

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Trail Corridor Study Group Final Report DEPARTMENT: Parks, Recreation, and Cultural Services PRESENTED BY: Dick Deal, PRCS Director
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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. \$2.5 million was approved for hard and soft surface trail systems in our parks and in the community. This report is the final update on the work of the citizen study group created by the Parks, Recreation, and Cultural Services (PRCS) Board to provide guidance and support for these trails projects.

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 (TCSG). Thirteen citizens, including three members of the Park Board, formed the study group that started work in early 2007. 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

The TCSG has completed their assigned tasks and although some of the projects are yet to be designed and constructed, the PRCS Board will continue to oversee these projects.

The TCSG was a very active group that met many times, starting their work in February 2007. The committee was comprised of City of Shoreline residents, but some residents of Lake Forest Park attended several meetings participating in the task of identifying the best routes linking the Burke-Gilman and Interurban Trails.

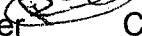
FINANCIAL IMPACT:

In addition to the \$2.5 million in bond issue funding, approximately \$630,000 will be received from King County until 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.

RECOMMENDATION

This item is intended as an update briefing for the City Council. No formal action is required at this time.

Approved By:

City Manager  City Attorney _____

INTRODUCTION

In a 2010 survey of Shoreline citizens, "walking trails" were the second most requested improvement (the only improvement that ranked higher was restrooms). Walking trails are not only valuable as a means of exercise, but are also valuable links between neighborhoods, schools and shopping centers.

In addition to a well designed trail system, it will be important to have signage directing users to other facilities and educating trail users on trail safety and proper use of the trail system.

Soft Surface Trails

Many of Shoreline's forested parks have soft surface trail systems that were developed by informal use patterns over the years. In most cases they were not designed and constructed to any specific trail standards. As a result, in some cases trails are now 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. 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 throughout the community.

Hard Surface Routes / Trails

Hard surface trails should be selected and designed to meet non-motorized transportation standards, be safe facilities that link neighborhoods and provide transportation routes and exercise opportunities for users. These facilities can be completely separated from vehicles like the Interurban Trail, or can be on-road and identified by signage and pavement markings that alert motorists to the presence of cyclists also on this route.

Cycling continues to rank high in the list of programs and activities that Shoreline citizens enjoy, as noted in the 2010 survey. Some citizens use hard surface routes for commuting to school, work and shopping, while others use these routes as a form of recreation and exercise.

BACKGROUND

The Trail Corridor Study Group (TCSG) met several times in the past 4 years to assist staff and the PRCS 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.

Their work plan included the following tasks. Listed below each task is the work they accomplished / recommended.

- **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**

Hamlin Park

Several thousand feet of soft surface trail improvements were made in early 2010. By improving some trails, closing others and improving signage, we are better able to protect the fragile forest environment and reduce erosion, plant damage and compaction.

Hard surface trails were created around the active field area in lower Hamlin Park. These hard surface trails created much needed ADA access to the lower Hamlin athletic fields, restrooms, picnic shelter and playgrounds.

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 was evaluated and a route through the park was identified. Work will be completed in the future.

A pathway along the park's southern boundary of NE 150th Street was created and an attractive, drought-tolerant landscape that improved storm water quality, bicycle and pedestrian access beautified the area.

Boeing Creek Park / Shoreview Park Trail System

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.

Maintenance was performed on a variety of trail locations in Boeing Creek and Shoreview Parks. Box steps and trail drainage improvements were installed in areas that were eroding, and some social trails that developed over the years were closed because of unstable soils and vegetation.

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

A trail was designed in the Boeing Creek Open Space property linking the former Sunset elementary School site to Boeing Creek. Some funds for this work are in the current Capital Improvement Plan and it is anticipated that the detailed design work will continue in 2011 and 2012.

Kruckeberg Botanic Garden

An ADA pathway linking the upper and lower areas of the garden has been designed. Funds have been allocated for construction of this elevated pathway to be completed in 2012.

Innis Arden Reserve M Trail System

Innis Arden Reserve M is a 23-acre public park that has no development or structured improvements. There are several informal trails in the park that have been developed by park users over the years. A trail system for this park has been identified and trail repair work including the installation of box steps and a structure for crossing wet areas has been completed. In addition, several tons of garbage and debris illegally dumped in the park was removed. Additional trail maintenance work will continue in 2011.

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.

- **Identify the best routes linking the Interurban Trail and Burke-Gilman Trail**

Links between Interurban Trail and Burke-Gilman Trail and Community Connectors

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 and Burke-Gilman Trails. The north route will be signed this spring and the south route this fall. The Shoreline portions of these routes are as follows.

North Route

The north route follows N 195th Street east from the Interurban Trail to the I-5 pedestrian bridge, crossing the bridge and continuing on N 195th Street to 10th Avenue NE, then turning left onto NE Perkins Way, and staying on NE Perkins Way into Lake Forest Park. This route required the construction of a trail in the 195th right of way between Meridian Avenue N and 1st Ave NE. This section of trail was completed in 2010.

South Route

The south route leaves the Interurban Trail at N 155th Street and heads east to 15th Avenue NE. The route then heads south to NE 150th Street, then heads west to 25th Avenue NE. At 25th Avenue NE, the trail heads north turning right onto NE 160th Street and heads into the City of Lake Forest Park.

Alternate South Route

An alternate route has been designed that turns left onto 15th Avenue NE and enters into Hamlin Park. This summer a trail will be created through the park linking 15th Avenue NE to 25th Avenue NE. Cyclists can then continue onto NE 160th and into Lake Forest Park.

Interurban Trail

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 Aurora / Interurban trail design.

The 145th pedestrian crossing entering into Seattle was installed by the City of Seattle with the use of Trail Corridor funding.

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

A signage strategy has been completed for the Interurban Trail that will help identify the best connections from neighborhoods to the trail, and routes to destinations in Shoreline from the Interurban Trail.

- **Evaluate the best public right-of-way routes for bicycles and pedestrians to get around Shoreline**

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 was completed as part of the Transportation Master Plan update that will be brought before Council later this year.

Thanks to the Trail Corridor Study Group

The following residents of Shoreline are to be thanked for their contribution to the trails system in our community. Their commitment to the tasks, hard work, and enthusiasm for trails has made a big impact on our ability to identify a trail system in our community.

Residents

Bill Clements
Kevin McAuliffe
Howard Barkoff
Charlie Brown
Carolyn Hope
David Kimmet
Bill Montero

Paul Moran
Dick Nicholson
Bob Phelps
Erich Volkstorf
Al Wagar
Bill Martin

RECOMMENDATION

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