

TRAIL ALONG THE RAIL

A FEASIBILITY STUDY

CITY OF SHORELINE

**PREPARED BY:
MIG|SVR**



FINAL REPORT | SEPTEMBER 2017

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REGIONAL TRAIL CONNECTIONS



Figure 1. Trail Along the Rail Concept Vision Map.

EXECUTIVE SUMMARY

In 2008, voters approved the Sound Transit 2 (ST2) package to extend light rail service north to Lynnwood, WA known as the Lynnwood Link Extension (LLE). The ST2's LLE plan called for two light rail stations in Shoreline, WA on the east side of Interstate 5 (I-5) at NE 145th and NE 185th Streets. Development of light rail through Shoreline presents a unique and rare opportunity to look at the possibility of building an approximately 2.5-mile long pedestrian/bicycle shared-use path (referred to as the Trail Along the Rail or "the Trail" throughout this report) running roughly parallel to the light rail alignment from NE 145th Street to NE 195th Street. The Trail would enhance pedestrian and bicyclist access to the planned light rail stations, as well as connect to the 195th Street Pedestrian Bridge over I-5. In addition, the Trail could connect to parks, open spaces, a library, local businesses, and schools within the neighborhoods adjacent to the light rail alignment.

The greater regional vision is to ultimately extend the trail south and north to connect the light rail communities of Seattle, Shoreline, Mountlake Terrace, Edmonds, Lynnwood, and Everett with non-motorized route options (see Figure 1). Through interagency coordination the Trail Along the Rail could tie into future on-street pedestrian/bicycle improvements to the south and north (see yellow dashed lines in Figure 1). Additionally, the Trail could link to existing east-west pedestrian/bicycles routes such as North and South Trail Connectors and potentially the Lakeview Trail to make easier connections to the Interurban Trail and Burke-Gilman Trail (see orange lines in Figure 1).

The process for developing a concept for the Trail included a technical analysis of site conditions and input from both the public and a steering committee. The City hired a consultant, MIG|SvR, to help review the portion of Sound Transit's LLE alignment that will run through Shoreline to identify if it is feasible to build an adjacent shared-use path. The key elements in identifying the Trail Along the Rail's feasibility were:

- Topography

TRAIL ALONG THE RAIL VISION

The Trail Along the Rail celebrates, connects, and enhances the communities along the light rail corridor in Shoreline and the broader Puget Sound Region. It offers people of all ages and abilities a safe, health-wise and environmentally-beneficial connection to light rail stations, parks, schools, local businesses, and the surrounding transportation network.

- Available right of way
- Determining if Sound Transit LLE improvements were compatible with (i.e. did not preclude) a future shared-use path along the desired alignment

At the project outset, the City of Shoreline (the City) formed a steering committee that included representatives from Sound Transit (ST), Washington State Department of Transportation (WSDOT), King County Regional Trails, adjacent cities of Seattle and Mountlake Terrace, and the non-profit Cascade Bicycle Club and Feet First groups, to gain the committee's valuable input on the trail's conceptual development. After the technical analysis of alternative routes, a preferred trail alignment was identified that connects the 145th Street Station to the 195th Street Pedestrian Bridge over I-5. During the feasibility study, the City engaged and informed the public by creating a project webpage and hosting a public meeting to provide an overview of the potential project and solicit community input.

The purpose of this report is to review the feasibility of constructing a shared-use path that would run along the proposed Sound Transit LLE alignment through the City of Shoreline. The following was performed as part of the trail feasibility study and is included in this report:

- Documentation of a feasible conceptual alignment that can be advanced by the City of Shoreline into design development and implementation
- Documentation of the steering committee's input and the collaborative public engagement process to study the feasibility of the Trail from the 145th Street Station to 195th Street Pedestrian Bridge
- Preparation of planning-level cost estimate
- Identification of next steps

The next phase of the project will include preparing up to 30 percent design and beginning the environmental review process. During the 30 percent design phase, the City will update the community on the progress of the Trail and to gather additional public/stakeholder input. The City will continually look for potential grant sources to help fund the final design, permitting, and phased construction of the Trail overtime.

TRAIL ALONG THE RAIL BENEFITS

(developed by the Steering Committee)

- Fosters walkable and bikeable communities
- Supports healthy and active lifestyles
- Serves pedestrians and bicyclists of all ages & abilities
- Reduces conflicts between non-motorized users and vehicular traffic
- Fortifies Shoreline's low-stress, non-motorized network where pedestrians and bicyclists have more separation from vehicular traffic
- Encourages social connectedness
- Reduces automobile dependency
- Supports Shoreline's Climate Action Plan
- Contributes to Transit Oriented Development that supports living, working, and recreating within close proximity to easy pedestrian and bicycle connections
- Encourages pedestrian and bicyclist ridership to light rail stations
- Supports Shoreline PROS (Parks, Recreation, and Open Spaces) Plan's Goal #9: Create two miles of new nature trails within parks and two miles of enhanced pedestrian access to parks by 2023
- Directly connects to North City Elementary School and is within an 11 minute bike ride to eleven other schools (see Figure 6)
- Directly connects to two parks: Ridgecrest Park and North City Park and is within an eight minute bike ride to 16 other parks and open spaces (see Figure 7)
- Connects to the greater regional trail system via the Interurban/Burke-Gilman Trail Connectors
- Provides enhanced on-street connections to local businesses e.g. Ridgecrest Business District and civic destinations e.g. Shoreline Library
- Fosters healthy urban ecology through pollinator-friendly plantings, integrated stormwater management, and best management practices
- Cultivates placemaking opportunities to accentuate Shoreline's unique history, culture, and environment

1. INTRODUCTION

The City of Shoreline (the City) is looking at the feasibility of building a two and half mile long pedestrian and bicycle shared-use path running parallel to the light rail alignment from NE 145th Street to NE 195th Street. The Trail Along the Rail (also referred to as “the Trail” throughout this report) could enhance pedestrian and bicyclist access to the future 145th Street and 185th Street light rail stations¹, as well as connect to the 195th Street Pedestrian Bridge over Interstate 5 (I-5). In addition, the Trail could connect to parks, open spaces, the Shoreline library, and schools within the neighborhoods adjacent to the light rail alignment.

Similar to the Interurban Trail, the Trail Along the Rail could serve as Shoreline’s segment of a potential regional pedestrian/bicycle network that would ultimately connect cities along the Sound Transit Lynnwood Link Extension (LLE) alignment from Seattle to Shoreline and all the way to Everett (see Figure 1). Through interagency coordination, the Trail could tie into future on-street pedestrian/bicycle improvements in Seattle to the south and in Mountlake Terrace to the north. The Trail could provide pedestrians and bicyclists with easier connections to the Interurban/Burke-Gilman Trail Connectors (see yellow lines in Figure 2), as well as planned bicycle facilities that are part of the Bike Plan Implementation (see blue lines in Figure 2) and the 145th Street Off Corridor Bike Network/Green Network (see orange lines in Figure 2).

The Trail could promote healthy communities by providing a non-motorized alternative for people trying to navigate Shoreline east of I-5. It could also help the City meet its greenhouse gas emission reduction goals. With the two upcoming light rail stations that are expected to open in 2023 and anticipated growth of Transit Oriented Development (TOD) around the stations, the City must shape the future of multimodal transportation and connectivity within the community as well as within the Greater Puget Sound Region.

¹ At the time of this report’s writing, the official names of the two future light rail stations in Shoreline, WA had not been announced. In this report, they are referred to by their working titles: 145th Street and 185th Street light rail stations.

VISION

The Trail Along the Rail celebrates, connects, and enhances the communities along the light rail corridor in Shoreline and the broader Puget Sound Region. It offers people of all ages and abilities a safe, health-wise and environmentally-beneficial connection to light rail stations, parks, schools, local businesses, and the surrounding transportation network.

GUIDING PRINCIPLES

The Trail Along the Rail Guiding Principles were developed by the steering committee while scoping the project. The following ideals and themes will guide the trail's development:

- » **Regional Connectivity.** Design the trail as an integral part of the greater regional multimodal transportation network.
- » **Local Connectivity.** Intentionally connect the trail to local destinations such as light rail stations, parks, schools, the library, local businesses, neighborhoods, and the surrounding transportation network.
- » **Accessibility.** Design for universal accessibility for all trail users including pedestrians and bicyclists of all ages, skills, and abilities.
- » **Traffic Safety.** Provide greater separation between pedestrians/bicyclists and motor vehicles as a safety counter measure.
- » **Personal Safety.** Integrate CPTED (Crime Prevention Through Environmental Design) strategies into the trail design.
- » **Be a Good Neighbor.** Work with adjacent property owners to provide screening/barrier as necessary.
- » **Environmentally Beneficial Design.** Incorporate trail design features that reduce Shoreline's carbon, energy, transportation, and water footprint and promotes a healthy urban ecology.
- » **Placemaking.** Use context-sensitive design to accentuate the local history, culture, and environment.
- » **Interagency Cooperation.** Utilize the steering committee to advance the design and implementation of the trail in a coordinated effort with local and regional agencies.
- » **Transparency.** Engage and inform stakeholders and the community throughout the process.
- » **Efficiency.** Promote the pragmatic and efficient use of resources through design coordination of the trail, the LLE light rail, and ongoing adjacent redevelopment projects.
- » **Maximize Investment.** Use smart and efficient design and maintenance strategies to minimize costs and maximize benefits.

- » **Exchange Lessons Learned.** Share successes and challenges with local, state, national, and international transportation agencies, municipalities, non-profit organizations, etc.

FEASIBILITY STUDY GOALS

The following feasibility study goals were developed by the project team with input from the steering committee and community:

- Develop an all ages and abilities shared-use path that runs parallel to the Sound Transit LLE alignment and connects to the 145th Street and 185th Street light rail stations, parks, neighborhoods, the Shoreline Library, the North City Elementary School, and the surrounding multimodal transportation network.
- Identify where the trail will be easy, moderate, or difficult to install along the LLE alignment.
- Identify on-street connections where sections of the trail are currently difficult to install.
- Engage stakeholders and the public.

PURPOSE OF REPORT

The purpose of this report is to review the feasibility of constructing a shared-use path that would run along the proposed Sound Transit LLE alignment through the City of Shoreline.

The following was performed as part of the trail feasibility study:

- Document feasible conceptual alignment that can be advanced by the City of Shoreline into design and project implementation.
- Document the collaborative community process and steering committee input to study the feasibility of the trail from the 145th Street Station to 195th Street Pedestrian Bridge.
- Prepare planning-level cost estimate.
- Identify next steps.

PLANNING CONTEXT

When the City was initially planning for the future light rail stations, Council adopted multimodal policies in the City's Comprehensive Plan and Guiding Principles for Light Rail. The 145th Street Station Subarea Plan specifically includes the Trail Along the Rail as a way to support multimodal travel to and from the planned light rail stations.

Station Subarea Population Projections

The adopted 145th and 185th Station Subarea Plans encourage the concentrated growth of a diverse mix of residential and commercial uses around the light rail stations (see Figure 3). In order to create TOD that supports walking and bicycling for recreation and transportation, a low-stress network of pedestrian and bicycle facilities is needed. The Trail Along Rail would be a significant addition to the City's low-stress pedestrian and bicycle network.

Pedestrian and Bicyclist Ridership Projections

The Trail Along the Rail has the potential to provide pedestrians and bicyclists with easy access to the stations from both sides of I-5 as well as easy access from points south and north of the

145th Street Station Subarea		
2014 population	2023 population projection	change (percent)
8,321	11,207 to 13,635	35% to 64%

185th Street Station Subarea		
2014 population	2023 population projection	change (percent)
7,944	10,860 to 13,343	37% to 68%

Figure 3. Station Subarea Population Projections

stations, and in turn, addresses the following Sound Transit LLE Final Environmental Impact Statement's (FEIS) 2035 pedestrian and bicyclist ridership projections:

- **145th Street Station.** 360 pedestrian and 30 bicyclist boardings/alightings anticipated per peak transit hour
- **185th Street Station.** 165 pedestrian and 30 bicyclist boardings/alightings anticipated per peak transit hour

Climate Action Plan

In 2013, the City adopted the Climate Action Plan, which summarizes Shoreline's Greenhouse Gas (GHG) Emissions Inventory conducted in 2012, and identifies actions for the City, residents, and businesses to reduce emissions and address climate change. The City's GHG emissions reduction goal is 50% below its 2007 level by 2030 and 80% below 2007 level by 2050. The Trail Along Rail will help the City achieve its goal by providing a greenhouse gas emissions-free transportation option.

Traffic Safety Needs

With traffic increasing (see following statistics). Improved safety and separation from vehicular traffic for pedestrians and bicyclists in the form of multimodal access improvements will be needed.

- 145th Street Station Subarea: Traffic volumes are projected to increase by 25 percent from current conditions.
- 185th Street Station Subarea: Traffic volumes are projected to more than double from current conditions.

The City has consistently seen an increase in collisions involving pedestrians and bicyclists over the past six years which emphasizes the importance of off-street facilities like the Trail Along the Rail to limit conflicts between vehicular traffic and non-motorized users (see Figure 4).

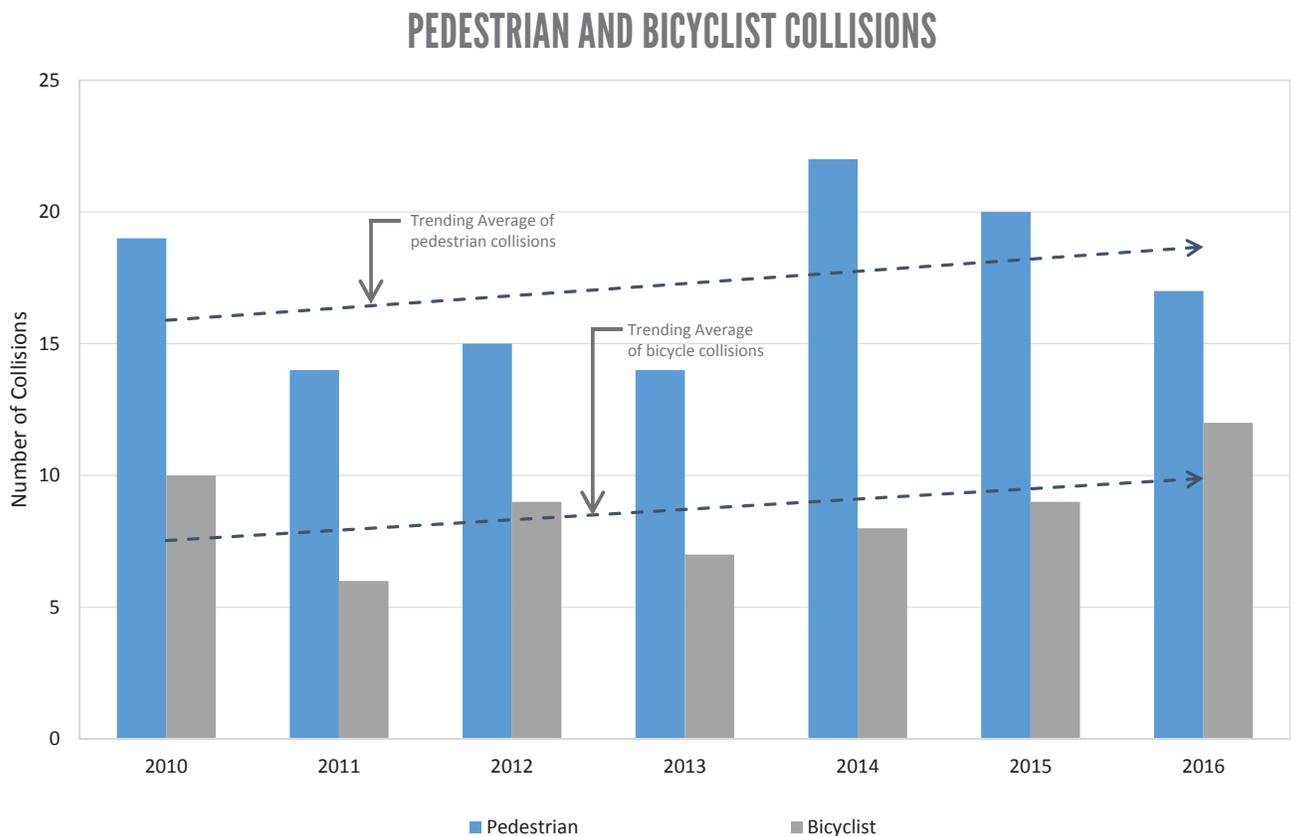


Figure 4. Pedestrian and Bicyclist Collisions

TRAIL CONNECTIONS

Trails, sidewalks, pathways, bike lanes, and other on-street bicycle facilities all have a role in an interconnected multimodal transportation network. In addition to the mutual benefits of having the Trail's alignment closely parallel the Sound Transit LLE alignment from NE 145th Street to NE 195th Street, the Trail extents were influenced by the larger regional trail network as shown in the

Regional Trail Connections map in the Executive Summary (see Figure 1). The Trail’s alignment is intended to enhance pedestrian and bicyclist access to the future 145th Street and 185th Street light rail stations, parks, open spaces, businesses, the street network, as well as connect to the 195th Street Pedestrian Bridge over I-5. The southern and northern ends of the Trail strategically connect users via the South and North Connectors (see orange lines in Figure 1) to the Burke-Gilman Trail (east) and the Interurban Trail (west). There are a number of factors such as steep slopes and limited right of way that significantly limit the continuation of the trail further to the north at this time. However, potential on-street improvements could help connect Trail users to the City of Mountlake Terrace.

Figure 5 shows approximate travel times for people walking and biking along the Trail to major intersections and key destination from the 145th Street Station to the 195th Street Pedestrian Bridge.

Walking and Biking Times Along the Proposed Trail (in minutes)*													
To:	145th St. Station		NE 155th St.		NE 165th St.		NE 175th St.		185th St. Station		195th St. Pedestrian Bridge		
W=walk B=bike:	W	B	W	B	W	B	W	B	W	B	W	B	
From:													
145th St. Station	-	-	9	3	21	6	33	9	47	13	62	17	
NE 155th St.	9	3	-	-	12	4	24	7	38	10	53	14	
NE 165th St.	21	6	12	4	-	-	12	4	26	7	41	11	
NE 175th St.	33	9	24	7	12	4	-	-	15	4	30	8	
185th St. Station	47	13	38	10	26	7	15	4	-	-	15	4	
195th St. Pedestrian Bridge	62	17	53	14	41	11	30	8	15	4	-	-	

* Assumes walking rate of 2.65 mph (3.89 ft/sec) and a biking rate of 10 mph (14.67 ft/sec).

Figure 5. Walking and Biking Times Along the Proposed Trail Table.

Trail Users

The Trail will be for people of all ages and abilities and could serve as a crucial route to connect the neighborhoods of Shoreline to each other and to the greater Puget Sound Region via light rail and future trail connections.

Trails can provide a non-motorized alternative for families with young children or the cautious bicyclist who doesn’t want to negotiate on-street traffic. In accordance with the 2011 Transportation Master Plan’s Bicycle System Plan, the City has implemented and will continue to outfit more streets, such as 5th Avenue NE, with bike lanes, shared lane markings, or bike

signage for more confident riders (see blue lines in Figure 2). The Trail could serve as a crucial north-south route to build out our inter-connected low-stress pedestrian and bicycle network for all types of users.

- It could be a place to walk with friends, teach kids how to bike, train for the next big run, walk dogs, and commute to work.
- The Trail would be near seven schools (North City Elementary, Meridian Park Elementary, Shoreline Children’s Center, Ridgecrest Elementary, Parkwood Elementary, The Evergreen School, and Lakeside School) and could give families the option to walk or bike more safely to and from school in an area that currently has limited sidewalks (see school locations in Figure 2).
- The Trail could connect directly to Ridgecrest Park and North City Park and provide people an opportunity to extend their fitness routine by walking or biking to a park (see park locations in Figure 2).
- It could serve as a comfortable facility for transit users to access the future 145th Street and 185th Street light rail stations.

Figure 6 shows approximate travel times for people walking and biking to schools and Figure 7 shows travel times for people walking and biking to other community destinations such as park, business districts, light rail stations, and regional trails.

Travel Time to Schools from the Proposed Trail (in minutes)*		
Schools (listed geographically from south to north)	Walking Time (assumes walking rate of 2.65 mph)	Biking Time (assumes biking rate of 10 mph)
Lakeside School	7	2
Shoreline Christian School	30	8
The Evergreen School	10	3
Parkwood Elementary	9	3
Shorecrest High School	41	11
Briarcrest Elementary	40	11
Kellogg Middle School	33	9
Ridgecrest Elementary	11	3
Shoreline Children’s Center	12	4
Meridian Park Elementary	10	3
North City Elementary	0	0
Echo Lake Elementary	18	5

* Measured to the nearest point on trail alignment, rounded up to the nearest minute.

Figure 6. Travel Time to Schools Table.

Travel Time to Community Destinations from the Proposed Trail (in minutes)*		
Destinations (listed geographically from south to north)	Walking Time (assumes walking rate of 2.65 mph)	Biking Time (assumes biking rate of 10 mph)
Jackson Park	1	1
145th Street Station**	0	0
Paramount Open Space	8	3
South Woods Park	23	6
Eastside Off-Leash Area	24	7
Twin Ponds Park	2	1
Paramount School Park	10	3
Interurban Trail (along S Connector Route)	18	5
Burke Gilman Trail (along S Connector Route)	72	19
Hamlin Park	16	5
McCormick Park	23	7
Ridgecrest Park**	0	0
Ridgecrest Business District	5	2
Darnell Park	30	8
Northcrest Park	9	3
James Keough Park	20	6
Meridian Park	20	6
Ronald Bog Park	4	1
Shoreline Library	4	2
Cromwell Park	13	4
185th Street Station**	0	0
North City Business District	13	4
Shoreline Center	8	2
Shoreline Park and Pool	14	4
North City Elementary**	0	0
North City Park**	0	0
Interurban Trail (along N Connector Route)	23	6
Burke Gilman Trail (along N Connector Route)	56	15
195th Street Pedestrian Bridge**	0	0
Echo Lake Park	27	8

* Measured to the nearest point on trail alignment, rounded up to the nearest minute.
** The trail connects directly to these destinations.

Figure 7. Travel Times to Community Destinations Table.

SCHEDULE

As noted previously, Sound Transit is in the process of designing the LLE with a planned launch date in 2023. The project schedule (see Figure 8) depicts how the City’s project schedule has been set up to align with Sound Transit’s Light Rail schedule in order to stay on track and provide the mutually beneficial design synergies.



Figure 8. Project Development Timeline.



This Ohlone Greenway segment in Albany, CA depicts a built example of similar conditions to some proposed Trail Along the Rail segments.

2. TRAIL CORRIDOR ANALYSIS

As a first step of testing the feasibility of the trail alignment, the project team studied the existing conditions and the preliminary engineering plans for Sound Transit LLE alignment in Shoreline. Sound Transit is in the process of designing the LLE along the east side of I-5 with a target launch date in 2023.

There will be two light rail stations in Shoreline - one located near NE 145th Street and the other near NE 185th Street. The light rail guideway will be mostly at grade. It will be elevated at NE 145th Street, but will transition to the ground near NE 149th Street. It will also be elevated for the crossings of NE 155th Street and NE 175th Street. The rail will pass under the existing structures at the NE 185th Street overpass and the 195th Street Pedestrian Bridge.

The construction and the operations of the light rail will require grading, installation of access roads to the rail, stormwater facilities, and the preservation or relocation of existing utilities such as water and sanitary sewer lines. This effort could provide an opportunity to construct a trail within or near these disturbances. In addition, Sound Transit is providing right of way improvements along 1st Avenue NE, 3rd Avenue NE, and 5th Avenue NE. These improvements could include short segments of shared-use paths that could eventually be connected to create a continuous trail.

Based on a preliminary review of existing conditions and the 60 percent design of the LLE alignment, six typical cross sections have been developed to test out the potential for a 16-foot wide section (12-foot shared-use path with a 2-foot gravel shoulder on each side). The Trail would be designed to support occasional maintenance vehicles.

In some locations, the trail could be located under the LLE guideway (see Figure 10) and in other locations, it could be located adjacent to LLE noise wall (see Figure 11). In other situations where a roadway (e.g. 5th Avenue as it approaches the 185th Street Station) closely parallels the LLE, the roadway could be

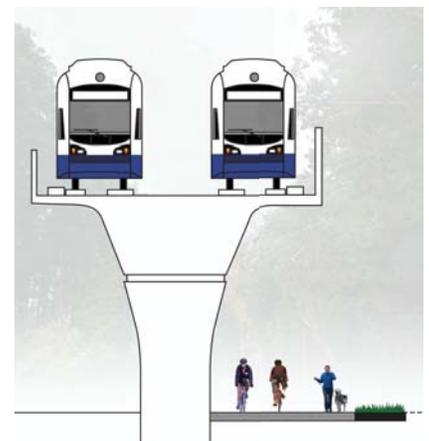


Figure 10. Trail Under Rail.

In some locations, the trail could be located under the LLE guideway.



Figure 11. Trail Next to Rail.

In other locations, the trail could be located adjacent to the LLE transit wall.



Figure 12. Right of Way Improvements.

Where a roadway (e.g. 5th Ave as it approaches the 185th Street station) closely parallels the LLE, the roadway could be retrofitted to incorporate a shared-use path on its west side.

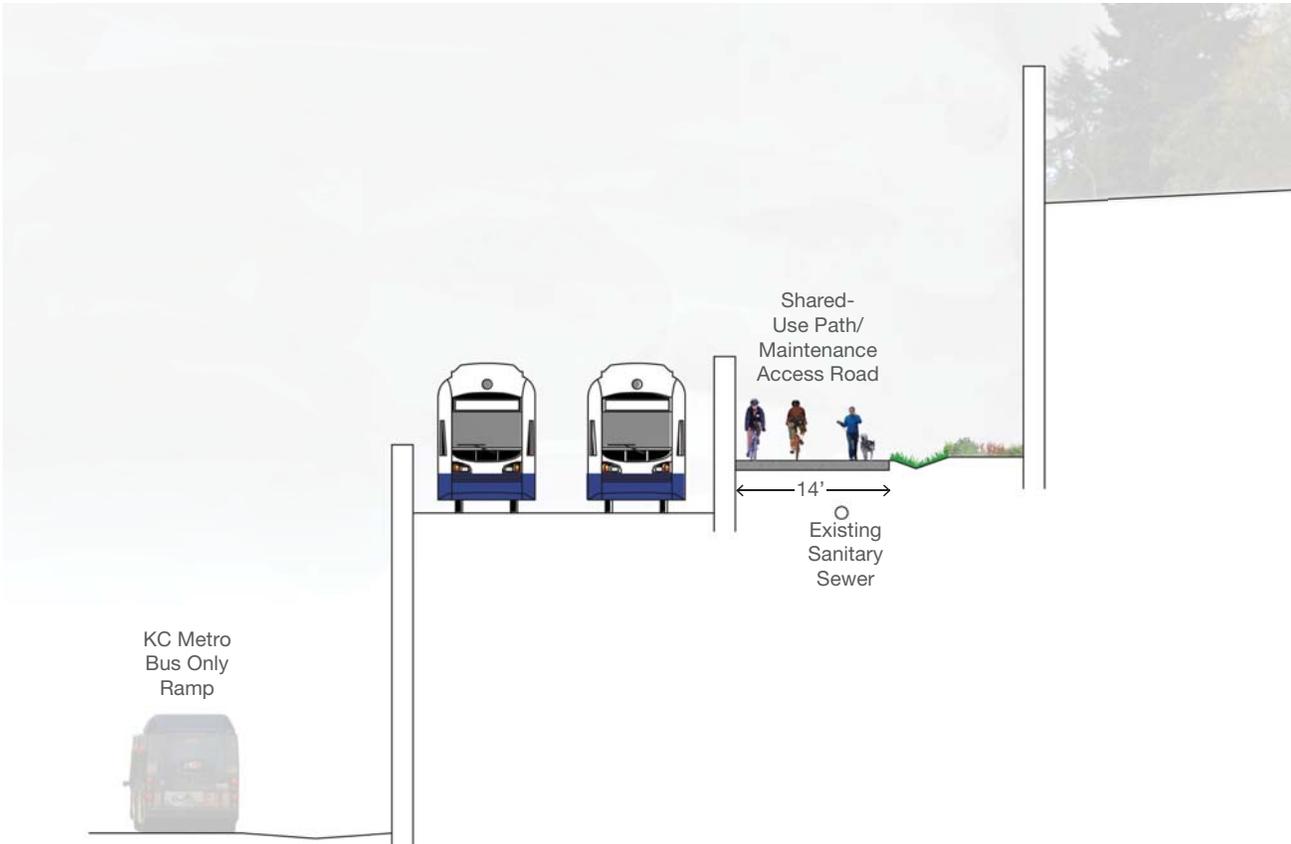


Figure 13. North of Ridgecrest Park.

In some locations, a maintenance access road could double as a shared-use path.



Figure 14. On-Street Connection - Type 1.

Where there are physical challenges, such as steep topography or right of way pinch points, the trail may be redirected to the local street network.



Figure 15. On-Street Connection - Type 2.

retrofitted to incorporate a shared-use path on the west side of the roadway (see Figure 12). In some locations, a maintenance access road could double as a shared-use path (see Figure 13). In other situations where there are physical challenges, such as steep topography or right-of-way pinch points, the trail may be redirected to the local street network (see Figure 14 and Figure 15).

When trail users reach the light rail stations, they can either lock their bikes in a secure bike parking area or bring their bike aboard the train. If the light rail station is not their destination, they can continue on to other local destinations by following wayfinding signage.

TRAIL DESIGN CRITERIA

The Trail will be designed to meet current American Association of State Highway and Transportation Officials (AASHTO) Guidelines. The typical trail section includes a 12-foot wide paved shared-use path with two foot wide crushed gravel shoulders. At constrained locations, the trail can be reduced to an eight foot wide paved shared-use path. For the majority of the trail, the slope will be maintained at five percent or less. Where this is not feasible, ramps will be installed through the steep sections of the trail. Outside the typical 12-foot section, landscape treatments will be developed with the community and adjacent property owner input.

Providing a safe, comfortable facility is paramount for the City. As the City evaluates the trail feasibility and design options, the project team will make the following considerations to help achieve a safe and secure trail:

- Review trail safety studies performed by neighboring cities.
- Consider appropriate lighting along the trail.
- Collaborate with local police during design, to utilize their insights in how to promote safety and security along the trail.
- Provide appropriate edge treatments such as fences, walls, and/or vegetation along the trail.
- Ensure good visibility along the trail.

TRAIL ALIGNMENT FEASIBILITY

The Trail alignment feasibility varies along the length of the trail. This section will provide an overview of the trail sections and identify if the section appears to be easy, moderate, or difficult to construct. The feasibility is based on topography, available right of way, and potential improvements that could be included with the Sound Transit LLE installation.

- An 'easy' label identifies a trail segment that can be constructed at five percent slope or with minimal ramping, where there is sufficient right of way, and/or where Sound Transit is constructing the improvements.
 - A 'moderate' label identifies a trail section that may need to be narrowed and/or where walls and ramps may be required due to a limited right of way or steep grades.
 - A 'difficult' label identifies a portion of trail with insufficient right of way, steep existing grades, and/or environmental factors that would make constructing a trail very difficult.
- **Alternative Routes.** In areas where it is difficult to construct the trail, alternative on-street facilities are identified. Alternative Routes are generally residential streets where low volumes of cars are conducive to a shared function with pedestrians and bicyclists. Relatively low-cost improvements such as pedestrian pathways, traffic calming, pavement markings, and/or signage could be used to better accommodate pedestrian and bicycle movements.

The following section describes feasibility of the trail alignment in sections starting at the southern Shoreline city boundary at NE 145th Street and moving north to NE 195th Street.



Figure 16. Trail Segment Feasibility.

FEASIBILITY [SOUTH]

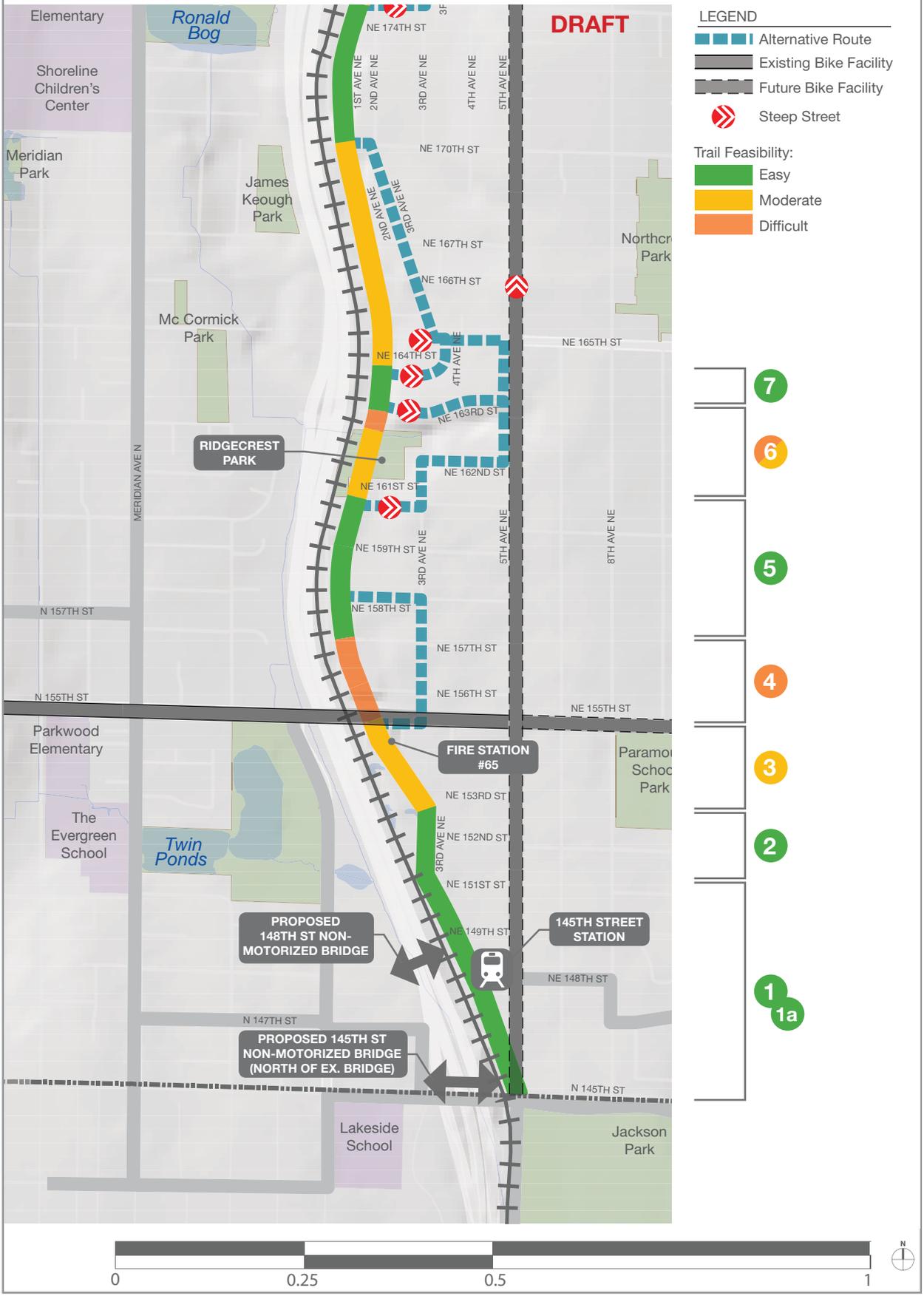


Figure 17. Trail Segment Feasibility - South End Enlargement.



1 Easy



2 Easy



3 Moderate



4 Difficult



5 Easy



6 Moderate to Difficult



7 Easy

1 NE 145th Street to NE 145th Street Station. As part of the multimodal access improvements to the 145th Street light rail station, Sound Transit is constructing a shared-use path along the western side of 5th Avenue NE from 145th Street to the light rail station.

1a Northern Multimodal Access 145th Street Station to NE 149th Street. A shared-use path that runs parallel to the elevated guideway north of the station could provide multimodal access to the station from NE 149th Street. The City will continue to coordinate the design of the multimodal access through this area with Sound Transit.

2 NE 149th Street to NE 153rd Street. There appears to be adequate right of way to connect a shared-use path that runs parallel to the guideway from NE 149th Street to NE 151st Street and then direct pedestrian and cyclists onto 3rd Avenue NE. Currently, the portion of 3rd Avenue NE between 152nd Street and 153rd Street is unopened right of way. In conjunction with Sound Transit improvements, there is an opportunity to open this portion of 3rd Avenue NE to pedestrian/bicycle travel.

3 NE 153rd Street to NE 155th Street. This section is classified as moderate as there may not be sufficient right of way and topography near NE 155th Street. The City is waiting for further development of the street alignment and access to determine if there is an easy opportunity to construct a trail from NE 153rd Street to NE 155th Street and a trail crossing of NE 155th Street.

4 NE 155th Street to NE 157th Street. The steep topography and lack of sufficient right of way present design challenges. An alternative route using 3rd Avenue NE is an option.

--- Alternative Route: 3rd Avenue NE could receive traffic calming measures as part of the alternative routing.

5 NE 157th Street to NE 161st Street (Ridgecrest Park). This section has relatively flat topography and ample right of way. On 1st Avenue NE from NE 157th Street to NE 159th Street, the City could retrofit the roadway to better accommodate pedestrians and cyclists. Part of the Sound Transit access improvements is the construction of a shared-use path along 1st Avenue NE right of way between NE 159th Street and NE 161st Street that will connect directly to Ridgecrest Park.

6 NE 161st Street to NE 163rd Street. Ridgecrest Park provides an opportunity to construct the trail along the rim of the park. There is minimal right of way near NE 163rd Street. Coordination with Sound Transit of the guideway location and adjacent shared-use path will be required to make it feasible. This section of trail is a critical section that connects the northern portion of the trail without detouring to 5th Avenue NE.

--- Alternative Route: If the portion of trail cannot be constructed through Ridgecrest Park in the near term, a detour to the 5th Avenue bike lanes could be an interim solution.

7 NE 163rd Street to NE 164th Street. There appears to be sufficient right of way and workable topography to construct the trail through this section.



8 Moderate

8 NE 164th Street to NE 170th Street. The right of way is being reviewed with Sound Transit to confirm a trail can be installed next to the rail within the right of way.
Alternative Route: There is a proposed alternative route on 3rd Avenue NE if a trail cannot be constructed.



9 Easy

9 NE 170th Street to NE 174th Street. A shared-use path will be included with Sound Transit 1st Avenue NE roadway improvements for this section.

10 NE 174th Street to NE 175th Street. From NE 174th Street to NE 175th Street, there may not be adequate right of way to connect the trail to NE 175th Street. Just north of NE 175th Street, steep topography presents challenges to continuing the trail north.

Alternative Route: This may be a section of trail where an alternative route could be used along 3rd Avenue NE and NE Serpentine Place to 5th Avenue NE and continue along 5th Avenue NE to NE 180th Street. In addition, an alternative route spur from the trail along NE 174th Street would provide access to the Shoreline Library.



10 Moderate

11 NE 175th Street to NE 180th Street. Steep terrain and minimal right of way makes this section very difficult.

Alternative Route: The alternative route approach (described above) for NE 174th Street to 3rd Avenue NE to NE Serpentine Place and then along 5th Avenue NE may be utilized.



11 Difficult

12 NE 180th Street to NE 185th Street. Sound Transit will be reconstructing 5th Avenue NE to align with the entrance to the 185th Street Station at the intersection of NE 185th Street and 5th Avenue NE. Rather than reconstructing this portion of 5th Avenue NE with symmetrical sidewalks and bike lanes, the roadway design incorporates a shared-use path along the western side of the street from NE 180th Street to NE 185th Street.

12a Northern Multimodal Access to 185th Street Station. A shared-use path that parallels the northern service access drive to the 185th Street Station could provide multimodal access to the station from NE 189th Street. The City will continue to coordinate the design of the multimodal access through this area with Sound Transit.



12 Easy

13 NE 189th Street to NE 190th Street. The right of way is the limiting factor for this section.

Alternative Route: A protected facility may be an alternative on 8th Avenue NE.



13 Moderate to Difficult

14 NE 190th Street to 195th Street Pedestrian Bridge. Existing WSDOT Resource Conservation Area, steep topography, and the inherent secluded nature of this area are the biggest challenges for this segment.

Alternative Route: An alternative is to design a shared-use path on 190th Street along the perimeter of North City Elementary School to 10th Avenue NE. This would provide a connection to the Burke-Gilman Trail Connector to the east and continue north to connect to the 195th Street Pedestrian Bridge (that continues west along the existing N 195th Street shared-use path, which is part of Interurban/Burke-Gilman Trail Connector).



14 Moderate to Difficult



Community members provide input and ask questions at the March 15, 2017 open house.

3. PUBLIC ENGAGEMENT SUMMARY

PUBLIC ENGAGEMENT PROCESS

The trail feasibility study involved an open dialogue between the City, the steering committee, and the public.

Steering Committee Meetings

At the outset of the project, the City established a steering committee consisting of representatives from Sound Transit (ST), Washington State Department of Transportation (WSDOT), King County Regional Trails, adjacent cities of Seattle and Mountlake Terrace, and the non-profit Cascade Bicycle Club and Feet First groups. The City utilized the experience and knowledge of the steering committee to help establish its goals for the trail, identify and coordinate connection points for neighboring cities, and provide input on the public meeting.

January 2017

In the January steering committee meeting, the City presented the proposed route and alternative on street facilities where it may be difficult in the near term to construct the Trail along the LLE alignment. In addition, the City discussed the transition to the neighboring cities. At the City's southern border, the City has already been coordinating with Seattle Department of Transportation (SDOT) on the inter-city pedestrian and bicycle connections for the 145th Street Multimodal Corridor Study and access to the future 145th Street Station. Towards the City's northern city limits, it is challenging to continue the trail beyond NE 195th Street due to steep topography and State Route 104. However, the steering committee meeting provided the opportunity to initiate discussions with the City of MLT about the potential on-street improvements that could help connect trail users to MLT.

February 2017

During the February steering committee meeting, members prepared for the upcoming March 15, 2017 public meeting. The committee provided input on presentation materials for the meeting. The group also discussed the project's Frequently Asked Questions flyer, public comment card, and online survey.



Open House #1 Q&A session.

March 2017

At the March steering committee meeting, members discussed the highlights of the public meeting and reviewed phasing and funding strategies. In the past, the City has been successful applying for and receiving grants to cover the cost of their trail projects. The committee also identified potential grant fund sources such as Puget Sound Regional Council, WSDOT Pedestrian/Bicycle Program, regional and countywide Surface Transportation Program/ Congestion Mitigation and Air Quality (STP/CMAQ), and Federal Transit Administration-FAST. If funding for the entire trail is not achievable, the group discussed how to divide the project into phases to take advantage of the funding and how to start the initial phases of the project best linked to key destinations such as the Sound Transit stations, parks, the Shoreline Library, the North City Elementary School, Ridgecrest Park Business District, and Interurban/Burke-Gilman Trail Connectors.

April 2017

At the April steering committee meeting, members developed draft vision statements and guiding principles. They also discussed the pertinent content of the draft feasibility study.

May 2017

The City did not hold a steering committee meeting in May.

June 2017

At the June steering committee meeting, members provided initial review comments on the draft feasibility study report.



Public Meeting

On Wednesday, March 15, 2017, the City held an open house for the Trail Along the Rail project. Approximately 50 residents (from neighborhoods throughout Shoreline and also citizens from Seattle, Mountlake Terrace, Woodway, and Everett) attended, providing feedback on the project's proposal.



At the open house, attendees reviewed and commented on the draft trail alignment and alternative route options, listened to a brief project presentation, and participated in a Question and Answer (Q&A) session. Open house participants provided their input on the draft trail alignment via comment cards and self-stick notes on the maps. Comment sheets were received from 26 attendees.



Materials from the open house were also posted on the project webpage where citizens who were unable to attend the open house could complete an online survey (similar to the information gathered the night of the open house). A total of 32 online surveys were received.

Open House #1 attendees commenting on draft alignment maps.

All written comment forms and survey forms can be viewed in Appendix A.

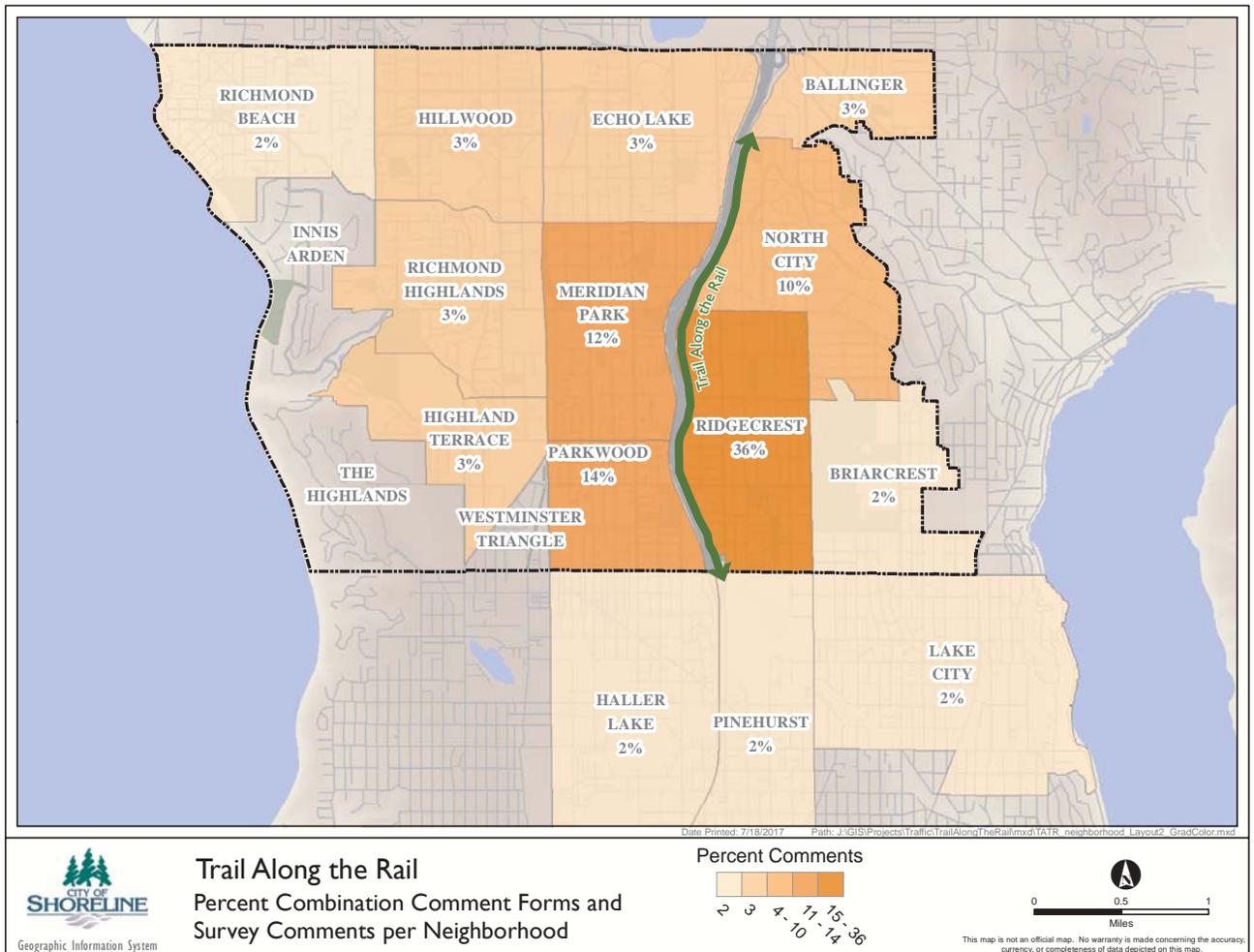


Figure 9. Geographic Distribution of Survey Respondents and Open House Participants.

MEETING THEMES

The primary themes of comments gathered by the project team fell into four main categories described in detail below.

Funding

Many comments were received relating to how the project would be funded. Types of comments included:

- Who will fund the project?
- How will the project be impacted if grant funding is not available?
- Taxpayers are already overburdened and homeowners face increasing taxes.
- Funds could be better spent on neighborhoods, sidewalks, parks. Costs too much.
- Are the benefits worth the costs? How many people will use this trail and what is the cost per user ratio?
- Make this trail happen.

Safety

People were concerned about how to ensure security and safety both along the trail and along alternative routes in the adjacent neighborhoods:

- What safety features will be included? Illumination? CCTV?
- Concerned about the homeless population increasing in this area.
- Concerned about isolated areas – personal safety, increased drug use. How can greater surveillance/security be created?
- Will the trail be well maintained? Will the City address ice on the path in the winter?
- Alternative routes could be okay as long as safety and traffic controls are added to those streets (roundabouts, 4-way stops, speed humps, etc.).
- Street crossings safety. NE 175th Street is very congested and a trail crossing here is disconcerting. 10th Avenue NE may be a good alternative.

Trail Alignments and Alternative Routes

People wanted to know how this trail fits with the City's overall priorities for bicycle and pedestrian facilities as well as understanding how local streets may change to accommodate a pedestrian/bike route and provide connections. There were different types of comments for a complete project build-out in the future and the near term alternate routes or neighborhood connections:

- Users will not want to utilize a zig-zag route represented by alternative routes at pinch points, and the use of these should be minimized. Major reroutes will make the trail less effective.
- Prefer the safety of an off-street path as opposed to on street alternate routes. Alternate routes may be a good short-term fix to get the trail started, but the future, long term vision should be for a continuous off-street trail.
- Some of the alternative routes make sense especially if they help connect to other community destinations such as parks, schools, and library.
- Will have to address steep grades on many proposed alternate alignments.
- Prefer having ped/bike facilities on 5th Avenue NE and the connections this would provide.
- The trail only makes sense if connections are made.
- Both pro and con comments for having the trail alignment near elementary school.
- How will this trail connect with Mountlake Terrace?
- Build the trail as part of a greenway.



Open House #1 participants providing their feedback on comment cards.

Adjacent Properties / Neighborhoods

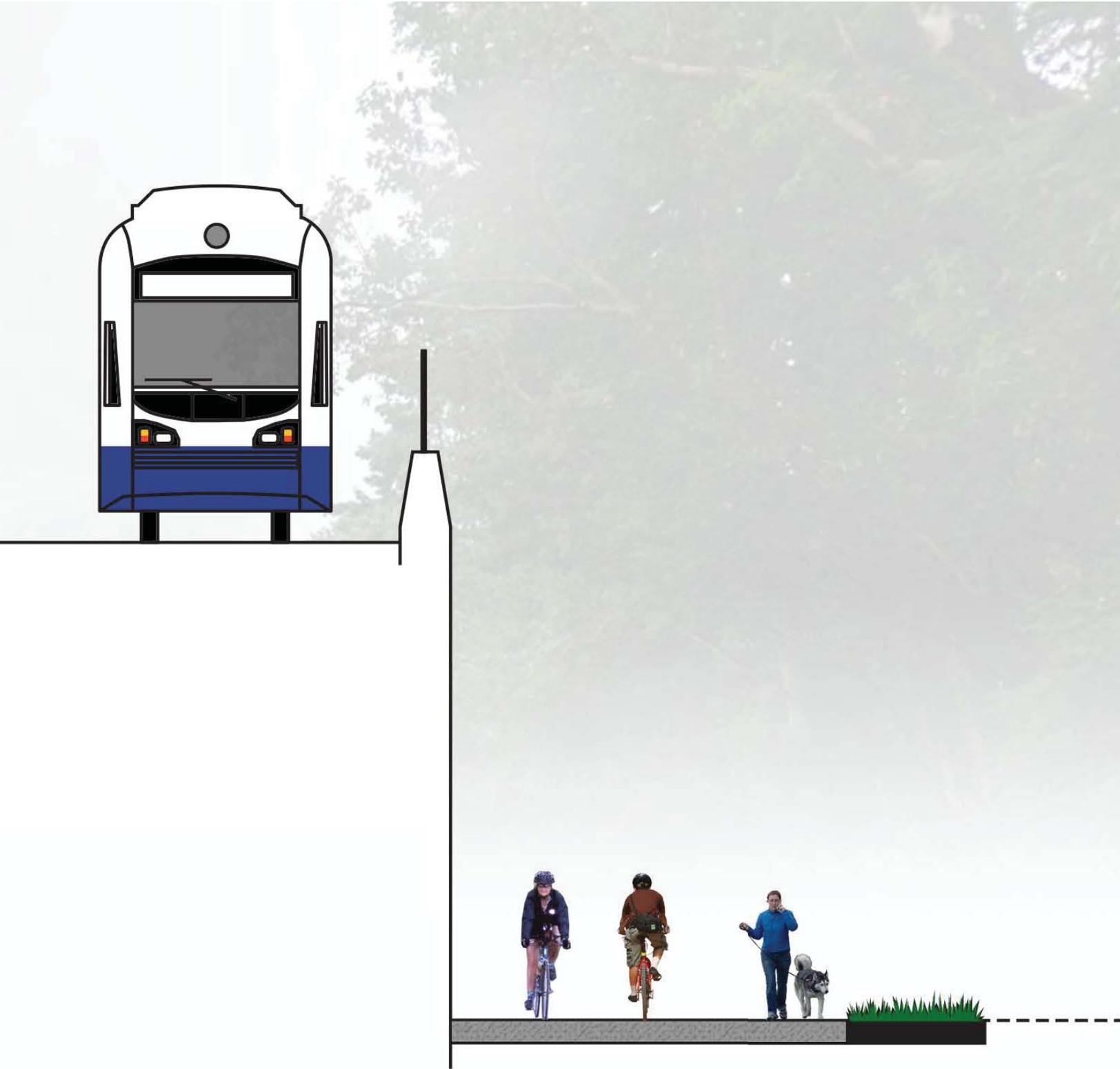
Neighborhood residents and adjacent property owners have concerns unique to them:

- How might the trail use affect me or my property (both day and night)?
- Will light or noise pollution be mitigated?
- Would the neighborhoods be affected by additional traffic?
- Would parking be affected?
- Will there be plantings or barriers between homeowners and users to protect privacy and provide security?

OUTCOMES

There was roughly a 3:1 overall support in the trail project as indicated in the comments received. The majority of comments (comment forms and survey comments combined) were from neighborhoods adjacent to or closest to the trail alignment.

Next steps will include preliminary trail design and environmental review, a second open house anticipated in Fall 2017, and preparation of grant applications for January 2018.



4. PREFERRED ALIGNMENT

Through continued coordination with Sound Transit, additional site analysis, community input, and recommendations from the steering committee, a preferred alignment was selected for design development and environmental review. The preferred alignment map identifies sections of shared-use paths that could be included with the Sound Transit improvements as either right of way roadway improvements, maintenance vehicle road construction or multimodal access connections to the 145th or 185th Street light rail stations.

It is anticipated that the trail will be implemented in phases. Many shared-use path segments could be completed in the near future in conjunction with the light rail construction. The list below highlights how Sound Transit's multimodal access improvements could eventually be strung together by the City to create the ultimate vision of the trail.

DEVELOPMENT OF THE PREFERRED ALIGNMENT

The following list highlights the trail alignment changes from the feasibility analysis to the preferred alignment:

Sound Transit's Non-Motorized Access Improvements

- 1 5th Avenue NE from NE 145th Street to 145th Street Light Rail Station.** As part of the multi-modal access improvements to the 145th Street light rail station, Sound Transit is constructing a shared-use path along the western side of 5th Avenue NE from 145th Street to the station.
- 2 3rd Avenue NE from NE 152nd to NE 153rd Street.** Currently, the portion of 3rd Avenue NE between NE 152nd Street and NE 153rd Street is un-opened right of way. In conjunction with Sound Transit improvements, there is an opportunity to open this portion of 3rd Avenue NE to pedestrian/bicycle travel.

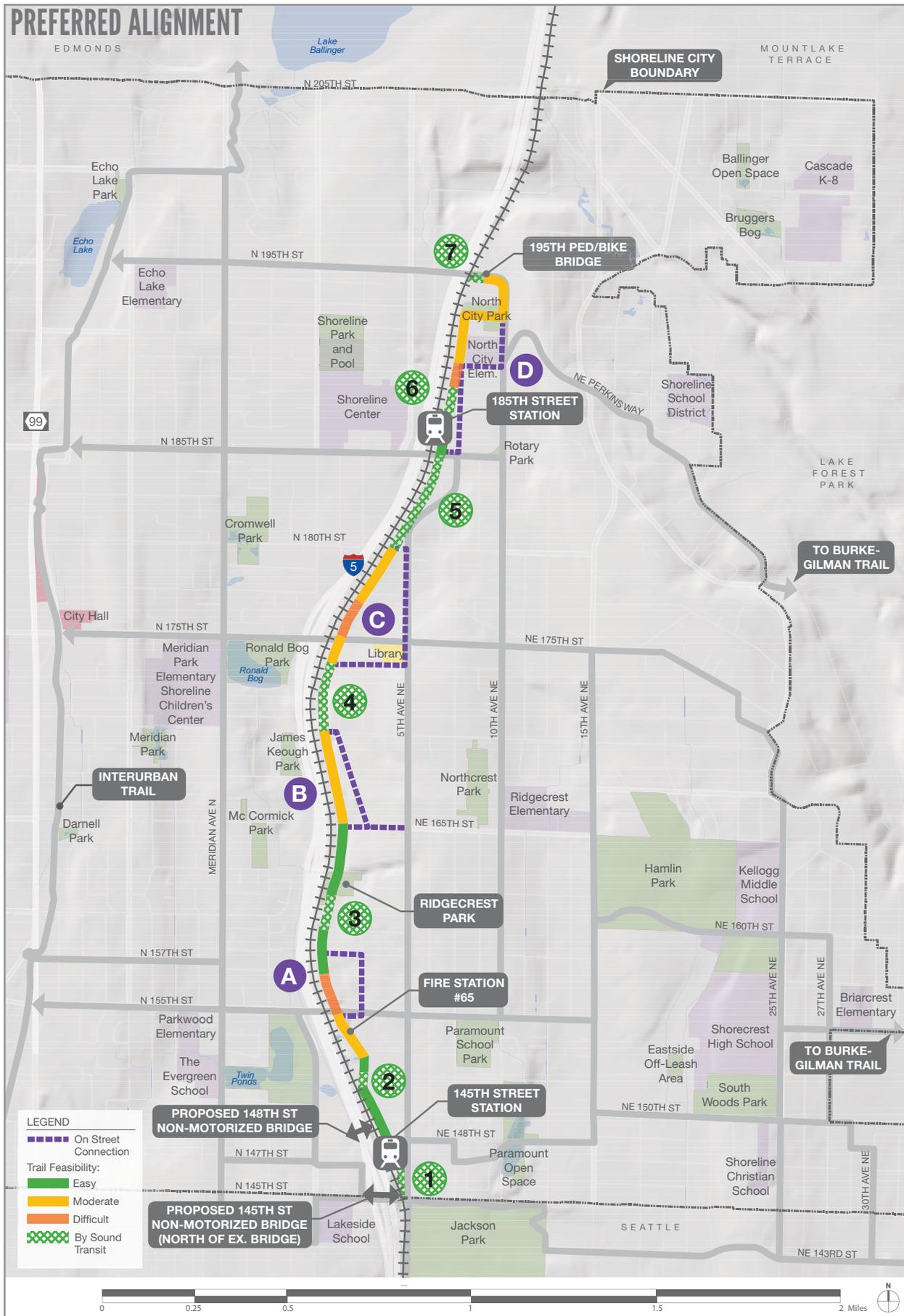


Figure 19. Preferred Alignment Plan.

- 3 1st Avenue NE from NE 159th Street to NE 161st Street (Ridgecrest Park).** Part of Sound Transit access improvements is the construction of a shared use path along 1st Avenue NE right of way between NE 159th Street and NE 161st Street that will connect directly to Ridgecrest Park.
- 4 1st Avenue NE from NE 170th Street to NE 174th Street.** A shared-use path will be included with Sound Transit 1st Avenue NE roadway improvements for this section.
- 5 5th Avenue from NE 180th Street to NE 185th Street.** Sound Transit will be reconstructing 5th Avenue NE to align with the entrance to the 185th Street light rail station at the intersection of NE 185th Street and 5th Avenue NE. Rather than reconstructing this portion of 5th Avenue NE with symmetrical sidewalks and bike lanes, the roadway design incorporates a shared-use path along the western side of the street from NE 180th Street to NE 185th Street.
- 6 Northern Multimodal Access to 185th Street Light Rail Station.** A shared-use path that parallels the northern service access drive to the 185th Street light rail station could provide multimodal access to the station from NE 189th Street. The City will continue to coordinate the design of the multimodal access through this area with Sound Transit.
- 7 NE 195th Street End Improvements.** Part of Sound Transit roadway improvements to the end of NE 195th Street will be the construction of a shared use path that connects to the 195th Street Pedestrian Bridge.

On-Street Connections

At this time, Council has given no direction for property acquisition for the trail project, so the project team developed alternative routes to study interim connections between disconnected trail segments (rated moderate or difficult) until the full vision of the trail is achieved. As the study has advanced, the team has refined the set of alternative routes to not only create a near-term continuous pedestrian/bicycle route from the south to north end of the Trail, but also provide permanent pedestrian and bicycle connections to local destinations such as the Shoreline library, Ridgecrest business district, schools, and parks. The refined alternative routes are now more appropriately called “on-street connections”. The following list highlights the changes from the feasibility analysis to the preferred alignment:

- A On-Street Connection at 3rd Avenue NE and NE 158th Street** may receive traffic calming measures as part of the alternative routing. NE 155th Street may receive a two-way cycle track on the north side for connection to 3rd Avenue NE.
- B 3rd Avenue NE from NE 165th Street to NE 170th Street** may receive traffic calming measure along 3rd Avenue NE as

part of an interim connection to Ridgecrest Park to the south and NE 170th Street to the north. In addition, pedestrian/bicycle improvements along NE 165th Street would improve walking and bicycling connections between Ridgecrest Park and Ridgecrest Business District.

- C The On-Street Connection at NE 175th Street** will be incorporated with the 5th Avenue multimodal improvements. This on-street connection provides access to the King County Library.
- D NE 190th Street to the 195th Street Pedestrian Bridge.** A shared-use path could run along the perimeter of North City Elementary School play fields and then run through to North City Park and connect to 10th Avenue NE and continue via an on-street connection to the 195th Street Pedestrian Bridge.

TRAIL COSTS

The typical cost of trails can vary greatly depending on the complexity of the project. The Trail is approximately two and half miles in length and has an estimated cost range of \$10 to \$20 million. There are several factors that will influence the overall cost of the project, which include:

- Topography. Steep slopes may require ramps, retaining walls, and/or cut and fill material
- Stormwater collection, flow control, and conveyance
- Environmentally critical area mitigation
- Right of way acquisition and temporary construction easements
- Street crossings: signals, Rectangular Rapid Flashing Beacons (RRFB), striping, and signage

In the near term, on-street connections, as discussed in the preferred alignment, offer a lower cost interim alternative to constructing difficult (and therefore higher cost) sections of the Trail while still providing a continuous pedestrian/bike route from the south to north end of the Trail. It is estimated the on-street connections may save up to \$9 million.

The next phase of the project will refine the design to 30 percent and update the estimate of probable costs with the more defined scope of work.

5. NEXT STEPS

DESIGN DEVELOPMENT & ENVIRONMENTAL ANALYSIS

The next phase of the project will include 30 percent design and the start of the environmental process. The LLE project will have the most impact on this corridor and has already completed the EIS process. An Environmental Assessment (EA) will be prepared to determine the impact of this proposed project on the environment. The goal of this project is to utilize the construction footprint of the light rail to minimize the additional environmental impacts of adding a trail along the rail. The EA will describe the extent and level of environmental impact. The document will either support a Finding of No Significance (FONSI) or indicate that an EIS is warranted. During the design development phase, the project team will continue to further both the placemaking and engineering aspects of the design.

In addition to design development and environmental review, the project team will continue stakeholder/public engagement through the continuation of the Trail Along the Rail Steering Committee, public meetings, and direct outreach to public and private property owners.

POTENTIAL FUNDING SOURCES

Another important component of the design development phase will be the creation of an implementation strategy that will identify project phases and match them with potential funding sources. A few potential grant funding sources include Puget Sound Regional Council Transportation Alternatives Program (PSRC TAP), Safe Routes to School, WSDOT Pedestrian/Bicycle Program, regional and countywide Surface Transportation Program/ Congestion Mitigation and Air Quality (STP/CMAQ), and Federal Transit Administration-FAST. Currently PSRC is accepting applications for the 2017 TAP where there will be \$16 million available for the 2017 to 2020 program. Each project is eligible up to \$2.5 million under this program.

APPENDIX A

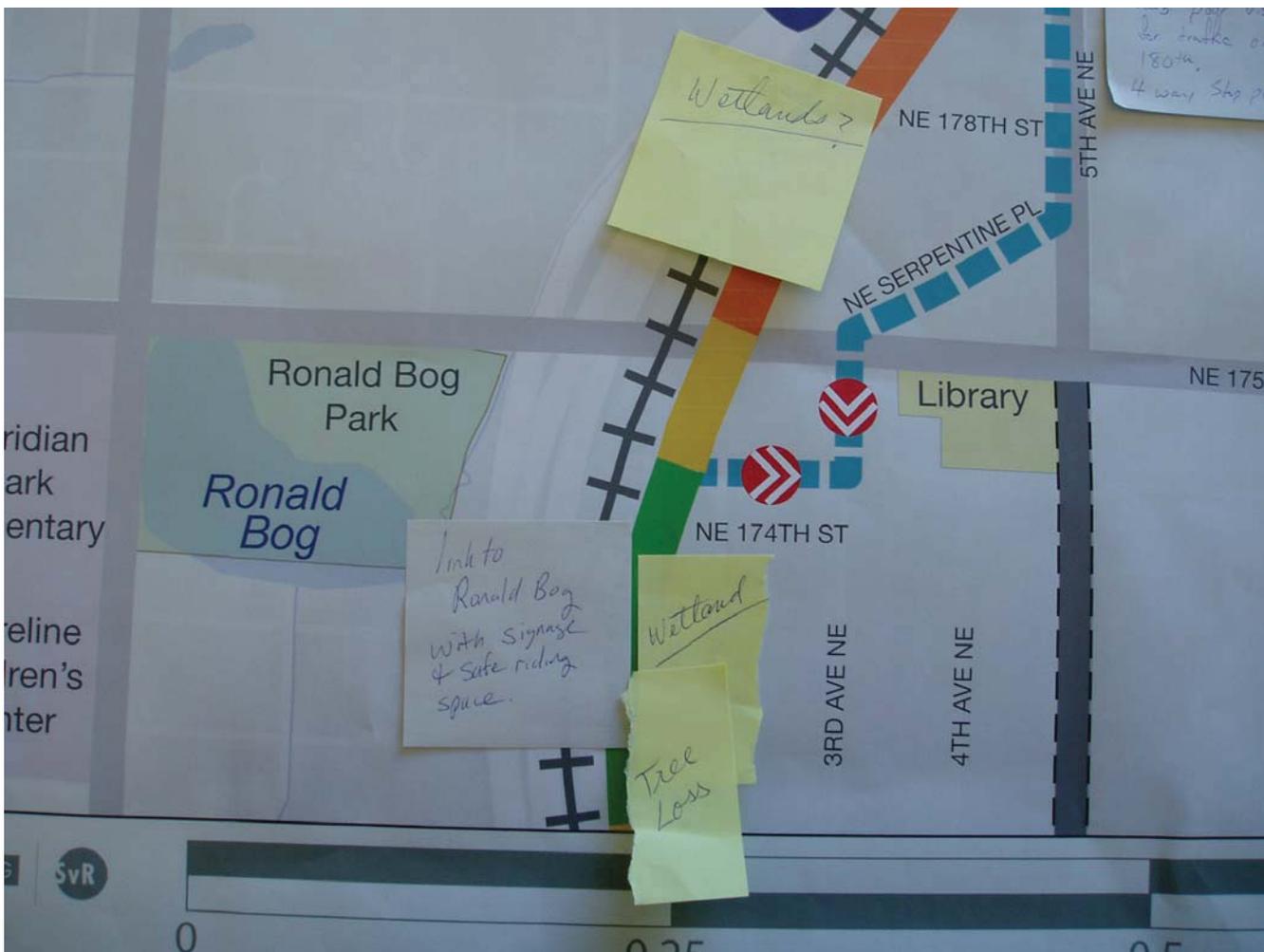
PUBLIC ENGAGEMENT DOCUMENTATION

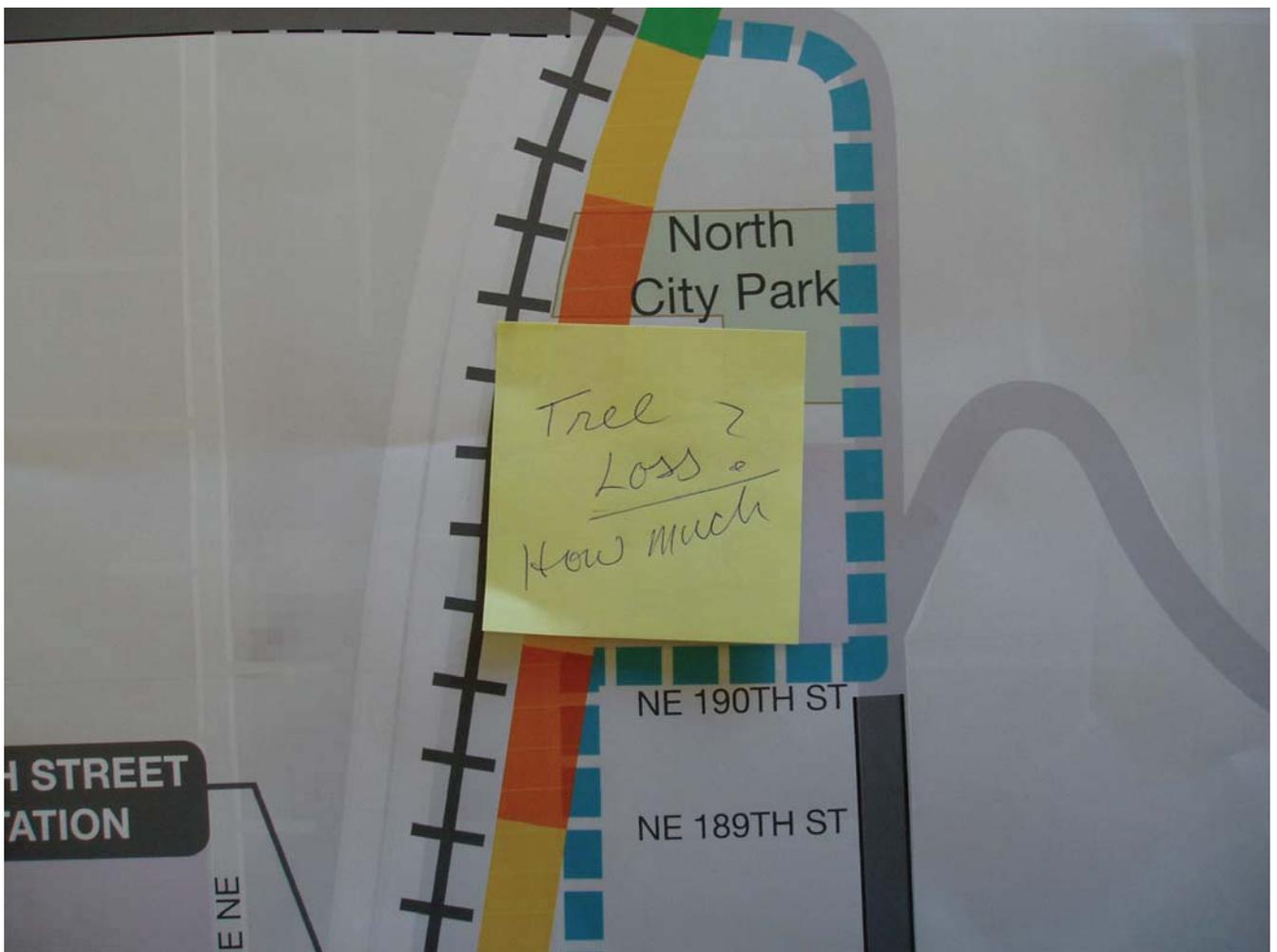
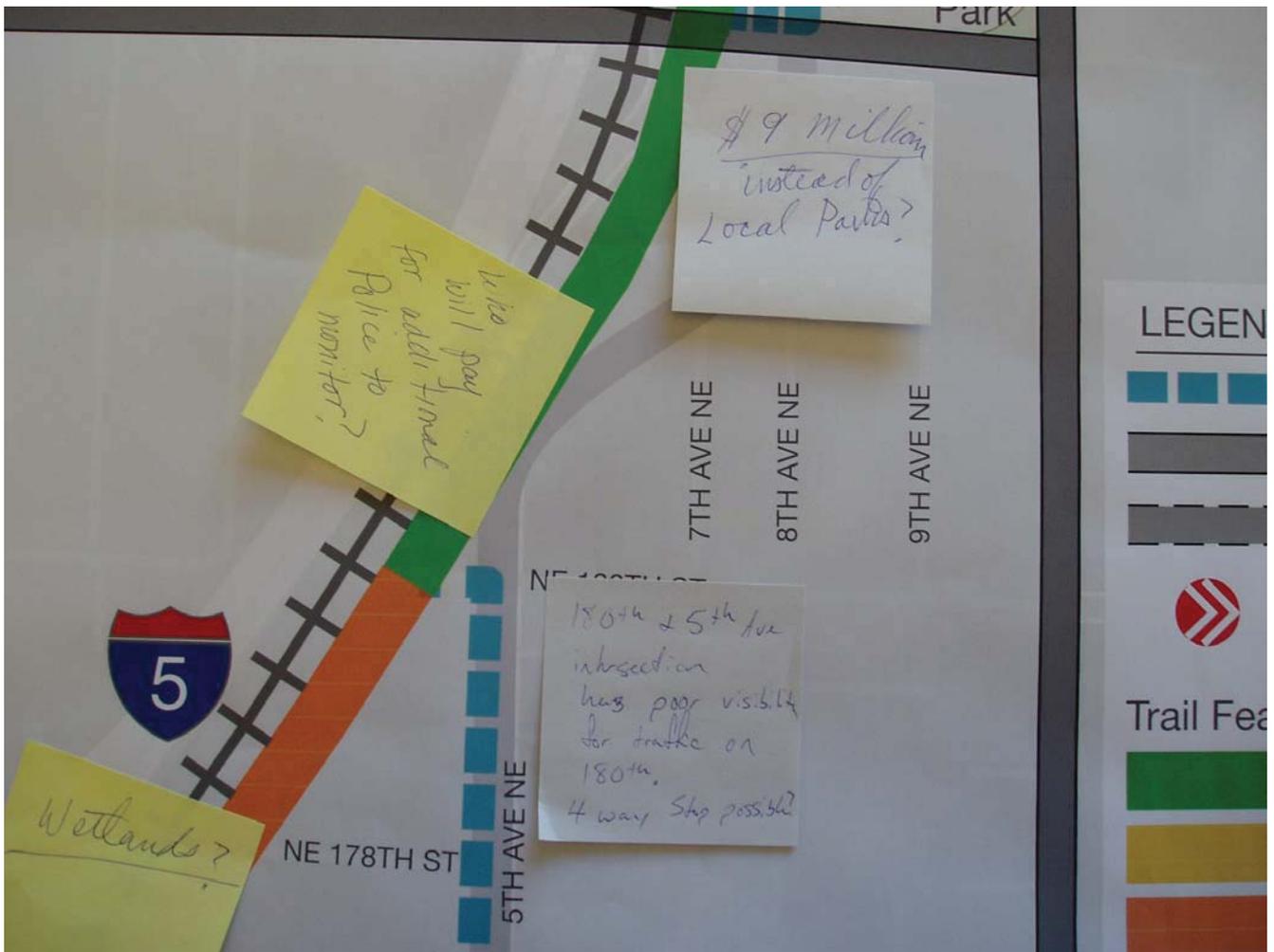
Recorded input from the open house participants included here:

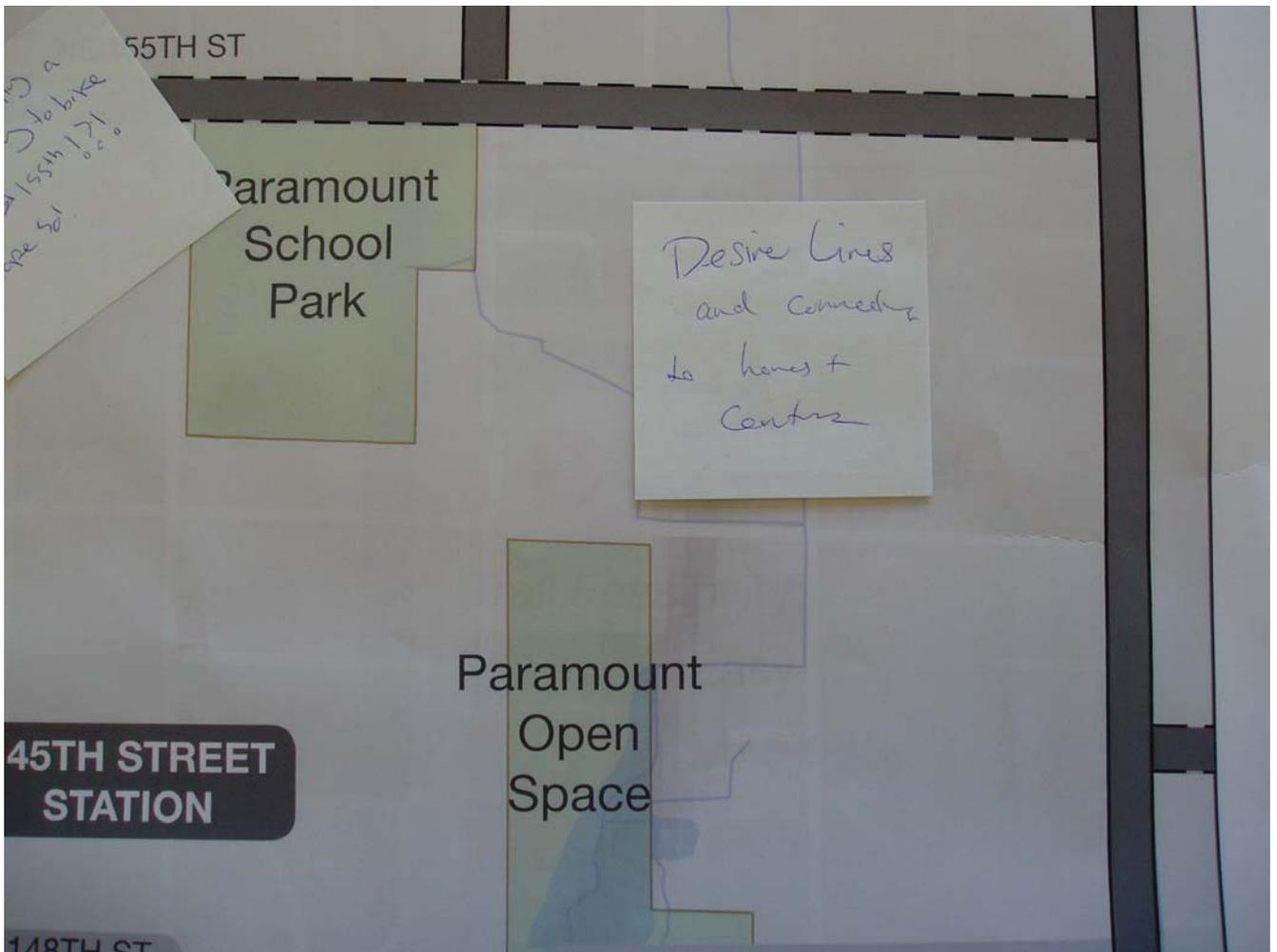
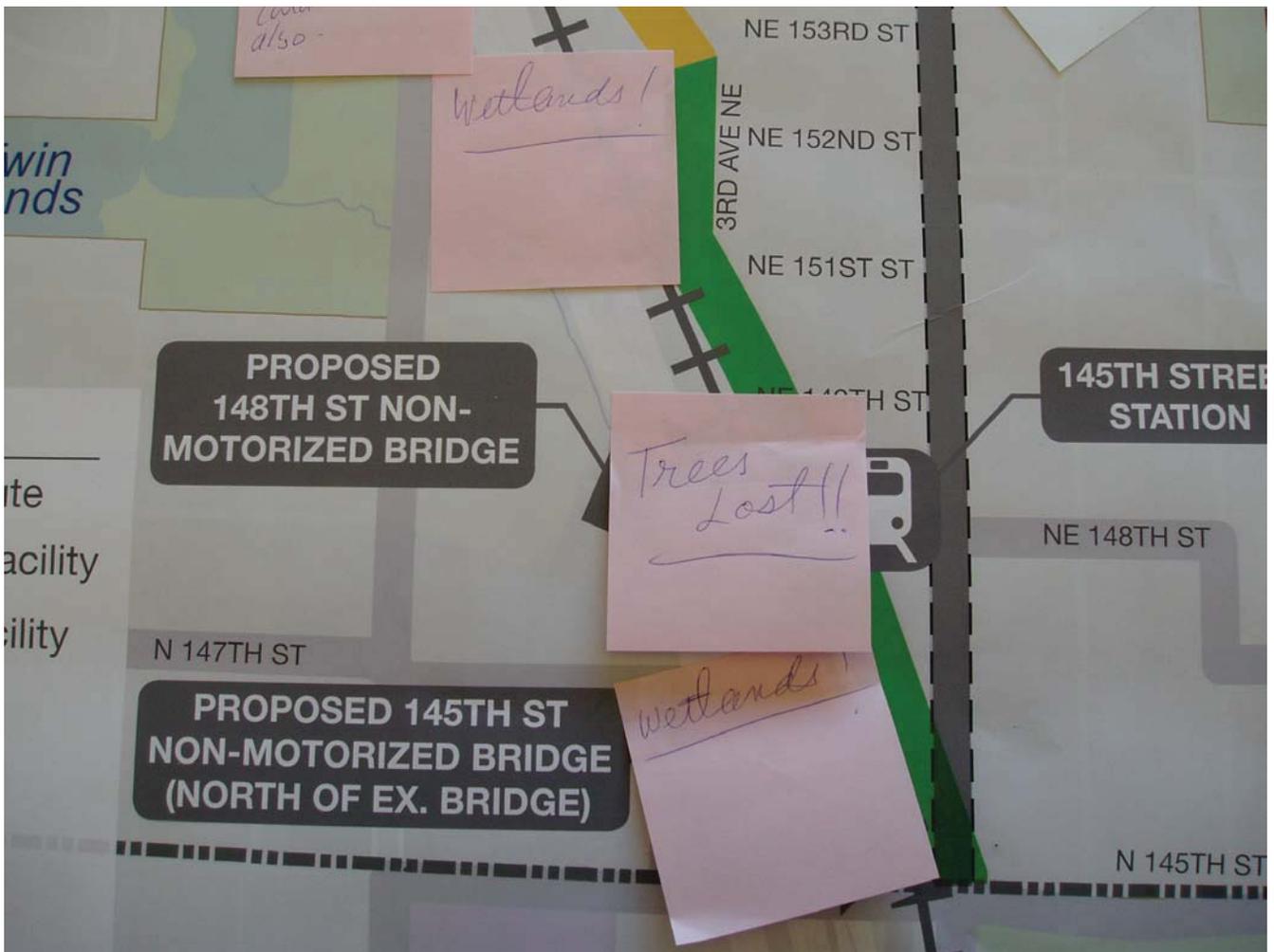
- Post-it notes on trail alignment maps
- Comment sheets
- Trails survey results

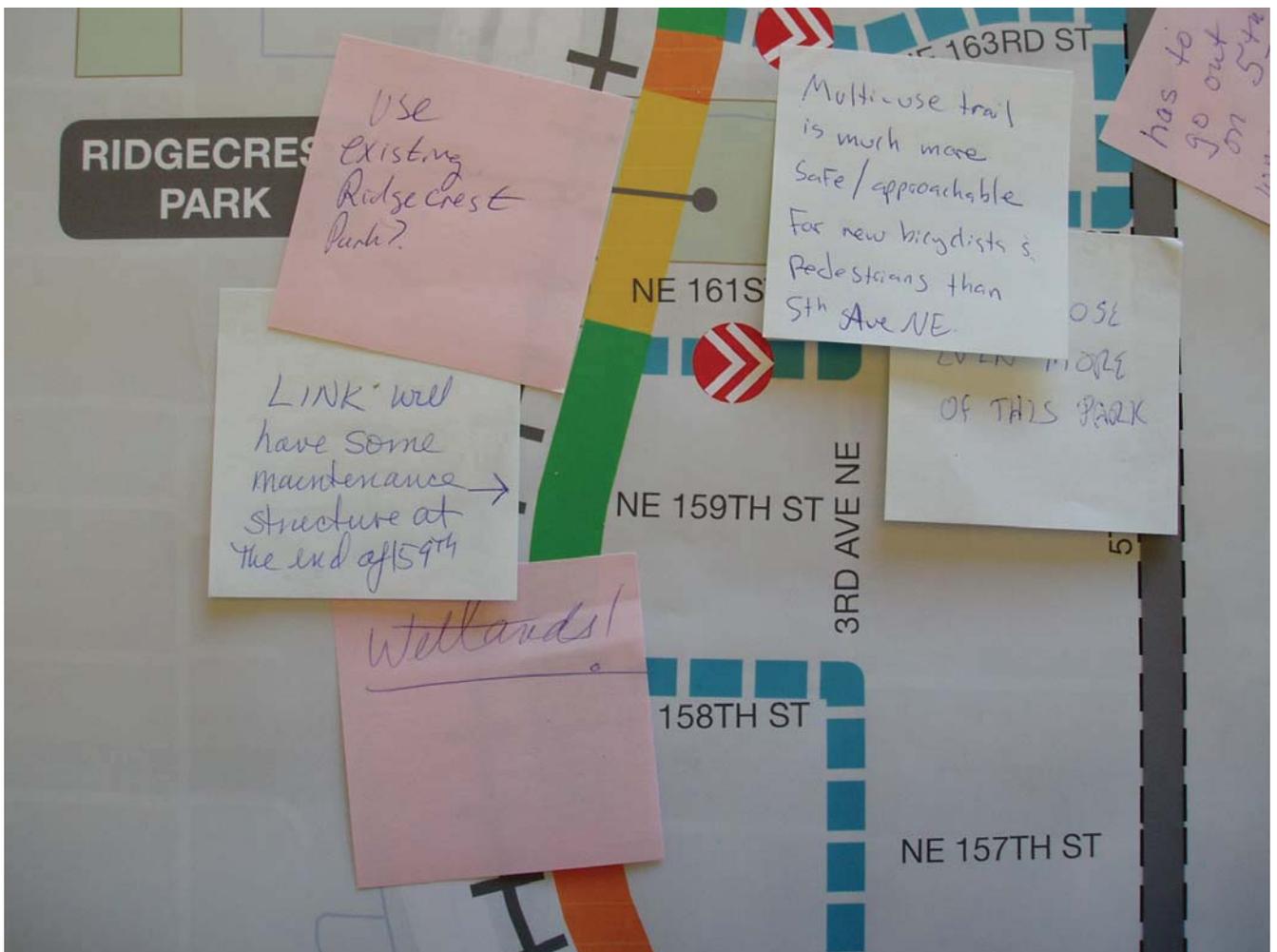
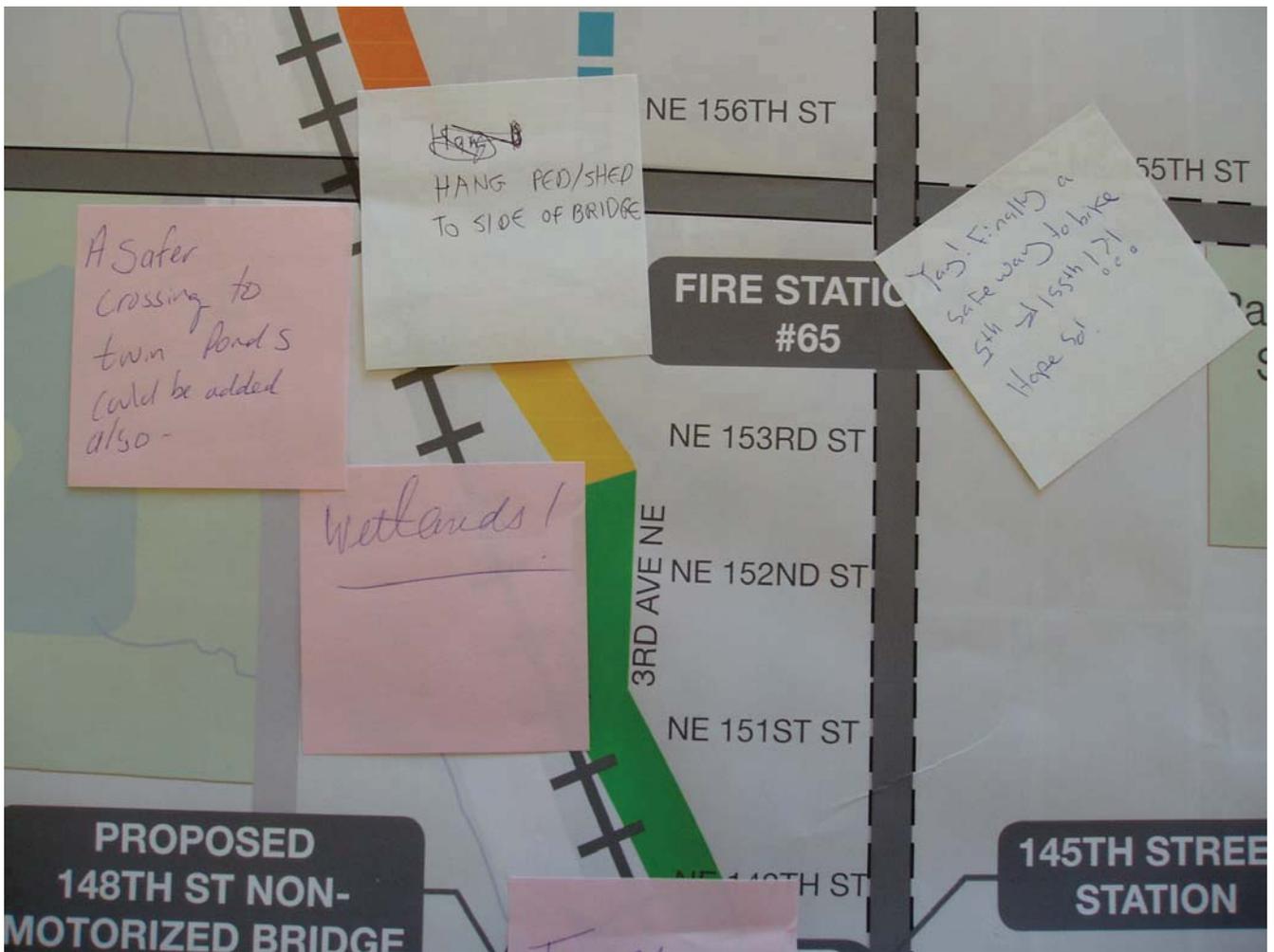
2017 SHORELINE BIKE PROJECTS

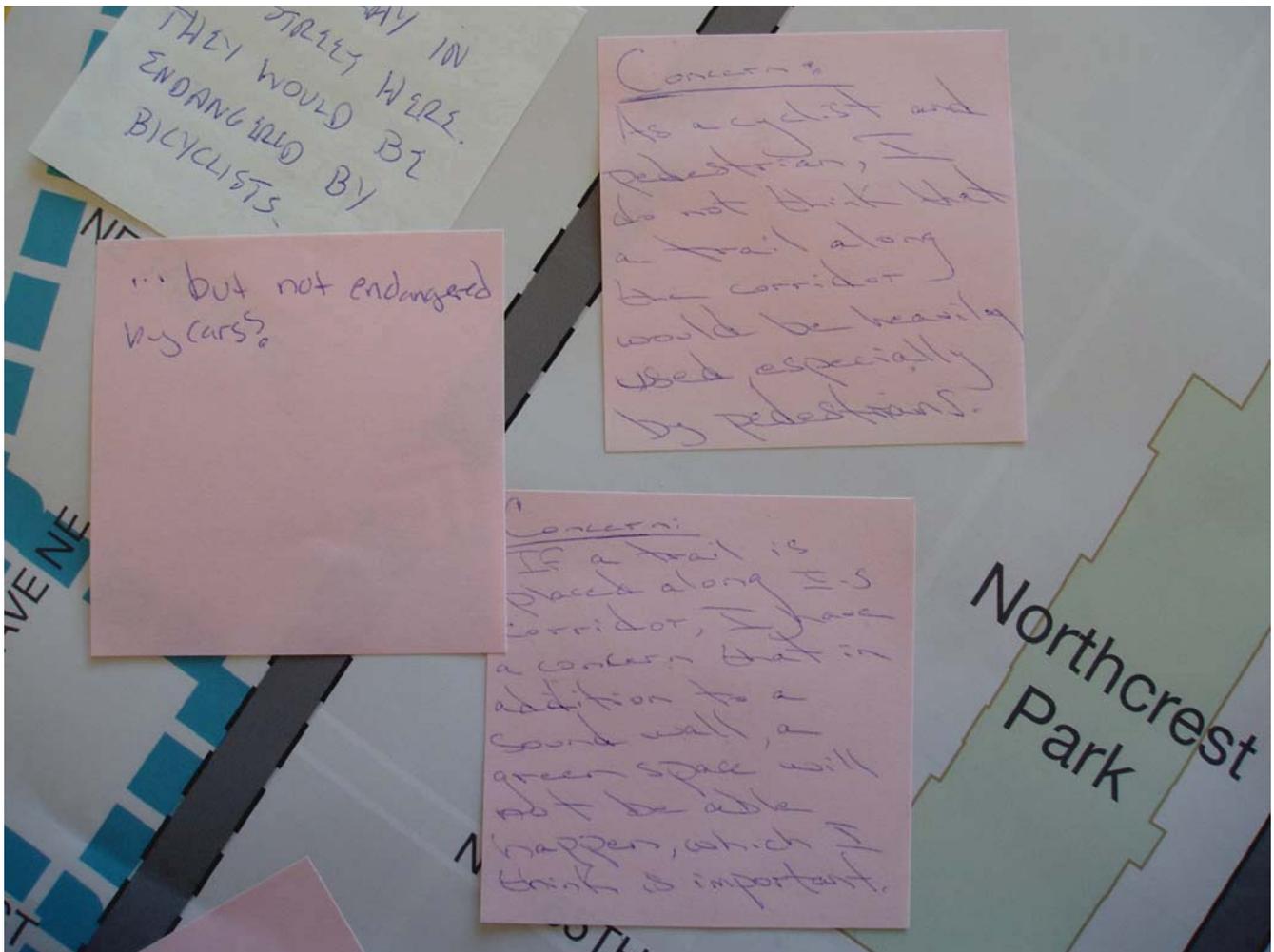
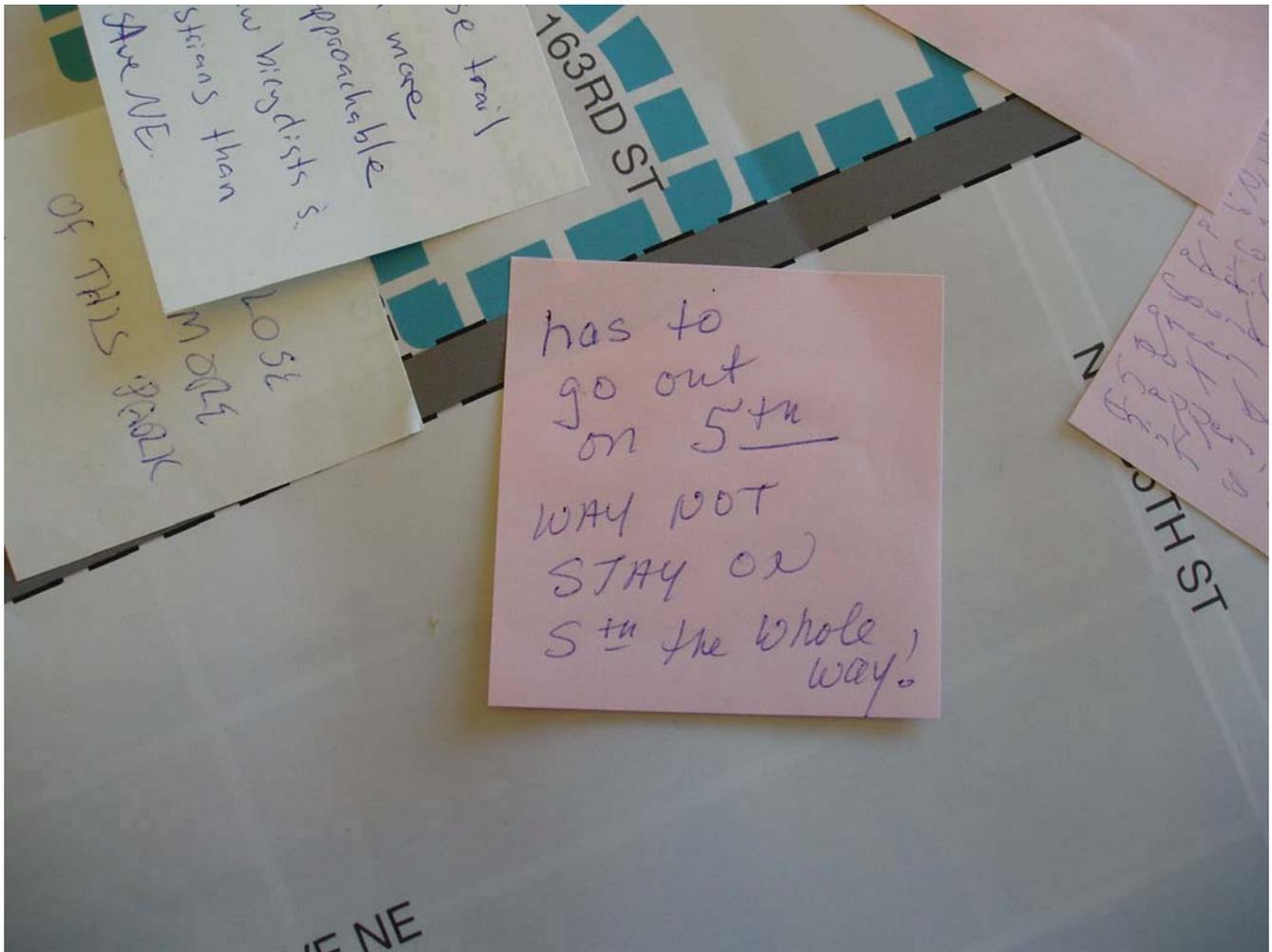
This makes me happy I moved to Shoreline.

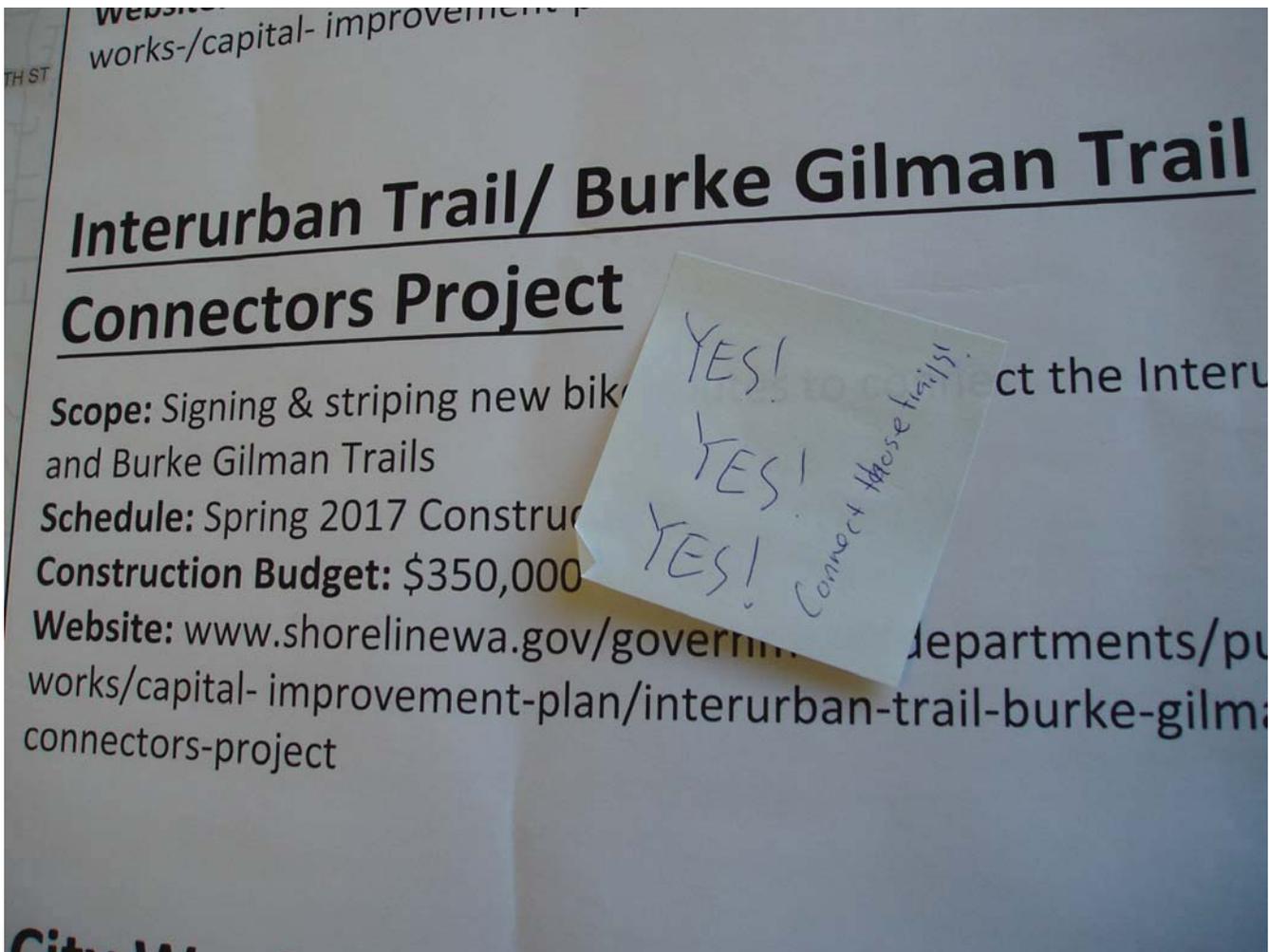
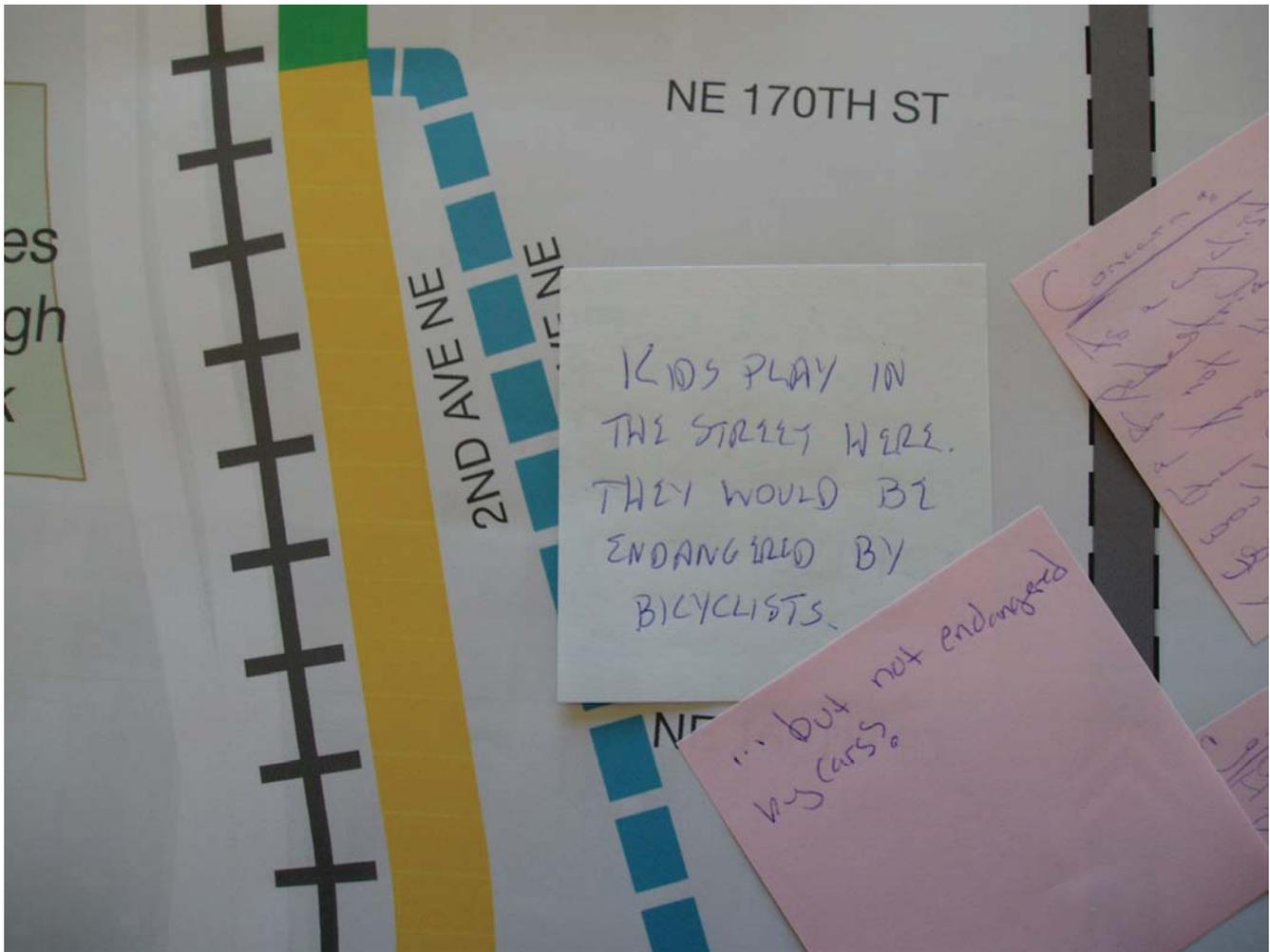


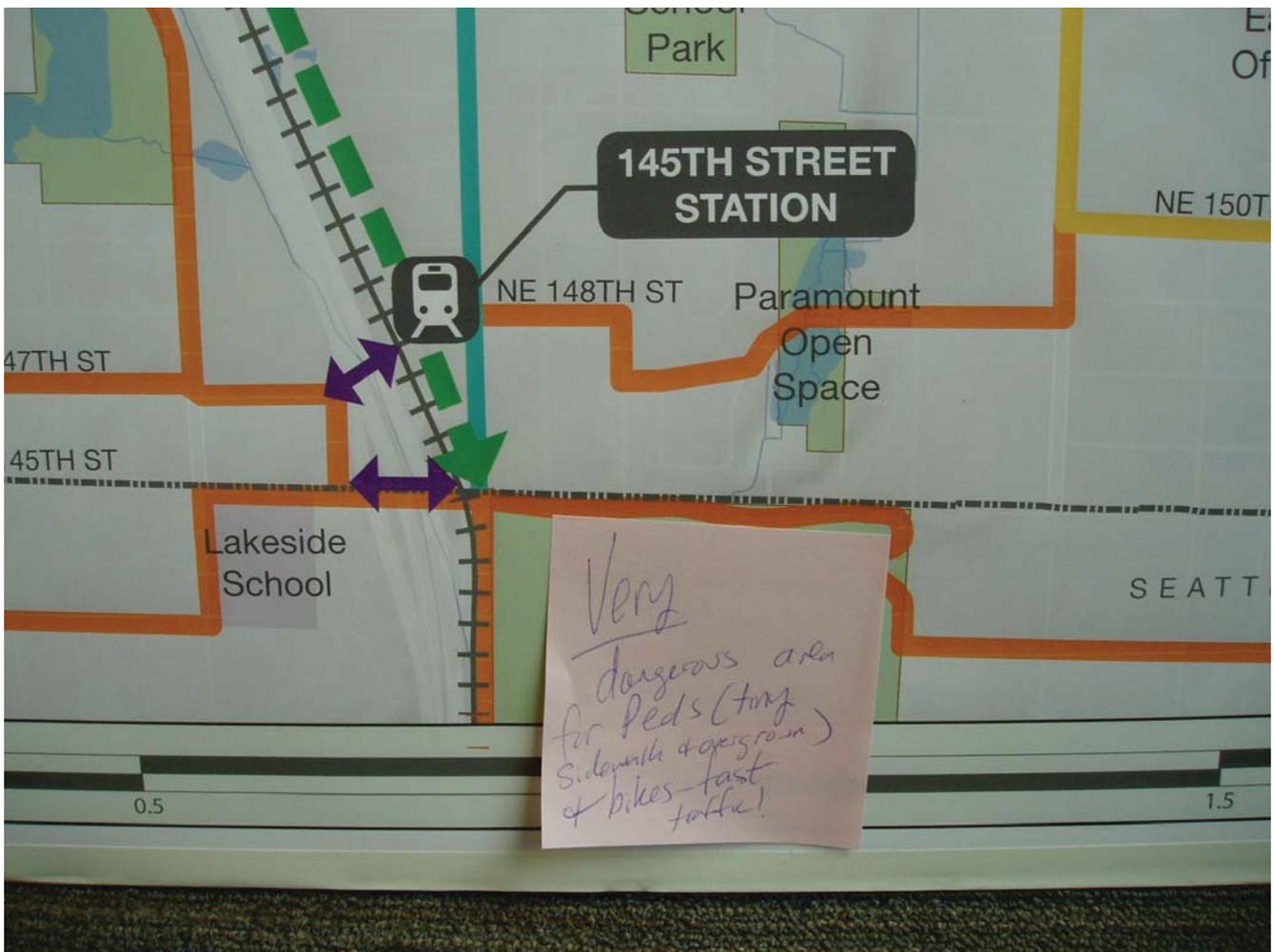
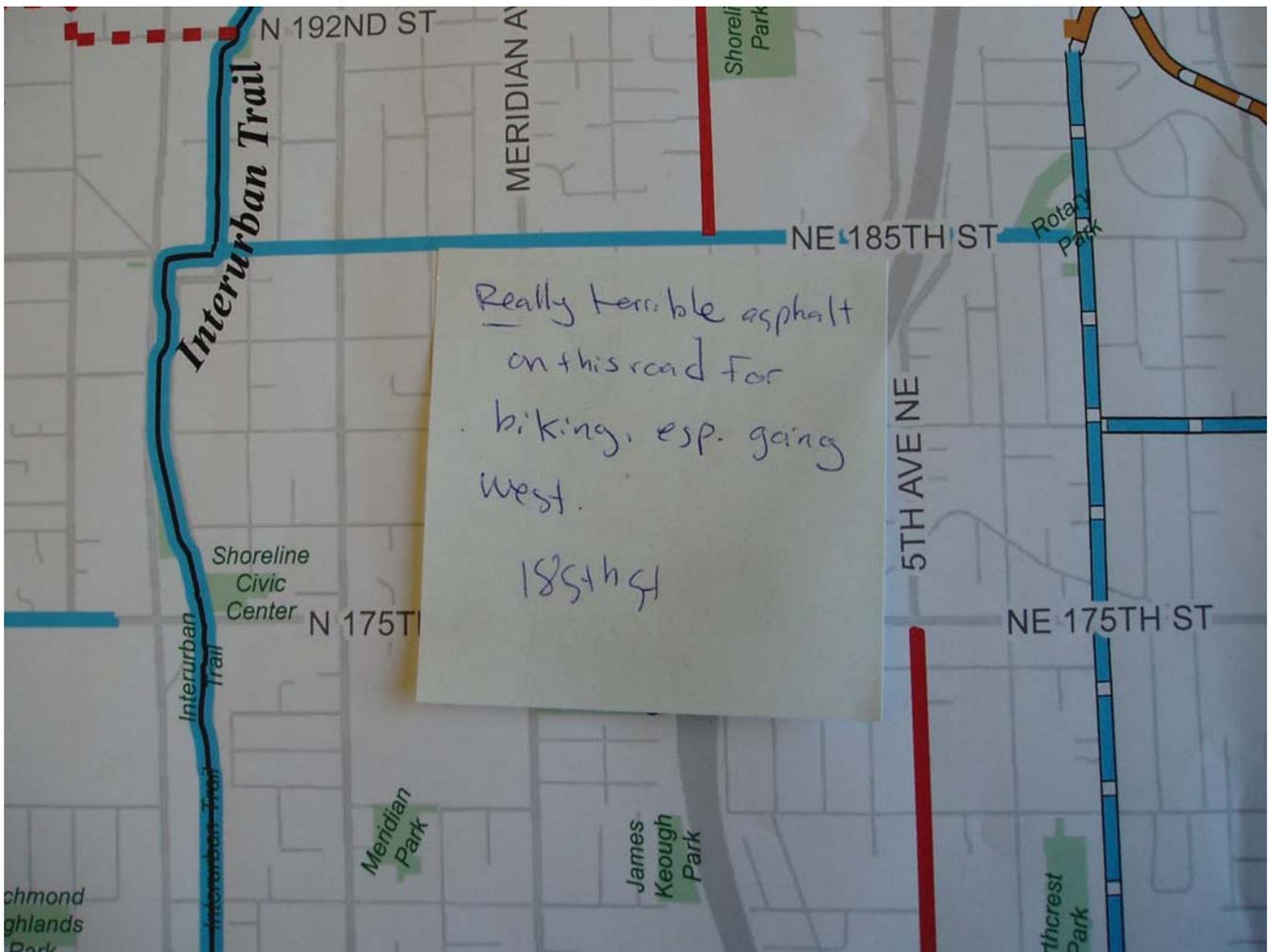












N / BIKE CONNECTIONS



TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Lake City, Seattle

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Excited for the alignment on the east aspect of the rail to give another N-S corridor in addition to interurban & burke-gilman.
-building

2. What do you think about the alternative routes via local streets?

I will go out & look at alternative routes because I am not familiar. Excited by alternative routes accessible for AAA users

3. Please provide any additional comments and/or concerns about the project.

Thank you for building & promoting ped projects & ped access to light rail

I am also concerned about the security of bicyclists + pedestrians on the trail, as well as the health effects of all the particulates for 1-5 for such an extended trail.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Echo Lake

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

looks great... I am always very supportive of trails!

2. What do you think about the alternative routes via local streets?

3. Please provide any additional comments and/or concerns about the project.

My main concern about the project is the 175th Street Crossing. 175th is a very busy arterial with drivers intent on negotiating the I-5 on-ramps. Might be best to run the trail along the south side of the library & hook up to the 5th st signal.

As an aside, we need more ped/bike I-5 crossings! 175th st. is not an option... too dangerous. We need a safe I-5 crossing between 185th & 155th. I was told at the meeting tonight that Sound Transit does not have to rebuild the 195th ped/bike bridge over I-5 (over)

Is there mitigation money from Sound Transit? Since they are saving \$\$ because they don't have to rebuild the 195th ST bridge... and they are now about hitting them up for \$\$ for another bridge over I-5 that would provide access & connections to the Inter-Urban & the proposed new Rail-trail. If nothing else, please put this need for an additional ped/bike I-5 crossing on Shoreline on your radar and a vision for the future. If we don't dream nothing would be built.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Shoreline, Highland Terrace

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I am delighted with the whole project and with the overall alignment!

I am very much looking forward to the project moving forward and biking - someday - on the finished trail.

2. What do you think about the alternative routes via local streets?

I much prefer to minimize alternative routes. But I have enough confidence in the competence and professionalism of the staff to believe that it will only be done when necessary and for the best of reasons.

3. Please provide any additional comments and/or concerns about the project.

I want the project to move forward - come hell or high water!

My main concern is having the project stalled or slowed-down by nay-sayers, NIMBYS, doubters, and those for whom endless process is its own reward.

Rale Flynn

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Ridgecrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I am cautiously skeptical. I am unsure about whether the benefits are worth the costs. I am trying to figure out how many people would use this and what the cost per user ratio will be given the high price tag. The trail seems better suited for commuting than recreation given the proximity to the freeway and new light rail. There are also a significant number of areas that are estimated to be moderately to ~~extremely~~ highly difficult to develop.

2. What do you think about the alternative routes via local streets?

I wonder if the hilly topography of some of the alternate paths will inhibit use, particularly for cyclists.

3. Please provide any additional comments and/or concerns about the project.

I am concerned about who will fund this project. A levy was recently lifted on Shoreline property taxes to cover budget needs. This came after promises that the levy would protect home owners from huge property tax increases that were expected after the major rezones in the area. If substantial grants cannot be awarded for this project, the burden of payment will again fall on property taxes from Shoreline home owners who are already stressed from quickly increasing taxes and a great amount of newly needed infrastructure improvements that will be needed to accommodate planned increases in density. Since developers were given property tax exemptions for affordable housing, undue burden is placed on the homeowners for these expenses.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in?

Ridge crest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

2. What do you think about the alternative routes via local streets?

Probably too many steep hills for some people
when it goes east-west.

3. Please provide any additional comments and/or concerns about the project.

Will there always be sound barrier between
trail and freeway?

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Lake City, Seattle

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Excited for the alignment on the east aspect of the rail to give another N-S corridor in addition to interurban & burke-gilman.
-building

2. What do you think about the alternative routes via local streets?

I will go out & look at alternative routes because I am not familiar. Excited by alternative routes accessible for AAA users

3. Please provide any additional comments and/or concerns about the project.

Thank you for building & promoting ped projects & ped access to light rail

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in?

THE OLD
RICHMOND HIGHLANDS

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

UNLESS THE TRAIL AS PROPOSED LINKS WITH INTERURBAN AND SEATTLE NO./SO. TRAILS, THIS IS ANOTHER PARTIAL SOLUTION. NOISE FROM I-5 AND ITS POLLUTIVE EFFECTS DISCOURAGE BIKE OR FOOT TRAVEL. THIS PROPOSAL DOES ALLOW EASTSIDE RESIDENTS TO USE A TRAIL THAT IS SEPARATE FROM TRAFFIC

2. What do you think about the alternative routes via local streets?

10TH NE IS AN ALTERNATIVE WITH LIGHT TRAFFIC AND ADEQUATE WIDTH. FOR A STRIPED BIKE TRAIL AND MORE SIDEWALK SECTIONS, THE ROAD SUITS SUCH USES BEST AND AT MUCH LOWER COST (WOULD HELP IF CITY DID CONSTRUCT SIDEWALKS WHERE THEY ARE MISSING).

3. Please provide any additional comments and/or concerns about the project.

SHORELINE - LIKE SEATTLE - SUFFERS FROM HAPHAZARD TRANSPORTATION PLANNING THAT RELIES ON A LITTLE HERE, A LITTLE THERE, RATHER THAN COMPREHENSIVE PLANS. SEATTLE HAS SOUGHT TO RELY ON LOCAL FINANCING, WITH EXPECTABLE RESULTS. SHORELINE NEEDS TO WORK W. REGIONAL AND STATE FUNDING SOURCES AND PRESENT THAT LOGIC IN PLANNING FOR OUR FUTURE.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Pinehurst, Seattle

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Any trail is better than nothing, though
I'd prefer having the trail/bike lane right
on 5th Ave. NE.

2. What do you think about the alternative routes via local streets?

All the local streets that ~~is~~ connect N-S are
dangerous for people who bike and walk. Please
~~improve~~ improve both 5th and 15th for all the
road users. ☺

3. Please provide any additional comments and/or concerns about the project.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Briarquest
grandkids in Ridgequest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

It looks exciting. I am definitely in favor of more walking + biking paths.

2. What do you think about the alternative routes via local streets?

Local streets are not good. Too dangerous for little kids. Carefully controlled overpasses are far preferable.

3. Please provide any additional comments and/or concerns about the project.

Since the Twin Ponds (park) freeze over in the winter time, are there any plans to compensate for ice on the walking paths?

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Near 145th

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Makes sense to take advantage of the light rail footprint.

2. What do you think about the alternative routes via local streets?

3. Please provide any additional comments and/or concerns about the project.

With good east/west bike/ped routes, this ~~will~~ trail will enable many more people to access the light rail stations. Excellent! Thank you!

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in?

Northside Park

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I am opposed to the whole project. It is a waste of money. Concerns: Duplication of 5th Ave bike trail, crime along the trail, noise and air pollution would be unpleasant and unhealthy, trail does not "go" anywhere unless other pieces are connected and that is uncertain. Funding may be a problem - money should be better spent elsewhere.

2. What do you think about the alternative routes via local streets?

An ~~environmental~~ environmental impact statement ^{should be better spent elsewhere} must be done! We have repeatedly said we want sidewalks. Where's the money, grants and action on that?

3. Please provide any additional comments and/or concerns about the project.

I object to the lack of public process earlier. I'll bet the levy lid would not have been lifted if people were aware of this possibility. This is another sneaky move by staff and council in my opinion!

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

Why not another ~~as~~ public meeting before next Fall?

What neighborhood do you live in?

Meridian Park

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Nothing's perfect — OK though

2. What do you think about the alternative routes via local streets?

I prefer actual trails

3. Please provide any additional comments and/or concerns about the project.

Some years ago a friend and I walked most of the trails in Shovelton, North Seattle, & SW Sno. County. The off-road ones (including sidewalks) were best. The Inter-Melan trail was really great in parts, also the one from W of U district to Northlake, (though the streambed).

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Merridian Park

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I like ~~it~~ How it connects east/west corridors

2. What do you think about the alternative routes via local streets?

Good short term fix to get the trail started, but the long term plan should be for a continuous trail

3. Please provide any additional comments and/or concerns about the project.

Please Build the trail fast

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in?

Ridgecrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Seems mostly good

Will the city add some landscaping for privacy for home owners? Also to reduce sand pollution.

2. What do you think about the alternative routes via local streets?

Those are fine

3. Please provide any additional comments and/or concerns about the project.

Only that a privacy barrier / sound barrier (preferably natural, shrubs, bushes, trees, etc) would be nice along side the part of the path next to the houses. It would green the trail and be pleasing to look at. Preferably it would be using native plants.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in?

Parkwood

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I fully support it. The alignment will encourage more light rail ridership by pods and cyclists. The alignment is a ~~faster~~ alternative to streets and is much safer.

2. What do you think about the alternative routes via local streets?

They are OK for temporary connections until later segments can be constructed.

3. Please provide any additional comments and/or concerns about the project.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? North City

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I'm appreciative of the draft and project, but concerned regarding implementation. If I could get some more individualized view, feedback, might change my position.

2. What do you think about the alternative routes via local streets?

Concerned being a home owner @ 178th & 5th. Without a more exact description of how it will be implemented, and how additional traffic will affect our home and privacy.

Furthermore, unsure if crime and homeless population ^{or} will increase.

3. Please provide any additional comments and/or concerns about the project.

Home owners near trails will be affected greatly. Informing them how the design will affect them day and night, privacy, traffic, crime, and the trails impact on the homeless population

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? North City

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I think it is overall beneficial.
If built, I would use the trail to
walk from 180th to the 185th L.R. Station
& up to the North City Park

2. What do you think about the alternative routes via local streets?

As long as they can add safety
to the streets for pedestrians & bikers
and add traffic controls.

3. Please provide any additional comments and/or concerns about the project.

I'm concerned about trail
access near homes (180th)
Will there be ~~at~~ added a lot
of additional foot traffic on this
level out? Barriers to people's yards?

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Ridgecrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

good

2. What do you think about the alternative routes via local streets?

unfortunate. ~~to~~ I think it's fair to say that their steepness and inconvenience negates the benefit of the otherwise bike-friendly trail. In other words, the goals of the trail, what distinguish it from on-street ^{bike lanes} ~~paths~~, won't be realized until the trail is ~~more~~ complete.

3. Please provide any additional comments and/or concerns about the project.

I think the best approach is to plan now, build when you have more connection - with exception of shorter sections like ~~to~~ light rail stations to ISOth that would be used as "shortcuts" by commuters. I love that. \$

Thanks guys. I rode my bike to work/school for 25 years!

Nat

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? North City

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

good for trail on I-5 all the way
bike lane/trail directly under link,
illuminated and cctv
- people bike to 25 ~~the~~ commuters on link

2. What do you think about the alternative routes via local streets?

horrible ideas
will cause traffic congestion
if you have trail pass mid-through
NE 175 Ave

3. Please provide any additional comments and/or concerns about the project.

too bad no security
questions aroused from homeless
living on the trail; will that be an
issue in the future

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Ridgecrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Wonderful!
I like the 2 Interconnector
trails between Interurban & Burke
Gleason trails

2. What do you think about the alternative routes via local streets?

3. Please provide any additional comments and/or concerns about the project.

We love the idea of this
Trail along the Rail to give
residents more recreational
facilities.
job. Thanks for doing a good

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? NORTH CITY

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

THE AREAS WITH DIFFICULT BUILDING CONSTRAINTS ARE A CONCERN. ANY MAJOR REROUTES WILL MAKE TRAIL LESS EFFECTIVE

2. What do you think about the alternative routes via local streets?

LAST OPTION AS IT WILL DETER USE AND MAKE THE TRAIL LESS SAFE FOR EVERYONE OVERALL.

3. Please provide any additional comments and/or concerns about the project.

GREAT IDEA. IMPLEMENTATION SEEMS CHALLENGING IN SPOTS. FUNDING VIA GRANTS IS GREAT FOR DETRACTORS COMPLAINING ABOUT COSTS. WILL BE POSITIVE FOR CYCLING AND NON CAR COMMUNITIES IN GENERAL.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Ridgecrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

AWESOME! A progressive idea that only increases the attraction of the city.

2. What do you think about the alternative routes via local streets?

I think they are fine if necessary.

3. Please provide any additional comments and/or concerns about the project.

- ① A discussion w/ the bike train will need to be in adding bike racks on the existing trains
- ② Possibly do a study on how many increased ped & bike accidents "might" occur w/ increased density & the cost savings associated by making our streets safer

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Ridgcrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

[Handwritten signature]

very good

2. What do you think about the alternative routes via local streets?

mostly
useless

3. Please provide any additional comments and/or concerns about the project.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Seattle (Haller Lake)

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

I don't know specific neighborhoods, but it seems reasonable.

2. What do you think about the alternative routes via local streets?

Roundabouts should have 4-way stops, more speed humps.

Greenway along Fremont Ave in Seattle has many cars going too fast & not stopping at stops.

3. Please provide any additional comments and/or concerns about the project.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? Ridgecrest

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

Seems like the money could be better spent on sidewalks on streets and real new parks

2. What do you think about the alternative routes via local streets?

3. Please provide any additional comments and/or concerns about the project.

TRAIL ALONG THE RAIL

Draft Feasibility Study

Open House, March 15, 2017

Public Comment

What neighborhood do you live in? RIDGECREST

Please provide your feedback:

1. What do you think about the overall draft trail alignment?

2. What do you think about the alternative routes via local streets?

WOULD SAVE A LOT OF MONEY

3. Please provide any additional comments and/or concerns about the project.

- a) WILL THERE BE BARRIERS BETWEEN THE TRAIL AND PEOPLE'S PROPERTY?
- b) WILL IT BE LIGHTED?
- c) WILL IT BE MONITORED FOR UNDESIRABLE ACTIVITY SUCH AS HOMELESS CAMPING, DRUGS, ETC.
- d) WILL THERE BE RESTROOMS
- e) ARE THE WINDOWS ON THE TRAIN LOCKED OR CAN RIDERS THROW TRASH ON THE TRAIL USEAS

City of Shoreline - Trail Along the Rail Feasibility Study

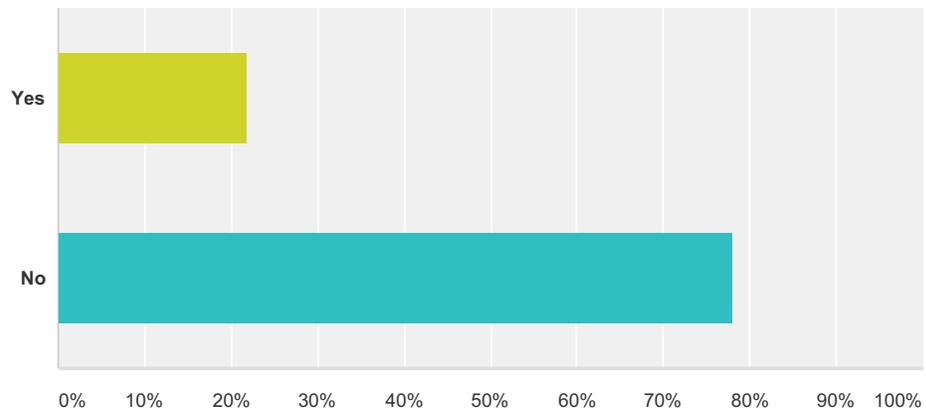
Q1 What neighborhood do you live in?

Answered: 32 Skipped: 0

#	Responses	Date
1	Ballinger	4/1/2017 4:05 PM
2	Richmond highlands	4/1/2017 6:20 AM
3	Ridgecrest	3/31/2017 3:33 PM
4	North City	3/30/2017 3:20 PM
5	Meridian Park	3/28/2017 2:48 PM
6	Meridian Park	3/27/2017 10:17 AM
7	Ridgecrest	3/25/2017 9:10 PM
8	Ridgecrest	3/25/2017 12:09 PM
9	parkwood	3/25/2017 11:52 AM
10	Meridian Park	3/25/2017 8:49 AM
11	Parkwood	3/25/2017 6:21 AM
12	Ridgecrest	3/24/2017 11:03 PM
13	Parkwood	3/24/2017 9:57 PM
14	Meridian Park	3/24/2017 9:35 PM
15	Hillwood	3/24/2017 8:23 PM
16	Parkwood	3/24/2017 7:14 PM
17	Ridgecrest	3/24/2017 5:04 PM
18	Echo Lake	3/24/2017 4:54 PM
19	Ridgecrest	3/24/2017 2:58 PM
20	Ridgecrest	3/23/2017 9:01 PM
21	Ridgecrest	3/23/2017 3:34 PM
22	richmond Beach	3/23/2017 10:27 AM
23	Hillwood	3/22/2017 7:41 PM
24	North city	3/22/2017 4:48 PM
25	Parkwood	3/22/2017 2:55 PM
26	Ballinger	3/20/2017 5:09 PM
27	Ridgecrest	3/19/2017 4:18 PM
28	Highland Terrace	3/18/2017 8:50 PM
29	Parkwood	3/16/2017 10:00 PM
30	Ridgecrest	3/16/2017 9:19 PM
31	Ridgecrest	3/16/2017 8:02 PM
32	Parkwood	3/16/2017 5:53 PM

Q2 Did you attend the Open House on March 15, 2017?

Answered: 32 Skipped: 0



Answer Choices	Responses
Yes	21.88% 7
No	78.13% 25
Total	32

Q3 What do you think about the overall draft trail alignment?

Answered: 31 Skipped: 1

#	Responses	Date
1	I love that a plan to add a trail is being considered and I am very supportive. I was disappointed that the trail does not continue all the way to the north Shoreline border and wasn't sure what the plan is to connect to MLT. It is very difficult to access the 195th street bridge, as a pedestrian, coming from the north. I would love to see the Ballinger Neighborhood connected to the rest of Shoreline. Even so, I think the idea is wonderful and I'm sure I will still make use of it, even if I have to drive in my car to access it from my home.	4/1/2017 4:05 PM
2	Don't. Seems like it's just 'slammed' into that area - not a good fit.	4/1/2017 6:20 AM
3	Great start. Utilizing off-street segments will provide a less stressful environment for walkers and bicyclists.	3/31/2017 3:33 PM
4	Interesting designs, multiple obstacles remain in determining logistics and financing.	3/30/2017 3:20 PM
5	I think it looks really great! Would be wonderful to have it, so people can access the light rail.	3/28/2017 2:48 PM
6	Looks like a good start. As a cyclist I think it would compliment the Interurban trail very well.	3/27/2017 10:17 AM
7	Too much money	3/25/2017 9:10 PM
8	I think it is a terrible idea. No one wants to bike, jog, or walk along a freeway/railroad. It would be an unsafe, little used, waste of tax payers' money.	3/25/2017 12:09 PM
9	It only makes sense if you don't need the alternative routes	3/25/2017 11:52 AM
10	Another dark trail butting right up to people's back yards. Have you learned nothing from the inter urban mess. This will just lead to it being a homeless haven and drug den. Not to mention costing more money for something that isn't needed or was ever in the original plan	3/25/2017 8:49 AM
11	I agree with the overall draft.	3/25/2017 6:21 AM
12	I have some concerns (see below).	3/24/2017 11:03 PM
13	Good	3/24/2017 9:57 PM
14	Oppose the trail.	3/24/2017 9:35 PM
15	Looks good	3/24/2017 8:23 PM
16	I think a trail is great! More ways to walk/bike, be healthier and use less gas! Please make this happen!!!	3/24/2017 7:14 PM
17	I'm not a fan of the trail alignment but agree that with the new light rail station we need a trail to access the station better.	3/24/2017 5:04 PM
18	I'm answering this question having to make an assumption that the light rail alignment is on the freeway side of the sound barriers. Which puts the trail through backyards with a sound barrier on one side. Its a security issue and requires trail lights and additional patrolling.	3/24/2017 2:58 PM
19	Awesome.	3/23/2017 9:01 PM
20	I think it's a great idea to encourage more alternative transportation along this major corridor.	3/23/2017 3:34 PM
21	I am very much in favor of it.	3/23/2017 10:27 AM
22	Looks nice. I like that it runs directly along the same route making it easy for bike riding commuters.	3/22/2017 7:41 PM
23	Awesome	3/22/2017 4:48 PM
24	yes yes yes! More trails. I think the pedestrian bridge proposals are also key for linking neighbors on the west side of I-5 to the rail station.	3/22/2017 2:55 PM
25	I think the trail alignment under the light rail separated from motor vehicles is a great idea. I feel that it will increase the quality of living for Shoreline residents around light rail giving them access to public space that can be used for recreation in addition to non motorized vehicle transit alternatives. Families and young kids will be able to utilize the trail for leisure bike rides, roller blading, walking and jogging.	3/20/2017 5:09 PM

City of Shoreline - Trail Along the Rail Feasibility Study

26	I like the idea of trail that is not on the street, that would connect to other bike paths. I currently don't feel safe riding on the streets with "sharows", or even with the painted white lanes. A dedicated, off-street path would be much safer.	3/19/2017 4:18 PM
27	I think it is great! I'm very supportive of any trail projects. I would also like to see at least one east-west trail as well, since there are not good ways to get across Shoreline.	3/18/2017 8:50 PM
28	I strongly support the alignment from 145 to 155. It is flat and will serve most of the residents in Parkwood and allow them to avoid steep hill climbs and conflicts with cars.	3/16/2017 10:00 PM
29	There are some concerns that I have. I have been on another trail that runs along a major corridor, 520. When I had used this trail, I noticed it was mostly used by men. It was also isolated, 520 on one side and a business park on another. I used the trail since it was a short-cut to work. It was neither beautiful or visible, which may have been one of the reasons why it was not heavily used.	3/16/2017 9:19 PM
30	As a bus rider with no car, pedestrian access to light rail is very important to me. I live closer to the 185th St station, but the current lack of sidewalks on 5th Ave North of 175th would make it difficult to get there without the trail or sidewalk improvements.	3/16/2017 8:02 PM
31	I fear this is going to cost more people their homes.	3/16/2017 5:53 PM

City of Shoreline - Trail Along the Rail Feasibility Study

Q4 What do you think about the alternative routes via local streets?

Answered: 30 Skipped: 2

#	Responses	Date
1	I think you've got to do what you've got to do to get a trail in place.	4/1/2017 4:05 PM
2	Better but would like to see the bike 'trail' more protected if on the local streets.	4/1/2017 6:20 AM
3	Not preferred except for segments north of 175th Street. The Serpentine alignment option makes sense to weave through to the Shoreline Library and the North City Elementary alignment option would provide greater exposure and fewer safety/security issues (assuming some fencing can protect against intrusion on school property)	3/31/2017 3:33 PM
4	This may work fine, but detract from the unity of the project. There is a bike trail I used to commute along the ship canal in Seattle that had some portions which diverged to streets, and the transitions were quite dangerous.	3/30/2017 3:20 PM
5	It makes sense that you'll have constraints. It still would make sense to ensure those tricky areas are considered during planning of the light rail route, but I don't know if we are past that stage.	3/28/2017 2:48 PM
6	I would have to see them myself to see if the neighborhood streets would be welcoming as far as size, change of elevation, dogs, etc.	3/27/2017 10:17 AM
7	Need more east - west routes	3/25/2017 9:10 PM
8	If there really are enough folks who regularly commute by bike this would be a more reasonable plan. I can't say that I see many bicyclists around my neighborhood. Or any actually.	3/25/2017 12:09 PM
9	Makes the trail impractical	3/25/2017 11:52 AM
10	This idea is terrible. Bikes on suburban main arteries will lead to nothing but problems as the city expands. These new residents are not moving to a suburb, which is what north Seattle and shoreline are, to ride bikes to work. They will be driving, even if it is to get to a park n ride	3/25/2017 8:49 AM
11	I agree with the alternative routes, if the alternatives provide a safe separation between motor vehicles and pedestrians/cyclists.	3/25/2017 6:21 AM
12	The route along 3rd Ave. between 165th & 170th St. is a bad idea. Small children play in the street year round, and bicyclists going through would be very dangerous.	3/24/2017 11:03 PM
13	No sure	3/24/2017 9:57 PM
14	Oppose them.	3/24/2017 9:35 PM
15	They should be minimized for safety reasons, but ok if it's the difference between having something or having nothing at all	3/24/2017 8:23 PM
16	I like that one of the alternates goes right past the library. is it possible to have both the main trail and then ALSO the alternates since they seem to be ways to avoid the trail sections labeled "difficult" some people might not care about the difficult parts and wouldn't want the take a detour, but for others the alternates make make the trail more accessible.	3/24/2017 7:14 PM
17	Not a fan of making the local streets part of the trail.	3/24/2017 5:04 PM
18	Moving the route to 5th Ave matches with the Jackson Trail path south of 145th. Providing bike access to the Shoreline library, Crest theater and developing businesses is better than being blocks away from these destinations.	3/24/2017 2:58 PM
19	Good interim options, but prefer separated trail for safety.	3/23/2017 9:01 PM
20	To the extent that non-dedicted trail segments are necessary based on cost feasibility, alternative residential street use is acceptable but should be minimized. The trail will be much more user friendly to the extent that it is a dedicated trail. this is similar to poritons of the Interurban Trail in Lynnwood.	3/23/2017 10:27 AM
21	Seems complicated and more dangerous.	3/22/2017 7:41 PM
22	A waste of an oppertunity	3/22/2017 4:48 PM
23	wherever possible, I strongly favor the use of a dedicated trail rather than offloading to local streets. If alt routes were deemed the better solution, there should be considerable space on either side of the road dedicated to the walking path.	3/22/2017 2:55 PM

City of Shoreline - Trail Along the Rail Feasibility Study

24	I feel that the alternative routes or neighborhood greenways would only be used for intermediate to experienced cyclists and bike commuters. I feel that greenways wouldn't be used for walking/jogging or inexperienced cyclists (small children) as it just doesn't feel safe for a 4 or 5 year old to bike where cars are parked and drive.	3/20/2017 5:09 PM
25	I think it's fine for the interim only, if it's relatively inexpensive.	3/19/2017 4:18 PM
26	OK but not ideal unless you could create a dedicated lane for non-motorized vehicles.	3/18/2017 8:50 PM
27	I think they are necessary if segments need to be phased due to funding limitations. The benefit of the trail along the rail is that most of it is flat and avoids topography that the alternate routes don't. For that reason, I don't think as many people will use incomplete trail segments.	3/16/2017 10:00 PM
28	Since I missed the talk at the beginning of the open house, I am not quite sure what the alternative routes are about, are they to potentially be another potential route instead of or in addition too the suggested trail?	3/16/2017 9:19 PM
29	The trail along the rail appears to be a more direct route, but the alternative routes via local streets look like good options, too. Local streets might be safer as they are less secluded.	3/16/2017 8:02 PM
30	I prefer the alternative routes if it saves people's homes.	3/16/2017 5:53 PM

City of Shoreline - Trail Along the Rail Feasibility Study

Q5 Please provide any additional comments and/or concerns about the project.

Answered: 20 Skipped: 12

#	Responses	Date
1	The project will likely gain more support if the critical segments (most challenging) can be addressed well before Link service opens in 2023. A clear path/plan defining how these challenges will be addressed and for obtaining full funding will be necessary to insure residents aren't hanging in the wind after the "easy" segments of the trail are constructed.	3/31/2017 3:33 PM
2	Gaining the rights to property along the trail can present problems, but setting the space before the build out is complete will guarantee that the trail is possible. Afterward will be nearly impossible.	3/30/2017 3:20 PM
3	Please make sure there's lighting along the trail. Would be nice to know the funding source and the rough cost. Please use native plants and have places for art to avoid/discourage graffiti.	3/28/2017 2:48 PM
4	The funds would be better spent on neighborhoods	3/25/2017 9:10 PM
5	How about a trail just down 5th Avenue? It seems more like a straight route than fiddling with alternative routes. It would probably be cheaper, too. I doubt the City will get funding from ST since ST might lose federal funding due to President Trump and the current political fiasco over car tab fees.	3/25/2017 11:52 AM
6	If you want to promote biking, build a trail as a part of a green way, with ample lighting and no cars on it. You need to make it like the Burke Gilman or green lake. Not another interurban mess	3/25/2017 8:49 AM
7	My main concern is about safety. If the trail is located between the light rail and the sound wall, it is an invitation for criminals to hang out and attack any lone travelers – or even pairs, if two or three criminals work together. This must be addressed before anything is finalized.	3/24/2017 11:03 PM
8	I think a trail is a great idea and would benefit the residents of our community. I am for it.	3/24/2017 9:57 PM
9	Have a bike trail along 5th Avenue as planned.	3/24/2017 9:35 PM
10	Please keep this trail away from the elementary school.	3/24/2017 4:54 PM
11	While Trail to the Rail is a catchy phrase, we are missing the project verification that the trail is staying with the rail corridor sufficiently and not deviating to 3rd or 5th too often.	3/24/2017 2:58 PM
12	Go for it! Please/	3/23/2017 10:27 AM
13	I've heard reports that funding from the federal government won't come. How does this impact the construction already underway?	3/22/2017 7:41 PM
14	I'm very excited about these further walking/biking improvements to our city. I will be using the 145th station heavily once it opens and look forward to the general neighborhood improvement it will bring.	3/22/2017 2:55 PM
15	Stopping the trail at the pedestrian bridge north of 185th feels like a trail leading to no where. Even though you can cross to the interurban to keep heading north/south, on the pedestrian overpass bridge, it is a complete round about way. If the trail can keep going and connected to the MLT transit center, it would connect the dense city centers that are being developed in both Shoreline (185th/145th Subarea) and MLT (Gateway project) other than by car or rail. The MLT transit center already has an existing separated bike/ped trail that connects to the interurban that would be a nice transition from the light rail trail.	3/20/2017 5:09 PM
16	I love the idea of a trail. But it needs to be well-maintained and attractive. If it's under elevated tracks, I think it would be dark and cold. The further out from the tracks the better. Also, it would be nice to have a bike lane and then a separate walk/jog lane, if there's enough room for that separation. Benches and landscaping would be ideal.	3/19/2017 4:18 PM
17	Build the segments from the stations first to increase the walk- and bike-sheds and boardings.	3/16/2017 10:00 PM
18	I had mentioned last night that I live at 3rd and 162nd St. It is important for me to know that there will be a sound wall and a green space between light rail and the residence homes, like ours, that fall between I-5 and 5th Ave. The idea of adding another element to the light rail project concerns me that there will be not enough space to compensate for what is needed for both projects. It is also important for me that the trail with be heavily used due to the environmental impact of using materials to build this trail. I would love to see a non-permeable material used for the trail surface, instead of asphalt. We already have major water issues around 1st and 155th St. Thank you for taking the time to hear my concerns and suggestions.	3/16/2017 9:19 PM

City of Shoreline - Trail Along the Rail Feasibility Study

19	I'm very hopeful that any one of the options comes to fruition. We definitely need to do something to improve pedestrian access, especially between 175th and 185th. The current possibilities sound great to me!	3/16/2017 8:02 PM
20	I don't see the need for this Trail at all. Too expensive and will lead to more crime similar to the Interurban Trail.	3/16/2017 5:53 PM