

Green to Cedar Rivers Trail - North Segment**Community Meeting****Jan 11, 2017, 7:00 – 8:30 pm**Lake Wilderness Lodge
22500 SE 248th St., Maple Valley**MEETING PROCEEDINGS****INTRODUCTION**

King County Parks begin the meeting at 7:10 pm. There were approximately 130 people in attendance.

King County Parks recognized staff, as well as staff and elected officials from King County Councilmember Dunn's office and the City of Maple Valley.

King County Parks reviewed the meeting agenda, goals and outcomes and laid out the meeting ground rules.

Meeting Goals

- Present overview of Green to Cedar Rivers Trail project
- Gather community input to shape design of North Segment

Meeting Outcomes

- Learn what is currently happening with the develop of the Green to Cedar Rivers Trail
- Understand how King County Parks will proceed on this project and how to stay involved and be notified

PRESENTATION OVERVIEW**About King County Parks**

Mission: Steward, enhance and acquire parks to inspire healthy communities.

Vision: Parks, trails, and natural lands for all, sustained with the cooperative efforts of our community.

About King County's Regional Trails System

- 175 miles of interconnected trails, extending from Seattle to the Cascade Mountains and from Bothell to Enumclaw
- Long-term vision of 300 miles and connecting 30 cities and 3 counties

Importance of regional trails in King County

- Trails connect people to...
 - ✓ nature
 - ✓ recreation
 - ✓ healthier lifestyles
 - ✓ alternative ways to get around region
- Promote active recreation for health and well-being
- Expand access for all ages and abilities
- Ensure safety for trail visitors

- Build community as gathering space and destination
- Promote economic benefits (e.g. trailside businesses, property values)
- Enhance environmental sustainability

Design considerations for regional trail standards

- Safety, follow professional design guidelines
- ADA requirements
- Increase access for multiple trail activities
- Appropriate facility for current and anticipated future volumes of use
- Feasibility and cost effectiveness to maintain

About the Green to Cedar Rivers Trail

History

- Railroad corridor between Maple Valley and Lake Sawyer
- Acquired in 1990s
- Developed interim soft surface trail to allow for public use

When completed

- 11 mile-long trail corridor
- Cedar River Trail to Flaming Geyser State Park
- Connecting people to nature, schools, government centers, neighborhoods, businesses
- Weaving through exceptional landscape of rivers, lakes and natural areas

Green to Cedar Rivers Trail Project

Preferred Trail Standard - Paved, shared-use trail with soft shoulders and accessory soft-surface trail

Timeline

- 2012 Feasibility Study, in partnership with Cities of Maple Valley, Black Diamond, Covington
- 2014-2019 Parks Levy Funds design and development of trail
- 2015 preliminary work Stakeholder group input
Inventory work
- 2016 Project delayed
- 2017 Design commences

Key Findings from 2015 Engagement: Design Requests

- Works for a diverse mix of users
- Maintains natural look and feel
- Connects to local communities through a variety of access points
- Provides a safe and enjoyable experience

Key Findings from 2015 Engagement: Design Challenges

- Maintaining rural character
- Providing ADA accessibility
- Widening trail near Lake Wilderness
- Managing conflicts among users, esp competition for soft surface trails
- Addressing potential environmental concerns (e.g. runoff, water quality and slope erosion)

North Segment

- 3 miles, from Cedar River Trail to SE Kent-Kangley Rd
- Project features:
 - ✓ Benches
 - ✓ Native plants
 - ✓ Viewpoints
 - ✓ Signage
 - ✓ Kiosks
- Consulting team just contracted for design process, present at the Jan 11 meeting

COMMUNITY INPUT EXERCISE

King County Parks facilitated an exercise focused on answering the question below. Since the group was so large, the facilitator called on people and requested that each speaker keep his/her idea brief. All ideas were recorded on flip charts that were displayed in front of the group. A speaker could express support for an existing idea, which was recorded with a checkmark next to the idea.

Once comments were recorded, the group then went through them a second time to make sure information was accurately recorded and that no ideas had been overlooked. The group then went through each input item and identified where there was not full agreement. Finally, the group went through the list to categorize the comments into a set of overall themes.

Questions were put into a “parking lot” to be answered separately.

Input from Speakers

“What is your best idea to make the North Segment of the Green to Cedar Rivers Trail a treasured asset for all users?”

- Keep the trail surface gravel [many dittos] [Not complete agreement]
- Ice on the trail (concerns)
- Concerns regarding speed
- Use funding for bridge over 288th [Ditto]
- Wide enough to run in groups, soft surface
- Two level road crossing buttons (higher for equestrians vs. pedestrians)
- Use funding for south segment [many dittos]
- Trail access with steps and railings
- Water runoff
- Trash cans and restrooms [Ditto]
- Surface that is better to ride on [Not full agreement]
- Will this be a treasured asset that is easy to use and get to
- To make trail fair, use 50/50 split between paved and soft surface (i.e. equitable based on users) [Not full agreement]
- ADA accessible [Not full agreement]
- Extend to Tahoma High School and Summit Park
- First address safety concerns on South Segment (288th and railroad)
- Focus on flat, soft gravel surfacing
- Do not add parking lot due to trees
- Concerns about impact of developed trail on arboretum
- Safe corridors west of Witte Road and east of 169

- Access between the trail, bus stops and park & ride
- Safe street crossings at Four Corners, reduce speed at 272nd
- Pave trail for ADA and regional standards [Not full agreement]

Input Themes

- Safety
- Soft surface
- Community access (ex: with railings)
- Wiser use of funding
- Community linkages
- Environmental and aesthetic impacts of trail development

Parking Lot

- **How is the decision regarding development of the trail made?** This trail has been envisioned as part of the long term plan for King County's regional trails since 1992. It was approved for development as part of the 2014-2019 King County Parks, Trails and Open Space Replacement Levy.
- **What type of equipment will be used?** Types of construction equipment that will be used to build this trail include graders, scrapers, dumptrucks, backhoes, pavers, rollers, and water trucks.
- **How long will the trail be closed during construction?** We anticipate that development of the 3.3 miles of trail will take 18 months to construct. The trail will be closed during construction for safety reasons.
- **Can you design an ADA trail without paving?** The "Draft Final Guidelines for Outdoor Developed Areas" addresses trails and other outdoor recreation routes under the Architectural Barriers Act (ABA). These proposed guidelines for what constitutes an accessible trail for ABA purposes requires the surface of accessible trails to be "firm and stable." While concrete and asphalt are the usual choices for accessible trails in urban and highly developed areas, they may not be suitable or affordable for trails in open space, parks, and the backcountry.
- **How is the project funded?** Funding for the preliminary design of the entire corridor and construction of the North Segment comes from the 2014-2019 King County Parks, Trails, and Open Space Replacement Levy.
- **Difference of maintenance costs between paved and soft-surface trails?** The selection of surface material for trails and paths is primarily based on anticipated type and intensity of trail use, as well as terrain, climate, design life, maintenance, cost, and availability. For maintenance purposes, King County builds soft surface trails with durable materials, such as gravel. Soft surface materials are low cost, but require substantial maintenance and are not suitable for many of the recreational activities today's trails and paths are used for. Hard surface materials, specifically concrete and asphalt provide years of service with low maintenance.
- **Can we provide ADA access on existing trails?** Yes. But the trail would have to be redesigned and constructed to meet the definition of firm and stable, which would typically include a geoweb material and/or the use of crushed fines for their ability to compact. This would require substantial redesign and construction cost and also increase maintenance costs in the long run. While the trail would remain unpaved, it would be a harder more compact trail and still wouldn't meet King County's goal of providing an essential public facility that provides access to the widest possible set of users. Storm drainage would also be required, as the drainage code treats gravel surface similar to the asphalt, as impervious.

- **What is the cost of the project?** The preliminary estimate is \$10 million for construction of the 3.3-mile-long North Segment.
- **What is the King County Council's involvement with the project?** The King County Council approved an ordinance in 2013 that placed the 2014-2019 King County Parks, Trails, and Open Space Replacement Levy on the ballot; to date, the Council has appropriated more than \$9 million in levy funding for the project.

WRAP UP AND NEXT STEPS

King County Parks concluded the meeting by reviewing what had been covered during the meeting. King County Parks encouraged meeting participants to sign up for the Green to Cedar Rivers Trail email list in order to receive information about the trail project, including the meeting proceedings.

For next steps:

- King County Parks will distribute meeting proceedings via the email list
- King County Parks will post meeting proceedings and ppt presentation to the trail webpage
- King County Parks anticipates additional community engagement opportunities during the first quarter of 2017