

To: City of Sammamish Hearing Examiner

From: Bernice Tannenbaum
1820 9th St. W
Kirkland, WA 98033

RE: East Lake Sammamish Trail Shoreline Permit

Thank you for the opportunity to comment on King County's shoreline permit application for the East Lake Sammamish Trail.

As a resident of the eastside for the past 20 years and an active senior, I use the ELST for walking and bicycling frequently. I often start my trip at Marymoor Park or farther south along the trail, and depending on how ambitious I am, I may go all the way to Issaquah. The ELST is an important link in the regional non-motorized transportation and recreation-use corridor connecting Puget Sound to the foothills of the Cascades: from the Ballard Locks along the Burke Gilman Trail, to the Sammamish River Trail, and East Lake Sammamish Trail all the way to Issaquah. This corridor has been decades in development and is a wonderful amenity not just for the larger community but also adjacent neighborhoods. I am grateful to the many communities, agencies, and organizations that have contributed over the years to the development of this trail system.

We are now close to having the final section of this wonderful trail system along Lake Sammamish paved and I want to urge the City of Sammamish to fulfil a dream I and others have had for years: a safe and scenic way to access all of the communities along this corridor without the use of a car. Safety is one of my chief concerns, as I have seen many cases of conflicts between users of overcrowded sections of the trail, and this includes the ELST. We need to provide a trail that allows all users to feel safe from collisions of the ELST. The trail segment in question is one of the most challenging for designers and has generated a lot of controversy affecting the County's ability to complete this project consistent with accepted safety standards for high-volume trails. **I urge you to approve King County's application for the shoreline development permit for this project.**

- **Specifically, I support King County's conclusions regarding AASHTO standards for trail width; that is, a full 12 feet of pavement with soft shoulders is needed to safely accommodate bicycle, wheelchair, equestrian, and foot traffic on the trail.** Given the number of people that I see using the trail, and the range of ages and physical abilities, I believe this width is needed for the entire length of the ESLT.
- **I support placing stop signs or yield signs on roads and driveways that cross the trail, and not on the trail.** This important safety measure makes sense when you compare the number of bicyclists, wheelchair users, roller-bladers, and pedestrians on the trail with the few cars that cross the trail.