

**CITY COUNCIL AGENDA ITEM**  
**CITY OF SHORELINE, WASHINGTON**

<p><b>AGENDA TITLE:</b> Trail Corridor Update <b>DEPARTMENT:</b> Parks, Recreation, and Cultural Services <b>PRESENTED BY:</b> Dick Deal, PRCS Director</p>
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**ISSUE STATEMENT:**

In May 2006 a bond issue to make several improvements and acquisitions in our park system was approved by voters with more than a 70% YES vote. \$2,500,000 was approved for hard and soft surface trail systems in our parks and in the community. This report is an update on the work that has taken place on Trail Corridors in the past year, and plans for next year.

To assist with the evaluation of the current trail systems and develop a recommendation for the expenditure of bond issue trail corridor funds, the Park Board created a Trail Corridor Study Group. These thirteen citizens and three members of the Park Board formed the study group. Their work plan included the following:

- evaluate the existing trails in the large wooded parks in our system including Hamlin Park, South Woods, Boeing Creek Park, Shoreview Park, and Innis Arden Reserve M.
- recommendations to the Park Board of the preferred trail systems in each park
- identify the best routes linking the Interurban Trail and Burke-Gilman Trail
- evaluate the best public right-of-way routes for bicycles and pedestrians to get around Shoreline

This update will inform the City Council of the work of the committee and staff on these work plan elements.

**FINANCIAL IMPACT:**

In addition to the \$2,500,000 in bond issue funding, approximately \$630,000 will be received from King County between 2008 and 2013 for trail improvements. These funds were approved by King County voters in August 2007 and were intended for connections and improvements to regional trails in King County. Our plan has been to expend the bond issue funds first to deliver the improvements promised to citizens.

### **RECOMMENDATION**

This item is intended as an update briefing for the City Council and to provide Council with an opportunity to ask questions. No formal Council action is required at this time.

Approved By:      City Manager  City Attorney \_\_\_\_\_

## **INTRODUCTION**

Many of our forested parks have trail systems that were developed by informal use patterns over the years. In most cases they were not designed and constructed to any trail standards. As a result in some cases trails are located in: 1) sensitive areas; 2) areas where erosion is a major problem; and 3) areas where the trail has had a negative impact on vegetation. All trails have an impact on the environment where they are located. The challenge is to keep those impacts to a minimum while providing the desired trail experience. Soft surface trails should be conceived as low-impact recreational experiences. Our goal is the development of several miles of "sustainable" trails that will provide a wonderful opportunity for users to enjoy the natural environment in our community.

Hard surface trails should be selected and designed to meet non-motorized transportation standards, and be safe facilities that link neighborhoods and provide transportation routes and exercise opportunities for users.

In addition to a well designed trail system, it will be important to have signage educating trail users on trail safety and proper use of the trail system. A signage system will be developed that is informational and durable.

## **BACKGROUND**

The Trail Corridor Study Group (TCSG) met several times in the past 2 ½ years to assist staff and the Park Board in the development of this recommendation. The group consists of citizens with a variety of interests in trails. All were active users of local and regional trail systems, and some had spent years in trail design and construction.

### **Hamlin Park**

There are several trails in Hamlin Park that are well used year around by citizens looking for exercise and an opportunity to enjoy the natural setting in much of the park. Much of the park has been damaged by over use, or activity that has caused the natural vegetation to be compromised. An Urban Forest Assessment completed by Seattle Urban Nature completed in 2007 identified many areas of the park that have experienced damage and plant failure because of several issues, including the lack of an organized trail system in the park. Bond issue funds are being used to study the best types of plants and growing medium to restore these damaged areas of the park. Six 20' x 20' test plots have been created throughout the park and monitored by Seattle Urban Nature staff on a regular basis for the past two years. This \$50,000 study will be completed by the end of 2009 and a report will be made to the Park Board and City Council early in 2010 on the outcome of the study. This information will be used to develop a strategy to re-vegetate many acres of Hamlin Park.

Several thousand feet of soft surface trail improvements will be made in early 2010. By improving some trails, closing others, and improving signage we will be better able to protect the fragile forest environment in Hamlin Park.

In addition to the soft surface trail improvements \$100,000 of bond funding is being used to create hard surface trails around the active areas in lower Hamlin Park that are

being improved with other bond issue funds. These hard surface trails will create much needed ADA access to the lower Hamlin athletic fields, restrooms, picnic shelter, and playgrounds.

#### **Hamlin Trail Corridor Improvements**

Soft Surface Trails	\$250,000
ADA Hard Surface Trails	100,000
Trail Vegetation Study	50,000

#### **South Woods Trail System**

There is currently a trail in South Woods that was created prior to the site becoming a public park. The existing trail needs to be evaluated to ensure it is in the proper location and designed correctly, and to determine if other trails need to be added.

In 2007 when the City acquired the park property from the previous owners, Shoreline School District and Shoreline Water District, the City accepted the responsibility for making frontage improvements along the south edge of the park fronting on 150<sup>th</sup> NE. An attractive drought tolerant landscape was dedicated in June 2009 that improved storm water quality, bicycle and pedestrian access along 150<sup>th</sup>, and beautified the area. The existing trail system in South Woods will be evaluated in the next two years to determine the proper location and design. Currently volunteer work parties are being held at South Woods by the South Woods Preservation Group to remove invasive species.

#### **South Woods Trail Corridor Improvements**

Frontage Improvements along 150 <sup>th</sup>	\$320,000
Soft surface pathway improvements	30,000

#### **Boeing Creek Park / Shoreview Park Trail System**

The existing trail system in these two parks, which are adjacent to each other, is currently very well used by park visitors. In the majority of the park property the soil is very sandy and has limited stability. Poorly placed or designed trails in these parks suffer from erosion. In some places trails need to be abandoned and new trails created to reduce or eliminate this problem. Any new trails created will be located in areas that will be less susceptible to eroding.

In November 2008 park and storm water improvements to Boeing Creek Park were dedicated, including ADA soft surface trail improvements. These trails improve access and safety for trail users in the northeast corner of the park.

Currently Earth Corps is performing a variety of trail construction and maintenance tasks in Boeing Creek and Shoreview Parks. Box steps are being installed in areas that were eroding, trail drainage improvements are being installed, and some social trails that have developed over the years are being closed because of unstable soils. We intend to contract with Earth Corps for this type of work again in 2010.

The trail adjacent to Boeing Creek has serious erosion problems and needs to be re-located and improved. This work will require a geotechnical study and survey to determine the best design and construction strategy. We anticipate design to be completed in 2010 and construction in 2011.

In 2010 we will begin master planning for the Boeing Creek property located north of 175<sup>th</sup> and west of 6<sup>th</sup> NW. This 4+ acre site, known as Boeing Creek Open Space, may be improved with bond issue funds in 2011 or 2012.

#### **Boeing Creek Park / Shoreview Park Trail Corridor Improvements**

Boeing Creek ADA Trail Improvements	\$70,000
Earth Corps Trails Construction / Maintenance	100,000
Boeing Creek Trail	250,000
Boeing Creek Open Space	150,000

#### **Innis Arden Reserve M Trail System**

Innis Arden Reserve M is a 23 acre public park that has no development or improvements. There are several Innis Arden reserves in west Shoreline that are private property, but Innis Arden Reserve M is public property. The property was acquired by King County, prior to the incorporation of Shoreline, as mitigation for the property lost at Discovery Park in Seattle with the development of the West Point sewer project.

There are several informal trails in the park that have been developed by park users over the years. The site has some steep slopes and some areas of the park are very wet. The development of a trail system will require reinforced steps on the steep slopes and boardwalks or other elevated trail strategies to allow water to flow freely through its natural course.

Parking for drive up park users will need to be created and there are areas of right-of-way adjacent to the park where a few parking stalls could be created. No design has been completed for this site, and staff anticipates improvements no sooner than 2012.

#### **Innis Arden Reserve M Trail Corridor Improvements**

Trail System Design, Installation and Maintenance	\$185,000
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#### **Interurban Trail**

The Interurban Trail through Shoreline is a 3.25 mile north / south trail that was completed in 2008. In 2008 the City of Seattle Department of Transportation asked Shoreline for financial support for the pedestrian activated signal crossing of 145<sup>th</sup> at the south end of Shoreline Interurban Trail. \$20,000 was committed from bond issue funds for that improvement.

Trail corridor funds were used to complete a pedestrian connection from Aurora to the east end of the trail bridge that crosses Aurora. This connection was not part of the original trail design.

On the North Central section of the trail bond funds were used to improve pressure for the irrigation system to ensure adequate coverage.

In addition, we need to make some signage improvements for route clarification and safety along the trail.

#### **Interurban Trail – Trail Corridor Improvements**

145 <sup>th</sup> street Pedestrian Crossing	\$20,000
Aurora Bridge Connector	20,000
North Central Interurban Trail Irrigation	25,000
Additional Trail Signage	30,000

#### **Links Between Interurban Trail and Burke-Gilman Trail and Community Connectors**

The Trail Corridor Study Group (TCSG) has completed a study on the linkages between the Interurban Trail and Burke-Gilman Trail. The TCSG has worked with representatives from Lake Forest Park to discuss two proposed routes, a north route and a south route, that connect the Interurban Trail and Burke-Gilman Trail. The Shoreline portions of these routes are as follows.

##### **North Route**

The north route follows 195<sup>th</sup> east from the Interurban Trail to the I-5 pedestrian bridge, crossing the bridge, and continuing on 195<sup>th</sup> to 10<sup>th</sup> NE, then turning left onto Perkins Way, and staying on Perkins Way into Lake Forest Park. This route will require the construction of the 195<sup>th</sup> unopened right of way between Meridian and 1<sup>st</sup> Ave N. as a Class 1 trail.

##### **South Route**

The south route leaves the Interurban Trail at 155<sup>th</sup> and heads east on 155<sup>th</sup> to 15<sup>th</sup> NE. The route then heads south on 15<sup>th</sup> NE to NE 150<sup>th</sup>, then heads west

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The group also toured several roads and right-of-way connections in Shoreline trying to find the safest routes for getting around town on existing streets. Further work on these connectors will be done when the City of Shoreline begins updating the non-motorized element of the Transportation Plan beginning in 2009.

#### **Interurban to Burke-Gilman Trail Corridor Improvements**

Trail Improvements between Meridian Ave N. and 1 <sup>st</sup> N	\$400,000
Paint and Signage along north and south routes	50,000

### **Way Finding Signage Strategy**

A community way finding signage strategy is being developed with bond issue funding that will identify major parks and other public destinations in Shoreline. There is currently very little way finding directional signage in Shoreline. Some of these signs will direct trail users to these points of interest.

### **Way Finding Signage Trail Corridor Improvements**

Way Finding Signage Design and Implementation      \$100,000

### **Richmond Beach Saltwater Park**

The improvements to Richmond Beach Saltwater Park included several hard surface trails walkways that were installed to improve pedestrian safety. Some soft surface trail improvements also were included in this project. Partial funding for these improvements was from the Trail Corridor bond issue fund.

### **Richmond Beach Trail Corridor Improvements**

Pedestrian paths and walkways      \$350,000

### **Project Costs**

In many cases the project costs listed are estimates. These projects total \$2,500,000, but as projects are completed if there are any excess funds they will be used to cover increases in other projects, or funds will be available for additional work.

### **Next Steps**

With Council's review this evening staff will begin a more detailed analysis of the Interurban to Burke-Gilman connectors. This work will involve the staffs from Shoreline and Lake Forest Park as we begin the detailed design of these routes. Design, construction, and maintenance work will also continue at Hamlin Park, Boeing Creek / Shoreview Parks, and Innis Arden Reserve M. In addition the development of a way finding signage system will continue.

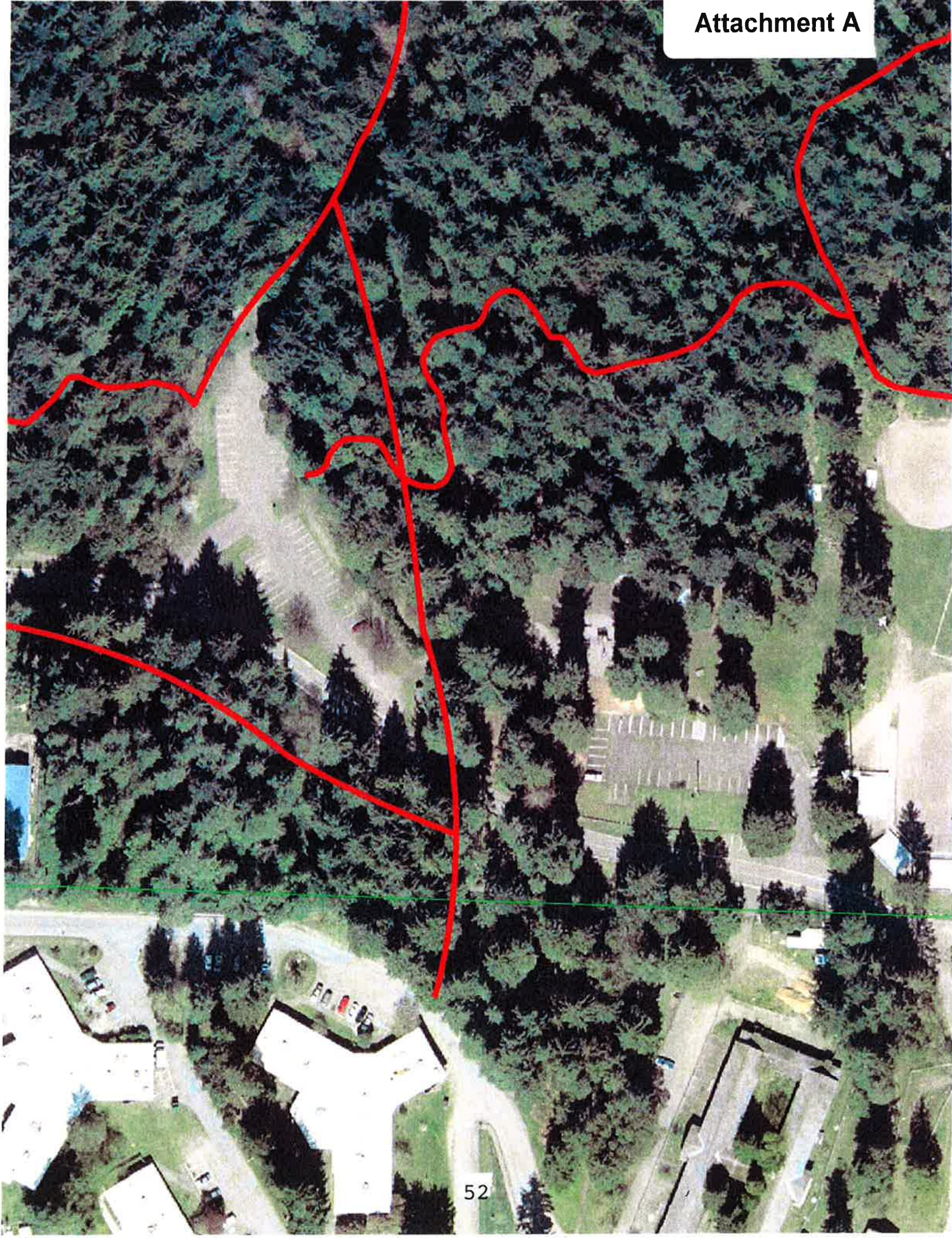
## **RECOMMENDATION**

No formal action is required at this time.

## **ATTACHMENTS**

Attachment A	Hamlin Park Trails
Attachment B	South Woods Trails
Attachment C	Boeing Creek / Shoreview Trails
Attachment D	Innis Arden Reserve M Trails
Attachment E	Interurban to Burke – Gilman Connectors

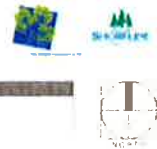
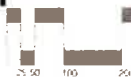
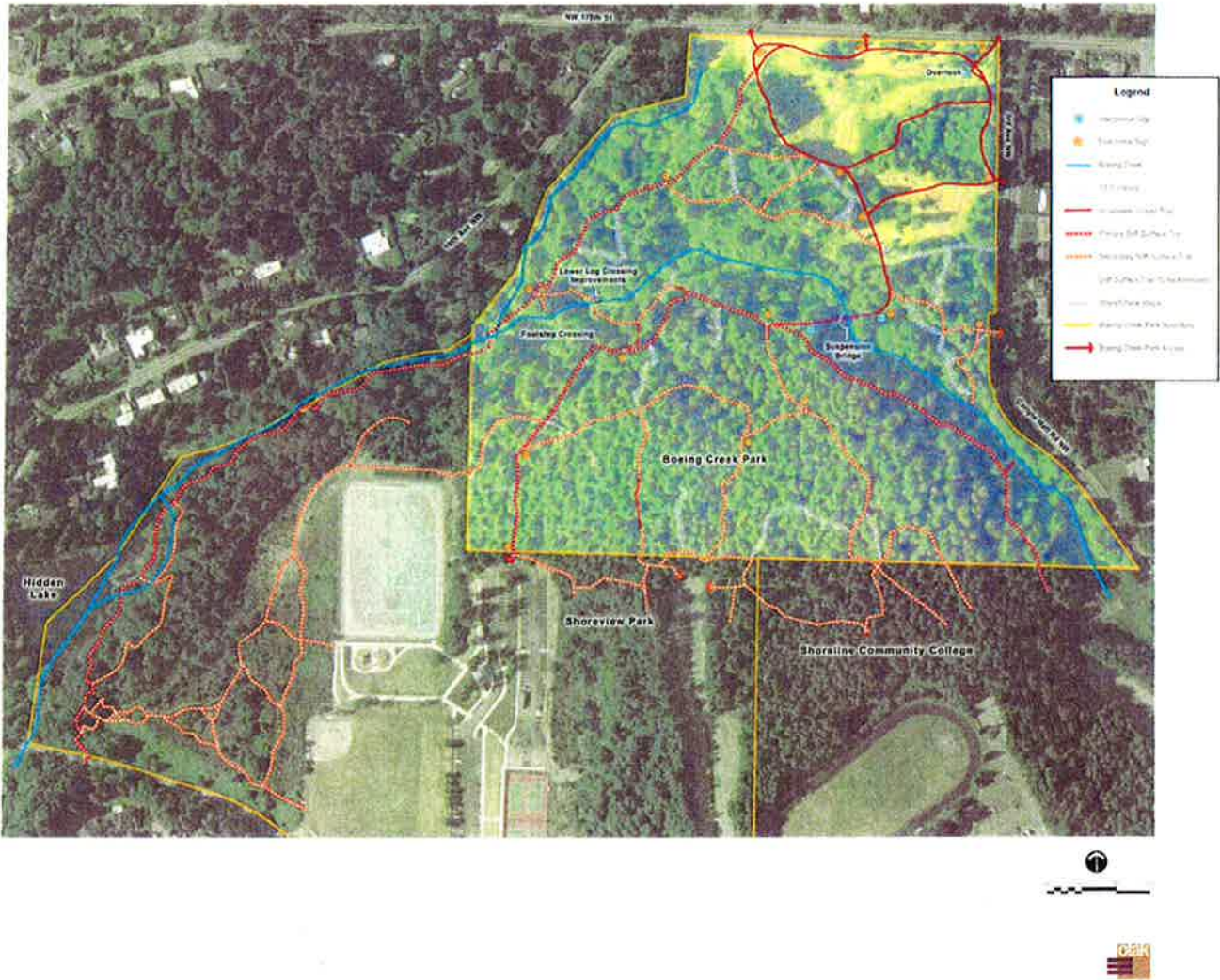
















# Trails and Corridors Group

## City of Shoreline Parks

Innis Arden Reserve





