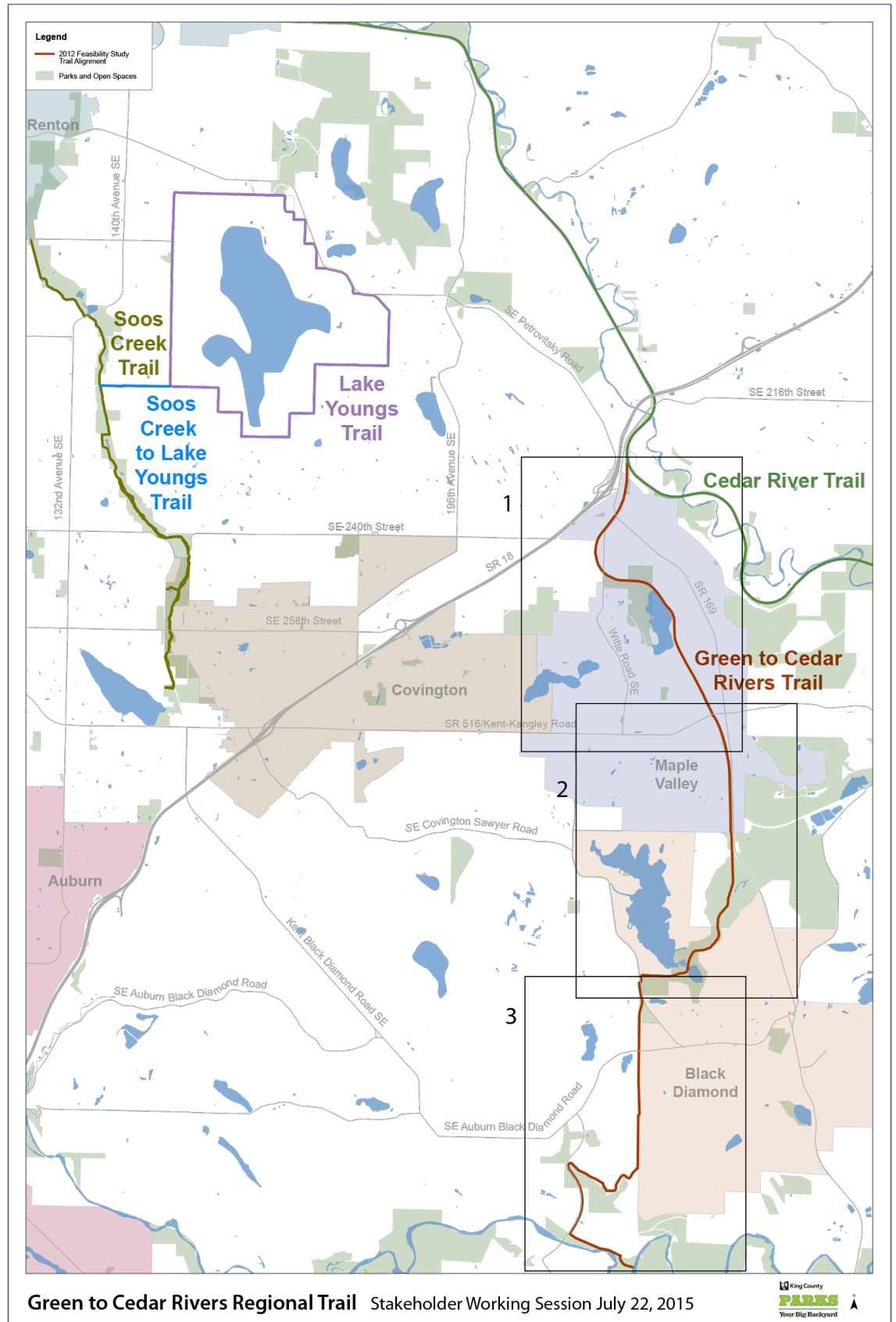




Green to Cedar Rivers Regional Trail Project  
**Stakeholder Working Session**



# GREEN TO CEDAR RIVERS REGIONAL TRAIL STUDY AREA



King County will consider the insights offered during the working session as part of the trail design process. Certain opportunities and concerns identified by participants are outside of the County's control, for instance suggestions related to properties owned by city governments and private parties. These observations are included here as part of the meeting record and for consideration by trail partners.



## INTRODUCTION

King County hosted a stakeholder working session the afternoon of July 22, 2015, for the Green to Cedar Rivers Regional Trail project. The trail will create an important north-south connection for cyclists, pedestrians and equestrians, weaving through the best of an exceptional landscape that connects south King County communities to rivers, lakes, creeks and natural areas with a non-motorized link. Portions of the trail exist as an unimproved soft-surface trail that is already in use by the community while other sections are only a footpath or don't exist. The full 11-mile trail will incrementally be developed as a paved, shared-use trail to the county's regional trail standards for its entire length.

The project team began its work in early spring this year and is nearing completion of the existing conditions report for the entire trail corridor. The purpose of the working session was to gather stakeholder knowledge and experience about the corridor in order to supplement the existing conditions information and to use their expertise in problem solving possible solutions in challenging areas of the trail.



# EVENT STRUCTURE



Stakeholders were actively recruited from a range of groups including city governments, homeowners associations, foundations, business interests, civic organizations and current and future users. A group of about 25 participants joined King County staff and consultants in a charrette style working session. The session began with a short presentation describing the work done to date to document existing conditions, the project timeline and the stakeholders' role in helping to shape the future trail solutions.



The working groups were divided into trail segments that focused on the north and south portions of the planned trail alignment. There was one table for the north segment and two for the south segment. There were two south segment tables because the majority of participants who RSVP'd for the event were knowledgeable about the southern section and it is a longer segment of the trail. A facilitator and a technical expert from the consultant team supported each table's discussion. Tables had an area wide aerial base map for the entire trail, table size maps of the north and south trail segments and photo examples of different types of trail solutions. All three groups followed the same exercises for their segments, which are described below. At the end of the working session, a representative from each table gave a report out summarizing the highlights of their discussion over the course of the three exercises.



## **Exercise #1: Gathering Information**

Participants used the table maps to discuss the trail corridor and shared their knowledge, questions and insights about different locations along the trail. The facilitators annotated the table maps, took notes and summarized the discussion highlights for the group.



## **Exercise #2: Identify and Problem Solve Challenges**

Participants identified what they considered to be the top trail design challenges and discussed potential solutions and the pros and cons of each. The facilitators took notes and summarized the discussion highlights for the group.



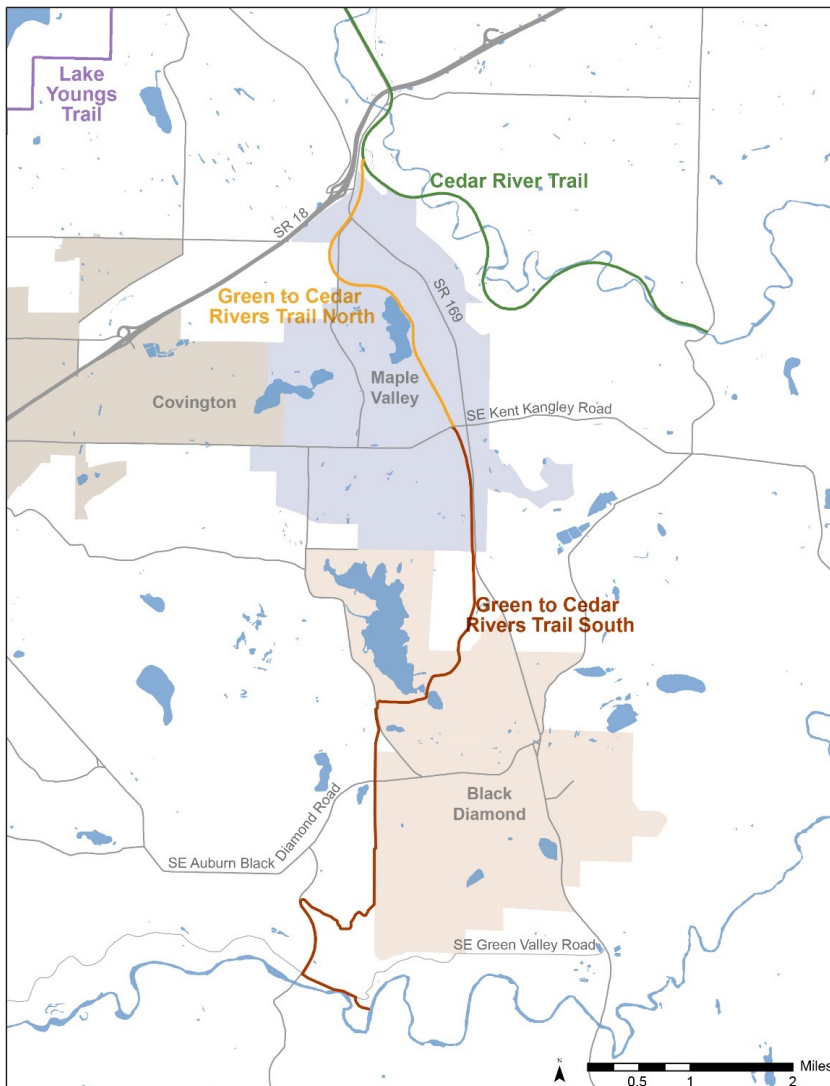
## **Exercise #3: Trail Character**

Participants used the photo examples to identify trail elements or characteristics that should apply to the full length of the trail and those that were unique to the north or south segment. The facilitators took notes and summarized the discussion highlights for the group.

# SUMMARY OF FINDINGS

The key opportunities and concerns identified by stakeholders during the working session for the north and south trail segments are provided on the following pages. Mile markers are provided for location-specific opportunities and concerns (see maps on pages 6–8 for corresponding mile markers). There were a number of common themes that applied to the entire trail alignment, including:

- ◆ The trail works for a diverse mix of users
- ◆ The trail has a natural look and feel
- ◆ The trail connects to local communities through a variety of access points
- ◆ The trail provides a safe and enjoyable experience.



One difference between the comments provided on the north and south segments is that there was more of an emphasis on alignment options for the south segment. This is because the north segment of the trail already exists in soft surface format, whereas much of the south segment of the trail is currently undeveloped.



## North Segment

### OPPORTUNITIES

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- ♦ Take advantage of the opportunity to turn the trail into the string in a “string of pearls” connecting communities and local parks
- ♦ Provide a future connection with the Pipeline Trail starting at MP 0.2 (would require coordination with Seattle Public Utilities and property owners)
- ♦ Improve trail access around commercial centers (MP 0.3-0.4 and MP 3.3-3.5), including parking and non-motorized access
- ♦ Use separated soft surface and paved trails to limit the potential for user conflicts, look to Centennial Trail as a design model
- ♦ Use the soft surface portion of the trail to create a natural, meandering trail character that connects to other soft surface trails such as those in the Arboretum (MP 1.6-1.8)
- ♦ Provide restrooms and rest areas for trail users at a proposed park at MP 2.5-2.7 and the proposed Summit Park (MP 3.6-3.7)
- ♦ At road crossings, include push buttons for traffic signals at different heights for different types of uses (i.e. lower for pedestrians and bicyclists, higher for equestrians)
- ♦ Use lighting to improve trail safety at underpasses
- ♦ Provide visual access to the trail through regular maintenance and trimming of vegetation along the trail

### CONCERNS

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- ♦ Ability to provide ADA access in steep areas, such as the north connection to the Cedar River Trail (MP 0.0)
- ♦ Limited parking access to the trail, both for cars and horse trailers
- ♦ Not enough restrooms and other trail amenities
- ♦ Criminal activity, graffiti and use of the trail area for drinking/drug use (MP 1.8, 3.1-3.5)
- ♦ Environmental impacts to Lake Wilderness
- ♦ Water and soil runoff down the hillside into Lake Wilderness (MP 1.9-2.2)
- ♦ Limited trail width by Lake Wilderness
- ♦ Horse and dog poop on trail and associated stormwater impacts
- ♦ Fences limiting trail access in commercial areas (MP 3.3-3.5)
- ♦ Need to maintain the natural, rural character and feel of the trail while increasing access to all types of users
- ♦ Concern that if the trail is paved it will be overrun with fast road cyclists

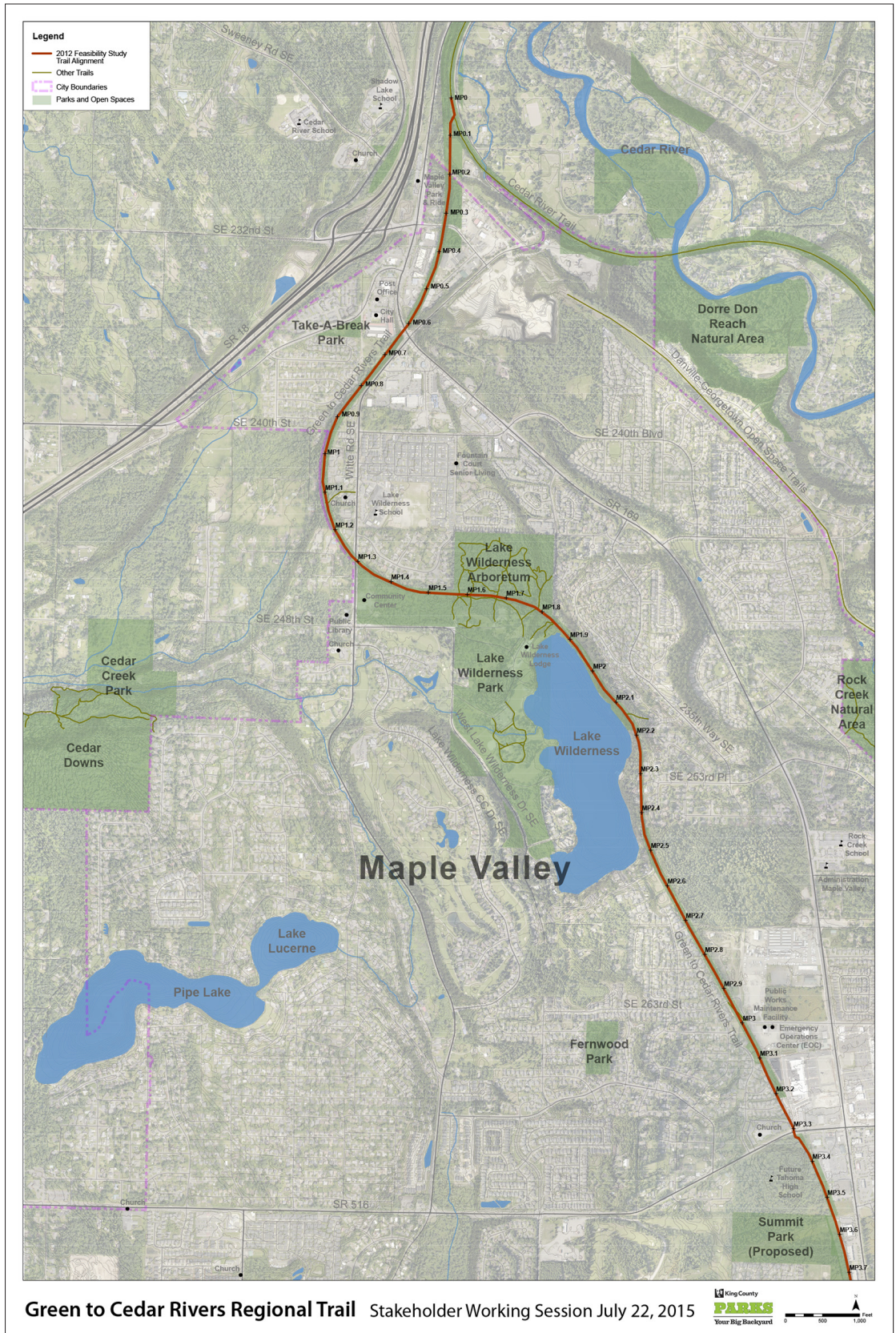
# South Segment

## OPPORTUNITIES

- ♦ Design the future Tahoma High School and park site to integrate with the proposed trail alignment, improve traffic safety and to provide parking access for the trail (MP 3.3-3.7)
- ♦ Improve traffic safety at trail crossings on SE 276th (MP 3.8), SE 280th (MP 4.1) and SE 288th St (MP 4.7)
- ♦ Provide connections and safe crossings to the mountain biking, horseback riding and hiking trails on both sides of the proposed trail alignment between MP 4 and MP 7, including safe crossings points on SR 169
- ♦ Improve safety and connectivity with surrounding communities at the rail crossing (MP 4.3)
- ♦ Provide safe crossing to the parking lot on the east side of SR 169 at SE 288th St (MP 4.7)
- ♦ Connect Sawyer Woods Elementary School with the trail via safe crossings at 228th Ave SE and SE 312th St (MP 6.7)
- ♦ Use the parcel owned by King County to provide restrooms and parking access (MP 6.8)
- ♦ Design the trail to be consistent with the master plan for Lake Sawyer Regional Park
- ♦ Design future developments in Black Diamond to provide access to the trail and safe road crossings (i.e. Yarrow Bay and future town center and commercial development, MP 7.2-8.7)
- ♦ Capitalize on views along cliffs near Flaming Geysers State Park
- ♦ Use signage, wayfinding and mile markers to improve trail safety and knowledge of trail rules
- ♦ Install public art along the trail to enhance community identity and user experience
- ♦ Protect sensitive natural areas along trail using vegetative screening, fencing or signage
- ♦ Replace aging culverts with ones designed to support aquatic habitats and salmon health
- ♦ Maintain the natural character of the trail for everyone's enjoyment
- ♦ Provide a 14 foot wide trail where possible, to allow comfortable space for equestrians and other types of users to be next to each other
- ♦ Work with the road bicyclist community to identify parallel roads that offer safe alternatives to trail riding

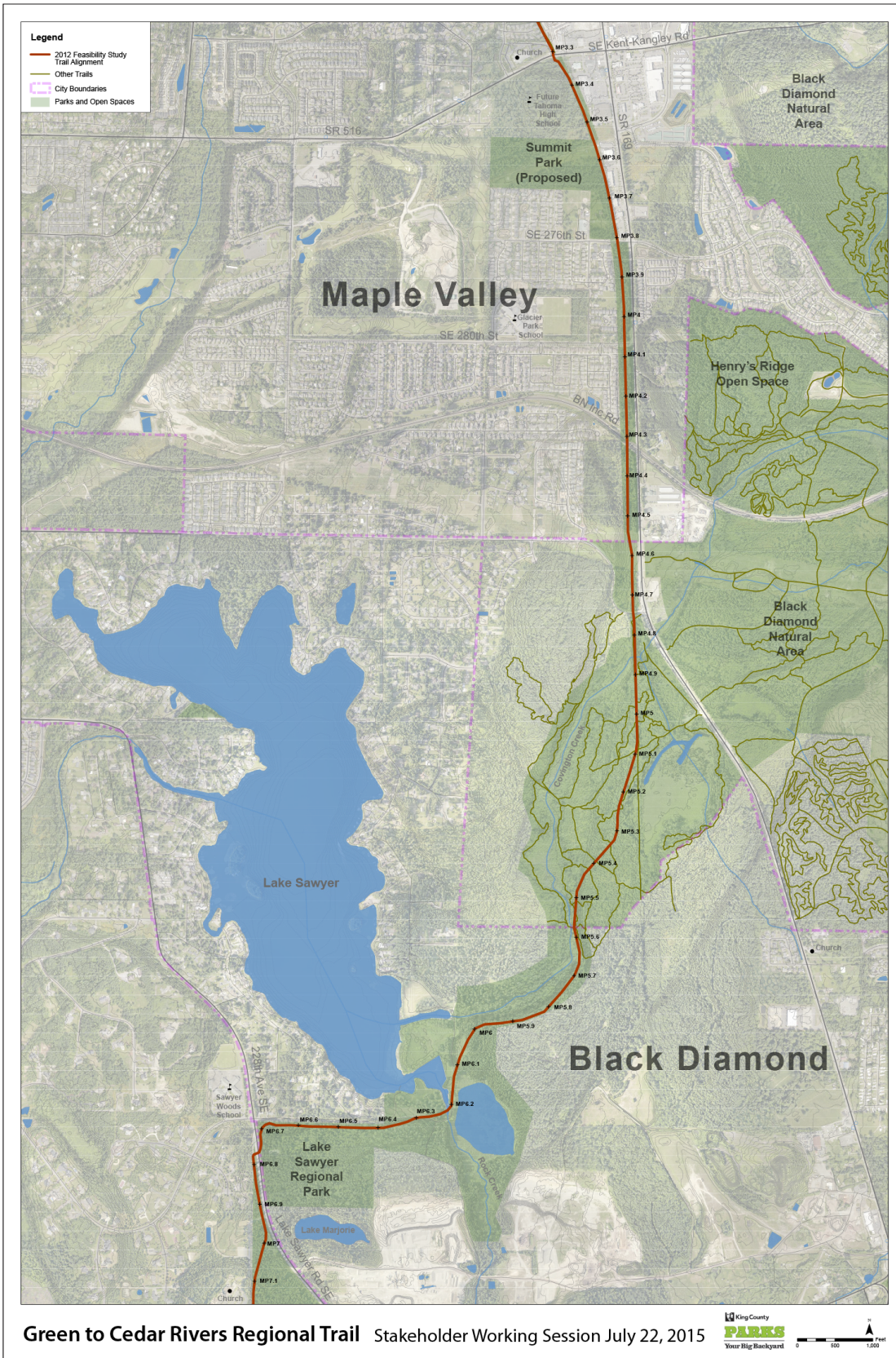
## CONCERNS

- ♦ Lack of trail amenities (parking lots, restrooms, trash receptacles, signage) and lack of nearby urban land uses (commercial services, neighborhoods) poses safety risks and other challenges
- ♦ The future Tahoma High School and park will significantly increase traffic around MP 3.3-3.7, which will pose safety risks for trail users
- ♦ Aging culverts in Covington Creek crossing area (MP 4.8)
- ♦ Informal parking along SR 169 will be used to access trail, posing traffic safety risks (near MP 5)
- ♦ Steep, narrow and wet nature of Rock Creek crossing area will be challenging for trail design and construction. Alignment solutions could include shifting the trail to the west side of Covington Creek and splitting the soft and paved portions of the trail here, with the soft segment traveling along a steeper grade down to Rock Creek. (MP 5.5-6.3)
- ♦ Concern that limited parking areas near Lake Sawyer Regional Park, including informal areas for horse trailers, will be overwhelmed by trail user demand
- ♦ The Lake Sawyer Christian Church access road crosses King County property on the proposed trail alignment. This poses traffic safety risks that should be addressed when designing the trail.
- ♦ Downtown Black Diamond is located relatively far away from the proposed trail route and it may be difficult to establish a connection
- ♦ Steep grade going down into Green River Valley may be challenging for trail users, need to reconsider the proposed alignment along 218th Ave SE
- ♦ Need to protect natural areas and wildlife habitat

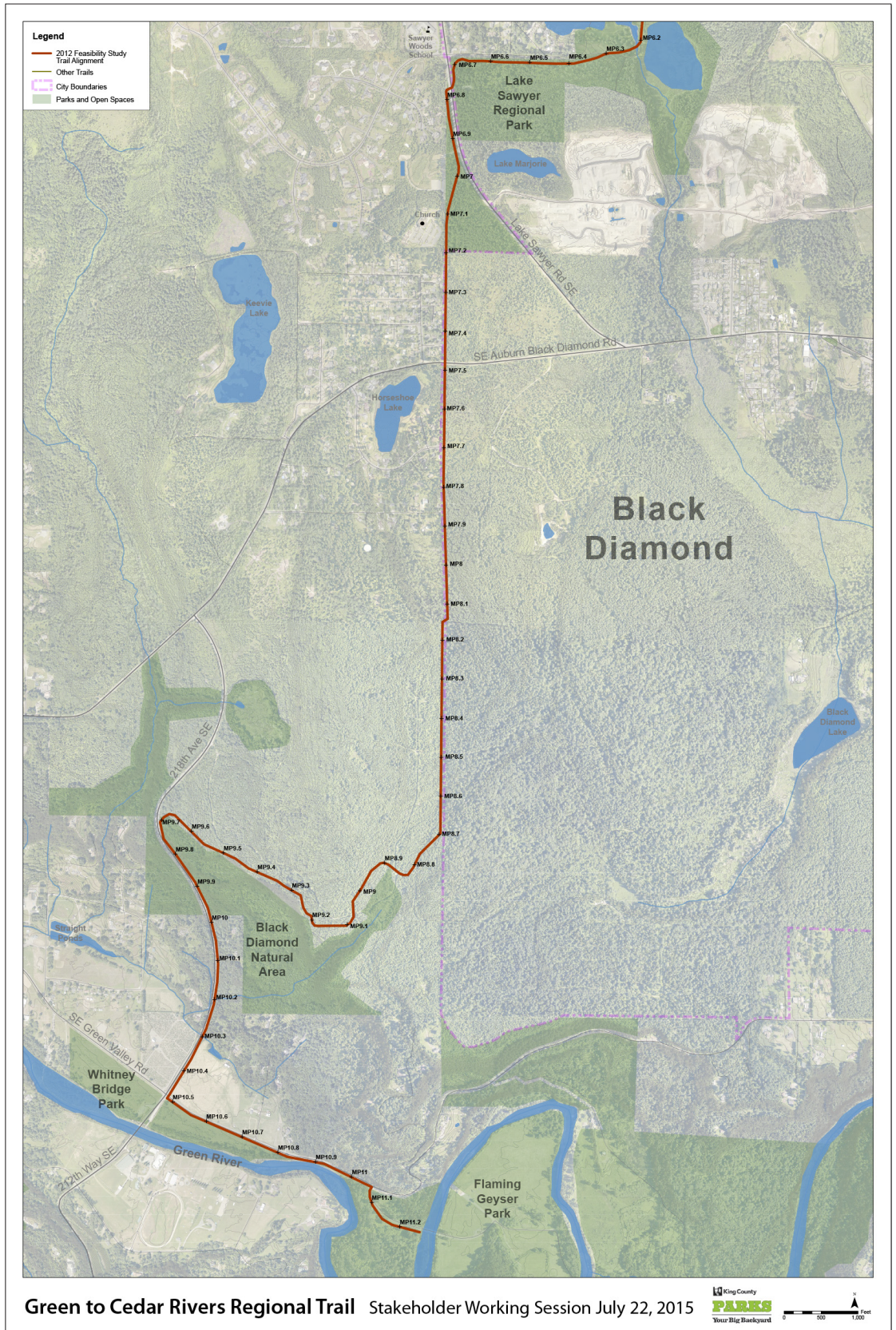


North Segment Map

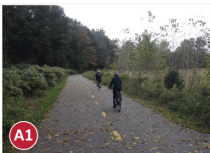

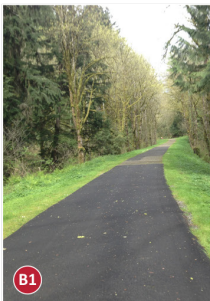










South Segment Map 1



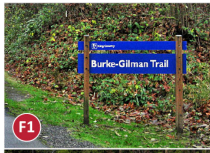









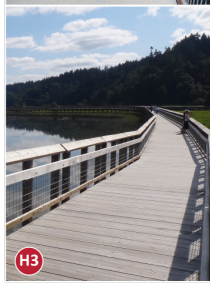




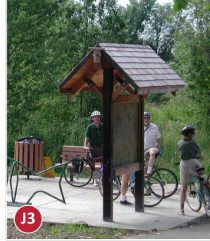
South Segment Map 2

NATURAL TRAIL EDGE	MOWED TRAIL EDGE	SHARED-USE PATH	EQUESTRIAN AMENITIES	ROAD CROSSINGS
  	 	   	  	  

July 22, 2015 | Disclaimer: Images are for reference only

Green to Cedar Rivers Trail Stakeholder Meeting | Image Board (1)

July 22, King County **PARKS**

KING COUNTY REGIONAL TRAIL GUIDELINES	BRIDGES	BOARDWALKS	WAYFINDING	AMENITIES
   	   	  	 	  

July 22, 2015 | Disclaimer: Images are for reference only

Green to Cedar Rivers Trail Stakeholder Meeting | Image Board (2)

July 22, King County **PARKS**

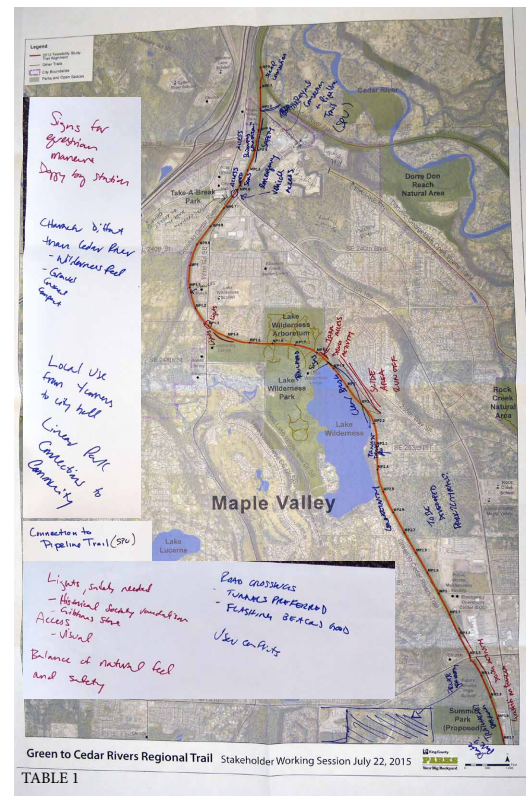
Working Group Image Boards

# MEETING NOTES

## Table 1 — North Segment

### REPORT OUT

- ◆ Personal safety is a significant concern and the design process should consider it carefully. Issues include ensuring a high enough user level to reduce criminal activity, preventing potential conflicts among different types of users at narrow points in the trail, and providing trail visibility. For example, removing vegetation in overgrown areas and designing the trail to be visible from adjacent properties can have a positive impact on perceived safety.
- ◆ Remove fences along the trail to improve access and connections to adjacent businesses. Also, encourage businesses to make use of trail connections and see them as an opportunity to attract new customers.
- ◆ Address environmental issues, including preventing impacts to Lake Wilderness such as stormwater runoff, erosion, and pet waste.
- ◆ Improve access to the trail. Currently there is limited parking access for local users and much of this is informal.
- ◆ Recognize that the trail is not just a transportation facility, it is also a linear park that provides access to larger parks in the area. It has the potential to be a “string of pearls” that connects communities.
- ◆ There are many steep slopes along the trail route that have the potential for landslides and that pose challenges for ADA access.
- ◆ It will be important to find a balance that maintains the “rural in the suburbs” look and feel of the current trail while accommodating varied and increased users. Community members enjoy the current trail and would like to see its overall character maintained even though the trail itself will be widened and changed from a soft surface to a combination of pavement and soft surface.



Comments from participants at Table 1

# Table 2 — South Segment

## REPORT OUT

- ◆ Take advantage of opportunities to connect the trail to existing communities and to future development along the route such as the new Tahoma High School and park site in Maple Valley, future Town Center and commercial development in Black Diamond, and the Yarrow Bay development in Black Diamond.
- ◆ The Lake Sawyer area should be carefully planned. There are a number of natural areas, stream crossings and tight spots for the trail alignment. There is existing horseback riding access in this area. To avoid traffic conflicts the trail will need to be designed for a safe crossing where it intersects the Lake Sawyer Christian Church access road. The master plan for Lake Sawyer Park should be consulted as well.
- ◆ Recognize that there is an extensive existing network of formal and informal hiking, mountain biking and horseback riding trails in and around the Black Diamond Natural area. The trail alignment passes through this area and trail users will want to access these networks. Plan for this and provide informational signage and safe connections and road crossings. There are some dangerous crossings in this area, for instance along SR 169.
- ◆ Address the lack of infrastructure along the southern portion of the trail. There are few restrooms, parking areas, trash containers, potable water and commercial services in this area. This presents challenges related to access, sanitation and safety that should be mitigated for.
- ◆ Signage should be used throughout the trail to improve public safety and user experience.
- ◆ Protect natural areas along the trail. This is important for the preservation of wildlife and plants and also for user experience. The natural character of the trail is one of its strengths.
- ◆ Design the trail to accommodate all users, including horseback riders and mountain bikers, and to minimize potential accidents on the trail such as crashes and user conflicts.

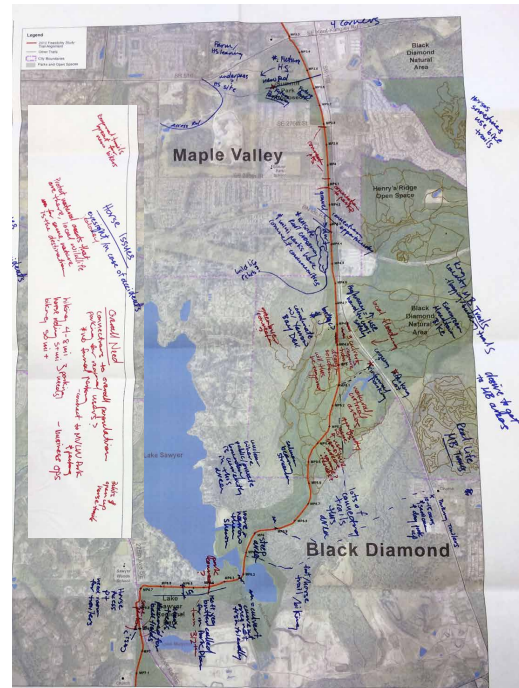


TABLE 2

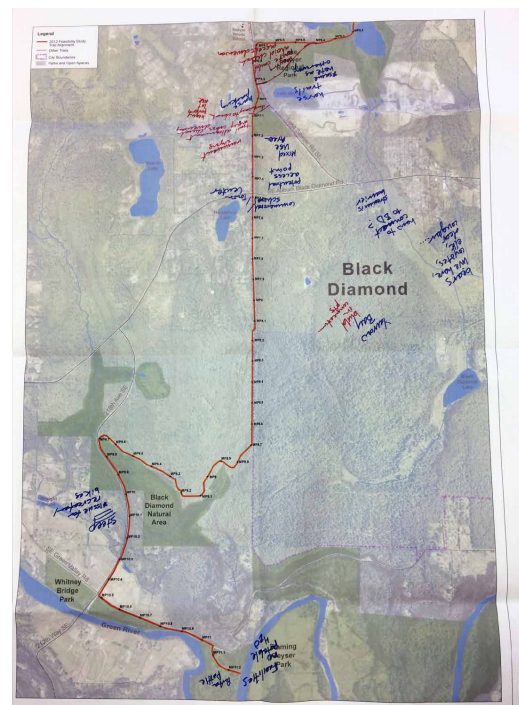


TABLE 2

### Comments from participants at Table 2

## Table 3 — South Segment

### REPORT OUT

- ◆ Explore options for traversing the cliffs connecting the southernmost portion of the trail to Flaming Geyser State Park. Capitalize on the views and avoid a route near 218th Ave SE that results in a long, unpleasant hill climb.
- ◆ Achieve a natural feel and maintain trees through the more urban/commercial areas of the trail alignment.
- ◆ A parcel owned by King County along the trail route represents a good opportunity to provide a trailhead and user amenities such as restrooms and parking access.
- ◆ The new Tahoma High School and park development (located just southwest of the intersection of SR 169 and SR 516 in Maple Valley) represents challenges and opportunities. A huge increase in traffic is anticipated and the trail should be designed to enhance pedestrian safety and mobility around that area. There are also opportunities to coordinate trail access to the future school and park and to provide parking access for the trail.
- ◆ There are a number of challenging road and rail crossings along the trail route. Also, trail users will likely want access to the mountain biking and horseback riding trails on the west side of 169, which is currently a dangerous crossing.
- ◆ There are a number of areas along the proposed trail alignment with steep slopes and narrow right of way, including areas around Rock Creek. These need close consideration.
- ◆ Consider installing public art along the trail. This could enhance the trail look and feel.

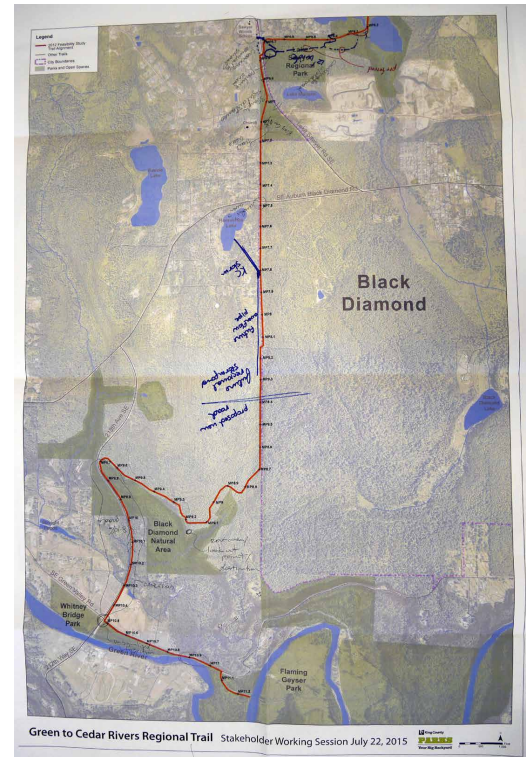


TABLE 3

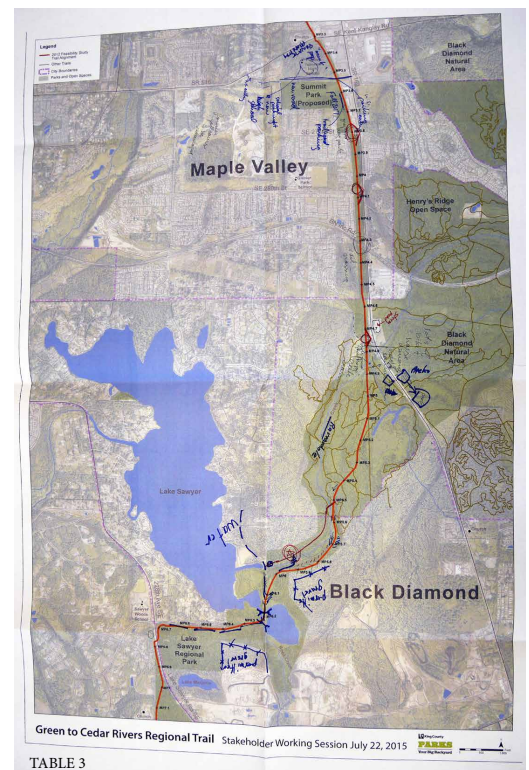


TABLE 3

Comments from participants at Table 3

# Table 1 — North Segment

## OBSERVATIONS

### Exercise #1

#### 1. Safety and criminal activity

- a. One participant noted lots of graffiti in the area around the Maple Valley Community Center and that some night lighting could help. There is also graffiti on the fences near the business in the four corners area around MP 3.1–3.5.
- b. Some feel that the trail is a corridor for criminal and drug activity. Some people reported that there had been a lot of drug activity between MP 3.1 and 3.5, but that now this activity has been pushed further south. There was also noted activity at trail access points such as MP 1.8.
- c. Improved law enforcement needed along the trail. One participant noted that residents in the homes along MP 3.1 and 3.3 had reported activity to the police, but by the time the police arrived 45 minutes later the criminals had dispersed.

#### 2. Lighting

- a. For trail safety, trail lighting is needed, such as at the Gibbon–Mezzavilla General Store at MP 1.3–1.4. Others noted that increased lighting may attract night time activity.
- b. There was an agreed upon need for increased lighting at trail underpasses.

#### 3. Fences

- a. There are signs that people have been cutting holes in fences to access adjacent businesses from MP 3.3-3.5 (Four Corners). Removing fences along commercial zones may increase access to businesses from the trail and vice versa. This could also add a degree of visual access and safety to the trail. The question was asked if the fences can be removed. The area by Les Schwab was specifically mentioned.
- b. Fences are required around detention ponds for liability purposes.
- c. Homeowners want to keep the fences around their properties for privacy and security.

#### 4. Trail Access

- a. The table generally agreed that there needed to be improved access to the trail from the adjacent

businesses at MP 0.3–0.4 and MP 3.3–3.5 (Four Corners).

- b. Non-motorized access to the trail needed, such as the Eagle Scout stair project, but also ADA compliant ramps such as the switchback up to Witte Road.
  - » A representative from the equestrian community noted that horses cannot fit through or negotiate “maze” entry gates.
  - » Many participants voiced the need for vehicle parking, especially trailers for equestrian users to access the trail.
  - » There is also a need for emergency vehicle access to the trail.

#### 5. Water coming down the slope at MP 1.9–2.2

- a. There are concerns about landslides and run off towards Lake Wilderness. Homes are on top of this hill.
- b. The trail will likely need to be reinforced in this area with retaining walls.
- c. What is the water source? HOA representatives stated there is an underground spring. Water has been present for 20+ years but soil runoff seems to be getting worse year after year.

#### 6. Equestrians

- a. Table suggested adding horse “doggy bag” stations and signage to be considerate of other users of the trail and to clean up after your horse. There have been some issues in the past with trail users not picking up horse manure.

#### 7. Trailheads

- a. Restrooms and other trailhead amenities such as rest areas are needed where possible and appropriate
  - » Who will maintain restrooms? Will these be vault or composting toilets?
- b. Possible location at the proposed Summit Park.
- c. Another proposed park development by Maple Valley at MP 2.5-2.7.
- d. Lake Wilderness and the Lodge as another logical trailhead location.

# Table 1 — North Segment

## OBSERVATIONS (CONT.)

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### Exercise #1

#### 8. Future connections

- a. Possible connection to the Cedar River Trail by improving access at MP 0.2.
  - » The property is privately owned.
  - » SPU water pipeline is located on the property.
  - » There is still a steep hill down to the Cedar River Trail.
- b. Connection to the Pipeline (Danville Georgetown Open Space) Trail at MPO.2
  - » SPU easement through the area.
  - » Easement passes adjacent to two mine pits.

## CHALLENGES TO SOLVE

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### Exercise #2

#### 1. Character

- a. Maintain the rural character and feel of the trail while increasing access to all types of uses. Specifically users who prefer paved surface such as wheelchairs, strollers, and skateboarders.
  - » Fear that if the trail is paved then it will become overrun with fast road cyclists.
  - » Fear that the arboretum forested feeling would be ruined.

#### 2. Accessibility

- a. ADA access will be challenging in areas, particularly the north connection to the Cedar River Trail.

#### 3. Widening

- a. Widening the trail around Lake Wilderness will be difficult because of the constrained ROW and the uphill slope consistently has water and soil runoff towards the lake.

#### 4. Equestrians

- a. Added equestrians may mean more user conflicts — more horse manure on the trail.

#### 5. Reduce conflicts

- a. User conflicts between different types of users — there will be a need for separation.

#### 6. Equestrians and mountain bikes

- a. Both user groups prefer soft surface trails.

#### 7. Environmental concerns

- a. Increased stormwater runoff from impervious (paved) trail surface.
- b. Increased dog walking and equestrian use could mean fecal matter in stormwater runoff, is there a concern with water quality in the lake?
- c. Slope erosion adjacent to the trail.



## TRAIL CHARACTER

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### Exercise #3

#### 1. Gravel trail

- a. The table stressed that this trail is not like the Cedar River Trail and they wanted to keep the natural feeling with the compact crushed gravel. However, the table also recognized that more residents and users will be on the trail with new housing developments, the new park and the new high school.

#### 2. Paving

- a. If the trail is to be paved, there needs to be an adjacent soft surface trail that meanders in a more scenic route, and connections to other meandering trails (eg. Arboretum trails).
  - » The Centennial Trail was mentioned as the gold standard for equestrian trail design.

#### 3. Character

- a. Balance the natural feeling of the trail with safety with visual access to the trail, but maintain the forested feel.
  - » Would like to clear understory brush and invasive plants in order to open up views to Lake Wilderness.

#### 4. Linear park

- a. Overall concept of the trail as a linear park with connections to the community and local businesses and destinations.

#### 5. Crossings

- a. Road under crossings/tunnels are preferred to at-grade crossings. If at-grade crossings are necessary, the rapid flashing lights work well at Kent-Kangley to increase safety.
- b. On the near side of at-grade intersections add push buttons at varying heights for easy reach by cyclists and equestrians.

#### 6. Bridge

- a. Preferred bridge design is the railroad bridge. (See G3 on the photo handout) This already exists further north on the Cedar River trail and would reflect the history of the trail.

#### 7. Wayfinding

- a. Preferred wayfinding kiosk is J3 on the photo handout as this is already present in Lake Wilderness Park. Did not like the I2 four sided kiosk.

## Table 2 — South Segment

### OBSERVATIONS

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#### Exercise #1

##### 1. Future development

- a. The many proposed developments along the trail route present opportunities for trail integration.
  - » New high school and park south of Four Corners.
  - » Town Center and commercial development in Black Diamond.
  - » Yarrow Bay development.

##### 2. Rail crossing

- a. This area offers an opportunity for improved connections with the surrounding community while providing a safer crossing for trail users.

##### 3. Black Diamond Natural Area

- a. Area includes wetlands and other sensitive natural areas.
- b. Covington Creek is a salmon bearing stream.
- c. There are a number of trail systems in the area, including mountain biking, hiking and equestrian trails. People will want to use the trail to access these. There will be a need for safe crossings (especially for SR 169).
- d. There is informal parking along SR 169 in the middle of the Black Diamond Natural Area
- e. There is another parking area farther south on SR 169, just below the Real Life Church mountain biking trail area (which is adjacent to the southern edge of the Black Diamond Natural Area).

##### 4. Wildlife

- a. Throughout the southern segment there is a lot of wildlife including larger animals such as elk, deer, bear, cougar and coyotes .

##### 5. Lake Sawyer Park area

- a. The park has an existing master plan that should be consulted as part of trail design.
- b. There was a question about the best place for the trail alignment in the Rock Creek area. This is a narrow and steep area. Also, the culvert here is not fish friendly and could be improved.
- c. There is informal horse access and parking on the west side of 228th Ave SE across from the park. Horses use trails in this area.
- d. Lake Sawyer Christian Church is also in this area. The proposed route passes right by their property. There is a lot of traffic at the church on Sundays and throughout the week.

##### 6. South end of the trail

- a. There is a very steep grade into the Green River Valley, if the trail here is steep this would pose potential challenges for recreational bikers and some other trail users.
- b. There are not many services in this area. Flaming Geyser State Park does not have potable water or restrooms, though there are portable toilets.

## CHALLENGES TO SOLVE

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### Exercise #2

#### 1. Lack of infrastructure

- a. Restrooms, parking areas, potable water, trash bins and nearby commercial services needed along southern portion of trail, currently very remote with few resources for users.
  - » Potential solutions include wayfinding and safety signs and community partnerships to build new infrastructure and to improve service/maintenance at existing parking areas, restrooms, trash collection sites, etc.

#### 2. Connectivity

- a. Need for connections with neighborhoods and with the Black Diamond downtown area which is a little farther away from the proposed route.
  - » Potential solutions include construction of connector trails and ensuring safe crossings around access points.

#### 3. Alignment

- a. Proposed route cuts across a heavily trafficked Lake Sawyer Christian Church access road that crosses King County Parks property.
  - » Potential to shift route slightly south through Lake Sawyer Park.
  - » Consider safe crossing solutions

#### 4. Protecting natural areas

- a. Trail access to sensitive natural areas (wetlands and other habitat) could be degraded if people/pets start playing in them.
  - » Potential solutions include vegetative screening, fencing and signage.

#### 5. Other Notes

- a. The natural character of the trail should be preserved for everyone's enjoyment.
- b. All portions of the trail passing through Lake Sawyer Park should be consistent with the park master plan.
- c. A number of culverts in the Covington Creek crossing area may need to be replaced, depending on trail design and future Yarrow Bay development. One option is a bridge, which would be expensive.

## TRAIL CHARACTER

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### Exercise #3

#### 1. Character

- a. Mulched trail edges, they provide a nice natural look.
- b. No trail striping is needed, except maybe in busy areas, curves and around access points.
- c. Bollards should not be put in due to the hazards they pose for bicyclist and other users. They can always be added later if a need arises.
- d. Signage should be used to improve public safety and user experience, including milepost markers, signs letting people know what trail they are on and emergency contact numbers to call, signs warning of steep slopes and sharp corners, and trail rules/safety info such as speed limit (15 mph).
  - » Provide signs for bicyclists that show stretches of trail with nearby, safe, paved routes (i.e. 228th, Witte Rd, Lake Sawyer) and caution leaving the trail due to unsafe road conditions (i.e. SR 169).
- e. Benches along the trail would be nice.
- f. It makes sense for certain segments of the trail to match the character of their surroundings (i.e. segment going through a park should match the park's look).

#### 2. Trail width

- a. Providing a 14-foot wide trail where possible — to accommodate equestrian users, recognizing that in certain areas this won't be possible.

#### 3. Trail surface

- a. Gravel surfaces and/or soft trail edges are good for equestrians and runners.

#### 4. Undesirable activities

- a. Drinking and drugs in parks is a potential issue.

## Table 3 — South Segment

### OBSERVATIONS

#### Exercise #1

##### 1. Development

- a. Lots of new development in the area around the future new Tahoma High School (by SE Kent Kangley Rd and SR 169), including a new access road and a large parking lot. Stakeholders requested much thought be put into integrating pedestrian amenities of this new development with the trail. They expect there will be a big increase in traffic.
  - » Additionally, representatives from the Maple Valley Parks and Recreation Commission said there are plans to develop a new dog park and parking lot.
  - » The mid-block crossings at SE 276th St and SE 280th St are areas of concern for the stakeholders. Lots of people “stream across 276th” without consideration to the cars. In times of heavy traffic, cars waiting to turn onto SR 169 queue up across the pedestrian crossings.
  - » The crossing at SE 288th St and SR 169 and Covington Creek was identified as a major challenge area. Considerations include:
    - Crossing SE 288th St: High speed with a corner.
    - SR 169: Very high speeds. Unsafe crossing. However, crossing from west to east side would be desirable to link the trail to the Black Diamond Natural Area. There are a lot of mountain biking trails and recreational uses in this area east of SR 169. Linking the trail, Lake Sawyer Park and the Black Diamond Natural Area would be extremely desirable.
    - Covington Creek Crossing: “Keep to the right side of the creek” should be considered for SR 169 and SE 288th St crossings to avoid having to get over the creek twice in order to continue south toward Lake Sawyer Park.

##### 2. Ravensdale Creek crossing

- a. Stakeholders identified that the suggested trail alignment gets really steep near Ravensdale/ Covington Creek. Two participants suggested an alternative route north of the creek in order to avoid steepness.
  - » There are lots of sensitive areas near Lake Sawyer Park.
  - » Culverts need to be replaced. There is an opportunity to use bridges for enhanced salmon health.
  - » One participant identified areas where gravel pits are permitted and where extraction will begin extraction in the next couple years.

##### 3. Sawyer Woods Elementary School

- a. The trail’s crossing near the elementary school should provide safe routes to school crossings for the students. Lake Sawyer Rd SE and SE 312th St have high speed traffic.

##### 4. Parcel of King County-owned land south of Sawyer Woods Elementary

- a. Folks who use Lake Sawyer Park regularly are concerned about the impact that increased parking demand for the finished trail will have on limited Lake Sawyer Park parking. They would like to see the King County parcel used for trail parking, especially to accommodate equestrians.

##### 5. Flaming Geyser State Park

- a. The cliffs on the south end of the trail alignment connecting to Flaming Geyser State Park are going to be incredibly difficult to traverse. However a solution down the slope offers opportunities to create view points. This would also avoid having to route the trail along 218th Ave SE, which seems too long and undesirable.

## CHALLENGES TO SOLVE

### Exercise #2

#### 1. Ravensdale and Rock Creek crossings near Lake Sawyer Park

- a. There is a wet area to the north that the trail should avoid along with steep areas along Covington Creek.
- b. As the trail approaches Lake Sawyer Park, it was suggested that the trail split into two different routes to accommodate equestrians and bicyclists and pedestrians. Horses have a better ability to handle steep grades. It was also suggested that these different routes could come together at the lookout point/walking trail in between Ravensdale and Rock Creeks.
- c. There is an existing foot path and roadway (?) connecting from the Lake Sawyer Parking lot out toward Rock Creek. The trail route and design should be integrated with this existing pathway, coming from the southwest.

#### 2. Crossing near Sawyer Woods School:

- a. The trail should cross SE 312th St and Lake Sawyer Rd SE at the school. Is there room on the west side of Lake Sawyer Rd SE to route the trail?
- b. The stakeholders would like to see this crossing “beefed up” to make it safer for the school children.

#### 3. SE 288th St + SR 169 Crossing + Connection to Black Diamond Natural Area

- a. Connect the trail to the existing parking lot for the Black Diamond Recreation Area, which has a lot of draw for hikers and mountain bikers. All of these recreational assets need to be linked by the trail.
- b. SR 169 traffic travels at speeds upwards of 50 mph.
- c. Stakeholders wondered if a bridge crossing at SE 288th St would be a better solution as opposed to grading to deal with elevation challenges.
- d. Coordinate the SR 169 crossing with WSDOT.
- e. Stakeholders noted that the SE 288th St intersection has drainage issues.
- f. Stakeholders would like to see the trail alignment travel closer to the highway.
- g. Is there a possibility to use old SR 169 to address some the connection concerns?

## TRAIL CHARACTER

### Exercise #3

#### 1. Elements that should comprise the Green to Cedar River Trail character:

- a. Woodsy, natural, cedar plank look
- b. Toilets
- c. Creative meandering of the trail.
- d. Maintain trees, for instance through strategic trail alignment. One stakeholder stated that she would like to see the acquisition of land for parking instead of cutting down trees to make parking lots for the trail.
- e. Consistency

#### 2. Art

- a. Integrate art into the trail corridor — especially between Maple Valley and Black Diamond. This could include:
  - » Consistent signage and messaging that relates to each city’s identifying graphics.
  - » Wayfinding: Maple leaf mile markers near Maple Valley; Diamond-shaped mile markers near Black Diamond.
  - » Interpretive signage about historical landmarks along the corridor such as railroad facilities, coal mines and nearby homesteads.

#### 3. Special markings

- a. Pavement markings in the shape of horse shoes/hooves — in locations on the trail where the equestrian alignment crosses the bicycle and pedestrian alignment.