification and the Yakima County Transportation Plan.

Roadways Eligible for Bicycle Facilities

Yakima County does not have specifically designated, off-street bicycle facilities. Instead, the County provides conditions on County roads that facilitate bicycle use such as bicycle lanes on arterials or paved shoulders on rural collectors. Bicycles are allowed on all County roads. Paved shoulders and shared roadways provide effective pedestrian transport in most of the rural County. Currently, unincorporated Yakima County has approximately 4.69 miles of existing separated bicycle lanes, 141 miles of shared use lanes, and 540 miles of paved shoulders.

Figure 2-1: Yakima Urban Area Bike and Pedestrian Routes

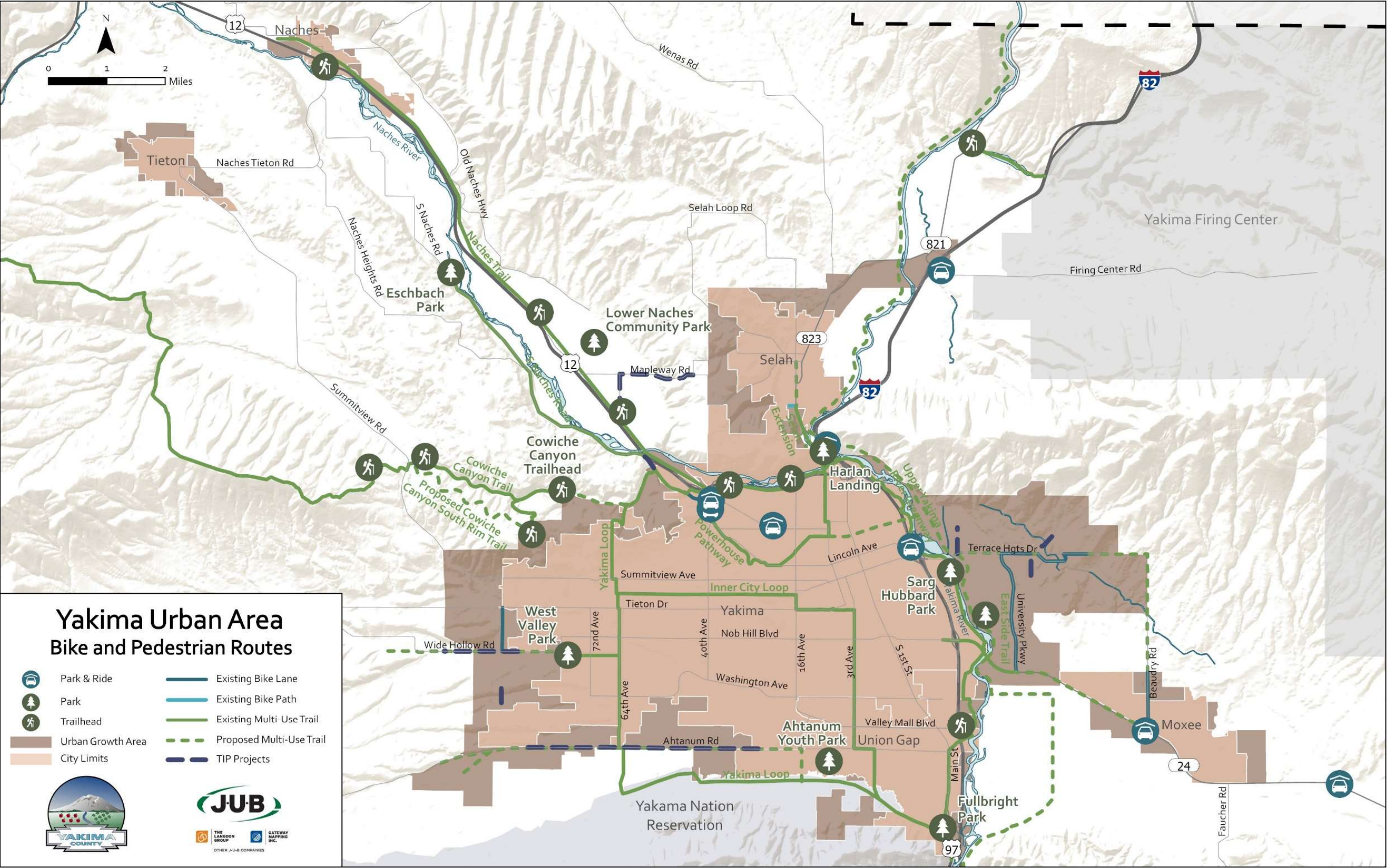


Figure 2-2: South Yakima County Bike and Pedestrian Routes

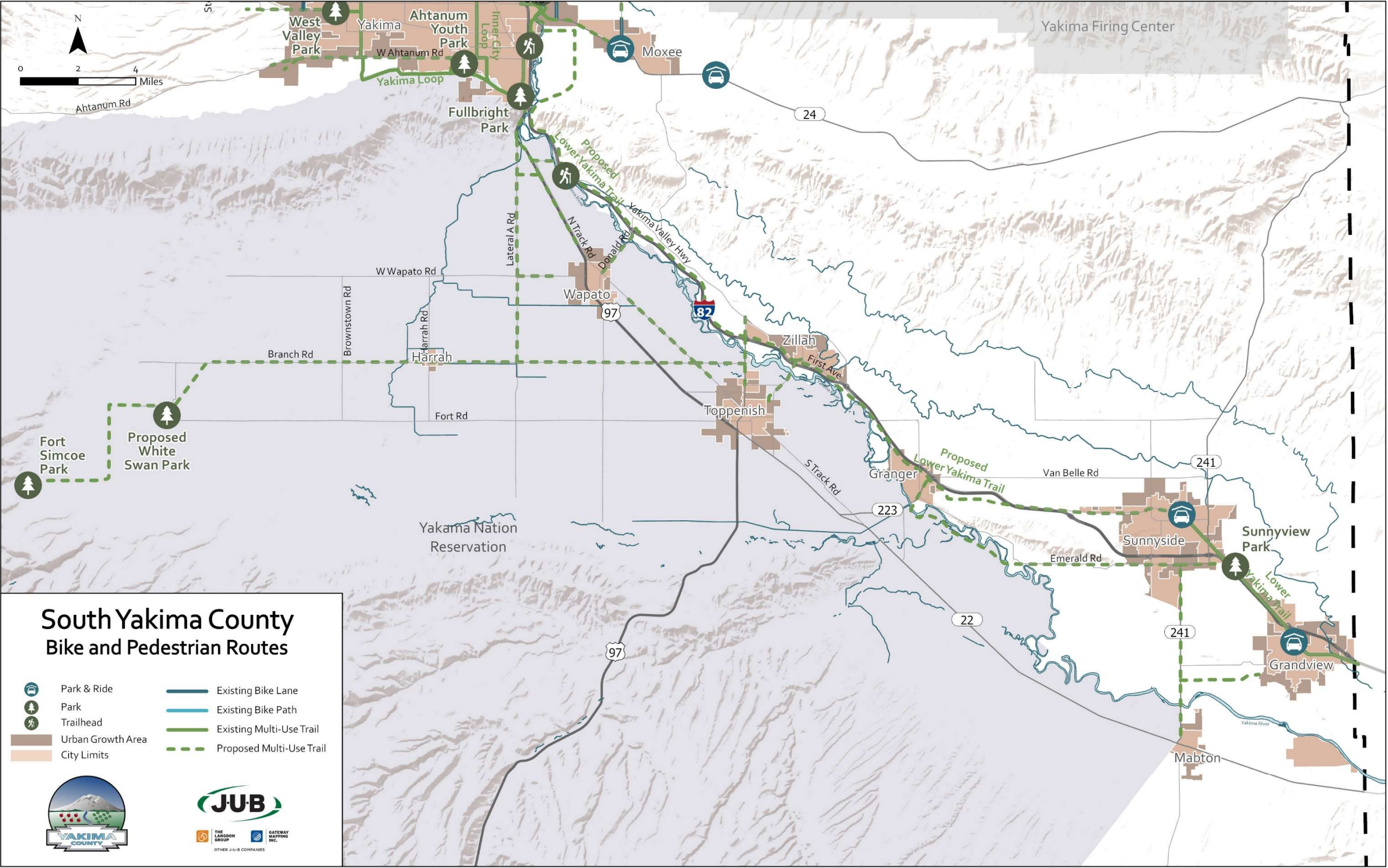
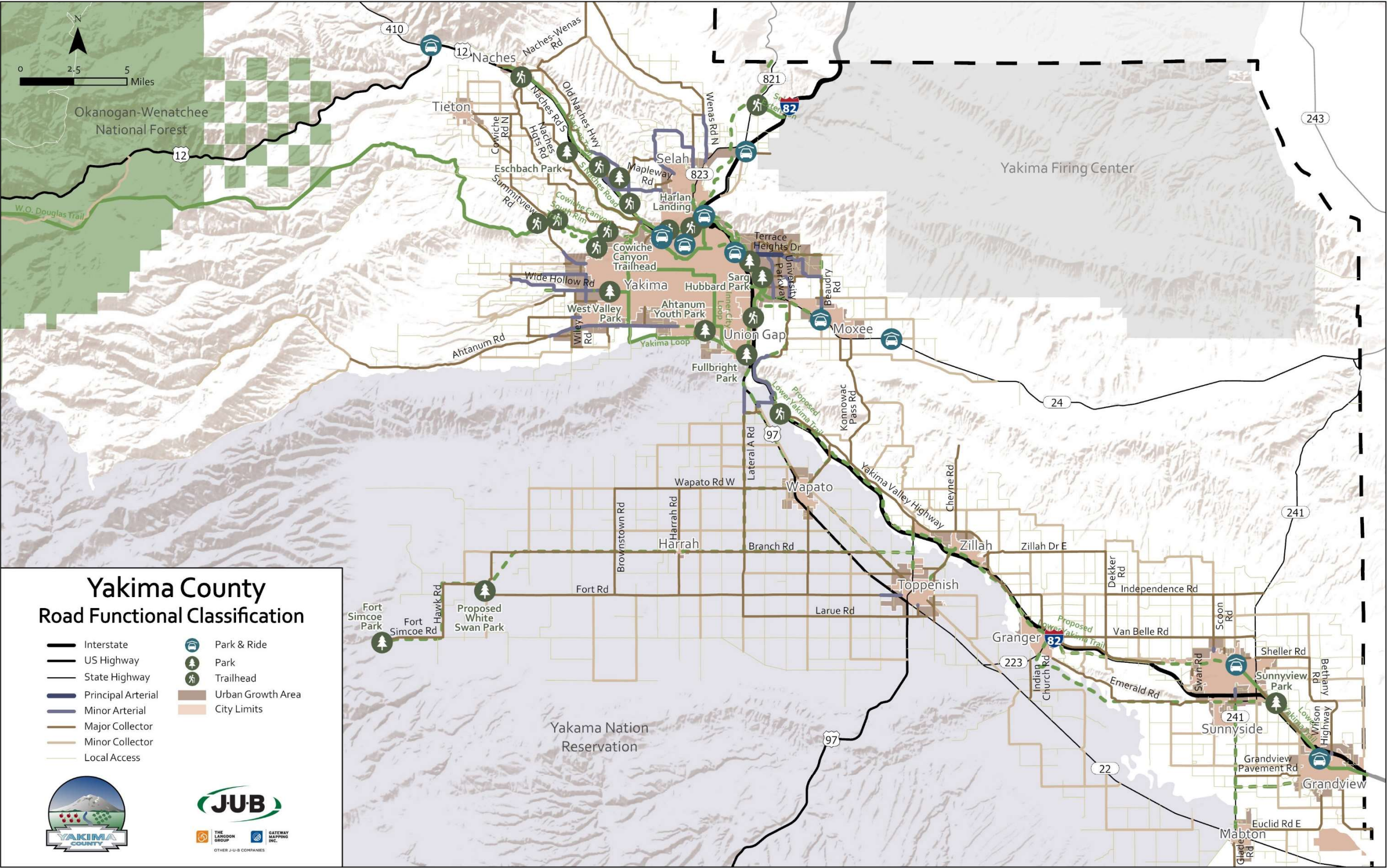


Figure 2-3: Yakima County Road Functional Classification



3 | Demand and Needs Analysis

Public Input Summary

At-a-Glance

<u>Public Outreach</u>	<u>3P Visual Map Results</u>	<u>Public Survey Top 3 Priorities</u>
<ul style="list-style-type: none">• Core Team Meetings• Stakeholder e-mails• Public Open House• Online interactive Map (3P Visual)• Online Public Survey	<ul style="list-style-type: none">• Safety – 58 comments• Multi-modal – 52 comments• Accessibility – 48 comments• Other – 25 comments <p>183 Responses</p>	<ul style="list-style-type: none">• B21. Cowiche Canyon Conservatory Connection/trails – east side improvements, Cowiche Canyon Road• T3. Cowiche Canyon Connection/Trails – west side improvement, Summitview Road; Weikel Road; Rocky Top Road• BC4. Cowiche Canyon Connection/trails – west side improvements <p>219 Responses</p>

Public Outreach Methods

A comprehensive public outreach strategy was launched to evaluate community needs, issues and opportunities throughout Yakima County trail systems. Multiple methods were used to notify stakeholders about the project and invite them to participate in the process. Public outreach efforts included:

- Stakeholder email with attached project factsheet
- Public Open House with accompanying 3P Visual online interactive mapping tool (3pvisual.com). These two outreach methods were advertised as follows:
 - Stakeholder email with attached open house invitation
 - Social media outreach (utilizing county partners' pages)
 - Newspaper articles (from press release, and advertisements)
- Public Survey

Below is a more in-depth overview of the public involvement that occurred, and **Appendix B** includes a detailed open house plan, images of the outreach materials, as well as survey results.

Core Team Meetings

Team meetings were held between the core personnel developing the Plan, which included County staff as well as the J-U-B/Langdon Group team. These meetings primarily focused on the logistics in developing the Plan as the schedule, budget, public involvement, and next steps were all items discussed at each meeting.

Stakeholder Emails

The County distributed a series of emails to inform stakeholders about the masterplan process, open house and online commenting option. The first email introduced the masterplan process with an attached factsheet; the second email invited stakeholders to the open house with an invitation attachment; the third reminded stakeholders of the open house, the day prior; and the fourth followed up from the open house, thanking people for attending and reminding them that they could still comment online through April 19, 2019.

Public Open House

A public open house was held on April 10, 2019, from 4-6 p.m. at the Yakima Convention Center. This meeting provided an in-person opportunity for the public to visit with the project team, County representatives and project partners and learn about and submit their input about Yakima County's Trail Plan update. Additionally, maps, stickers and flipcharts were available for participants to add their feedback through an in-person 3P Visual exercise. Attendees were provided with numbered sticker dots to place on large maps. Attendees then placed the numbered stickers on the existing trails maps and wrote the corresponding number and comment on a flip chart next to the map.



Online Interactive Map (3P Visual)

3P Visual is an online, interactive comment map that allows users to click on a specific location, provide a comment, and categorize that comment for consideration during the planning process. Comment categories the public could select from were “multi-modal,” “safety,” “accessibility,” and “other.” This tool was beneficial for members of the community who could not attend the in-person public open house. It also gave the community the opportunity to view, in real-time, comments and concerns from other members of the community. Information on how and when to access this website was provided in all outreach materials (social media, newspapers articles, etc.) The website was available for the public to submit comments from March 14 to April 19, 2019 comment period. Public comment submitted to the 3P Visual interactive comment map during this period can be found here: www.yakimatrailsplan.com.

Public Comments Received (3P Visual)

Comment Source	Number of Comments	Percent of Total
Online Interactive Map	151	83%
Open House	32	17%
Total	183	100%

Categories for Public Comments (3P Visual)

The 3P Visual categories made available for the public to generate comments included safety, multi-modal, accessibility, and other. The categorized 3P Visual Maps, Mapbook and Public Comment Matrix are located in Appendix B.

Safety – 58 Public Comments

The most public comments received were regarding safety. Public comments conveyed that roadways are narrow, unpaved, and there is a lack of adequate shoulders and/or space for bike lanes to be established. It was also expressed that there is a lack of pedestrian access throughout the County and additional safety measures such as lighting and signage is essential in enhancing safety for all users.

Multi-modal – 52 Public Comments

Comments regarding multi-modal facilities included establishing additional designated bike paths/lanes. Aside from walking trails, the public expressed the need for marked bike paths to aid in connecting varying incorporated areas throughout the County. Additionally, the public provided ideas in using the old railways and canal systems to assist in the development of new bike/ped facilities.

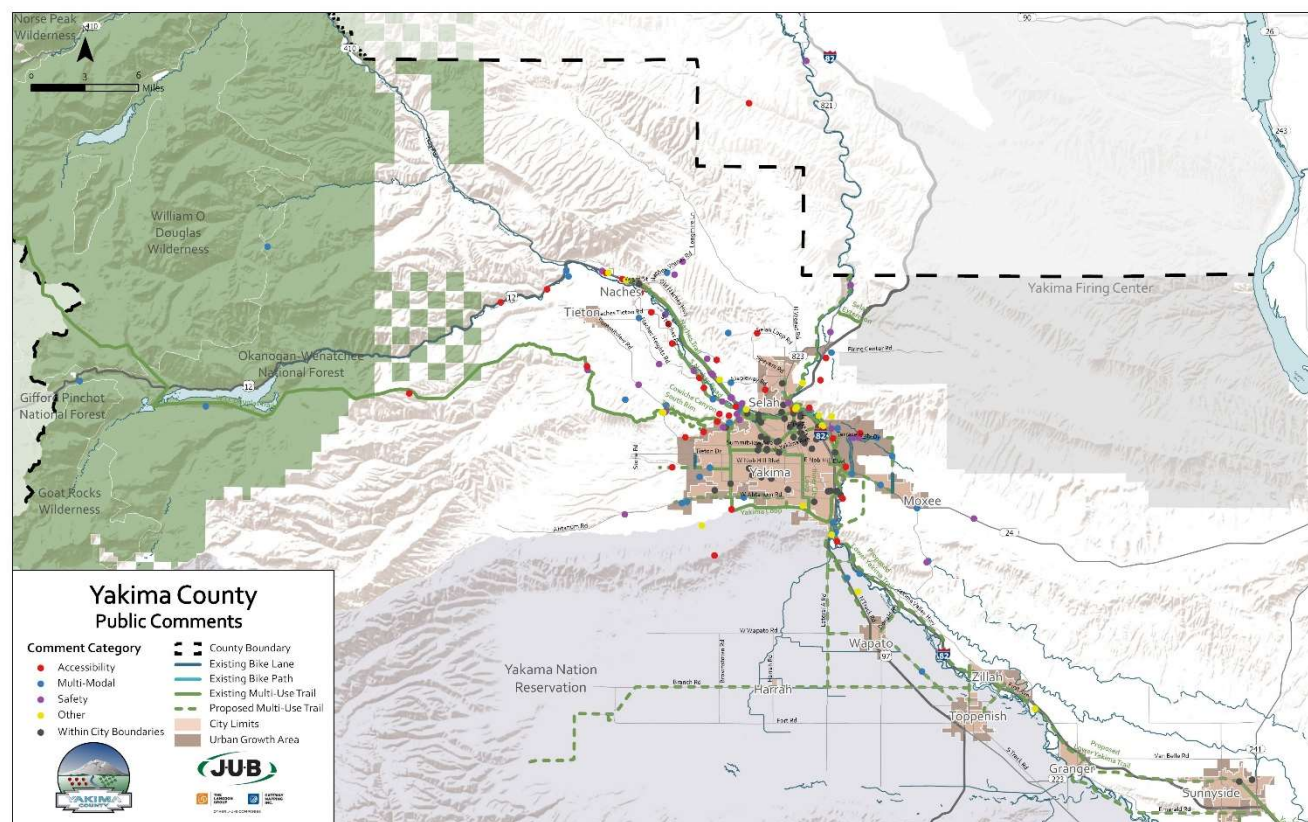
Accessibility – 48 Public Comments

The public comments regarding accessibility included themes such as the protection of existing trails, expanding the current connections of existing trails, and establishing better signage for users. Increasing access to the Yakima River was a reoccurring theme throughout the public comments as well as increasing available information about current trails systems to better promote location and length of existing trails within the County.

Other – 25 Public Comments

All other comments included the recommendations for locations of future trails, requests for information about the Plan and how it would be utilized, and suggestions regarding agritourism and public transit.

Figure 3-1: Public Comment Map – All Comments



City vs. County Comments (3P Visual)

Comments were separated and analyzed based on the geographic location, including location either within city limits or in unincorporated Yakima County. Of the 183 comments made, 67 were placed within the city limits of Yakima, Union Gap, Naches, Sunnyside, and Selah. Comments made within city limits were more closely related to urban issues such as bike and pedestrian accessibility and facilities or to traffic related safety issues. The comments made within the unincorporated areas of the County discussed widening shoulders to include bike lanes and extending current trails and pathways throughout the County.

Public Comments (3P Visual)

While the 3P Visual Interactive Map was created for the public to express their comments and concerns about bicycle and pedestrian trails within the County, it should be noted that citizens had the ability to comment as many times as felt necessary. In this case, several of the comments were generated from the same few members of the public. A map was generated to display the comments left by the ‘main commenters’, or the few members of the public that left multiple comments, versus all other comments left by other varying members of the public. The public comment map displaying the main commenters is located in **Appendix B**.

Online Public Survey

A public survey was created to gain further input on recommended projects and how those projects should be prioritized within the Plan. The survey was advertised to the public through the project website, social media, news releases and emails. Approximately 219 responses were received. See the Public Survey Summary in **Appendix B**.

Main Themes Identified (Public Survey)

- Walking and biking is primarily used for exercise and recreation
- The biggest barriers to walking and biking are safety concerns and lack of connectivity
- Bike shoulder/bike lanes and trails/pathways are equally as important to the public and would provide the largest improvement for safety
- Designated bike lanes are preferred over other bike facilities

Top Prioritized Projects (Public Survey)

Bike Shoulder/Bike Lane Projects

1. **B21.** Cowiche Canyon Conservatory Connection/trails – east side improvements, Cowiche Canyon Rd **(82 responses)**
2. **B18.** Powerhouse Rd, S Naches Rd to Yakima City limit/between Garretson Ln and Cowiche Canyon Rd **(75 responses)**
3. **B17.** East-West Corridor **(61 responses)**
4. **B10.** Naches Heights Road, Naches Tieton Road to Powerhouse Road
5. **B1.** Konnowak Pass Road/Faucher Road, Yakima Valley HWY to SH 24 **(51 responses)**

Trail/Pathway and Study Projects

1. **T3.** Cowiche Canyon Connection/Trails – west side improvements, Summitview Rd; Weikel Rd; Rocky Top Rd **(125 responses)**
2. **S2.** Yakima River Greenway East Side Trail Study **(115 responses)**
3. **T9.** Ahtanum Rd, S 64th Ave to S 16th Ave & S 16th Avenue, Gilbert Rd to Ahtanum Rd **(90 responses)**
4. **T11.** Lower Yakima Trail Extension **(73 responses)**

Bridge or Crossing Projects

1. **BC4.** Cowiche Canyon Connectio/trails – west side improvements **(114 responses)**
2. **BC3.** Yakim River Bike/Ped Bridge (north) **(55 responses)**
3. **BC2.** Yakima River Bike/Ped Bridge (south) **(36 responses)**





4 | Recommended Projects

As previously indicated, Yakima County has the ability to develop bicycle/pedestrian facilities concurrently with roadway improvements. The projects in the shaded boxes of the Recommended Projects List with an asterisk (*) are the projects that Yakima County can potentially assist in developing. Projects shown in the unshaded boxes are those located along state highways, within city limits or outside of Yakima County's jurisdiction. The numbers correlate to the locations on the Recommended Projects maps ([Figure 4-1](#) and [Figure 4-2](#)). The stars indicate the top five capital improvement projects that were determined from public input and the County's ability to develop the projects. More information is included in Capital Improvement Plan and Funding & Implementation sections of this plan.


Recommended Projects List

Yakima County Trails Plan


Bike Shoulders/Bike Lanes (B)

	*B1 Konnowak Pass Road/Faucher Road, Yakima Valley HWY to SH 24 (<i>Widen shoulders</i>)
	*B4 Ahtanum Road, Slavin Road to S 90th Avenue (<i>Widen shoulders</i>)
	*B7 Naches Wenas Road, Old Naches HWY to Longmile Lane/Wenas Road (<i>Widen shoulders</i>)
	*B8 Naches Tieton Road, S Tieton Road to S Naches Road (<i>Widen shoulders/pathway</i>)
	*B10 Naches Heights Road, Naches Tieton Road to Powerhouse Road W (<i>Bike route/lanes/widen shoulders</i>)
	*B11 Old Naches HWY, Kershaw Drive to Mapleway Road (<i>Bike lane</i>)
	*B12 Old Naches HWY, HWY 12 to Mapleway Road & Mapleway Road to Selah Heights Road (<i>Bike/ped route improvements</i>)
	*B14 Beaudry Road, Mieras Road to Roza Hill Drive (<i>Include bike lanes in TIP project, including the bridge</i>)
	*B15 Roza Hill Road, 57th Street to Wendt/Beaudry Road (<i>Include bike lanes in TIP project</i>)
	*B16 Terrace Heights Drive, 41st Street to Roza Hill Drive (<i>Bike lanes</i>)
	*B17 East-West Corridor (<i>Bike/ped facilities</i>)
	*B18 Powerhouse Road, S Naches Road to Yakima City limits/between Garretson Lane and Cowiche Canyon Road (<i>Convert widened shoulders to bike lanes, incorporate with TIP project</i>)
	*B19 Naches Road, Eschbach Park to Powerhouse Road (<i>Widen shoulders/ bike lanes</i>)
	*B20 Sunset Way, Cowiche Mill Road to Sunset Way curve (<i>William O Douglas Trail Access - widen road/ path</i>)
	*B21 Cowiche Canyon Conservatory Connection/trails - east side improvements, Cowiche Canyon Road (<i>Widen shoulders along road/ signage/ improved visibility; off-system pathway along Cowiche Creek</i>)
	B2 HWY 24 east of Moxee, Beaudry Road to Roza Canal (<i>Widen shoulders</i>)
	B3 SH 821, I-82 to north Yakima County boundary (<i>Widen shoulders</i>)
	B5 Crusher Canyon Road, Lookout Point Road to Hovde Park Drive/Hillcrest Drive (<i>Bike lane</i>)
	B6 Selah Loop Road, Goodlander Rd to Speyers Road (<i>Bike lane</i>)
	B9 US 12 / Naches Road; SR 410 (<i>Greenway crossings, extensions and bike/ped improvements</i>)
	B13 Track Road, Hwy 22/Buena Way to Parker Bridge Road (<i>Bike route</i>)


Crossing Improvements (BC)

	*BC2 Yakima River Bike/Ped Bridge (south), near Lester Lane (<i>Bike/ped bridge across Yakima River</i>)
	*BC3 Yakima River Bike/Ped Bridge (north) - near Marsh Road/ Freeway Lake Road (<i>Bike/ped bridge across Yakima River</i>)
	*BC4 Cowiche Canyon Connection/trails - west side improvements (<i>Crossings, connections, improvements - Summitview Road; Weikel Road; Rocky Top Road</i>)
	BC1 Abandoned railroad bridge conversion (<i>Extend greenway to Sunnyside Pathway</i>)
	BC5 Old Naches / US 12 Intersection (<i>Intersection and bike/ped intersection crossing improvements</i>)

Study/Planning (S)

	*S2 Yakima River Greenway East Side Trail Study
	S1 West Yakima Recreation Area and Trail Lands (<i>Land acquisition/ conservancy</i>)

Trail/Pathway (T)

	*T3 Cowiche Canyon (<i>Connection/ trails - west side improvement, Summitview Road; Weikel Road; Rocky Top Road connection trails - west side improvements, crossings, connections, improvements</i>)
	*T8 Pence Road Trail Connection (<i>Trail/ pathway</i>)
	*T9 Ahtanum Road, S 64th Avenue to S 16th Avenue & S 16th Avenue, Gilbert Road to Ahtanum Road (<i>Bike lanes/ separated pathway</i>)
	*T10 Wide Hollow Road/Douglas Road, West Hills Memorial Park to West Valley Community Park (<i>Integrate into TIP project</i>)
	*T11 Lower Yakima Trail Extension (<i>Connect Yakima to Benton County</i>)
	*T12 Wiley City Connection, Wiley Road S to S 64th Avenue (<i>Use former trolley corridor/ Wide Hollow Creek</i>)
	*T15 Dike Trail Extension, HWY 24 to Terrace heights Drive (<i>Off-system pathway/ Dike trail extension</i>)
	T1 Lower Yakima Trail Extension/Union Pacific Railroad between US 97/I-82 (<i>Extend greenway to Sunnyside pathway</i>)
	T2 Selah-Moxee Canal & Other Canals throughout the County (near Firing Center Road) (<i>Off-system/ canal pathways</i>)
	T4 Confluence Area - Naches/Yakima Trail at Harlan Landing Park (<i>Improved trail route, access and facilities (south side/ south of Harlan Landing)</i>)
	T5 Yakima Ridge Trail
	T6 Ahtanum Ridge Trail (<i>Mountain bike trail</i>)
	T7 US 12 / Naches Road; SR 410 (<i>Greenway crossings, extensions and bike/ped improvements</i>)
	T13 West/ south side of River along US 97 (<i>Extend route</i>)
	T14 HWY 24, University Parkway/Riverside Road to Beaudry Road (<i>Bike Route/ Upper Yakima Greenway Connection</i>)
	T16 Yakima Canyon Trail, HWY 823 to Yakima County north boundary

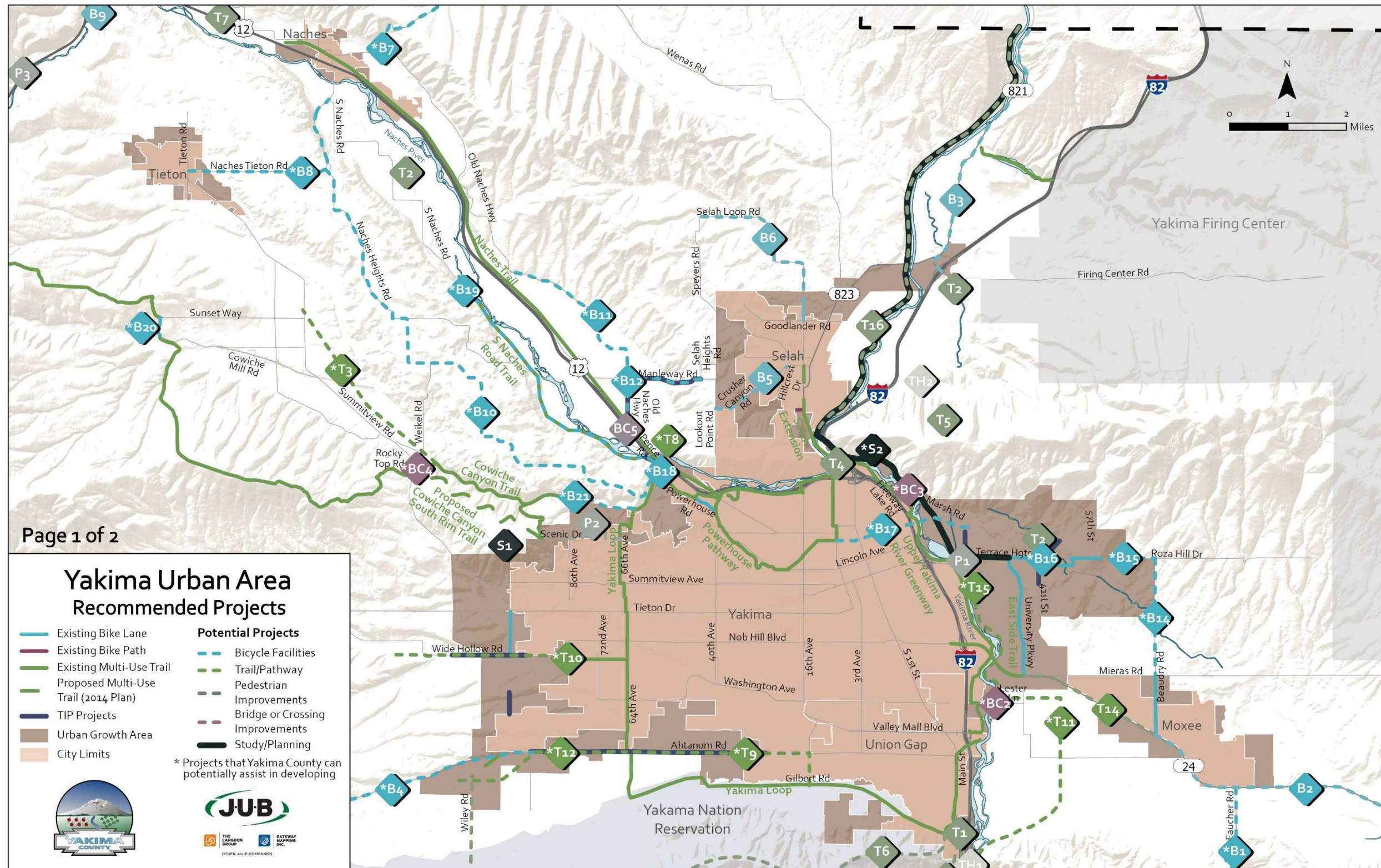
Pedestrian Improvements (P)

	P1 Terrace Heights from the sidewalk on Terrace Heights Drive to Ditch bank road for bike/ped access into Sportsman State Park (<i>Bike/ped ramp</i>)
	P2 Scenic Drive, N 80th Avenue to 66th Avenue (<i>Widen shoulders and/ or bike lanes, sidewalks</i>)
	P3 US 12 / Naches Road; SR 410 (<i>Greenway crossings, extensions and bike/ped improvements</i>)

Trailhead (TH)

	TH1 Thorp Road River access near I-82 HWY W & Thorp Road (<i>Trailhead/ park</i>)
	TH2 Yakima Ridge Trail (<i>Trails & trailhead</i>)

Figure 4-1: *Recommended Projects* – Yakima Urban Area



Page 2 of 2

South Yakima County Recommended Projects

Legend	Potential Projects
Existing Bike Lane	Bicycle Facilities
Existing Bike Path	Trail/Pathway
Existing Multi-Use Trail	Pedestrian
Proposed Multi-Use Trail	Improvements
Trail	Bridge or Crossing
TIP Projects	Improvements
Urban Growth Area	Study/Planning
City Limits	

* Projects that Yakima County can potentially assist in developing

JUB

THE LANGDON GROUP
GATEWAY MARKING INC.
OTHER J-U-B COMPANIES

5 | Capital Improvement Plan

The Capital Improvement Plan (CIP) is comprised of the top five capital improvement projects that were identified through public outreach efforts as well as input from the County and the County's ability to assist in the development of those projects. **Table 5-1** summarizes the CIP projects. Refer to **Figure 5-1**, *Capital Improvement Projects*.

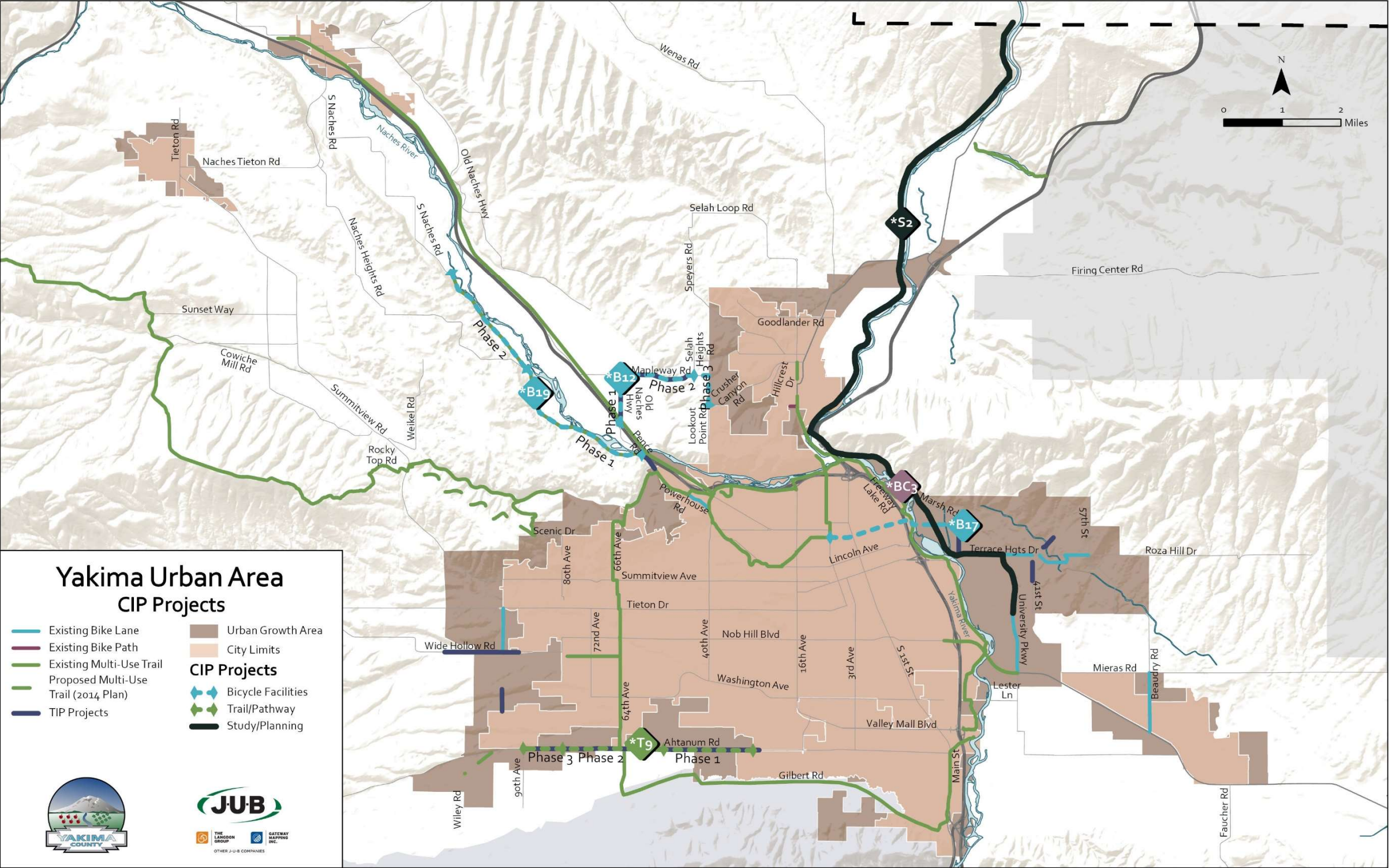
Table 5-1 – Capital Improvement Projects

Map #	Project Name	Phases	Type of Project	County TIP Project #	Cost
B17 BC3	East-West Corridor	Multi-modal features are a component of a larger corridor project crossing the Yakima River	Bike shoulder/ bike lane, plus bridge over Yakima River	1	\$ 5,500,000 (multi- modal portion)*
B12	Old Naches Highway/ Mapleway Road	Phase 1: Old Naches Hwy from US 12 to Maplewood Road	Bike shoulder/ bike lane	7	\$1,925,000
		Phase 2: Mapleway Road from Old Naches Hwy to Selah Heights Road		8	\$3,727,000
		Phase 3: Mapleway Road from Selah Heights Road to Crusher Canyon Road		N/A	\$1,158,000
B19	Naches Road	Phase1: Powerhouse Road to Young Grade Road	Bike shoulder/ bike lane	17	\$6,704,000
		Phase 2: Young Grade Road to Eschbach Park		N/A	\$5,029,000
T9	Ahtanum Road	Phase 1: City of Union Gap line ~26th Ave to 52nd Ave	Separated Pathway	2	\$6,025,000*
		Phase 2: 52nd Ave to 79th Ave	Separated Pathway	9	\$3,643,000
		Phase 3: 79th Ave to 90th Ave	Ped facilities and on-road bicycle facilities		\$975,000
S2	East Side Trail Study	N/A	Study	N/A	\$60,000- \$90,000

* From County TIP, project has secured funding.

For more detailed information, refer to the project summary sheets and cost estimates in **Appendix C**.

Figure 5-1: Capital Improvement Projects



6 | Funding and Implementation

Funding Sources

Multiple funding sources can be used for roadway improvement projects that incorporate multi-modal facilities within the County. The County's 6-year Transportation Improvement Program (TIP) is the mechanism to fund transportation projects. Depending on the project location and roadway features, various funding sources can be applied towards roadway maintenance and capital improvement projects. A majority of the recommended projects could be funded through various grants and funding programs administered by the Washington State Recreation and Conservation Office (RCO) and Washington State Department of Transportation (WSDOT). A summary table of available funding sources for transportation, multi-modal facilities and trail improvements is provided in **Appendix D**.

Implementation

To successfully implement this Trails Plan, available funding opportunities should be discussed by the Core Team on an annual, bi-annual, or quarterly basis. These discussions should be strategically timed around grant funding and member agency budget cycles. The Core Team should make efforts to seek outside funding through grants and funding programs that align with projects identified in this plan. It is recommended that an agency take the lead on scheduling Core Team meetings, inviting participants, and developing an agenda. In doing so, discussion topics can be focused and discussed efficiently. Meeting notes should also be maintained to provide a transparent and ongoing record of agency collaboration efforts. The lead agency for the Core Team may rotate periodically to share responsibility and diversify experience of Core Team members. As discussed in this section, the Core Team may initiate specific strategies to increase the likelihood of successful implementation.

Implementation Strategies

Funding Workshops, Webinars & E-mail List Subscription

Funding agencies such as the RCO, WSDOT, Western Federal Lands, etc. typically hold funding workshops, host webinars or offer email list subscriptions to educate eligible applicants on upcoming funding opportunities, scoring criteria, and program changes. Attending these workshops or webinars or signing up for email updates will help the County establish and maintain a solid knowledge base on the availability and status of various state and federal grant and funding programs.

Trails Plan Updates

The Core Team should update relevant/pertinent sections of this overall plan at least every five years, or as projects are completed or priorities change. This will keep information up-to-date, help the Core Team member agencies qualify for grant funding (by having an up-to-date plan vs. an out-of-date plan), and provide guidance as development is proposed.

Contact Funding Agencies Early and Often, Well Before the Deadline

It is good practice to inform funding agencies of a potential upcoming project well in advance of a grant application deadline. If an agency desires to submit a grant application that is due in the fall or winter, it is recommended that County staff contact funding agencies as early as the beginning of the year. Grant agency staff can offer invaluable advice on how to put a successful application together as well as specific ideas about the project.

Project Development

For projects that agencies want to implement in the near future, it is recommended to identify next steps. A typical next step towards implementation would involve taking a project from the planning phase to the project development phase. Depending on the type and location of the project, project development may involve site investigation, survey, environmental evaluation, or a specific study, etc. For projects that overlap with other jurisdictions, it is recommended that the lead agency work closely with those partner agencies to determine the next step to move to project development. It could be a matter of working with another agency that may ultimately want to sponsor and program the project.

Project/Trails Plan Follow-up

Many advocates, the public, and agency staff members and citizens provided significant input into this Trails Plan. It is important to maintain ongoing communication with one another, as well as with the public as the Plan is implemented. Demonstrating that projects were completed in the manner identified in the Plan is important for continued and future support of the Plan and its objectives. Forms of communicating with the public may include press releases, newsletters, social media, web links, etc.

Maintenance Recommendations

Simpler projects such as minor widening, signage, striping, and some ADA improvements that do not require significant widening or costs may be completed by agencies as part of their normal business practices for completion. For example, if a roadway is recommended for widened shoulders, signage or shared lane markings in this Plan and an agency plans on chip-sealing or resurfacing that roadway, minor widening, signage or the new painting scheme could potentially be included in the maintenance project.

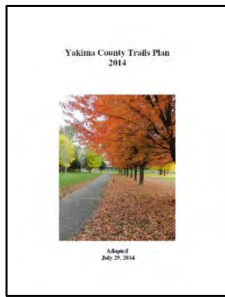
As projects are implemented, the underlying roadway jurisdiction would be responsible for the upkeep and ongoing maintenance of the multi-modal improvements and facilities. A maintenance agreement is an option if the Core Team and/or relevant agencies find that it would be more convenient, save costs, time, etc. Another option is to develop an annual maintenance schedule on a rotating basis. These options may be discussed through ongoing communication and during Core Team meetings.

APPENDIX A

- EXISTING PLANS, POLICIES, AND PROJECTS

Existing Plans, Policies and Projects – Yakima County Trails Plan Update

Yakima County Plans



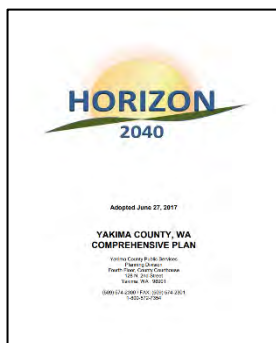
Yakima County Trails Plan (2014)

This Trails Plan focuses on trail and mixed-use pedestrian routes in unincorporated areas of Yakima County, Washington, with an emphasis on links between incorporated areas that are a high priority for intercommunity mobility.

**The following goals and policies were edited to reflect the goals and policies that will outline the updated Yakima County Trails Plan 2020.*

Yakima County Trails Plan Projects or Policies:

- Where applicable, participate with local community Trail and pedestrian organizations to develop projects that reflect an interconnected system of facilities, trails and open space.
- Seek ways to spread the costs for operation and maintenance of existing facilities to reduce reliance on County funds.
- Support efforts that ensure facilities are developed and maintained in an efficient and cost-effective manner with consideration for sustainability.
- Where applicable, participate with lead jurisdictions in maintenance focused on user safety, ADA (Americans with Disabilities Act) accessibility improvements, and renovation and repair of existing sites.
- Establish level of service thresholds for alternative modes in the Comprehensive Transportation Plan.
- Implement projects identified in this transportation plan that improve alternative modes. Consider the needs of future transit service when planning transportation projects.
- Develop a coordinated system for bikeways, walkways and trails, emphasizing route connectivity in conjunction with other jurisdictions.
- Adopt and apply consistent design standards for bicycle and pedestrian facilities constructed and maintained within Yakima County.
- Consider joint use of appropriate utility corridors as bicycle and pedestrian corridors.
- Support education programs that focus on safe bicycle use of the transportation system for both recreational and transportation purposes.
- Support alternative transportation education for County residents.
- Support land use strategies and site design methods that improve and encourage alternative transportation modes.
- Support efforts to preserve transportation corridors as a public asset for future transportation uses.
- When determining land requirements for urban growth areas, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas.
- From local inventory, analysis and collaboration with state agencies and utility providers, a list of Countywide and statewide public capital facilities needed to serve the Yakima County region will be developed. These include park and recreation facilities.
- The multiple uses of corridors for major utilities, trails and transportation right-of-way is encouraged. Refer to Figures 1-3 for proposed trail locations.



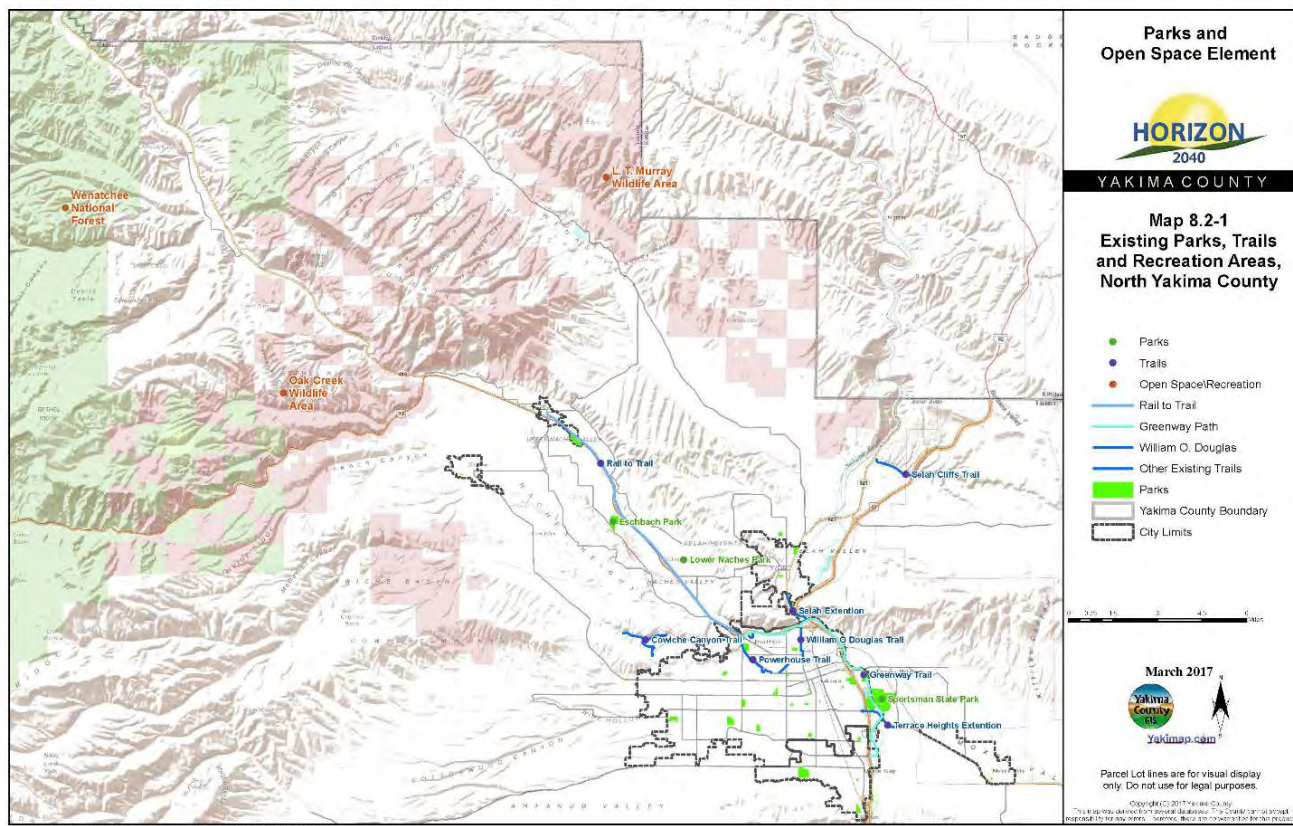
Yakima County Comprehensive Plan: Horizon 2040 (2017)

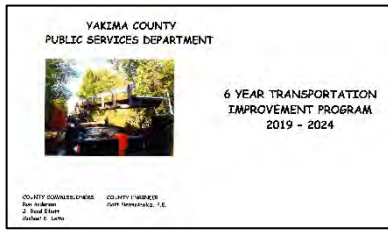
Horizon 2040 is a set of goals, policies, maps, illustrations, and implementation strategies that state how the county should grow physically, socially, and economically. The plan emphasizes innovative and flexible strategies to guide growth and development.

Horizon 2040 Projects or Policies:

- Encourage school districts to provide community use of school facilities and plan bike and jogging trails to connect the school locations to local needs and different neighborhoods.
- Maintain the Yakima County Trails Plan.
- Encourage acquisitions and development to reflect an interconnected system of facilities, trails, and open space.
- Develop trails to accommodate multiple uses and sign accordingly.
- Develop a coordinated system for bikeways, walkways and trails, emphasizing route connectivity in conjunction with other jurisdictions.
- Improve pathway linkages to the Yakima Greenway, Canal Pathway and other off-street trail systems.
- Support efforts such as grant applications to provide amenities at trail-head locations to support safe, clean and efficient trail use. Such amenities include parking and lighting, ADA accessible pedestrian facilities, or restrooms where feasible.
- Design parks, trails, landscaping, and public facilities to maximize visibility and minimize hidden places.
- Consider use of floodplains to facilitate east-west trail connectivity. Some north-south connectivity can be provided by use of irrigation canals.

Maps 8.2-1 – 8.2-5 reflect parks, trails and open space/recreation facilities throughout the county.





Yakima County Public Services Department 6 Year Transportation Improvement Program (2019-2024)

In accordance with R.C.W. 36.81.121, which sets forth that each county in the State of Washington adopt a six (6) year Transportation Improvement Program, the most recent program was adopted by the Yakima County Commissioners via Resolution 309-2018 on September 11, 2018.

Yakima County 6 Year Transportation Improvement Program Projects:

Item No.	Road Name	Location	Description
2	Ahtanum Road	S 26 th Ave Vicinity (city limit) to S. 52 nd Ave Vicinity	Reconstruct to 3 lanes w/curb, gutters and multi-purpose bike/ped facilities
3	Butterfield Road	Terrace Heights Drive to Vicinity of Hartford Road	Reconstruct to 3 lanes w/curb, gutters, sidewalks and illumination
4	Maple Avenue	Maple Court Vicinity to Hillcrest Drive Vicinity	Reconstruct to 3 lanes w/curb, gutters, sidewalks and illumination
7	Old Naches HWY	SR 12 to Mapleway Road	Reconstruct to 3 lanes w/curbs, gutters, pedestrian facilities and on-road bicycle facilities.
8	Mapleway Road	Selah Heights Road to Old Naches HWY	Reconstruct to 3 lanes w/curbs, gutters, pedestrian facilities and on-road bicycle facilities.
9	Ahtanum Road	S. 52 nd Avenue Vicinity to S. 90 th Avenue Vicinity	Reconstruct to 3 lanes w/curbs, gutters, pedestrian facilities and on-road bicycle facilities.
10	Wide Hollow Road	Yakima City Limit to Cottonwood Canyon Road	Reconstruct to 3 lanes w/curbs, gutters, pedestrian facilities and on-road bicycle facilities. Install traffic signal at 96 th Avenue.
11	Powerhouse Road, W.	Yakima City Limit to Naches Road, S.	Reconstruct to 3 lanes w/curbs, gutters, and pedestrian and on-road bicycle facilities.
12	S. 96 th Avenue	Spokane Street Vicinity to Coolidge Avenue	Reconstruct to 3 lanes w/curbs, gutters, and pedestrian and on-road bicycle facilities.
13	S. 41 st Street	Polly Lane Vicinity to Kroum Road Vicinity	Reconstruct to 3 lane road w/Curbs, gutters and sidewalks.
24	County-wide	County-wide	ADA retrofit projects – retrofit non-compliant sidewalks with ADA compliant improvements at various locations

Note: Additional projects are identified within the program that include upgrading roadways to meet current standards, as well overlays. In some instances, and depending on what the priorities are for the 2020 Yakima County Trails Plan Update, bike/ped/trail improvements could potentially be incorporated into these projects.

City Plans within Yakima County

City Comprehensive Plans – City of Grandview, City of Granger, City of Mabton, City of Selah, City of Sunnyside, City of Toppenish, City of Union Gap, City of Wapato

The City Comprehensive Plans are grouped as a conglomerate of policies as they each utilize the Yakima County Trails Plan as a guide. Many plans displayed the same goals and policies regarding trails as they outline the goals and policies set by the County. Each plan establishes the desirable character, quality and pattern of the physical environment and represents each community's policy plan for growth over the next 20 years.

Comprehensive Plan Projects or Policies Identified in the Yakima County Planning Area:

- Planning bike and jogging trails in the community that serve local needs and link differing neighborhoods.
- The multiple uses of corridors for major utilities, trails and transportation right-of-way is encouraged.
- Minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.
- Recognize the important recreational transportation roles played by regional bicycle/trail systems, and support efforts to develop a regional trail system through the City.
- Support the development of paths and marked roadways which link bicycle trails with the City's other resources.
- The extension of the Yakima River Greenway bicycle/pedestrian trails, development of the Ahtanum Creek trails, and linkages between major trail systems in the area should be encouraged.
- Access to recreational areas should emphasize both a real and linear access (parking areas and trails or bicycle paths, for example) to prevent concentrations of use at a few points. Linkage of shoreline parks and public access points by means of linear access should be encouraged.
- The City should continue to seek open space corridors and trails that connect the Yakima River. Greenway to existing parks and open space within the City and the proposed urban growth area.

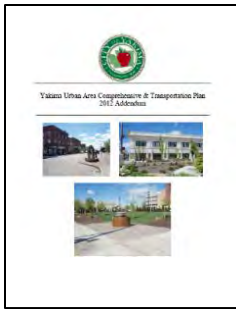


We are Yakima – Comprehensive Plan 2040

The Yakima Comprehensive Plan guides Yakima's physical development over the 2017-2040 period. It describes community values, directs municipal activities and services, and provides a statement of policy about Yakima's desire for growth and character.

The City of Yakima Comprehensive Plan Projects or Policies Identified:

- Promote complete streets and trails to interconnect Yakima's neighborhoods and promote walkability.
- Maintain a program to repair and preserve existing streets surfaces, drainage, sidewalks, street lighting, and trails; including ADA-related upgrades.
- Give high priority to projects that create or improve safe "Walk to School Routes", provide access to activity centers, provide linkages to transit, and connections to trails for pedestrians and bicyclists.
- Work to improve pathway linkages to regional and off-street trail systems as identified in the ADA Transition Plan and Bicycle Master Plan.
- Encourage projects and support grant applications and other funding sources that provide facilities (such as signage, lighting, and/or restrooms) at trailhead locations to support safe, clean, and efficient trail use.
- Maintain and regularly update an inventory of sidewalks, curb ramps, marked crosswalks, trails, bicycle facilities, transit facilities, and roadways to assist in a smart allocation of transportation resources.
- Incorporate, whenever possible, greenbelts and pathways into all future residential, commercial, and industrial developments and keep these trails, as much as possible, separate from streets and arterials.
- Consider alternative connections to the William O. Douglas Trail portion which goes through the City of Yakima.

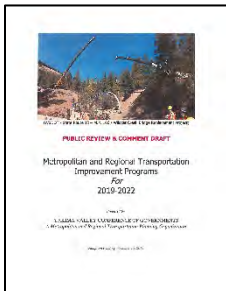


Yakima Urban Area Comprehensive and Transportation Plan 2012 Addendum

The City of Yakima, as required by the Washington State Growth Management Act, last updated its Comprehensive Plan and Transportation Plan in December 2006. Since that time, the city has had five years (2007-2012) of successful Comprehensive Plan amendment cycles.

Yakima Urban Area Comprehensive Plan Projects or Policies Identified in the Planning Area:

- Pathway improvements to the I-82 under crossings into the greenway and provide a safe route from the YRDA to Downtown, as well as an east-west connection through the YRDA. Pathway improvements include trails and bike routes as identified on maps V-1 and V-2 in the transportation section of the transportation plan.
- Connections for pedestrians and bikes to the Yakima River Greenway and also provide trail connections identified in the transportation chapter (maps VI-1 and VI-2).
- The 10th Street extension and I-82 interchange improvements open redevelopment opportunities for the former Boise Cascade site, while creating excellent connections to the Yakima Greenway trail. The Terrace Heights connector will provide east-west pedestrian/bicycle facility across I-82. And, the new freeway interchange improvements will provide increased access to the state highway system and to local businesses.



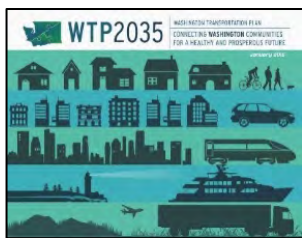
Yakima Valley Conference of Governments (YVCOG) [Metropolitan Planning Organization (MPO)]

Metropolitan and Regional Transportation Improvement Program (2019-2022)

The YVCOG is the Regional Transportation Planning Organization (RTPO) for the Yakima County area. The YVCOG prepares the Regional Transportation Plan (RTP) and develops the six-year Metropolitan and Regional Transportation Improvement Program (M-RTIP). The most recent is the 2019-2022 M-RTIP.

M-RTIP Projects Identified in The Planning Area:

- Yakima County East-West Corridor



Washington State Department of Transportation (WSDOT)

Washington Transportation Plan 2035 (January 2015)

WTP 2035, The Washington Transportation Plan, provides policy guidance and recommendations across all transportation modes and regions in the State.

Washington Transportation Plan Projects or Policies Identified in the Planning Area:

- Design, plan, and fund transportation infrastructure that supports tourism, such as non-motorized trail networks, scenic byways, intermodal connections for travelers, and enhanced traveler communication systems.

- Promote bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalk or trail connections.

Other plans that were reviewed but did not include relevant policies and/or projects:

- YVCOG 2018 Human Services Transportation Plan
- WSDOT Community Engagement Plan (2016 Update)

APPENDIX B

- **PUBLIC INPUT SUMMARY**
 - Open House Plan and Materials
 - Public Survey Summary
 - 3P Visual Maps and Comment Matrix

Appendix B — Public Input Summary

Public Open House Plan and Materials



Open House Plan for April 10, 2019, 4-6 p.m.

Attendees:

Yakima County – Jase Testerman, Kent McHenry, Star Betancourth (bilingual), Matt Mahony

JUB – Spencer Montgomery

TLG – Gemma Puddy

Outreach Tasks:

TASK	DETAILS	TLG/JUB/County	DUE DATE
Venue	County will handle all open house venue logistics.	County	Done – Yakima County Convention Center
Public Ad / Legal Notice	<ul style="list-style-type: none"> Write and send/post public Ad. Yakima Herald contact - Lex Talamo, ltalamo@yakimaherald.com 	TLG to write and County to coordinate with media to post.	Draft to team 3/21/19; Send to local media – 3/25/19; Yakima Herald published story on 4/9/19; Media interviewed Kent at the open house;
Invite Email	<ul style="list-style-type: none"> Develop email with essential open house information, including brief overview of goals, process and schedule. Email to stakeholder email list and ask everyone to share the information with their own email lists. 	TLG to draft; County to email	First email: send 3/27/19 (draft to team 3/25/19); Reminder email: send 4/5/19 (draft to team by 3/3/19)
Invite Flier	<ul style="list-style-type: none"> Work with County to post fliers at County building and other applicable locations and to attach to invite email (similar content to email). 	TLG/County	Draft to team 3/25/19; For use by 3/27/19;
Factsheet	<ul style="list-style-type: none"> Develop overview sheet with goals, purpose, schedule, similar to invite flier. Print copies for open house take-away. 	TLG	Draft to team 3/25/19; For use by 3/27/19;
Display Boards (up to six)	<ul style="list-style-type: none"> Welcome/Intro (TLG) Purpose/Need (TLG) Project Overview/Plan (JUB) Area Maps (JUB) 	TLG/JUB; Gemma will develop a board template with a consistent header / footer;	Drafts to County by: 3/27/19; JUB to print by 4/9/19
3P Visual	<ul style="list-style-type: none"> Manual version of online version with large maps and post-it notes (three sets available for potential large crowds) 	JUB/TLG	Will be ready on 3P Visual timeline
Sign-in Sheet, Directional Signage	<ul style="list-style-type: none"> Develop and print sign-in sheets (name, contact information) Develop and print signage to notify of open house at convention center. 	TLG	Drafts to review by: 3/27/19; Print for meeting, 4/9/19
Talking Points	<ul style="list-style-type: none"> Use factsheet as messaging for public. 	TLG	By 4/9/19
Refreshments	<ul style="list-style-type: none"> Jase ordered refreshments from convention center (water and cookies) for open house. 	County	By 4/10/19
Open House Summary	<ul style="list-style-type: none"> Meeting summary with overview of process, public feedback themes, digital copies of open house materials and 3P Visual findings. 	TLG/JUB	Draft by 5/31/19
OPEN HOUSE			4/10/19

Appendix B — Public Input Summary

Public Ad/Legal Notice



Public Services

128 North Second Street • Fourth Floor Courthouse • Yakima, Washington 98901
(509) 574-2300 • 1-800-572-7354 • FAX (509) 574-2301 • www.co.yakima.wa.us

LISA H. FREUND – Director

Yakima County to Update Trails Plan Public Meeting Scheduled

FOR IMMEDIATE RELEASE: Monday, March 25, 2019

Contacts: Jase Testerman, Yakima County Engineer
(509) 574-2300
XXX, Administrative Supervisor & Public Information Officer
(509) 574-2300

YAKIMA, WA – Yakima County residents are invited to learn about, ask questions and share input on the County Trails Plan (Plan) at an open house scheduled for Wednesday, April 10, between 4:00 and 6:00 p.m. at the Yakima Convention Center. No formal presentation will be made. The event is part of the research phase to gather public input and understand the current opportunities and challenges.

The Yakima County Roads Department recently started the Plan update process. The goal is to identify projects that have the potential to enhance bicycle and pedestrian facilities, improve user safety, promote connectivity with neighboring transportation systems, and could be completed in the next five-to-ten years. Additionally, the County hopes to identify projects that may be eligible for trail and multi-modal facility funding.

Residents, who are unable to attend the open house, are asked to share input by April 19 at the project website: 3pvisual.com/projects/YakimaTrails/Comments.aspx

Once existing trails information and public input are gathered, the project team will integrate the two, along with the County's goals, into an updated Plan. The Plan is scheduled for completion in winter 2019.

Yakima County Trails Plan Open House
Wednesday, April 10, 2019
4:00 - 6:00 p.m.
Yakima Convention Center
10 N. 8th Street, Yakima

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Appendix B — Public Input Summary

Invite Flier



OPEN HOUSE: Your Input Matters!

Help identify priority pathway and trail locations
for the future of Yakima County.

Yakima County Trails Plan 2019 Open House

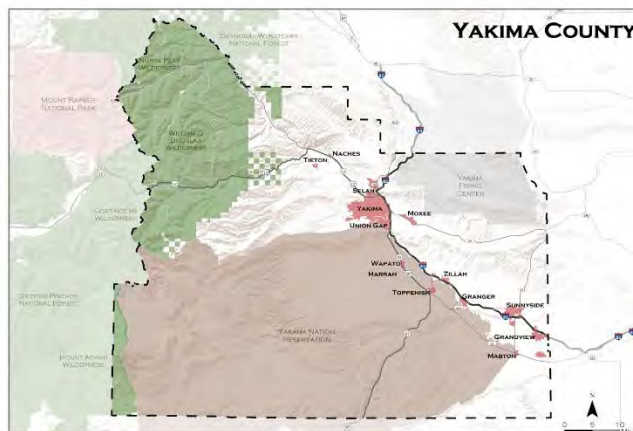
Wednesday, April 10, 2019, 4 – 6 p.m.

Yakima Convention Center

10 N. 8th Street, Yakima, WA 99301

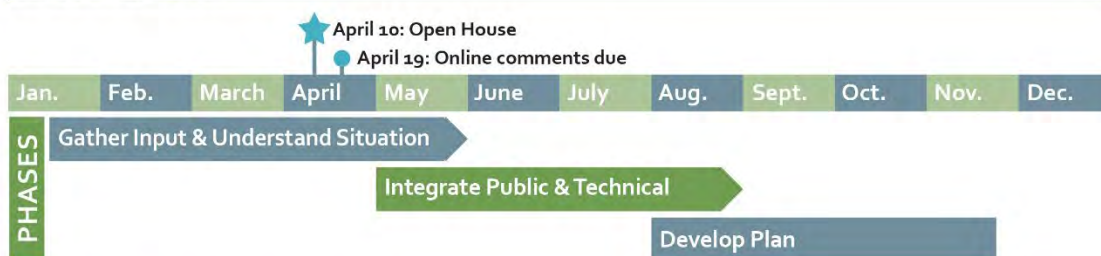
Yakima County Roads Department recently started the process to update the County Trails Plan. The goal is to identify projects that have the potential to enhance bicycle and pedestrian facilities, improve user safety, promote connectivity with neighboring transportation systems, and project that have the potential to be completed in the next five-to-ten years. Additionally, the County hopes to identify projects that may be eligible for trail and multi-modal facility funding.

To learn more, ask questions, and share input on the existing trails plan and needs, please join us. No formal presentation will be made. Comments may also be posted at www.YakimaTrailsPlan.com by April 19, 2019.



The Yakima County Planning Area (shown above) is approximately 4,296 square miles in size.

2019 SCHEDULE



To provide input, please visit the project website at
www.YakimaTrailsPlan.com



Yakima-County-Trails@co.yakima.wa.us

Appendix B — Public Input Summary

Factsheet



Yakima County Trails Plan 2019



The Yakima County Planning Area (shown above) is approximately 4,296 square miles in size.

PROJECT OVERVIEW

The Yakima County Trails Plan 2019 (Plan) is an update to the current 2014 Yakima County Trails Plan. This Plan update focuses on trail and pathway routes within unincorporated areas of Yakima County, Washington. The Plan identifies Yakima County's role in trail development, goals and objectives, demographics, trail inventory, demand and needs analysis, recommended improvements and strategies for implementation such as priority projects, Capital Improvement Plan, funding sources, roadway maintenance, and collaboration with project sponsors.

GOALS

A primary goal of the Plan is to identify multi-modal transportation connectivity opportunities within and between the County and incorporated areas (the City's of Grandview, Granger, Harrah, Mabton, Moxee, Naches, Selah, Sunnyside, Tieton, Toppenish, Union Gap, Wapato, Yakima and Zillah) with the aim of improving non-



motorized and pedestrian mobility and safety between recreation facilities, roads, highways and public transit. The Plan also strives to prioritize projects that may be eligible for trail and multi-modal facility funding to advance projects.

YAKIMA COUNTY'S ROLE IN TRAIL DEVELOPMENT

While the County may provide assistance in constructing new trails and pathways, the County does not have programs or resources to provide maintenance activities; therefore, all trail and pathways systems are turned over to and maintained by other sponsoring agencies such as the Yakima Greenway Organization and the Cowlitz Canyon Conservancy. Because Yakima County maintains all roadways within the County, including those located within the Yakima Indian Reservation, the County primarily focuses on developing multi-modal trails and pathways to be incorporated with the other on-system roadway improvements as a means to assist in improving bicycle and pedestrian facilities through the County.

2019 SCHEDULE



To provide input, please visit the project website at www.YakimaTrailsPlan.com.



Yakima-County-Trails@co.yakima.wa.us

Appendix B — Public Input Summary

Display Boards



Yakima County Trails Plan 2019

Welcome to the Open House

APRIL 10, 2019, 4-6 P.M.



www.YakimaTrailsPlan.com



Yakima-County-Trails@co.yakima.wa.us



Yakima County Trails Plan 2019

GOALS

- Identify multi-modal transportation connectivity opportunities within and between the County and incorporated areas (the City's of Grandview, Granger, Harrah, Mabton, Moxee, Naches, Selah, Sunnyside, Tieton, Toppenish, Union Gap, Wapato, Yakima and Zillah).
- Aim to improve non-motorized and pedestrian mobility and safety between recreation facilities, roads, highways and public transit.
- Prioritize projects that may be eligible for trail and multi-modal facility funding to advance project.



www.YakimaTrailsPlan.com



Yakima-County-Trails@co.yakima.wa.us

Appendix B — Public Input Summary



Yakima County Trails Plan 2019

PROJECT OVERVIEW

The Yakima County Trails Plan 2019 is an update to the 2014 Plan and will identify:

- Yakima County's role in trail development
- Goals and objectives
- Demographics
- Trail inventory
- Demand and needs analysis
- Recommended improvements and strategies for implementation, such as:
 - » Priority projects
 - » Capital improvement plan
 - » Funding sources
 - » Roadway maintenance
 - » Collaboration with project sponsors



The Yakima County Planning Area, unincorporated areas of the County, (shown above) is approximately 4,296 square miles in size.



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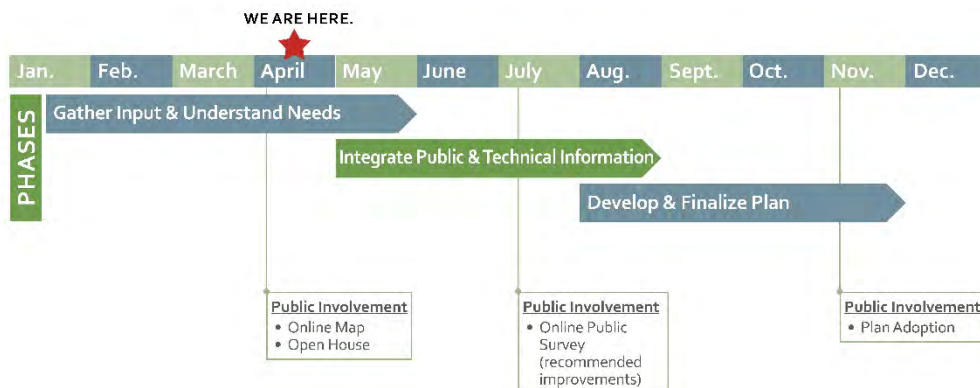


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Yakima County Trails Plan 2019

2019 SCHEDULE



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Appendix B — Public Input Summary



Yakima County Trails Plan 2019

HOW YOU CAN PARTICIPATE

Learn More. Ask Questions. Share Input.

- Talk to a **project representative**.
- Log your input with a dot and written comment on the **map exercise** or online at **www.YakimaTrailsPlan.com**. Map survey closes April 19!
- Take a Project Factsheet for your **friends, family and neighbors** and direct them to the website to comment.

Contact Information



www.YakimaTrailsPlan.com



Yakima-County-Trails@co.yakima.wa.us

Appendix B — Public Input Summary

Public Survey Summary

Public Survey Summary

An online survey, along with a list of Potential Projects and Potential Projects maps were circulated throughout Yakima County from October 3, 2019 to October 31, 2019 to solicit feedback from the public on the current barriers present for walking and biking in Yakima County and to seek input on ranking and prioritizing future projects. Public outreach methods included social media, a County news release, and project website.

The survey included ten questions that required responses that varied from multiple choice to open-ended responses. The main themes highlighted within the survey from the general bicycle/pedestrian questions are outlined below:

Main Themes Identified

1. Walking and biking is primarily used for exercise and recreation
2. The biggest barriers to walking and biking are safety concerns and lack of connectivity
3. Bike shoulder/bike lanes and trails/pathways are equally as important to the public and would provide the largest improvement for safety
4. Designated bike lanes are preferred over other bike facilities

The latter survey questions asked members of the public to identify any routes that were not identified by the Draft Potential Project List and Map, as well as to rank/prioritize the projects that were listed on the list. The routes identified that were not listed within the Draft Potential Project List were all associated within the west valley and downtown Yakima City areas. For a full list of the survey results, refer to [Attachment 1](#). The top prioritized projects are displayed below by project type.

Top Prioritized Projects

Bike Shoulder/Bike Lane Projects

1. **B21.** Cowiche Canyon Conservatory Connection/trails – east side improvements, Cowiche Canyon Road (**82 responses**)
2. **B18.** Powerhouse Road, S Naches Road to Yakima City limit/between Garretson Lane and Cowiche Canyon Road (**75 responses**)
3. **B17.** East-West Corridor (**61 responses**)
4. **B10.** Naches Heights Road, Naches Tieton Road to Powerhouse Road W/
5. **B1.** Konnowak Pass Road/Faucher Road, Yakima Valley HWY to SH 24 (**51 responses**)

Trail/Pathway Projects

1. **T3.** Cowiche Canyon Connection/Trails – west side improvement, Summitview Road; Weikel Road; Rocky Top Road (**125 responses**)
2. **S2.** Yakima River Greenway East Side Trail Study (**115 responses**)
3. **T9.** Ahtanum Road, S 64th Avenue to S 16th Avenue & S 16th Avenue, Gilbert Road to Ahtanum Road (**90 responses**)
4. **T11.** Lower Yakima Trail Extension (**73 responses**)

Bridge or Crossing Projects

1. **BC4.** Cowiche Canyon Connection/trails – west side improvements (**114 responses**)
2. **BC3.** Yakim River Bike/Ped Bridge (north) (**55 responses**)
3. **BC2.** Yakima River Bike/Ped Bridge (south) (**36 responses**)

Potential Projects

Yakima County Trails Plan

Bike Shoulders/Bike Lanes (B)

★	*B1	Konnowak Pass Road/Faucher Road, Yakima Valley HWY to SH 24 (<i>Widen shoulders</i>)
	*B4	Ahtanum Road, Slavin Road to S 90th Avenue (<i>Widen shoulders</i>)
	*B7	Naches Wenas Road, Old Naches HWY to Longmile Lane/Wenas Road (<i>Widen shoulders</i>)
	*B8	Naches Tieton Road, S Tieton Road to S Naches Road (<i>Widen shoulders/pathway</i>)
★	*B10	Naches Heights Road, Naches Tieton Road to Powerhouse Road W (<i>Bike route/lanes/widen shoulders</i>)
	*B11	Old Naches HWY, Kershaw Drive to Mapleway Road (<i>Bike lane</i>)
	*B12	Old Naches HWY, HWY 12 to Mapleway Road & Mapleway Road to Selah Heights Road (<i>Bike/ped route improvements</i>)
	*B14	Beaudry Road, Mieras Road to Roza Hill Drive (<i>Include bike lanes in TIP project, including the bridge</i>)
	*B15	Roza Hill Road, 57th Street to Wendt/Beaudry Road (<i>Include bike lanes in TIP project</i>)
	*B16	Terrace Heights Drive, 41st Street to Roza Hill Drive (<i>Bike lanes</i>)
★	*B17	East-West Corridor (<i>Bike/ped facilities</i>)
★	*B18	Powerhouse Road, S Naches Road to Yakima City limits/between Garretson Lane and Cowiche Canyon Road (<i>Convert widened shoulders to bike lanes, incorporate with TIP project</i>)
	*B19	Naches Road, Eschbach Park to Powerhouse Road (<i>Widen shoulders/ bike lanes</i>)
	*B20	Sunset Way, Cowiche Mill Road to Sunset Way curve (<i>William O Douglas Trail Access - widen road/path</i>)
★	*B21	Cowiche Canyon Conservatory Connection/trails - east side improvements, Cowiche Canyon Road (<i>Widen shoulders along road/ signage/ improved visibility; off-system pathway along Cowiche Creek</i>)
	B2	HWY 24 east of Moxee, Beaudry Road to Roza Canal (<i>Widen shoulders</i>)
	B3	SH 821, I-82 to north Yakima County boundary (<i>Widen shoulders</i>)
	B5	Crusher Canyon Road, Lookout Point Road to Hovde Park Drive/Hillcrest Drive (<i>Bike lane</i>)
	B6	Selah Loop Road, Goodlander Rd to Speyers Road (<i>Bike lane</i>)
	B9	US 12 / Naches Road; SR 410 (<i>Greenway crossings, extensions and bike/ped improvements</i>)
	B13	Track Road, Hwy 22/Buena Way to Parker Bridge Road (<i>Bike route</i>)

Crossing Improvements (BC)

★	*BC2	Yakima River Bike/Ped Bridge (south), near Lester Lane (<i>Bike/ped bridge across Yakima River</i>)
★	*BC3	Yakima River Bike/Ped Bridge (north) - near Marsh Road/ Freeway Lake Road (<i>Bike/ped bridge across Yakima River</i>)
★	*BC4	Cowiche Canyon Connection/trails - west side improvements (<i>Crossings, connections, improvements - Summitview Road; Weikel Road; Rocky Top Road</i>)
	BC1	Abandoned railroad bridge conversion (<i>Extend greenway to Sunnyside Pathway</i>)
	BC5	Old Naches / US 12 Intersection (<i>Intersection and bike/ped intersection crossing improvements</i>)

Study/Planning (S)

★	*S2	Yakima River Greenway East Side Trail Study
	S1	West Yakima Recreation Area and Trail Lands (<i>Land acquisition/ conservancy</i>)

Yakima County has the ability to develop bicycle/pedestrian facilities concurrently with roadway improvements. The projects in the shaded boxes with an asterisk (*) are the projects that Yakima County can potentially assist in developing. Projects shown in the unshaded boxes are those located along state highways, within city limits or outside of Yakima County’s jurisdiction. The numbers correlate to the locations on the Potential Projects Map.

Trail/Pathway (T)

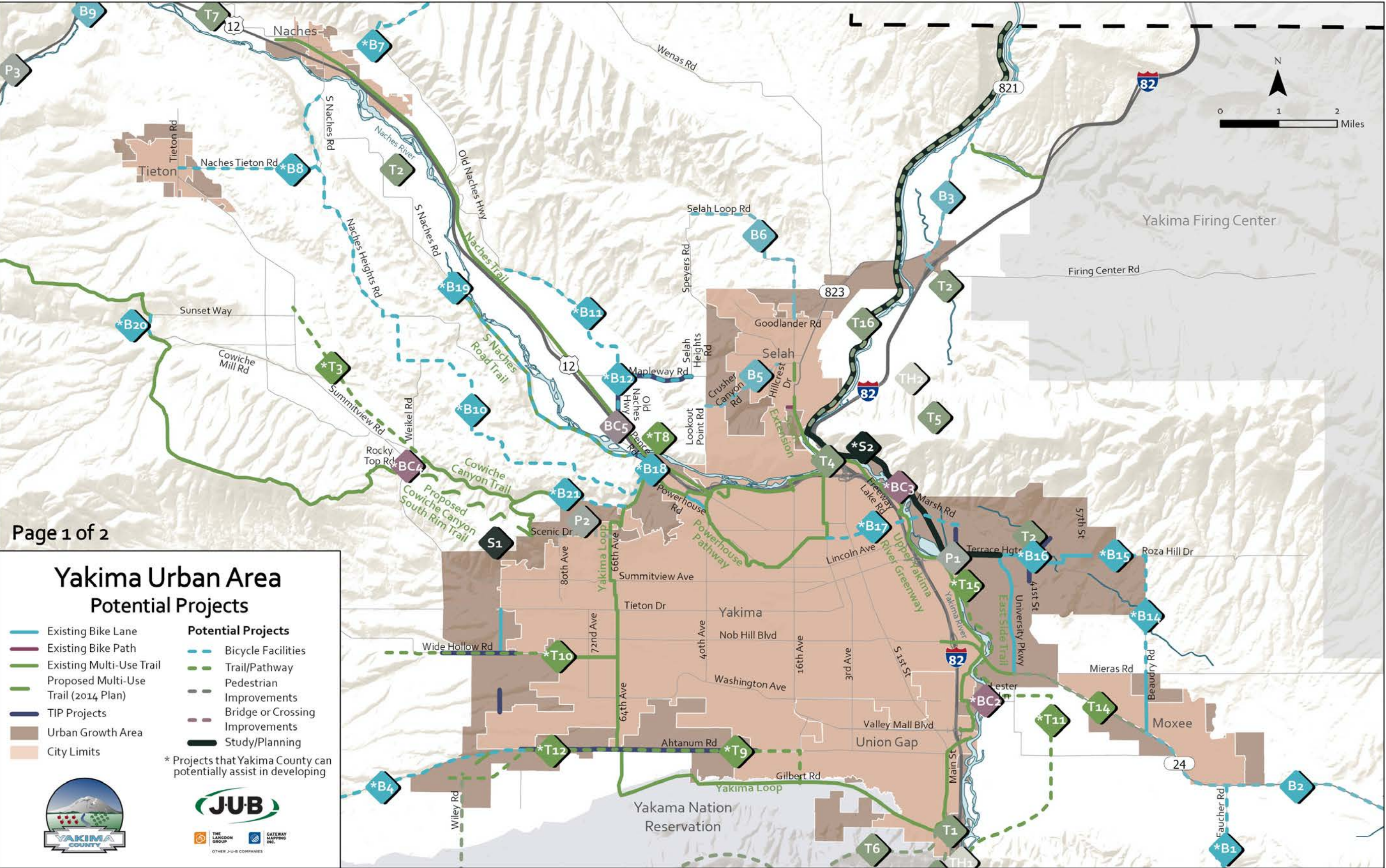
★	*T3	Cowiche Canyon (<i>Connection/trails - west side improvement, Summitview Road; Weikel Road; Rocky Top Road connection trails - west side improvements, crossings, connections, improvements</i>)
	*T8	Pence Road Trail Connection (<i>Trail/pathway</i>)
★	*T9	Ahtanum Road, S 64th Avenue to S 16th Avenue & S 16th Avenue, Gilbert Road to Ahtanum Road (<i>Bike lanes/separated pathway</i>)
	*T10	Wide Hollow Road/Douglas Road, West Hills Memorial Park to West Valley Community Park (<i>Integrate into TIP project</i>)
★	*T11	Lower Yakima Trail Extension (<i>Connect Yakima to Benton County</i>)
	*T12	Wiley City Connection, Wiley Road S to S 64th Avenue (<i>Use former trolley corridor/ Wide Hollow Creek</i>)
	*T15	Dike Trail Extension, HWY 24 to Terrace heights Drive (<i>Off-system pathway/Dike trail extension</i>)
	T1	Lower Yakima Trail Extension/Union Pacific Railroad between US 97/I-82 (<i>Extend greenway to Sunnyside pathway</i>)
	T2	Selah-Moxee Canal & Other Canals throughout the County (near Firing Center Road) (<i>Off-system/ canal pathways</i>)
	T4	Confluence Area - Naches/Yakima Trail at Harlan Landing Park (<i>Improved trail route, access and facilities (south side/ south of Harlan Landing)</i>)
	T5	Yakima Ridge Trail
	T6	Ahtanum Ridge Trail (<i>Mountain bike trail</i>)
	T7	US 12 / Naches Road; SR 410 (<i>Greenway crossings, extensions and bike/ped improvements</i>)
	T13	West/ south side of River along US 97 (<i>Extend route</i>)
	T14	HWY 24, University Parkway/Riverside Road to Beaudry Road (<i>Bike Route/Upper Yakima Greenway Connection</i>)
	T16	Yakima Canyon Trail, HWY 823 to Yakima County north boundary

Pedestrian Improvements (P)

	P1	Terrace Heights from the sidewalk on Terrace Heights Drive to Ditch bank road for bike/ped access into Sportsman State Park (<i>Bike/ped ramp</i>)
	P2	Scenic Drive, N 80th Avenue to 66th Avenue (<i>Widen shoulders and/ or bike lanes, sidewalks</i>)
	P3	US 12 / Naches Road; SR 410 (<i>Greenway crossings, extensions and bike/ped improvements</i>)

Trailhead (TH)

	TH1	Thorp Road River access near I-82 HWY W & Thorp Road (<i>Trailhead/ park</i>)
	TH2	Yakima Ridge Trail (<i>Trails & trailhead</i>)



Page 1 of 2

Yakima Urban Area Potential Projects

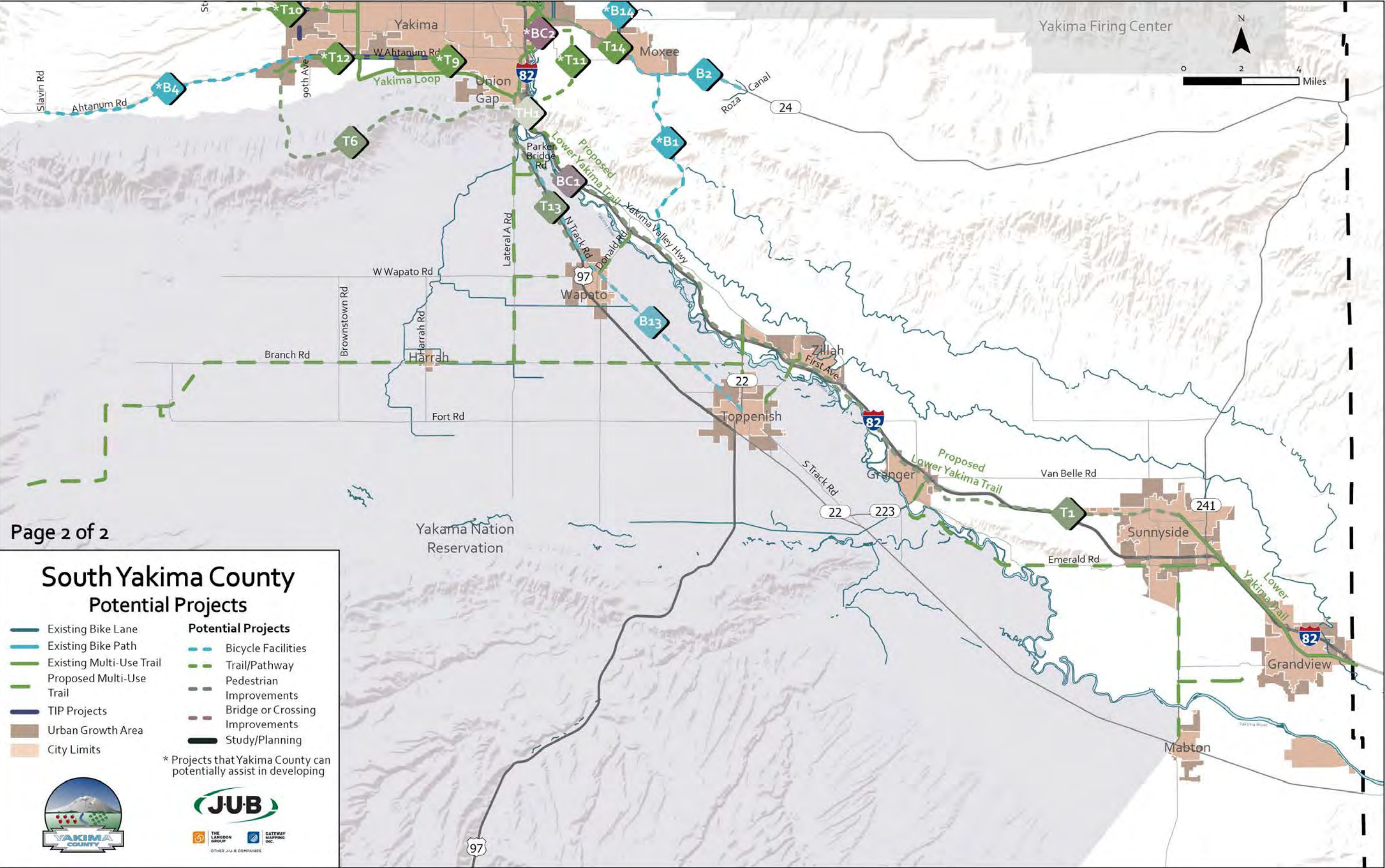
- Existing Bike Lane
- Existing Bike Path
- Existing Multi-Use Trail
- Proposed Multi-Use Trail (2014 Plan)
- TIP Projects
- Urban Growth Area
- City Limits

- Potential Projects**
- Bicycle Facilities
 - Trail/Pathway
 - Pedestrian Improvements
 - Bridge or Crossing Improvements
 - Study/Planning

* Projects that Yakima County can potentially assist in developing



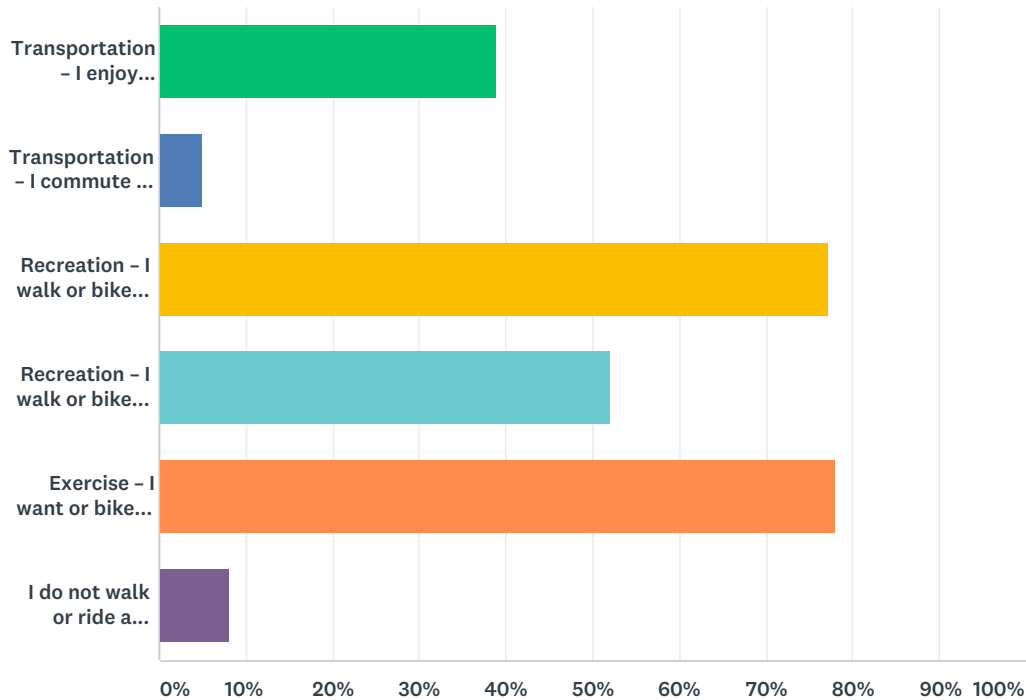
THE LANGDON GROUP
GATEWAY MAPPING INC.
OTHER JUB COMPANIES



Attachment 1— Public Survey: SurveyMonkey Results

Q1 Why do you walk or ride a bicycle in Yakima County? Please check all that apply.

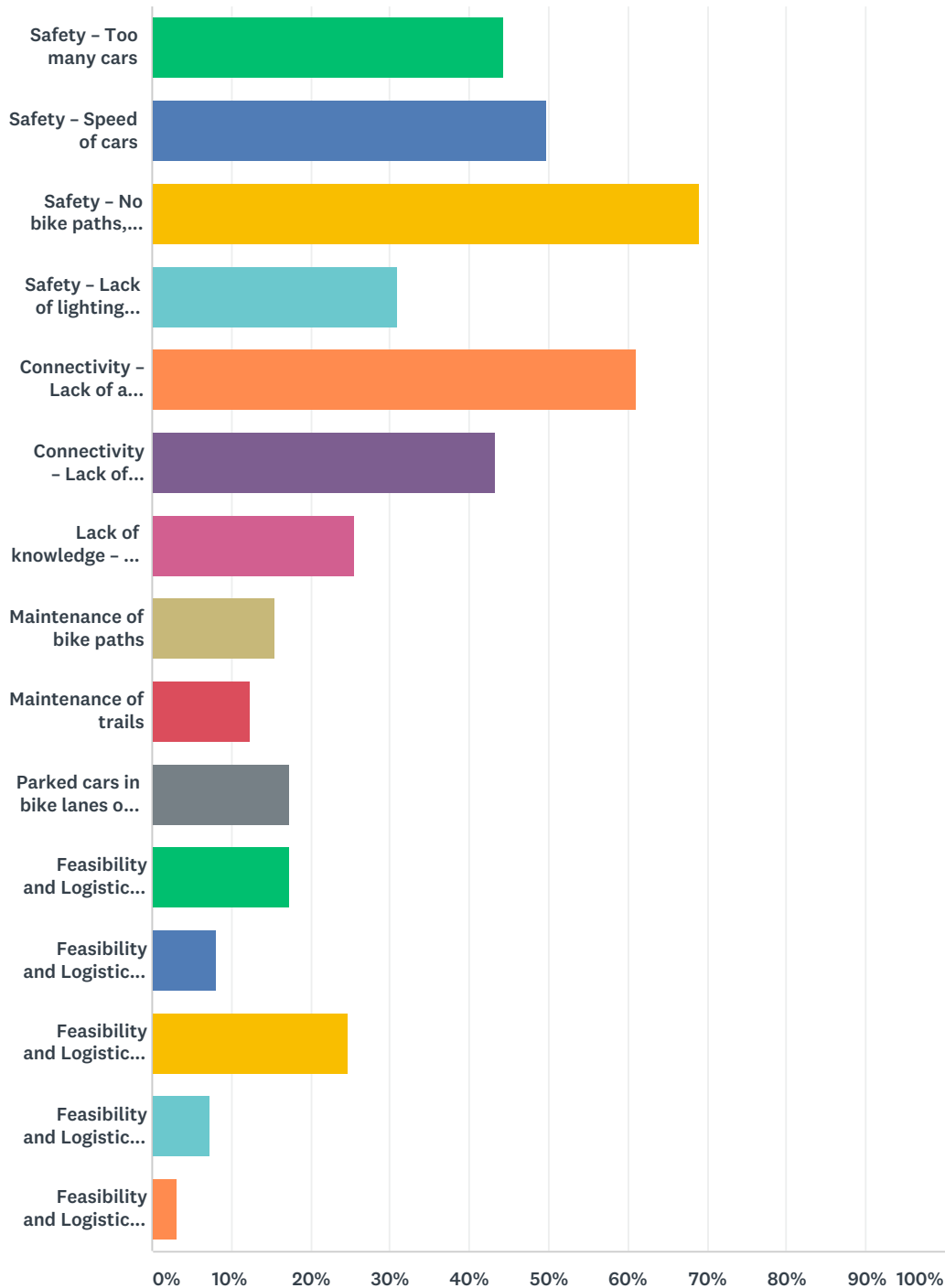
Answered: 219 Skipped: 2



ANSWER CHOICES	RESPONSES	
Transportation – I enjoy commuting or running errands on foot or by bike	38.81%	85
Transportation – I commute or run errands on foot or bike due to a limited income	5.02%	11
Recreation – I walk or bike for personal enjoyment	77.17%	169
Recreation – I walk or bike as a social activity	52.05%	114
Exercise – I want or bike for exercise and health	78.08%	171
I do not walk or ride a bicycle	8.22%	18
Total Respondents: 219		

Q2 What are the biggest barriers toward walking and biking in Yakima County? Please check all that apply to you and your family.

Answered: 219 Skipped: 2



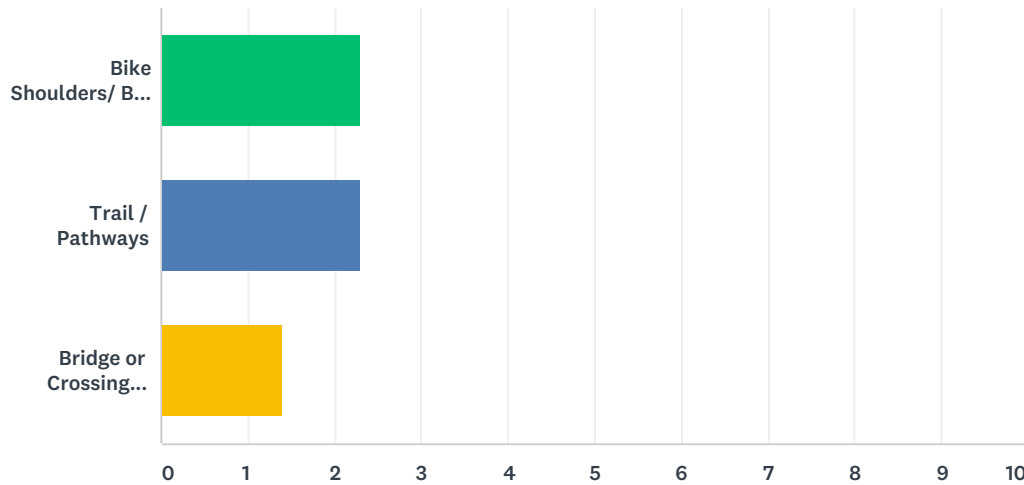
ANSWER CHOICES	RESPONSES	
Safety – Too many cars	44.29%	97
Safety – Speed of cars	49.77%	109

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Safety – No bike paths, bike lanes or bike routes	68.95%	151
Safety – Lack of lighting along bike lanes, paths and trails	31.05%	68
Connectivity – Lack of a network of sidewalks, paths, trails and bike lanes	61.19%	134
Connectivity – Lack of connections between destinations	43.38%	95
Lack of knowledge – I don't where existing trails or routes are located	25.57%	56
Maintenance of bike paths	15.53%	34
Maintenance of trails	12.33%	27
Parked cars in bike lanes or shoulders	17.35%	38
Feasibility and Logistics – Destinations are too far away from my neighborhood	17.35%	38
Feasibility and Logistics – Destinations are too far away from each other	8.22%	18
Feasibility and Logistics – Lack of end-of-trip facilities (bike parking, restrooms, flat tire station)	24.66%	54
Feasibility and Logistics – I do not have enough time	7.31%	16
Feasibility and Logistics – I do not have access to a bicycle	3.20%	7
Total Respondents: 219		

Q3 What are the most important items the County should consider when prioritizing or budgeting for walking and biking facilities within the transportation system? Please rank each type of facility in order of importance with "1" being the most important and "3" being the least important:

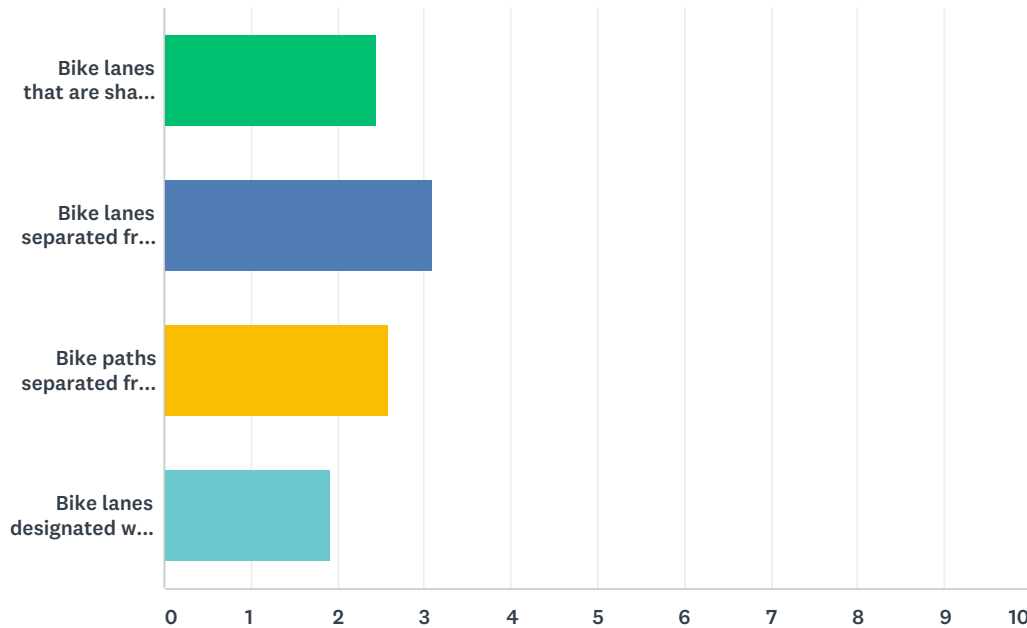
Answered: 219 Skipped: 2



	1	2	3	TOTAL	SCORE
Bike Shoulders/ Bike Lanes	47.22% 102	35.65% 77	17.13% 37	216	2.30
Trail / Pathways	45.79% 98	39.72% 85	14.49% 31	214	2.31
Bridge or Crossing Improvements	8.45% 18	23.94% 51	67.61% 144	213	1.41

Q4 Please rank each type of bike shoulder / bike lane project in order of importance with “1” being the most important and “4” being the least important:

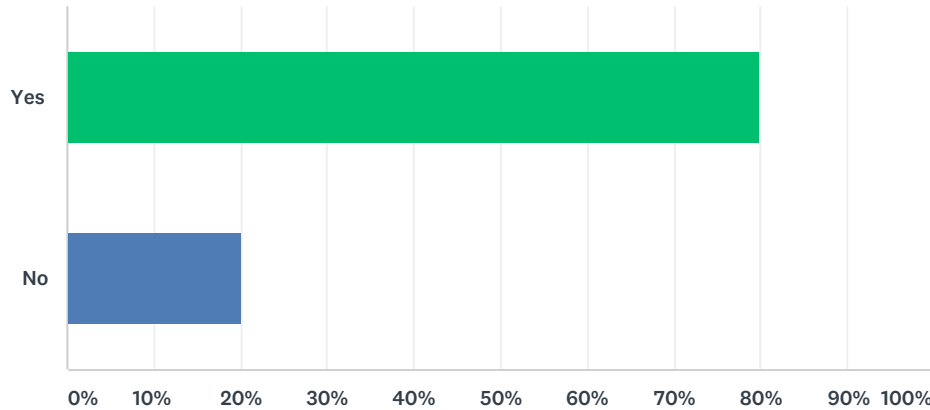
Answered: 219 Skipped: 2



	1	2	3	4	TOTAL	SCORE
Bike lanes that are shared with the shoulder, on a road	27.75% 58	15.79% 33	30.62% 64	25.84% 54	209	2.45
Bike lanes separated from traffic by a physical barrier in the street, on a road	47.17% 100	24.53% 52	19.34% 41	8.96% 19	212	3.10
Bike paths separated from traffic by grass, on a road	20.67% 43	38.46% 80	21.15% 44	19.71% 41	208	2.60
Bike lanes designated with a symbol (called a “sharrow”), on lower traffic volume roads	8.13% 17	20.10% 42	27.27% 57	44.50% 93	209	1.92

Q5 After reviewing the Draft Potential Projects List and Map, do you feel as though the routes identified reflect the locations you want to see improved? See Draft Potential Projects List + Draft Potential Projects Map - Urban Area + Draft Potential Projects Map - South County Area

Answered: 219 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	79.91%	175
No	20.09%	44
TOTAL		219

Q6 If not, please identify specific routes you want to see improved

Answered: 84 Skipped: 137

ANSWER CHOICES		RESPONSES
Type of facility (bike shoulder or path; trail; bridge or crossing).		94.05% 79
Location [roadway or alignment location], start, end		75.00% 63

#	TYPE OF FACILITY (BIKE SHOULDER OR PATH; TRAIL; BRIDGE OR CROSSING).	DATE
1	A flashing light where W. Chestnut crosses 16th Ave.	10/28/2019 10:18 AM
2	Bike lane and reduced traffic speed	10/24/2019 9:45 PM
3	(1) Lane (2) Lane (3) Trail (4) Trail	10/24/2019 9:10 PM
4	Bike path, trail planning for upper E/W corridor before housing developments take over	10/24/2019 8:22 AM
5	ok	10/24/2019 8:07 AM
6	T12, B4, T1	10/23/2019 9:44 PM
7	Bike shoulders and trails	10/23/2019 9:41 PM
8	Bike shoulder on Summitview at top of Cowiche Mountain. Soulder currently fades to nothing at top.	10/23/2019 9:24 PM
9	Na	10/23/2019 7:29 PM
10	Trails/paths in west valley area.	10/23/2019 4:24 PM
11	More paths and bike shoulders	10/23/2019 1:56 PM
12	I like the potential projects list.	10/23/2019 1:54 PM
13	Bike shoulder	10/23/2019 1:48 PM
14	path	10/23/2019 12:03 PM
15	Trails	10/23/2019 11:50 AM
16	Road shoulder	10/23/2019 11:49 AM
17	i dont know	10/23/2019 11:09 AM
18	bike path to Wiley City	10/23/2019 10:23 AM
19	Bike lanes are a waste of money	10/23/2019 10:09 AM
20	I love everything that's proposed but we need more bike lanes and routes in the city so people can safely commute in a green and healthy way	10/23/2019 9:56 AM
21	Bike paths should not be on private property	10/23/2019 9:12 AM
22	40th and 16th need to have bike lanes on the street. There are too many cars at too high of speeds to be safe for people to ride their bikes. The Greenway trail crossing at 40th and 16th on existing roads could be improved with some green paint on the ground. Bike lanes in all roads could be better maintained and cleared off. A bike lane should be added on Summitview from 72nd west towards Cowiche.	10/23/2019 8:38 AM
23	There are not hardly enough paths or roadway improvements in the city itself. I don't see any of the main roadways being called out for improvements. Why?	10/23/2019 8:12 AM
24	bike paths/trails	10/23/2019 7:18 AM
25	Bike path	10/23/2019 6:07 AM

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26	Would love to see PNWU connected to downtown via bike Lanes. My partner and I do not ride to downtown because there are no bike Lanes on terrace Heights between downtown and University Parkway. We also don't enjoy riding under the highway on beech street since we have been harassed in the neighborhoods between there and downtown. Ideally a seperated bike bridge would be built along with the mill sight development	10/22/2019 11:36 PM
27	More trails on current country owned land that is accessible for all. Pump track.	10/21/2019 9:16 PM
28	Pedestrian Crossing	10/21/2019 1:23 PM
29	Bike Shoulder	10/21/2019 8:52 AM
30	Connections to Tieton River Trail	10/18/2019 9:57 PM
31	bike shoulder/path	10/18/2019 9:54 PM
32	Pedestrian pathway	10/18/2019 7:13 PM
33	trail/path shoulder	10/18/2019 5:58 PM
34	Na	10/18/2019 4:54 PM
35	None	10/18/2019 12:48 PM
36	NA	10/18/2019 9:44 AM
37	Connect bike lane between Summitview west of Pear to Chestnut and 72nd Avenue	10/18/2019 6:35 AM
38	Pump track	10/18/2019 6:17 AM
39	Shoulder	10/18/2019 5:35 AM
40	More in the Selah community area.	10/17/2019 10:26 PM
41	Scenic Drive pathway or designated shoulder the entire length.	10/17/2019 3:02 PM
42	Yes, a trail, path-walk way would definitely help, there are many human beings whom walk all over in our location	10/17/2019 2:45 PM
43	safer crossing at chestnut and 40th (red light for vehicles) same at 28th and lincoln (to access the powerhouse path	10/17/2019 11:44 AM
44	Trail	10/17/2019 11:17 AM
45	Hiking traikls	10/17/2019 8:28 AM
46	Chestnut - East-West Bike Path	10/14/2019 7:33 AM
47	Path/bridge	10/11/2019 9:05 PM
48	Bike path	10/11/2019 2:36 PM
49	bike lanes or path	10/10/2019 3:34 PM
50	We need bike & pedestrain paths in the lower valley- Yakama Reservation area	10/8/2019 9:27 AM
51	reflect the number of people actually going to use the pathways	10/7/2019 2:24 PM
52	Union Gap	10/7/2019 2:20 PM
53	trail, out to Wiley City	10/7/2019 12:10 PM
54	trail from union gap to white swan then back to Toppenish, Wapato and returning to Union Gap	10/7/2019 12:08 PM
55	TRail,	10/7/2019 12:00 PM
56	Need Map	10/7/2019 11:49 AM
57	More bike access in local traffic streets	10/7/2019 11:46 AM
58	trail	10/7/2019 11:20 AM
59	trail	10/7/2019 9:09 AM
60	pedestrian & bike paths	10/7/2019 8:28 AM
61	bike shoulder or path	10/7/2019 7:50 AM
62	Bicycle boulevards	10/7/2019 7:42 AM

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63	N/A	10/7/2019 7:26 AM
64	Sidewalk/path	10/7/2019 7:01 AM
65	Continuouse bike lane or at least footpath	10/7/2019 6:36 AM
66	Bike Shoulder / Crossing	10/7/2019 6:31 AM
67	trail	10/7/2019 6:28 AM
68	Trailhead marker and trail	10/5/2019 7:01 AM
69	Na	10/5/2019 2:23 AM
70	none	10/4/2019 12:54 PM
71	Single track routes (T3, T5 & T6 are all great)	10/4/2019 10:23 AM
72	pedestrian	10/4/2019 9:50 AM
73	horse trail	10/4/2019 9:48 AM
74	n/a	10/4/2019 9:46 AM
75	N/A	10/4/2019 9:41 AM
76	I edont think tax dollars should be spent on bike lanes, Let the people that ride pay	10/4/2019 8:24 AM
77	N/A	10/4/2019 8:23 AM
78	I will spend some time and respond this question separately	10/3/2019 4:50 PM
79	bike shoulder	10/3/2019 1:31 PM
#	LOCATION [ROADWAY OR ALIGNMENT LOCATION], START, END	DATE
1	When positioning signal crossing switches, place the switch near the bike path so the rider doesn't have to leave the road to trigger the switch. That invites cars to move in and take you place making it awkward to reenter the road and get ready to cross.	10/28/2019 10:18 AM
2	Naches road from eschbach to powerhouse	10/24/2019 9:45 PM
3	(1) on Terrace Hts Dr. (where missing east of Yakima River to 41st. St. (2) on Old Naches from Suntides to Maple Way, continuing on Maple Way to Selah. (3) Along Ahtanum Rd from 16th to Youth Activities Park. (4) on the County's property at the confluence of Yakima and Naches Rivers from the I-82 trail to the Wm. O. Douglas Hill Climb property west of trolley line at the base of Selah Gap Ridge.	10/24/2019 9:10 PM
4	Bike paths in West Valley	10/24/2019 3:35 PM
5	N 57th St...eventual east terminus of the E/W corridor, Potter-Gable trail plan and powerline bike path	10/24/2019 8:22 AM
6	Stretch of Summitview approx 1/4 mile north and 1/4 mile south of Rocky Top Rd	10/23/2019 9:24 PM
7	Throughout East Valley	10/23/2019 1:56 PM
8	prioritize Greenway trail going North past Selah along Yakima River	10/23/2019 1:54 PM
9	B5 Crusher Canyon Rd	10/23/2019 1:48 PM
10	Something along Washington Ave.	10/23/2019 12:03 PM
11	Occidental	10/23/2019 11:49 AM
12	i dont know	10/23/2019 11:09 AM
13	none	10/23/2019 10:09 AM
14	We like to bike from our house by kissel park to downtown and it's scary with traffic, even with using back streets.	10/23/2019 9:56 AM
15	Stay on the road.	10/23/2019 9:12 AM
16	Lincoln/MLK Jr to downtown?Why are there not more routes to/from downtown/east Yakima to west Yakima? Additionally, sidewalk pedestrian improvements are completely lacking.	10/23/2019 8:12 AM
17	Connecting B4 and T6 to B20 for a west loop	10/23/2019 7:18 AM

Yakima County Trails Master Plan Update

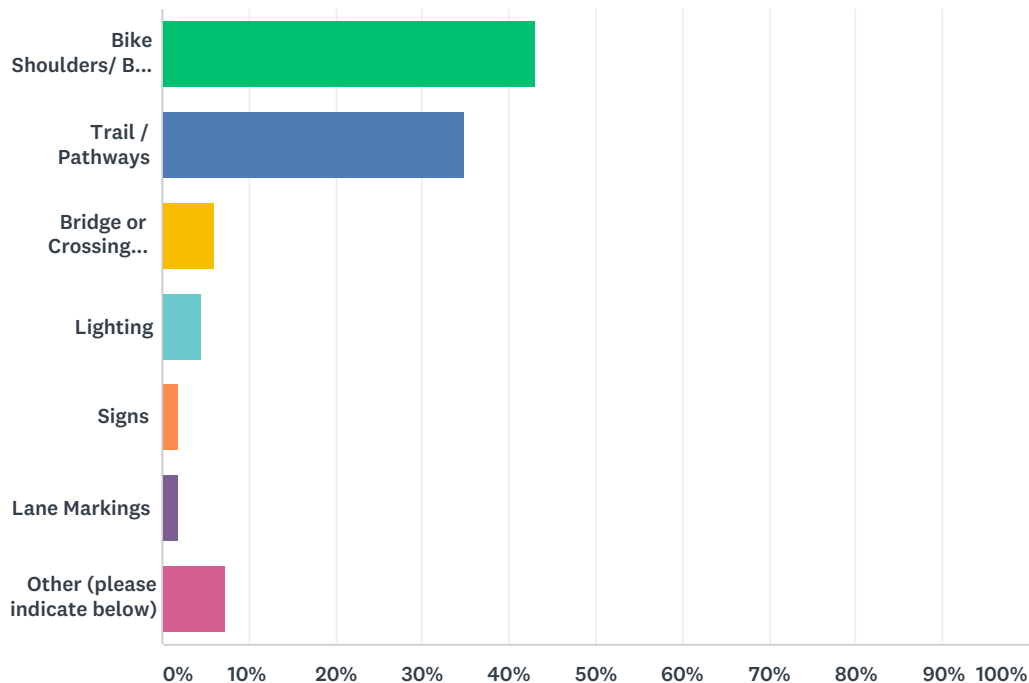
18	Connecting union gap trail to sunnyside trail	10/23/2019 6:07 AM
19	Terrece heights between university parkway and downtown	10/22/2019 11:36 PM
20	Greenway area. More positive traffic will also help the homeless problems.	10/21/2019 9:16 PM
21	Tieton, between 72 and 96	10/21/2019 1:23 PM
22	Scenic Drive between 66th and 45th or so	10/21/2019 8:52 AM
23	Naches to hwy12 across from the elk feeding station	10/18/2019 9:57 PM
24	North side of Fruitvale Ackland to 40th, North side of Ahtanum, Main st. Union Gap to RR tracks	10/18/2019 9:54 PM
25	Naches to the highway 410/12 Y and Oak creek feeding station	10/18/2019 7:13 PM
26	connecting the powerhouse path at 40th to the Greenway - you have to ride on the sidewalk or through the McDonalds/BiMart parking lot	10/18/2019 5:58 PM
27	Na	10/18/2019 4:54 PM
28	None	10/18/2019 12:48 PM
29	Summitview from 72nd to 90th	10/18/2019 5:35 AM
30	53rd to the Cowiche Uplands trailhead	10/17/2019 3:02 PM
31	Hwy 97, Fort Road, Toppenish leading out of town to Goldendale, Toppenish leading out to I-82, Toppenish High School to cross the Hwy towards YN Heritage Cultural turn	10/17/2019 2:45 PM
32	US HWY 97 Lower Valley	10/17/2019 11:17 AM
33	Konnawac pass state lands	10/17/2019 8:28 AM
34	Along US97 from Unio Gap to Toppenish, Fort Road to White Swan	10/15/2019 9:40 AM
35	16th Ave Crossing.	10/14/2019 7:33 AM
36	Connection from North First Street to the Greenway going into Selah	10/11/2019 9:05 PM
37	Interstate to University Parkway in Terrace Heights	10/11/2019 2:36 PM
38	Old Naches Hwy from the end of the Greenway up to the Y	10/10/2019 3:34 PM
39	Union Gap to Toppenish on 97	10/8/2019 10:13 AM
40	Fort Rd should have a bike/walk path, Hwy 97 same thing- Reservation area	10/8/2019 9:27 AM
41	path seperate from road; start yakima trail to Wiley city	10/7/2019 12:10 PM
42	Lower Valley, Toppenish -wapato, Toppenish - Heritage University, Wapato - Yakima,	10/7/2019 12:00 PM
43	Need Map	10/7/2019 11:49 AM
44	Along main Boulevards connecting one to another and to Downtown/Union Gap/Washington Ave	10/7/2019 11:46 AM
45	Include the Lower Valley where people have to walk all the time. Especially CHildren.	10/7/2019 11:37 AM
46	White Swan, WA	10/7/2019 11:20 AM
47	connecting Greenway to Heritage Trail	10/7/2019 9:09 AM
48	Lower Yakima Valley, Yakama Reservation	10/7/2019 8:28 AM
49	Speyers Road from Selah Loop to W Fremont	10/7/2019 7:50 AM
50	From downtown Yakima to Valleymall in the neighborhoods adjacent to 1st street	10/7/2019 7:42 AM
51	N/A	10/7/2019 7:26 AM
52	Cowiche to Tieton	10/7/2019 7:01 AM
53	W Washinton Ave between S40the Ave and W Valley Mall Blvd	10/7/2019 6:36 AM
54	Safe Crossing between Cowiche Canyon and Rocky Top tailheads across Summitview (Preferably around/through the County pit)	10/7/2019 6:31 AM
55	Extend Greenway at University Parkway into Moxee City	10/7/2019 6:28 AM
56	Along Ahtanum Creek between Goodman Road and Fullbright Park	10/5/2019 7:01 AM

Yakima County Trails Master Plan Update

57	just about anywhere	10/4/2019 10:23 AM
58	West Yakima	10/4/2019 9:50 AM
59	off the road	10/4/2019 9:48 AM
60	N/A	10/4/2019 9:41 AM
61	More lower valley routes	10/4/2019 9:03 AM
62	N/A	10/4/2019 8:23 AM
63	sr-22 and north meyers	10/3/2019 1:31 PM

Q7 Which types of projects do you think would provide the biggest or most needed improvements for safety?

Answered: 218 Skipped: 3



ANSWER CHOICES	RESPONSES	
Bike Shoulders/ Bike Lanes	43.12%	94
Trail / Pathways	34.86%	76
Bridge or Crossing Improvements	5.96%	13
Lighting	4.59%	10
Signs	1.83%	4
Lane Markings	1.83%	4
Other (please indicate below)	7.34%	16
TOTAL		218

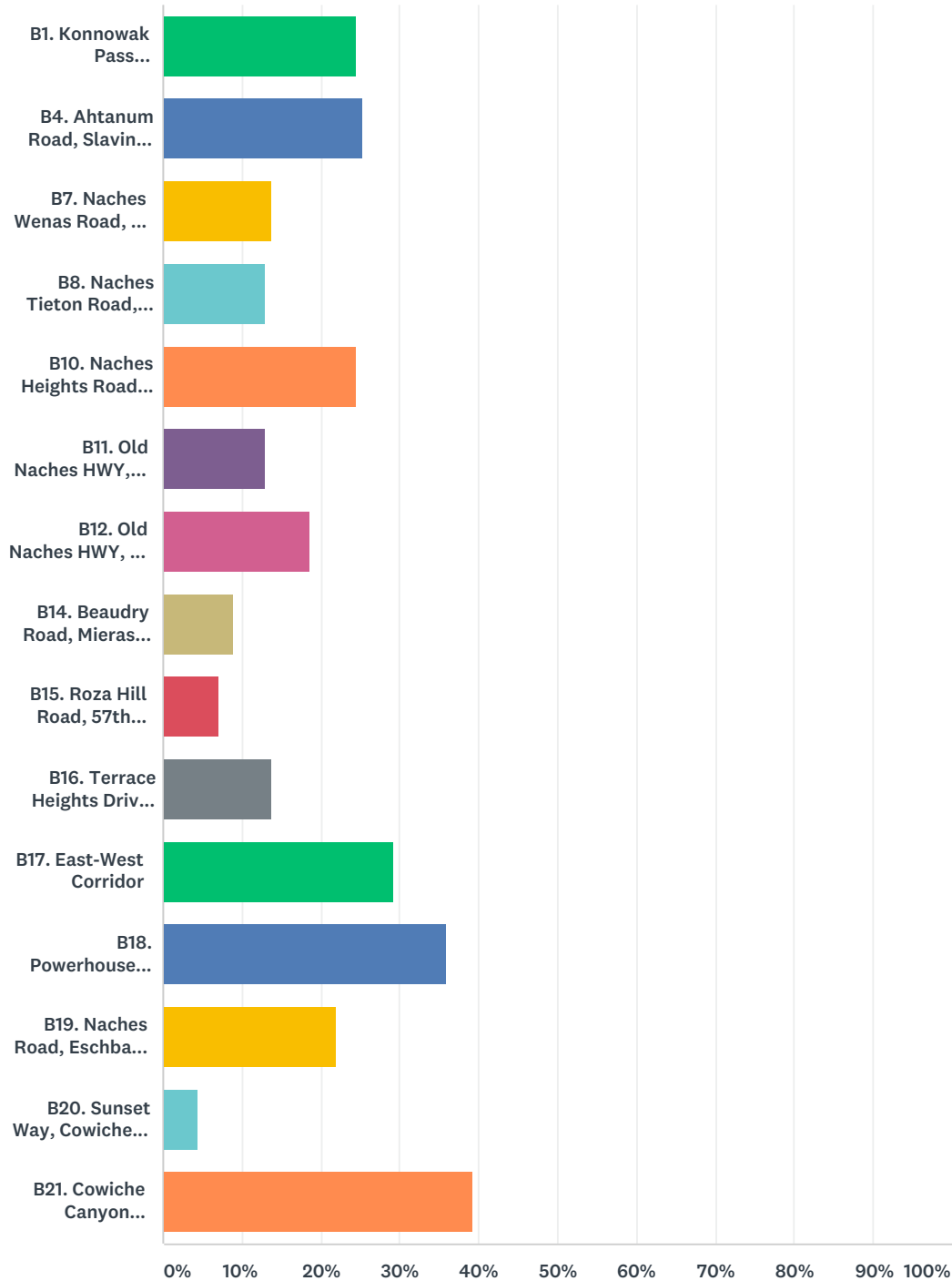
#	OTHER (PLEASE SPECIFY)	DATE
1	signal crossing lights similar to W. Chestnut and 40th. Ave.	10/28/2019 10:18 AM
2	Walkers/runners and bikers don't mix well. Rule should be posted to stay to the right half of path and announce when approaching slower lessons (on your left; ring bell, etc.). Do not block path or trail. Be courteous of others and obey rules. Clearly post rules and use directional arrows an center line where feasible	10/24/2019 10:23 AM
3	driver education re bikes, crosswalks	10/24/2019 8:07 AM
4	Signs & education for cars on how to safely pass bikes	10/23/2019 5:32 PM
5	less scary people on drugs on the trails...	10/23/2019 3:10 PM
6	Trailhead parking security	10/23/2019 11:50 AM

Yakima County Trails Master Plan Update

7	none	10/23/2019 10:09 AM
8	Sidewalks for walking/running	10/23/2019 9:57 AM
9	And signs and flashing lights. Our car culture means cars drive too fast, and don't notice or care about pedestrian/bike traffic.	10/23/2019 8:12 AM
10	Traffic Calming, photo enforcement of all mph speeds	10/21/2019 8:52 AM
11	Decreasing vandalism at trail heads	10/21/2019 8:10 AM
12	Bike lanes physically separating cars from bikes	10/18/2019 9:57 PM
13	Informing drivers	10/18/2019 6:39 AM
14	Public education of automobile drivers responsibility towards cyclists and necessity to share the road	10/18/2019 6:35 AM
15	Getting rid of the homeless drug addicts on the greenway, and surrounding parks.	10/18/2019 5:35 AM
16	Safe areas to park in order to bike or hike	10/17/2019 7:28 PM
17	SIGNS, BRIDGE/CROSSING IMPROVEMENTS	10/17/2019 2:45 PM
18	keeping garbage and drug paraphernalia (needles) off the trails/pathways	10/17/2019 9:11 AM
19	Designated bike lanes with enforced vehicle-bicycle road sharing laws - signage is a start to making people aware of one another on the road.	10/16/2019 7:46 AM
20	Existing bike lanes are often where debris is plowed, or accumulates. When they are not clean and force bikes into the street. Please increase frequency of sweeping/cleaning the existing bike lanes.	10/11/2019 3:34 PM
21	There needs to be a more complete bike network throughout central Yakima to encourage people to bike to work.	10/7/2019 6:36 AM
22	Mountain Bike Trails	10/7/2019 6:31 AM
23	Police	10/4/2019 9:41 AM
24	keep bikes off the road,roads were built for vehicles	10/4/2019 8:24 AM
25	Comprehensive bike/pedestrian planning providing continuity and connectedness	10/3/2019 4:50 PM

Q8 Please mark your top three (3) bike shoulder/ bike lane projects:

Answered: 209 Skipped: 12



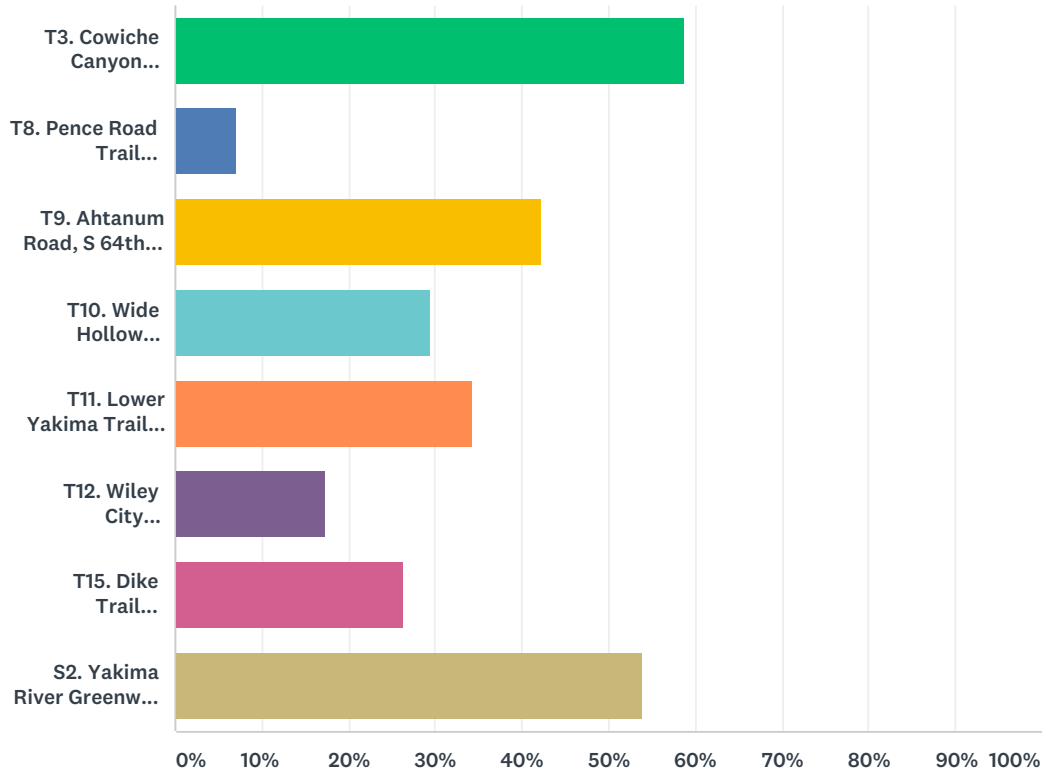
ANSWER CHOICES	RESPONSES	
B1. Konnowak Pass Road/Faucher Road, Yakima Valley HWY to SH 24	24.40%	51
B4. Ahtanum Road, Slavin Road to S 90th Avenue	25.36%	53
B7. Naches Wenas Road, Old Naches HWY to Longmile Lane/Wenas Road	13.88%	29

Yakima County Trails Master Plan Update

B8. Naches Tieton Road, S Tieton Road to S Naches Road	12.92%	27
B10. Naches Heights Road, Naches Tieton Road to Powerhouse Road W	24.40%	51
B11. Old Naches HWY, Kershaw Drive to Mapleway Road	12.92%	27
B12. Old Naches HWY, HWY 12 to Mapleway Road & Mapleway Road to Selah Heights Road	18.66%	39
B14. Beaudry Road, Mieras Road to Roza Hill Drive	9.09%	19
B15. Roza Hill Road, 57th Street to Wendt/Beaudry Road	7.18%	15
B16. Terrace Heights Drive, 41st Street to Roza Hill Drive	13.88%	29
B17. East-West Corridor	29.19%	61
B18. Powerhouse Road, S Naches Road to Yakima City limits/between Garretson Lane and Cowiche Canyon Road	35.89%	75
B19. Naches Road, Eschbach Park to Powerhouse Road	22.01%	46
B20. Sunset Way, Cowiche Mill Road to Sunset Way curve	4.31%	9
B21. Cowiche Canyon Conservatory Connection/trails - east side improvements, Cowiche Canyon Road	39.23%	82
Total Respondents: 209		

Q9 Please select your top (3) three trail/ pathway projects:

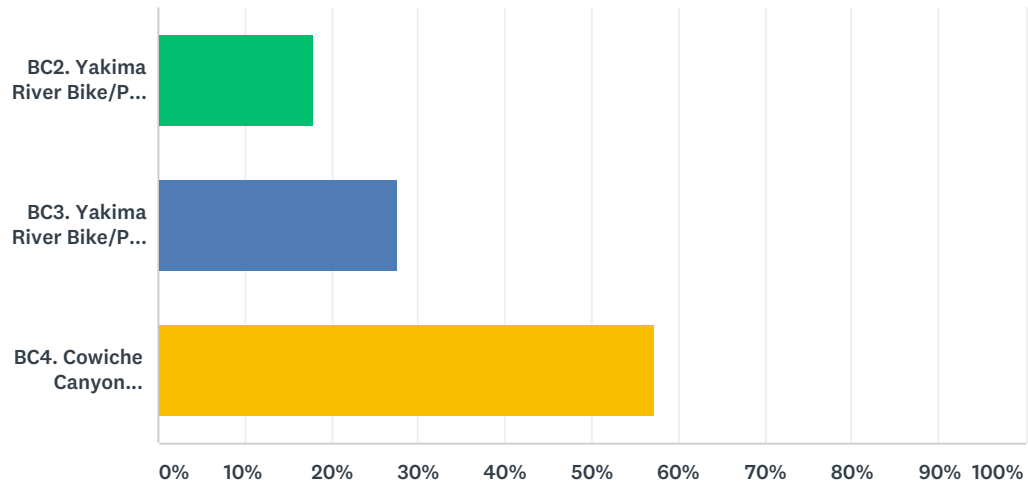
Answered: 213 Skipped: 8



ANSWER CHOICES	RESPONSES	
T3. Cowiche Canyon Connection/trails - west side improvement, Summitview Road; Weikel Road; Rocky Top Road	58.69%	125
T8. Pence Road Trail Connection	7.04%	15
T9. Ahtanum Road, S 64th Avenue to S 16th Avenue & S 16th Avenue, Gilbert Road to Ahtanum Road	42.25%	90
T10. Wide Hollow Road/Douglas Road, West Hills Memorial Park to West Valley Community Park	29.58%	63
T11. Lower Yakima Trail Extension	34.27%	73
T12. Wiley City Connection, Wiley Road S to S 64th Avenue	17.37%	37
T15. Dike Trail Extension, HWY 24 to Terrace heights Drive	26.29%	56
S2. Yakima River Greenway East Side Trail Study (designated a Study/ Planning project)	53.99%	115
Total Respondents: 213		

Q10 Please select your top bridge or crossing project:

Answered: 199 Skipped: 22

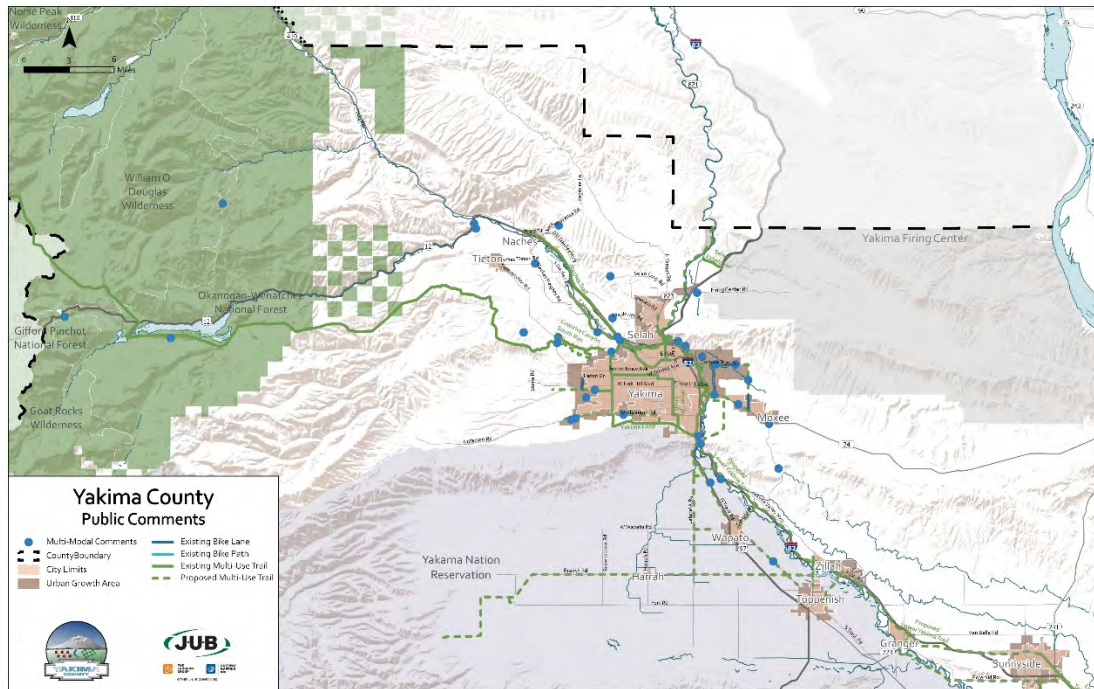


ANSWER CHOICES	RESPONSES	
BC2. Yakima River Bike/Ped Bridge (south), near Lester Lane	18.09%	36
BC3. Yakima River Bike/Ped Bridge (north) - near Marsh Road/Freeway Lake Road	27.64%	55
BC4. Cowiche Canyon Connection/trails - west side improvements	57.29%	114
Total Respondents: 199		

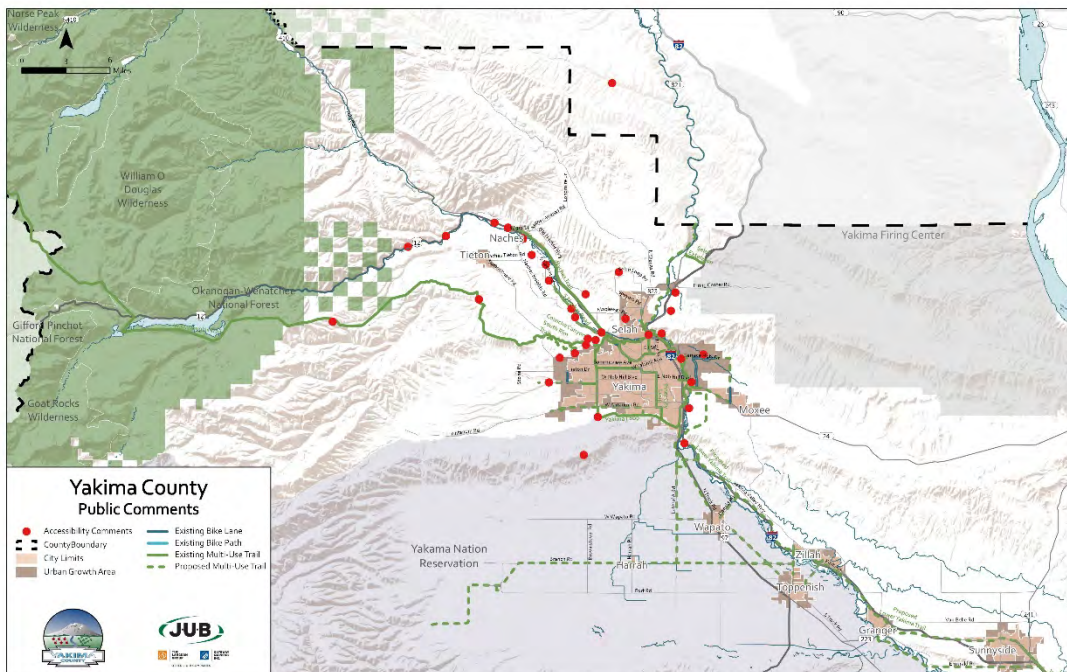
Appendix B — Public Input Summary

3P Visual Maps by Category

Multi-modal

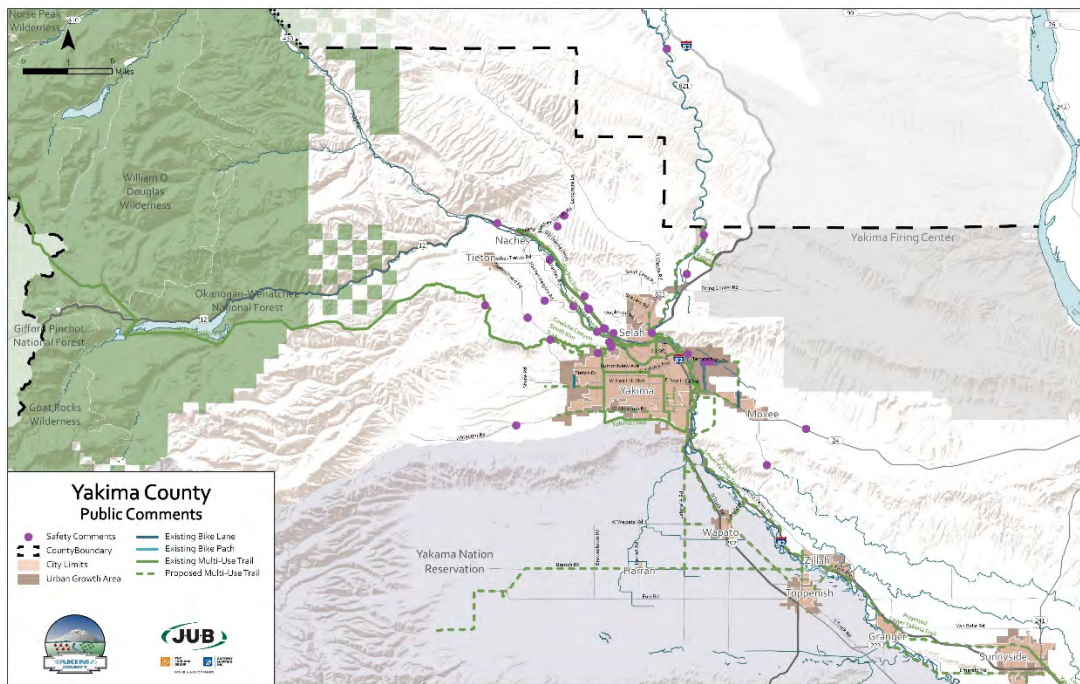


Accessibility

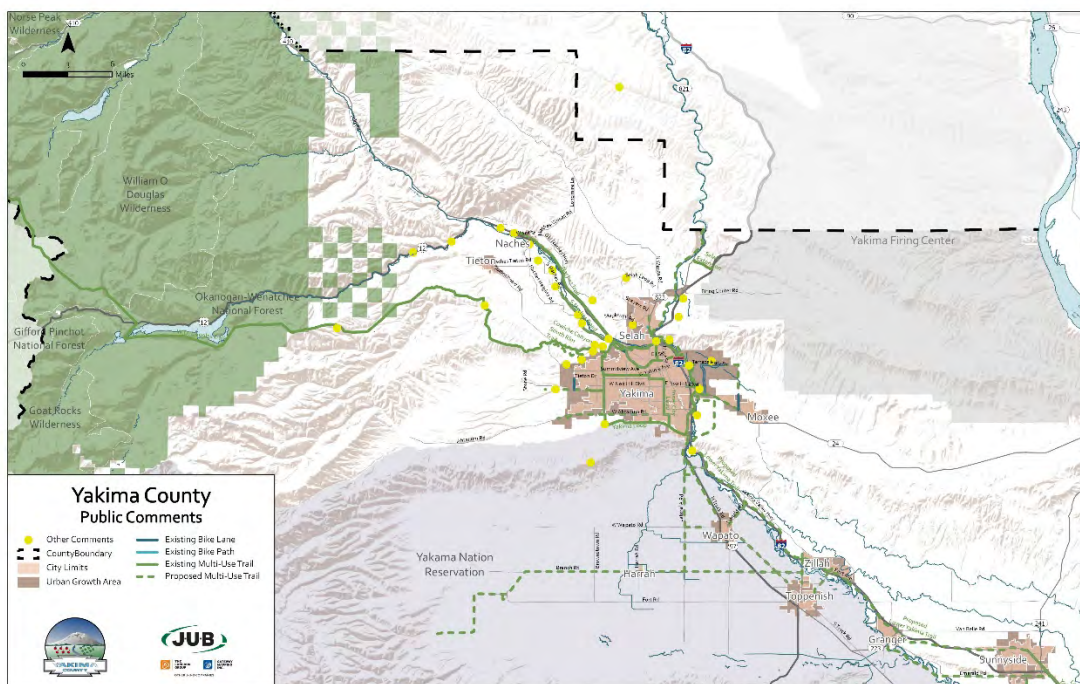


Appendix B — Public Input Summary

Safety

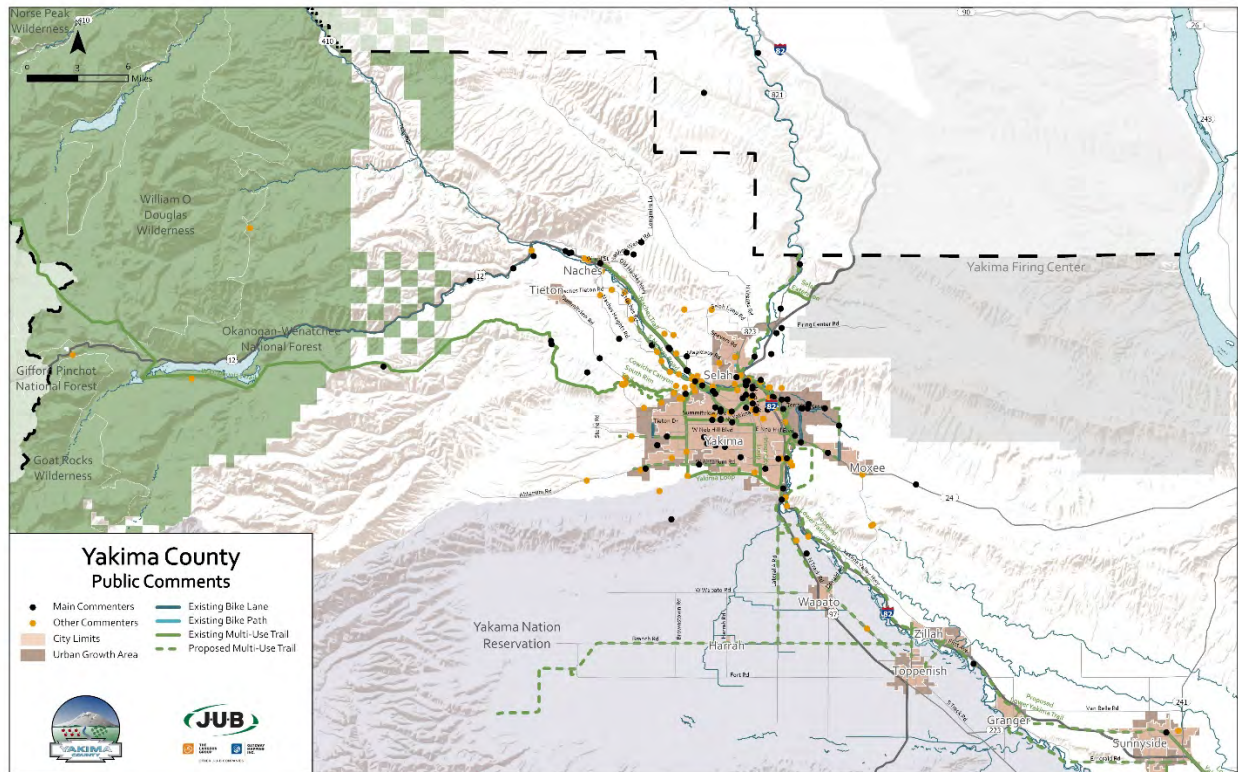


Other



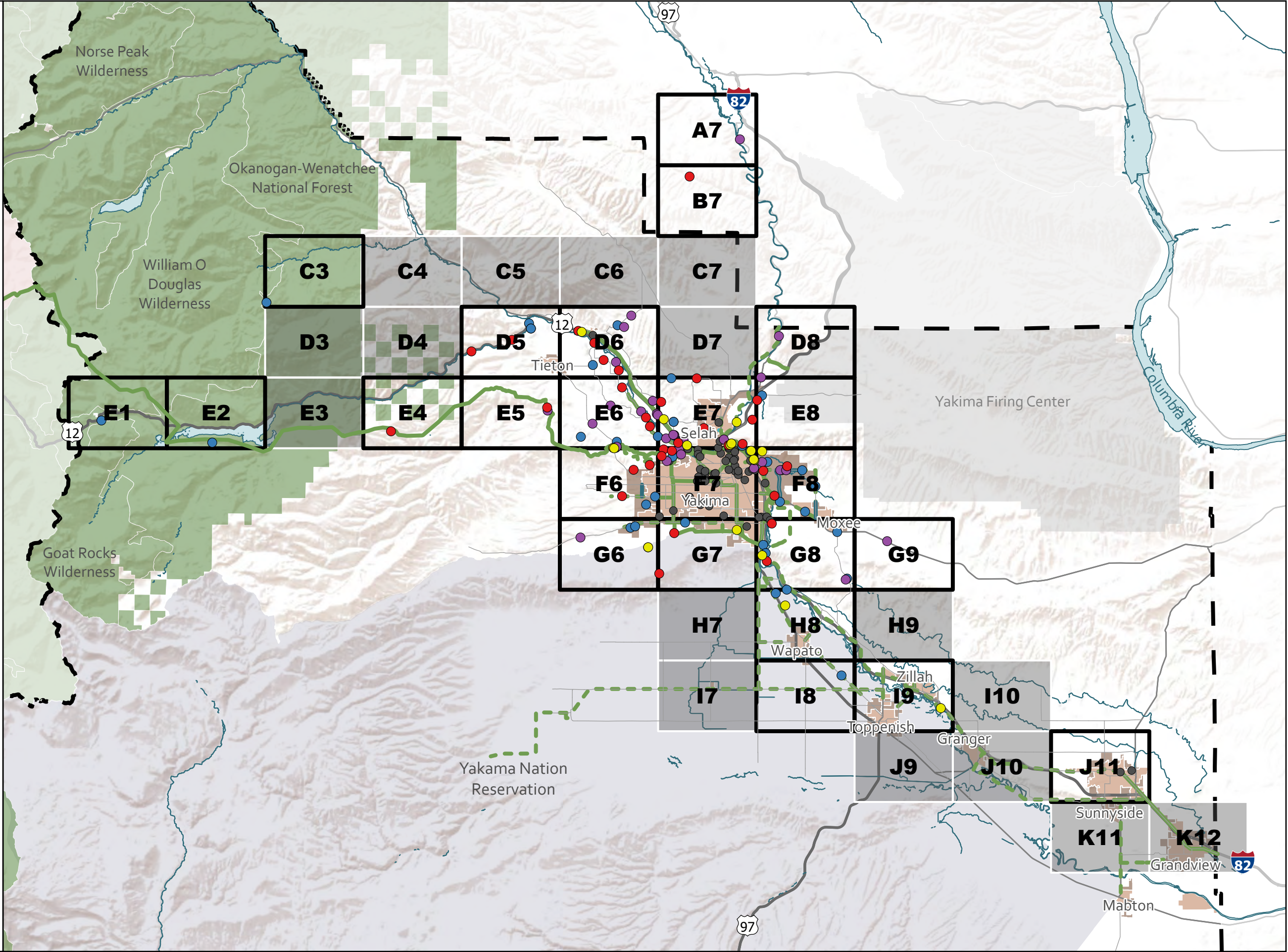
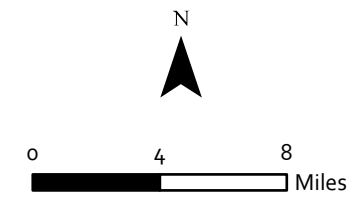
Appendix B — Public Input Summary

Public Comment Map – Main Commenters



Yakima County Public Comments

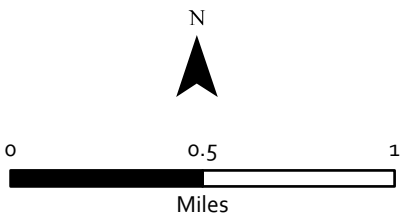
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 - Multi-Modal
 - Safety
 - Other
 - Within City Boundaries
- Map Features**
- County Boundary
 - Existing Bike Lane
 - Existing Bike Path
 - Existing Multi-Use Trail
 - - - Proposed Multi-Use Trail
 - City Limits
 - Urban Growth Area



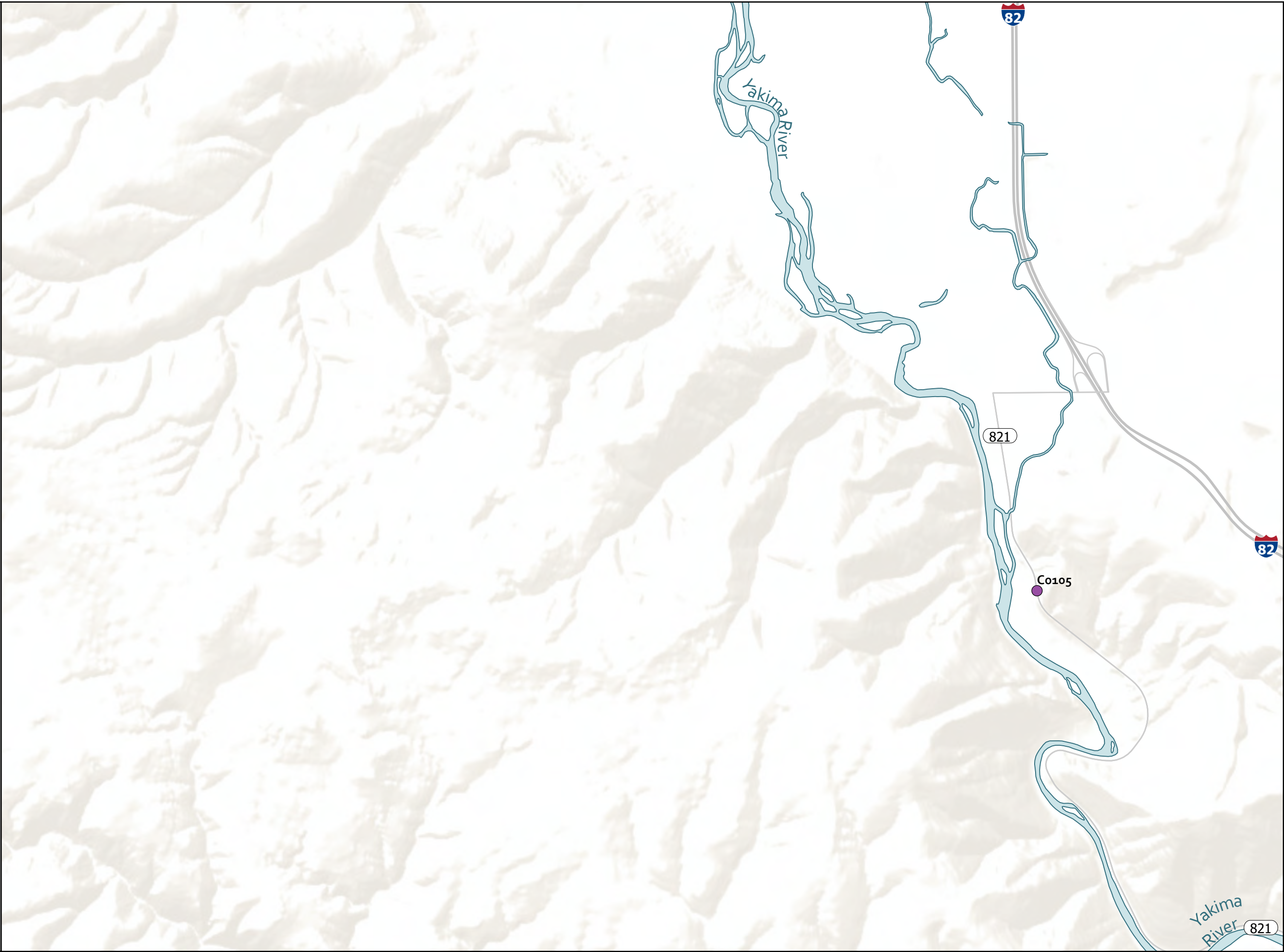
Yakima County

Public Comments

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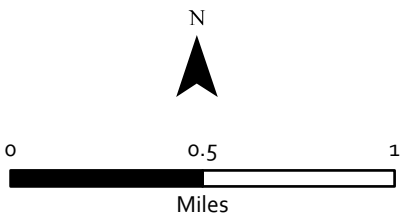
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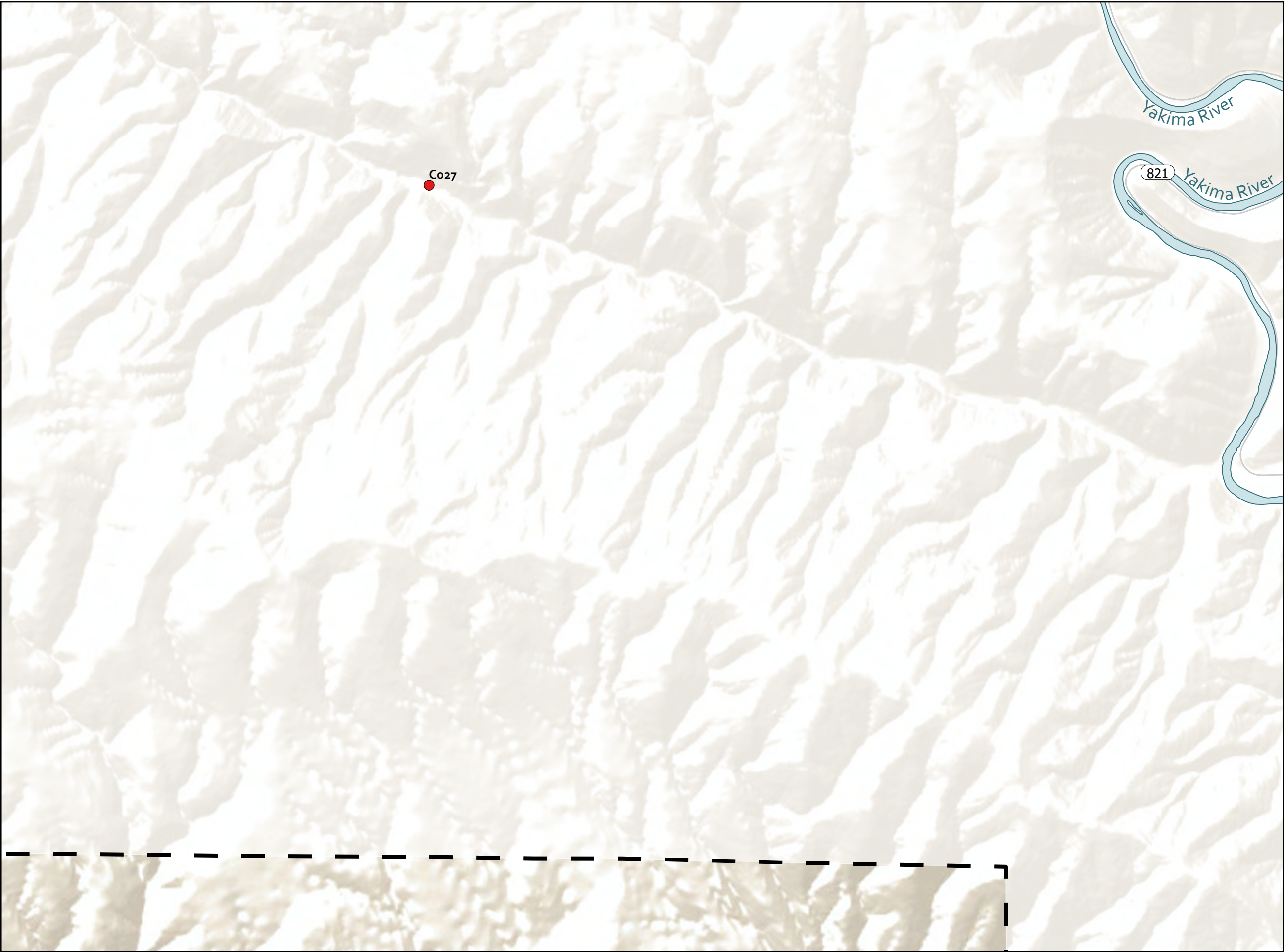
Yakima County

Public Comments

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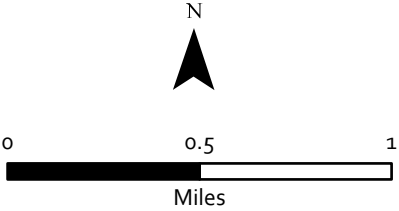
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Yakima County

Public Comments

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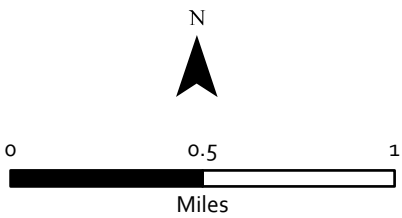
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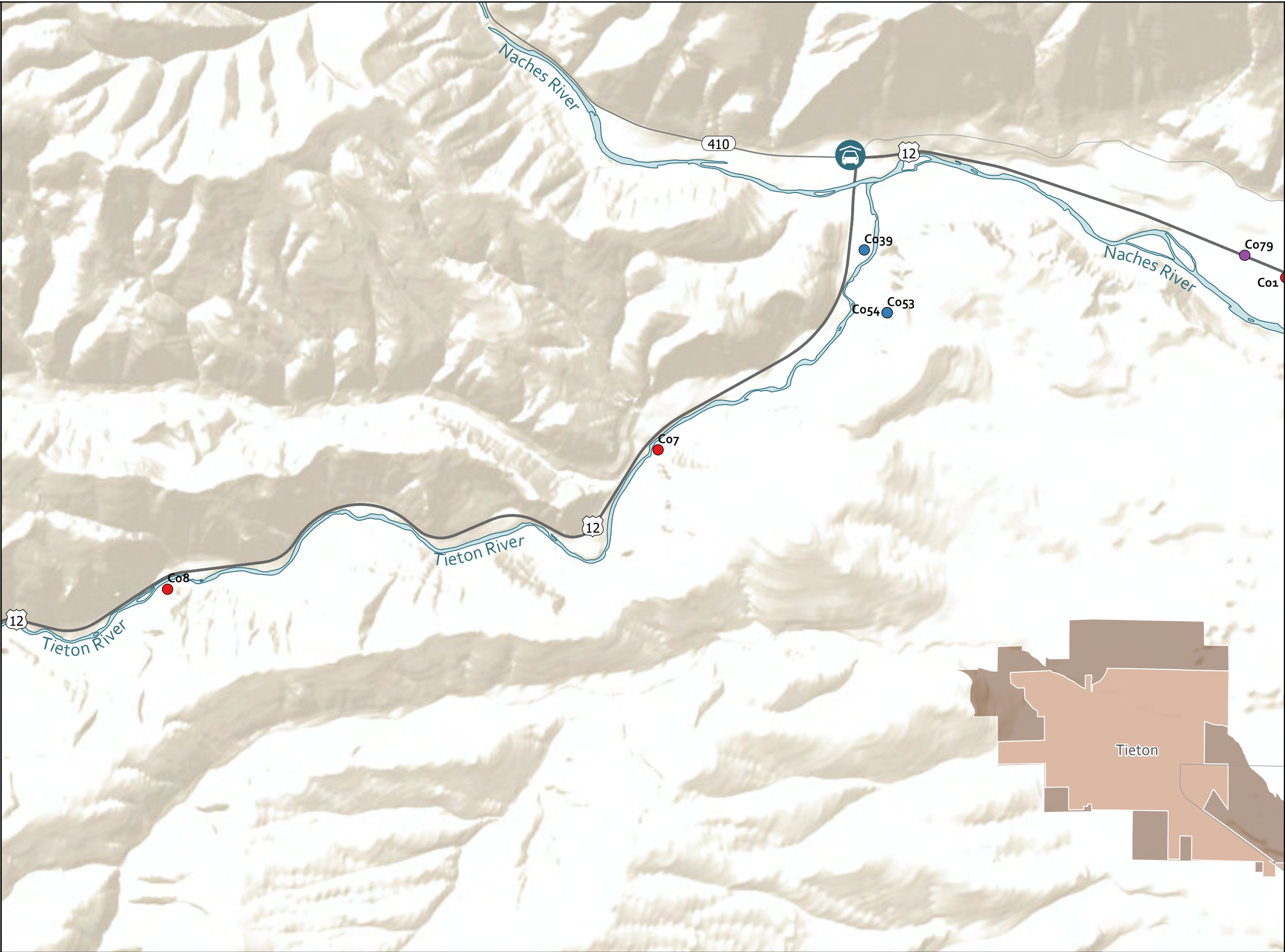
Yakima County

Public Comments

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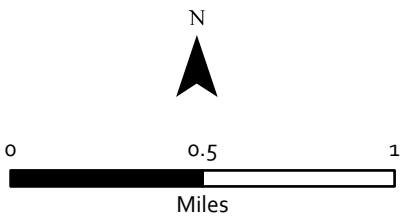
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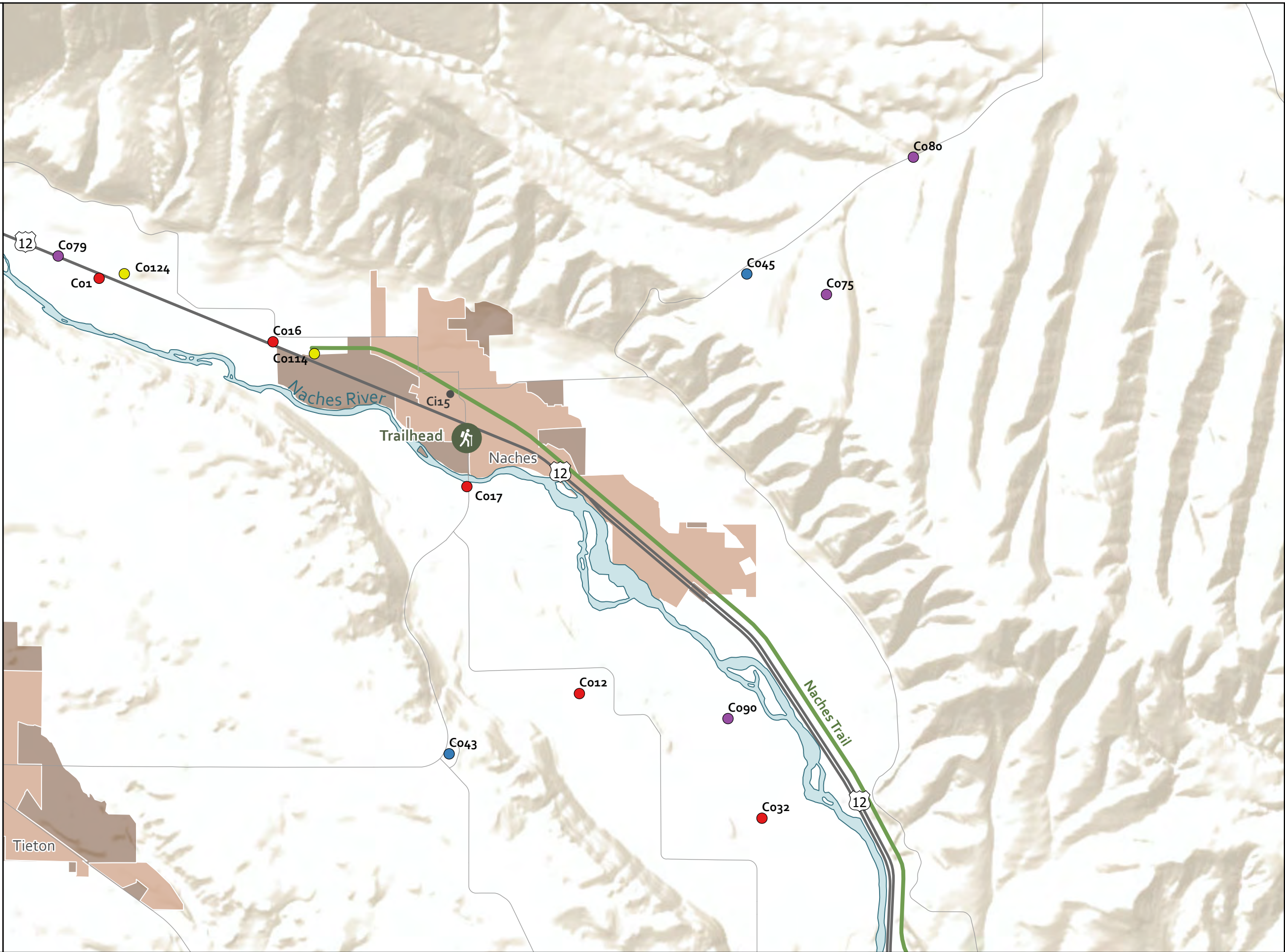
Yakima County

Public Comments

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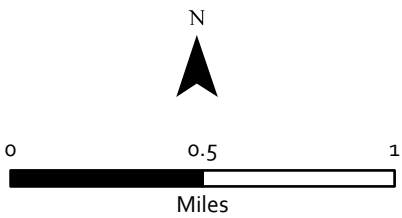
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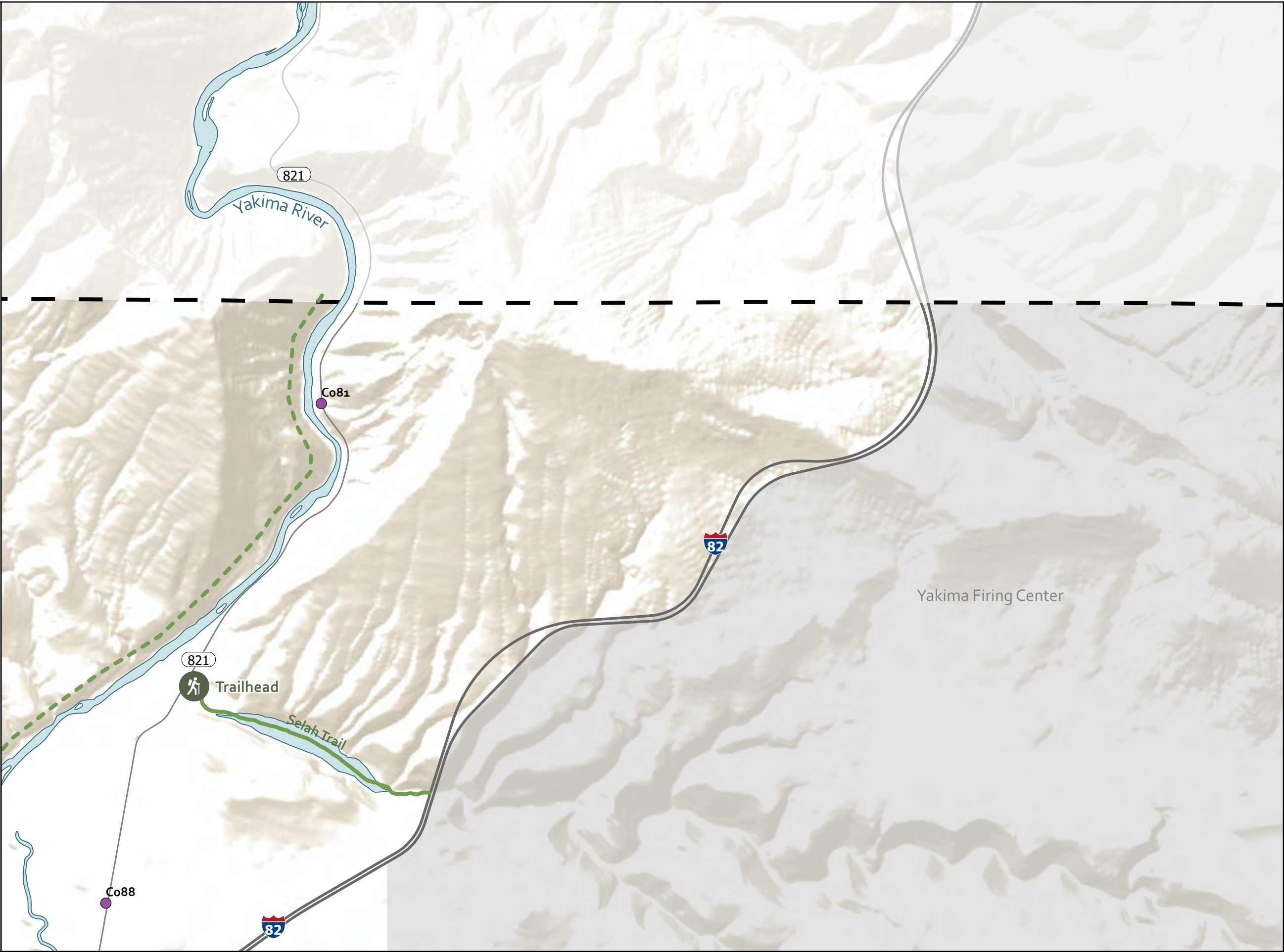
Yakima County

Public Comments

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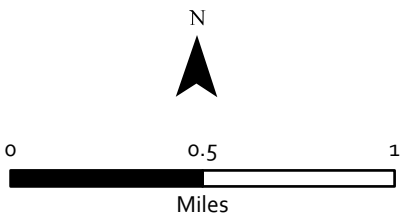
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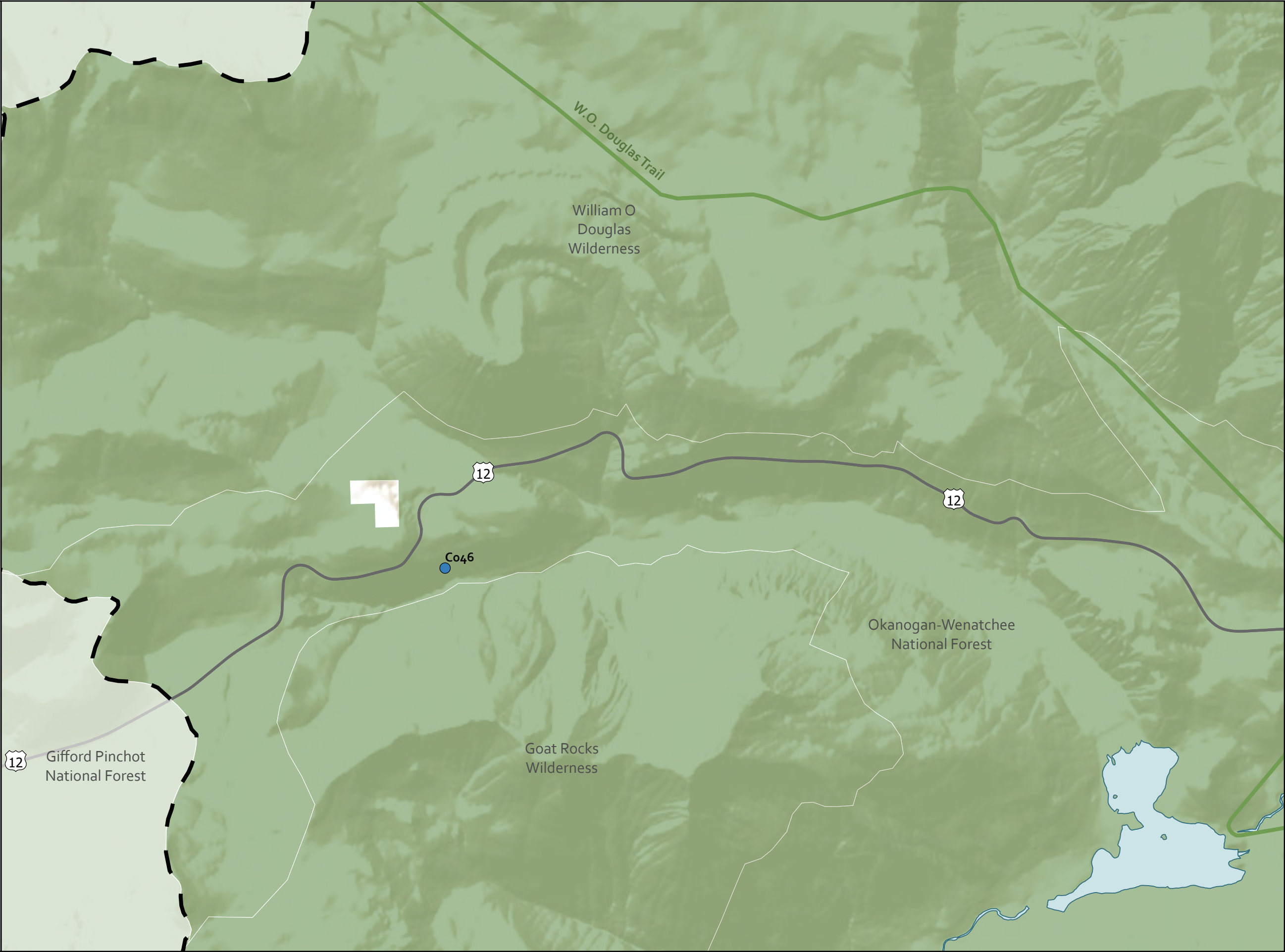
Yakima County

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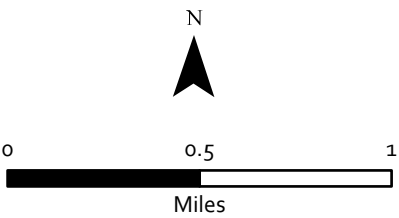
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Yakima County

Public Comments

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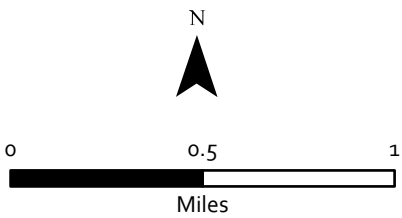
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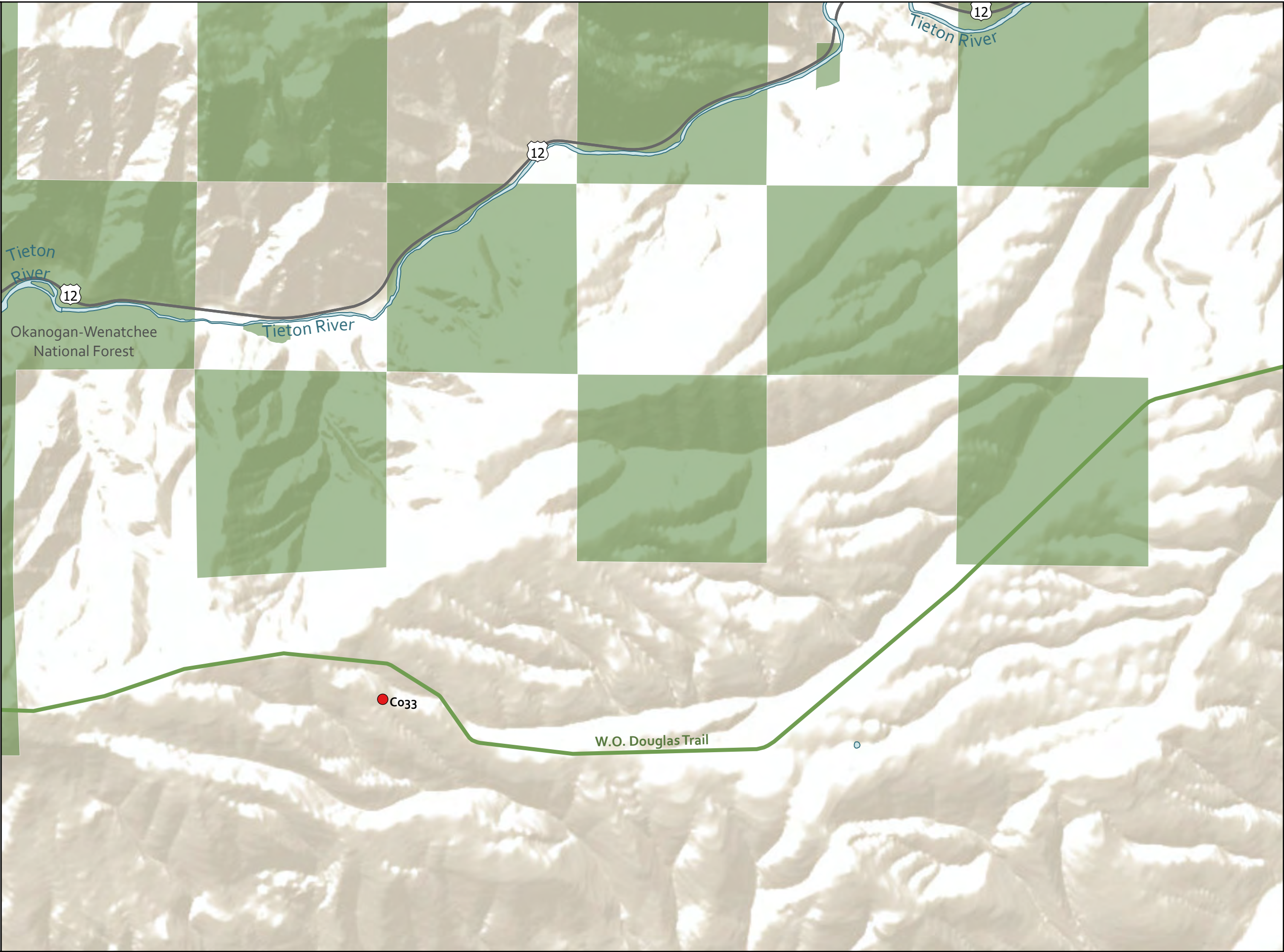
Yakima County

Public Comments

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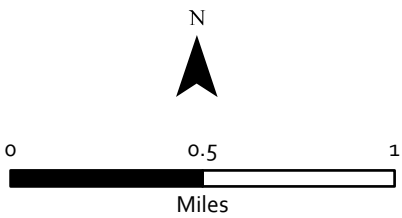
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Yakima County

Public Comments

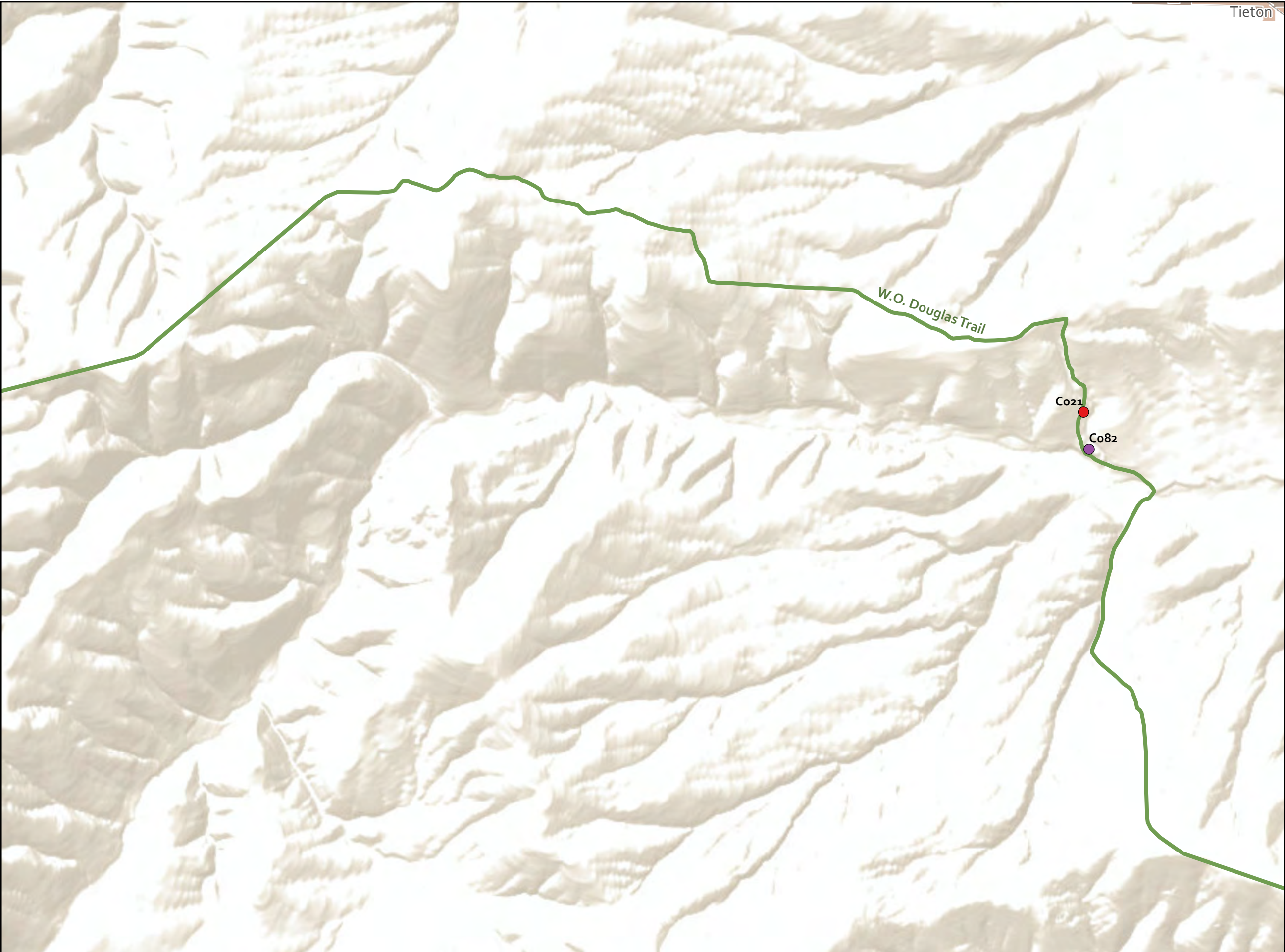
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E5



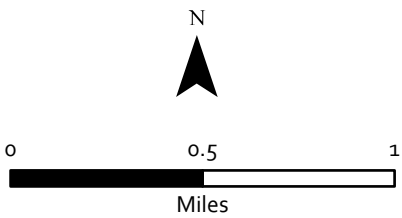
OTHER J-U-B COMPANIES



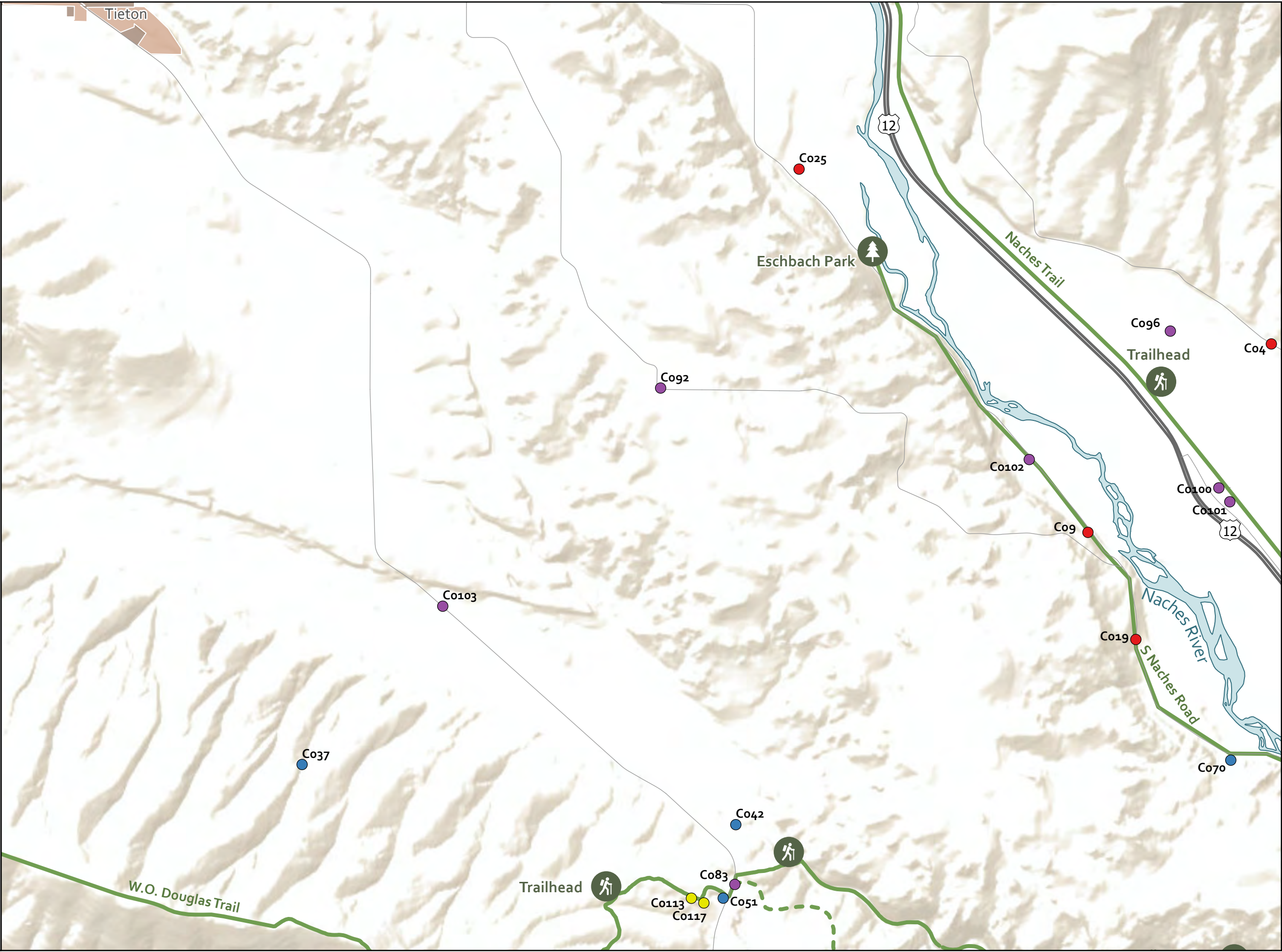
Yakima County

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E6










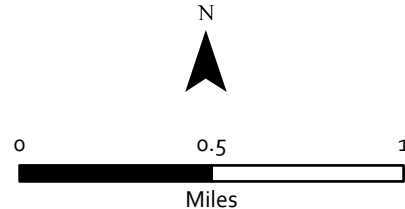
Yakima County

Public Comments

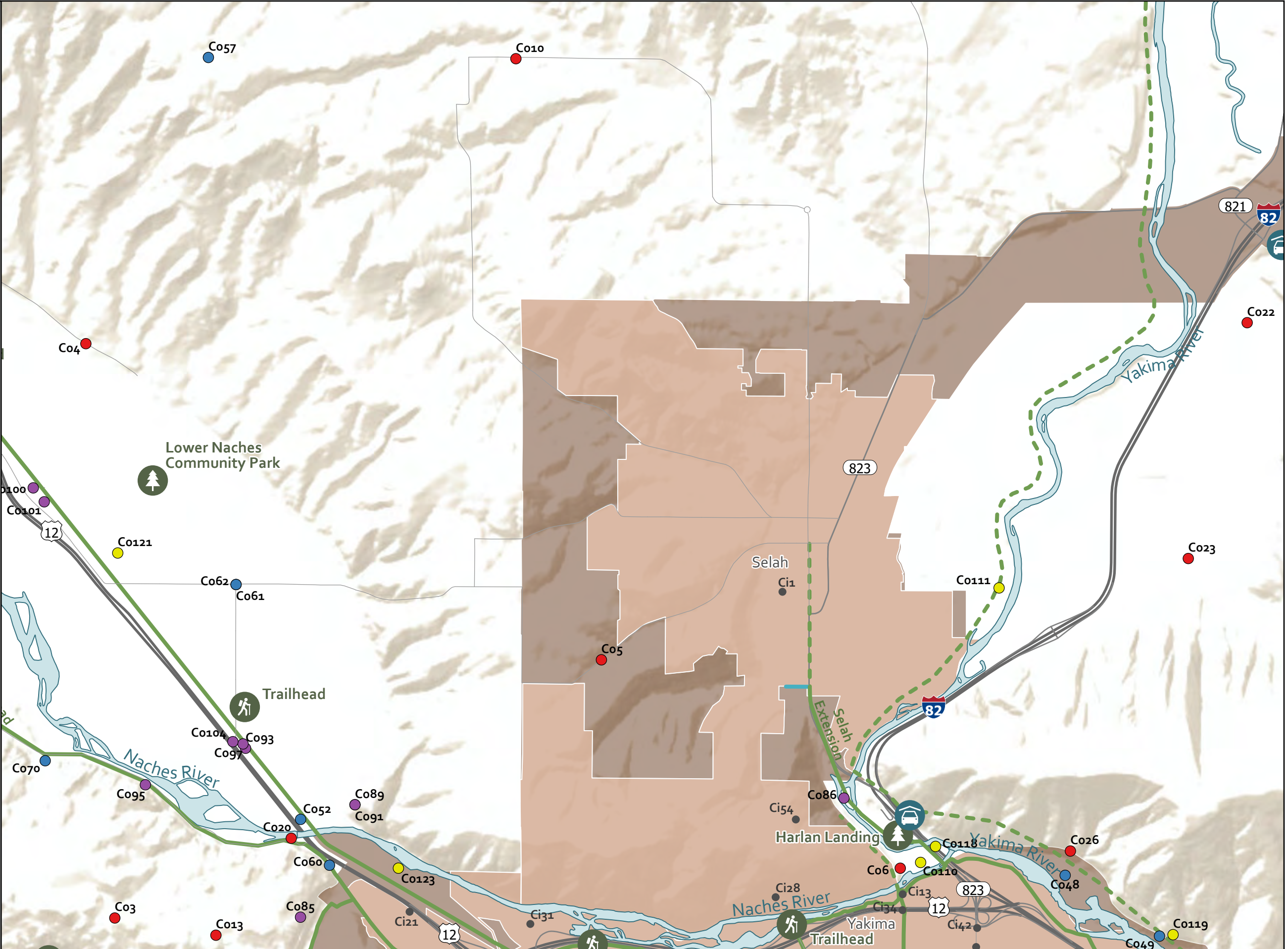
Comment Category

- Accessibility
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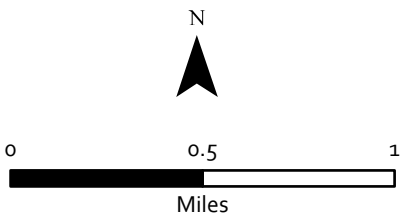
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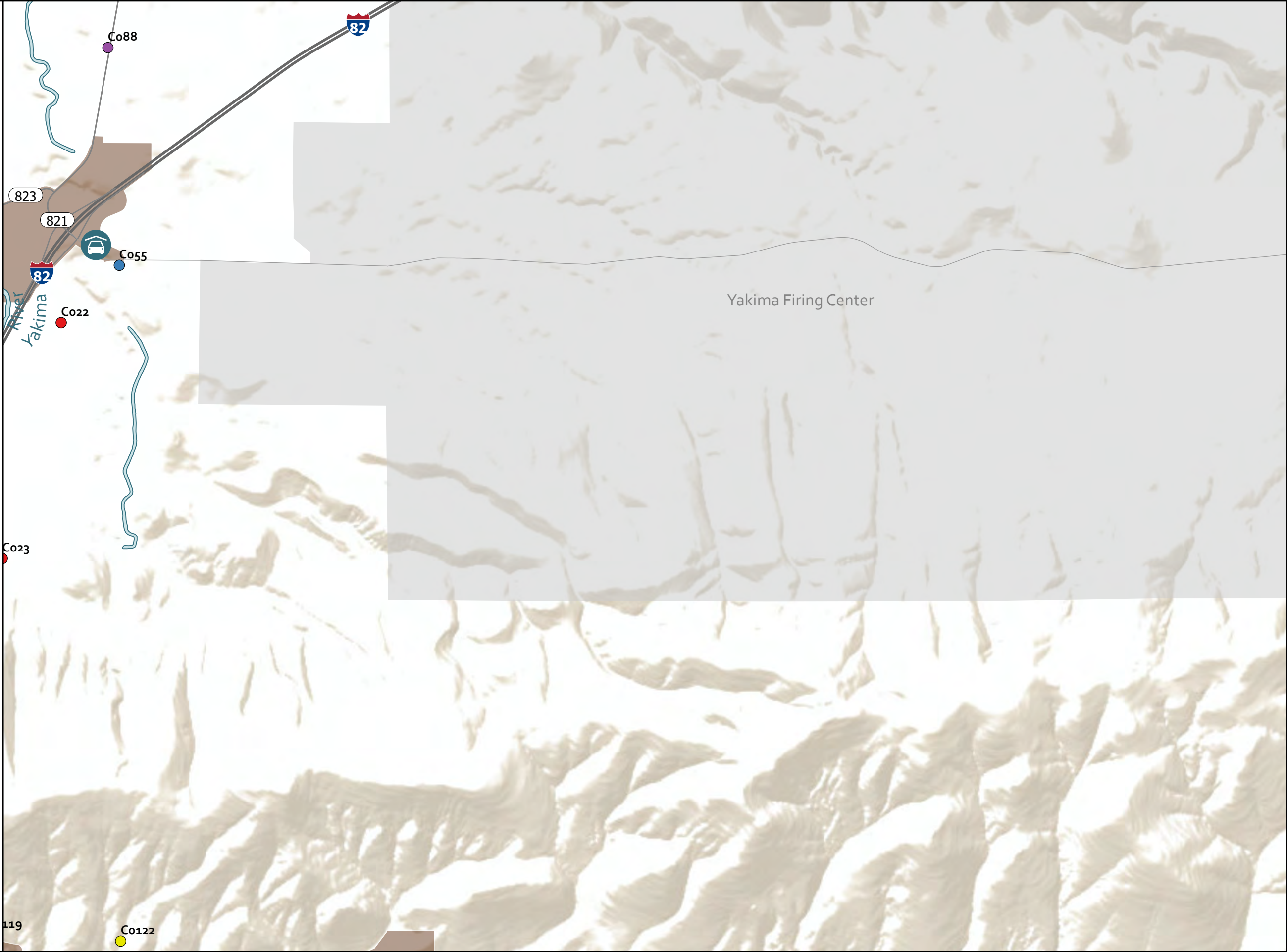
Yakima County

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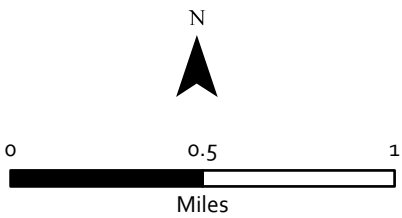


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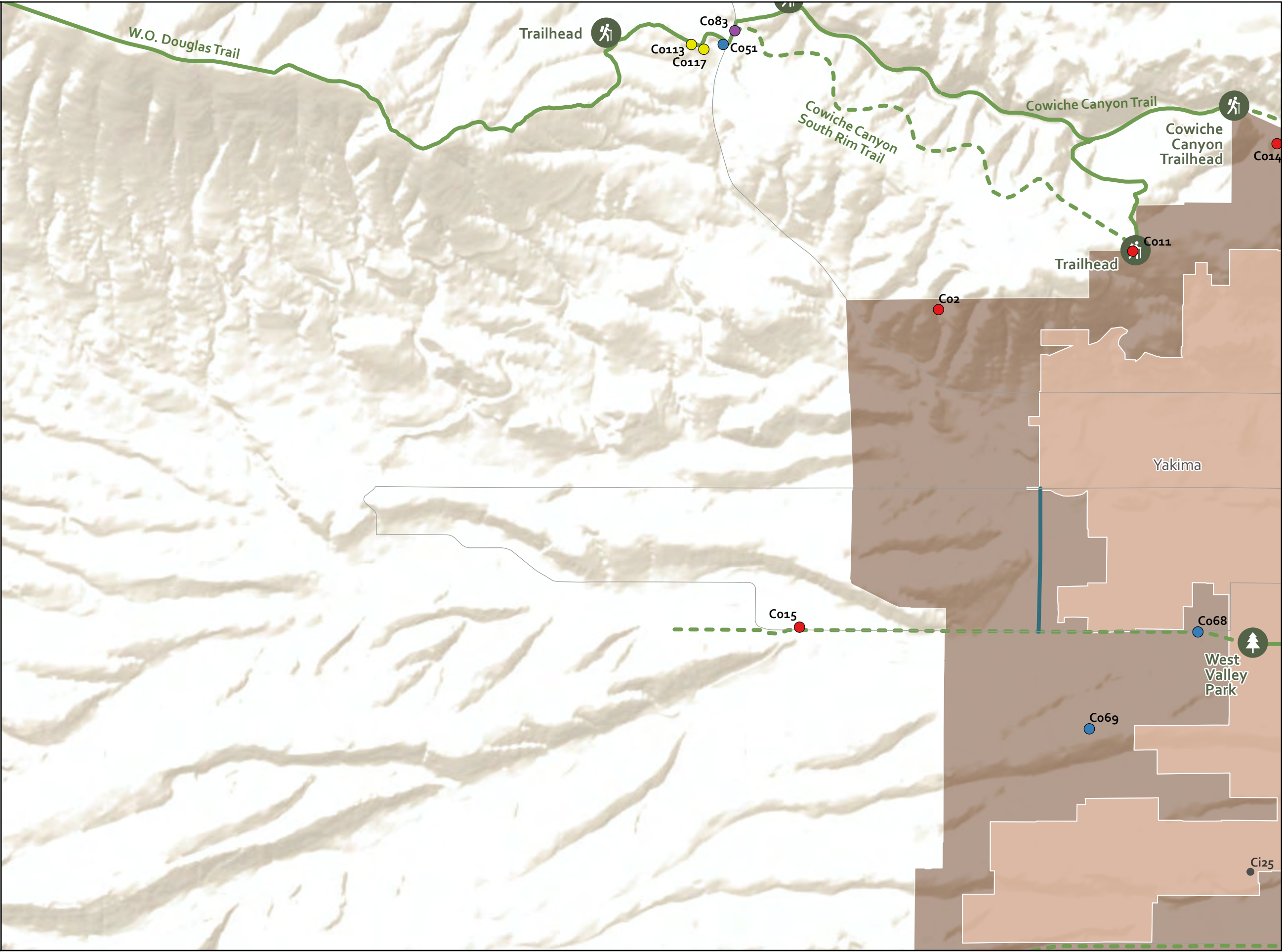


Yakima County Public Comments

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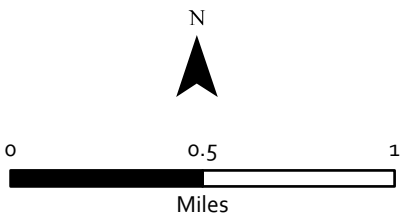


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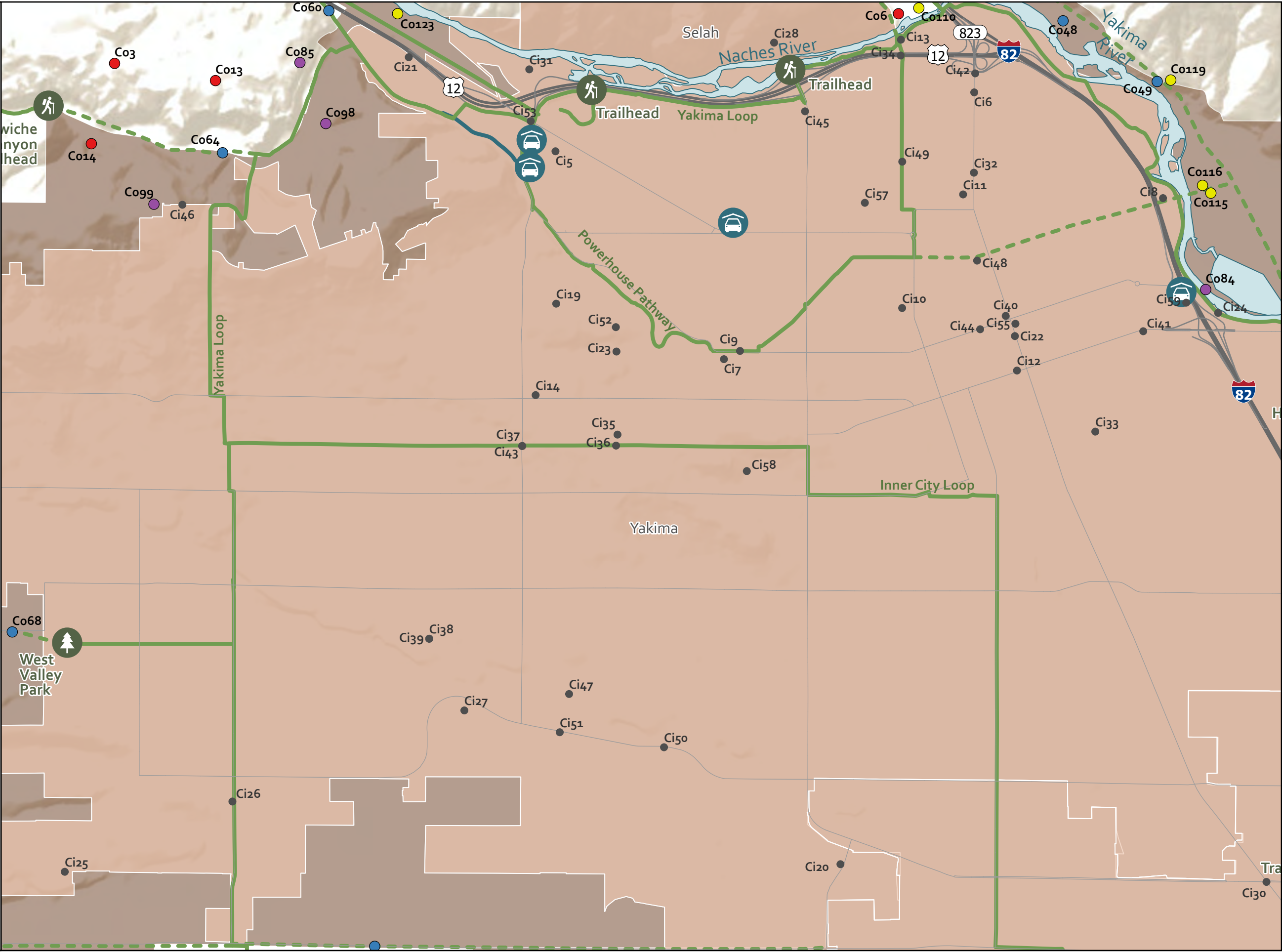


Yakima County Public Comments

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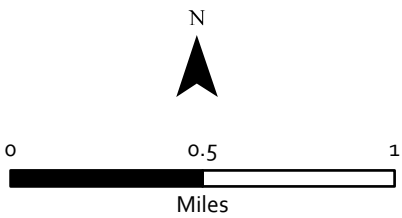
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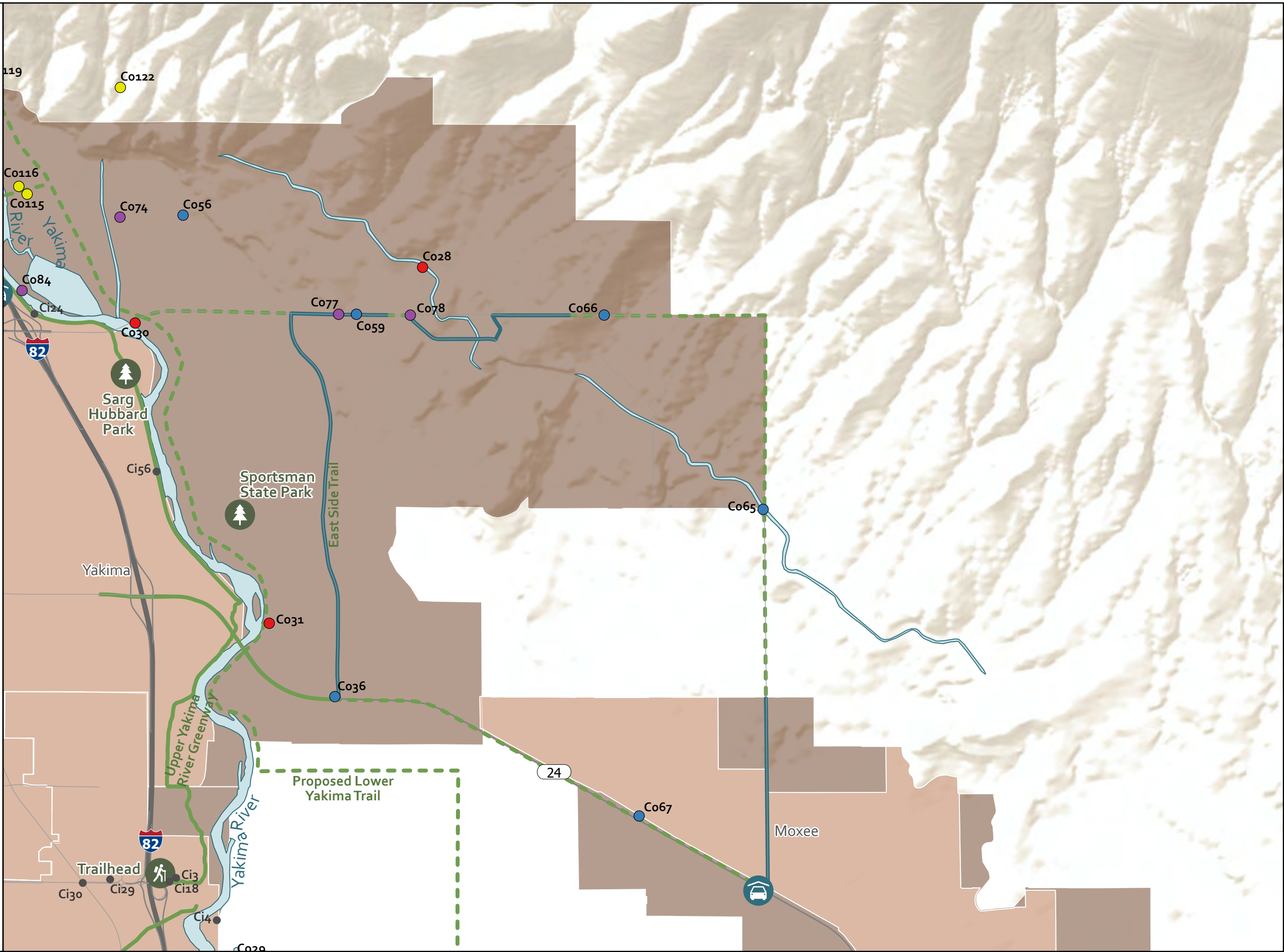
Yakima County

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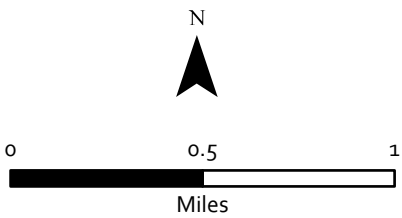
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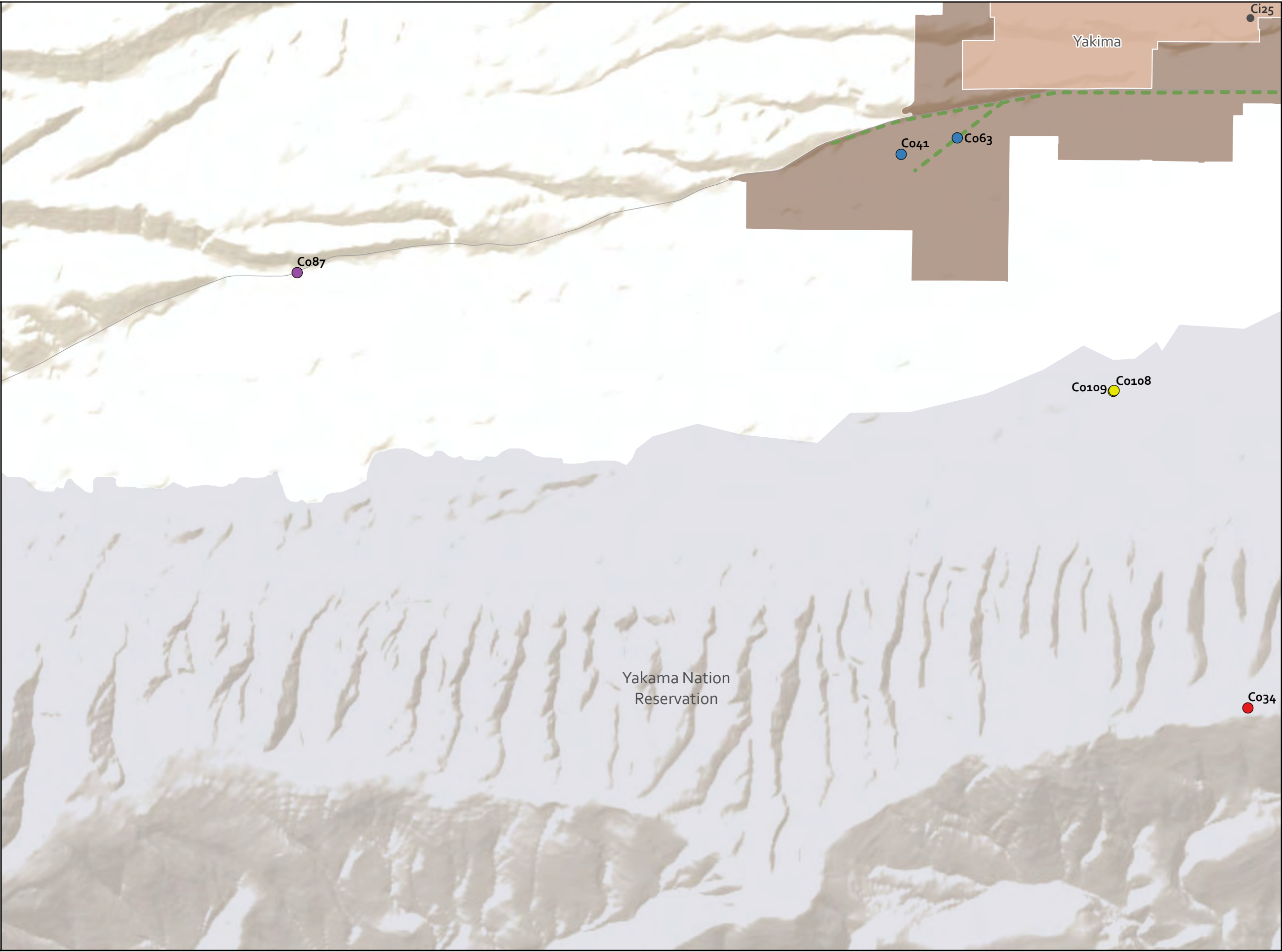
Yakima County

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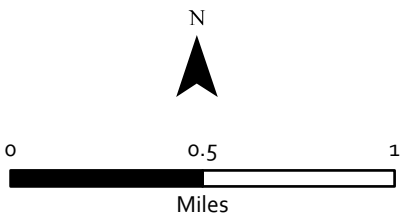


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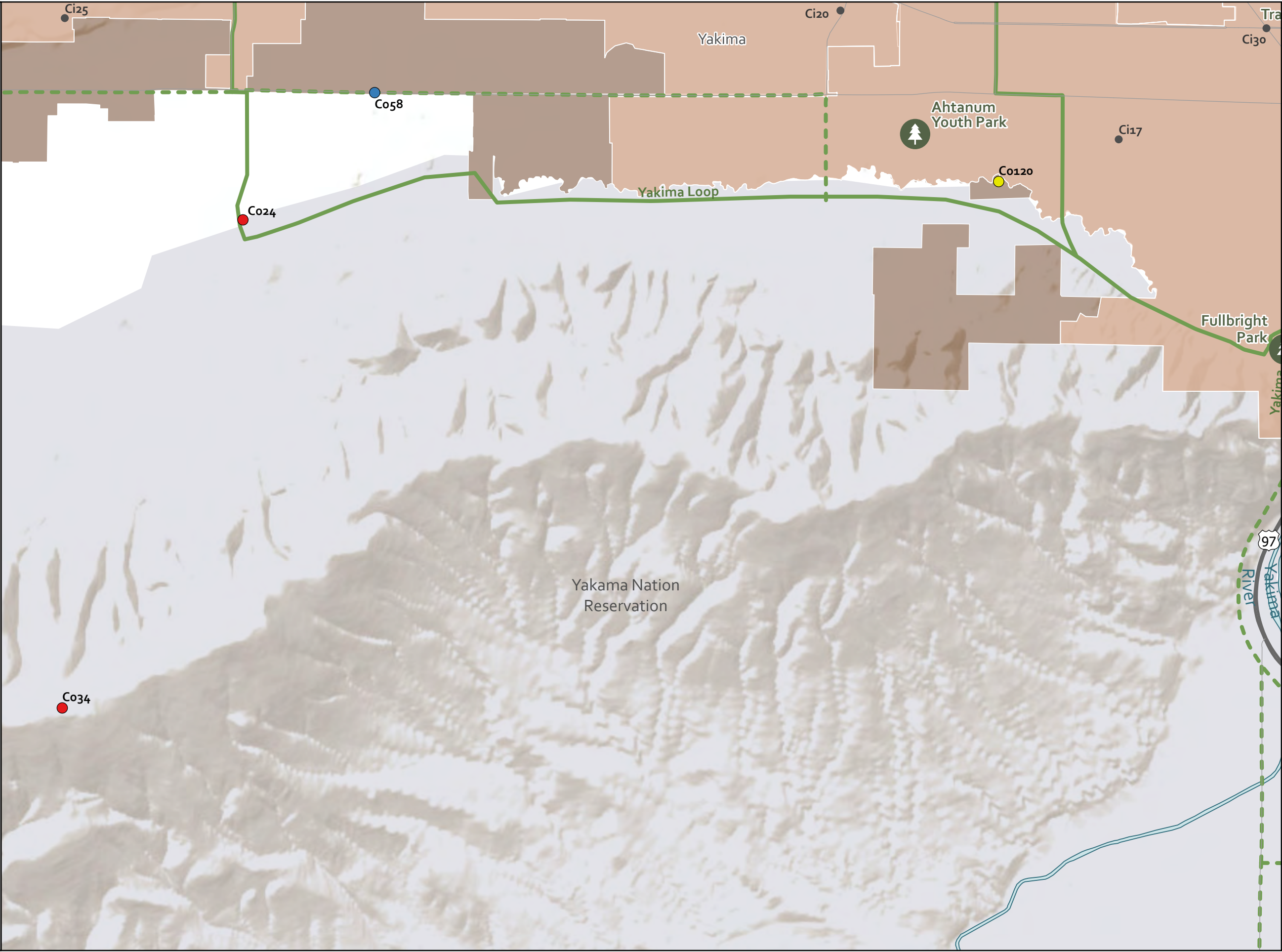


Yakima County Public Comments

- Comment Category**
- Accessibility
 - Multi-Modal
 - Safety
 - Other
 - Within City Boundaries
- Legend**
- ▬▬ County Boundary
 - ▬ Existing Bike Lane
 - ▬ Existing Bike Path
 - ▬ Existing Multi-Use Trail
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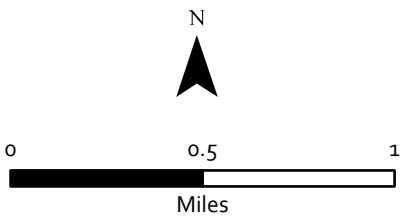
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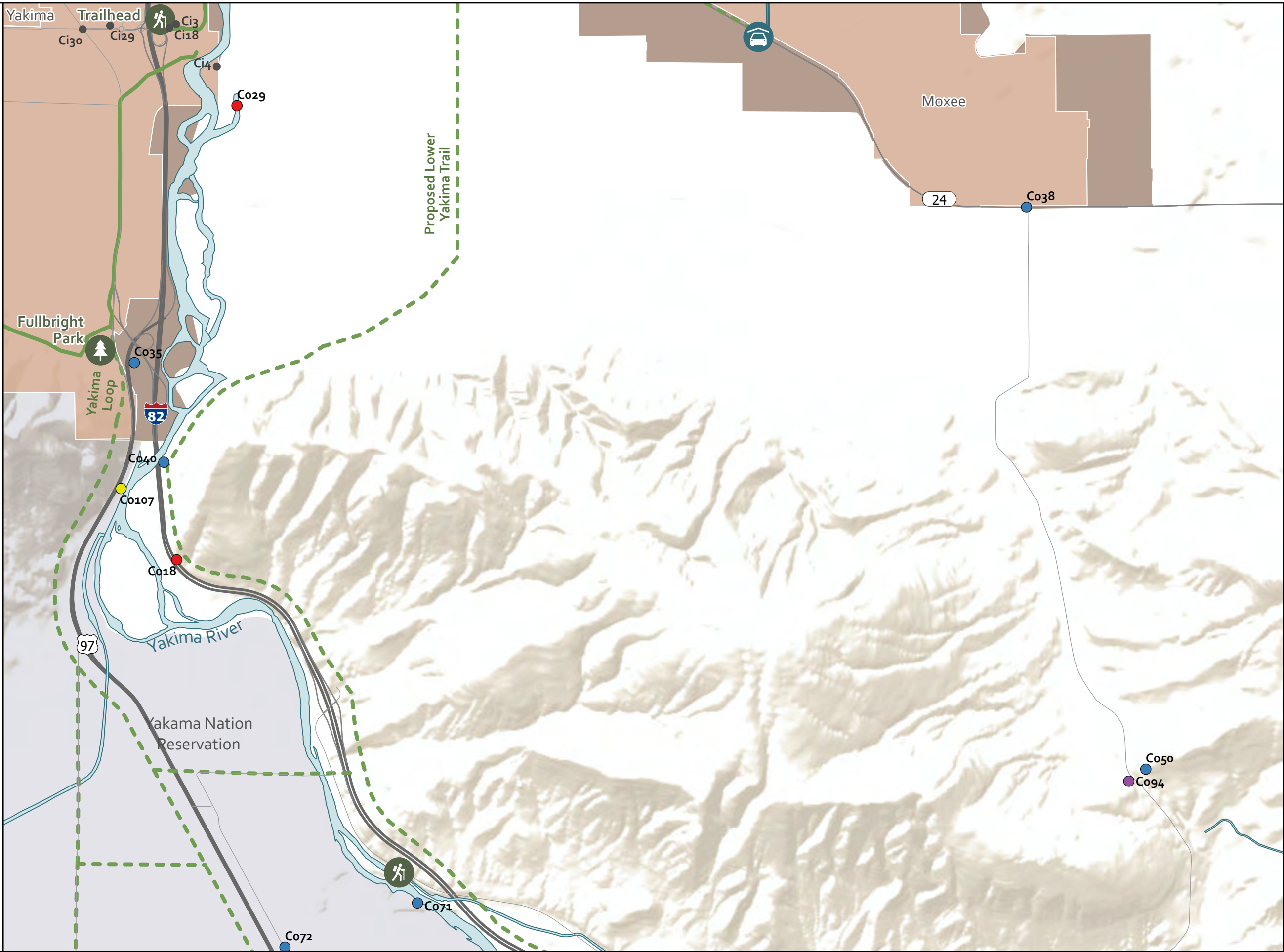
Yakima County

Public Comments

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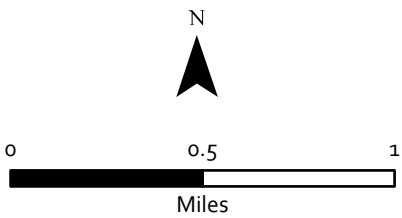
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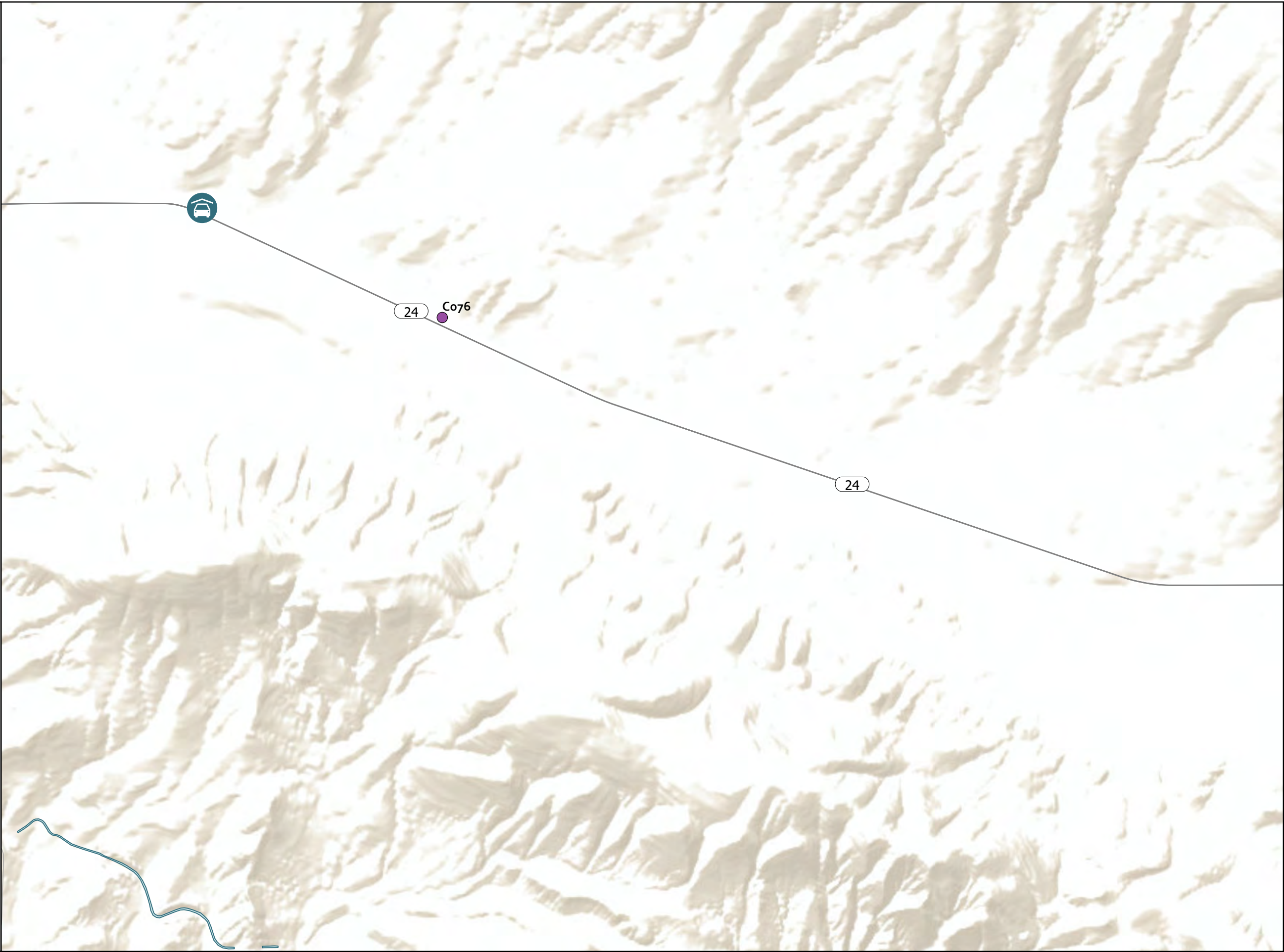
Yakima County

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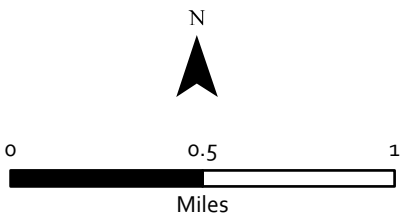
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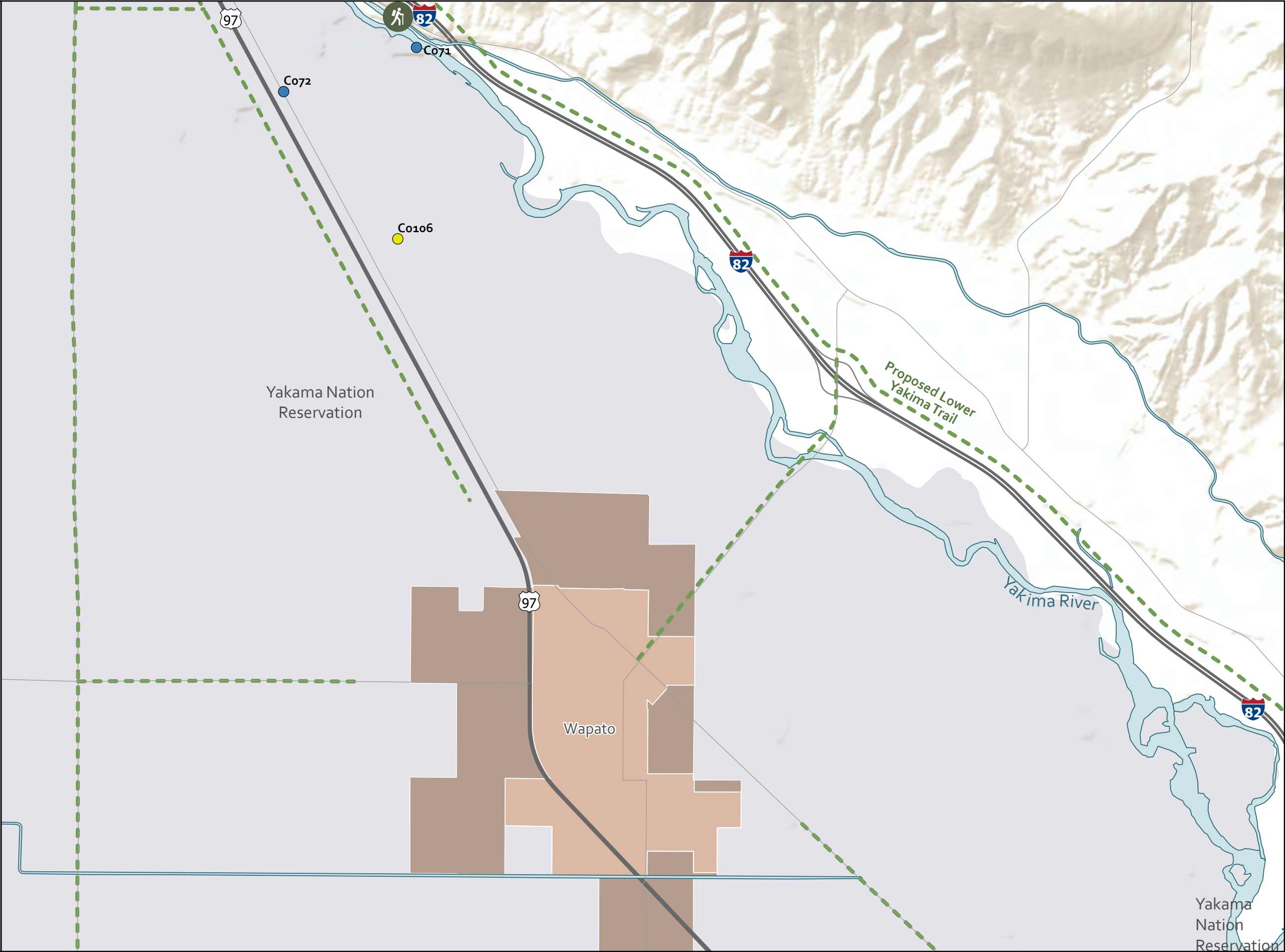
Yakima County

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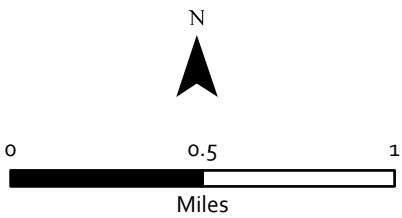
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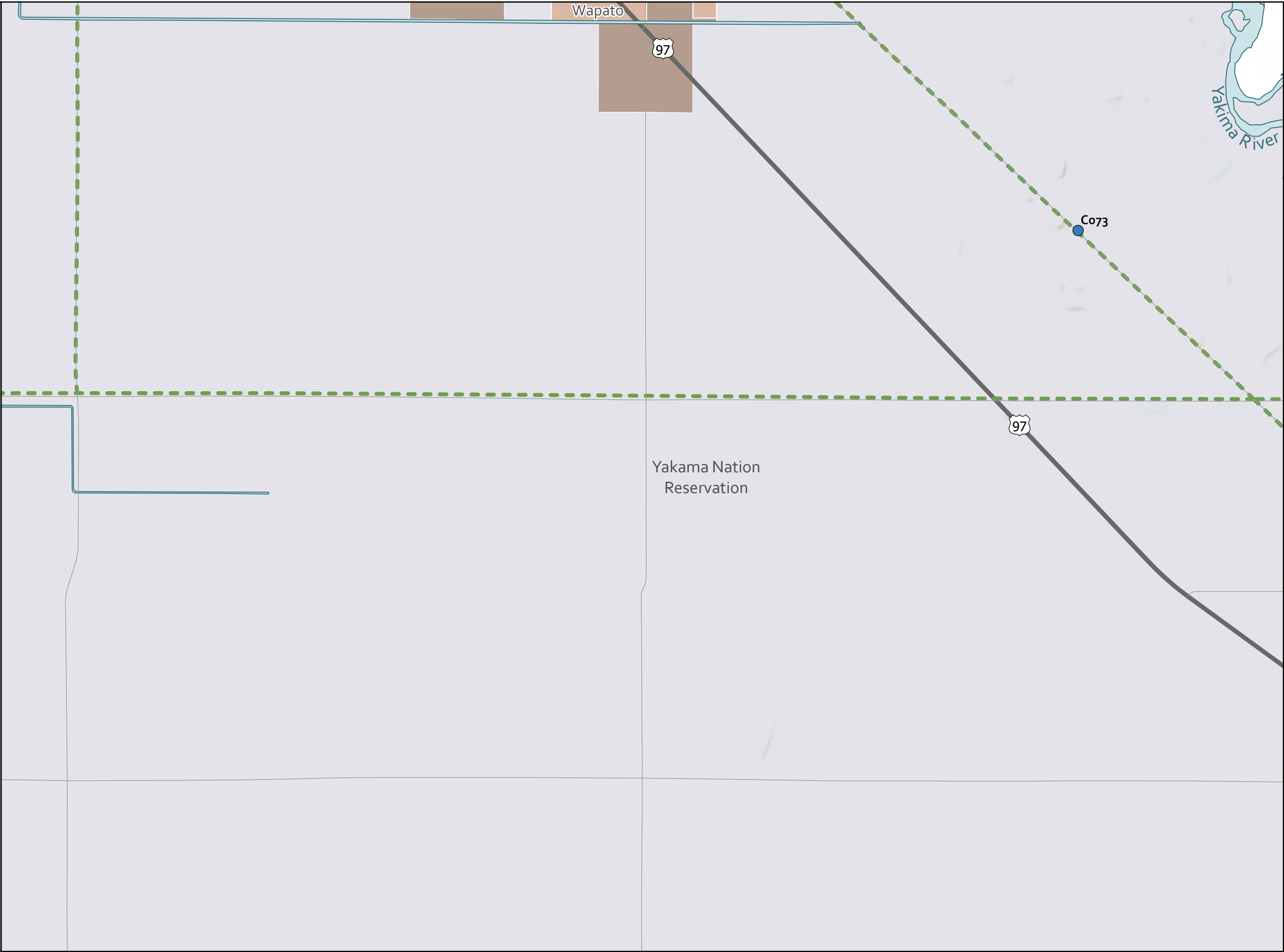
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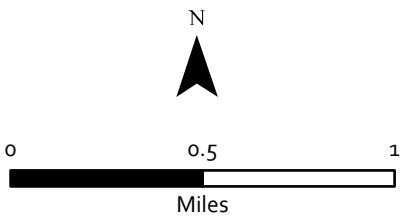
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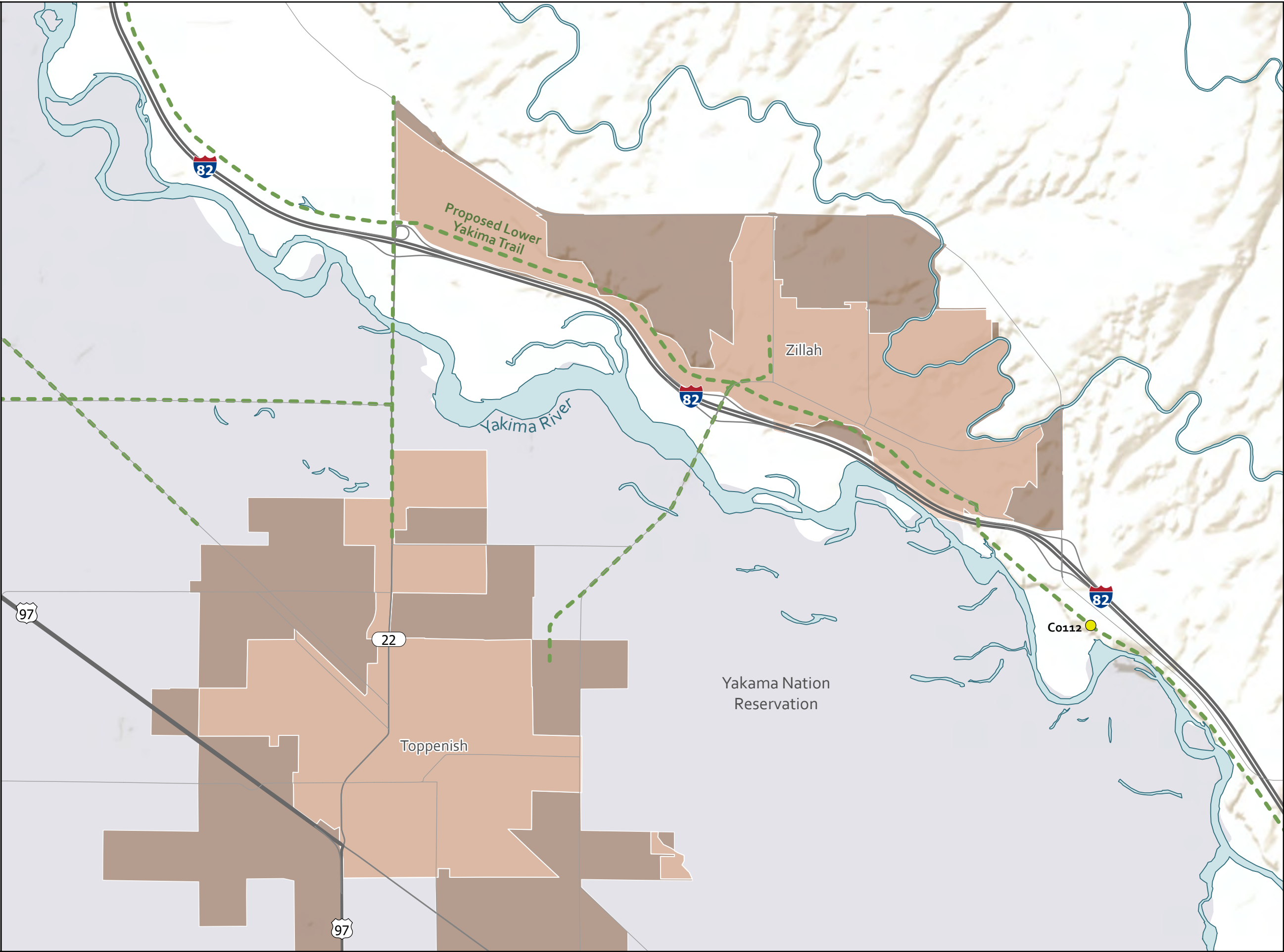
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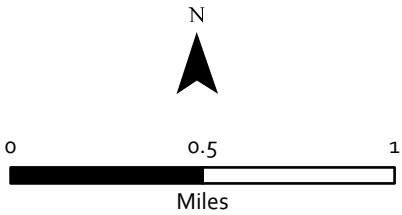
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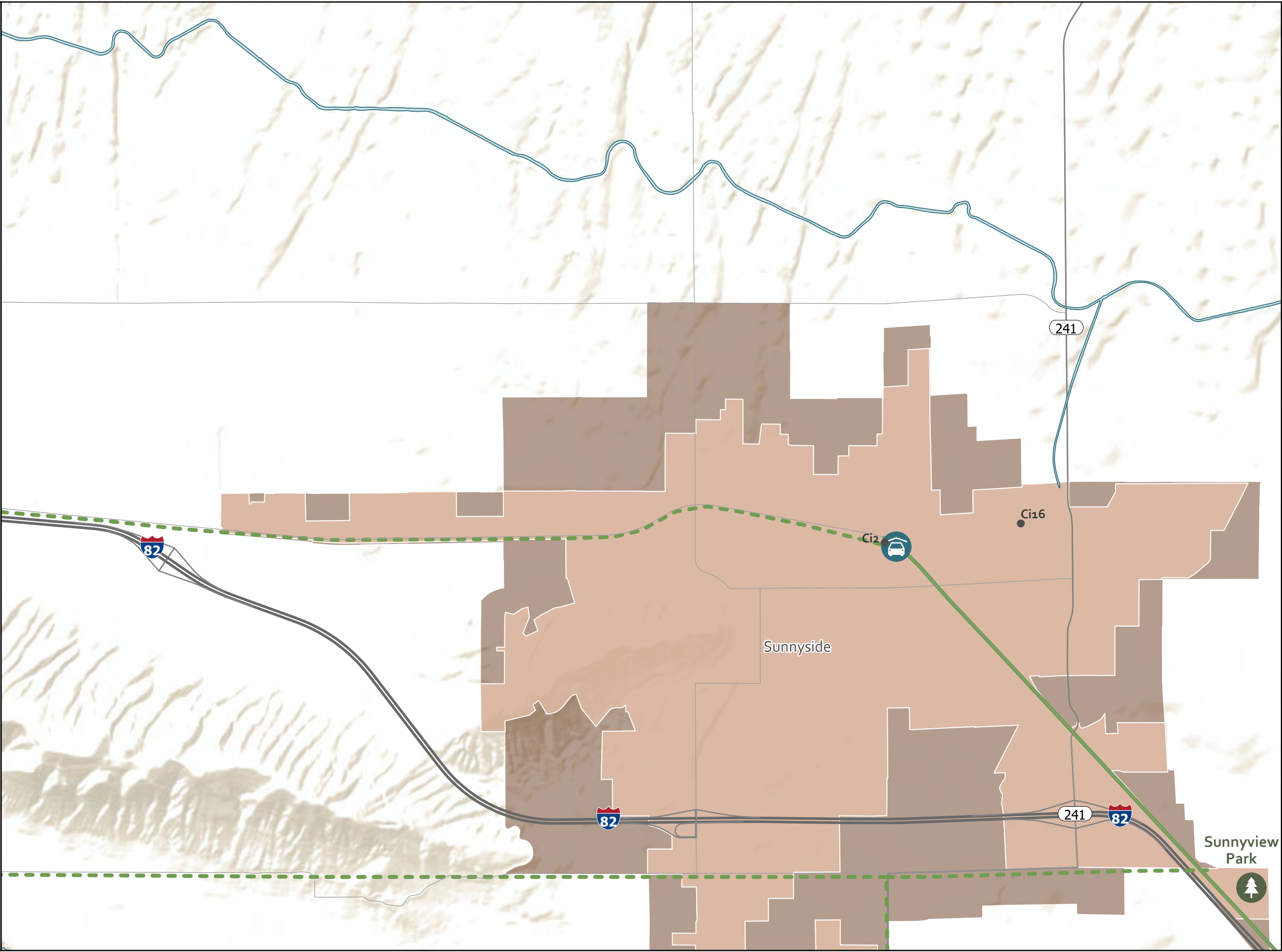
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J11



Yakima County – Public Comment Matrix

County Comments

Comment Number	Comment	Comment Type
Co35	It would be nice to see a long-term project where the abandoned rail bed through Union Gap can connect the Yakima Greenway to bike path down by Sunnyside. This could be an incredible walking and cycling path!	Multi-Modal
Co36	Extend pathway east that dead ends at University Pkwy.	Multi-Modal
Co37	Work with land managers to allow bicycle connection from Rocky Top Trails to the trail system to the west.	Multi-Modal
Co38	Continue the pathway from University Pkwy to Moxee and provide more bicycle/share the road signage on Konnewac Pass and Yakima Valley Hwy.	Multi-Modal
Co39	Extend the greenway to the Y so that the pedestrian pathway connects to the Oak Creek parking area.	Multi-Modal
Co71	use abandoned railroad bridge to cross river and extend greenway to Sunnyside Pathway	Multi-Modal
Co40	Turn the Thorp Road river access into a park not that Thorp Road is likely to stay closed.	Multi-Modal
Co41	Connect Wiley City to Yakima/Union Gap via Greenway type path via Wide Hollow Creek and the abandoned rail line.	Multi-Modal
Co42	Extend the Cowiche Canyon path to Tieton via the Abandoned rail line. Then connect Tieton and Naches via greenway type pathway.	Multi-Modal
Co43	Build dedicated pedestrian Pathway between Tieton and Naches.	Multi-Modal
Co72	Track Road being considered for US BIKE route	Multi-Modal
Co73	Track Road being considered for US BIKE Route	Multi-Modal
Co44	Round the lake would be a fantastic bike route and might possibly be dynamite for tourism around the lake.	Multi-Modal
Co45	This area, the top of the ridge N/E of Naches and east of Naches-Wenas Rd is beginning to be developed. County should require developers to put in proper, protected and separated bike/ped infrastructure as they build the development.	Multi-Modal
Co46	Creating off-highway connectivity between Rimrock Lk and Packwood would benefit the region.	Multi-Modal
Co47	Wilderness creates a major barrier for long-distance off-road cycling connectivity. The "Timberwolf" area between Rimrock Lk and Rattlesnake Cr has a lot of potential. for non-wilderness trail development.	Multi-Modal
Co48	OH: Incorporate East-West corridor within the trail plan/Separate bike paths	Multi-Modal

Yakima County – Public Comment Matrix

Co49	OH: Separate bike path across the Yakima River.	Multi-Modal
Co50	OH: What are the plans for Konnowac Pass multi-use?	Multi-Modal
Co51	OH: It would be nice to have a designated/separate/marked bike lane that runs from Tieton to Rosa Drive (East-West) and N 16th Ave to S 16th to move through down separate from traffic.	Multi-Modal
Co52	OH: Future T.H Bridge should have bike lanes/paths	Multi-Modal
Co53	What is the status on the Royal Columns? Are they still closed? How can we make this area safe, accessible, and conserve it to the future? Are there other rock-climbing areas that can be accessed as well?	Multi-Modal
Co54	What is the status on the Royal Columns? Are they still closed? How can we make this area safe, accessible, and conserve it to the future? Are there other rock-climbing areas that can be accessed as well?	Multi-Modal
Co55	Canals would be a great place to encourage recreation-they are already maintained and in people's neighborhoods, but this one has a sign prohibiting people from entering. Is there a way to work with the irrigation districts to make this multi modal access? This would be a great area to ride a horse or mountain bike.	Multi-Modal
Co56	At eastern terminus of currently planned E-Corridor Phases, please plan for the continuation of the bike lanes to the east so that the E-WC will enable Terrace Heights residents to commute safely to the city and Greenway, etc.	Multi-Modal
Co57	All new roads and reconstruction projects should include bike paths and/or sidewalks. Parking should never be allowed in bike lanes.	Multi-Modal
Co58	T.I.P. says east of 52nd will have a separated pathway and to the west will have on-road bicycle facilities. Stick with one or the other and build a continuous bike system. The separated trail design has the advantage of being extended to the east to establish a trail to Youth Activities Park and to the Union Gap's planned By-Pass trail, which will connect with the Greenway Trail.	Multi-Modal
Co59	T.I.P. project for Terrace Heights Dr (33nd-39th) should include continuing the bike lanes to 39th.	Multi-Modal
Co60	T.I.P. project for W. Powerhouse (city limits to S. Naches Rd) should include bike lanes. The city's transportation plan has bike lanes on W. Powerhouse, so this would continue the bike facilities consistently on a very popular route for local cyclists.	Multi-Modal
Co61	Glad to see that the T.I.P. projects on Old Naches Highway & Mapleway (from SR 12 to Selah Hts) will have on-road bicycle facilities. However, the design is not specified, so I request info on the design. I recommend protected or buffered bike lanes and strongly dis-recommend wide (e.g., 14') curb lanes because they are known to cause excessive motorized speeding. I encourage meetings with cyclists early in the design process for input.	Multi-Modal

Yakima County – Public Comment Matrix

Co62	Glad to see that the T.I.P. projects on Old Naches Highway & Mapleway (from SR 12 to Selah Hts) will have on-road bicycle facilities. However, the design is not specified, so I request info on the design. I recommend protected or buffered bike lanes and strongly dis-recommend wide (e.g., 14') curb lanes because they are known to cause excessive motorized speeding. I encourage meetings with cyclists early in the design process for input.	Multi-Modal
Co63	Develop a trail on the former trolley corridor from 64th Ave to Wiley City. Work with the city to extend the trail in the trolley corridor to the Wal-Mart. The city owns the corridor and this has been in the joint plans of the city and county for decades.	Multi-Modal
Co64	Add the Lower Cowiche Canyon Trail to the Trails Plan (from W. Powerhouse Rd to the end of Cowiche Canyon Rd). Coordinate the T.I.P. project (to BST Cowiche Canyon Rd) with this trail project.	Multi-Modal
Co65	Include bike lanes on this T.I.P. bridge so that Moxee's bike lanes along Beaudry will continue to Terrace Hts.	Multi-Modal
Co66	Include bike lanes on the Roza Hill Rd T.I.P. (58th to Wendt). This will form a connection of the bike network from the E-WCorridor to Moxee's existing bike lanes along Beaudry.	Multi-Modal
Co67	A group of civic-minded Moxee residents are planning to extend the Greenway from SR 24 & University Parkway to Moxee's city park. Add this trail to the Trails Plan. Property owners, except one, north of the railroad are will to provide a trail easement. So I also request that the county use its good offices to help proponent procure permission from the railroad to operate the trail within the rail corridor. Otherwise trail users may have to twice dangerously cross SR 24, which will eventually be an unsafe 4-lanes in this stretch.	Multi-Modal
Co68	A trail in the trolley corridor (adjacent to & parallel with Wide Hollow Rd west of 80th Ave) should be put in the plan. It should be integrated with the T.I.P.'s project for Wide Hollow Rd (city limits to Cottonwood Canyon Rd).	Multi-Modal
Co69	Incorporate into the trails plan all the bike lanes, routes, and trails that are planned by the city within the unincorporated portion of Yakima's UGA (e.g., those in the West Valley Neighborhood Plan).	Multi-Modal
Co70	Widen road to add 6' bike lane (at least to one side). From Yakima all the way to Naches.	Multi-Modal
Co74	County needs to require all new infrastructure construction and overhaul projects to include proper bicycle and ped infrastructure. Physically separation between vehicles and people walking & biking. Curbs, jersey barriers, green space, bollards etc.	Safety
Co75	New development/developers should be required to help pay for improvements to the road down to Naches/Highway 12 including wide shoulders for Bike/Ped access to the Greenway.	Safety

Yakima County – Public Comment Matrix

Co76	Highway 24 needs better shoulders for people on bicycles. This is a good easterly route out of town but has a lot of high-speed traffic.	Safety
Co77	Bike lanes end here and do not go any further west. Extend Bike lanes for connectivity to the Greenway and University Pkwy	Safety
Co78	Bike lanes end where Terrace Heights Dr turns into Roza Hill Dr. Bike lanes should extend to the east and continue on Roza Hill Dr	Safety
Co79	Highway 12 needs to have the speed limit significantly lowered on the west side of Naches. The 30-mph speed limit needs to extend west past The Little Red School House. There have been many new homes go in on this section as well as a buys business (Bran Yr Brewing). There are many cars entering and exiting the highway, it is quite dangerous. There are regularly bad accidents along this stretch, at least 1 person was killed. Lower speed limit would also make it more bikeable to reach Bran Yr or connect to White Pass.	Safety
Co80	Currently this road is pretty narrow and dangerous for bikes. It would be great to put up some signs, etc. or perhaps lower the speed limit here as well as bike lanes in the future.	Safety
Co81	This is such a beautiful road-it is unfortunate that it is so narrow and unsafe. Signs to warn motorists of bikes ahead at least should be put up in the near future.	Safety
Co82	You have to cross here to get to from one side of Snow Mountain Ranch to the William O Douglas area, consider putting in signs to warn motorists that pedestrians are upcoming.	Safety
Co83	OH: Safe crossing from Cowiche Canyon to Rocky Top	Safety
Co84	OH: We need to enhance safety of use of our best bike and walking trail, the Greenway. Also, shared bike-motor vehicle roads should have a goal of separation.	Safety
Co85	OH: Are there enough markers on trails for emergency workers to find people who need medical help?	Safety
Co86	OH: Safe passage and clean bathrooms	Safety
Co87	Wider shoulders on Ahtanum Rd for safety of cyclists on popular out and back route to North Fork Autanum.	Safety
Co88	Yakima Canyon needs wider shoulders or ideally a physically separated bike land as there is a lot of bike traffic and there can be a lot of car/truck traffic	Safety
Co89	Connect Pence Rd with S. Brown Ln. through federal-owned parcel #18130912001 to bypass Old Naches Hwy and much of Mapleway enroute to Selah.	Safety

Yakima County – Public Comment Matrix

Co90	The Old Naches Hwy, South Naches loop is a very popular cycling route, for residence and tourists. Several improvements should be considered: the intersection of HWY 12 and Suntides is not safe for bikers, traffic between suntides and the old Naches middle school has increased, is it possible to improve the shoulders?	Safety
Co91	Connect Pence Rd with S. Brown Ln. through federal-owned parcel #18130912001 to bypass Old Naches Hwy and much of Mapleway enroute to Selah.	Safety
Co92	The area where the grade meets Naches Heights Road constantly has a pack of dogs on it. They chase bicyclists-numerous people in my friends' group have had problems here and nothing appears to have changed.	Safety
Co93	This intersection is dangerous for people on the pathway-cars do not know how to proceed or who to yield to. Cars turning right on a green light are going too fast to stop for pedestrians. Needs an update.	Safety
Co94	better shoulders or dedicated lane for the high volume of road cyclists.	Safety
Co95	Widen the road, better shoulders, or dedicated bike lane for S Naches is needed.	Safety
Co96	I have a question about the safety of the Greenway crossing at Suntides Market in the Gleed area. I make a right turn there on my way home and have often thought how dangerous that intersection is for bikers and pedestrians on the Greenway. I don't know what could be done, unless the Greenway users have their own crossing light.	Safety
Co97	I agree with the other statement here, incoming traffic and people crossing here have a difficult time seeing one another and the cars come in hot from doing 55mph on highway 12.	Safety
Co98	There is quite a volume of bicycle traffic from the intersection of Scenic and Prospect to the intersection of Cowiche Canyon Road and Powerhouse and the road here is narrow with turns, poor visibility and no shoulder for bicycles. It would be safer and less disruptive to automobiles if there were a paved shoulder for bicycles along this busy route.	Safety
Co99	There is significant pedestrian traffic on Scenic Drive from 80th to 66th in addition to numerous cars that park along the side of the road in order for the drivers to walk the street as it is a popular place to walk with good views. However, there are no sidewalks or decent shoulders for the pedestrians, so frequently they just walk in the roadway, which is dangerous. Curb, gutter and sidewalks would be helpful or a paved shoulder.	Safety
Co100	The Naches Path Greenway crosses E. Gleed Rd at an angle. Bushes/trees and other obstructions further make the sight lines difficult.	Safety
Co101	The Naches Path Greenway crosses N. Gleed Rd at an angle. Bushes/trees and other obstructions further make the sight lines difficult.	Safety

Yakima County – Public Comment Matrix

Co102	S Naches Rd is part of a well ridden road bike loop but has no shoulders and relatively fast traffic- lots of people go way over the speed limit. Something to give more room for people on bicycles and or slow traffic down would be nice.	Safety
Co103	The bridge on Summitview Cowiche Rd (over Cowiche Creek?) is narrow, forcing people on bikes off the shoulder and into traffic to cross the bridge.	Safety
Co104	Traffic turning right gets a green light the same time as bikes/peds on the greenway get the crosswalk green. One sign way up on the pole saying the crosswalk has the right of way isn't working, bike/peds regularly almost get run over. Signal needs to be re-programmed to not give a green light for right turn if the crosswalk is green.	Safety
Co105	Narrow to no paved shoulders for cycling.	Safety
Co1	It would be nice to have a wider shoulder or bike path from Naches out to access Bran Yr and Little Red Schoolhouse, and the Y	Accessibility
Co2	There is an urgent need to acquire undeveloped land adjacent to Cowiche Conservancy and BLM lands that are at risk of development or loss of hiking access due to recent large real estate purchases. Existing trails that connect to current public land should be considered for acquisitions to improve public recreation opportunity and conservation of shrub steppe habitat. We need more public access acres to block into CC and BLM lands because these areas provide very important wild land recreation so close to Yakima	Accessibility
Co3	Bike path lanes on this road and in this region would lead to a safer recreational experience and attract cyclists here as a biking destination.	Accessibility
Co4	Bike path lanes on this road and this region would lead to a safer recreational experience and attract cyclists here as a biking destination.	Accessibility
Co5	Bike path lanes on this road and this region would lead to a safer recreational experience and attract cyclists here as a biking destination.	Accessibility
Co6	This peninsula where the Naches and Yakima Rivers meet could be developed with slightly better access to the greenway, maybe some more formal trails. Would provide access to the William O Douglas trail and if there was more traffic through there maybe squatters wouldn't become so established, trashing it up and starting fires.	Accessibility
Co7	It would be nice if the Tieton River Trail connected in towards Naches where you could access it without having to deal with vehicles on highway 12.	Accessibility
Co8	Extend the Tieton River Nature Trail to the west? Would provide a nice off-highway 12 route for bikes/peds going up the pass.	Accessibility

Yakima County – Public Comment Matrix

Co9	Bike path lanes on this road and this region would lead to a safer recreational experience and attract cyclists here as a biking destination.	Accessibility
Co10	Bike path lanes on this road and this region would lead to a safer recreational experience and attract cyclists here as a biking destination.	Accessibility
Co11	work with private landowners in the area to secure recreational use access to areas adjacent to Conservancy and BLM land. recreational access reduces illegal activities like dumping, off road vehicles and firearm usage and does not hinder private owner's ability to graze or engage in agricultural activities.	Accessibility
Co12	Since this plan was developed in 2014 the popularity of gravel bikes/mountain bikes has increased. The 2014 plan mentioned the opportunity to work with irrigation districts to expand the trail network. Has there been any progress? The ability to ride/walk the access roads along the irrigation canals seems like a cost effective way to greatly expand the network of trails in the county. This would also provide visitors to the valley an unique perspective on Yakima. I am sure there are safety and security concerns with this idea. Many access roads are already in a condition that supports hiking and gravel/mountain bikes, there must be a viable alternative to tap this resource.	Accessibility
Co13	OH: Is the County working with the City of Yakima on this Trail?	Accessibility
Co14	OH: Extend the Inner-City Loop out S'ulew to Rocky Top to Cowiche Canyon Uplands trail head.	Accessibility
Co15	OH: Develop a pathway in Frolley corridor (YUT). The Gilberts are supportive.	Accessibility
Co16	OH: Extend the Greenway from Naches to Oak Creek feeding Station (WDFW offices)	Accessibility
Co17	OH: There is access to the river here - is it County? Public? multi-use? (south side of river)	Accessibility
Co18	OH: Multi-use trail through the gap should be a priority.	Accessibility
Co19	OH: This road is narrow and has some signage but could use some improvement for multi-use access at the river and would be safer for bikes	Accessibility
Co20	OH: Public access to Nashes River - there is no access now other than the WDFW sites that make an unpaved pathway	Accessibility
Co21	Consider adding to the shoulder with a dirt path or paved path for people to access the William O Douglas trail.	Accessibility
Co22	This is a popular road for bicycles, but the south end meets up with the freeway entrance, and most people avoid it because of this. Is there a way to make this part of a loop or meet up in Selah near the Greenway? Harrison road could also be used, but the shoulders are full of gravel and its a 55mph road-not safe.	Accessibility

Yakima County – Public Comment Matrix

Co23	The Yakima Ridge is an untapped resource for mountain biking. I would love to see this area used for mountain bikers with a sign, parking lot, and trails established on public land.	Accessibility
Co24	OH: What is the 'loop'? How about using the old trolley ROW as a path from Wiley City to this 'loop'?	Accessibility
Co25	OH: Can this trail be connected to other paths/trails? How do people use this trail now and how might they use it if it was connected? Esbach Park is or isn't open to the public now? What is the status on that and why?:	Accessibility
Co26	What's the status of use on this side of the river? Public or private? Can people park here?	Accessibility
Co34	It would be nice if there was a way to access the road on top of the ridge, from the trails by the park on the east end by Union Gap, west along the top of the ridge and down to Wiley City. Even if there was a permit from the Tribes, this would make a fun mountain bike route.	Accessibility
Co27	Umptanum Canyon has a trail in parts of it, It would be nice to connect the bits of trail from the Wenas Rd all the way through the canyon to the suspension bridge on the east end, connecting to the Yakima Canyon Road.	Accessibility
Co28	The Ditch Bank roads would be an awesome bike path system with very little investment in additional infrastructure, such as the Selah-Moxee canal. Other cities use these rights of ways for ped/bike transportation.	Accessibility
Co29	I hope that a pedestrian/ bicycle BRIDGE across the Yakima is possible somewhere between Union Gap and the Hwy 24 bridge.	Accessibility
Co30	Construct a ramp from the sidewalk on Terrace Heights Drive to Ditch bank road for bike/ped access into Sportsman State Park and the trails there.	Accessibility
Co31	Develop connections for the ends of the Dike trail that extends from Sportsman State Park to the North and the South. Connect it into the greenway on the south end and the sidewalk on Terrace heights Dr on the north side.	Accessibility
Co32	Agree with other comments on working with irrigation companies to allow bike/pedestrian access to the existing maintenance roads, at least on a few select canals that create access/connectivity. Yeah, the irrigation districts can be tough to work with, but hard things to accomplish are most often the most rewarding/beneficial.	Accessibility
Co33	Definitely put the Wm. O. Douglas Trail (as adopted by previous county and city trails/comp plans and as advocated by the Wm O. Douglas Trail Foundation) into the Trails Plan. The shape file showing the route is in MAGIC.	Accessibility

Yakima County – Public Comment Matrix

Co110	Include a trail on this county-owned "confluence peninsula" connecting the I-82 trail with the Wm. O. Douglas Hill Climb (located on Selah Gap Ridge, west of the RR tracks). Trail location could be gotten from Joel Freudenthal (County Water Resources Division) who submitted to RCO a grant application on behalf of the County, Greenway, and Wm. O. Douglas Trail foundation in Spring 2018.	Other
Co106	Include a generalized-location trail connecting Union Gap and Toppenish. Yakama Nation has expressed desire to establish such a trail to provide a safe route for people who currently walk this route. Get details from HollyAnna Littlebull, hollyanna_littlebull@yakama.com	Other
Co107	Include a trail in the plan in a generalized location from the greenway's trail (at Valley Mall Blvd) going southerly through Union Gap to the Lower Valley. This needs to be in the trails plan so that as project in this area are formulated, they will be able to integrate the trail into their planning.	Other
Co111	Designate a trail route from the I-82 trail (in Selah Gap) northerly through Selah to the Yakima River Canyon.	Other
Co112	Include a trail connecting the Greenway's trail in Union Gap to the trail in Sunnyside (that connects to Prosser).	Other
Co113	Agree, help protect the wonderful Rocky Top trail system.	Other
Co114	Could the Greenway cross 12 at the lighted intersection in Naches and get on the Southside of the Hwy and probably the river.as well. Could be compacted fine aggregate/resin path instead of asphalt. Then extend out and swing around the point of the mountain at the Y and connect to the Tieton River trail system.?	Other
Co115	Any new develop in Yakima, in this area, etc needs to consult the Master Plan and be a 'complete' street with bus, bike, etc. access. It's time to start investing in our community.	Other
Co116	With the new exit proposed here, the bridge should have bike lanes, sidewalks, etc. put it. How will that impact the public's access to the river? Can a park be established here, parking, etc?	Other

Yakima County – Public Comment Matrix

Co117	OH: Help protect Rocky Top trail network if Anderson Rock sells the property to another owner.	Other
Co118	OH: Do more to prevent homeless encampments.	Other
Co119	OH: Create a more formal plan for trail along the east side of Yakima River.	Other
Co120	OH: Almost 100% sure this isn't an established path or even a road?	Other
Co121	OH: Public Trans? To Glead	Other
Co122	OH: Incorporate this area and E-W corridor into the updated trail plan. New developments in Planning Dept. review SUB 2019- and Sub 2018-00024 to follow Potter Gable property concept plan for an integrated trail systems and parks.	Other
Co108	OH: How many miles of bike lanes currently exist and what is the plan for the next 5 years?	Other
Co109	OH: Bike lanes now are often unconnected after a few blocks, etc. Is it a requirement for the city/new construction/ etc. to make bikes lanes? Should/can these be continuous? How do we educate our community about bikes laws as use increases? Is the City responsible for cleaning gravel etc., off the bike lanes? Is Cowiche C. Conservatory part of this process? What other cities can we learn from and use case studies - Bend, OR; Boise, ID? How can we rally support from our town ahead of time as to not anger people about the increase in bike, etc.? How do we make sure bicyclists are safe on existing paths? Can we add green painted areas like Portland, ORG does on some bike lanes and intersections?	Other
Co123	Don't facilitate additional access to remote riparian areas until rules about fires and loose pets can be realistically enforced.	Other
Co124	This area of the Greenway could use some shade, some infographs, art, etc. to engage the community.	Other

City Comments

Comment Number	Comment	Comment Type
Ci19	Pave the wide gravel shoulder west bound from 34th to 40th for bicycle/pedestrian transportation	Multi-Modal
Ci20	There is enough room between the road and the airport fence to make a really nice multi-modal walking/cycling path in a loop around the Yakima Airport. A nice to have for exercise as well as an essential part of commuting by bike.	Multi-Modal
Ci17	There is a really nice start to a bike path along Wide Hollow Creek that could be tied into the Greenway and other pathways for walking/cycling transportation and enjoyment.	Multi-Modal

Yakima County – Public Comment Matrix

Ci15	Extend greenway path to the west, maybe use the old rail bed and or canal bank roads	Multi-Modal
Ci21	South side of highway 12 bike ped path connection from Fred Meyers intersection to William O Douglas trail in Cowiche Canyon.	Multi-Modal
Ci22	Bike path dead ends eastbound at N 1st street.	Multi-Modal
Ci23	32nd is a good north/south cycling commute route but could use a signal at Lincoln for crossing.	Multi-Modal
Ci24	More educational signage on the Greenway would be helpful. Pedestrians tend to meander all over the path and do a very poor job of sharing with bikers. If everyone stayed in the right lane and passed on the left there would be less "surprises". Currently it can be unbikeable and when it is bikeable people seem to be startled at your appearance when you overtake them, even if you slow down and announce properly.	Multi-Modal
Ci25	Make Occidental Road more bicycle and runner friendly. Simply widening the shoulders would help.	Multi-Modal
Ci18	Connect the South end of the Greenway to Fullbright Park, through downtown Union Gap. A wide, dedicated path to the park would bring more visitors to Fullbright, provide better access to the Greenway, and create a jumping off point for the Greenway to head south through the Gap on the abandoned railroad line that connects to Fullbright.	Multi-Modal
Ci26	OH: Explain 'multi-use' as it applies to City streets.	Multi-Modal
Ci16	The Port of Sunnyside has plans to develop a 12-acre green space within their 118 acre business/industrial development. The roads have large swales with trees and sidewalks for walking. The green space will have paths for walking and biking that could easily be connected to the existing pathway that goes through town. There could even be other recreation, such as disc golf, incorporated in it.	Multi-Modal
Ci27	the bike lane here is usually full of gravel etc. It also just ends, poof! How about connecting it to Randall and making sure it goes somewhere?	Multi-Modal
Ci31	It is hard to access the Greenway trail from the parking lot behind WSECU - requires riding through gravel or being in the right line that's used by cars to access the freeway.	Safety
Ci32	With the upcoming North First street project Yakima really needs to update what it does for bicycle infrastructure. A painted bike lane is not safe, we need physical separation, a curb or other barrier between vehicles and vulnerable uses like people on bicycles and pedestrians.	Safety
Ci29	No safe way to get from the green way to valley mall boulevard.	Safety

Yakima County – Public Comment Matrix

Ci33	A designated cyclist path from the mall north somewhere along 2nd 3rd to 6th street would be great.	Safety
Ci34	This access point to the Greenway on N6th as well as just over the railroad tracks both under the highway overpass is a well-known homeless camp with massive piles of trash, shifty people approaching greenway trail users, drug use, a source of fires. A full scale, multi organizational push to clean up this area needs to be undertaken.	Safety
Ci35	There are some terrible potholes at this intersection and on Yakima Ave that are dangerous to bike riders.	Safety
Ci36	This is already established as a bike thru fair, but it would be nice to have some more signage about it, such as putting a sign or symbol (Portland uses an orange bike on top of their stop signs at bike lane intersections) to warn motorists to look for bikes twice.	Safety
Ci37	This intersection is still dangerous for people-motorists complete disregard it , even at night, even with people standing on the corner. Signs need to be ungraded to state that it is the law to stop for people here. Consider upgrading to a stop sign.	Safety
Ci38	There needs to be a sidewalk along the 48th portion of Randall park. The pathway just ends at the road with nowhere for people to go. It's also on a hill so it is hard for people to see. A crosswalk with flashing lights would also be great right here for people crossing the street to the side with the sidewalk. Think about kids on bikes here-they need a small stop sign for the pathway too.	Safety
Ci39	There needs to be a sidewalk along the 48th portion of Randall park. The pathway just ends at the road with nowhere for people to go. It's also on a hill so it is hard for people to see. A crosswalk with flashing lights would also be great right here for people crossing the street to the side with the sidewalk. Think about kids on bikes here-they need a small stop sign for the pathway too.	Safety
Ci40	OH: This would be my route to bike to work but it doesn't seem safe enough (traffic)	Safety
Ci41	When riding east on Yakima Ave./E Terrace Heights Blvd there is a curb blocking access to the bike lane behind the jersey barriers. Curb needs to be cut/ramped so bicycles can exit the busy road and access the parallel, protected bike lane.	Safety
Ci42	This area is dark, in need of more streetlights for pedestrians and bicyclists. It also needs bike lanes added here, and areas for buses to safely stop/pull over for passengers. This area could use an overhaul with added green spaces and water swells as well. It's a perfect opportunity to open it up and make the Greenway easier to access from n. 1st street, to make it feel safer and easier for people.	Safety

Yakima County – Public Comment Matrix

Ci43	Consider upgrading this crossing to a traffic light. Many drivers disregard the blinking pedestrian crossing sign.	Safety
Ci44	Visibility of cars eastbound on Lincoln at 1st Ave is poor and cars crossing 1st Ave can't see. A concrete barrier is blocking visibility and needs to be cut back.	Safety
Ci45	Sidewalk on west side of 16th Ave from Greenway to existing sidewalk near River Road.	Safety
Ci46	Sidewalks would be helpful on the east slope of Englewood. There are currently sidewalks on the west slope from 74th to the top of the hill, but nothing between the top of the hill and 66th Ave. Sidewalks on Scenic Drive would be helpful. Perhaps connecting a path from Scenic to the new YMCA being built.	Safety
Ci28	Need to have better control over the homeless camps, safety Concerns and the amount of trash left behind.	Safety
Ci47	Can't really take my family on a ride that way.	Safety
Ci48	N Front street is a good way to bike ride from downtown to connect to the Greenway. Two places near H and G streets there are railroad tracks that curve through the road causing a hazard for cycling.	Safety
Ci49	Railroad (Trolley) tracks zig zag across the road creating a hazard for cycling on the William O Douglas route to the Greenway.	Safety
Ci50	Bike lane on Washington just ends, forcing a sudden merge into traffic on a busy road. Makes a dangerous bike lane even more so.	Safety
Ci30	Bike lane westbound headed to the greenway suddenly ends on the east side of the intersection going east on Valley Mall Blvd.	Safety
Ci51	Washington is a busy road; the bike lane needs to be more than just sharrows painted on the road and a few signs. With the speed traffic goes and the amount of traffic there should be protected bike lanes with a curb or other physical barrier between vulnerable users and cars.	Safety
Ci52	32nd Ave from Englewood to Summitview is a mess of potholes and patches. It is a good north/south route for cycling but is becoming dangerous with all the large bumps. Needs to be repaved for safety.	Safety
Ci53	The intersection of 40th Ave and Fruitvale needs to have the fourth crosswalk installed so Greenway users can more directly access Fred Meyers area without having to make 3 crossings or play ""frogger"" across the one that has no crosswalk.	Safety

Yakima County – Public Comment Matrix

Ci5	Create a better bike connection between the greenway and the new YMCA	Accessibility
Ci6	Bicycle connection from the Greenway into N 1st street and on south to the City of Yakima. With the connection with Selah this would make a direct bicycle/ped connection from Selah to Yakima	Accessibility
Ci2	It would be nice if the Lower Yakima Valley Pathway didn't end in Sunnyside but continued on up to Yakima and connected into the Yakima Greenway	Accessibility
Ci7	Remove cyclone fencing at end of 23rd Ave to provide pedestrian walking access to Lincoln Ave.	Accessibility
Ci3	I'd love to see this gravel pathway from the park to the paved Greenway easier to access for all users, perhaps by paving it. Also, continuing it into Union Gap and connecting back in Naches, making it a continuous trail/path or going through the Gap into wine country would be great for tourism.	Accessibility
Ci8	Consider converting the rail line to a bike path to connect N 8th street with the greenway. There is no easy bike access to the trail currently. Most riders drive to a trailhead then ride. This would be a great improvement. Also, it's a great connection between the neighborhood and the large playground	Accessibility
Ci9	Love the added sidewalk here, there could be better signage about where the Powerhouse Canal goes, perhaps a map here as well.	Accessibility
Ci10	This area could use some safety measures and some signage about the Powerhouse Canal, where it goes, signs on the pathway to slow down for the crosswalk, walking your bike across the road, etc. Also, further on, the pathway just ends...let's connect it somewhere to continue it!	Accessibility
Ci11	OH: Powerhouse Canal Path could really use some better signage to tell people where it is and where it goes - people think it stops/dead ends at Lincoln Avenue.	Accessibility
Ci4	OH: What's happening with the washes out trail here? I would love to see it connect to win country and the lower valley - great for commuters, future races, and tourism. Is the tourism board supporting this? Is the Greenway involved?	Accessibility
Ci1	A cyclist friendly road connecting to greenway in SELAH	Accessibility
Ci12	Promote cycling more in downtown Yakima, bike paths, bicycle bike locks, cycle Yakima signs.	Accessibility

Yakima County – Public Comment Matrix

Ci13	Make a noticeable green way entrance onto the green way, if you bike to work during the day, and want to bike home in seal when it is dark, the green way is VERY UNSAFE, some lights or provide greenway presence propaganda, promote bicycling along the greenway with friendly "bicyclist on green way" signs, "neighborhood watch signs", enhance greenway presence on and off green by the mission, improve transition on and off the green way to 1st street, have seen intimidating gang graffiti in this area. CREAT a cycling path off the green passing by the mission and 2nd street has been a greet street to bike on for me, please create a bike line or signs indicating bike path to downtown. Please create a bike path into union gap.	Accessibility
Ci14	A bike lane heading east on summit view would be a hit! Have seen many youths biking this road	Accessibility
Ci55	Countywide: where shoulders or other surfaces are for use by bicycles, use asphalt or small diameter gravel chips in order to create a smooth surface for riding.	Other
Ci56	I suggest that the many cracks in the pathway here could be filled in with fine gravel or sand. (make a community event)	Other
Ci54	How do people access the Selah Butte and William O Douglas trail? Where are the Trek Yakima signs?	Other
Ci57	Is this park connected to the Powerhouse Canal path?	Other
Ci58	Bike racks-how many of our parks and public buildings have places for people to store this bikes or lock them up while they go play or inside?	Other
Ci59	Does the tourism center have a bike map of the area? Do they have information on the Greenway here? Are there biking tours of wine country? Or a pub crawl via bike?	Other

APPENDIX C

- CIP PROJECT SUMMARY SHEETS
AND COST ESTIMATES

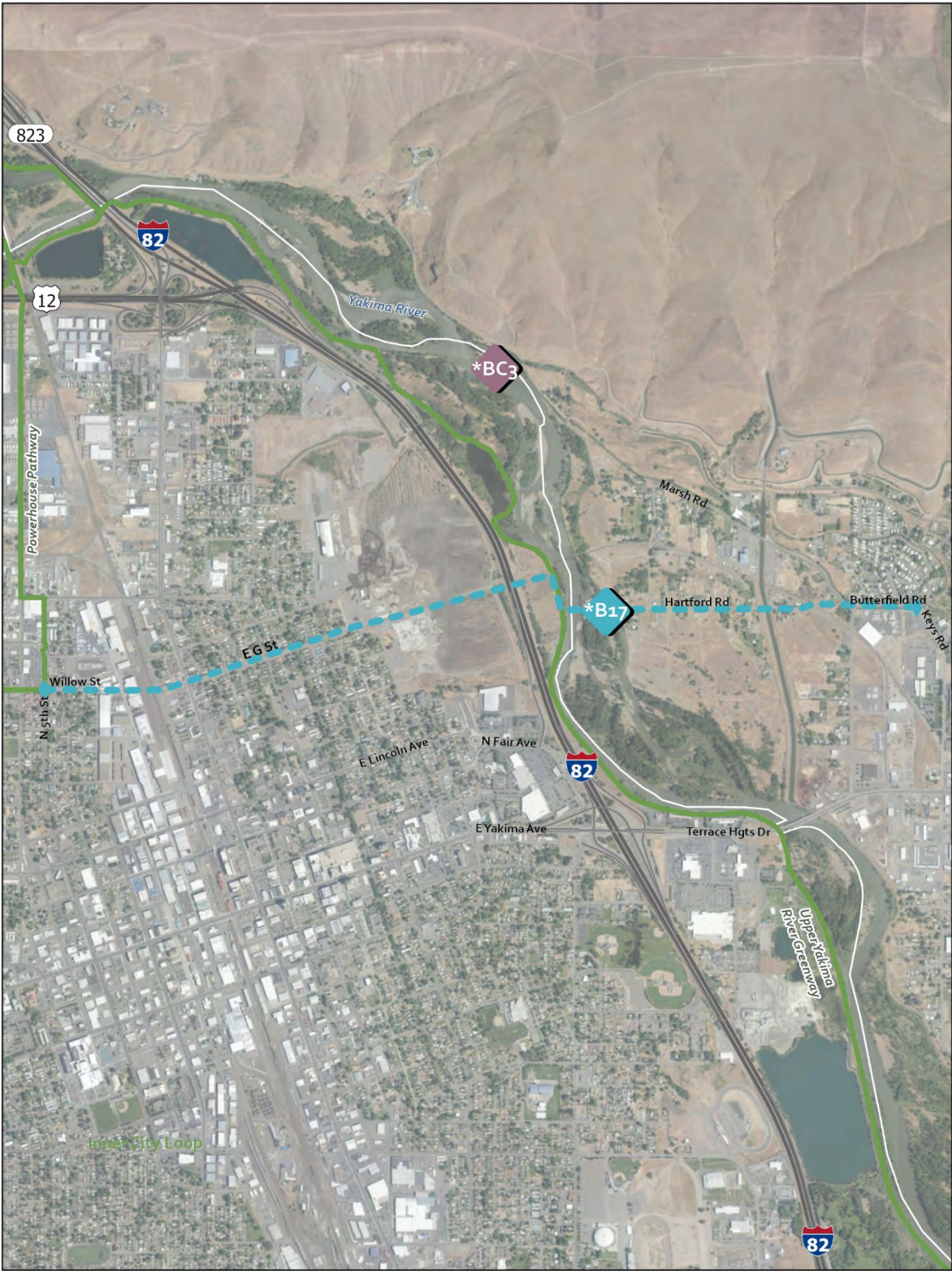
B17/BC3 - East-West Corridor

Purpose & Need	Opportunities for bicycle and pedestrian travel across the Yakima River between unincorporated Terrace Heights and the City of Yakima are minimal, currently only provided at locations where a connection to I-82 exist. This project will create a new corridor crossing of the Yakima River and of I-82 for vehicles with accompanying separated bicycle and pedestrian facilities. The project will also include a new connection to the Yakima Greenway.			
Project Description	The East–West Corridor project includes installing a bike shoulder/bike lane, sidewalks as well as a bridge over the Yakima River in a new corridor that will connect the City of Yakima to unincorporated Terrace Heights in Yakima County.			
Goals & Objectives (refer to page 2 for more details)	<input checked="" type="checkbox"/> 1. Interconnected <input type="checkbox"/> 2. Operation & maintenance <input type="checkbox"/> 3. Efficient & sustainable <input checked="" type="checkbox"/> 4. Safety & ADA access	<input checked="" type="checkbox"/> 5. Multi-modal <input checked="" type="checkbox"/> 6. County TIP <input type="checkbox"/> 7. Transit access <input checked="" type="checkbox"/> 8. Connectivity w/other jurisdictions	<input checked="" type="checkbox"/> 9. Project appropriate design <input checked="" type="checkbox"/> 10. Joint bike/ped facility <input type="checkbox"/> 11. Safe bicycle use education <input type="checkbox"/> 12. Alternative transportation education	<input type="checkbox"/> 13. Land use & site design <input type="checkbox"/> 14. Corridor preservation <input type="checkbox"/> 15. Environmental benefits <input type="checkbox"/> 16. Capital facility needs <input checked="" type="checkbox"/> 17. Multi-use of ROW
Public Input	This project was shown to the public as two separate projects (B17 & BC3) and both projects ranked in the top three for Bike Shoulder/Bike Lane projects and Bridge or Crossing projects. The public survey received 116 comments in support of the two projects.			
Funding Sources	Current funding sources include: SEID, City LIFT, State Connecting Washington, TIB, YBIP and other local funds. Potential additional sources include RCO funding.			

Planning-Level Cost Estimate (2020 Dollars)

Phase	Length (miles)	Design Engineering (\$1,000)	Right-of-Way (\$1,000)	Construction (\$1,000)	Construction Engineering (\$1,000)	Total Cost (\$1,000)
Bike-Ped Portion	1.059	\$316	N/A	\$4,514	\$677	\$5,500

B17/BC3 - East-West Corridor Project Map



B12 - Old Naches Highway/Mapleway Road

Purpose	This project will provide safe bicycle/pedestrian facilities in developed county areas where none currently exist and connect these areas to the regional trail system at the Yakima Greenway. The proposed project also provides a connection from Selah Heights to the Yakima Greenway. Old Naches Highway and Mapleway Road currently exist with narrow lanes and minimal to no shoulders. Pedestrians and bicyclists in the corridor must travel in the roadway. This project would create shoulders to provide a safe place for non-motorized travel.			
Project Description	This 2.8-mile-long project along an urban minor arterial includes installing a bike shoulder/bike lane along Old Naches Highway and Maplewood Road. The project would be constructed in three phases; Phase 1 would extend along Old Naches Highway from US-12 to Mapleway Road, Phase 2 would extend along Mapleway Road from Old Naches Highway to Selah Heights Road, and Phase 3 would extend along Mapleway Road from Selah Heights Road to Crusher Canyon Road.			
Goals & Objectives (refer to page 2 for more details)	<input checked="" type="checkbox"/> 1. Interconnected <input type="checkbox"/> 2. Operation & maintenance <input type="checkbox"/> 3. Efficient & sustainable <input checked="" type="checkbox"/> 4. Safety & ADA access	<input checked="" type="checkbox"/> 5. Multi-modal <input checked="" type="checkbox"/> 6. County TIP <input type="checkbox"/> 7. Transit access <input checked="" type="checkbox"/> 8. Connectivity w/other jurisdictions	<input type="checkbox"/> 9. Project appropriate design <input checked="" type="checkbox"/> 10. Joint bike/ped facility <input type="checkbox"/> 11. Safe bicycle use education <input type="checkbox"/> 12. Alternative transportation education	<input type="checkbox"/> 13. Land use & site design <input type="checkbox"/> 14. Corridor preservation <input type="checkbox"/> 15. Environmental benefits <input type="checkbox"/> 16. Capital facility needs <input checked="" type="checkbox"/> 17. Multi-use of ROW
Public Input	This Old Naches Highway/Mapleway project received 39 comments from the public survey and displayed 18.66% of the 209 public responses ranking the project as a top priority.			
Funding Sources	Funding sources include TIB, or possibly INFRA			

Planning-Level Cost Estimate (2020 Dollars)

Phase	Length (miles)	Design Engineering (\$1,000)	Right-of-Way (\$1,000)	Construction (\$1,000)	Construction Engineering (\$1,000)	Total Cost (\$1,000)
Phase 1	0.81	\$154	\$0	\$1,540	\$231	\$1,925
Phase 2	1.28	\$297	\$13	\$2,971	\$446	\$3,727
Phase 3	0.75	\$92	\$10	\$918	\$138	\$1,158
Total	2.84	\$543	\$23	\$5,429	\$815	\$6,810

B12 - Old Naches Highway/Mapleway Road Photos



B12 - Old Naches Highway/Mapleway Project Map



**ENGINEER'S OPINION OF PROBABLE COST****PROJECT: 30-18-079****PROJECT DESCRIPTION: OLD NACHES HWY / MAPLEWAY - PHASE 1 (4389 LF) - 3 FT SHOULDER WIDENING BOTH SIDES****CLIENT: YAKIMA COUNTY**

J-U-B PROJ. NO.: 30-18-079

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 112,000.00	\$ 112,000
2	CLEARING AND GRUBBING	1	L.S.	\$ 6,000.00	\$ 6,000
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	1	L.S.	\$ 100,000.00	\$ 100,000
4	HMA SAWCUT	8,800	L.F.	\$ 3.00	\$ 26,400
5	REMOVING ASPHALT CONC. PAVEMENT	1,000	S.Y.	\$ 20.00	\$ 20,000
6	RELOCATING UTILITIES	0	L.S.	\$ -	\$ -
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	1,900	C.Y.	\$ 20.00	\$ 38,000
8	EMBANKMENT COMPACTION	1,600	C.Y.	\$ 8.00	\$ 12,800
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	200	L.F.	\$ 132.00	\$ 26,400
STRUCTURE					
11	RETAINING WALL	0	S.F.	\$ 45.00	\$ -
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7-FT)	1,900	TON	\$ 30.00	\$ 57,000
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (0.5-FT)	1,500	TON	\$ 110.00	\$ 165,000
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	1	L.S.	\$ 100,000.00	\$ 100,000
TRAFFIC					
15	PAINTED WIDE LANE LINE	8,800	L.F.	\$ 1.00	\$ 8,800.00
16	PLASTIC BICYCLE LANE SYMBOL	18	EA.	\$ 250.00	\$ 4,500.00
17	PERMANENT SIGNING	1	L.S.	\$ 1,000.00	\$ 1,000.00
18	PAINTED CROSSWALK LINE	640	S.F.	\$ 2.50	\$ 1,600
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 100,000.00	\$ 100,000
OTHER ITEMS					
20	TEMPORARY STREAM DIVERSION	1	EA.	\$ 45,000.00	\$ 45,000
21	PRECAST REINF. CONC. SPLIT BOX CULVERT NO. 6/21.5C	1	L.S.	\$ 285,000.00	\$ 285,000
22	RECONSTRUCT ROAD APPROACH	8	EA.	\$ 6,400.00	\$ 51,200
23	REMOVING AND RESETTING MAILBOX	20	EA.	\$ 300.00	\$ 6,000
24	REMOVING GUARDRAIL	220	L.F.	\$ 10.00	\$ 2,200
25	BEAM GUARDRAIL TYPE 31	220	L.F.	\$ 35.00	\$ 7,700
26	REMOVING CEMENT CONC. CURB	200	L.F.	\$ 20.00	\$ 4,000
27	CEMENT CONCRETE CURB AND GUTTER	200	L.F.	\$ 15.00	\$ 3,000
28	ROADWAY SURVEYING	1	L.S.	\$ 13,000.00	\$ 13,000
29	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
30	TESC PLAN	1	L.S.	\$ 25,000.00	\$ 25,000
SUBTOTAL CONSTRUCTION COST					\$ 1,232,000
SALES TAX @ 0%					0
CONTINGENCY @ 25%					\$ 308,000
CONSTRUCTION TOTAL					\$ 1,540,000
PRELIMINARY ENGINEERING @ 10%					\$ 154,000
CONSTRUCTION ENGINEERING @ 15%					\$ 231,000
RIGHT-OF-WAY					\$ -
TOTAL ESTIMATED COST (2020 DOLLARS)					\$ 1,925,000
ESCALATION @ 3% PER YEAR, 3 YEARS					\$ 178,000
TOTAL ESTIMATED COST (2023 DOLLARS)					\$ 2,103,000

**ENGINEER'S OPINION OF PROBABLE COST****PROJECT: 30-18-079****PROJECT DESCRIPTION: OLD NACHES HWY / MAPLEWAY - PHASE 2 (6752 LF) - 5 FT SHOULDER WIDENING BOTH SIDES****CLIENT: YAKIMA COUNTY**

J-U-B PROJ. NO.: 30-18-079

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 216,100.00	\$ 216,100
2	CLEARING AND GRUBBING	0	L.S.	\$ -	\$ -
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	0	L.S.	\$ -	\$ -
4	HMA SAWCUT	13,600	L.F.	\$ 3.00	\$ 40,800
5	REMOVING ASPHALT CONC. PAVEMENT	1,700	S.Y.	\$ 20.00	\$ 34,000
6	RELOCATING UTILITIES	1	L.S.	\$ 55,000.00	\$ 55,000
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	5,000	C.Y.	\$ 20.00	\$ 100,000
8	EMBANKMENT COMPACTION	3,700	C.Y.	\$ 8.00	\$ 29,600
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	2,080	L.F.	\$ 132.00	\$ 274,560
STRUCTURE					
11	RETAINING WALL	12,480	S.F.	\$ 45.00	\$ 561,600
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7-FT)	4,000	TON	\$ 30.00	\$ 120,000
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (0.5-FT)	3,200	TON	\$ 110.00	\$ 352,000
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	0	L.S.	\$ 100,000.00	\$ -
TRAFFIC					
15	PAINTED WIDE LANE LINE	13,600	L.F.	\$ 1.00	\$ 13,600.00
16	PLASTIC BICYCLE LANE SYMBOL	28	EA.	\$ 250.00	\$ 7,000.00
17	PERMANENT SIGNING	1	L.S.	\$ 4,000.00	\$ 4,000.00
18	PAINTED CROSSWALK LINE	640	S.F.	\$ 2.50	\$ 1,600
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 100,000.00	\$ 100,000
OTHER ITEMS					
20	GRAVEL BACKFILL FOR WALL	12,480	C.Y.	\$ 20.00	\$ 249,600
21	RECONSTRUCT ROAD APPROACH	5	EA.	\$ 6,400.00	\$ 32,000
22	REMOVING AND RESETTING MAILBOX	14	EA.	\$ 300.00	\$ 4,200
23	REMOVING GUARDRAIL	2,100	L.F.	\$ 10.00	\$ 21,000
24	BEAM GUARDRAIL TYPE 31	2,100	L.F.	\$ 35.00	\$ 73,500
25	CEMENT CONC. TRAFFIC CURB AND GUTTER	2,100	L.F.	\$ 15.00	\$ 31,500.00
26	ROADWAY SURVEYING	1	L.S.	\$ 20,000.00	\$ 20,000
27	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
28	TESC PLAN	1	L.S.	\$ 25,000.00	\$ 25,000
SUBTOTAL CONSTRUCTION COST					\$ 2,377,000
SALES TAX @ 0%					0
CONTINGENCY @ 25%					\$ 594,250
CONSTRUCTION TOTAL					\$ 2,971,250
PRELIMINARY ENGINEERING @ 10%					\$ 297,125
CONSTRUCTION ENGINEERING @ 15%					\$ 445,688
RIGHT-OF-WAY					\$ 12,500.00
TOTAL ESTIMATED COST (2020 DOLLARS)					\$ 3,727,000
ESCALATION @ 3% PER YEAR, 3 YEARS					\$ 346,000
TOTAL ESTIMATED COST (2023 DOLLARS)					\$ 4,073,000

**ENGINEER'S OPINION OF PROBABLE COST****PROJECT: 30-18-079****PROJECT DESCRIPTION: OLD NACHES HWY / MAPLEWAY - PHASE 3 (3984 LF) - 5 FT SHOULDER WIDENING BOTH SIDES****CLIENT: YAKIMA COUNTY**

J-U-B PROJ. NO.: 30-18-079

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 66,900.00	\$ 66,900
2	CLEARING AND GRUBBING	0	ACRE	\$ 6,000.00	\$ -
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	0	L.S.	\$ 30,000.00	\$ -
4	HMA SAWCUT	8,000	L.F.	\$ 3.00	\$ 24,000
5	REMOVING ASPHALT CONC. PAVEMENT	1,000	S.Y.	\$ 20.00	\$ 20,000
6	RELOCATING UTILITIES	1	L.S.	\$ 76,000.00	\$ 76,000
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	2,500	C.Y.	\$ 20.00	\$ 50,000
8	EMBANKMENT COMPACTION	2,200	C.Y.	\$ 8.00	\$ 17,600
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	0	L.F.	\$ 132.00	\$ -
STRUCTURE					
11	RETAINING WALL	0	S.F.	\$ 45.00	\$ -
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7")	2,400	TON	\$ 30.00	\$ 72,000
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (6")	1,900	TON	\$ 110.00	\$ 209,000
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	0	L.S.	\$ 100,000.00	\$ -
TRAFFIC					
15	PAINTED WIDE LANE LINE	8,000	L.F.	\$ 1.00	\$ 8,000.00
16	PLASTIC BICYCLE LANE SYMBOL	16	EA.	\$ 250.00	\$ 4,000.00
17	PERMANENT SIGNING	1	L.S.	\$ 3,000.00	\$ 3,000.00
18	PAINTED CROSSWALK LINE	800	S.F.	\$ 2.50	\$ 2,000
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 100,000.00	\$ 100,000
OTHER ITEMS					
20	RECONSTRUCT ROAD APPROACH	5	EA.	\$ 6,400.00	\$ 32,000
21	REMOVING AND RESETTING MAILBOX	13	EA.	\$ 300.00	\$ 3,900
22	ROADWAY SURVEYING	1	L.S.	\$ 12,000.00	\$ 12,000
23	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
24	TESC PLAN	1	L.S.	\$ 25,000.00	\$ 25,000
SUBTOTAL CONSTRUCTION COST					\$ 735,000
SALES TAX @ 0%					0
CONTINGENCY @ 25%					\$ 183,750
CONSTRUCTION TOTAL					\$ 918,750
PRELIMINARY ENGINEERING @ 10%					\$ 91,875
CONSTRUCTION ENGINEERING @ 15%					\$ 137,813
RIGHT-OF-WAY					\$ 9,900.00
TOTAL ESTIMATED COST (2020 DOLLARS)					\$ 1,158,000
ESCALATION @ 3% PER YEAR, 3 YEARS					\$ 107,000
TOTAL ESTIMATED COST (2023 DOLLARS)					\$ 1,265,000

B19 - Naches Road

Purpose & Need	Naches Road currently exists with narrow lanes and no shoulders. It provides access to Eschbach Park and many bicyclists use the route but must travel in the roadway. The uphill grade creates a greater speed differential between cyclists and motorized travelers.			
Project Description	Due to significant topography in the corridor and associated costs for widening, this 5-mile-long project includes installing a bike shoulder/bike lane in the uphill direction (westbound) from Powerhouse Road to Eschbach Park. The project will be completed in two phases; Phase 1 would extend from Powerhouse Road to Young Grade Road and Phase 2 would extend from Young Grade Road to Eschbach Park.			
Goals & Objectives (refer to page 2 for more details)	<input checked="" type="checkbox"/> 1. Interconnected <input type="checkbox"/> 2. Operation & maintenance <input type="checkbox"/> 3. Efficient & sustainable <input checked="" type="checkbox"/> 4. Safety & ADA access	<input checked="" type="checkbox"/> 5. Multi-modal <input checked="" type="checkbox"/> 6. County TIP <input type="checkbox"/> 7. Transit access <input type="checkbox"/> 8. Connectivity w/other jurisdictions	<input type="checkbox"/> 9. Meets design standards <input type="checkbox"/> 10. Joint bike/ped facility <input type="checkbox"/> 11. Safe bicycle use education <input type="checkbox"/> 12. Alternative transportation education	<input type="checkbox"/> 13. Land use & site design <input type="checkbox"/> 14. Corridor preservation <input type="checkbox"/> 15. Environmental benefits <input type="checkbox"/> 16. Capital facility needs <input type="checkbox"/> 17. Multi-use of ROW
Public Input	The Naches Road project received 46 comments from the public survey and displayed 22.01% of the 209 public responses ranking the project as a top priority.			
Funding Sources	Funding sources include RAP & TIB funding			

Planning-Level Cost Estimate (2020 Dollars)

Phase	Length (miles)	Design Engineering (\$1,000)	Right-of-Way (\$1,000)	Construction (\$1,000)	Construction Engineering (\$1,000)	Total Cost (\$1,000)
Phase 1	2.76	\$534	30	\$5,339	\$801	\$6,704
Phase 2	2.37	\$401	20	\$4,007	\$601	\$5,029
Total	5.13	\$935	50	\$9,346	\$1,402	\$11,733

Photos



B19 - Naches Road Photos (continued)



B19 - Naches Road Project Map





ENGINEER'S OPINION OF PROBABLE COST

PROJECT: 30-18-079

PROJECT DESCRIPTION: NACHES RD IMPROVEMENTS - 5 FT SHOULDER WIDENING
ON ONE SIDE OF ROADWAY - PHASE 1 (14,580 LF)

CLIENT: YAKIMA COUNTY

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 388,300.00	\$ 388,300
2	CLEARING AND GRUBBING	1	L.S.	\$ 50,000.00	\$ 50,000
3	REMOVAL OF STRUCTURES OR OBSTRUCTION	0	L.S.	\$ -	\$ -
4	HMA SAWCUT	14,310	LF	\$ 3.00	\$ 42,930
5	REMOVING ASPHALT AND CONC. PAVEMENT	1,620	S.Y.	\$ 20.00	\$ 32,400
6	RELOCATING UTILITIES	1	L.S.	\$ 35,000.00	\$ 35,000
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	6,606	C.Y.	\$ 20.00	\$ 132,113
8	EMBANKMENT COMPACTION	4,000	C.Y.	\$ 8.00	\$ 32,000
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	8,180	LF	\$ 132.00	\$ 1,079,760
RETAINING WALL					
11	RETAINING WALL	32,990	SF	\$ 45.00	\$ 1,484,550
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7-FT)	4,229	TON	\$ 30.00	\$ 126,882
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (0.5-FT)	3,339	TON	\$ 110.00	\$ 367,290
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	1	L.S.	\$ 30,000.00	\$ 30,000
TRAFFIC					
15	PAINTED WIDE LANE LINE	14,310	L.F.	\$ 15.00	\$ 122,700
16	PLASTIC BICYCLE LANE SYMBOL	0	EA.	\$ 10,000.00	\$ -
	PERMANENT SIGNING	1	L.S.	\$ 7,000.00	\$ 7,000
	PAINTED CROSSWALK LINE	0	S.F.	\$ 2.50	\$ -
17	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 80,000.00	\$ 80,000
OTHER ITEMS					
18	CEMENT CONC. TRAFFIC CURB AND GUTTER	8,180	L.F.	\$ 15.00	\$ 122,700
	BEAM GUARDRAIL TYPE 31	2,500	L.F.	\$ 35.00	\$ 87,500
18	ROADWAY SURVEYING	1	L.S.	\$ 30,000.00	\$ 30,000
19	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
20	TESC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000

SUBTOTAL CONSTRUCTION COST	\$ 4,271,125
SALES TAX @ 0%	0
CONTINGENCY @ 25%	\$ 1,067,781
CONSTRUCTION TOTAL	\$ 5,338,906
PRELIMINARY ENGINEERING @ 10%	\$ 533,891
CONSTRUCTION ENGINEERING @ 15%	\$ 800,836
RIGHT-OF-WAY	\$ 30,000
TOTAL ESTIMATED COST (2020 DOLLARS)	\$ 6,704,000
ESCALATION @ 3% PER YEAR, 3 YEARS	\$ 622,000
TOTAL ESTIMATED COST (2023 DOLLARS)	\$ 7,326,000



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: 30-18-079

**PROJECT DESCRIPTION: NACHES RD IMPROVEMENTS - 5 FT SHOULDER WIDENING
ON BOTH SIDES OF ROADWAY - PHASE 1 (14,580 LF)**

CLIENT: YAKIMA COUNTY

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 564,000.00	\$ 564,000
2	CLEARING AND GRUBBING	1	L.S.	\$ 50,000.00	\$ 50,000
3	REMOVAL OF STRUCTURES OR OBSTRUCTION	0	L.S.	\$ -	\$ -
4	HMA SAWCUT	28,620	LF	\$ 3.00	\$ 85,860
5	REMOVING ASPHALT AND CONC. PAVEMENT	3,240	S.Y.	\$ 20.00	\$ 64,800
6	RELOCATING UTILITIES	1	L.S.	\$ 35,000.00	\$ 35,000
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	12,207	C.Y.	\$ 20.00	\$ 244,133
8	EMBANKMENT COMPACTION	4,000	C.Y.	\$ 8.00	\$ 32,000
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	8,180	LF	\$ 132.00	\$ 1,079,760
RETAINING WALL					
11	RETAINING WALL	55,130	SF	\$ 45.00	\$ 2,480,850
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7-FT)	8,459	TON	\$ 30.00	\$ 253,764
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (0.5-FT)	6,678	TON	\$ 110.00	\$ 734,580
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	1	L.S.	\$ 50,000.00	\$ 50,000
TRAFFIC					
15	PAINTED WIDE LANE LINE	28,620	L.F.	\$ 1.00	\$ 28,620
16	PLASTIC BICYCLE LANE SYMBOL	0	EA.	\$ 250.00	\$ -
17	PERMANENT SIGNING	1	L.S.	\$ 10,000.00	\$ 10,000
18	PAINTED CROSSWALK LINE	0	S.F.	\$ 2.50	\$ -
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 150,000.00	\$ 150,000
OTHER ITEMS					
20	CEMENT CONC. TRAFFIC CURB AND GUTTER	8,180	L.F.	\$ 15.00	\$ 122,700
21	BEAM GUARDRAIL TYPE 31	4,500	L.F.	\$ 35.00	\$ 157,500
22	ROADWAY SURVEYING	1	L.S.	\$ 40,000.00	\$ 40,000
23	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
24	TESC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000

SUBTOTAL CONSTRUCTION COST	\$ 6,203,567
SALES TAX @ 0%	0
CONTINGENCY @ 25%	\$ 1,550,892
CONSTRUCTION TOTAL	\$ 7,754,458
PRELIMINARY ENGINEERING @ 10%	\$ 775,446
CONSTRUCTION ENGINEERING @ 15%	\$ 1,163,169
RIGHT-OF-WAY	\$ 65,000
TOTAL ESTIMATED COST (2020 DOLLARS)	\$ 9,758,000
ESCALATION @ 3% PER YEAR, 3 YEARS	\$ 905,000
TOTAL ESTIMATED COST (2023 DOLLARS)	\$ 10,663,000



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: 30-18-079

PROJECT DESCRIPTION: NACHES RD IMPROVEMENTS - 5 FT SHOULDER WIDENING
ON ONE SIDES OF ROADWAY - PHASE 2 (12,520 LF)

CLIENT: YAKIMA COUNTY

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 291,500.00	\$ 291,500
2	CLEARING AND GRUBBING	1	L.S.	\$ 50,000.00	\$ 50,000
3	REMOVAL OF STRUCTURES OR OBSTRUCTION	0	L.S.	\$ -	\$ -
4	HMA SAWCUT	12,520	LF	\$ 3.00	\$ 37,560
5	REMOVING ASPHALT AND CONC. PAVEMENT	1,391	S.Y.	\$ 20.00	\$ 27,822
6	RELOCATING UTILITIES	1	L.S.	\$ 10,000.00	\$ 10,000
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	8,339	C.Y.	\$ 20.00	\$ 166,784
8	EMBANKMENT COMPACTION	4,000	C.Y.	\$ 8.00	\$ 32,000
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	5,180	LF	\$ 132.00	\$ 683,760
RETAINING WALL					
11	RETAINING WALL	24,110	SF	\$ 45.00	\$ 1,084,950
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7-FT)	3,700	TON	\$ 30.00	\$ 111,011
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (0.5-FT)	2,921	TON	\$ 110.00	\$ 321,347
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	1	L.S.	\$ 30,000.00	\$ 30,000
TRAFFIC					
15	PAINTED WIDE LANE LINE	12,520	L.F.	\$ 1.00	\$ 12,520
16	PLASTIC BICYCLE LANE SYMBOL	0	EA.	\$ 250.00	\$ -
17	PERMANENT SIGNING	1	L.S.	\$ 9,000.00	\$ 9,000
18	PAINTED CROSSWALK LINE	0	S.F.	\$ 2.50	\$ -
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 100,000.00	\$ 100,000
OTHER ITEMS					
20	CEMENT CONC. TRAFFIC CURB AND GUTTER	4,350	L.F.	\$ 15.00	\$ 65,250
21	BEAM GUARDRAIL TYPE 31	3,500	L.F.	\$ 35.00	\$ 122,500
22	ROADWAY SURVEYING	1	L.S.	\$ 30,000.00	\$ 30,000
23	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
24	TESC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000

SUBTOTAL CONSTRUCTION COST					\$ 3,206,004
SALES TAX @ 0%					0
CONTINGENCY @ 25%					\$ 801,501
CONSTRUCTION TOTAL					\$ 4,007,505
PRELIMINARY ENGINEERING @ 10%					\$ 400,751
CONSTRUCTION ENGINEERING @ 15%					\$ 601,126
RIGHT-OF-WAY					\$ 20,000
TOTAL ESTIMATED COST (2020 DOLLARS)					\$ 5,029,000
ESCALATION @ 3% PER YEAR, 3 YEARS					\$ 466,000
TOTAL ESTIMATED COST (2023 DOLLARS)					\$ 5,495,000



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: 30-18-079

PROJECT DESCRIPTION: NACHES RD IMPROVEMENTS - 5 FT SHOULDER WIDENING
ON BOTH SIDES OF ROADWAY - PHASE 2 (12,520 LF)

CLIENT: YAKIMA COUNTY

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 465,300.00	\$ 465,300
2	CLEARING AND GRUBBING	1	L.S.	\$ 50,000.00	\$ 50,000
3	REMOVAL OF STRUCTURES OR OBSTRUCTION	0	L.S.	\$ -	\$ -
4	HMA SAWCUT	25,040	LF	\$ 3.00	\$ 75,120
5	REMOVING ASPHALT AND CONC. PAVEMENT	2,782	S.Y.	\$ 20.00	
6	RELOCATING UTILITIES	1	L.S.	\$ 20,000.00	\$ 20,000
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	12,927	C.Y.	\$ 20.00	\$ 258,532
8	EMBANKMENT COMPACTION	6,000	C.Y.	\$ 8.00	\$ 48,000
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	5,180	LF	\$ 132.00	\$ 683,760
RETAINING WALL					
11	RETAINING WALL	40,100	SF	\$ 45.00	\$ 1,804,500
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7-FT)	7,401	TON	\$ 30.00	\$ 222,021
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (0.5-FT)	5,843	TON	\$ 110.00	\$ 642,693
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	1	L.S.	\$ 50,000.00	\$ 50,000
TRAFFIC					
15	PAINTED WIDE LANE LINE	25,040	L.F.	\$ 15.00	\$ 375,600
16	PLASTIC BICYCLE LANE SYMBOL	0	EA.	\$ 250.00	\$ -
17	PERMANENT SIGNING	1	L.S.	\$ 10,000.00	\$ 10,000
18	PAINTED CROSSWALK LINE	0	S.F.	\$ 2.50	\$ -
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 130,000.00	\$ 130,000
OTHER ITEMS					
20	CEMENT CONC. TRAFFIC CURB AND GUTTER	4,350	L.F.	\$ 15.00	\$ 65,250
21	BEAM GUARDRAIL TYPE 31	4,500	L.F.	\$ 35.00	\$ 157,500
22	ROADWAY SURVEYING	1	L.S.	\$ 40,000.00	\$ 40,000
23	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
24	TESC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000

SUBTOTAL CONSTRUCTION COST	\$ 5,118,277
SALES TAX @ 0%	0
CONTINGENCY @ 25%	\$ 1,279,569
CONSTRUCTION TOTAL	\$ 6,397,846
PRELIMINARY ENGINEERING @ 10%	\$ 639,785
CONSTRUCTION ENGINEERING @ 15%	\$ 959,677
RIGHT-OF-WAY	\$ 40,000
TOTAL ESTIMATED COST (2020 DOLLARS)	\$ 8,037,000
ESCALATION @ 3% PER YEAR, 3 YEARS	\$ 745,000
TOTAL ESTIMATED COST (2023 DOLLARS)	\$ 8,782,000

T9 - Ahtanum Road

Purpose & Need	This project will extend an existing pathway west from the City of Union Gap to serve a major east-west corridor in Yakima County. It will provide a safe connection from residential areas to the west to commercial and recreational facilities to the east for non-motorized modes. There are no existing safe east-west routes of travel for non-motorized modes in this portion of Yakima County. Development is occurring that will benefit by the connection to regional facilities made by this project.		
Project Description	This 4.02-mile-long project along an urban minor arterial includes developing a separate pathway and pedestrian and on-road bicycle facilities. The project would be constructed in three phases; Phase 1 would extend from the City of Union Gap line from approximately 26 th Avenue to 52 nd Avenue as a separated pathway, Phase 2 would extend from 52 nd Avenue to 79 th Avenue as a separated pathway, and Phase 3 would extend from 79 th Avenue to 90 th Avenue as on-road facilities.		
Goals & Objectives (refer to page 2 for more details)	<input checked="" type="checkbox"/> 1. Interconnected <input type="checkbox"/> 2. Operation & maintenance <input type="checkbox"/> 3. Efficient & sustainable <input type="checkbox"/> 4. Safety & ADA access	<input checked="" type="checkbox"/> 5. Multi-modal <input checked="" type="checkbox"/> 6. County TIP <input type="checkbox"/> 7. Transit access <input checked="" type="checkbox"/> 8. Connectivity w/other jurisdictions	<input checked="" type="checkbox"/> 9. Project Appropriate design <input checked="" type="checkbox"/> 10. Joint bike/ped facility <input type="checkbox"/> 11. Safe bicycle use education <input type="checkbox"/> 12. Alternative transportation education <input type="checkbox"/> 13. Land use & site design <input type="checkbox"/> 14. Corridor preservation <input type="checkbox"/> 15. Environmental benefits <input type="checkbox"/> 16. Capital facility needs <input type="checkbox"/> 17. Multi-use of ROW
Public Input	The Ahtanum Road project received 90 public comments from the online survey and displayed 42.25% of the 215 public responses ranking the project a top priority.		
Funding Sources	Funding sources include TIB, or possibly INFRA funding		

Planning-Level Cost Estimate (2020 Dollars)

Phase	Length (miles)	Design Engineering (\$1,000)	Right-of-Way (\$1,000)	Construction (\$1,000)	Construction Engineering (\$1,000)	Total Cost (\$1,000)
Phase 1	1.62	\$317	\$125	\$2,954	\$521	\$3,917
Phase 2	1.73	\$278	\$163	\$2,784	\$417	\$3,643
Phase 3	0.67	\$78	N/A	\$780	\$117	\$975
Total	4.02	\$673	\$288	\$6,518	\$1,055	\$8,535

Photos



T9 - Ahtanum Road Photos (continued)



T9 - Ahtanum Road Project Map





ENGINEER'S OPINION OF PROBABLE COST

PROJECT: 30-18-079

**PROJECT DESCRIPTION: AHTANUM RD - PHASE 2 (9130 LF) - 10' SEPERATED
PATHWAY WITH 14' ROADSIDE SWALE (SOUTH SIDE OF AHTANUM)**

CLIENT: YAKIMA COUNTY

J-U-B PROJ. NO.: 30-18-079

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 202,500.00	\$ 202,500
2	CLEARING AND GRUBBING	1	L.S.	\$ 18,000.00	\$ 18,000
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	0	L.S.	\$ -	\$ -
4	HMA SAWCUT	0	L.F.	\$ 3.00	\$ -
5	REMOVING ASPHALT CONC. PAVEMENT	0	S.Y.	\$ 20.00	\$ -
6	RELOCATING UTILITIES	1	L.S.	\$ 1,033,500.00	\$ 1,033,500
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	7,900	C.Y.	\$ 20.00	\$ 158,000
8	EMBANKMENT COMPACTION	2,400	C.Y.	\$ 8.00	\$ 19,200
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	0	L.F.	\$ 132.00	\$ -
STRUCTURE					
11	RETAINING WALL	0	S.F.	\$ 45.00	\$ -
SURFACING					
12	CRUSHED SURFACING TOP COURSE (0.5-FT)	2,900	TON	\$ 30.00	\$ 87,000
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (3")	1,800	TON	\$ 110.00	\$ 198,000
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	0	L.S.	\$ 100,000.00	\$ -
TRAFFIC					
15	PAINTED WIDE LANE LINE	0	L.F.	\$ 1.00	\$ -
16	PLASTIC BICYCLE LANE SYMBOL	0	EA.	\$ 250.00	\$ -
17	PERMANENT SIGNING	1	L.S.	\$ 5,000.00	\$ 5,000
18	PAINTED CROSSWALK LINE	400	S.F.	\$ 2.50	\$ 1,000
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 100,000.00	\$ 100,000
OTHER ITEMS					
20	REMOVING AND RESETTING WIRE FENCE	6,800	L.F.	\$ 15.00	\$ 102,000
21	REMOVING AND RESETTING CHAIN LINK FENCE	1,770	L.F.	\$ 25.00	\$ 44,250
22	REMOVING AND RESETTING WOOD FENCE	840	L.F.	\$ 30.00	\$ 25,200
23	REMOVING AND RESETTING VINYL FENCE	170	L.F.	\$ 40.00	\$ 6,800
24	REMOVING AND RESETTING MAILBOX	20	EA.	\$ 300.00	\$ 6,000
25	RECONSTRUCT ROAD APPROACH	25	EA.	\$ 6,400.00	\$ 160,000
26	ROADWAY SURVEYING	1	L.S.	\$ 26,000.00	\$ 26,000
27	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
28	TESC PLAN	1	L.S.	\$ 25,000.00	\$ 25,000
SUBTOTAL CONSTRUCTION COST					\$ 2,227,000
SALES TAX @ 0%					0
CONTINGENCY @ 25%					\$ 556,750
CONSTRUCTION TOTAL					\$ 2,783,750
PRELIMINARY ENGINEERING @ 10%					\$ 278,375
CONSTRUCTION ENGINEERING @ 15%					\$ 417,563
RIGHT-OF-WAY					\$ 163,200.00
TOTAL ESTIMATED COST (2020 DOLLARS)					\$ 3,643,000
ESCALATION @ 3% PER YEAR, 3 YEARS					\$ 338,000
TOTAL ESTIMATED COST (2023 DOLLARS)					\$ 3,981,000



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: 30-18-079

**PROJECT DESCRIPTION: AHTANUM RD - PHASE 3 (3551 LF) - 4 FT SHOULDER
WIDENING BOTH SIDES**

CLIENT: YAKIMA COUNTY

J-U-B PROJ. NO.: 30-18-079

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION					
1	MOBILIZATION	1	L.S.	\$ 56,800.00	\$ 56,800
2	CLEARING AND GRUBBING	0	L.S.	\$ -	\$ -
3	REMOVAL OF STRUCTURE AND OBSTRUCTION	0	L.S.	\$ 30,000.00	\$ -
4	HMA SAWCUT	7,200	L.F.	\$ 3.00	\$ 21,600
5	REMOVING ASPHALT CONC. PAVEMENT	1,000	S.Y.	\$ 20.00	\$ 20,000
6	RELOCATING UTILITIES	0	L.S.	\$ -	\$ -
GRADING					
7	ROADWAY EXCAVATION INCL. HAUL	1,600	C.Y.	\$ 20.00	\$ 32,000
8	EMBANKMENT COMPACTION	1,600	C.Y.	\$ 8.00	\$ 12,800
9	COMMON BORROW INCL HAUL	0	C.Y.	\$ 18.00	\$ -
DRAINAGE					
10	DRAINAGE	0	L.F.	\$ 132.00	\$ -
STRUCTURE					
11	RETAINING WALL	0	S.F.	\$ 45.00	\$ -
SURFACING					
12	CRUSHED SURFACING BASE COURSE (0.7')	1,800	TON	\$ 30.00	\$ 54,000
HOT MIX ASPHALT					
13	HMA CL. 1/2 IN. PG 64-28H (6")	1,400	TON	\$ 110.00	\$ 154,000
EROSION CONTROL AND ROADSIDE PLANTING					
14	SITE RESTORATION	0	L.S.	\$ 100,000.00	\$ -
TRAFFIC					
15	PAINTED WIDE LANE LINE	7,200	L.F.	\$ 1.00	\$ 7,200
16	PLASTIC BICYCLE LANE SYMBOL	15	EA.	\$ 250.00	\$ 3,750
17	PERMANENT SIGNING	0	L.S.	\$ -	\$ -
18	PAINTED CROSSWALK LINE	960	S.F.	\$ 2.50	\$ 2,400
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$ 100,000.00	\$ 100,000
OTHER ITEMS					
19	REMOVING AND RESETTING MAILBOX	20	EA.	\$ 300.00	\$ 6,000
20	RECONSTRUCT ROAD APPROACH	17	EA.	\$ 6,400.00	\$ 108,800
21	ROADWAY SURVEYING	1	L.S.	\$ 10,000.00	\$ 10,000
22	SPCC PLAN	1	L.S.	\$ 10,000.00	\$ 10,000
23	TESC PLAN	1	L.S.	\$ 25,000.00	\$ 25,000
SUBTOTAL CONSTRUCTION COST					\$ 624,000
SALES TAX @ 0%					0
CONTINGENCY @ 25%					\$ 156,000
CONSTRUCTION TOTAL					\$ 780,000
PRELIMINARY ENGINEERING @ 10%					\$ 78,000
CONSTRUCTION ENGINEERING @ 15%					\$ 117,000
RIGHT-OF-WAY					\$ -
TOTAL ESTIMATED COST (2020 DOLLARS)					\$ 975,000
ESCALATION @ 3% PER YEAR, 3 YEARS					\$ 90,000
TOTAL ESTIMATED COST (2023 DOLLARS)					\$ 1,065,000

S2 - East Side Trail Study

Purpose & Need	This study would identify an appropriate and feasible route for a trail on the east side of the Yakima River that would connect to and complement the Yakima Greenway Trail on the west side of the River. The Yakima Greenway Trail on the west side of the Yakima River serves many people in the Yakima Valley very well and provides a safe place for non-motorized travel. There are many neighborhoods on the east side of the river that would benefit from a comparable trail on the east side. It could connect the town of Moxee to the trail system as well. The study could also extend north of the Naches River and consider crossing to the west side to connect Selah to the Yakima River Greenway as well.			
Project Description	This project entails performing a study on the Yakima Greenway East Side Trail. It could identify a feasible route using off-street and on-street connections, potential river crossing(s), trailheads, connections to other bicycle/pedestrian facilities and recreation areas and other amenities.			
Goals & Objectives (refer to page 2 for more details)	<input checked="" type="checkbox"/> 1. Interconnected <input type="checkbox"/> 2. Operation & maintenance <input type="checkbox"/> 3. Efficient & sustainable <input checked="" type="checkbox"/> 4. Safety & ADA access	<input checked="" type="checkbox"/> 5. Multi-modal <input type="checkbox"/> 6. County TIP <input type="checkbox"/> 7. Transit access <input checked="" type="checkbox"/> 8. Connectivity w/other jurisdictions	<input type="checkbox"/> 9. Meets design standards <input checked="" type="checkbox"/> 10. Joint bike/ped facility <input type="checkbox"/> 11. Safe bicycle use education <input type="checkbox"/> 12. Alternative transportation education	<input type="checkbox"/> 13. Land use & site design <input checked="" type="checkbox"/> 14. Corridor preservation <input type="checkbox"/> 15. Environmental benefits <input type="checkbox"/> 16. Capital facility needs <input type="checkbox"/> 17. Multi-use of ROW
Public Input	The East Side Trail Study received 115 comments from the public survey and displayed 53.33% of the 215 public responses ranking the project as a top priority.			
Funding Sources	RCO			

Planning-Level Cost Estimate (2020 Dollars)

This study could range from \$60,000 - \$90,000+ depending on the Scope developed.

S2 - East Side Trail Study Map



APPENDIX D

- AVAILABLE FUNDING SOURCES FOR TRANSPORTATION, MULTI-MODAL FACILITIES AND TRAIL IMPROVEMENTS



Yakima County, WA

Transportation, Multi-modal Facilities and Trail Funding Sources Guide

Agency	Funding Program	Funding Information	Funding Amount	Match Requirement	Application Deadline	Eligibility Criteria	Resources & Links
<div><div><div>WASHINGTON STATE Recreation and Conservation Office</div><div><div></div></div></div><div>Washington State Recreation and Conservation Office</div></div>	Recreational Trails Program (RTP)	Non-motorized and motorized trails, trail linkages, trailside and trailhead facilities <ul style="list-style-type: none">Development projects- trailside and trailhead facilities and trail linkages for recreational trails.Maintenance projects - maintenance and restoration of existing trails including trailside, trailhead, or trail maintenance, rehabilitation, or minor relocationsEducation projects - recreational, trail-related educational programs to promote safety and environmental protection. Eligible elements must directly convey a safety or environmental message	<ul style="list-style-type: none">Approximately \$1.8 million state-wide annuallyGeneral projects - \$150,000Education projects - \$20,000	20% minimum - at least 10% of the total project cost must be from a non-state, non-federal contribution. Federal agencies must provide a minimum of 5% from non-federal sources	November (annually)	Local agencies, special purpose districts, Native American tribes, state agencies, federal agencies, trail-related, non-profit organizations	https://rco.wa.gov/grants/rtp.shtml
	Land and Water Conservation Fund (LWCF) / LWCF Outdoor Recreation Legacy Partnership Program (ORLP)	Preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands. Land acquisition and/or development or renovation of: athletic fields, multipurpose courts, playgrounds, skate parks, marine facilities (boating, water access, etc.), campgrounds, picnic shelters, community gardens, golf courses, natural areas, open space, shooting and archery ranges, ski areas, ice skating ponds, snowmobile facilities, swim beaches and pools, parking, restrooms, storage, and utilities, trails (including interpretive) and pathways, vistas and view points, wildlife management areas (fishing or hunting)	<ul style="list-style-type: none">Approximately \$3 million biennially for the State program, up to \$15 million biennially for the Legacy program\$500,000 State program\$720,323 Legacy program	50% minimum – at least 10% of the total project cost must be from a non-state, non-federal contribution	State <ul style="list-style-type: none">March – eligibilityMay – applications due Legacy <ul style="list-style-type: none">March – eligibilityJune – pre-applications dueJuly – application	Local agencies, special purpose districts (i.e. park and port districts), Native American tribes, State agencies	https://rco.wa.gov/grants/lwcf.shtml
	Boating Facilities Program (BFP)	Acquire, develop, and renovate facilities for motorized boats and other watercraft, including launching ramps, guest moorage, and support facilities Acquisition, development, renovation, planning (architecture, engineering, environmental review, permitting), moorage floats, fixed docks, and buoys for guest boaters; parking and staging areas, permits (procurement) when required, ramps and fixed hoists for launching and loading floats; sewage pump-out stations and "porta-potty" dump stations, support facilities (upland), such as restrooms, showers, and picnic facilities used exclusively or primarily by transient recreational boaters	<ul style="list-style-type: none">Approximately \$8 million biennially with \$4 million for state and local agencies every other year, and \$2 million for local agencies every yearDevelopment, acquisition or combination projects - \$1 millionPlanning projects (architecture, engineering, environmental review, permitting) - \$200,000 or 20% of the estimated construction cost for a development or combined acquisition/development projects	25% minimum – at least 10% of the total project cost must be from a non-state, non-federal contribution	<ul style="list-style-type: none">March – eligibilityNovember – applications due	Local agencies, special purpose districts (i.e. park and port districts), Native American tribes, State agencies	https://rco.wa.gov/grants/bfp.shtml
	Nonhighway and Off-Road Vehicle Activities Program (NOVA)	Develop and manage recreation opportunities for activities such as cross-country skiing, hiking, horseback riding, mountain bicycling, hunting, fishing, sightseeing, motorcycling, and riding all-terrain and four-wheel drive vehicles Planning, land acquisition, development (parking, trails, trail heads, sanitary facilities including sewer systems and other related utilities, route and interpretive signs and informational bulletin boards, picnic and camping areas, wildlife viewing facilities, non-motorized boating access facilities, utilities, including water, electric, and telephone service; extensive reconstruction of existing improvements; off-road vehicle sports park facilities; maintenance and operation of existing trails, trailside, trailhead, or trail maintenance, operation, restoration, rehabilitation, or relocation; education and enforcement. Except for off-road vehicle facilities, activities supported by this program must be accessed via a non-highway road, which is a public road that was not built or maintained with gasoline tax funding. Non-highway roads are found most often in state and national forests and national parks and include such popular routes as those leading to Paradise and Sunrise in Mount Rainier National Park, Hurricane Ridge in Olympic National Park, and Windy Ridge in the Mount Saint Helens National Volcanic Monument. Across the state, non-highway roads are used by recreationists to access rivers and forests.	Approximately \$7 million biennially Nonhighway Road: Maintenance/Operation: \$150,000 for each project; Land Acquisition, Development, Planning: \$200,000 for each project Nonmotorized: Maintenance/Operation: \$150,000 for each project; Land Acquisition, Development, Planning: \$200,000 for each project Off-road Vehicle: Maintenance/Operation: \$200,000 for each project; Land Acquisition, Development, Planning: No limit Education and enforcement: \$200,000 for each project	No minimum amount for non-equipment projects. 50% match for motorized equipment	January (biennially)	Local agencies, State agencies, Federal agencies, Tribes, Nonprofits	https://rco.wa.gov/grants/nova.shtml


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 <div>Washington State Recreation and Conservation Office</div>	Washington Wildlife and Recreation Program (WWRP)	<p>The Washington Wildlife and Recreation Program provides funding for a broad range of land protection and outdoor recreation, including park acquisition and development, habitat conservation, farmland and forestland preservation, and construction of outdoor recreation facilities.</p> <p>Typical projects include: Protecting wildlife habitat and recreation opportunities, building regional athletic complexes, renovating community parks, developing regional trails Building waterfront parks, restoring state lands, protecting farmland, conserving working forests, conserving wildlife habitat.</p>	<p>Grant Caps</p> <ul style="list-style-type: none"> • Critical Habitat: None • Farmland Preservation: None • Forestland Preservation: \$350,000 • Local Parks: • Acquisition projects: \$1 million • Development projects: \$500,000 • Combination projects (acquisition with either development or renovation): \$1 million, of which not more than \$500,000 may be for development costs • Natural Areas: None • Riparian Protection: minimum \$25,000; maximum None • State Lands Development and Renovation: minimum \$25,000; maximum \$325,000 • State lands Restoration and Enhancement: minimum \$25,000; maximum \$1 million for a single site project; \$500,000 for a multi-site project • State Parks: None • Trails: None • Urban Wildlife Habitat: None • Water Access: None 	<p>Local agencies, special purpose districts, salmon recovery lead entities, and nonprofits must provide 50 percent match and at least 10 percent of the total project cost must be from a non-state, non-federal contribution. State agencies do not have to provide match.</p> <p>Some local agencies applying for Local Parks, Trails, or Water Access Category grants may reduce their match if they meet certain criteria.</p>	May (biennially)	Local agencies, special purpose districts, state agencies, Native American tribes, Salon recovery lead entities, Nonprofits	https://www.rc.o.wa.gov/grants/wwrp.shtml
	Safe Routes to School Program	<p>The WSDOT Safe Routes to School program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school.</p> <p>This is not a “cash-up-front” program. Costs incurred prior to WSDOT project approval are not eligible for reimbursement. Infrastructure improvements within two miles of a school and/or local transportation safety programs (education and encouragement activities) serving children kindergarten to 12th grade that will improve safety and/or increase the number of children walking and biking to school.</p>	No amount (approximately \$19.2 million state-wide biennially)	No match requirement, but preference is given to project with match	April (biennially)	All public agencies in Washington (including tribal governments), and nonprofit entities responsible for the administration of local transportation safety programs	https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm
 <div>Washington State Department of Transportation</div>	Pedestrian and Bicycle Program	<p>The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests.</p> <p>This is not a “cash-up-front” program. Costs incurred prior to WSDOT project approval are not eligible for reimbursement. 1) Pedestrian/bicyclist safety and/or mobility infrastructure improvements (may include PE); 2) Design-only projects that will result in a ready to construct pedestrian or bicycle improvement project.</p>	No amount (approximately \$18.3 million state-wide biennially)	No match requirement, but preference is given to project with match	May (biennially)	All public agencies in Washington (including tribal governments)	https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm



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<div>  <div> Washington State Department of Transportation </div> </div>	Surface Transportation Block Grant	<p>The Surface Transportation Block Grant (STBG) is more commonly known as the Surface Transportation Program (STP), which continues to be the most flexible of all the highway programs and provides the most financial support to local agencies. Projects eligible for STP funding include highway and bridge construction and repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals.</p> <ul style="list-style-type: none"> Over 200,000 population – Distributed based on 2010 Census data as required Under 200,000 – 5,000 population – Distributed based on 2010 Census data for these population areas. Under 5,000 population – Distributed based on rural lane miles. Flexible – Distributed based on 75% population/25% total county lane miles; Local Programs administration costs will be decreased from the initial allocations based on a proportional share of the total allocation for each entity. 	Approximately \$114 million statewide (2019)	20% match, safety project requires no match.	May (annually)	<p>States and localities.</p> <p>Non-eligible project includes local roads (non-functionally classified, except bridges) and state highways</p>	https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm
	Local Bridge Program	<p>The purpose of the Federal Local Bridge program is to improve the condition of bridges through replacement, rehabilitation, and preventative maintenance. In addition, by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of the structure.</p> <p>Replacement projects involve the total replacement of an existing structure with a new facility constructed in the same general traffic corridor. Rehabilitation projects involve major work required to restore the structural integrity and/or to correct major safety defects of a structure. Preventative maintenance projects involve extending the service life of an existing structure. The primary activities for this category include: steel bridge painting, scour mitigation, seismic retrofit, and deck resurfacing/repair. Local agency bridge owners will also be allowed to bundle several structures into one project application to perform specific preventative maintenance activities.</p>	<p>Approximately \$75 million statewide (2019)</p> <p>Replacement projects: Projects to receive a maximum award amount of \$12 million per structure.</p> <p>Maintenance projects: Projects to receive a maximum award amount of \$3 million per structure.</p>	20% local match for the preliminary engineering/design and right of way phases. Projects that authorize construction by December 2023 are eligible for 13.5% local match. If construction is authorized after December 2023, 20% local match is required.	April (annually)	All local bridge owners who currently have a structure greater than 20 feet in length that meets the following criteria are eligible to apply for funding.	https://www.wsdot.wa.gov/LocalPrograms/Bridge/Funding.htm
	Multiuse Roadway Safety Program	<p>The purpose of this program is to increase opportunities for safe, legal and environmentally acceptable motorized recreation on public roads.</p> <p>Expenditures of the Multi-Use Roadway Safety Account may be used only for: (a) counties to perform safety engineering analysis of mixed vehicle use on any road within a county; (b) local governments to provide funding to install signs providing notice to the motoring public that (i) wheeled all-terrain vehicles (WATV) are present or (ii) wheeled all-terrain vehicles may be crossing; (c) the state patrol or local law enforcement for purposes of defraying the costs of enforcement of this act; and (d) law enforcement to investigate accidents involving wheeled all-terrain vehicles.</p>	Currently \$132,000 is available in the Multiuse Roadway Safety Account. (2019)			Local government agencies, State Patrol, and local law enforcement agencies in Washington are eligible to apply.	https://www.wsdot.wa.gov/LocalPrograms/Environment/CallForProjects.htm
	Complete Streets Award <i>(Transportation Improvements Board)</i>	The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.	Range between \$100,000 and \$1,000,000.		Summer (biennially)	Any city or county that has an adopted complete streets ordinance is eligible to be nominated.	http://www.tib.wa.gov/grants/grants.cfm
	Transportation Alternatives (TA)	<p>The Federal Transportation Acts have provided funding for transportation alternatives/ enhancement activities, through a set-aside from the Surface Transportation program. The projects and activities encompassed smaller-scale transportation projects such as pedestrian and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities.</p> <ul style="list-style-type: none"> Over 200,000 population – Distributed based on 2010 Census data as required Under 200,000 – 5,000 population – Distributed based on 2010 Census data for these population areas. Under 5,000 population – Distributed based on rural lane miles. Flexible – <ul style="list-style-type: none"> Prior to distribution, \$2.4 million (even year) and \$1.7 million (odd year) is provided to the statewide Safe Routes to School (SRTS) program Distributed based on 2010 Census data for the total population of the area. 	Approximately \$9 million in FY19.		Annually	MPO/RTPO/Counties	https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TA.P.htm

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 <div>Washington State County Road Transportation Board (CRAB)</div>	Rural Arterial Program (RAP)	<p>The Rural Arterial Program (RAP) is a biennial road and bridge reconstruction funding program in which counties compete for Rural Arterial Trust Account (RATA) funds within their respective regions.</p> <p>The RAP competitive grant program requires consideration of the following:</p> <ul style="list-style-type: none"> • Structural ability to support loaded trucks • Ability to move traffic at reasonable speeds • Adequacy of alignment and related geometry • Accident and fatal accident experience • Local significance 	Taken from fuel tax revenues, the RATA account generates approximately \$40 million per biennium.	No match requirement		Washington State counties	http://www.cra.b.wa.gov/programs/rap.cfm
	Capital Arterial Preservation Program (CAPP)	The County Arterial Preservation Program is similar to the Department of Transportation's Highway Preservation Program. The CAPP program is designed to help counties preserve their existing paved arterial road networks.	The CAPP is funded with 0.45 cent of the fuel tax, which generates approximately \$30 million per biennium and \$3 million per biennium from the Transportation Partnership Account (TPA).	No match requirement		In order to retain their eligibility for CAPP funds year to year, counties are required to use a pavement management system (PMS) to assist their project selection and decision process.	http://www.cra.b.wa.gov/programs/capp.cfm
 <div>Federal Highway Administration</div>	Federal Lands Access Program (FLAP)	The Federal Lands Access Program (Access Program) provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands.	Approximately \$10,800,000 statewide annually.	Local match is set for 13.5%	May (annually)	Transportation facilities located on or adjacent to, or that provides access to Federal lands.	https://flh.fhwa.dot.gov/programs/flap/wa/

Other Resources	Website/Link
Catalog of Federal Domestic Assistance	www.cfda.gov/
Grants.gov	www.grants.gov/web/grants/search-grants.html
Rails to Trails	https://www.railstotrails.org/our-work/grants/
YVCOG	https://www.yvcog.org/about-us/services/grant-services/