

# Welcome !



The purpose of tonight's meeting is to:

- Show the Preferred West Alignment trail (the East Alignment has been evaluated and rejected),
- Show 3 options for the north section of the trail and ask for your comments (you can fill out a comment form tonight or take one to mail in), and
- Give you an opportunity to speak with project team members.



# *Part of a larger trail system*



Snohomish County's North Creek Trail will be part of a regional trail system that will ultimately connect the Sammamish River/Burke-Gilman Trail in King County with the Interurban Trail in Everett. The Snohomish County portion between SR 524 and 183rd St SE will connect to:

- The North Creek Trail in the City of Bothell,
- Neighborhoods, and
- Centennial Park and North Creek Park.

## *Source of funding*

- Phase I (the project through purchase of the right-of-way) is being funded by King County and managed by Snohomish County as part of an agreement to mitigate the impacts of the Brightwater Wastewater Treatment Plant.
- Snohomish County is seeking funding for construction of the trail, which will likely take place in phases.

# What's next?



- November 16, 2011 Open House
- Selection of a preferred alternative for the north section (early 2012)
- Design of the trail (183rd St SE to SR524)
- Preparation of the plan to identify needed right-of-way
- SEPA environmental review (State Environmental Policy Act)
- Right-of-way plan presented to Snohomish County Council (2012)
- Property owners will be contacted by right-of-way agents (2012)
- Properties will be appraised
- Right-of-way acquisition (2012-2014)

# *Environmental Schedule*



- Open House
- Environmental Checklist prepared
- Environmental determination
- Notice published in the Herald, mailed to residents within 500 feet of the alignment, and posted on project web page
- 21-day comment and appeal period
- Appeals processed if submitted
- Comments reviewed and incorporated into the design

# *Environmental Review*



Items considered in the Environmental Checklist:

- Traffic/transportation
- Wetlands and streams
- Plants and animals
- Noise
- Air quality
- Land use
- Recreation
- Geology and soils

# *Why the West Alignment was chosen*

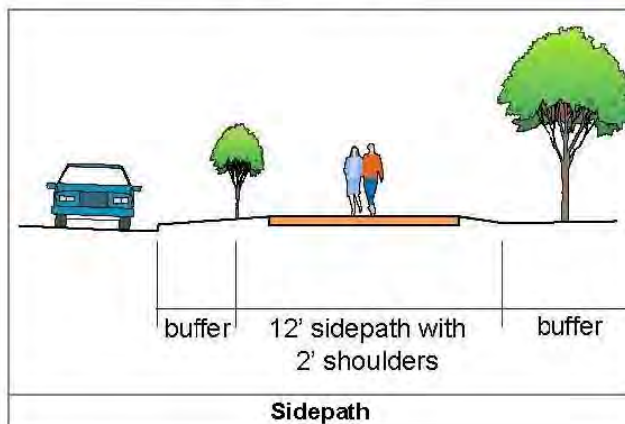


- It will be separated from the road with fewer driveways.
- It can meet applicable standards for two-way, multi-use trails.
- It offers the greatest opportunity to enjoy the natural environment.
- It is most consistent with regional trails to which it will connect.
- It will cross SR 524 at a signalized intersection.
- It has a higher public acceptance.
- It could connect to future pedestrian and bicycle routes to the west (example: sidewalks and bicycle lanes are planned for North Road to the west).

# What will the trail look like?



## EXAMPLES OF DIFFERENT CONFIGURATIONS

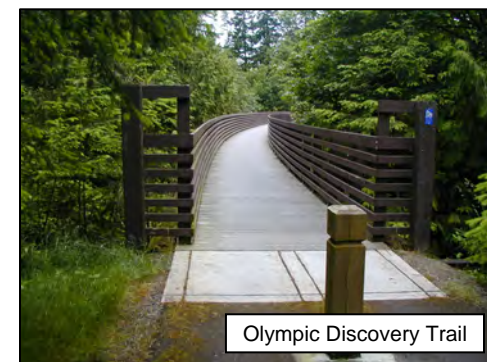


It will typically be a 10- to 12-foot-wide paved surface with gravel shoulders.

Where bridges are proposed, the trail will typically be 12 feet from handrail to handrail.

The trail is intended to accommodate a wide range of user groups of different ages and skill levels.

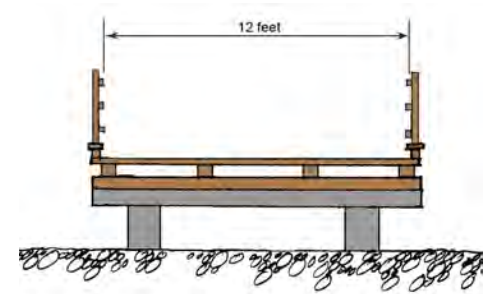
Examples of other trails are shown below.



# What will the trail look like?



- Where the trail traverses wetlands, streams, and the floodplain, it will typically be elevated on a boardwalk, assembled on pin piles. The trail width from handrail to handrail will typically be 12 feet.
- The boardwalk is elevated to preserve hydrologic connections and allow wildlife passage. It also minimizes amount of fill required.
- The boardwalk would be assembled in a linear manner reducing the amount of clearing needed for construction.



Three phases of a trail that was built over a wetland



# What are the differences between the three options for the North section?



Key Differences	Option A	Option B	Option C
Length	4,400 feet	5,300 feet	2,700 feet
Total cost of section	~\$4.7M	~\$3.0M	~\$3.8M
Cost per lineal foot	~\$1,050	~\$575	~\$1,400
Ecological Impacts	1/10 acre wetland 3/4 acre buffer	<1/10 acre wetland 1/3 acre buffer	No wetland impact 1/4 acre buffer
Intersections with Roads & Driveways	Approx. 6	Approx. 6	Approx. 2
Terrain/surrounding environment	Separated from road A portion between homes Through NGPA* Relatively flat 1,000 ft being built by developer	Separated from road Across road from homes Through open space Relatively flat 1,000 ft being built by developer	Separated from road Away from homes Through NGPA & open space Gentle hills

\*Native Growth Protection Area