EASTSIDE RAIL CORRIDOR REGIONAL TRAIL

VOLUME 3 - MASTER PLAN AND EIS COMMENTS AND RESPONSES

KING COUNTY PARKS AND RECREATION DIVISION
JULY 2016

King County | PARKS | Your Big Backyard

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TRIBES

From: Karen Walter [mailto:KWalter@muckleshoot.nsn.us]
Sent: Thursday, May 19, 2016 1:47 PM
To: Jacobs, Erica
Cc: Peterson, Bob; lmurphy@muckleshoot.nsn.us
Subject: RE: Eastside Rail Corridor Draft Master Plan and EIS

Erica,

Thank you for sending us directly a copy of the Eastside Rail Corridor Draft Master Plan and EIS. In addition to our previous scoping comments (dated July 17, 2015), we offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources.

T-001-001

1. This project is within the Muckleshoot Tribe's Usual and Accustomed Fishing Area. The salmon populations in WRIA 8 are in dire straits and fishing opportunities in this Basin are significantly reduced for Muckleshoot Tribal members. There is no discussion about potential impacts to salmon that can affect fishing opportunities in the Master Plan or DEIS. Further, this trail is a new trail that will connect to existing and proposed trails elsewhere in WRIA 8 and beyond adding to cumulative impacts to streams and wetlands by the location and management of these trails.

   The Eastside Rail Corridor Regional Trail and all of the existing and planned trails (i.e. Lake to Sound; Cedar River; SR 520 trail; Sammamish River trail, etc) anticipated to connect to it need to address the primary fact that the location and existing nature of the rail corridors proposed for trails are often located within streams and wetlands and/or their buffers creating adverse conditions for habitat processes. The railroads filled wetland areas, re-routed streams into ditches and channelized streams, dredged these areas; removed vegetation, and crossed streams using undersized culverts and bridges. These existing conditions should be rectified to the fullest extent possible as part of these trail projects. Just as trail corridors and connections are important for people to use non-motorized means to travel, streams are corridors for salmon that need both quality and quantity habitat throughout to ensure their productivity, distribution, and diversity. From our review of the County's responses and our experiences with other regional trails in the area, these issues are not fully considered. For example, the DEIS states: "*Minimal impacts are expected for the May Creek, Coal Creek, Stream SR6, and Kelsey Creek aquatic habitats because all work would take place on the existing trestles that cross over them*". This approach will not lead to the environmental improvements needed for salmon and their habitats. Once the trails are in and actively used, it is very difficult and nearly impossible to make changes needed to improve salmon habitat conditions. The time to address these concerns is now.

T-001-002

2. As we noted in our previous comments, one of the biggest issues for this project is how it will be crossing streams; the nature of existing crossings (i.e. undersized culverts and bridges); opportunities to remove obstructions and creosote pilings in water (see pages 2-5 and 4-12 showing creosote piles from existing trestles in the water); and the potential to preclude future culvert repair or replacements projects up and downstream of the trail. For example, WSDOT is currently designing road expansion work, including culvert replacements, extensions, etc. along I-405 from Renton to Bellevue. This road project includes several existing fish passage barriers on potential fish bearing streams that need to be made fish passable under the Federal injunction from U.S. *v*. Washington proceedings (culvert case). See http://www.wsdot.wa.gov/Projects/FishPassage/CourtInjunction.htm

The rail corridor as shown on page 2-9 in the Lakefront segment is downstream of I-405 and near the mouths of several existing streams that could support salmon if they had access to them. This project cannot result in any new or continued fish passage barriers. This may occur as a result of the trail location, the retention of existing fish barriers where the trail crosses and the construction of fill and retaining walls. Now is the time for effective planning that deals with these issues instead of later phases or segments that result in the continuation of fish passage barriers without mitigation. Perpetuating these existing impacts by non touching poorly designed and harmful structures will continue the cumulative effect of habitat degradation. From the information available on pages 6-13 and 6-23, this issue has not been adequately assessed. There likely more than 7 streams (page 6-13) that have the potential to provide habitat for salmon if they were accessible.

A list of the known state-owned fish passage barrier culverts with potential habitat upstream near the trail corridor can be found at:
http://www.wsdot.wa.gov/NR/rdonlyres/B056189E-6326-40F5-AD2D-B76720B267F6/0/2015FishPassageReport.pdf
This revised planning effort should be coordinated closely with the Tribal Fisheries Division to ensure that we concur with the approach, methods, and outcomes, and avoid permitting delays.

T-001-003

3. Another issue is the location of the proposed trail segments to streams and wetlands and how these sensitive areas will be avoided and impacts minimized and fully mitigated where impacts are unavoidable. The existing railbed corridor is often located adjacent to streams and wetlands in very close proximity limiting channel migration, wood recruitment, shading, etc. The adjacent buffer areas are typically full of invasive plant species that reduce stream and wetland functions and require mowing to maintain. This regional trail presents an opportunity to reduce some of these impacts and provide mitigation in places where the trail will not be relocated as needed to restore stream, wetland and riparian functions. The project needs to locate all existing mitigation sites near the corridor, as well as, any proposed restoration sites. These mitigation and restoration areas should be avoided by the project so that the mitigation sites are protected and the restoration sites are available for those future actions. An example is the substantial mitigation that WSDOT has done in Yarrow Creek as part of the SR 520 Eastside HOV project. A portion of this project overlaps with the Wilburton segment of the trail. The trail should avoid the mitigation areas from the highway project and provide the opportunity for further stream restoration to provide additional ecological lift.

T-001-004

4. Another important consideration is the extent and location of the rail corridor where the trail will be located with either option. While the trail right-of way is only 100 feet wide, the areas where the trail corridor parallel streams for substantial lengths has reduced riparian functions over large areas. For example, the Valley Segment (North Kirkland and Woodinville) notes that 56 percent of the mainline corridor is adjacent to a wetland or stream and 43 percent of the Spur is adjacent to a wetland or stream. The Master plan is contemplating limitations on restoring native trees and shrubs as described on page 3-22. The location and management of the corridor for the trail and other potential uses (rail) means that these areas will not be restored to provide full riparian functions and should be mitigated to offset impacts to salmon habitat so that there is a net gain from this project and not continued degradation.

T-001-005

5. Artificial lighting also needs to be carefully planned and located to not add further impacts to juvenile salmon seeking to outmigrate where lighting can cause delays and increased predation risk. The Lakefront Segment is an example where the lower Cedar River and adjacent Lake Washington shoreline already creates lighting conditions that adversely affect salmon (see Tabor et al. 2004: *The Effect of Light Intensity on Sockeye Fry Migratory Behavior and Predation by Cottids in the Cedar River Washington).* These potential impacts are not considered in the master plan on page 3-23.

T-001-006

In summary, this project needs to provide for a net gain in salmon habitat and functions and access to these areas. This regional project needs to set the example by providing substantial improvements to salmon habitat not merely providing mitigation for project impacts.

We appreciate the opportunity to continue coordination and provide input to King County on this project. Please let me know if you have any questions.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116

MUCKLESHOOT INDIAN TRIBE

RESPONSES

T-001-001 *The Ecological Resources section of Chapter 6 in the Draft EIS discusses potential impacts to streams and aquatic habitat without projecting resulting impacts to aquatic species (salmon). The Final EIS adds further discussion about potential implications on salmonid species.*

Mitigation measures required by applicable stormwater management standards will also be implemented. As a matter of policy during the design phase, King County will consider potential integration of additional watershed restoration.

The cumulative impacts discussion in the Final EIS has been expanded to summarize the history of development and resulting loss of habitat in the general project area. This discussion addresses projected growth and development and the protections provided by development regulations.

The cumulative impacts discussion has also been expanded to describe several beneficial cumulative impacts:

- *Facilitating non-motorized transportation will reduce use of motorized modes, thereby incrementally reducing air and water pollution.*
- *Improvements to habitat and stream corridors crossed by the ERC would improve the benefit realized by other habitat and stream corridor projects completed outside of the project area.*
- *Supporting parks and open space by providing better connections among King County and other local parks will help ensure these areas are maintained and not developed.*

T-001-002 *King County will comply with the applicable regulatory requirements for mitigation, which will be identified during the design phase of the project. As a policy matter King County may consider further opportunities to enhance the environment as part of project permitting, design, and construction.*

T-001-003 *The Ecological Resources section of Chapter 6 has been expanded to better describe opportunities for reducing impacts and approaches for mitigation.*

As already described in the Draft EIS, King County will develop a process for evaluating the existing drainage structures and upstream habitat along the corridor to determine where fish passage barriers can be removed and where habitat and culvert improvements should be constructed.

T-001-004 *King County will provide mitigation to offset impacts to salmon habitat, as required by applicable regulations. The specifics of mitigation will be determined during trail design in close coordination with the Tribal Fisheries Division.*

T-001-005 *The specifics of lighting will be determined during the design phase of trail development. Page 6-18 of the Draft EIS (Lighting) acknowledges that the selection of type and level of illumination would need to avoid impacts on aquatic habitat where juvenile salmon may be present. Similar language has been added to the illumination discussion in Chapter 3 and the ecological resources section in Chapter 6 of the Final EIS.*

T-001-006 *King County will comply with the applicable regulatory requirements for mitigation, which will be identified during the design phase of the project. As a policy matter King County may consider further opportunities to enhance the environment as part of project design and construction.*

AGENCIES

City of Bellevue
Post Office Box 90012 • Bellevue, Washington • 98009 9012

March 31, 2016 Sent via Email

Ms. Erica Jacobs
King County Department of Parks and Natural Resources
201 South Jackson Street, MS KSC-NR-0700
Seattle, WA 98104-3855

RE: Eastside Rail Corridor Regional Trail Draft Master Plan and EIS

Dear Ms. Jacobs:

A-001-001 Thank you for the opportunity to comment on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. Bellevue staff have reviewed both documents and overall, the trail concept presented is consistent with the City's interest in developing a facility along the corridor that will effectively serve residents, workers and visitors to our community. When complete, the ERC trail will offer a continuous north-south corridor running the length of Bellevue and connecting to the south to Renton and to the north to Kirkland and Woodinville. This new facility, separated from roadways, will support livability and mobility needs and anticipated growth in our community, including into our Downtown and the emerging Bel-Red area. It will also link to other regional facilities in Bellevue, most significantly the SR 520 Trail and the I-90/Mountains to Sound Trail, creating new and expanded opportunity for non-motorized transportation and recreation for Bellevue and the region.

We are now working to create a design concept for our planned "Grand Connection" that will run from the ERC, across the I-405 freeway to the Bellevue Transit Center in Downtown and beyond to Bellevue Way, the Downtown Park and Meydenbauer Bay. The interface of the Grand Connection with the ERC will be an important element of the functional value, aesthetic quality and overall success of both facilities. Since this design concept is still under development, we do not yet know how it might best interface with the ERC. We therefore anticipate a future need to work with the County to evaluate how the two facilities can connect in a way that is consistent with the needs and objectives for both facilities.

A-001-002 A list of City comments is attached. Key issues identified include:

- Bel-Red/OMSF Area. The ERC segment between NE 12th Street and SR 520 should be more fully illustrated and explained. We suggest adding a graphic (similar to Figure 4-12 or 4-15) of the ERC in the area between NE 12th Street and SR 520. In addition to the ERC, the graphic should show the planned Spring Boulevard link over the ERC, the Sound Transit OMSF site and the planned connections between the ERC and 120th Avenue NE along the north and south sides of the OMSF. The graphic should also show a potential link between the ERC and the Spring Boulevard trail that will pass over the ERC. Text discussion should be augmented to adequately explain the elements indicated in the new graphic.

Ms. Erica Jacobs
King County Department of Parks and Natural Resources
RE: Eastside Rail Corridor Regional Trail Draft Master Plan and EIS
March 31, 2016
Page 2

A-001-003

- The connection of the ERC and the I-90/Mountains to Sound Trail. Figure 4-10 depicts a conceptual connection between the ERC trail and the I-90/Mountains to Sound trail. The connection between these two trails is of great interest to Bellevue. A grade-separated connection, as depicted in Figure 4-10, is appropriate in order to avoid conflicts with motorized vehicles and achieve a safe, convenient connection between the two systems. We recommend the north side connection of the I-90 Trail to the ERC be slightly revised to show the two facilities meeting at a 90 degree angle. Similar to a roadway intersection, connections between two major trails need a right-angle interface so as to provide good sight lines and facilitate safe movements between the two facilities. If a 90 degree connection is not feasible, potential mitigation measures to improve operational and safety for the connections should be described.

A-001-004

- Conditions when "minimum" trail width is acceptable. Text on page 3-6 states "Narrowing the trail section would be rare…" We agree that the minimum trail section should be used only in very limited circumstances. We recommend that criteria be listed (perhaps in bulleted or matrix format) for when a narrower trail section could be acceptable. Potential criteria already noted in the document include: 1) Narrow sections of the corridor; 2) Locations with exceptionally steep slopes. Additional criteria might include: 3) Expected level of trail use; 4) Environmentally sensitive areas adjacent that would be significantly impacted by a trail of the preferred standard width. Because there will likely be pressure to settle for the minimum trail cross-section, it will be very helpful to set a clear framework for when the minimum trail dimension is an acceptable option. Our concern is that if significant segments of the trail end up at the minimum dimension, the overall quality and function of the ERC trail will be less then envisioned.

A-001-005

- Corridor and Trail Maintenance. The discussion of Corridor Maintenance and Management should be expanded to reference any existing County standards regarding maintenance of paved regional trails and describe key priorities and goals for the ongoing maintenance. Maintaining the corridor to a consistent standard will be important to safety and to its appeal as a viable facility for users.

A-001-006 In addition to the substantive comments attached, City staff have identified a number of minor technical errors, edits and formatting adjustments for consideration in preparing the Final Trail Plan and EIS document. These will be transmitted separately to the project team.

A-001-006 Thank you for the opportunity to comment on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. We look forward to continuing an active partnership with the County, other ERC owners/stakeholders and the broader community to develop the Eastside Rail Corridor trail through Bellevue and in the greater eastside region.

Sincerely,

David Berg, P.E.
Director of Transportation

cc: Bellevue City Council
Brad Miyake, Bellevue City Manager
Kate Berens, Deputy City Manager
Joyce Nichols, Director of Intergovernmental Relations

CITY OF BELLEVUE

RESPONSES

A-001-001 *King County appreciates the ongoing collaboration with Bellevue staff on this project. We recognize the efforts that are underway for the Grand Connection and the importance of the interface it will have with the ERC Trail. We look forward to further collaboration between our projects to ensure a high quality connection of these two facilities.*

A-001-002 *The section of the ERC is complex, and provides important opportunities for connection between the ERC Trail, the Spring District, and nonmotorized routes to the west of I-405. Consistent with your comment, the County will include a map for the area illustrating the context for the ERC trail, and the multiple local connection opportunities in this vicinity, and also add supplemental text to support the map.*

A-001-003 *The connection between the I-90/Mountains to Sound Greenway Trail and the ERC is both important and complex. King County agrees that a 90-degree connection between these two trails is desirable to avoid introducing out-of-direction travel. Based on very early preliminary design, the proposed ramp connection on the north side of I-90 requires more length than would allow for a simple 90-degree connection. The County looks forward to collaborating with the City of Bellevue to seek potential funding and to refine the concept for this important connection, as well as to explore options for a near-term "interim" solution.*

A-001-004 *King County agrees that more specificity is appropriate regarding circumstances in which narrowing the trail is acceptable. Examples, such as those suggested by the City, have been added in Chapter 3.*

A-001-005 *King County agrees that maintaining the corridor to a consistent standard will be important for safety and functionality. As the specific needs of the facility emerge during the design phase, maintenance activities and schedules will be developed that ensure consistency. The discussion in Section 5.4 Corridor Maintenance and Management has been expanded to reflect this process.*

A-001-006 *Thank you for identifying minor edits and formatting adjustments to consider during the development of the Final Master Plan and Trail. Many of these suggestion have been incorporated.*

Eastside Rail Corridor - Draft Master Plan and EIS
COMMENT FORM

Comments Due: **3/31/2016**

Document: *Draft Master Plan and EIS*
Reviewer: *City of Bellevue*

#	Page No.	Column No.	P-graph No.	Fig/Table No.	Comment	Reviewer	Action Taken
1	1-4	1	1	Fig. 1-2	Column 1, paragraph 1 describes Figure 1-2 as showing "the various ownerships and easements held in the corridor". However, neither the text nor the figure acknowledge the numerous utility easements held by the City of Bellevue, which are required to provide water, sewer and stormwater service to our customers. Please revise the text and/or the graphic, as we intend to retain and continue using these valuable and necessary easements. We expect that other parties will protect our underground assets from all future uses of the corridor, and allow access.	D. Lane	The ownership and easements as described in Chapter 1 are not intended to be reflective of the numerous smaller easements held through and across the corridor. These smaller utility easements are instead acknowledged on page 2-2: Serving the Region with Critical Utilities.
2	1-6	3	3		Please include mention of the "Lake to Lake" trail in the paragraph describing local trails.	M. Ingram	The text has been inserted in the Final Master Plan as suggested.
3	1-8	1	3		Please expand the discussion of Eastside Heritage and Culture to include acknowlegment of the historical role of agriculture and industry.	M. Ingram/ E. King	The discussion has been revised in the Final Master Plan as suggested.
4	1-8	3	1		KG Investment is cited as a landowner in the "Spring District". KG Investment does not hold property in the Spring District; rather, it holds properties in the Wilburton planning area, located east of I-405 and south of NE 8th Street. (The "Spring District" is an area being developed by Wright Runstad and several partner firms within the larger Bel-Red area.) Please revise text accordingly.	M.Ingram	The text has been revised in the Final Master Plan as suggested.
5	2-3			Fig. 2-1	The number shown for 2015 Bellevue population (126,693) does not match the reference cited (PSRC Trends, Nov 2015), which shows 135,000 residents in 2015; the 135,000 figure is what Bellevue recognizes for demographic analysis.	M.Ingram/ E. King	The 2015 population for Bellevue was corrected to 135,000 in the Final Master Plan.
6	2-5	3			The traffic volumes listed for NE 8th Street and NE 4th Street exceed current volumes on these roadways. Please indicate the year these volumes are intended to represent. Suggest confirming the figures and horizon year with City of Bellevue staff. See similar comments regarding page 3-9 and page 6-7.	M.Ingram	The volumes for these streets were based on anticipated 2024 peak volumes from City of Bellevue data extrapolated to daily totals. Volumes in the Final Master Plan and EIS have been modified based on guidance from the City of Bellevue.
7	2-10	2	3		This paragraph seems to imply that King County (not the City of Bellevue) guides Wilburton land use planning. Please revise the third sentence to clarify that the City of Bellevue is the organization leading the planning effort. Also, it is fair to assume that the new subarea plan (it is not a "comprehensive" plan) will provide for higher density, but we cannot assume that it will necessarily "emphasize mixed use". The "Wilburton Commercial Study Area" extends east and west of the corridor from Main Street to NE 12th Street.	M. Ingram/ D. Lane	The paragraph has been revised in the Final Master Plan as suggested.
8	2-11			Fig 2-6	The characterizaton of two of the three streams in this table does not appropriately capture the conditions that are suggested. Please revise to more fully and/or correctly describe conditions that are associated with Kelsey Creek and Yarrow Creek. Kelsey Creek is listed as having "potential for salmonoid species". In fact, it is documented that chinook (listed species), sockeye and coho salmon use this creek. Yarrow Creek is described as having "Approximately 25% of the railbed adjacent to a wetland or stream". Why is this creek described in terms of wetlands, when the other two creeks are described in terms of fish? Yarrow Creek has a healthy resident cutthroat trout population both above and below I-405. And wetlands are present in areas up and down the corridor. Please be consistent is what is being described. The WRIA 8 salmon recovery fish distribution maps are a useful reference; see, http://www.govlink.org/watersheds/8/reports/fish-maps/default.aspx	M.Ingram/ K.Paulsen	Changed Kelsey Creek note. Also, the asterisk statement was not specific to Yarrow Creek. The format has been adjusted to hopefully reduce any confusion.

Eastside Rail Corridor - Draft Master Plan and EIS
COMMENT FORM

Comments Due: **3/31/2016**

Document: *Draft Master Plan and EIS*
Reviewer: *City of Bellevue*

#	Page No.	Column No.	P-graph No.	Fig/Table No.	Comment	Reviewer	Action Taken
9	3-4	2	6		Please indicate the horizon year for the demand modeling. If it is based on a future year, we would expect to see the Bel-Red area as having "high" (or at least "medium") potential for trips to be made via bike or walking (Figure 3-1) and to have a higher level of trips/day on the segment between Wilburton and SR 520 (Figure 3-3).	M.Ingram/ E. King	The County agrees that the methodology likely understates demand for BelRed and for longer distance commute trips generated by the connections to the SR 520 and I-90 corridors. The demand model is based on current conditions, and incorporates land use, existing bicycle facilities, and the number of access points to the trail. Data for residential population and employment is extracted from the EPA Smart Location database, which generally trails current conditions.
10	3-4	1	2		Discussion of ADA compliance requirements should be expanded. Distinction between ADA compliance under applicable trail standards and ADA compliance for street rights-of-way should be made. In particular, the Trail Master Plan should address which situations would involve compliance with ADA trail standards and which would involve compliance with PROWAG guidance for public rights of way/roadways or other applicable ADA requirements.	K.Latt	The focus of this Master Plan and associated design principles is on the development of a regional trail in a dedicated right-of-way. Expanding the discussion to include street right-of-way would be confusing.
11	3-6	1	3		Trail dimensions listed in the of this paragraph should match to the dimensions in Figure 3-5 (Minimum Trail Cross Section), Thus, recommend the second sentence list minimim trail width as "18- to 20- feet wide, including a 12- to 14-foot asphalt trail..."	M.Ingram/ K.Latt	The text has been revised in the Final Master Plan as suggested.
12	3-6	1	3		The text indicates "Narrowing the trail section would be rare…" We agree that the minimum trail section should be used only in very limited circumstances. Recommend that criteria be listed (perhaps in bulleted or matrix format) for when a narrower trail section could be acceptable. Potential criteria already noted are: 1. Narrow sections of the corridor, 2. Locations with exceptionally steep slopes. Additional criteria might include, 3. Expected level of trail use, 4. Environmentally sensitive areas adjacent that would be significantly impacted by a trail of the preferred standard width. There will likely be pressure to settle for the minimum trail cross-section and, if significant segments of the trail end up at the minimum dimension, the overall quality and function of the ERC trail will be less then envisioned. This document is an opportunity to set a framework for when the minimum trail dimension is an acceptable option.	M.Ingram/ K.Latt	The text has been revised in the Final Master Plan as suggested.
13	3-9			Fig. 3-6	Similar to comment regarding page 2-5 and 6-7, the traffic volumes listed for NE 8th Street and NE 4th Street exceed current volumes on these roadways. And NE 6th Street does yet exist as a crossing of the ERC. Please indicate the year these volumes are intended to represent. Suggest confirming the figures for all five Bellevue locations listed and the horizon year with City of Bellevue staff.	M.Ingram	The volumes for these streets were based on anticipated 2024 peak volumes from City of Bellevue data extrapolated to daily totals. Volumes in the Final Master Plan and EIS have been modified based on guidance from the City of Bellevue.

Eastside Rail Corridor - Draft Master Plan and EIS
COMMENT FORM

Comments Due: **3/31/2016**

Document: *Draft Master Plan and EIS*
Reviewer: *City of Bellevue*

#	Page No.	Column No.	P-graph No.	Fig/Table No.	Comment	Reviewer	Action Taken
14	4-15			Fig. 4-10	The north side connection of the I-90 Trail should be shown as meeting the ERC at a 90 degree angle. Similiar to a roadway intersection, connections between two major trails need a right-angle interface, so as to provide good sight lines and facilitate safe movements between the two facilities. If a 90 degree connection is not feasible, potential mitigation measures to improve operational and safety for the connections should be described.	K.Latt	As the comment describes, all major trail intersections with the ERC are preferred to be developed with right angle intersections. The graphic showing the I-90/Mountains to Sound Greenway trail intersection with the ERC trail is conceptual only. Based on very preliminary design, the County believes that the I-90/Mountains to Sound Greenway Trail connecting structure to the west of the ERC may not be able to be connected in a direct alignment with ERC because of the extreme grade difference that needs to be made up between the I-90/Mountains to Sound Greenway Trail's elevation as it approaches 118th Avenue SE and the elevation of the ERC at the I-90 crossing. The geometry will be evaluated during the design phase of the project.
15	4-22				Suggest adding a graphic--similar to Figure 4-12 or 4-15--showing the area between NE 12th Street and SR 520. The graphic should show the planned Spring Boulevard link over the ERC, the OMSF site and the connections between the ERC and 120th Avenue NE along the north and south sides of the OMSF. The graphic should also show a potential link between the ERC and the Spring Boulevard trail that will pass over the ERC. Augment the existing text that appears on page 4-23 to adequately explain the elements indicated in the new graphic.	R.Shelton/ M.Ingram	A new figure showing some of the planned connections has been included.
16	4-26	3	2		Please strengthen the language describing the "possible" ERC access point at SE 32nd Street. A connection between the ERC and SE 32nd Street is useful as a means for pedestrians and bicyclists to move between the ERC and local facilities along 118th Avenue SE as well as nearby destinations such as Mercer Slough Park. Alternative connections to the local street network are possible via the I-90 Trail, but require significant out of direction movement.	M.ingram	The text has been revised.
17	5-3	3	1		The discussion of Corridor Maintenance and Management should be expanded to reference any existing County standards regarding maintenance of paved regional trails and describe key priorities and goals for the ongoing maintenance.	K.Latt/ M.Ingram	The discussion has been revised in the Final Master Plan.
18	6-3	2	2		Discussion of baseline "minimal maintenance" responsibilities should be expanded to identify roles and responsibilities for areas of interface between the ERC and intersecting public rights of way. For streets that cross the ERC, is the City or the County responsible for addressing factors relating to safe crossing of the corridor? Similarly, is the City or the County responsible for providing safegards for users of the ERC when they arrive at and wish to cross a public ROW (e.g., SE 1st Street)? In the past, these roles and responsibilities have been ambigious to a degree and clarity is needed to better define responsible jurisdiction.	K.Latt	The County agrees that improved clarity for responsibilities where the ERC meets public rights-of-way would be beneficial for different phases of trail development (for example, interim trail vs. final master plan trail) and for different conditions at individual locations.

Eastside Rail Corridor - Draft Master Plan and EIS
COMMENT FORM

Comments Due: **3/31/2016**

Document: *Draft Master Plan and EIS*
Reviewer: *City of Bellevue*

#	Page No.	Column No.	P-graph No.	Fig/Table No.	Comment	Reviewer	Action Taken
19	6-7			Table 6-3	The traffic volumes listed for NE 8th Street and NE 4th Street exceed current volumes on these roadways. Please indicate the year these volumes are intended to represent. Suggest confirming the figures and horizon year with City of Bellevue staff. See similar comments regarding page 2-5 and page 3-9.	M.Ingram	The volumes for these streets were based on anticipated 2024 peak volumes from City of Bellevue data extrapolated to daily totals. Volumes in the Final Master Plan and EIS have been modified based on guidance from the City of Bellevue.
20	6-15			Table 6-6	In the Wilburton segment, please add Sturtevant Creek and Yarrow Creek in the column labeled "Fish-Bearing Streams"; both are in this category, per State guidelines (as is Kelsey Creek, which already appears in the table).	M.Ingram/ K.Paulsen	This section has been revised in the Final EIS and includes different tables compared to the Draft EIS. The Draft EIS Table 6-6 was discussing potential impacts. Sturtevant Creek is one of the seven streams identified to have documented salmonid species in the Overview of Existing Conditions. The trail does not anticipate impacting this creek where it crosses the ERC near NE 8th Street. In the portion of Yarrow Creek near the ERC, WDFW SalmonScape indicates there are fish barriers and no salmonids. As a result, these two streams were not listed in the Draft EIS table. King County intends to take a much closer look at all streams in the corridor during the design phase of the project.

March 30, 2016

Erica Jacobs
Project Manager
King County DNRP
King Street Center
201 S Jackson St Rm 700
Seattle, WA 98104-3855

Re: Comments on Eastside Rail Corridor Trail Master Plan

Dear Erica:

A-002-001 The City of Redmond enthusiastically supports King County's Eastside Rail Corridor Trail Master Plan. As a regional partner in developing the multi-use corridor, we believe the master plan supports the intent of planning for the future construction of a regional trail, transit, and utilities in this former rail corridor.

Redmond appreciates the analysis of the critical multi-jurisdictional projects, in particular the junction of Redmond, King County, and Kirkland at Willows Road and NE 124th Street. Of the options provided in for the south Valley Segment in Chapter 4 to connect the Spur to the Mainline, Redmond prefers Option A. This option could allow trail users leaving Redmond to cross NE 124th Ave NE, then connect to a new shared use path along Willows Road to the hairpin bend in that road. It would allow the connection with a shared use path at less than 5 percent grade. This connection is the most direct and comfortable for recreational bicycle riders and pedestrians as well as offering an accessible connection per the American with Disabilities Act.

Redmond recommends developing parallel multi-use trail along NE 124th Street between Willows Road and the Sammamish River Trail. In addition, a strong pedestrian connection should be developed at NE 145th Street in the winery district to the north side of the road where an existing multi-use trail exists. That facility could be extended to the mainline to ensure safe pedestrian and bicycle connections between the Mainline, Spur and Sammamish River Trial.

A-002-002 Redmond does recommend paving the Valley Segment on the rail bed in the short term, as the trail would likely be in place for the lifetime of the asphalt before transit is developed. Paving the regional trail between Woodinville and the Kirkland/Redmond city limits will provide a strong transportation connection from Woodinville to the Totem Lake urban center and regional bus service on I-405, the Willows business district, and the Downtown Redmond urban center and the future East Link station. In addition, the connection between Woodinville and Kirkland/Redmond can provide significant recreational, tourism, and economic benefits to all

A-002-002 three cities. Although development of this segment of trail may appear to be duplicative, there is strong demand for this north-south connection. The parallel Sammamish River Trail is heavily used and has a significant number of trail user conflicts due to congestion on the trail.

A-002-003 Based on Redmond's experience with the very popular and unique asset, the Sammamish River Trail, and in planning and developing the Redmond Central Connector along the Eastside Rail Corridor, Redmond recommends that King County evaluate urban design guidelines for segments of the ERC that pass through centers. Some recommendations include:

- Ensure user safety through lighting; road and driveway safe crossing mechanisms including rapid flash beacons, raised trail beds across driveways, traffic signs; and physical traffic calming measures such as the geometry of the trail layout or texture in the trail material, skip-dashed lines on the trail to delineate the trail for users, and/or separated facilities.
- Light trail segments through centers, in addition to critical intersections or underpasses, which are likely to be heavily traveled during commuting hours and to address Crime Prevention through Environmental Design (CPTED) principles of having good visibility of people on the trail in key areas.
- Consider more urban or modern trail amenities for centers, including fencing material alternatives to chain link and wood, alternatives to bollards, and allowing for the use of alternative trail materials such as concrete, pavers, and other materials as long as the trail dimensions and surface quality meet the King County trail design guidelines.
- Encourage access to the trail, especially in centers, by limiting the amount of fencing to allow pedestrian connections to the trail from multiple points within the adjacent neighborhood. Build connecting pathways from the trail to existing sidewalks, roads, trails, or mid-blocks to improve pedestrian access to the trail.
- Develop the trail in centers as a linear park that can have enhanced landscaping, places for people to gather adjacent to the trail, historical and environmental interpretation, and public art. Work with the local communities to create a local sense of identity in these park spaces.
- Evaluate the potential use of the trail in centers and whether the volumes expected warrant a wider trail section in some places.

Thank you for the opportunity to comment on this plan. We look forward to our continued collaboration on the Eastside Rail Corridor Regional Advisory Committee.

Sincerely,

Carolyn Hope
Park Planning & Cultural Arts Manager

Cc: Maxine Whattam, Director of Parks and Recreation
Rob Odle, Director of Planning
Don Cairns, Transportation Planning & Engineering Manager
Peter Dane, Transportation Planner
Nina Rivkin, Chief Policy Advisor, Executive Office

CITY OF REDMOND

RESPONSES

A-002-001 *Thank you for your support and input on the Eastside Rail Corridor (ERC) Master Plan process. In developing a regional trail in the Valley Segment, King County envisions a phased development with the initial focus on connecting east from Totem Lake to the Spur in the vicinity of the intersection of Willows Road and NE 124th Street, consistent with your suggestion. The second phase would be a connection up to the NE 145th Street. A detailed discussion of phasing is provided in Chapter 5 of the Final Master Plan and EIS.*

Connections to the Sammamish River Trail will continue to be evaluated outside the context of the current Master Plan. King County will be considering a connection along the south side of NE 145th Street. A connection at this location is shorter than a comparable connection along NE 124th Street. We look forward to discussing these connection opportunities further in the future.

A-002-002 *King County has identified the On-Railbed Alternative as preferred for much of the Valley Segment, as discussed in more detail in Chapter 4 of the Final Master Plan and EIS. King County agrees that the ERC provides a valuable transportation connection between Woodinville, Redmond, and Kirkland, and the ultimate intent is to pave all segments. However, due to the length of the corridor and the projected cost, the regional trail will be developed in phases as funding becomes available. See response A-002-001 above for additional information about potential phasing specific to the Valley Segment. Portions of the trail alignment may be developed as interim soft-surface trails as part of the phasing strategy.*

A-002-003 *King County Parks recognizes that the ERC trail will accommodate high user volumes, and that there are opportunities for enhanced urban design considerations in certain neighborhoods and urban centers. The Wilburton Segment of the ERC is the most urbanized section of the ERC included in the Master Plan, and King County Parks anticipates continued close collaboration with the City of Bellevue and other neighborhood stakeholders throughout the trail design process. Although less urbanized than the Wilburton segment, each neighborhood along the trail has its own unique urban design considerations, which will be considered during the design process. The design guidelines for the trail are intended to balance continuity and predictability for trail users with sensitivity to the immediate context. Various types and applications of lighting are anticipated for different locations along the trail, intended to meet the types and considerations described in the comments. Lighting treatments will be developed in the different design phases for the trail.*

Denis Law
Mayor

City of Renton
Mayor's Office

March 30, 2016

Erica Jacobs
Project Manager, Eastside Rail Corridor Regional Trail Project
King County Parks Department of Natural Resources and Parks
201 South Jackson Street, M.S. KSC-NR-0700
Seattle, WA 98104

RE: Eastside Rail Corridor Trail Draft Master Plan and Environmental Impact Statement Comments

Dear Ms. Jacobs:

A-003-001 Thank you for the opportunity to comment on the Eastside Rail Corridor (ERC) Trail Draft Master Plan and Environmental Impact Statement. The project will provide unique opportunities for expanding our transportation options, creating economic and cultural opportunities, protecting natural resources, and maintaining access to scenic vistas; as well as providing recreation along the eastside of Lake Washington.

We understand that in addition to a no-action alternative, the master plan and environmental impact statement (EIS) describe two alternative trail alignments. An on-railbed alternative would align the trail along the existing railbed, taking advantage of the relatively flat area created for the rail use. The off-railbed alternative would primarily align the trail along the edge of the ERC to provide flexibility in accommodating other future uses within the corridor.

The City of Renton supports the on-railbed alternative on the portion of the trail through Renton since it will have less impact on the surrounding environment and could be more easily converted to interim improvements such as gravel surfacing in the near future. The estimated total project cost of the on-railbed alternative is also considerably less than the off-railbed alternative.

The flexibility provided by the off-railbed alternative is not needed south of I-90 since the additional future uses such as high capacity transit are not foreseen for this portion of the ERC. Sound Transit's draft ST3 system plan has identified high capacity transit (BRT) within the I-405 corridor not the ERC. This recommendation for the BRT needs to be included throughout the document as the preferred transportation method within the lakefront segment and specifically addressed in the EIS on page 6-6 – Consistency with Potential Future Uses.

A-003-002 The city also recommends that the need for parking areas and access points (gateways and trailheads) be included as mitigation for the ERC. This will need to be addressed prior to the removal of the rails in 2017. The ERC is a regional trail with impacts to local facilities. The financial, capital and ongoing maintenance and operation responsibility of gateways and trailheads should be that of King County as the owner of the regional trail facility.

In addition to Renton's support of the on-railbed alternative and inclusion of parking and access points as mitigation for the ERC, we have the following more specific comments on the plan and EIS:

A-003-003 1. Throughout the document (master plan and Draft EIS), Gene Coulon Park has been specifically identified as a potential trail access point and that no public parking areas are associated with the ERC (pages 6-8 and 6-9, Parking and Access, draft EIS). No mitigation for this impact on Gene Coulon Park has been identified. Gene Coulon Park currently has up to 1.5 million visitors annually and does not have the capacity to serve as a regional trailhead facility. Include mitigation. Alternative locations need to be identified for trail users to park.

A-003-004 2. The parking analysis in Table 6-4 does not adequately address parking impacts within the lakefront segment. The basis for the analysis is overlaying the planning envelope for each alternative on an aerial photograph (shown in Volume 2 – Preliminary Plans for Build Alternatives). The envelope extends primarily within the boundaries of the rail-banked corridor with some overlap of existing parking. *The analysis is using the existing parking to accommodate future regional trail access needs*. This regional trail will have its own needs for parking and trailhead access amenities and should be identified as part of the EIS.

A-003-005 3. Under Environmental Consequences (pages 6-8 and 6-9, Parking and Access, Draft EIS) there are five suggested modes for potential accessibility including a new gateway at May Creek. However, no mitigation is identified for loss or reduction of unpermitted parking along the corridor. The document notes that additional opportunities for trail use parking would be looked at during the design phase. This work must be done as part of the rail removal interim trail improvements project. *The regional ERC directly connects to the existing May Creek Trail at this location, and a trailhead and access facility should be constructed as mitigation for the ERC.* Further, page 4-13 notes that there may be sufficient space to develop a gateway where the ERC bisects the May Creek Trail *within the ERC right-of-way.*

Ms. Erica Jacobs
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A-003-005 4. On page 3-18 – Gateways or Trailheads, the document states that "In most cases, gateways will not be located within the current ERC ownership. Further gateways will include parking for 10 or more cars, transition areas with seating to allow trail users to prepare for their trip, bicycle racks for short-term storage, and way finding information. Some locations may also include water fountains and restrooms, picnic tables, art installations, covered bicycle parking and other user amenities. Gateways are managed very much like small parks and are open from dawn to dusk. Typically, gateways have easy visibility from nearby roads for law enforcement purposes. These locations are regularly visited for trash removal and routine maintenance." *These additional facilities to support a regional trail connection should be borne by the applicant (not the City of Renton) and be included as mitigation.*

A-003-006 5. It appears the south end of the rail-banked lakefront segment terminates within the boundaries of Gene Coulon Park, which is developed (Volume 2 – Preliminary Plans for Build Alternatives). This section of the trail should use the on-railbed alternative and stay as close to the footprint of the existing railbed as possible to avoid disrupting or damaging the developed park area before transitioning back up to Lake Washington Blvd. Bicycles are not allowed on the walkways within Gene Coulon Park and all future design work needs to identify this condition.

6. Because the south end of the rail-banked lakefront segment terminates within the boundaries of Gene Coulon Park, which is developed (Volume 2 – Preliminary Plans for Build Alternatives), there will be a transition into the park for pedestrians only. This transition location shall be coordinated with the City of Renton in order to minimize park impacts (this area is heavily planted) and recreation impacts and to avoid disrupting or damaging the developed park area.

A-003-007 7. Gene Coulon Park does not contain parking facilities that can accommodate additional trail users. As a result, trail users may choose to park their cars in the residential neighborhoods near the southern terminals of the ERC. This impact must be avoided and locations for the new parking along the lakefront segment identified and constructed as part of the rail removal interim trail development project.

A-003-008 8. Gene Coulon Park was funded with grant monies including federal land and water conservation funding and Washington wildlife and recreation funding. The National Park Service and the state Recreation and Conservation Funding Board are required to approve any future improvements within the park area.

City of Renton

A-003-009

9. Page 6-12, Draft EIS, Environmental Consequences indicates that the ERC trail would improve access to parks in the vicinity, but not adversely affect the parks.

10. No mitigation is identified. The *regional* ERC would provide *additional and improved* access (access already exists) to existing *local* parks (Gene Coulon Park, Kennydale Beach Park, and May Creek Trail) and increase the number of users to these local facilities. Impacts should be identified and mitigated.

11. Page 6-12, Draft EIS, Environmental Consequences notes that *pedestrian* traffic through Gene Coulon Park may increase as trail users access the ERC from the south. No mitigation measures are anticipated. ERC users will likely use Gene Coulon Park as the starting point and ending point. Parking, picnicking and support facilities (restrooms) impacts should be identified and mitigated.

A-003-010

12. Page 6-11, Draft EIS (and also in several locations throughout the master plan), the trail and park connectivity and loop system should be included as follows: the existing May Creek Trail bisects the ERC and will extend east approximately 4.5 miles from Lake Washington in Renton to King County's Cougar Mountain Regional Wildland Park. Cougar Mountain Regional Wildland Park is connected to the City of Bellevue's Coal Creek Natural Area with 4.5 miles of soft-surface trails. The Coal Creek Natural Area is currently 0.25 mile east of the ERC and connects to the Lake Washington Loop Trail, which leads back to the City of Renton for an extended looped trail system. King County considers this a local trail system throughout the document, but the city would consider this a regional loop system crossing multiple boundaries of Renton, Newcastle, Bellevue and King County.

A-003-011

13. Page 4-40, the costs for gateways and access are not included as part of the planning level costs and should be included.

A-003-012

14. Page 2-9, Table, revise as follows:
    - E. Gene Coulon Park Trail <u>(pedestrian only)</u>
    - F. May Creek Trail <u>(Existing and</u> proposed)
    - J. May Creek <u>Open Space</u>
    - Add <u>Honey Creek Open Space</u>
    - Add <u>Renton Technical College</u> under Schools
    - <u>V.</u> Meadow <u>Crest</u> Early Learning Center
    - <u>U.</u> McKnight Middle School
    - Add <u>Cougar Mountain Regional Wildland Park</u>

Ms. Erica Jacobs
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A-003-013 | 15. Existing bridge structures within the ERC should be evaluated for any existing negative impacts to safety (e.g., traffic safety and emergency vehicle access) and to the environment. If impacts cannot be sufficiently mitigated, the structure(s) should be replaced (or removed as applicable) to bring into compliance to local design standards.

A-003-014 | 16. Provide some background on your methodology in forecasting trail usage shown in Figure 3-1 and 3-3.

A-003-015 | 17. Queuing of vehicles stopped for the trail crossing needs to be considered given the short distance between the proposed trail crossings and Lake Washington Blvd. to prevent queuing traffic from blocking the lanes on Lake Washington Blvd.

A-003-016 | 18. In addition to the AASHTO, NACTO guidance documents should be used for design guidance for the future trail. All design and signage design decisions should be made in collaboration with the local agency.

A-003-017 | 19. Invasive plants in the ERC corridor should be removed at the same time improvements are made in the corridor.

A-003-018 | 20. LED lighting should be used, and any lighting placement should take into consideration impacts on salmon-bearing creeks along the ERC.

A-003-019 | 21. Public art along the ERC should be chosen and placed in collaboration with local agencies.

A-003-020 | 22. The plan does not reflect the additional crossing proposed in the Quendall Terminals development. The city can provide proposed plans.

A-003-021 | 23. Volume 2, Sheet 1, it appears the proposed connection to Lake Washington Blvd. at the south end of the corridor would require use of the active BNSF rail line right-of-way. An alternative should be only using the ERC right-of-way currently owned by King County until such time as an agreement is reached with BNSF for the use of their additional property.

A-003-022 | 24. Page 4-5, why does the on-railbed alternative have greater wetland and stream impacts than the off-railbed alternative? This is counter intuitive since the off-railbed alternative would require new excavations and land clearing. EIS page 6-3 states that, "The on-railbed alternative would generally be easier and less costly to construct and cause less disturbance to existing vegetation and drainage patterns."

Sincerely,

Denis Law
Mayor

cc: Jay Covington, Chief Administrative Officer
Gregg Zimmerman, Public Works Department Administrator
Doug Jacobson, Deputy Public Works Administrator, Transportation
Chip Vincent, Community and Economic Development Department Administrator
Kelly Beymer, Community Services Department Administrator
Leslie Betlach, Parks Planning & Natural Resources Director
Jim Seitz, Transportation Planning Manager

CITY OF RENTON

RESPONSES

A-003-001 *Thank you for your comments and continued involvement in the ERC Master Plan and EIS process. We acknowledge your support of the On-Railbed Alternative.*

In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative. Text regarding Sound Transit's planning efforts for ST3 has been added in Chapter 4 in describing the identification of the Preferred Alternative and in the Consistency with Potential Future Uses section of the EIS (Chapter 6). King County will coordinate with Sound Transit to ensure consistency with ST3 should the ballot measure pass. Details about ST3 are not included in the Master Plan; we recognize that the draft ST3 plans includes high-capacity transit on the I-405 corridor.

A-003-002 *The Final Master Plan and EIS includes additional information on potential parking areas. In the Lakefront Segment, the potential gateway near May Creek is described and shown in more detail. Other options for increasing parking will be explored during the design phase and subject to additional environmental review, as needed.*

The King County Council approved the removal of all rail tracks on the ERC in November 2015. This action is separate from the Master Plan. In the near term, many of the existing bridges in the Lakefront Segment will remain closed to public use, limiting the continuity of the interim trail. Given the rough surfacing and bridge closures, the volumes of trail use should be relatively low. Parking improvements can be deferred to coincide with future trail improvements.

A-003-003 *The discussion about Parks and Trails in Chapter 6 of the Final Master Plan and EIS has been expanded to acknowledge both the potential impacts and the potential benefits of a regional trail connecting near or through parks. Please refer to the response to Comment A-003-002 regarding additional parking. King County looks forward to collaborating with the City of Renton to identify additional opportunities for parking in the vicinity of the southern terminus of the ERC.*

A-003-004 *King County would like to clarify the information presented in Chapter 6. Two types of parking impacts are described: impacts to existing parking within the ERC for adjacent private uses that may be physically reduced when the trail is constructed, and impacts due to trail users looking for additional parking and perhaps using surrounding surface streets or private parking. The parking analysis presented in Table 6-4 is not intended to identify parking needs for trail users. Instead, the table is presenting the amount of existing parking within the ERC that is being used by adjacent private property owners that may be affected by trail development. The Draft EIS (Chapter 6) did not specifically identify the effects of the increased parking demand on Gene Coulon Park. Based on the City comments, the Final EIS has been revised (in both the Parking and Access section and the Trails and Parks section) to acknowledge the potential impact. Please see the response to comment A-003-002.*

A-003-005 *Please see the response to comment A-003-002.*

CITY OF RENTON

RESPONSES

A-003-006 *The only portion of the southern terminus that would occur outside the County-owned ERC and within Gene Coulon Park is the pedestrian connection. Among other benefits, this connection is intended to reduce public use of Mountain View Avenue to access the park. King County looks forward to working with the City to minimize the impacts of this connection.*

A-003-007 *Please see the response to comment A-003-002.*

A-003-008 *Thank you for bringing the approval process to our attention.*

A-003-009 *Please see the response to Comment A-003-003. Access to Gene Coulon Park is improved because fewer people would have to drive and park to enjoy it. Instead, they can walk or ride their bicycles (parking them at the entrance) to the park. By increasing such access, there will be a higher demand for restrooms, drinking water, and other amenities offered by the park. These impacts have been acknowledged in the Trails and Parks section of Chapter 6. Additionally, the Gateways and Trailheads section of Chapters 3 and 4, as well as Volume 2, show proposed gateway locations such as May Creek. Gateways are locations where there would be opportunities to provide amenities such as drinking fountains and restrooms.*

As noted, the number of pedestrians through the park is likely to increase. However, the ERC trail effectively extends the options and opportunities available to these pedestrians, to some extent alleviating the burden on paths within the park. In this manner, the increased pedestrian use is mitigated by the trail itself. The increase in demand for amenities is addressed in previous responses.

A-003-010 *Discussion of these loops, as suggested by the City, have been added to the Master Plan in Chapters 4 and 6.*

A-003-011 *The costs that are presented in the Draft Master Plan are primarily for the purpose of informing decisions between the two build alternatives. Gateways are necessary and appropriate for both alternatives. In the Final Master Plan, the cost of the Preferred Alternative includes three gateways that are on publicly owned property, including the potential gateway in the vicinity of the May Creek Trail.*

A-003-012 *As requested, these additions and corrections are now shown in Chapter 2.*

A-003-013 *King County intends to refurbish these existing bridges in the Lakefront Segment for trail use. The configuration of the bridges (e.g., vertical and horizontal clearance) will not be changed from the existing condition. Thus, access in the vicinity of these structures will not be changed from the existing condition.*

CITY OF RENTON

RESPONSES

A-003-014 *The FHWA published a white paper in April 2015 called "Bicycle and Pedestrian Forecasting Tools: State of the Practice" that summarizes the "state of the practice" for bicycle and pedestrian forecasting tools. This white paper was used as a guide to complete three separate trail user forecasting analyses for the mainline ERC. Data from both King County and the EPA were used to complete the analyses. The three methodologies used included a connectivity and access analysis, a latent demand analysis, and a regression analysis. The connectivity analysis looked at how far a person must walk or bike to access the ERC corridor main line. In general, sections of trail with high land use densities and multiple connections will have the highest use. Conversely, the sections of trail in areas of lower density with fewer connections will have lower use. The latent demand analysis, in the form of a heatmap, analyzed the potential for trips to be made by biking or walking. Sections of trail with higher population, employment, access to transit, connectivity of the street network, and connecting facilities are associated with higher use. The regression analysis compared estimated demand on segments of the ERC to segments of the larger King County trail system. The regression analysis measured the relationship between trail volumes and various land use factors, i.e., population, employment, access to jobs via transit, pedestrian connectivity, and trail network length. Other variables such as access to jobs via automobile, automobile ownership, and income levels were tested but not found to have a significant effect on trail volumes. By using three complementary demand analysis methodologies, the project team was able to compare, verify, and cross-reference the results. In all cases, the demand analysis identified the same trail sections as having similar use potential (high to low). A detailed summary of the forecasting methodologies is presented in the Demand Analysis Memorandum, which is available on the ERC website (http://www.kingcounty.gov/erc).*

A-003-015 *Queueing distances will be considered during trail design when intersection treatments are finalized. These distances are just one of several considerations in assigning priority and developing appropriate intersection treatments. Please refer to Chapter 3 for additional discussion about crossings.*

A-003-016 *King County has added reference to NACTO in Chapter 3 as another source for the design principles. King County will coordinate with the City of Renton through the design process, but will make final decisions relating to public safety.*

A-003-017 *When trail improvements are designed, King County will consider opportunities to enhance the ERC through the removal of noxious weeds and replanting of native species.*

A-003-018 *King County agrees with the use of lighting that is efficient and minimizes harm to aquatic areas. Lighting considerations are discussed in Chapter 3, as well as in Chapter 6. Final decisions regarding lighting will be made during the design process.*

CITY OF RENTON

RESPONSES

A-003-019 *King County looks forward to collaborating with local art agencies as ideas for art along the corridor are considered. The public art process will be led by King County's 4Culture, and will involve collaboration with local art agencies, beginning with the design phases of the project. Guiding principles for the application of art along the ERC Trail would be drawn from the 2015 King County Regional Trails System Arts Master Plan, described on page 3-24.*

A-003-020 *Thank you for bringing this additional crossing to our attention. It will be added to the Volume 2 depiction of the Preferred Alternative, as well as relevant sections in the Master Plan.*

A-003-021 *The depiction of the interim connections shown on Sheet 1 of Volume 2 is intended to present only the concept. King County acknowledges that any use of private property would require agreement with the property owner. The details of the connection will be determined during the design phase of the project.*

A-003-022 *Detailed ecological impacts were disclosed in Table 6-6 of the Draft Master Plan and EIS. As shown there, the length of affected stream channel is higher for the On-Railbed Alternative. These impacts are the result of the manner in which water flows around and in close proximity to the existing railbed. In particular, there is one stream that runs immediately parallel to the railbed for a distance that would be affected by the widening necessary to create the trail on the railbed. During design, opportunities to minimize impacts to this stream and other critical areas will be considered. The text box on page 4-7 of the Draft Master Plan has been corrected because the On-Railbed Alternative does not have higher wetland impacts. Please see the Final Master Plan and EIS, which presents updated information for the Preferred Alternative.*

SNOHOMISH
WASHINGTON

CITY OF SNOHOMISH

Founded 1859, Incorporated 1890

116 UNION AVENUE ▫ SNOHOMISH, WASHINGTON 98290 ▫ TEL (360) 568-3115 FAX (360) 568-1375

March 31, 2016

King County Parks
Ms. Erica Jacobs
Draft ERC Master Plan and EIS Omments
201 South Jackson Street, M.S. KSC-NR-0700
Seattle, WA 98104

Sent via email to: ERCtrail@kingcounty.gov

Dear Ms. Jacobs,

A-004-001 Thank you for providing the City of Snohomish the opportunity to review the Eastside Rail Corridor (ERC) Draft Master Plan and Draft Environmental Impact Statement (EIS). We have been invested in development of this corridor for several years. This letter is meant to convey a recommendation germane to planning for the ERC and the important component, the public transit corridor. Because trails are considered linear parks, according to King County Code, a Traffic Impact Analysis was not included in this study.

We support the EIS provision for a nonmotorized regional trail without precluding future use for transit and utilities. Although transit and utilities would be considered in separate planning processes by proponent agencies, the following issue should be addressed in the Final EIS:

> Future rail or transit services and regional traffic will be impacted by the project's alternative to remove a potential active transit corridor. We strongly urge that potential for transit be pursued. A planning-level study of these impacts, costs associated with reestablishing transit services, and how reestablished transit service would be funded should be included in the Final EIS.

The City of Snohomish looks forward to review the final EIS. If you have any questions regarding this response, please contact Denise Johns, City of Snohomish Project Manager at 360 282 3195 or johns@snohomishwa.gov. Thank you for the opportunity to comment.

Sincerely,

Karen Guzak

Mayor

C: City Council

CITY OF SNOHOMISH

RESPONSE

A-004-001 *Thank you for your comments on the Draft Master Plan and EIS and your support of trail development that does not preclude future transit. In your letter, you express concern over the removal of a potential active transit corridor. To clarify, King County is not removing any potential active transit corridor. There is no transit service in the ERC now, and there has been no public passenger rail service in the corridor for many decades.*

The ERC was railbanked specifically in order to preserve it for the potential future reactivation of interstate freight rail service, and to allow other uses in the interim, including trail, utilities, and other forms of transportation, including but not limited to high-capacity transportation such as light rail and bus rapid transit. The corridor is and will be available for those purposes.

As explained in the draft Master Plan, Sound Transit has a high-capacity transportation easement over the railbanked portion of the main line as well as portions of the Spur. Sound Transit's easement gives it the right to move the trail if needed to accommodate light rail or other transportation uses in the future. Whether, when, and how to implement those easement rights are Sound Transit's decisions, not King County's.

Sound Transit has already determined that the existing tracks in the ERC have no practical value to Sound Transit (letter from Sound Transit to King County, dated October 2, 2015). If the County selects and implements the On-Railbed Alternative, removing the existing rail infrastructure will not prevent Sound Transit from exercising its easement rights to implement high-capacity transportation in the future, in whatever way Sound Transit sees fit within the scope of those rights.

March 29, 2016

"Citizens, business and local government; a community commitment to our future."

Ms. Erica Jacobs, King County Parks
Draft ERC Master Plan & EIS Comments
201 South Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

Dear Ms. Jacobs:

A-005-001 Thank you for the opportunity to comment on the draft EIS of the Eastside Regional Trail Master Plan. The City of Woodinville believes that this trail will serve to be an important recreational and non-motorized transportation corridor for the residents of Woodinville and the entire eastside region. Overall, the City is in strong support of this project; however, the City has several comments related to the Draft Master Plan and Environmental Impact Statement.

1. Mainline and Spur Connection Alternatives
   - If the mainline trail is joined to the spur at Chateau Ste. Michelle Winery or points south, consider discontinuing the construction of the mainline trail. Three parallel trail segments (Sammamish River Trail, mainline and spur) which terminate in the same location in the north appear to be duplicative. It would eliminate many crossing issues for trail users and traffic if the mainline trail was not constructed north of NE 145th Street. From a constructability and environmental impact perspective, the placement of the trail on the Redmond Spur will have lower costs, be easier to build, and will probably have less impact to the overall environment. Consideration should be given to connecting the two trails somewhere south of the City and proceeding north through the City with just one trail.

   - The Draft Master Plan shows an alternative to connect the mainline and the spur trails along NE 145th Street (SR 202) between the Chateau Ste. Michelle Winery and the Sammamish River (page 4-32). Currently no pedestrian or bicycle facilities are present on this segment of road. To sufficiently accommodate vehicular and increased trail traffic, the road would need to be widened or a separated path for the trail would need to be provided. Please be aware that a stream designated by the Department of Fish and Wildlife with wetlands is located to the south of this area. It has the potential of being salmon rearing habitat. Either a new bridge or a widened bridge will be needed across the Sammamish River for the trail and its users.

A-005-002 2. Future Trail Connections
With this project, the County should conduct its trail planning for the entire corridor on which it owns a trail easement. King County owns a trail easement that extends along this same corridor north to the King County/Snohomish County line. The Draft Master Plan needs to address how the proposed trail ending in the vicinity of the "Wye" would potentially connect in a reasonable manner to this extension of the bike/pedestrian trail and include this section with its current planning effort and Draft EIS, due to the complexity of this area, including active rail lines, ownership rights, and critical areas. This connection must be explored in the Draft Master Plan. At a minimum, King County should, through this Plan and Draft EIS determine how the proposed trail will connect with this future trail extension through the area of the "wye".

A-005-003

3. Critical Areas Impacts

More information needs to be provided on impacts to critical areas and the mitigation proposed to address these impacts. Other than showing approximate areas of wetlands near the corridor, no other information is provided and does not fully state what the impacts will be from the project and what is proposed to be done about it. Deferring review of environmental resources and critical areas to after FEIS issuance does not serve the purpose of reviewing and assessing environmental impacts required under WAC 197-11-400.

- The DEIS is unclear on whether the on-railbed alternative will include grading and construction within potentially geologically hazardous areas. Please clarify whether soils in potentially geologically hazardous areas have been evaluated for suitability of construction.
- The report broadly states that all streams are "generally in poor condition" (page 6-14 of the DEIS and page 2-2 of the Ecosystem Evaluation). However, the report does not go into detail on the individual functions and values that make these stream conditions poor. Impacts and subsequent mitigation must specify to the functions and values of each stream. A generalized statement on the poor condition of these 41 streams does not adequately address what measures are necessary to mitigate and restore these areas.
- Table 6-15 of the DEIS should consider all streams affected by the proposal, not just those intersected. Impacts to riparian habitats should have equal consideration to those impacts to aquatic habitats.
- Up to 4.7 acres of wetlands are impacted as part of this proposal. It is unclear whether the report and DEIS evaluate the habitat quality, rarity, or significance of the impacted wetlands. Without this information, it is difficult to fully assess the impacts to these wetlands and whether mitigation is acceptable and sufficient.
- Please be aware that the City has adopted a new Critical Areas Ordinance, (Ordinance No. 605) effective March 28, 2016.
- The DEIS and Ecosystem Evaluation report does not appear to consider impacts to fish and wildlife habitat conservation areas. The Sammamish River and Lake Washington are shorelines of the state and designated as fish and wildlife habitat conservation areas.

A-005-004

4. Cultural Resources

The DEIS indicates that no archaeological sites have been identified in or adjacent to the ERC. The Redmond Spur is within an area of high archeological sensitivity and archeological deposits have been identified in this area. The DEIS should reflect significant prehistoric resource potential near or within this location.

A-005-005

5. SR 202 Crossing – Milepost 24 (pages 3-9, 4-32 and 4-38)

The City is strongly opposed to any at-grade crossings along this segment of SR 202 near the vicinity of the wye. At-grade crossings in this area pose numerous functional and safety issues. Traffic volumes in this area are high and include significant freight movement. In addition, posted speeds vary between 35 and 45 miles per hour. The City is very concerned with the safety of trail users crossing this road given the potential conflicts. The Draft Master Plan estimates the number of trail uses within Woodinville to be about 2,000 to 3,000 per day. King County should plan for grade-separated crossings on any of the new trails in this area over existing road, street, and highways. A more detailed and thorough analysis is required on the impacts this would create..

A-005-005

6. SR 202 Crossing – Milepost 24 (pages 3-9, 4-32 and 4-38)
The City is strongly opposed to any at-grade crossings along this segment of SR 202 near the vicinity of the wye. At-grade crossings in this area pose numerous functional and safety issues. Traffic volumes in this area are high and include significant freight movement. In addition, posted speeds vary between 35 and 45 miles per hour. The City is very concerned with the safety of trail users crossing this road given the potential conflicts. The Draft Master Plan estimates the number of trail uses within Woodinville to be about 2,000 to 3,000 per day. King County should plan for grade-separated crossings on any of the new trails in this area over existing road, street, and highways. A more detailed and thorough analysis is required on the impacts this would create

- Existing signal crossing alternative: It is not practical or safe to have this many bike riders and pedestrians cross at the existing traffic signal at the intersection of SR 202/Woodinville Drive/Woodinville-Redmond Road/127th Avenue NE intersection without causing significant traffic capacity impacts at this already impacted intersection.
- The alternative using the existing rail line bridge will probably not be allowed as the bridge is currently used by Eastside Community Rail/Ballard Terminal Rail in their freight operations in this section of the rail corridor. To make use of this alternative alignment, the trail will need to be placed on a new, separate structure across the Sammamish River.
- New signalized alternative (approximately mile 23.5): An alternative to connect the spur and mainline at approximately mile 23.5 is considered in the draft master plan (Page 4-33), where the segments are closest together. An at-grade crossing location is not acceptable to the City, no matter if traffic signal and other crossing improvements are made at the crossing locations. As mentioned above, SR 202 is a state highway with high traffic volumes and speeds that poses significant safety concerns for trail users utilizing an at-grade crossing.

A-005-006

7. Sammamish River Bridge Crossing
The City's planned widening of the SR 202 Bridge over the Sammamish River cannot be reconfigured to accommodate this project. This City project is scheduled to begin construction in Spring 2017 and grant funding restrictions will not allow the City to reconfigure the bridge as desired by King County.

A-005-007

8. 145th Avenue NE Crossing
At 145th Avenue NE, just west of SR 202, an at-grade crossing of this street may be acceptable if the vertical alignment of NE 145th Street is revised to eliminate sight distance problems. There are streams on both sides of this section of NE 145th Street that complicate making any improvements and modifications that need to be made to accommodate an at-grade crossing at this location.

A-005-008

9. The proposed trail on the Redmond Spur crossing SR 202 (mislabeled as NW 145th Street, this road is also known as NE 145th Street) is just east of the SR 202/NE 145th Street intersection. A grade separated crossing will be required at this location. An at-grade crossing with a traffic signal of any form will not be allowed.

A-005-009 10. Tolt Pipeline Trailhead

At the Tolt Pipeline Trailhead, an access connection (driveway) onto SR 202 will require the construction of left turn and right turn channelization to facilitate traffic movement in and out of the parking lot. This access connection point will require the approval of both the City and WSDOT. Due to its size, the City cannot approve channelization plans and they must be approved by WSDOT. Please be aware that streams and wetlands are present near or within this Tolt Pipeline area and may impact the County's ability to develop this area.

A-005-010 11. Tolt Pipeline Crossing

The City is not in favor and will likely not approve the crossing of SR 202 with the Tolt Pipeline Trail with an at-grade crossing. King County should make use of the terrain to construct a grade separated crossing at this location. In addition, the City is not in favor of routing the Tolt Pipeline Trail onto SR 202 between the Sammamish River and the Spur. Our preference would be to have the County construct a new bridge over the river on the existing trail alignment rather than detour a quarter mile to the south to utilize existing bridges.

A-005-011 12. Corrections and typos

- Page 4-41. The sentence stating "the opinion of cost" should be "option of cost".
- Page 4-41. The tables include periods instead of commas for dollar values.

Again, we appreciate the opportunity to provide comments and suggestions on the Draft Master Plan and Draft EIS for the Eastside Rail Corridor Regional Trail Project. You may contact me at 425.877.2291 if you wish to discuss these comments further. Thank you.

Sincerely,

Thomas E. Hansen, P.E.
Public Works Director

cc: File Copy

R:\Admin\Director Correspondence\2016\LTR - EastsideRail to Trail MasterPlan and EIS Draft Comments 3-29-16.docx

CITY OF WOODINVILLE

RESPONSES

A-005-001 *King County agrees that, with three parallel trails, there is not an immediate need to construct trails meeting regional trail standards on both the Spur and the Main Line, especially if some of the east-west connections between these facilities can be developed. However, King County will continue to meet its obligations as the trail sponsor of railbanked corridor in all portions of the corridor, offering lower cost interim trail uses (e.g., gravel) until such time as full build out is needed. The volumes of use on an interim trail are expected to be much lower than for a paved, regional trail, potentially allowing some of the investments that may be necessary for crossing improvements to be deferred. In the Final Master Plan and EIS, Chapter 5 has been expanded to include a discussion of the proposed implementation strategy for the Valley Segment. King County looks forward to discussing implementation of interim and long-term improvements in future conversations with the City of Woodinville.*

Thank you for the information regarding the potential connection along the south side of NE 145th Street. This connection is important to realizing the implementation strategy for the Valley Segment. We look forward to collaborating with the City as we more fully investigate the constraints and opportunities associated with this connection.

A-005-002 *King County agrees that future trail planning should encompass the area to the north in which it owns a trail easement. However, the portions of the corridor outside of the railbanked area (i.e., northeast of the "wye") were not included in the Master Plan and EIS as scoped last June 2015 because of the pending transition in ownership from Port of Seattle to City of Woodinville. While it is not appropriate to add it to the Master Plan and EIS at this time, King County looks forward to working with the City to advance trail planning efforts through this segment.*

A-005-003 *The Master Plan and EIS provide an adequate level of detail to inform comparison of the two build alternatives, which is King County's intent. The EIS is the first step in a phased environmental review and is based on preliminary, master planning-level information. As the design of the identified Preferred Alternative moves forward, additional SEPA review will occur as needed to address more detailed impacts and mitigation needs. Detailed responses to your comments follow:*

- *The steep topography along the Main Line is introduced in Section 2.6 and described in relation to the two build alternatives in Section 4.4. As noted, the On-Railbed Alternative includes a 40-foot planning area "to allow design flexibility for areas with wetlands and steep slopes. Because of the steep side slopes in the section of trail located on the hillside, even the On-Railbed Alternative would likely require substantial retaining walls to create a wide enough area for the trail." By contrast, the majority of the Off-Railbed Alternative is located on very steep hillside. Details of the hillside, in the context of the City's defined geologic hazard areas, are presented in the Geologic Conditions Inventory, which is incorporated by reference in Section 6.1.*

CITY OF WOODINVILLE

RESPONSES

The EIS notes that, as stated in Section 6.4 Geology and Soils, development of a trail in or near geologically hazardous areas triggers a need to meet more stringent design standards that demonstrate that the project will not cause adverse impacts to these areas. Geotechnical investigation will occur during the design process and will inform the design. If an engineering solution that addresses the design criteria cannot be developed, then King County would have to move the alignment off the slope in that location.

Vegetation removal (clearing) is also an important consideration in areas with steep slopes. As noted in Section 6.4 Ecological Resources and Table 6-6, the Off-Railbed Alternative requires the clearing of more than twice as much forested area as the On-Railbed Alternative.

It should be noted that concerns about these slopes and the costs associated with retaining walls around the trail are one of the key considerations in the County's identification of the On-Railbed Alternative as the Preferred Alternative through the steeper areas.

- *The characterization of streams, as presented in the Master Plan and EIS, is sufficient to allow comparison of the build alternatives and identification of a Preferred Alternative. As noted in Section 6.4 Ecological Resources, additional stream assessments would be conducted during the future design phases, in conjunction with an assessment of fish passage barriers. Through the design phase, opportunities to minimize impacts to these resources will be considered. Measures to mitigate for unavoidable impacts and restore these streams will be addressed at that time.*

- *As noted in the Ecosystem Resources Inventory, biologists inventoried streams that occur within the ERC through visual observation and review of existing documentation including shoreline plans and data specific to fish presence (i.e., WDFW's SalmonScape). Observations were based on the County-owned and Sound Transit-owned right-of-way and an area within 100 feet of the right-of-way, where not obscured by vegetation, fencing, or other obstructions. In summarizing potential impacts to streams, the number of streams intersected and the affected stream length in Table 6-6 provided a useful basis for comparing the alternatives. Where stream channels run parallel to the corridor, the impacts have typically been picked up when we overlaid the planning envelope and characterized under the affected stream length metric. During future design and permitting, impacts to riparian habitat (stream buffers) will be evaluated, impacts will be minimized where practical, and unavoidable impacts will be mitigated.*

CITY OF WOODINVILLE

RESPONSES

- *As with streams, biologists field-inventoried potential wetlands that occur within 100 feet of the right-of-way owned by King County and Sound Transit, where not obscured by obstructions (i.e., fencing, vegetation). In addition, biologists reviewed the National Wetlands Inventory (NWI) and local geographic information system (GIS) data and shoreline plans. As noted in the Ecosystem Resources Inventory, a planning-level study, individual features were not delineated and no systematic evaluation of ecological functions and values was completed. In summarizing potential impacts to wetlands, the acreage and number of potential wetlands in Table 6-6 provided a useful basis for comparing alternatives. As described in Chapter 4 of the Final Master Plan and EIS, King County used this information to help identify a Preferred Alternative and to refine the Preferred Alternative to minimize some of the wetland and stream impacts. During future design and permitting, evaluation of wetland habitat quality, rarity, or significance will be considered (i.e., through formal delineations and application of the approved Washington State Wetland Rating System); and impacts will be avoided, minimized, rectified, reduced, or eliminated, and compensated for according to SEPA's (WAC 197-11-768) definition of mitigation.*

- *Thank you for bringing this update to our attention. In review of the code, we see, for example, that the wetland rating system scoring has been updated to the current Department of Ecology Washington State Wetland Rating System for Western Washington, a change in buffer widths based on habitats points, the addition of several categories and types of wetlands, and changed acreage replacement ratios. None of the code changes would appear to affect King County's identification of a Preferred Alternative. We will continue to coordinate with the City regarding these changes as the project progresses.*

- *Thank you for bringing up this consideration. Information about fish and wildlife habitat conservation areas has been added to the Ecological Resources section in Chapter 6 of the Final Master Plan and EIS. Potential impacts to the fish and habitat conservation area associated with the Sammamish River are limited to the connection along NE 145th Street and connections in the vicinity of the northern terminus.*

A-005-004 *King County acknowledges that there are significant cultural resources near the Redmond spur; however, this report only addresses those portions of the ERC that are owned by King County or Sound Transit. To date, no archaeological sites have been identified along the King County- or Sound Transit-owned portions of the ERC.*

CITY OF WOODINVILLE

RESPONSES

A-005-005 *Thank you for reiterating the City's position on at-grade crossings in the vicinity of the wye. King County agrees that a more detailed and thorough analysis is required prior to trail development and will be pursued during the design phase. The Master Plan describes options for either at-grade or grade-separated crossings, depending on the outcome of the future study. Traffic impacts resulting from this analysis would be addressed in additional SEPA review, if needed. King County understands and agrees that the existing railroad bridge would not be used for trail purposes, while still part of an active rail corridor.*

Please note that the Ecological Resources of Chapter 6 has been updated to disclose potential impacts associated with a potential new bridge crossing of the Sammamish River.

A-005-006 *As shown on the City's current plans for bridge configuration, it is not under consideration to accommodate the trail crossing. A separate trail bridge crossing the Sammamish River just south of the 175th Street bridge and south of the existing rail bridge is the current Preferred Alternative for connecting to the Sammamish River Trail in this vicinity. The need for and details of this bridge crossing will be re-examined in the design phase.*

A-005-007 *King County will consider sight distances and the geometry of the intersection between the ERC Main Line and NE 145th Avenue during the future design process.*

A-005-008 *Please see the response to A-005-005.*

A-005-009 *Thank you for this information. During the future design phase, King County will consider access improvements and critical areas in the vicinity of the gateway proposed near the Tolt Pipeline Trail.*

A-005-010 *Through the master planning process, King County has considered a number of east-west connection opportunities between the various trails. In the proposed implementation strategy for the Valley Segment (Chapter 5), the connections along the south side of Chateau Ste. Michelle and the south side of NE 145th Street are looking like the higher priorities.*

A-005-011 *The term "opinion of cost" was intended. The use of periods instead of commas has been corrected. Thank you.*

From: Taylor, Katherine <Katherine.Taylor@pse.com>
Sent: Thursday, March 31, 2016 1:54 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Puget Sound Energy Comment Regarding Draft Master Plan and EIS for Eastside Rail Corridor

To King County Parks

A-006-001 Puget Sound Energy (PSE) is pleased to partner with King County, Sound Transit, Redmond, Kirkland, Bellevue, Woodinville, the Port of Seattle, and others in the ongoing conversation regarding King County's plans to build a new multipurpose regional trail in the Eastside Rail Corridor (ERC) to better connect communities that run through the heart of our service territory.

We appreciate that the draft master plan and EIS explore alternatives that would accommodate, rather than preclude, future utility infrastructure within the corridor as our region continues to grow. There are abundant reasons why a regional trail, transportation alternatives, and utilities can coexist within the same space. As growth continues throughout King County, PSE needs to keep up with our growing customer base's demand for energy and must be able to provide that energy reliably. We appreciate that King County also recognizes the need to preserve the ability of service providers to continue utility activity throughout the ERC.

PSE looks forward to working with the King County Parks Department in the development of the ERC and to learning more of the public's input regarding how to plan for and develop this multipurpose regional trail.

Sincerely,
Katherine Taylor
Sr. Local Government Affairs Representative PSE

RESPONSE

A-006-001 *Thank you for reviewing the Draft Master Plan and EIS. King County will continue to coordinate with PSE through the Master Plan process and development of the ERC.*

SOUNDTRANSIT

March 31, 2016

Erica Jacobs
King County Parks
201 S. Jackson St., Suite 700
Seattle, WA 98104

RE: Eastside Rail Corridor Trail Master Plan Draft EIS Comments

Dear Ms. Jacobs:

A-007-001 Sound Transit staff has reviewed the Draft EIS prepared by King County for the Eastside Rail Corridor Trail Master Plan. As noted in our scoping comment letter dated July 17, 2015, Sound Transit's interests in the Eastside Rail Corridor include the high capacity transit easement along the corridor between Woodinville and north Renton and the 1.1 miles that Sound Transit owns between SR 520 and NE 6th Street in downtown Bellevue.

The Draft EIS notes that Sound Transit light rail facilities for the East Link Project and the Operations and Maintenance Satellite Facility (OMSF) are planned for part of the width of the Eastside Rail Corridor. In addition, the Draft EIS acknowledges Sound Transit's high capacity transit easement along the corridor between Woodinville and north Renton for potential future high capacity transit.

Sound Transit has several comments on the Draft EIS related to Sound Transit's interests noted above.

A-007-002 OMSF
Please include discussion of the interim trail planned in conjunction with Sound Transit's OMSF project. While Figure 4-14 does include a note regarding location of the OMSF, the graphics in Chapter 4 and Volume 2 should show the East Link and OMSF facilities, including the limits of the interim trail.

Please address any issues related to the trail ending on or adjacent to Sound Transit property. Provision for access to the trail is unclear from properties fronting, or public ROW Streets crossing the trail.

A-007-003 East Link Light Rail
There is a discussion of the trail crossing of NE 8th in downtown Bellevue adjacent to the Wilburton light rail station. The options are at-grade, elevated or underground. All but the elevated crossing are ruled out (see page 4-20). In January 2016, King County asked Sound Transit to participate in funding a study of these different options. Discussions between Sound Transit and King County included modifications to the proposed underground crossing to make it shorter and potentially avoid the issues of concern for the County and the City of Bellevue.

We request that the environmental document look at a reasonable range of alternatives for the ERC crossing NE 8th Street in order to give the county flexibility to design and implement a solution that works without having to repeat this process later.

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CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

A-007-004 Sound Transit 3
As stated in the Multipurpose Easement and in the High Capacity Transportation Easement, the development of a trail should not prevent the development of transportation uses outside of the trail area. Therefore, Sound Transit believes that it is important that detailed planning of future trail segments be coordinated at the early stages and through project development with Sound Transit in order to minimize future disruption to trail uses and optimize design of the trail and future high capacity transit.

Development of a trail in advance of high capacity transit could ultimately make implementation of high capacity transit more difficult and costly. Please identify the impacts of implementing the trail first.

As part of the development of an ST3 system plan, interest has been expressed in a possible extension of light rail from the Wilburton Station in downtown Bellevue to the South Kirkland park and ride, along the ERC. If this were to proceed, it would need to be coordinated with King County in terms of implementation of an interim and final trail.

Sound Transit may request background information used for the ERC EIS process from King County for a future HCT study under consideration in the draft ST3 plan.

General comments

A-007-005 Page 6-7: under Transportation Facilities: add the Downtown Kirkland Transit Center to the list of transportation facilities within one mile of the Eastside Rail Corridor. The Downtown Kirkland Transit Center is located on 3rd Street between Central Way and Kirkland Way.

A-007-006 Page 4-23: Clarify the description of crossing at NE 12th. The ERC is located at-grade under the NE 12th Street crossing which is elevated over the corridor.

A-007-007 Please describe how will stormwater be managed with the addition of impervious surface for the trail.

Please describe how existing wetlands will be preserved.

A-007-008 Please identify where additional property acquisition would possibly occur for trail implementation.
Please describe the envelope available for high capacity transit per the High Capacity Transit Easement. Please indicate in the Trail Master Plan and EIS. Cite the High Capacity Transit easement.

A-007-009 We look forward to working closely with King County as the Master Plan is finalized and a final EIS is prepared, as well as on the ST3 plan. We request review of the final EIS before it is issued to ensure that it addresses our comments. Please contact Andrea Tull, senior project manager at 206-398-5040 if you would like to discuss Sound Transit's comments further.

Sincerely,

Ric Ilgenfritz
Executive Director
Planning, Environment and Project Development
Sound Transit

Cc Andrea Tull, senior project manager

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception. (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

SOUND TRANSIT

RESPONSES

A-007-001 *Thank you for reviewing the Draft Master Plan and EIS.*

A-007-002 *The focus of the Master Plan is on the development of a regional, multi-use trail. As suggested, additional information regarding the East Link and OMSF projects has been added to figures in Chapter 4. However, the interim trail planned in conjunction with the OMSF is an implementation strategy rather than the permanent solution. The interim trail is discussed in Chapter 5 Implementation.*

Detailed options for access to the trail are under development, and likely will not be fully identified until the design phase. Within the Sound Transit-owned mile, the County is coordinating with Sound Transit to develop a strategy for access development and right-of-way delineation that functions for both the planned regional trail and Sound Transit operations. The character of connections to the regional trail within the Sound Transit-owned mile is conceptual only, and depends on projects by others in many locations. For example, connections at Spring Boulevard, at the future NE 6th Street extension, and Bellevue's Grand Connection, will be developed by the City of Bellevue in coordination with the County. To the extent that these connections include Sound Transit-owned property or might affect Sound Transit's High Capacity Transit Easement in the ERC, the development of these future connections will also include coordination with Sound Transit.

A-007-003 *As described in Section 4.3 under NE 8th Street, several options for crossing NE 8th Street were considered but rejected in previous analyses. One of the options that was not carried forward to the Master Plan and EIS was an undercrossing. An undercrossing was rejected due to a number of factors, including very significant constraints relating to underground utilities, high cost and a construction process that would involve lengthy impacts to NE 8th Street. The City of Bellevue had serious concerns about locating utilities in the highly constrained area between a tunnel and the Eastside Interceptor sewer line, where they would be difficult to access owing to their depth and placement under a major structure. Because of these factors and other potential challenges, including personal safety concerns, the option of a tunnel alignment was rejected. King County looks forward to discussing other options with Sound Transit.*

A-007-004 *King County recognizes that the proposed ST3 system plan includes an extension of light rail from the Wilburton Station to the South Kirkland Park-and-Ride. In this section of the corridor, from the OMSF to 108th Avenue NE, the County's Preferred Alternative is a Modified Off-Railbed planning envelope that is widened to allow for future coordination with Sound Transit to locate the trail where it would not interfere with light rail development while also reducing ecological impacts and costs. For many locations in this segment, there appears to be a reasonable location for the trail at the west edge of the railbed that would potentially reduce tree removal, avoid wetland impacts, and reduce costs. A more detailed explanation of the Preferred Alternative in this section can be found on page 4-30.*

SOUND TRANSIT

RESPONSES

In other segments, there is the potential that the trail could be developed on the railbed in the near future and relocated to accommodate high capacity transit in the more distant future. In identifying the Preferred Alternative, King County considered the benefits and risk associated with implementing a trail given the unknown outcome of the ST3 ballot measure and timeline for potential high capacity transit in the ERC in locations other than the Wilburton Station and OMSF in Bellevue.

A-007-005 *This project does not cover the Cross Kirkland Corridor, which has been developed by the City of Kirkland. The downtown Kirkland Transit Center is outside of the study area covered by King County's Master Plan and EIS.*

A-007-006 *Chapter 4 has been revised to clarify the NE 12th Street crosses over the ERC.*

A-007-007 *Once the County Council approves the Regional Trail Master Plan, King County will begin design and further environmental review of the trail in segments. Stormwater management approaches will be considered as segments are developed in accordance to the applicable standards. In general, natural drainage practices are preferred where space allows.*

In identifying the Preferred Alternative, King County considered potential impacts to wetlands and streams. In some areas, the alignment was shifted to minimize these impacts. As part of the design process, the County will also look at ways to minimize impacts to wetlands. Where impacts are unavoidable, compensatory mitigation measures will be further developed for each specific segment.

A-007-008 *King County plans to design the trail primarily within the ERC right-of-way. Exceptions occur near NE 8th Street where Sound Transit's Wilburton Station is located. Some property acquisition may also occur in the northern portion of the Spur. These acquisition needs were identified in the Draft EIS. Any additional needs identified during the design process may be subject to additional environmental review.*

Location of the high capacity transit easement within County-owned portions of the right-of-way will be negotiated separately in accordance with the easement mechanisms.

A-007-009 *Due to the King County Council schedule, we are not able to provide an advance copy of the Final Master Plan and EIS prior to issuance. King County looks forward to continued coordination with Sound Transit.*

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Regional Office • 3190 160th Ave SE • Bellevue, WA 98008-5452 • 425-649-7000
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

March 31, 2016

King County Parks
Attn: Erica Jacobs
Draft ERC Master Plan & EIS Comments
201 S. Jackson Street, M.S. KSC-NR-0700
Seattle, WA 98104

RE: Eastside Rail Corridor Regional Trail Project, Draft Master Plan and Environmental Impact Statement (Draft Master Plan & EIS), King County, Washington

Dear Ms. Jacobs:

Thank you for the opportunity to comment on the Draft Master Plan & EIS for the Eastside Rail Corridor Regional Trail project as proposed by King County Parks and Recreation Division. The Department of Ecology (Ecology) appreciates the early agency coordination on this project.

We have reviewed the Draft Master Plan & EIS and have the following comments listed by commenter.

Misty Blair, Regional Shoreline Planner, (425) 649-4309, Misty.Blair@ecy.wa.gov

A-008-001 The County has identified this Draft Master Plan & EIS as the first step in a phased environmental review, pointing out specifically that subsequent phases would be subject to additional environmental reviews (Eastside Rail Corridor Regional Trail Draft Master Plan, at 5-2).

The proposed action is the adoption of a Master Plan, which is a "non-project action" (WAC 197-11-704(2)(b)). The subsequent implementation of this plan through the construction of the various trail segments would be a "project action" as defined by WAC 197-11-704(2)(a). This EIS may adequately address the environmental impacts for a non-project planning action, but it does not appear to be sufficient for subsequent use as a Planned Action (WAC 197-11-164). Although, at a meeting, held on March 23, 2016, on the Draft Master Plan & EIS, project consultants stated that the EIS would address the entire project as well as the Master Plan. As a result of the below-referenced deferments, the additional environmental review described in this DEIS may require an addendum, supplement, or new EIS before the separate project action proceeds. (See WAC 197-11-443, WAC 197-11-625, and WAC 197-11-060(5)).

The DEIS identifies the following potential environmental issues and defers addressing mitigation until the design and implementation phase:

- Measures to dissuade unpermitted parking.

A-008-001

- New gateways and parking facilities to provide access points to the trail.
- Traffic impacts and at-grade crossing safety.
- Avoidance and minimization of impacts on vegetation, wildlife, streams, and wetlands will be part of the subsequent design process. Potential avoidance and minimization strategies are briefly mentioned but not incorporated into any actionable mitigation measures as part of the DEIS.
- Lighting, public safety, privacy, and aesthetic impacts to surrounding communities.
- Smaller utility relocation may be necessary and will be identified during future design phase.
- Due to a lack of information related to the location of major ground disturbances, the analysis of impacts on belowground cultural resources, along with potential avoidance and mitigation measures, will be specified during design and implementation stages.

The following comments pertain directly to this non-project action DEIS:

A-008-002

1. Eastside Rail Corridor Regional Trail Draft Master Plan, at 6-6, addresses consistency with Local Planning but limits the following analysis to only select Comprehensive Plan elements. It appears that segments of this plan will be implemented within the Shoreline jurisdiction, so the respective Shoreline Master Programs should also be considered. In addition, local Shoreline Master Program, Critical Area, and Floodplain Management Regulations could play a significant role in the eventual design of this trail and should be considered during this initial alternatives analysis.

A-008-003

2. Eastside Rail Corridor Regional Trail Draft Master Plan, at Table 6-6, identifies potential tree canopy, stream, and wetland impacts; however, this is based on rough estimations as ordinary high water mark (OHWM) determinations have not been performed, and the wetlands have not been delineated or rated at this time. Additionally, this table of identified potential ecological resource impacts does not include permanent impacts associated with new access points or parking facilities and does not consider temporary access and construction staging impacts.

A-008-004

3. Eastside Rail Corridor Regional Trail Draft Master Plan, at 6-14, states:

> *To construct the trail, there would likely be locations that necessitate placing fill within a stream channel, or relocating the stream; as a result, aquatic habitat would be affected. The On-Railbed Alternative has the greater estimated impact on aquatic habitat totaling 4,000 linear feet. The Off-Railbed Alternative would affect an estimated 2,250 linear feet of aquatic habitat. This difference is due to three sections of streams that parallel the On-Railbed Alternative to a greater extent than the Off-Railbed Alternative.*

Without delineated wetland boundaries and stream OHWM determinations or the avoidance and minimization efforts, which will occur at the design phase, it is difficult to reconcile these numbers or the assumptions made regarding the two alternatives. Additionally, Eastside Rail Corridor Regional Trail Draft Master Plan, at 5-1, identifies that:

> *...the alternative selected for development may be one of the two alternatives described in the Master Plan; however, it is likely that the preferred approach will incorporate portions of both alternatives in different sections of the corridor. Once*

A-008-004 *the Draft Master Plan has been reviewed and public input received, the King County Executive will select a preferred alternative and present a Final Master Plan to the King County Council for adoption.*

In this case, the information in the DEIS does not contain the detail necessary to parse out which segments would be better suited for an On-Railbed trail or an Off-Railbed trail. The Final EIS would benefit from being formulated in such a way that it can help inform the decision makers on the potential environmental impacts of the various alternatives in front of them including the potential hybrid alternative described on page 5-1.

David Radabaugh, NFIP Coordinator, (425) 649-4260, David.Radabaugh@ecy.wa.gov

A-008-005 All of the communities that the Eastside Rail Corridor passes through participate in the National Flood Insurance Program (NFIP). If implementation of the project requires development within a floodplain mapped on a Flood Insurance Rate Map issued by the Federal Emergency Management Agency, then a flood permit will need to be obtained from the community in which it occurs. Flood permits are often included within other construction permits.

For implementation of the NFIP, the minimum definition of development is:

> ***DEVELOPMENT:*** *means any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials located within the area of special flood hazard.*

Individual communities can utilize definitions that are more expansive if they choose.

Each flood permit will need to demonstrate compliance with the Puget Sound Biological Opinion for the NFIP. The specific method in which compliance is demonstrated will depend on individual community procedures. At present, most communities need to require a Habitat Assessment for new development in the floodplain. We expect that, as time moves on, more communities will be able to utilize a programmatic approach that utilizes their regulatory framework to demonstrate compliance with the Biological Opinion.

If federal funding is expected to be part of the funding package, please be aware of Executive Order (EO) 13690 relating to floodplain management. EO 13690 requires federal funded projects to implement stronger flood safety measures than in the past. It may be helpful to be aware of the implementation measures being taken by federal agencies that you may seek funding from.

Paul S. Anderson, Wetlands/401 Unit Supervisor, (425) 649-7148, Paul.S.Anderson@ecy.wa.gov

A-008-006 I also have questions about the County's approach to SEPA review for the project. The Master Plan appears to be a non-project action with a general overview of the project. Relative to wetlands and fish and wildlife habitat there is insufficient information in the DEIS to make an informed decision about the environmental impacts and proposed mitigation. The wetland and stream assessments have only been done at a reconnaissance level, and precise boundaries and ratings have not yet been conducted. Until the wetlands have been delineated and rated, and those findings verified by the agencies, it is not possible to accurately account for project impacts to those resources. Also, where there are relatively intact forest stands along the alignment, those stands should be assessed for

A-008-006 habitat potential and measures taken to protect those resources, particularly where they are associated with wetlands and other aquatic resources.

During our meeting with the project consultants on March 23, 2016, they indicated that trail construction would likely proceed in phases. Prior to finalizing the EIS, I believe the County should decide whether the project will be assessed in total or in phases, and then the EIS should be tailored accordingly. It would be worthwhile contacting the U.S. Army Corps of Engineers (Corps) and asking for their opinion on whether the wetland permitting could be phased or would need to be permitted as one complete project. More fully developing the design and wetland impacts would help inform that discussion.

The project submittal to Ecology and the Corps will need to include the current wetland delineation data sheets and rating forms (*Washington State Wetland Rating System for Western Washington*, Hruby 2014). The proposed wetland buffers and mitigation ratios will need to be consistent with state and federal standards as specified in *Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance* (*Version 1*) (Ecology Publication #06-06-011a).

Thank you for considering these comments. Please let me know if you have any questions on the state process for wetland permitting.

Rebekah Padgett, 401/CZM Federal Permit Manager, (425) 649-7129, Rebekah.Padgett@ecy.wa.gov

A-008-007 This project will require King County to obtain a Section 401 Water Quality Certification (WQC) and Coastal Zone Management (CZM) Federal Consistency Determination. As the project develops, and prior to submittal of the application, we would like to meet with you to discuss the project phasing, WQC, and CZM review processes.

When submitting an application for Section 401 Water Quality Certification, please include supporting documents, including: wetland delineation, wetland mitigation plan, water quality monitoring plan, construction sequencing and best management practices to protect water quality.

Applications and supporting documents should be submitted to Ecology at the same time that these are submitted to the Corps. The application should be sent to:

401/CZM Federal Permit Coordinator
Shorelands and Environmental Assistance Program
WA Department of Ecology
PO Box 47600
Lacey, WA 98504

Or by email to: ecyrefedpermits@ecy.wa.gov

In addition to the other comments related to the DEIS, it appears that a fourth alternative that explores a mix of the On- and Off-Railbed alternatives should be further explored in the FEIS.

Kevin Fitzpatrick, Water Quality Program, (425) 649-7033, Kevin.Fitzpatrick@ecy.wa.gov

A-008-008 A Construction Stormwater General Permit will be needed for this project, as well as the immediate activity of rail removal over the next 12 months. The point of contact within Ecology's Water Quality Program is Melinda Wilson, (360) 407-6556 or Melinda.Wilson@ecy.wa.gov

Use of pervious pavement should be considered and addressed within the Final EIS.

Pet waste management should be included in the project plan.

Staging, access, and laydown areas will need to be identified and included in the project proposal.

Thank you again for the opportunity to review and comment on the DEIS for this project. Please feel free to contact the Ecology staff above if you have questions. We look forward to working with you as this proposal moves forward.

Sincerely,

Rebekah R. Padgett
Federal Permit Manager
Shorelands and Environmental Assistance Program

RRP:ap

E-cc: Misty Blair, Ecology
Joe Burcar, Ecology
Kevin Fitzpatrick, Ecology
Raman Iyer, Ecology
Paul Anderson, Ecology
Bob Warren, Ecology
SEPA Coordinator, Ecology NWRO
Kaitlyn White, U.S. Army Corps of Engineers
Andrew Shuckhart, U.S. Army Corps of Engineers
Larry Fisher, Washington Department of Fish and Wildlife
Angie Peace, Washington Department of Fish and Wildlife
Christa Heller, Washington Department of Fish and Wildlife

ECOLOGY

RESPONSES

A-008-001 *Thank you for your thoughtful and detailed comments. As noted, the Draft Master Plan and EIS are the first step in a phased environmental review; an additional review may be required as the project advances through the design process. King County agrees that this could be accomplished through an addendum, supplement, or new EIS, depending on the extent of changes to the nature and severity of impacts. However, please note King County is not designating this as a planned action under WAC 197-11-164.*

As noted, the Draft EIS identifies a variety of potential environmental issues, based on the planning-level information available at this time. Mitigation opportunities are in fact identified in the Draft EIS, but the specifics will have to be detailed during the future design phase to address site-specific considerations. To review the conceptual mitigation opportunities, please refer to:

- *Unpermitted parking, page 6-12*
- *New gateways and parking facilities, page 6-12*
- *Traffic impacts and at-grade crossing safety, page 6-10*
- *Ecological impacts, pages 6-17 to 6-19*
- *Lighting, public safety, privacy, and aesthetics, page 6-25*
- *Utility relocations, page 6-26*
- *Cultural resources, pages 6-5 to 6-6*

As described in Chapter 4 of the Final Master Plan and EIS, in identifying the Preferred Alternative, King County has made some alignment shifts in places to reduce impacts to wetlands and streams.

A-008-002 *We acknowledge and agree that local Shoreline Master Programs and other regulations cited in this comment will be important to the design phase of the project. We have added an explanation of how these regulations relate to decisions at hand in Chapter 6. Beyond the explanation provided, many of the details in these regulations will be more applicable during the design phase of the project.*

A-008-003 *The estimated areas of wetlands and streams, while not at the level of detail anticipated for future design review, are sufficient to meaningfully compare potential impacts and to make an informed Master Plan-level decision between the On-Railbed and Off-Railbed alternatives. In taking a comprehensive, landscape-level look at the ERC, King County ultimately finds that clearing and earthwork on forested, sometimes wet slopes, have more impacts on the environment than widening the existing railbed. In areas where these trade-offs were present, King County identified the On-Railbed Alternative as the Preferred Alternative. Where wetlands and streams are present in the immediate area of the railbed, the County has made some adjustments to the On-Railbed Alternative in the Final Master Plan and EIS to minimize those impacts as part of its Preferred Alternative.*

ECOLOGY

RESPONSES

The locations where the Preferred Alternative is not on the railbed (i.e., a portion of the Sound Transit-owned ERC, and a few areas in the Valley Segment) are either places where there isn't a practical alternative or exceptional areas where overall impacts could be reduced by moving from the railbed.

Details that support the identification of the Preferred Alternative and efforts to reduce impacts have been added to Chapter 4, including tables and figures with additional information to better communicate the findings. Additional labeling has been added to Volume 2 to connect the description in the Master Plan and the depiction in Volume 2. As described in Chapter 6, additional opportunities to reduce impacts will be considered during the design phase of the project.

Based on the public comments received, King County has provided additional information in the Final Master Plan and EIS about several of the gateway locations: May Creek, Wilburton Trestle North, and Tolt Pipeline. The Final Master Plan and EIS communicates impacts and costs that would result from the development of parking at these specific locations.

Otherwise, additional parking facilities and construction staging areas are not known at this time and are not relevant to the decision on where the trail should be located.

A-008-004 *Please refer to response A-008-003 regarding the sufficiency of information in the Draft Master Plan and EIS to evaluate alternatives and identify a Preferred Alternative. The information compares on-railbed or off-railbed alignments to show the range of impacts that could be expected for ecological resources. The impacts that would result from the Preferred Alternative fall within this range. Tables 6-7, 6-8, and 6-9 in Chapter 6 of the Final EIS include the Preferred Alternative so that decision-makers can understand the potential impacts for each subject. WAC 197-11-440 (5)(b)(vi) supports evaluating a reasonable range of alternatives rather than every possible variation.*

A-008-005 *Thank you for the information about requirements in flood hazard areas. King County agrees that, where the trail traverses these areas, the project must comply with the applicable laws and regulations. These requirements will be considered as the project advances through design.*

A-008-006 *Please see the previous response regarding the adequacy of information in the Final Master Plan and EIS to evaluate the alternatives and identify a Preferred Alternative. King County is following a phased review for this project, as provided by WAC 197-11-060(5). This is appropriate under WAC 197-11-060(5)(c)(ii) because "The sequence is from an environmental document on a specific proposal at an early stage (such as need and site selection) to a subsequent environmental document at a later stage (such as sensitive design impacts)." For this project, identifying the trail alignment is in effect a site selection, and each development phase that follows will be subject to more detailed design and subsequent environmental review.*

ECOLOGY

RESPONSES

The Master Plan and EIS provides the vision for 16.7 miles of ERC. As the project moves forward beyond the Master Plan, development and permitting of the ERC trail will occur in phases. Over the past 10 years, King County Parks has successfully permitted a number of regional trails, such as the East Lake Sammamish Trail and the Lake to Sound Trail, in phases. The primary consideration is whether or not the phase or segment has independent utility. As the project moves forward to design, King County will confirm this strategy with the U.S. Army Corps of Engineers, as suggested.
In conjunction with the permitting process, King County will submit current wetland delineation data sheets and rating forms, as suggested. The proposed buffers and mitigation ratios will be consistent with state and federal standards, as suggested.

A-008-007 *Thank you for the information on permitting requirements. This information will be useful as the project moves forward to the design phase. Please refer to response A-008-004 regarding the range of alternatives considered.*

A-008-008 *Thank you for the information on permitting requirements. This information will be useful as the project moves forward to the design phase. Surfacing materials, including the potential use of pervious asphalt, pet waste stations, and construction staging areas, will be addressed at that time.*

Washington State
Department of Transportation
Roger Millar
Acting Secretary of Transportation

Northwest Region
Sno-King Local Agency and Development Services
15700 Dayton Ave. N
P.O. Box 330310
Seattle, WA 98133

March 29, 2016

Erica Jacobs, Project Manager
King County Department of Natural Resources and Parks
201 South Jackson Street, KSC-NR-0700
Seattle, WA 98104

Subject: **Eastside Rail Corridor (ERC) Trail Project**
Draft Environmental Impact Statement

Dear Ms. Jacobs:

The Washington State Department of Transportation (WSDOT) has reviewed the Draft Environmental Impact State for the abovementioned project and we offer the following comments:

GENERAL DESIGN:

A-009-001
- Any trail crossings within WSDOT limited access (LA) right of way, or highway right of ways where WSDOT is the fee-owner, will be permitted through an airspace lease that will be issued by our Northwest Region (NWR) Real Estate Group. In addition, crossings within LA right of way will require a *Break in Limited Access* documentation for the access rights and/or change in land use and trail segments within the Interstate right of way will require a NEPA (DCE) at a minimum.

A-009-002
- WSDOT will require the design of the trails within highway right of ways to be compliant with current Americans' With Disabilities Act (ADA) guidelines.

A-009-003
- Page 1-8: "It is estimated that the development of the ERC will eliminate over 575,000 vehicle miles traveled (VMT) per year, which would reduce carbon dioxide (CO2) emissions by 524,000 pounds per year". What is the source of this estimate and how was it calculated?

A-009-004
- Page 3-14 discusses signalized crossings at the intersection of NE 175th Street and Woodinville-Redmond Road NE, which is SR 202. Page 3-15 discusses new grade separated crossings and also mentions SR 202. This is somewhat confusing as the page that discusses either scenario at this location (Page 4-32), which provided some clarification, is located a chapter away.

March 29, 2016
Eastside Regional Corridor Trail
Page 2

A-009-005 • The chain link fence with the top rail as shown on the photo on Page 3-21 will not be allowed along a State Route within the roadway clear zone in an unincorporated area as horizontal members of a fence may act as a 'spear' during collisions.

A-009-006 • Runoff generated due the increase in impervious surfaces from the new trail construction and modification shall meet existing stormwater treatment requirements prior to conveyance within WSDOT drainage systems. WSDOT will require plans with supporting calculations of how drainage is conveyed through or along highway facilities at trail crossings for our review.

INTER-AGENCY COORDINATION:

A-009-007 • WSDOT is currently reviewing plans by the City of Woodinville to replace the existing bridge over Lake Sammamish (SR 202 / NE 175th Street). We request coordinating with the City of Woodinville for any impacts of their project to your proposal.

A-009-008 • Our I-405 Team will continue to work with King County and the City of Bellevue for the details of the ERC trail segment near I-405 and the previous Wilburton tunnel location, as well as the 2006 Memorandum of Understanding for this (Wilburton) trail crossing.

A-009-009 • Our NW Region Traffic section will continue to work with King County and the City of Woodinville for the possibility of lowering the speed limit along SR 202 near the vicinity of NE 145th Street, and with the construction of traffic calming features to provide safer pedestrian and bicycles crossing.

A-009-010 • There are several locations that the trail crosses, or is proximate to, WSDOT jurisdictions (I-90, I-405, SR 202, SR 520, etc). We recommend designing the trail to provide room for future expansion of our highways and other facilities as well as consider additional potential environmental impacts and documentation that will be needed for future highway improvements.

PLANNING

A-009-011 • We note that since the Eastside Rail Corridor has "rail banked" status under federal requirements, it is important to ensure that none of the build alternatives would preclude the return of the Eastside Rail Corridor to a rail use at some point in the future if this were to be required. You indicated at the Agency Scoping meeting on July 9 , 2015 that you are considering two "build" alternatives for the DEIS analysis: a trail beside the existing rail bed and trail on the existing rail bed with understanding that rail bed might return to a rail "use" at some point in the future.

March 29, 2016
Eastside Regional Corridor Trail
Page 3

A-009-012 • **Section 4.5 Planning-Level Cost:** (Page 4-39) "These cost-estimates do not address potential future costs to modify or relocate the trail if other future uses in the corridor such as transit, freight, or utilities required trail relocation. Such costs cannot be predicted at this time with any degree of accuracy." This basically confirms that the (presumably) lower-costs of the Trails-on Rail bed alternative likely will be more costly if the trail needs to be relocated at some point in the future to accommodate one of these uses (transit, rail, utilities).

A-009-013 • In addition to the I-405 Corridor Program EIS, there have been a number of studies done on the Eastside Rail Corridor, including two-phase assessment conducted by the Puget Sound Regional Council (PSRC), with participation by WSDOT (the former Urban Planning Office in the Goldsmith Building). We know that your project team is probably aware of, but their DEIS and Regional Trail Planning effort should consider previous planning efforts for this corridor and incorporate any relevant findings from these efforts. Here is the link to the PSRC Two-phase study effort: http://www.psrc.org/transportation/bnsf .

Thank you for giving us the opportunity to review your proposal. Please note that our comments are based on the design concept only. As design details are finalized, we will need to review and approve applicable plans for the proposal. If you have any questions, or require additional information please contact Felix Palisoc of our Development Services section by phone at 206-440-4713, or via e-mail at palisof@wsdot.wa.gov.

Sincerely,

Ramin Pazooki
Local Agency and Development Services Manager

RP:fsp

cc: Project / Day File
R. Brown (NWR SnoKing Traffic), MS 120
T. Noyes (NWR SnoKing Planning), MS 116
B. James (I-405 Engr. Services), MS 250

WSDOT – Northwest Region

RESPONSES

A-009-001 *Where the trail would occur within highway right-of-way, King County will seek the applicable permits and approvals, as suggested.*

A-009-002 *King County recognizes that the trail design in WSDOT right-of-way is required to comply with ADA guidelines.*

A-009-003 *The source of this statement is The Trust for Public Lands 2016 – Climate-Smart Cities, Climate Mitigation Benefits of the Eastside Rail Corridor. We emailed this reference to Felix Palisoc on June 13, 2016 for your information.*

A-009-004 *The intent in Chapter 3 was to introduce the types of crossings in the corridor with Chapter 4 discussing the alternatives and providing further detail. The information in the Final Master Plan has been updated to focus on the Preferred Alternative and eliminate the confusion. King County will continue to carry two options for these crossings (at grade and grade separated) forward to design, pending further analysis and review.*

A-009-005 *Appropriate fencing for locations along the corridor will be determined as the design progresses. We appreciate your input that fencing with horizontal members are not allowed in roadway clear zones along State Routes.*

A-009-006 *The Master Plan is an initial component of a phased review process. As the project design progresses, King County will coordinate with WSDOT as appropriate to review material associated with drainage. King County will adhere to the applicable stormwater management standards.*

A-009-007 *King County has been coordinating and will continue to coordinate with the City of Woodinville regarding implementation of the ERC trail. As requested by city staff, the use of the 175th Street Bridge is no longer under consideration. A separate trail bridge structure to the south will be further evaluated during the design phase.*

A-009-008 *We appreciate the input and coordination from the I-405 Team. Please see A-010-001 for the response to I-405 Team's comment letter.*

A-009-009 *King County appreciates the coordination with the NW Region Traffic section on the safety issues near crossing locations. As noted above, final details for crossing SR 202 have been deferred to the design phase when the traffic impacts can be studied in more detail.*

A-009-010 *With just a few exceptions, the ERC trail will occur within the County-owned ERC. Where the trail is close to or intersects highway right-of-way, King County will continue to coordinate with WSDOT to better ensure its operations and the ERC trail interface in a manner that achieves the objectives of both agencies.*

WSDOT – Northwest Region

RESPONSES

A-009-011 *Building a trail on the railbed would not preclude rail "use" in the future; however, the trail would need to be moved off the railbed if that situation were to occur.*

A-009-012 *Where the On-Railbed Alternative has been designated as the Preferred Alternative, there are no specific, foreseeable plans for transit or utilities in the corridor. Federal railbanking laws are intended to allow the reinstatement of freight should it become necessary, but historically the reinstatement of freight on railbanked corridor has been very infrequent.*

A-009-013 *Thank you for sharing the additional information. King County is aware of and did consider these previous reports.*

Washington State Department of Transportation

Northwest Region / Design Build
I405/SR167 & SR509 Programs
600-108th Avenue NE Ste. 400
Bellevue, WA 98004
425-456-8582
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 31, 2016

Erica Jacobs
King County – Eastside Rail Corridor
201 S. Jackson Street, Suite 700
Seattle, WA 98104

RE: WSDOT I-405 Corridor Program Comments on the Eastside Rail Corridor Regional Trail, Draft Master Plan and Environmental Impact Statement

Dear Ms. Jacobs,

A-010-001 The WSDOT I-405 Program team appreciates the ongoing coordination with King County regarding the Eastside Rail Corridor (ERC) and the design and construction of transportation improvements within the I-405 corridor.

The I-405 Program completed a Final Environmental Impact State in 2002 providing a corridor-wide review of a range of transportation improvement alternatives along the I-405 corridor. Since that time, the I-405 Program has completed project specific environmental documentation including the I-405 Renton to Bellevue (SR 169 to I-90) Environmental Assessment (EA) with a Finding of No Significant Impacts (FONSI) in 2008 as well as multiple EA's for improvements north of I-90. These environmental clearances document the planned improvements within the respective segments of the I-405 corridor. The I-405 team is currently conducting environmental review for additional improvements north of I-90, including the addition of a northbound lane from I-90 to NE 6th.

Due to funding WSDOT received through the Connecting Washington package, the I-405 team will be moving forward with the first construction stage of the Renton to Bellevue project. The project will add one lane in each direction between SR 169 and I-90 and will implement the operation of a dual-lane express toll lane system. WSDOT will be working with the Federal Highway Administration (FHWA) to update the Renton to Bellevue environmental documentation as needed to reflect the current affected environment, the planned improvements within the first stage of construction, and the operation of tolling. The timing of the implementation of additional improvement beyond those within this first stage of construction will be dependent on the timing of when further funding is received.

As part of the I-405 program's continued coordination with King County, we anticipate ongoing coordination regarding the improvements to be implemented along the I-405 corridor and the Lake Washington Trail and the alignment of the ERC.

Erica Jacobs
March 31, 2016
Page 2

A-010-001 Due to the ERC being determined eligible through Section 106 of the National Historic Preservation Act (NHPA), WSDOT will continue to work with King County to avoid and minimize any adverse effects to the resource through our environmental review per NEPA, Section 106, and Section 4(f) requirements.

As noted in the Draft Environmental Impact Statement (DEIS), more detailed design-level review will occur for future projects within the ERC. As specific projects move forward, the I-405 team requests that King County continue to work with our team to ensure coordination between the projects, to avoid any conflicts with planned improvements, and to avoid and minimize any cumulative effects to the public or environmental resources within the respective project areas.

We also continue to believe that continued coordination will result in mutually beneficial opportunities between our two programs.

For any questions on the environmental reviews for the 405 team, please contact Allison Hanson at 425-450-2703 or hansall@consultant.wsdot.wa.gov, and for any questions on design coordination please contact Bill James at 425-456-8638 or jamesw@wsdot.wa.gov.

Thank you for the opportunity to review and comment on the DEIS, we look forward to working together to make improvements within our respective corridors.

Sincerely,

Kim Henry, P.E.
Assistant Regional Administrator,
Design Build I-405/SR167 Program Director

KH: ah

cc: file

WSDOT – I-405 Office

RESPONSE

A-010-001 *King County recognizes the work underway in the I-405 corridor. In particular, we appreciate the ongoing coordination with the WSDOT I-405 Program team on the Renton to Bellevue project and the improvements from I-90 to NE 6th Street. We will continue to work closely with WSDOT as more detailed design-level information is developed for segments of the trail.*

The ERC was initially considered eligible in 2007 when it was recorded as an intact rail line. The ERC is no longer intact as rail and ties have been removed from much of the alignment. King County will be preparing a revised evaluation of the ERC to document the current conditions and will extend the recommendation that the ERC is no longer considered eligible for Section 106 of the National Historic Preservation Act. King County will request that the State Historic Preservation Officer (SHPO) concur with the updated evaluation. King County will copy WSDOT in communications with the SHPO regarding the eligibility of the ERC.

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

June 13, 2016

Ms. Erica Jacobs
King County – Parks and Recreation
King Street Center, KSC-NR-0700
201 South Jackson Street
Seattle, WA 98104-3855

In future correspondence please refer to:
Project Tracking Code: 2015-03-00046
Property: Eastside Rail Corridor
Re: Receipt of Draft Master Plan and Environmental Impact Statement

Dear Ms. Jacobs:

A-011-001 Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the draft Master Plan and Environmental Impact Statement (EIS). The materials have been reviewed on behalf of the State Historic Preservation Officer (SHPO). Our comments are as follows:

- First, please forgive some of the confusion that we experienced at our agency surrounding the receipt of this document. Personally, this document was handed to me only recently and I had not seen any prior review of this project in our agency database. Under normal circumstances, projects of this size have undergone numerous levels of review prior to the development of the draft EIS, yet inquiries among DAHP staff generated no previous knowledge of this project. I believe that's why this document was 'passed around' a while before it landed on my desk.
- That said, I am still slightly confused regarding which review mechanism I am to evaluate this EIS? There is mention in the first few pages of involvement/possible involvement of the Federal Highway Administration (FHWA), Sound Transit, Puget Sound Energy, and numerous cities through which the corridor will pass. Where exactly is the funding for this project coming? If it is federal, we will be evaluating the document under a Section 106 umbrella. If state or local monies are involved, we will be using a different lens through which to evaluate potential impacts to cultural resources. Again, I could identify no one at our agency with any previous knowledge of this project so we were generally unclear as to exactly what to do with your EIS.
- All of that said, myself and Mr. Russell Holter, Compliance Reviewer here at DAHP, did review all of the documents and have made some observations that we can pass along. Again, until consultation has been formalized with our agency, our comments are preliminary and do not carry the weight of a formal review under Section 106 of the National Historic Preservation Act, the State of Washington Environmental Policy Act, or Executive Order 05-05.

A-011-002
- From an archaeological perspective, there is little I can say at this time other than make some broad generalizations. Until such time as a preferred alternative is selected, narrowing the area of potential effects, I can only recommend that an archaeological

survey be conducted within the proposed corridor to support the background investigation that has been presented in the EIS. Your consultant recognizes and states in the document that many areas within the proposed corridor are understood to be culturally sensitive with a high potential for containing archaeological remains. This sensitivity will decrease if the rail grade alternative is selected in most or all of the proposed segments, but this will be best evaluated once a preferred alternative is selected.

A-011-003

- Mr. Holter commented that the rail line had been determined eligible by the Surface Transportation Board at the time the BNSF was working to divest itself of the historic resource. As such, the process of converting the railroad grade to the rehabilitated use of a trail should be done in such a manner to demonstrates respect for the railroad heritage of the site. This would include keeping aspects of the railroads horizontal profile: clearing limits, ditches, and raised sub-grade profile, that distinguishes are rail corridor from any non-descript bike/ped trail.
- He also suggests that railroad place names need to be memorialized and built into the interpretation of the resource. This would include stations, sidings, and other localities along the corridor where routine railroad operations may have taken place.

A-011-004

- The opportunity to provide active tourist railroad passenger service to the area of Woodinville designated as the Tourist District, should be explored and the tracks to winery retained at this location for future use by the rail corridor operator.

A-011-005

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO). Also, we appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult on your project.

Finally, please note that in order to streamline our responses, DAHP requires that all documents related to project reviews be submitted electronically. Correspondence, reports, notices, photos, etc. must now be submitted in PDF or JPG format. For more information about how to submit documents to DAHP please visit: http://www.dahp.wa.gov/programs/shpo-compliance. To assist you in conducting a cultural resource survey and inventory effort, DAHP has developed guidelines including requirements for survey reports. You can view or download a copy from our website.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

DAHP

RESPONSES

A-011-001 *Thank you for your review of the Draft Master Plan and EIS, prepared in compliance with the State Environmental Policy Act, during this first step in a phased review process.*

Following adoption of the Final Master Plan by the King County Council, additional environmental analysis will be completed in conjunction with the design of the Preferred Alternative. Please feel free to contact Erica Jacobs if you have further questions.

A-011-002 *An archaeological survey will be conducted in conjunction with the design phase of the project, when more is known about the location and extent of earth-disturbing activities.*

A-011-003 *The rail line is currently considered eligible for the National Register of Historic Places; however, King County will be submitting a re-evaluation of the alignment that documents that much of the alignment is no longer intact. The Final Master Plan and EIS have been corrected to reflect this status. Additional consultation will be conducted as the project moves forward and the considerations raised will be discussed.*

A-011-004 *Following adoption of the Final Master Plan, King County intends to solicit proposals for a possible use for an excursion train. Potential operators will have the opportunity to propose excursion use along the Main Line, Spur, or both in the Valley Segment. If a financially viable plan for excursion use in the corridor emerges from the proposal process, then the County may reconsider the Preferred Alternative or revise trail development phasing.*

A-011-005 *Thank you for this information.*

BUSINESSES AND ORGANIZATIONS

cascade BICYCLE CLUB

Improving Lives Through Bicycling
7787 62nd Avenue NE Seattle, WA 98115-8155
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March 31, 2016

Dow Constantine, King County Executive
& Metropolitan King County Council

RE: Cascade Bicycle Club Comments on Eastside Rail Corridor Regional Trail Master Plan and Environmental Impact Statement

Dear King County Executive and Council,

B-001-001 Thank you for your leadership moving the Eastside Rail Corridor Trail forward. This trail has the potential to change how we move, connect, live and play on the Eastside and all over our region. With existing and emerging regional trail connections coming from Seattle to Snohomish County, we are thrilled with recent Eastside Rail Corridor Trail progress, and look forward to riding and walking on an interim trail as soon as 2017.

While King County's Eastside Rail Corridor project staff has been in the process of collecting comments on the Draft Eastside Rail Corridor Trail Master Plan this past month, we have taken this opportunity to reach out to our membership and the broader community to collect support for both the on-rail bed trail alternatives and the timely construction of both an interim and permanent trail.

We have collected 1,125 signatures (Attachment A) from King County residents who support the following:

- Adopt the on-rail bed trail alternatives, so that timely completion of the trail is possible. Due to high costs of off-rail bed alternatives, we support on-rail bed construction where feasible so that timely construction is possible.
- Prioritize the timely construction of both an interim and permanent trail through King County sections of the corridor.

Thank you again for your leadership.

Sincerely,

McKayla Dunfey
Eastside Policy Manager
Cascade Bicycle Club
Mckaylad@cascade.org

CC'd:
Christie True, Director of King County DNRP; christie.true@kingcounty.gov
David St. John, Policy Advisor; david.st.john@kingcounty.gov
Deborah Eddy, Eastside Rail Corridor Project Manager; deborah.eddy@kingcounty.gov
Erica Jacobs, Capital Project Manager; erica.jacobs@kingcounty.gov

CASCADE BICYCLE CLUB

RESPONSE

B-001-001 *King County appreciates your support for the trail and preference for the On-Railbed Alternative. Thank you for the 26 pages with 1,125 signatures. These signatures are in the project files and are not reproduced here.*

King County has reviewed the Master Plan and EIS and has identified a Preferred Alternative that is primarily on the railbed with just a few exceptions. The Preferred Alternative is described in detail for each segment in Chapter 4 and depicted in Volume 2 of the Final Master Plan and EIS.

In November 2015, the King County Council approved the phased removal of rail and development of interim trail. From the Cross Kirkland Corridor to the south, those actions are beginning in 2016 and will continue through 2017.

The timeline for completing the final ERC trail is dependent on the future design process, planning effort, permitting, and funding. Construction of the trail will occur in phases, as described in Chapter 5.

March 31, 2016

King County Parks and Recreation Division
Attn: Erica Jacobs
201 S. Jackson St.
Suite 700
Seattle, WA 98104

Re: Eastside Greenway Alliance Comments on The Eastside Rail Corridor Regional Trail Draft Master Plan and Environmental Impact Statement

Dear Erica,

B-002-001 Thank you for the opportunity to comment on The Eastside Rail Corridor Regional Trail Draft Master Plan and Environmental Impact Statement. We applaud the effort that has gone into development of the Master Plan and the care to which the County has considered the development of the corridor and the connections to adjacent uses. Release of this document is certainly something worth celebrating and the Eastside Greenway Alliance recognizes this momentous achievement in furthering development of the corridor. As requested, we have reviewed the Master Plan and offer the following comments for the County's use and information.

- We encourage the County to move quickly to fund and construct an interim trail where feasible and where it will generate the most support for development of the corridor.
- Given the cost to implement the permanent trail, we support selection of cheaper, on-rail bed alternative except where there are known, immediate transit needs; significant residential concerns; natural area impacts; or trail connection issues.
- We encourage the County with help from the Eastside Greenway Alliance to develop a strategy, quickly, to prioritize and fund ERC trail projects from interim trail through completion.
- We encourage the County to refine the vision statement to be more appropriate for the end user and will serve to inspire the public to support corridor development. Please see our attached example. The paragraphs listed under section 1.2 appear to more objective oriented.
- We encourage development of a name for the corridor other than the Eastside Rail Corridor.
- We have attached a spreadsheet of additional comments on specific sections for your use.

Thank you for your consideration of these comments. We have community support to fund and construct an interim trail and for selection of the on-railbed alternative through an online petition to our members where we have gathered over 1,100 signatures over the last couple of weeks. We look forward to working with the County on this transformative project for the Eastside! For questions on

B-002-001 these comments, please contact Courtney Landoll at Courtney.landoll@tpl.org or McKayla Dunfey at mckaylad@cascade.org.

Sincerely,
The Eastside Greenway Alliance

Vision:

A recreational and active transportation corridor that is as vibrant and diverse as the communities it serves.

B-002-001

1. Changing the way we move, connect, live and play

The Eastside Rail Corridor will be the spine of a new network of trails linking parks, natural areas, and community destinations in one of our state's fastest growing areas. It will connect five major trails into a comprehensive regional trail system reaching from Puget Sound to the Cascades; create a 42 mile linear park, and bring thousands of Eastside commuters within a short walk or bike ride of work, recreation and public transit. Economic development along the corridor will bring jobs and multifamily housing to our growing metropolitan area.

2. A Trail for Everyone

Consistent surfacing on a wide paved width with ample shoulders, with end-to-end wayfinding signage will help users navigate the corridor safely while providing encouragement to explore new areas and discover hidden gems. The corridor could provide many their first trail experience that encourages them to hike and explore the out of doors. Everyone—elderly, disabled, children, dog walkers, runners, cyclists and nature enthusiasts—will have a place on the trail.

3. The Journey on the Corridor

From a walk in the woods to bustling city centers, with vistas across historic railroad trestles and sweeping views of Lake Washington, the Eastside Rail Corridor will connect from Woodinville's Wine district to Renton's Gene Coulon Park with destinations in Kirkland, Redmond and Bellevue's downtown areas. Commuters can get to businesses along the corridor like Google, Group Health, T-mobile, Overlake Hospital, Children's Hospital, Microsoft and Boeing and connect to public transit. From a Saturday morning stroll to your daily commute, the Eastside Rail Corridor will be there.

4. Memorable Moments and Gateways

Memorable Moments and Gateways will honor and reflect neighborhood character, provide community destinations, and showcase the work of local artists. These moments can speak to the history, community culture, or the changing world that we live in within each of the neighborhood sections. Opportunities for short term or ephemeral art will also be provided and areas of the corridor will serve as a gathering space for community events.

5. A Green Corridor

Development of the corridor will take cars off the road, reduce carbon emissions, and help to manage stormwater, improving air and water quality. Natural areas will be protected and local residents will be encouraged to volunteer for invasive species removal and restoration with native plantings, transforming the corridor into a green network for people and wildlife. Imagine a nature experience, minutes from your door.

6. Future Development in the Corridor

Over time, amenities will be provided such as benches, restrooms, water fountains, picnic tables and bike racks, for example. As businesses develop adjacent to the corridor, opportunities for outdoor cafes and seating will be encouraged in order to help activate the corridor and provide destinations along the way.

	Section	Comment	Category
B-002-002	GENERAL COMMENT	We encourage the County to move quickly to fund and construct an interim trail where feasible and where it will generate the most support for development of the corridor.	PHASING
B-002-003	GENERAL COMMENT	Given the cost to implement the permanent trail, we support selection of cheaper, on-rail bed alternative except where there are known, immediate transit needs; significant residential concerns; natural area impacts; or trail connection issues.	DESIGN
B-002-004	GENERAL COMMENT	We encourage development of a name for the corridor other than the Eastside Rail Corridor.	VISION
B-002-005	GENERAL COMMENT	We encourage the County to develop a strategy, quickly, to prioritize and fund ERC trail projects from interim trail through completion.	PHASING
B-002-006	GENERAL COMMENT	KC vision needs a vision that is more understandable and inspiring to the public. In Redmond's Master Plan, the first page states, "Strengthening Redmond as an increasingly urban community, a city strongly connected to nature, routed in small town history, and a forward looking city shaping the world's future. " It sets the tone for developing the corridor and then talks about that vision for the next several pages. This Master Plan needs something like that. See EGA drafted statement for something this outward facing vision could include.	VISION
B-002-007	GENERAL COMMENT	Master Plan could use more inspiring graphics. How can this project be more than a just another trail? How might we develop the urban sections that mean something to the communities they serve? Look at Redmond and Kirklands Master Plans and think about the identity of the areas the County's portions serve. https://issuu.com/thebergerpartnership/docs	VISION
B-002-008	COMMENT	Interim trail costs need to be included	PHASING
B-002-009	1-1	Isn't the CKC (Cross Kirkland Corridor) part of the ERC? If not, why not mention the RCC (Redmond Central Connector)	CLARITY
B-002-010	1-2	Need a map of connecting regional trails with trails labeled here	CLARITY
B-002-011	1-3	Mileage for Redmond should be listed (3.9 miles)	CLARITY
B-002-012	1-3	Describe the implications of the KC easment through Kirkland, Sound Transit, Redmond and Port of Seattle owned portions	DESIGN
B-002-013	1-3/1-4	Map shows KC easement through Redmond on 1-4 though not listed in text on 1-3	CLARITY
B-002-014	1-4	Creating Connections document should be included in the Apendix	CLARITY
B-002-015	1-5	Do we know any more about PSE's plans for the poles within the ERC and how that might impact trail design?	DESIGN

	Section	Comment	Category
B-002-016	1-7	Would be nice to see a map of the 13 parks and schools to envision how they might be connected as an interconnected network	DESIGN
B-002-017	2-1/1-1	Listed trail connections listed do not match between the sections and they should	CLARITY
B-002-018	2-2	Utilities section- How do these affect development of the corridor? Are we protecting trees and wetland now, only to nuke them in the future?	DESIGN
B-002-019	2-3	Figure 2-2 needs trail names labeled and needs predicted number of people 2015/2040	DESIGN
B-002-020	2-8, 2-10, 2-12	Aerial maps should show the entire lenth of the segment, north should be up where possible, and major destinations or employment centers should be labeled to make the maps more understandable.	CLARITY
B-002-021	2-12	Section states that connecting the ERC to the Sammamish River Trail is a high priority, but does not mention how that might occur.	DESIGN
B-002-022	2-12	Text states that both Mainline and the Spur may need to cross 202 but does not state why or how	DESIGN
B-002-023	2-13	Label Willows Road for clarity	CLARITY
B-002-024	3-2	Show fencing options that might be appropriate for urban areas, not just rural	VISION
B-002-025	3-4	Second paragraph refers to the color of blue on the map, indicating demand. Don't you mean green?	CLARITY
B-002-026	3-6	True availablity to choose the gravel shoulder option will depend on adequate maintenance of the shoulders, otherwise the choice does not exist. That should be stated as evidence for the need for maintenance in the cost calcluations	CLARITY
B-002-027	3-8	Middle column- language regarding busy intersections is too vague and therefore does not make clear what the County intends to do. Why can't the Master Plan include design inspirations for these intersections?	VISION
B-002-028	3-9	Why should at grade crossings be considered primary to structural- state.	DESIGN
B-002-029	3-15	The graphic on 3-9 shows NE 6th is to be a grade separated crossing, but it is not listed here. Which is it?	CLARITY
B-002-030	3-23	Will the trail be built to allow for future lighting without having to rebuild the trail?	DESIGN
B-002-031	3-24	Shouldn't the unique personality of the trail be detailed so that selected art can enhance the user experience? What is the unique personality of the ERC or the various segments within the ERC? That is what is missing from this document	VISION
B-002-032	4-1	General comment on this section- If population and predicted population are known, shouldn't the study address areas most likely to need transit (priority areas) and use that as a metric to evaluate areas for placement of on rail bed or off rail bed?	DESIGN

	Section	Comment	Category
B-002-033	4-1	General comment on this section- the text mentions in flat areas the envelope is narrower as they do not need to negotiate slopes, wetlands, etc. Isn't this an opportunity for physical bike and ped separation and therefore a wider envelope would be appropriate?	DESIGN
B-002-034	4-3	Figure 4-1 shows an elevated boardwalk with metal railing as a typical. At over $200 a lineal foot, that condition is likely not typical and therefore not representative	CLARITY
B-002-035	4-4	Could the County/Renton negotiate a trail easement thorugh Gene Coulon Park	DESIGN
B-002-036	4-6	Could the graphic indicate the average distance to homes for the on-rail bed alternative?	CLARITY
B-002-037	4-7	The rendering of the walls make them look like stone when in all likelihood they will. Portray an accurate visual.	CLARITY
B-002-038	4-8	Again, distace to homes in graphic. The text indicates no retaining walls or extensive grading. That assumes no wetlands, correct? Do we know for certain there are no wetlands, which might make a retaining wall or elevated boardwalk necessary.	CLARITY
B-002-039	4-9	Again, average distace to homes in graphic.	CLARITY
B-002-040	4-10	Arrows not visible through the vegetation	CLARITY
B-002-041	4-11	Off railbed alternative should show more trees removed. Should show walls and grading.	CLARITY
B-002-042	4-12	Couldn't this Master Plan show ideas or sources of inspiration for how these trestles might be turned into memorable moments?	VISION
B-002-043	4-13	This section needs a map	CLARITY
B-002-044	4-13	Why do we not see a graphic for the two options of the bridge crossing? Safety should be considered, as being within the walls of this structure may not fee very safe.	DESIGN
B-002-045	4-17	Why doesn't the Master Plan include graphic design inspirations for the Gap or Trestle?	VISION
B-002-046	4-18	The City of Bellevue needs to provide some content for this section, so we have some indication of what might happen and the issues	DESIGN
B-002-047	4-19	NE 6th should be a grade separated crossing so that the users aren't going through a roller coaster ride, plus it's safer. Couldn't a ramp be developed off the ERC down to 6th that would still allow commuter flow to continue along the elevated portion?	DESIGN
B-002-048	5-1	The phasing of the interim trail segments should be listed in order of sequence, even if without a timeline.	PHASING
B-002-049	5-3	Coordination on drainage, mitigation should occur as they are of benefit to the region as well as green infrastructure opportunties within the drainage coordination. What about coordination on wayfinding?	DESIGN

EASTSIDE GREENWAY ALLIANCE

RESPONSES

B-002-001 *Thank you for your comments and example vision statement. Responses to the bulleted items are included along with the responses to the additional comments below.*

B-002-002 *In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

B-002-003 *The Preferred Alternative is primarily on the railbed with just a few exceptions. The Preferred Alternative is discussed in more detail for each segment in Chapter 4 and depicted in Volume 2 of the Master Plan and EIS.*

B-002-004 *King County may consider other names for the ERC as development and implementation progress.*

B-002-005 *King County is working to secure the funds necessary for development. As described in Chapter 5 of the Final Master Plan and EIS, implementation is anticipated to occur in phases.*

B-002-006 *Thank you for sharing your vision statement. The objectives of the Master Plan are described in Section 1.3 of the Final Master Plan and EIS.*

B-002-007 *Thank you for your input.*

B-002-008 *The Master Plan presents alternatives for developing a paved, regional trail in the ERC. The planning level costs that were presented in the Draft Master Plan were intended to allow a comparison of the alternatives. The interim trail is an implementation strategy, and cost for developing the interim trail was not necessary to inform the decision between alternatives.*

B-002-009 *The list of trails on page 1-1 on the Draft Master Plan was not intended to be all-inclusive but to inform the reader of individual trails that could be connected in an integrated trail network. The Cross Kirkland Corridor section of the rail corridor is under the ownership of the City of Kirkland. The portions of the ERC owned by Kirkland and Redmond are not addressed in this Master Plan.*

B-002-010 *The map of regional trails is located in Chapter 2 (Figure 2-2).*

B-002-011 *The Final Master Plan has included the mileage for the Redmond-owned portion of the Spur in the list of bullets under Section 1.1.*

EASTSIDE GREENWAY ALLIANCE

RESPONSES

B-002-012 *Please refer to the first paragraph on page 1-4 for discussion of the implications of the easements on the scope of King County's master planning efforts. The Master Plan does not address portions of the ERC owned by Kirkland and Redmond. King County is working closely with Sound Transit to coordinate planning in the portion of the corridor through Bellevue that parallels East Link and the OMSF facilities.*

The City of Woodinville has recently purchased the remaining portion of the ERC within its limits. King County is coordinating with the City of Woodinville regarding planning efforts for the City-owned portion of the ERC.

B-002-013 *The King County easement in Redmond has been added to the list of bullets under Section 1.1 in the Final Master Plan.*

B-002-014 *The Creating Connections report from the Regional Advisory Council is available on the King County website but is not attached as an appendix to the Master Plan.*

B-002-015 *The only area in which transmission line design is currently underway is in the vicinity of Totem Lake. King County has identified the Off-Railbed Alternative through a portion of this area because it minimizes wetland impacts and provides a better buffer between the trail and the proposed pole placement, without substantially increasing cost. King County will continue to coordinate with PSE regarding specific details about its future plans in the ERC during the future stages of trail design.*

B-002-016 *Please see Chapter 2 Figures 2-5, 2-6, and 2-7 that label the parks and schools in the vicinity of the ERC.*

B-002-017 *The text is different because Chapter 1 is an introduction; Chapter 2 contains more details about the corridor. Regional Trails are labeled in Figures 2-5, 2-6, and 2-7.*

B-002-018 *King County will continue to coordinate with PSE regarding specific details about its future plans in the ERC during the future stages of trail design.*

B-002-019 *The anticipated population growth is shown in Figure 2-1. The Final Master Plan is not predicting the number of people on other regional trails in King County.*

B-002-020 *At the Master Plan level, these graphics are intended to give an overview. Additional design and analysis will be done as the project progresses.*

B-002-021 *Please see Chapter 5 of the Final Master Plan which discusses implementation.*

EASTSIDE GREENWAY ALLIANCE

RESPONSES

B-002-022 *To clarify, SR 202 is variously known as NE 175th Street, Woodinville-Redmond Road NE, and NE 145th Street as it winds through the Woodinville area. To provide some geographic clarity, the Master Plan often refers to the crossings by the street name rather than the state route. Please refer to the Valley Segment discussion in Chapter 4 for a description of where these crossings occur.*

The Master Plan leaves both at-grade and grade-separated crossings of SR 202 open. Additional discussion regarding the complexity of these crossings has been added in Chapter 4. It is important to note that the Master Plan is the first step towards planning, environmental review, design, and construction. Design of the trail and major street crossings will be developed in future phases.

B-002-023 *Willows Road has been labeled in Figure 2-7 of the Final Master Plan.*

B-002-024 *Types of fencing and barriers were further described on page 3-21 of the Draft Master Plan.*

B-002-025 *The Final Master Plan has been revised to say green.*

B-002-026 *The purpose of the planning-level cost estimates presented in the Draft Master Plan was to allow for a comparison between the alternatives. The maintenance costs are the same for the two build alternatives presented. As King County moves forward with planning and budgeting for the ERC trail development and operation, maintenance costs will be considered.*

B-002-027 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

B-002-028 *Additional information is provided on page 3-15 Grade-Separated Crossings that explains the disadvantages of these crossings. A cross reference to that section has been added to the road crossing discussion.*

EASTSIDE GREENWAY ALLIANCE

RESPONSES

B-002-029 *In Figure 3-6, the recommendation is that based on traffic volumes the crossing either be grade separated or signalized. In Chapter 4, in the discussion about crossing NE 4th, NE 6th, and NE 8th Streets says: "In early planning for the ERC trail, King County and the City of Bellevue anticipated that new trail bridges would be built over NE 4th and NE 8th Streets, with an at-grade crossing of NE 6th Street… However, there are potential options for crossing NE 4th and NE 6th Streets that may be explored in the design process." It is important to allow the future design collaboration between the ERC trail, the Grand Connection planning, and the Wilburton redevelopment planning to unfold before making final decisions about the specifics of this crossing.*

B-002-030 *Lighting (and the potential accommodation for future lighting) for the trail will be studied in more detail for each specific segment during the future design phases.*

B-002-031 *Project opportunities for art will be developed in a collaborative process as King County moves forward with phased design of the ERC. The Public Art section of Chapter 3 provides some description of the art planning process, which is separate from the trail master planning process.*

B-002-032 *The Final Master Plan identifies the Preferred Alternative, which includes sections that are on and off the ERC's railbed. King County Parks has coordinated with Sound Transit to determine the locations and extent where the trail should be placed off the railbed to accommodate Sound Transit's plans.*

B-002-033 *Both the preferred section (with the wider gravel shoulder) and the minimum section can be accommodated within the 30-foot planning envelope. King County is not contemplating wider sections with greater separation between uses, even where the cross section of the ERC is flat, because the objective is to develop a great trail within the context of the multi-use vision in which transit and utilities may still occur in the future.*

B-002-034 *Thank you for your comment. Figure 4-1 displays the illustration of the trail planning envelope and shows a location that is in the Sound Transit-owned portion of the corridor. Given the presence of a wetland, a boardwalk while not typical everywhere, may well be required here.*

B-002-035 *King County continues to coordinate with the City of Renton about alignments and connections south of milepost 5.0.*

B-002-036 *Distances to homes vary and are not shown on the figures in the Master Plan. These figures are intended for illustrative purposes, not to provide site-specific information.*

B-002-037 *The Master Plan is the first step towards planning, environmental review, design, and construction. The specific design of the retaining walls will be determined in future phases.*

EASTSIDE GREENWAY ALLIANCE

RESPONSES

B-002-038 *Distances to homes vary and are not shown on the figures in the Master Plan. There are occasional wetlands in the vicinity of the Port Quendall terminal, as shown in Volume 2 of the Master Plan, but not close enough to require extensive retaining walls, and not extensive enough to merit inclusion in the illustration.*

B-002-039 *Distances to homes vary and are not shown on the figures in the Master Plan.*

B-002-040 *Please see the revised graphics in Chapter 4 of the Final Master Plan.*

B-002-041 *As noted in the narrative discussion, the topography along the off-railbed alignment varies and there are some areas where extensive retaining walls are not needed (e.g., the area illustrated). Modification of the Off-Railbed Alternative provides no future value because this alternative was not identified as the preferred.*

B-002-042 *The Master Plan is presenting the overall guidance for the corridor. Trestles will be designed first for safety. As specific sections of the corridor are developed, additional opportunities for design features and viewpoints will be considered.*

B-002-043 *A figure has been added to this section of the Final Master Plan and EIS showing the location of the May Creek gateway. Please also see Chapter 2, Figures 2-5, 2-6, and 2-7, which label the parks in the vicinity of the ERC. Proposed gateway locations are shown in Figure 3-11 and residential neighborhoods are shown in Figure 6-3.*

B-002-044 *To clarify, we assume this comment pertains to the discussion of the I-90 crossing on page 4-14. The specifics of the two options—one within the existing structure and one on top of the existing structure—will be developed during the design process. Safety will be a key consideration.*

B-002-045 *The location and character (design) of the "Wilburton Gap" bridge is part of a separate effort to be negotiated by WSDOT, King County, and the City of Bellevue. With respect to the trestle, there will be a future design process for ensuring that the historic character of the bridge is preserved by any future design. King County does not want to presume the outcome of that process, but allow the ideas to flow through that process. Any ideas generated outside that process could be misleading.*

B-002-046 *King County has been coordinating and will continue to collaborate with the City of Bellevue as its plans for the Grand Connection and Wilburton redevelopment proceed. This section has been updated based on recent panel recommendations.*

B-002-047 *Please see the response to B-002-029. As shown in Figure 3-6, a grade separated crossing is a consideration for the ERC over NE 6th Street. Because this street has not yet been developed across the ERC, the type of crossing at this location will be revisited during future ERC trail design and as future plans for the Grand Connection and Wilburton redevelopment advance.*

EASTSIDE GREENWAY ALLIANCE

RESPONSES

B-002-048 *Chapter 5 has been updated in the Final Master Plan to include additional information about interim trail development and the potential timeline.*

B-002-049 *King County will continue to collaborate with other agencies implementing projects in and around the corridor to seek, among other things, opportunities relating to mitigation, drainage, and wayfinding.*

Quendall Terminals

March 22, 2016

King County Parks
Attn: Erica Jacobs
201 S Jackson Street Suite 700
Seattle, WA 98104

RE: Eastside Rail Corridor Masterplan

Ms. Jacobs:

B-003-001 I am writing on behalf of Quendall Terminals to provide comments on the Draft Trail Master Plan and Environmental Impact Statement for the Eastside Rail Corridor – Regional Trail (ERC).

As property owners within the Corridor, we share King County's vision to provide a new regional trail that connects neighborhoods and communities on the Eastside. We agree it will provide transportation, economic, cultural, natural resource and recreation opportunities for future generations.

Our property is located to the west of Lakefront Segments (11, 12 and 13) and we therefore have unique interests in the ERC project. Specifically, we are working on the environmental investigation and future redevelopment of the Quendall Terminals Superfund Site, a 23-acre former industrial property located on the shores of Lake Washington, north of the Barbee Mill community and south of the Seattle Seahawks Training Facility.

We inherited a very contaminated site when we purchased the property in 1971. Over the past decade, we have been working with the Environmental Protection Agency (EPA) on a study to determine how best to clean up the site in order to allow future well-managed development to bring housing, jobs and economic development to the City of Renton. The Environmental Impact Statement for this project has been finalized and we anticipate project approvals from the City of Renton this spring.

The ERC plan includes an area (map enclosed) that is currently part of the Quendall Terminals Superfund site (the final site boundaries will be determined by EPA at the time of its Record of Decision). The contamination in the potential trail area is substantial and contributing to deep groundwater contamination impacting the rest of the site. This area will be addressed in the EPA cleanup plan and it will be necessary to clean up this portion of the Corridor before or as a part of the ERC construction phase.

EPA is expected to select a site cleanup plan later this year but it has already indicated that its preferred remedy is expected to cost $80 million. King County may have a unique role in moving the Quendall Terminal site cleanup forward through its participation in site remedy selection and its ability to access government grant funds for environmental cleanup projects. King County may also have a role in facilitating the participation of the other responsible parties who are liable for site cleanup but who have yet to agree to actively participate in the cleanup process. We would welcome the opportunity to meet with King County and discuss its potential role in the cleanup process.

Page two
March 22, 2016

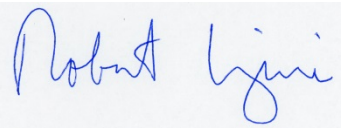
B-003-001 We should note that King County has already shown its support for the cleanup in an April 7, 2014 letter to EPA Regional Administrator Dennis McLerran from King County Executive Dow Constantine, which stated:

> *King County is interested in seeing that the cleanup will be achieved in a manner that protects human health and the environment. At the same time, the remedy should provide opportunities to support habitat restoration, and for property owners to be able to develop the property in order to provide environmental, economic and public benefits for the region. Restoration and redevelopment of the site is also compatible with King County goals to increase opportunities for access to and use of the Eastside Rail Corridor (ERC), which runs parallel to the site.*

We agree with Executive Constantine that coordination of the cleanup and ERC can benefit the environment and the community. We support the vision of the current Master Plan and look forward to its success.

Sincerely,

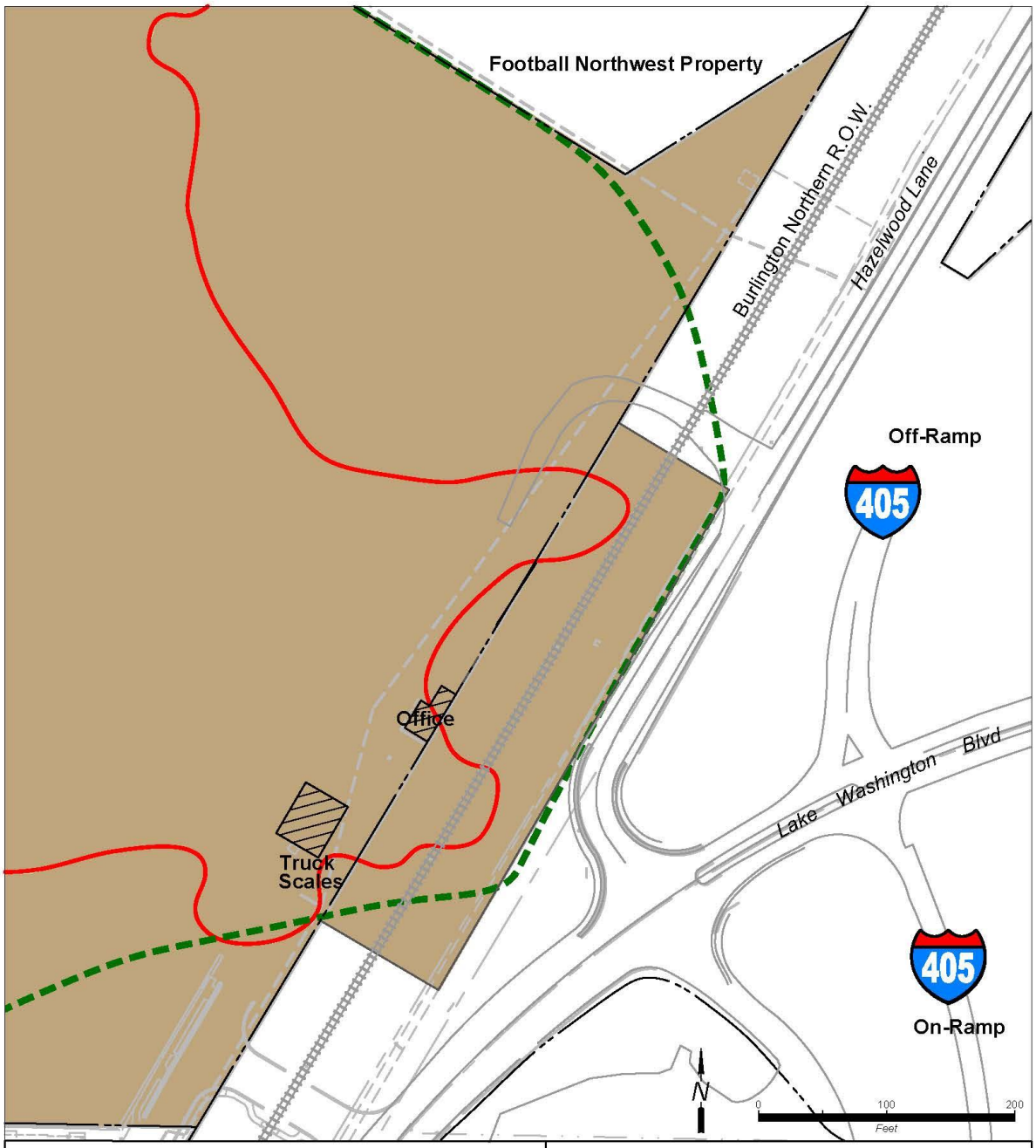
Quendall Terminals



Robert Cugini

cc: Georgia Baxter, J. H. Baxter Company
The Honorable Dow Constantine, King County Executive
The Honorable Denis Law, Mayor City of Renton
Christie True, King County Department of Natural Resources and Parks

Enclosure:
Quendall Terminals site area map



Legend

- Estimated Extent of Preliminary Remediation Goal (PRG) Exceedances in Surface Soil
- Property line
- Estimated Extent of PRG Exceedances in Groundwater (Subsurface Soil and Groundwater Area)
- Estimated Extent of Dense Non-Aqueous-Phase Liquid (DNAPL)
- Existing Structure

Areas Exceeding Preliminary Remediation Goals

Eastern Portion of Quendall Terminals Property

Renton, Washington

Aspect CONSULTING | ARCADIS | FIRM: ASPECT | DRAWN BY: JJP/DAH/SCC | FIGURE NO. 1

QUENDALL TERMINALS

RESPONSE

B-003-001 *King County appreciates your support for the ERC trail and your efforts to clean up the Quendall Terminals site that is adjacent to the ERC. The Master Plan is the first step towards planning, environmental review, design, and construction. Thank you for your continued coordination as the County begins the next phase of design for this regional trail project.*

Corporate Services
6750 South 228th Street
Kent, WA 98116

March 31, 2016

Erica Jacobs
King County Parks and Recreation Division
201 S. Jackson St.
Suite 700
Seattle, WA 98104

Re: Eastside Rail Corridor Regional Trail Draft Master Plan and EIS

Dear Erica,

B-004-001 Thank you for the opportunity to comment on Eastside Rail Corridor Regional Trail Draft Master Plan and Environmental Impact Statement. We applaud the comprehensive nature of the document, and are encouraged by the thoughtful approach King County is taking to develop the corridor and surrounding trail connections. Completion of this multi-use trail has the potential to change how REI members and employees move, connect, live and play in the region.

When complete, this link between the cities of Renton, Bellevue, Kirkland, Woodinville and Redmond will increase recreation and multi-modal transportation opportunities for people throughout the region. With existing and emerging regional trail connections coming from Seattle to Snohomish County, we encourage the County to *prioritize* timely construction of both an interim and permanent trail through King County sections of the corridor.

We support on-rail bed construction where feasible so that timely construction is possible. Given the cost to implement the permanent trail, we support the selection of less expensive, on-rail bed alternative except where there are known, immediate transit needs, residential concerns, natural area impacts, or trail connection issues.

Thank you for this opportunity to comment and your consideration. We look forward to working with the County on what could be an iconic connectivity corridor for the region.

Sincerely,

Marc Berejka
Director of Community & Government Affairs

REI

RESPONSE

B-004-001 *Thank you for your support of the ERC and regional trail system. The Preferred Alternative is primarily on the railbed with just a few exceptions. These exceptions are described in Chapter 4 and shown in Volume 2 of the Final Master Plan.*

In November 2015, the King County Council approved the phased removal of rail and interim (gravel) trail development. That work is beginning in 2016 and will continue through 2017.

King County plans to develop the final ERC trail in phases. As described in Chapter 5 of the Final Master Plan, design of the Wilburton Segment in Bellevue will be the first priority.

From: J NY <jnakamura.young@gmail.com>
Sent: Wednesday, March 30, 2016 11:48 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: David Greschler; Santos and Sue Contreras
Subject: For Public Comment - From Save Our Trail Organization in Kirkland

To King County Eastside Rail Corridor Planners,

B-005-001 We are the Save Our Trail organization from Kirkland, Washington. Our group's mission is to preserve the Cross Kirkland Corridor Trail (Trail) for future generations and to create a region wide non-motorized trail system. We wanted to provide you with feedback on your Draft Master Plan and input for future plans.

We are excited that King County is working on plans with rails-to-trails to the North and South of our Trail. Our community, as well as those who visit, value our Trail and see it as part of the fabric of the Kirkland lifestyle. As Kirkland was named one of the top places to live in the USA, having the walkability factor with a network of trails was one of the reasons the city is so appealing.

As we understand, the major decision that King County is making at this stage is to decide on on-bed or off-bed trail development. Our graveled Trail is on-bed for 5.75 miles. It works well, especially with the areas that are narrower and to minimize the impact to the environment as well as costs. We do not think the off-bed choice is a good one due to high costs and larger impact to the environment and also, that it sets up the trail system to allow for future mass transit in the corridor.

We commend King County in providing a draft EIS at the planning stage so that the 'right' decisions can be made with the factual input of how the environment may be impacted.

Our group's focus is to keep our Trail as it is, now and in the future, as a non-motorized trail. And, to have it be a part of a larger regional non-motorized trail system and NOT a corridor that includes mass transit. Duplicating transit on the trails that already parallel a main highway or arterial, does not make economic sense.

If you have any further questions, please let us know. Otherwise, we will continue to stay up to date on your future plans and look forward to hearing more.

Sincerely,

Save Our Trail organization
Save Our Trail

SAVE OUR TRAILS

RESPONSE

B-005-001 *Thank you for your feedback and support for development of a nonmotorized trail on the railbed. King County recognizes the concern Save Our Trail has for mass transit and trails sharing the same corridor. However, as described in Section 1.2 of the Master Plan, King County is envisioning a trail in a multi-use corridor. Sound Transit is currently considering extension of light rail from the Wilburton Station to the South Kirkland Park-and-Ride. The specifics of this project are uncertain, depending on voter approval of the ST3 funding package and future environmental analysis, planning, and design by Sound Transit. As a strategy to manage this uncertainty, King County has identified a modified Off-Railbed Alternative as preferred for this section. The alternative is modified by expanding the planning envelope to allow more flexibility for a future trail that accommodates future transit while minimizing impacts to wetlands and forested slopes, as well as cost. Please refer to Section 4.3 of the Final Master Plan and EIS for additional discussion regarding identification of the Preferred Alternative.*

March 31, 2016

Erica Jacobs, Project Manager.
Eastside Rail Corridor Regional Trail Project
King County Parks
201 S Jackson St
M.S. KSC-NR-0700
Seattle, WA 98104

RE: ERC draft Master Plan and Environmental Impact Statement Comments

Dear Erica:

B-006-001 Thank you for the opportunity to comment on the Eastside Rail Corridor Regional Trail draft Master Plan and Environmental Impact Statement. These trails offer connections of non-motorized transportation, besides the existing Sammamish River Trail (serving Issaquah, Redmond, Woodinville through to the Burke Gilman trail), for our guests and employees to visit Chateau Ste Michelle which we appreciate and support. Our unique location in close proximity to the three parallel trails: Sammamish River Trail (existing), Mainline (which bifurcates our property), and Spur (our Eastern border), results in a significant interest in providing comment on this developing project.

General comments on the Mainline and Spur connections and alternatives:

The draft makes note of the redundancy of three parallel trails at our location (ref 5-3) with the Mainline connecting Renton, Bellevue and Kirkland through to Woodinville, and the Spur connecting Redmond and Woodinville, a redundancy of connectivity, but flexibility with alternatives.

The Mainline offers major connection potential from the South at Renton, until 124th St where all the trails converge making possible the connection to the Sammamish River Trail, for access to Redmond and Issaquah to the South, and Woodinville and Burke Gilman trail to the North. Ref 2-12 notes "This segment of the corridor passes close Chateau Ste Michelle, when actually it bifurcates our property. The difficulties with Mainline north of 124th include: "the trail corridor is somewhat isolated in its suroundings on the steep hillside" (Ref 2-12), with numerous small stream crossings. Ref 4-27 recognizes this geological difficulty, "steep slope and active hydrology" causing need for retaining wall, potential slope instability and drainage issues while penetrating wetland areas as well, all costly to permit and construct. We have retained the forest character on the West side of our property this corridor bifurcates. The isolation of the mainline through our property has resulted in issues concerning public safety (fires, loitering, drug use and tree cutting) and privacy (trespass, littering and worse, even with our fence in place) that are becoming an increasing problem. Chart 3-6 recognizes the difficulties with the crossing at 145th St (SR202) and 140th Pl with recommendation of trail stop with traffic calming measures. We agree that both are needed in this steep and visibility constricted crossing.

B-006-002 Chart 6-6 notes tree canopy, stream and wetlands impacts. The Mainline crosses at least 3 streams on our property alone and this chart does not recognize that one of them has been deemed fish bearing.

B-006-003 Although the rail bed is 100' through the mid portion of our property it quickly narrows to 50' on each end diminishing the possibility of an off rail alternative and this is a forested, steep section of the Mainline.

B-006-004 Ref 4-3 notes that public transit may be developed in the future. We feel that a light rail alternative (continued railbanking, with better effort at controlling public use, safety issues and fencing in addition to our own) may be a more suitable use for this isolated, steep slope, critical area of this section of the Mainline. In any case, the construction costs are considerably more with any use, and public safety and privacy issues would be nearly eliminated with a light rail solution, while providing public transit in this underserved area.

B-006-005 The Spur, a short section connecting Redmond with Woodinville, is in the valley floor without the difficulties posed by the steep slope and hydrology that plague the Mainline. It is the Eastern border of our property, but only 30' wide eliminating the offrail option as an alternative in this section. The biggest obstacle is the crossing at 145th St/SR202, and we prefer the grade separation crossing (ref 3-8, chart 3-6) with the traffic usage and potential trail usage. There is an existing nonmotorized traffic connection along the North side of 145th/SR202 to the Sammamish River Trail with a bridge across the River already in place.

B-006-006 Connections for the Mainline to the Spur have been proposed in Chart 4-22 B and Ref 4-32. We strongly oppose using the front of our property crossing our very busy driveway consisting of numerous trucks daily and over 300,000 guests annually, in addition to employees. It is often challenging to exit the property without this additional pressure and would be difficult for trail users to get through the awaiting traffic. This option would also involve crossing one of the streams twice.

The shared use path crossing option in the Southern section of our property is preferred (Chart 4-22B and Ref 4-32). For the ERC, wetlands along the Spur to the South, and the steep slope and hydrology and isolation issues along the Mainline to the North, would be minimized. Some of this crossing area may be wetlands since our employee parking lot in process, where the illustration chart 4-22B shows the crossing, so it would need to be South of there and may add additional mitigation and construction cost for this crossing, but it is the one we strongly prefer.

B-006-007 Another thought on this very well prepared draft, the local municipalities may pose greater influence and cost than noted. We have already seen difficulties much different than Seattle would offer in the removal of hazard and dead trees we have identified alone the lane just East of the Mainline through our property. More information may be useful in the decision process rather than afterwards in this regard.

B-006-008 Connections of trails to businesses is better served along the Sammamish River Trail and the Spur although this does involve driveway crossings, maybe influencing the development of this area as a destination, and we welcome nonmotorized traffic by both guests and employees, with numerous bike racks to accommodate their visit already in place. Again, thank you for the opportunity to review this draft and participate in the development of this project.

Respectfully,
Chateau Ste michelle

CHATEAU STE MICHELLE

RESPONSES

B-006-001 *Thank you for your comments and ongoing coordination with King County. Section 2.6, Valley Segment, has been updated in the Final Master Plan to note that the Main Line passes through Chateau Ste Michelle's property. Chapter 4 includes updated information on the Preferred Alternative, and Chapter 5 includes additional information about implementation.*

B-006-002 *Thank you for the information on the presence of fish in one of the streams that crosses your property. We have identified two streams, SW16 and SW17, as potentially having the presence or model presence of salmonids downstream of Chateau Ste Michelle parcels. These streams were deemed as potentially fish bearing because their configuration as mapped during reconnaissance closely resembles mapping of salmonid-bearing streams by Washington Department of Fish and Wildlife. As the project progresses, the connectivity to those waterbodies that were observed upslope and presence of fish will be confirmed through coordination with private property owners and additional field investigation.*

B-006-003 *The Preferred Alternative in this section is to stay on the railbed. As you note, there isn't an alignment off the railbed.*

B-006-004 *The intent of the Master Plan is to envision a trail that does not preclude the potential for future transit development. Sound Transit will continue to hold an easement for high-capacity transit through this area. However, King County has identified the On-Railbed Alternative as preferred through the Valley Main Line in part because there aren't currently specific plans for transit development in this area. Chapter 5 of the Final Master Plan includes additional information about implementation.*

B-006-005 *The Final Master Plan and EIS keeps the door open for either an at-grade crossing or a grade-separated crossing of NE 145th Street/SR 202. During the design phase of the project, King County will pursue a more detailed and thorough analysis of the crossing options and potential traffic impacts.*

B-006-006 *King County understands the challenges associated with locating a connecting trail across the north side of your property. King County agrees that a connection across the southern portion of your property could be preferable given the separation of the trail from motor vehicle traffic. However, until such time that the feasibility of the southern connection can be demonstrated, the County will continue to carry both options.*

B-006-007 *The removal of trees is typically regulated by the local tree jurisdiction, with a focus on trees that have reached a certain level of maturity (i.e., significant trees). As the project advances to design, King County would identify significant trees that must be removed to develop the trail and mitigate for that removal in accordance with the local regulations. .*

Within the King County-owned corridor, hazardous trees would also be removed for safety. At the Master Plan level, a survey of hazardous trees along the Valley Segment has not been conducted. As the project progresses these details will be studied.

B-006-008 *Chapter 5 of the Final Master Plan describes an implementation strategy for the Valley Segment that moves trail development of both the Main Line and Spur forward in incremental steps. King County recognizes that within the steps identified, there is an opportunity to prioritize the development of either the Main Line or Spur.*

PUBLIC

Online Survey Tool

From: James Adcock
Sent: March 2, 2016
Comments:

P-001-001 My concerns are expressed as that of a pedestrian user of the trail. My wife walks/hikes with me, but unbeknownst to the casual viewer, has a serious leg injury which limits her mobility. When she is required to jump out of the way of a bicyclist or an unleashed threatening dog -- to 'jump into a ditch' -- this causes her real and lasting injury. My concern is that, in practice, other 'multi use' trails in the area have become dominated by the more aggressive users, such as 'road racer' bikers, and dog owners who in practice do not keep their dogs on leash, or if they do keep their dogs on leash then those leashes are 20-30 feet long, so there is no way in practice one can keep a distance from the dog.

In practice, in our experience, bicyclists have come to believe that they alone 'own' the Burke Gilman trail, and are not willing to fairly share it with pedestrians. I ask that you develop appropriate sign-posting that makes it clear that this really is a multi-use trail which must be shared by all classes of users.

I ask that clear and frequent sign-posting make it clear that dogs must be kept on a short-leash, and under control, and that it is the responsibility of bicyclists to avoid pedestrians -- not the other way around.

Thank you.

RESPONSE

P-001-001 *Concerns about conflicts between users are addressed first through trail design. Through the scoping process, King County heard from many people the desire to have a separated space for different trail users. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.*

King County also has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways and trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.

King County Regional Trail user code of conduct:

USING A TRAIL Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.

REGARD FOR OTHER TRAIL USERS Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.

GROUPS ON TRAIL No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.

AUDIBLE SIGNAL WHEN PASSING Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.

OVERTAKING TRAIL USERS ON THE LEFT
Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.

ENTERING AND CROSSING TRAIL Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.

LIGHTS ON TRAIL USERS All bicyclists using the trail from one-half hour before sunset to one-half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.

REGARD FOR EQUESTRIAN USERS ON TRAIL
Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.

REGARD FOR ADJACENT PROPERTY OWNERS
Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property.

(Ord. 12003 § 8, 1995: Ord. 8518 § 1, 1988).

King County

Cut out and keep!

From: AnacortesF@aol.com [mailto:AnacortesF@aol.com]
Sent: Monday, February 29, 2016 7:28 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Response from Renton user.

P-002-001 It seems a waste of time and $$$ until it is firmly decided if the space is to be used for mass-transportation.

RESPONSES

P-002-001 *The Master Plan is the first step in the planning, environmental review, and design process. The potential for transit and consideration of the Sound Transit easement is a key component being considered by King County in planning for the trail. Part of preparing the Master Plan is to assess to benefits and risk of developing a trail on or off the railbed.*

Online Survey Tool

From: Jennifer Anderson
Sent: March 30, 2016
Comments:

P-003-001 Why was there never a study done for light rail along Lake Washington on the Eastside Rail Corridor - Renton, Bellevue, Woodinville, Redmond?
Every year the traffic gets worse on I-405. I love bike trails but this is ridiculous. I wonder if light rail to Renton would ever be a possibility.

RESPONSE

P-003-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Sound Transit works with local agencies and governments, and stakeholders to evaluate and plan for light rail expansion in the region as described in Chapter 1. In September 2014, Sound Transit published a study evaluating several types of high-capacity transit services on the ERC, including light rail, available at* http://www.soundtransit.org/node/10915.

King County

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Already on the email list

Address:

City, State, Zip:

Email Address:

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-004-001 I'm a bicyclist mostly interested in getting safely through Bellevue and the Totem Lake area. A high priority for me would the connection from Totem Lake over to 145th st in Woodinville. From there

P-004-002 a ~~the~~ connection to the Sammamish Trail would be great. I'd put my money on that segment first. I also support any efforts to

P-004-003 tach ERC projects onto developments of Sound Transit and the Spring District in Bellevue.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- ☒ Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

_____

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

ANONYMOUS 1

RESPONSES

P-004-001 *In developing a regional trail in the Valley Segment, King County envisions a phased development with the initial focus on connecting east from Totem Lake to the Spur in the vicinity of the intersection of Willows Road and NE 124th Street. The second phase would be a connection up to the NE 145th Street. A detailed discussion of phasing is provided in Chapter 5 of the Final Master Plan and EIS.*

P-004-002 *King County envisions a connection between the Main Line and Spur on the south side of Chateau Ste. Michelle Winery and a connecting trail along the south side of NE 145th Street to the Sammamish River Trail as part of the second phase of Valley Segment development.*

P-004-003 *Moving forward to design, King County will continue to work closely with the City of Bellevue and Sound Transit to coordinate integration of the regional trail with transit and transit-oriented development. Because of the importance of this coordination, the Wilburton Segment will likely be the highest priority following adoption of the Master Plan.*

King County

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: _____

Address: _____

City, State, Zip: _____

Email Address: _____

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

_____

Please share your comments on the Draft Environmental Impact Statement.

_____

Continued on reverse side

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- O Other, please specify:_____

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- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- O Yes
- O Somewhat
- ☒ No
- O Don't know / no opinion

Additional comments:

P-005-001

Each participant should have received a copy of the proposed route – a map was not included and is necessary to refer to. Just having a posterboard was not enough.

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

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Seattle, WA 98104

King County PARKS Your Big Backyard

ANONYMOUS 2

RESPONSE

P-005-001 *Thank you for your suggestion. King County will consider this approach for public outreach during the upcoming design phase.*

From: Cheryl Atkinson [mailto:clatkinson1@frontier.com]
Sent: Tuesday, March 29, 2016 9:00 PM
To: Jacobs, Erica
Subject: Eastside Rail Corridor Master Plan and EIS Public Comment

Hello Erica,

We are the home owners at 3401 Lake Washington Blvd N. We have reviewed the plan as it pertains to our property and have a few comments.

P-006-001

1) The driveway slope to the east of the permitted RR crossing should not become steeper than it is currently. The slope is set currently at the maximum slope allowed by the city of Renton.

2) Driveway slope and routing west of the RR crossing should not be changed.

P-006-002

3) The plan is showing incorrectly marked wetlands on our property. The are no wetlands on our property

Please think long and hard before you allow this wonderful resource be lost forever.

Thanks,
Michael and Cheryl Atkinson

RESPONSES

P-006-001 *Additional design and environmental evaluation will be completed in future phases of the project to ensure that the final design of the trail meets standards for driveways.*

P-006-002 *The wetlands shown in the Master Plan and EIS are based on an inventory-level analysis. As part of the upcoming design phase, wetlands will be formally delineated in accordance with applicable guidance from the U.S. Army Corps of Engineers and Washington Department of Ecology. The presence or absence of wetlands in the vicinity of your property will be confirmed at that time.*

King County PARKS Your Big Backyard

COMMENT FORM

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You may also email comments to: **erctrail@kingcounty.gov.**

Name: Linda Baker

Address: 1202 N 35th St

City, State, Zip: Renton, WA 98056

Email Address: lindabak@hotmail.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

Please share your comments on the Draft Environmental Impact Statement.

P-007-001 I feel it is best to have as low impact on the environment as possible

Continued on reverse side

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- ● Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ● Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ● Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

P-007-002

I really like and support the idea for the trail. It will be a great asset to the community for kids, families, walkers, runners and children + slow bike riders. I feel it is important to keep the Lake WA bike trail for commuters and racing (high speed) bikes. It is dangerous to mix these bikes with children.
I hope that where the road is not available that the trail can be wide enough and have a divider with clear marking "For Bikes over 10 mph only".

Thank you for taking on this project!! We appreciate it and will use it!!

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
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- O Briefings for your organization
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Seattle, WA 98104

King County PARKS Your Big Backyard

LINDA BAKER

RESPONSES

P-007-001 *In identifying the Preferred Alternative, King County considered impacts to the environment. For example, King County designated the On-Railbed Alternative in the Lakefront Segment because it involves less vegetation clear and less alteration of steep slopes and impacts less wetland area. During future design, additional opportunities to minimize impacts will be evaluated and unavoidable environmental impacts will be appropriately mitigated.*

P-007-002 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists and other trail users for walkers and joggers. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side shown in the upper right corner of page 3-6. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.*

During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.

Please note that King County's plans to develop a regional trail in the ERC do not affect the Lake Washington Loop Trail. However, the Washington State Department of Transportation is proceeding with plans to widen I-405 between Bellevue and Renton. The highway widening does have implications on the Lake Washington Loop Trail. Your concerns regarding preservation of that trail should also be relayed to WSDOT.

King County PARKS Your Big Backyard

COMMENT FORM

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You may also email comments to: **erctrail@kingcounty.gov.**

Name: TOM BAKER

Address: 1202 N 35th St

City, State, Zip: RENTON WA 98056

Email Address: tommbaker@hotmail.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-008-001 My preference is on the rail bed, to get a trail in as soon as possible.

P-008-002 My concern is that it is important to be able to offer a separate lane, like there currently is on the WA Blvd in lower Kennydale for faster bikes. There needs to be some way to make it safer for the large mix in speeds when the current 405 bike trail goes away.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

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- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

P-008-003

I appreciate the attendance of all the representatives from King County & the City of Renton

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ☒ Email I am currently on the email list
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

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Website: **www.kingcounty.gov/erc**
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King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

TOM BAKER

RESPONSES

P-008-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the Lakefront Segment is the On-Railbed Alternative, modified in a few areas to enhance trail experience and neighbor privacy. In the Wilburton and Valley Segments, many sections of the Preferred Alternative are on the railbed, but the alignment is off the railbed where Sound Transit development occurs and in some locations to minimize impacts to wetlands and streams.*

P-008-002 *Through the scoping process, King County heard from many people the desire to have a separate space for faster moving cyclists. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side for walkers and joggers shown in the upper right corner of page 3-6. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.*

P-008-003 *Thank you, the community representatives appreciate collaborating with the community at the open houses.*

From: Barnard, Bruce <Bruce.Barnard@bms.com>
Sent: Wednesday, March 23, 2016 3:32 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Rail corridor comments

P-009-001 What a great resource you have!
I have been watching the slow destruction of a valuable piece of the transportation puzzle for Puget Sound. This rail corridor is in place. You don't have to buy any more property or easements. You may have to buy property to install stations and park and rides if it was to be utilized how it should. It would be a great north, south connector that could be linked to light rail that could run east and west. I rode on the train when it was the dinner train and could not believe how efficient it was and was how far it ran through King County.

I have lived in Australia and traveled to England and Europe and they have embraced train travel for a long time. It is easier to build a railway track without any encumbrance, than to pull houses down later. When you consider the reason the West even opened up as quickly as it did was due to the railway engine. Now, you want to go back and revert such a valuable link in the Eastside railway corridor to make it a trail.

I also commute on the bus and believe me I do not see many people riding bikes. In fact they sometimes hinder buses as they can't move fast enough! So, I would urge you to really think hard about the best use of this resource and don't abandon it for a trail. It would be a wonderful adjunct to the new and exciting light rail that you are thinking of connecting to the Eastside. You could have stations at Snohomish, Woodinville, Kirkland, Eastgate and Renton, all linking to light rail to move people into downtown. A train can carry a lot more passengers to connection points than buses or cars.

Please think long and hard before you allow this wonderful resource be lost forever.

Regards
Bruce Barnard
Shipping/Receiving Manager ZymoGenetics
1201 Eastlake Ave. E
Seattle, WA 98102
206 434 3025

RESPONSE

P-009-001 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. Sound Transit has an easement along the entire corridor and owns an approximately one-mile stretch through Bellevue. Near NE 8th Street in Bellevue, the ERC will accommodate both trail and transit where Sound Transit plans to construct a short segment of East Link in the ERC. At this time, Sound Transit plans for light rail are limited to its ownership area in Bellevue and a portion of the corridor between Bellevue and Kirkland. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

From: Bob Becker Bob@beckerarch.com
Sent: Wednesday, March 16, 2016 5:01 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: ERC comments

P-010-001 I strongly oppose the removal of the Eastside Rail Corridor and see no reason why a rail and regional trail can't exist side by side.

It was very short sided to remove the rail line in Kirkland.

Any time of the work week, traffic from 7:00 AM to 7:00 PM on I 405 is a mess and it is getting worse by the month. The walking/jogging/biking trail will not even come close to replacing a small fraction of the volume of people that a light rail system would accommodate in this corridor. 50 years from now when traffic on I 405 is completely clogged, people will look back on the removal of the rail line and realize it was a hugh mistake and then look at where light rail can be installed at a cost that will be exorbitant. They will ask why didn't they use what they already had. Busses are fine, when they don't travel on the I 405 freeway that is presently clogged during the working day.

40 years ago we were told that the freeways would solve our transportation issues. Today, we are among the worst cities in the country for traffic congestion and now we are being asked to remove existing rail corridors. What am I missing?

Time to put light rail on the existing rail corridor along side a walking/jogging/biking trail and tie it to the proposed light rail system from Seattle to Redmond.

All great heavily populated areas in the world have used light and heavy rail, along with buses to move people in and out of cities. In Sweden and other cities, they have built hubs which include major shopping centers over freeways/rail systems, tied them together with large parking garages and transportation centers for buses and taxis, all in the freeway righ-a-ways. These transportation hubs are also tied in with walking/jogging/biking trails that reach out to the communities around them.

Time to think outside the box. We are going to need more light rail. Why buy new right-a-ways in the future when we already have existing rail corridors.

Keep the rail and include a regional trail along side.

Thanks

Bob
Robert George Becker. AIA – Architect/Urban Planner
1007 N 42nd Place
Renton, WA 98056
Tel: 425.890.6681
email: rgb@beckerarch.com

BOB BECKER

RESPONSE

P-010-001 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. Sound Transit has an easement along the entire corridor and owns an approximately one-mile stretch through Bellevue. Near NE 8th Street in Bellevue, the ERC will accommodate both trail and transit where Sound Transit plans to construct a short segment of East Link in the ERC. At this time, Sound Transit plans for light rail are limited to its ownership area in Bellevue and a portion of the corridor between Bellevue and Kirkland. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

Please note that the King County Council approved phased rail removal in November 2015. The removal of rail does not preclude future transit use in the corridor.

Online Survey Tool

From: David Bollman, Seattle
Sent: March 20, 2016
Comments:

P-011-001 I hope you will build an interim trail on the existing railbed as soon as possible in all areas where this use is feasible.

RESPONSE

P-011-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Health: Release or Potential Release to the Environment Affecting Public Health

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

P-012-001

HEALTH: RELEASE or POTENTIAL RELEASE TO THE ENVIRONMENT AFFECTING PUBLIC HEALTH

There are EMF health concerns routing transmission lines on a recreation trail. Contrast the Burke-Gilman Trail with the Interurban Trail. The Interurban Trail is NOT a pleasant recreation experience with the stark snapping, crackling, 'hair-standing-on-end' power lines overhead. Please do NOT make this a mixed use corridor.

The following EMF studies should be taken into account. Below is a brief sampling of just some of the studies that have investigated EMF and Corona health concerns:

1. 1979, Wertheimer & Leeper Study (1950-1973) 2.11 times increased risk for all childhood cancers, 3.09 times increased risk for children living entire life in a high current environment
2. 1979 Cohort Mortality Study (Mortality in Aluminum Reduction Plant Workers)
3. Leukemia Mortality in Washington State Electrical Workers
4. 1988 Savitz, et. al. (1976 – 1983) 1.53 times increased risk for all childhood cancers, 1.78 times increased risk if child spent 90% of life in a high current environment, 5.22 times increased risk if child lived in a very high current environment
5. 1992 Feychting and Ahlbom Study (1960-1985) 2.7 times increased risk if 2 milligauss or more, 3.8 times increased risk if 3 milligauss or more, 5.6 times increased risk if one-family homes over 2 milligauss
6. 1997 Theriault and Li Meta Data Analysis: Increased leukemia for both children & adults living between <25 and <50 meters from powerlines >49kV
7. 1998 Li and Lin Taiwan Study: 2.5 times increased leukemia risk for children living <100 meters from HVTL vs. leukemia risk of children living >100 meters from HVTL
8. 2005 Draper, et. al. UK Study (1962-1995) Leukemia RR of 1.69 for children living <200 meters from HVTL; Leukemia RR of 1.23 for children living 200-600 meters from HVTL

9. 2007 Lowenthal et al. Tasmania Study (1972 – 1980) 3 times increased risk of adult cancer living <300 meters from HVTL during first 15 years of life; Children age 0-5 had a 5 fold increase risk in lymphatic and hematopoietic cancers. Residence near HVTL, especially early in life increases subsequent development of lymphatic and hematopoietic cancers

Currently there are no WA state regulations for siting high voltage transmission lines (HVTL) in urban areas. This is the result of oversight, not explicit approval. Laws and regulations don't exist, because 60 years ago when 230kV lines were being erected (like the Seattle City Light transmission lines over the Woodridge neighborhood in Bellevue), those lines spanned rural countryside. Back then, it wasn't even considered that HVTL should co-exist in a dense urban corridor – and for good reason. **HVTL pose EMF concerns**. **HVTL pose CORONA concerns.**

Health and safety concerns that must be considered in the EIS criteria include:

- HVTL produce charged particles (**corona**)
- **Corona** can extend beyond 200 ft and will interfere with (not necessarily completely disrupt) emergency 911 back-up communication, e.g. HAM radio communication - crucial radio broadcasting capabilities during times of natural disasters, like earthquakes
- EMF/Corona have unknown impact on insects (e.g. bees, necessary for food production), wildlife, endangered plant/animal species
- Draper Study (2005) found that corona can **drift in the wind much farther** than anticipated, in excess of 600m **(2,000 ft)**
- Corona Discharge is positively linked to an increase in air pollution. Air quality is degraded near High Voltage Transmission Lines and is especially problematic for those prone to respiratory illnesses and diseases (asthma, etc.)
- Henshaw/Fews 2001 Study (Univ. of Bristol, Human Radiation Effects Group, www.electric-fields.bris.ac.uk/) showed a 20-60% increase in deposition of airborne pollutants in close proximity to High Voltage Transmission Lines. **Corona** attach to whatever is available—car exhaust, radon, radon progeny and other pollutants that are known carcinogens. These airborne pollutants are then inhaled and retained on skin. There is greater risk of impact to the lungs. The British Government National Radiological Protection Board says power line generated **corona** may result in excess cases of lung cancer.
- If corona occurs during wet weather, then rain washout of the cloud of airborne particles would result in few particles remaining airborne and available for inhalation or retention on skin. But what happens when it doesn't rain? Those particles cause pollution, drift in the wind, and deposit on the skin and in the lungs.
- Puget Sound Energy EMF expert, Drew Thatcher, stated, "As the air quality in the Pacific Northwest is quite good, the risk of skin cancer… is not of concern....There (is) no protective layer in the lungs (and) the chance of a greater impact to the lungs is also greater…" Mr. Thatcher appears to be saying that if you live near HVTL, it's best to stay indoors, especially during nice weather.

- Corona is shown to attach to radon and radon progeny (radioactive alpha emitters) – a known carcinogen
- High Voltage Transmission Lines are 50% thicker and operate at higher temperatures, causing endangerment to birds, flying insects (like bees) necessary for pollination, and other plant and animal species sensitive to heat and nighttime light emissions (UV flashes invisible to humans). HVTL produce UV flashes in the nighttime vision spectrum of certain animals. http://www.bbc.com/news/26548483

Dr. Denis Henshaw, of the University of Bristol, UK, has this to say about HVTL EMF risks: "I would throw down a challenge here to anyone who claims that there is not a strong link between EMF and increased risk of adverse health. I will offer to send them every week for the rest of their lives a good peer reviewed scientific paper in a respected international journal reporting clear evidence of adverse health effects from exposure to power frequency electric and magnetic fields."

How will King County respond and address public health and safety concerns related to EMF and corona? How will the King County respond to concerns about emergency preparedness? Health and safety concerns must be included in the ERC Master Plan EIS. Health and safety are important EIS criteria that must be included. Please do NOT make this a mixed use corridor.

P-012-002 **Noise** and vibration associated with light rail in this corridor will have significant negative impact on human life and wildlife. The former freight rail traffic was sporadic. The proposed light rail mass transit will be frequent, almost 24/7. This will have an adverse impact on those living nearby as well as those attempting to use the trail as a nature, outdoor recreation experience. **What additional noise mitigation is being considered?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RUSSELL BORGMANN

RESPONSES

P-012-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which power transmission may also be located. Puget Sound Energy (PSE) holds an easement for the development of transmission line in the ERC. At this time, plans for new Sammamish-Juanita 115kV transmission line in the Totem Lake vicinity are limited to a relatively short segment between Slater Avenue NE and Willows Road. When PSE develops future plans for transmission, the health effects of those transmission lines will be evaluated in conjunction with the environmental review for those proposed improvements.*

P-012-002 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. At this time, Sound Transit plans for light rail are limited to its ownership area in Bellevue and a portion of the corridor between Bellevue and Kirkland, in which it has an easement. As Sound Transit considers future plans for transit, noise and vibration impacts will be considered as part of its environmental review.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Relationship to Existing Land Use Plans and to Estimated Population

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

RELATIONSHIP to EXISTING LAND USE PLANS and to ESTIMATED POPULATION

P-013-001 **Tree Canopy:** The ERC EIS discloses the project will result in the destruction of numerous mature trees and other vegetation crucial for maintaining a clean air supply. The eastside's tree canopy is essential for health as well as aesthetics. Bellevue already has the lowest remaining tree canopy in the Puget Sound eastside (declined to approximately 36%). The Off-Railbed Alternative will worsen the loss of this rapidly dwindling tree canopy.
http://www.ci.bellevue.wa.us/pdf/Manager/Urban_Ecosystem_Analysis.pdf

P-013-002 **Wetlands,** Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat: The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area. **Why is there no mention of Richards Creek which interfaces with Mercer Slough near SE 8th and the Wilburton Trestle?**
Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, and numerous other species. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough. **Where does the EIS address concerns about this sensitive wetlands area?**

P-013-003 **Steep Slope Retention**: Retaining walls are complex and require appropriate drainage features. **How is soil liquefaction taken into account, especially during earthquakes? How is the USGS "Lifelines" Map (map of geological/soils seismic hazards) accounted for?** The eastside region, especially in Segment 11 (EIS Fig. 1.1) is vulnerable to possible ground ruptures and strong seismic activity.
http://geomaps.wr.usgs.gov/pacnw/lifeline/map66kb.html
Steep slopes on west side of Woodridge near I-405 sound wall present hazards, especially adequate soil retention during a significant earthquake, with the Seattle fault running very nearby.

P-013-004 **Easement Quiet Title**: *"Port and County acknowledge and affirm that BNSF may not hold fee simple title to the Property, that BNSF's interest in all or part of the Property, if any, may rise only to the level of an easement for railroad purposes. Port and County are willing to accept the Property on that basis."* BNSF didn't own much of the land and for large portions of the easement, it was only selling the right to run a railroad. Per the **Federal Rails-to-Trails Act** decommissioned railways are designated to become **trails** or revert back to **freight rail service** (not passenger) only.

Haggart Case: Settled in favor of homeowners. Washington case law plainly establishes that an easement for railroad use does not include subsurface or aerial rights, and would not include the right to put up high tension power lines. Sub-surface and aerial rights were NOT granted to BNSF, the Port of Seattle, or to PSE. The rail bed cannot be a mixed use corridor to include transit or utility power lines.
ERC Master Plan EIS Pg1-5 "PSE is also considering transmission poles along the Spur." **Please provide more detail**. BNSF, the Port of Seattle, PSE, nor King County own sub-surface or aerial rights along this corridor.

The **Federal Rails-to-Trails Act** ***USC Title 16, Section 1247*** *– Secretary of Interior shall encourage State and local agencies and private interests to establish appropriate trails using the provisions of such programs…to protect rail transportation corridors…*
Please abide by the spirit, intent, and written law of the Rails-to-Trails Act and protect the Lake Washington Beltline rail bed. This can be developed as a trail, but not transit and utilities – NOT mixed use.
Contrast the Burke-Gilman Trail with the Interurban Trail. The Interurban Trail is NOT a pleasant recreation experience with the stark snapping, crackling, 'hair-standing-on-end' power lines overhead. The BNSF Lake Washington Beltway spur presents a golden opportunity to develop 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. Please do NOT make this a mixed use corridor.

P-013-005 **Wilburton Trestle:** Wilburton Trestle is the longest wooden railway trestle in the Pacific Northwest built in 1904 and is over 100 feet tall. It is eligible for listing on the **National Register of Historic Places. How will this treasured trestle be protected during construction as well as after?** The EIS does not address this.

P-013-006 ERC Master Plan EIS Pg 4-15 (Fig 4-10) provides an aerial map of the proposed trail crossing I-90. Where is the map for the next sections directly to the north – **where will the proposed trail cross I-405? How and where does it interface with the Wilburton Trestle?**

ERC Master Plan EIS Pg 4-17 "The Washington State Department of Transportation agreed to provide a **replacement bridge for the trail (to cross I-405).** The final location and character of the bridge will be negotiated by King County, WSDOT, and the City of Bellevue." Please provide more details. The EIS is too vague for meaningful EIS comments to be provided. **Where will it be located? In the same area as the former Wilburton tunnel? What will it look like? How much will it cost?**

P-013-007 ERC Master Plan EIS Pg 4-18 skips ahead to NE 4th in Bellevue. **Where is the detail for sections 10 through 12 on Figure 1.1?** On Figure 5-1, Segments C and D require significant more detailed treatment in the Draft Master Plan EIS.

ERC Master Plan EIS Pg 4-19 (Fig.4-12) shows another aerial map, from Main St. north through Bellevue. **Where is the aerial view between I-90 and Main Street in Bellevue?** This is a significant gap in the EIS details. More master plan details must be provided. This is a complex portion of the trail and it has been skipped over with insufficient detail.

P-013-008 Please provide concrete details (aerial maps, diagrams, pictures, etc.) about the region around the Woodridge neighborhood.

- **How will the west side of Woodridge be affected along the I-405 sound wall?**
- **How will the north side of Woodridge be affected, especially east of the Wilburton Trestle?**
- **How will the ERC affect the No. 7 Fire Station north of Woodridge on SE 8th, directly east of the Wilburton Trestle?**
- **How will the east side of Woodridge be affected along Richards Road?**

P-013-009 **How does the ERC interface with the ST3 proposed Concept Realignment (see link below)?**
http://www.soundtransit.org/sites/default/files/E-03-SegB_BellevuetoIssaquah_FTemp.pdf

The ST3 Description is as follows: *"Long Description: This project would build light rail from the East Link Wilburton Station in Bellevue to Central Issaquah (consistent with the Central Issaquah Plan). The project would travel from Central Issaquah to the I-90 median. The elevated LRT guideway continues in the I-90 median to the vicinity of Lakemont Boulevard SE where it leaves the median to a station and park-and-ride on the south side of the freeway. The guideway returns to the median and continues to the Eastgate Park-and-Ride, where it transitions to the north side of I-90 via an elevated structure (transitioning to atgrade). The representative station at Eastgate is at-grade along the southern side of the existing transit center, allowing the existing direct access ramps and 142nd Place SE structure to remain. West of the Eastgate Park-and-Ride, the LRT guideway travels along the north side of I-90. An elevated station on the north side of I-90 will be located near Richards Road SE to serve Factoria. The guideway continues along I-90 until it reaches I-405 where it turns north. The* ***LRT guideway travels along the east side of I-405 to SE 8th Street. The guideway then transitions to the Eastside Rail Corridor on a new structure adjacent to and east of the historic Wilburton trestle****. The guideway would interline with East Link where it joins the Eastside Rail Corridor. The Bellevue to Issaquah line would serve East Link's planned Wilburton Station. North of the Wilburton Station and the turnout for East Link to Redmond, the project continues at-grade along the Eastside Rail Corridor right-of-way to East Link storage/yard lead tracks to provide for turn-backs. The project would also include improvements to pedestrian facilities on the 142nd Place SE overpass at Eastgate."*

- **If the ST3 light rail train is running along the east side of I-405 (according language in the LRT Concept document above), how does that intersect with ERC EIS Figure 4-10, which shows the ERC running along the WEST side of I-405 (see figure below)?**
- **What does the interface look like where the LRT guideway transitions to the East Rail Corridor?**

- **Where will this interface occur, north-south, along I-405? At what elevation grade? Will the transition from the west side of I-405 to the east side of I-405 occur where the former Wilburton Tunnel was?**
- **I am sure these planning diagrams and aerial maps exist, so why are they not included in the ERC Master Plan EIS?**

P-013-010 The EIS lacks sufficient detail to provide meaningful comments. This is a complex portion of the trail**. Why has the ERC EIS skipped over these important details?** Please provide concrete details (aerial maps, diagrams, pictures, etc.) about the region west of the Woodridge neighborhood. **Sections 10 through 12 on Figure 1.1 (or Segments C and D on Figure 5-1**) require significantly more detailed treatment in the Draft Master Plan EIS.

WILBURTON SEGMENT

CONNECTING THE ERC TRAIL AND I-90/ MOUNTAINS TO SOUND GREENWAY TRAIL

The I-90/Mountains to Sound Greenway Trail (I-90 Trail) is a high-volume nonmotorized route connecting Bellevue to Mercer Island and Seattle. The I-90 Trail is planned to continue through Factoria and Eastgate, and eventually connect to Issaquah. There is a strong interest in constructing a connection between the I-90 Trail and the ERC trail that does not require a street crossing and meets high standards for trail design, including grade. The grades are challenging with the ERC bridge over I-90 and approaches on either side far above the I-90 Trail. The preferred concept for the connection would construct two elevated trail connections between the corridors (King County Parks 2015). North of I-90, a long bridge would ramp up from the current boardwalk to cross over 118th Avenue SE, then connect to the ERC trail. South of I-90, a bridge would connect the ERC trail to the existing location of the I-90 Trail between the highway mainline and exit ramps (see Figure 4-10).

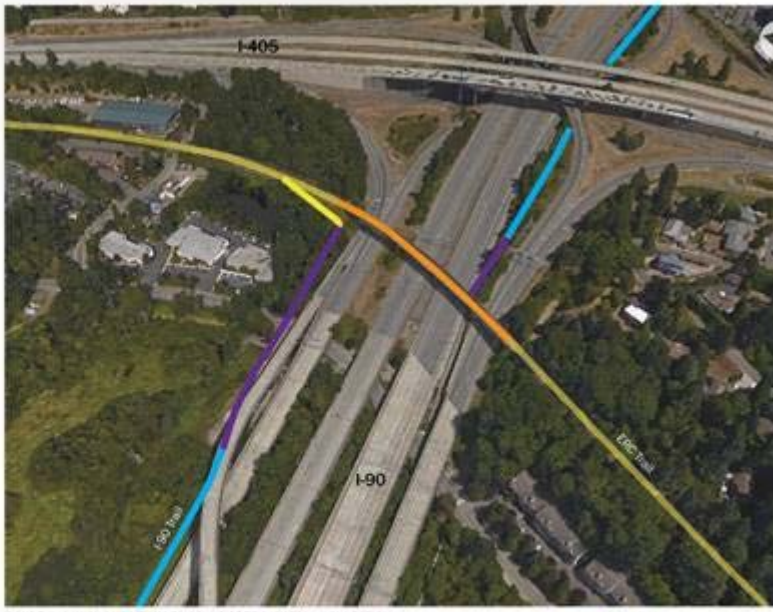

FIGURE 4-10. I-90/MOUNTAINS TO SOUND GREENWAY TRAIL CONNECTION

ERC trail
At grade regional trail connection
Existing or planned regional trail
Elevated connecting structures
Grade separated crossing

P-013-011 <u>**Bypasses:**</u> EIS pg 5-3 says that King County assumes local jurisdiction will be responsible for implementing the bypass….involve **improvements to the City of Bellevue's Lake to Lake Trail**. **Where are the details about the Lake to Lake Trail improvements and the bypass(es) required in the area around SE 8th St. in Bellevue?** The Draft Master Plan EIS must include significantly more detail for these changes and improvements.

P-013-012 <u>**ST3 Interface**</u>: **Where are the interface plans with ST3, particularly around the Wilburton Station (Wilburton Park & Ride on SE 8th)? Where are the interface plans along SE 8th?**
ERC Master Plan EIS Pg 4-18 states "some uncertainty regarding the final design". This EIS is too vague for meaningful EIS comments to be provided other than to ask that significant more master plan details must be provided for this complex portion of the trail. **How does the ERC EIS interface with ST3 between I-90 and Main St. in Bellevue (specific aerial maps, diagrams, pictures, photo renderings, etc.)? How does the ERC interface with the Wilburton Park and Ride and possible future Wilburton Station?**
How does the Draft Master Plan EIS interface <u>with I-405 widening plans</u> particularly through Segment C and D, in Figure 5-1?

P-013-013 **Parking:** **Where will parking be provided for the Wilburton Trestle Gateway?** The EIS states this will be one of the most popular locations along the corridor and trail users will stop to enjoy the vista. **As a showcase destination, where will parking be provided?** The land being considered for the **South Wilburton Trestle Gateway** is currently private land owned by Woodridge. Please have the EIS address specific land acquisition needs and **how that land will be acquired – fair market value?**
Without planned, designated parking, those using the trail will park in neighborhoods at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes. **How are adequate parking stall quantities accounted for in the EIS? What is the basis for that parking analysis?**

P-013-014 **Water/Restroom Facilities:** Without planned designated water and restroom access, those using the trail may be forced to relieve themselves along the trail, leading to dangerous public health hazards. **Where does the EIS address adequate restroom facilities? What is the basis for that public restroom analysis?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RUSSELL BORGMANN

RESPONSES

P-013-001 *In most areas, King County has identified the On-Railbed Alternative, in part because of less impact to tree canopy. Those areas where the Off-Railbed Alternative was identified are limited to the area in the Wilburton Segment where Sound Transit is developing its East Link and Operations and Maintenance Satellite Facility projects, and a few areas in the Valley Segment, where railroad operations still occur and in which impacts to wetlands could be reduced.*

P-013-002 *The sensitive areas in the vicinity of Kelsey Creek are mentioned but not discussed in detail because trail development avoids impacts to these features by using the existing bridge structures, including the Wilburton Trestle.*

P-013-003 *In most areas, including Woodridge, King County has identified the On-Railbed Alternative, in part because of the ability to reduce modification of steep slope areas. Where trail development will require modification of steep slopes, the project must comply with local code requirements. Please see the Soils and Geology section of Chapter 6 for additional information.*

P-013-004 *The Haggart decision in the federal Court of Claims is not binding on King County or on state or federal courts in Washington. In the matter of Kaseburg v. King County, No. 2:14-cv-00784 JCC, the Western District Court of Washington ruled that railbanking preserved all of BNSF's easement rights in the corridor, and that a railroad easement provides the easement owner exclusive use and control of the corridor, including the right to make surface, subsurface and aerial incidental uses of the corridor, including utility and transportation uses. In decisions too numerous to cite here, the federal Surface Transportation Board, which regulates railbanked corridors, has repeatedly allowed other public uses of such corridors in addition to trail use, including light rail, highways, and utilities. Such uses are not incompatible with railbanking under 16 U.S.C. 1247(d).*

P-013-005 *In order to convert the trestle for trail use the trestle would be redecked and retrofitted with handrails; select structural members would be replaced. Proposed modifications would go through further review process; the ultimate review process will depend upon the regulatory nexus. If federal funding or federal permits are required then Section 106 of the National Historic Preservation Act would apply. Under Section 106 the proposed modifications to the trestle would be reviewed by the lead federal agency, the State Historic Preservation Officer at the Washington State Department of Archaeology and Historic Preservation, King County Historic Preservation Program, and other affected stakeholders. Modifications to a National Register-eligible resource must be evaluated to determine if they cause an Adverse Effect. Measures to minimize an Adverse Effect may include designing handrails sympathetic to the design of the historic trestle. If necessary, mitigation measures for an Adverse Effect would be developed in coordination with the parties listed above. Mitigation measures might include interpretive panels or historic documentation of the trestle before modifications. If there is objection to an Adverse Effect finding, the Advisory Council on Historic Preservation would be notified and would review the finding.*

If the project moves forward without a federal nexus, different cultural resources regulations would be followed. Regardless of the non-federal nexus, the King County Historic Preservation Program would be involved in further review as King County's Cultural Resources Procedures (Document Code LUD 16-1 AEP) require consideration of cultural resources for all County projects.
Following construction, King County would be responsible for maintaining the trestle.

RUSSELL BORGMANN

RESPONSES

P-013-006 *The intent is to re-establish a connection across I-405 in the vicinity where the Wilburton tunnel use to be, near the north end of the Mercer Slough Nature Park. After crossing on a bridge over the southbound lanes, trail users will go under the northbound lanes of I-405 and continue along the ERC to the Wilburton Trestle. This general information is shown in Volume 2, Wilburton Segment Sheets 55, 56, and 57.*

As suggested, some additional discussion has been added to the Final Master Plan (page 4-19). The final location and character of the bridge will be negotiated between WSDOT, King County, and the City of Bellevue. The exact configuration and design of the connection will be developed in coordination with WSDOT's upcoming project to widen the highway. Additional information will be shared with the public when available.

P-013-007 *Volume 2 of the Master Plan shows the details for the area between I-90 and Main Street (Wilburton Segment, Sheets 45 through 64). In most of this area, only one alternative (on railbed) was considered due to a combination of narrow right-of-way in places and existing and planned bridge structures in others. Chapter 4 of the Final Master Plan describes that the On-Railbed Alternative is the Preferred Alternative throughout this area.*

P-013-008 *King County does not anticipate that development of the ERC trail will result in direct impacts the west, north or east sides of the Woodridge neighborhood because the trail will be located within the ERC. Discussion about other typical neighborhood concerns (e.g., noise and privacy) are presented in Evaluation of Alternatives Near Residential Communities (February 2016), which is available on the ERC website and summarized in Chapter 6 of the Final EIS. Impacts to Fire Station No. 7 are also not anticipated as the trail would be on the Wilburton Trestle.*

P-013-009 *At the time of this response, none of the listed ST3 projects propose the use of the ERC south of the current East Link alignment. King County is moving forward with the identification of the On-Railbed Alternative as the Preferred Alternative from the Sound Transit-owned area to the south. King County has been and will continue to coordinate with Sound Transit regarding projects in the proposed ST3 plan if the ballot measure passes.*

P-013-010 *Please see the response to comment P-013-008.*

P-013-011 *The potential need for a bypass may be largely driven by the trail development phasing. King County is proceeding with design of the entire Wilburton Segment as the highest priority following Master Plan adoption by the King County Council. Subsequent construction may be phased, depending on funding availability, as described in Chapter 5 of the Final Master Plan. Because of the uncertainty, the environmental consequences of a bypass cannot be adequately evaluated at this time. If a bypass is proposed in the future, the proposed project will have to undergo a separate environmental review.*

RUSSELL BORGMANN

RESPONSES

P-013-012 *Where partner projects are defined in sufficient detail, additional information has been added to the Final Plan. These areas include the collaboration with Sound Transit regarding East Link, the Wilburton Station, and the OMSF, and WSDOT regarding I-405 widening. Other projects, such as ST 3 and the City of Bellevue's Grand Connection and Wilburton Redevelopment projects, are not defined well enough to allow the same level of information. King County intends this ERC Regional Trail Master Plan and EIS to be the first step in phased environmental review. As both the County's plans and those of other agencies advance, additional environmental review will be conducted if necessary.*

P-013-013 *The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. As you note, the Wilburton Trestle may draw people to the corridor. Five potential gateway locations are identified in Figure 3-11 and discussed in more detail in Chapter 4. Of these, three could occur on publicly owned property so the details of these potential gateway locations are presented in more detail in the Final Master Plan. One of the three gateways with more detail is on the north side of the Wilburton Trestle. Please see the updated information on gateways and parking in Chapter 4 of the Final Master Plan and EIS. As you point out, any gateway on the south side would require the acquisition of private property and would be subject to future consideration, definition, equitable process, and separate environmental review.*

P-013-014 *The potential for restroom facilities are discussed under the Gateways and Trailheads section in Chapter 3 and the Access section for each segment in Chapter 4 of the Final Master Plan and EIS.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Economic Impact

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

P-014-001 ECONOMIC IMPACT
How much will the ERC trail cost – On-Railbed Alternative vs. Off-Railbed Alternative? Where is the cost/benefit analysis? How will this impact businesses during construction as well as after?

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@Hotmail.com

RESPONSES

P-014-001 *Project costs for constructing the two trail alternatives are presented in Section 4.5 of the Draft Master Plan. The final document presents the cost for the Preferred Alternative in Section 4.5. An economic analysis of potential impacts to adjacent businesses was not completed because no specific concerns were identified during the environmental scoping process.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Environmental Health

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

ENVIRONMENTAL HEALTH

P-015-001 **Tree Canopy:** The ERC EIS discloses the project will result in the destruction of numerous mature trees and other vegetation crucial for maintaining a clean air supply. The eastside's tree canopy is essential for health as well as aesthetics. Bellevue already has the lowest remaining tree canopy in the Puget Sound eastside (declined to approximately 36%). The Off-Railbed Alternative will worsen the loss of this rapidly dwindling tree canopy.
http://www.ci.bellevue.wa.us/pdf/Manager/Urban_Ecosystem_Analysis.pdf

P-015-002 **Wetlands,** Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat: The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area. **Why is there no mention of Richards Creek which interfaces with Mercer Slough near SE 8th and the Wilburton Trestle?**
Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, and numerous other species. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough. **Where does the EIS address concerns about this sensitive wetlands area?**

P-015-003 **Noise** and vibration associated with light rail in this corridor would have significant negative impact on human life and wildlife. The former freight rail traffic was sporadic. The proposed light rail mass transit would be frequent, almost 24/7. This would have an adverse impact on those living nearby as well as those attempting to use the trail as a nature, outdoor recreation experience. **What additional noise mitigation is being considered?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RUSSELL BORGMANN

RESPONSES

P-015-001 *Please refer to the response to your comment letter P-013-001.*

P-015-002 *Please see the response to your comment letter P-013-002.*

P-015-003 *King County is responsible for the development of the regional trail. Sound Transit is responsible for light rail facilities in the region. Sound Transit has completed analysis for East Link and would conduct the appropriate environmental analysis to assess noise and vibration for any future project that are in the ERC.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Housing

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

HOUSING

P-016-001 **Clear Zones: Will additional adjacent properties need to be acquired to widen the ROW in places? Where are the specific addresses that are at risk? What is the plan for those displaced? What is the economic impact?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RESPONSES

P-016-001 *At this time, the only property acquisitions that have been defined are at NE 8th Street where the trail bridge must cross the road adjacent to the elevated light rail structure and along a portion of the Spur where active rail operations push the trail into a sliver of adjacent parking. In both cases, the acquisitions are partial and will not result in displacements. The impacts of and mitigation for these acquisitions are described on page 6-21 of the Draft Master Plan. If additional acquisitions are desired in the future in conjunction with the development of the trail or gateways or other amenities, such actions would be subject to additional environmental review.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Aesthetics

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

AESTHETICS

P-017-001 **Tree Canopy**: The ERC EIS discloses the project will result in the destruction of numerous mature trees and other vegetation crucial for maintaining a clean air supply. The eastside's tree canopy is essential for health as well as aesthetics. Bellevue already has the lowest remaining tree canopy in the Puget Sound eastside (declined to approximately 36%). The Off-Railbed Alternative will worsen the loss of this rapidly dwindling tree canopy.
http://www.ci.bellevue.wa.us/pdf/Manager/Urban_Ecosystem_Analysis.pdf

P-017-002 Pg 4-17 "The Washington State Department of Transportation agreed to provide a **replacement bridge for the trail (to cross I-405).** The final location and character of the bridge will be negotiated by King County, WSDOT, and the City of Bellevue." Please provide more details. The EIS is too vague for meaningful EIS comments to be provided. **What will it look like?**

P-017-003 **How does the ERC interface with the Wilburton Park and Ride and possible future Wilburton Station? What will it look like?**

P-017-004 Contrast the Burke-Gilman Trail with the Interurban Trail. The Interurban Trail is NOT a pleasant recreation experience with the stark, snapping, crackling, 'hair-standing-on-end' power lines overhead. It is very visually unappealing. The BNSF Lake Washington Beltway spur presents a golden opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. Using this trail should be a venture into nature, in the midst of an urban setting. We live in an area that affords us this opportunity. Let's not waste it. Please do NOT make this a mixed use corridor that includes transit and utilities. Make this a trail that embraces walkers, joggers, runners, hikers, cyclists, bike commuters, and noiseless personal mobile transportation (e.g. mobility scooters, Segway, SoloWheel, HoverTrax, etc.)

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RUSSELL BORGMANN

RESPONSES

P-017-001 *Please see the response to your comment letter P-013-001.*

P-017-002 *Please see the response to your comment letter P-013-006.*

P-017-003 *Please see the response to your comment letter P-013-011.*

P-017-004 *Please refer to Section 1.2 of the Final Master Plan for the vision for the corridor and trail.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Friday, March 18, 2016 4:47 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Land and Shoreline Use

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

LAND AND SHORELINE USE

P-018-001 **Steep Slope Retention:** Retaining walls are complex and require appropriate drainage features. **How is soil liquefaction taken into account, especially during earthquakes? How is the USGS "Lifelines" Map (map of geological/soils seismic hazards) accounted for?** The eastside region, especially in Segment 11 (EIS Fig. 1.1) is vulnerable to possible ground ruptures and strong seismic activity.
http://geomaps.wr.usgs.gov/pacnw/lifeline/map66kb.html
Steep slopes on west side of Woodridge near I-405 sound wall present hazards, especially adequate soil retention during a significant earthquake, with the Seattle fault running very nearby.

P-018-002 **Tree Canopy**: The ERC EIS discloses the project will result in the destruction of numerous mature trees and other vegetation crucial for maintaining a clean air supply. The eastside's tree canopy is essential for health as well as aesthetics. Bellevue already has the lowest remaining tree canopy in the Puget Sound eastside (declined to approximately 36%). The Off-Railbed Alternative will worsen the loss of this rapidly dwindling tree canopy.
http://www.ci.bellevue.wa.us/pdf/Manager/Urban_Ecosystem_Analysis.pdf

P-018-003 **Wetlands**, Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat: The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area. **Why is there no mention of Richards Creek which interfaces with Mercer Slough near SE 8th and the Wilburton Trestle**?
Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, and numerous other species. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough**. Where does the EIS address concerns about this sensitive wetlands area?**

P-018-004 **Easement Quiet Title**: *"Port and County acknowledge and affirm that BNSF may not hold fee simple title to the Property, that BNSF's interest in all or part of the Property, if any, may rise only to the level of an easement for railroad purposes. Port and County are willing to accept the Property on that basis."* BNSF didn't own much of the land and for large portions of the easement, it was only selling the right to run a railroad. Per the **Federal Rails-to-Trails Act** decommissioned railways are designated to become **trails** or revert back to **freight rail service** (not passenger) only.

Haggart Case: Settled in favor of homeowners. Washington case law plainly establishes that an easement for railroad use does not include subsurface or aerial rights, and would not include the right to put up high tension power lines. Sub-surface and aerial rights were NOT granted to BNSF, the Port of Seattle, or to PSE. The rail bed cannot be a mixed use corridor to include transit or utility power lines.
ERC Master Plan EIS Pg1-5 "PSE is also considering transmission poles along the Spur." **Please provide more detail.** BNSF, the Port of Seattle, PSE, nor King County own sub-surface or aerial rights along this corridor.

The **Federal Rails-to-Trails Act** ***USC Title 16, Section 1247*** *– Secretary of Interior shall encourage State and local agencies and private interests to establish appropriate trails using the provisions of such programs…to protect rail transportation corridors…*
Please abide by the spirit, intent, and written law of the Rails-to-Trails Act and protect the Lake Washington Beltline rail bed. This can be developed as a trail, but not transit and utilities – NOT mixed use.
Contrast the Burke-Gilman Trail with the Interurban Trail. The Interurban Trail is NOT a pleasant recreation experience with the stark snapping, crackling, 'hair-standing-on-end' power lines overhead. The BNSF Lake Washington Beltway spur presents a golden opportunity to develop 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. Please do NOT make this a mixed use corridor.

P-018-005 **Wilburton Trestle:** Wilburton Trestle is the longest wooden railway trestle in the Pacific Northwest built in 1904 and is over 100 feet tall. It is eligible for listing on the **National Register of Historic Places**. **How will this treasured trestle be protected during construction and after?** The EIS does not address this.

P-018-006 ERC Master Plan EIS Pg 4-15 (Fig 4-10) provides an aerial map of the proposed trail crossing I-90. Where is the map for the next sections directly to the north – **where will the proposed trail cross I-405? How and where it does it interface with the Wilburton Trestle?**

ERC Master Plan EIS Pg 4-17 "The Washington State Department of Transportation agreed to provide a **replacement bridge for the trail (to cross I-405).** The final location and character of the bridge will be negotiated by King County, WSDOT, and the City of Bellevue." Please provide more details. The EIS is too vague for meaningful EIS comments to be provided. **Where will it be located? In the same area as the former Wilburton tunnel? What will it look like? How much will it cost?**

P-018-007 ERC Master Plan EIS Pg 4-18 skips ahead to NE 4th in Bellevue. **Where is the detail for sections 10 through 12 on Figure 1.1?** On Figure 5-1, Segments C and D require significant more detailed treatment in the Draft Master Plan EIS.

ERC Master Plan EIS Pg 4-19 (Fig.4-12) shows another aerial map, from Main St. north through Bellevue. **Where is the aerial view between I-90 and Main Street in Bellevue?** This is a significant gap in the EIS details. More master plan design details must be provided. This is a complex portion of the trail and it has been skipped over with insufficient detail.

P-018-008 Please provide concrete details (aerial maps, diagrams, pictures, etc.) about the region around the Woodridge neighborhood.

- **How will the west side of Woodridge be affected along the I-405 sound wall?**
- **How will the north side of Woodridge be affected, especially east of the Wilburton Trestle?**
- **How will the ERC affect the No. 7 Fire Station north of Woodridge on SE 8th, directly east of the Wilburton Trestle?**
- **How will the east side of Woodridge be affected along Richards Road?**

P-018-009 **How does the ERC interface with the ST3 proposed Concept Realignment (see link below)?**
http://www.soundtransit.org/sites/default/files/E-03-SegB_BellevuetoIssaquah_FTemp.pdf

The ST3 Description is as follows: *"Long Description: This project would build light rail from the East Link Wilburton Station in Bellevue to Central Issaquah (consistent with the Central Issaquah Plan). The project would travel from Central Issaquah to the I-90 median. The elevated LRT guideway continues in the I-90 median to the vicinity of Lakemont Boulevard SE where it leaves the median to a station and park-and-ride on the south side of the freeway. The guideway returns to the median and continues to the Eastgate Park-and-Ride, where it transitions to the north side of I-90 via an elevated structure (transitioning to atgrade). The representative station at Eastgate is at-grade along the southern side of the existing transit center, allowing the existing direct access ramps and 142nd Place SE structure to remain. West of the Eastgate Park-and-Ride, the LRT guideway travels along the north side of I-90. An elevated station on the north side of I-90 will be located near Richards Road SE to serve Factoria. The guideway continues along I-90 until it reaches I-405 where it turns north. The* ***LRT guideway travels along the east side of I-405 to SE 8th Street. The guideway then transitions to the Eastside Rail Corridor on a new structure adjacent to and east of the historic Wilburton trestle****. The guideway would interline with East Link where it joins the Eastside Rail Corridor. The Bellevue to Issaquah line would serve East Link's planned Wilburton Station. North of the Wilburton Station and the turnout for East Link to Redmond, the project continues at-grade along the Eastside Rail Corridor right-of-way to East Link storage/yard lead tracks to provide for turn-backs. The project would also include improvements to pedestrian facilities on the 142nd Place SE overpass at Eastgate."*

- **If the ST3 light rail train is running along the east side of I-405 (according language in the LRT Concept document above), how does that intersect with ERC EIS Figure 4-10, which shows the ERC running along the WEST side of I-405 (see figure below)?**
- **What does the interface look like where the LRT guideway transitions to the East Rail Corridor?**

- **Where will this interface occur, north-south, along I-405? At what elevation grade? Will the transition from the west side of I-405 to the east side of I-405 occur where the former Wilburton Tunnel was?**
- **I am sure these planning diagrams and aerial maps exist, so why are they not included in the ERC Master Plan EIS?**

P-018-010 The EIS lacks sufficient detail to provide meaningful comments. This is a complex portion of the trail**. Why has the ERC EIS skipped over these important details?** Please provide concrete details (aerial maps, diagrams, pictures, etc.) about the region west of the Woodridge neighborhood. **Sections 10 through 12 on Figure 1.1 (or Segments C and D on Figure 5-1**) require significantly more detailed treatment in the Draft Master Plan EIS.

WILBURTON SEGMENT

CONNECTING THE ERC TRAIL AND I-90/ MOUNTAINS TO SOUND GREENWAY TRAIL

The I-90/Mountains to Sound Greenway Trail (I-90 Trail) is a high-volume nonmotorized route connecting Bellevue to Mercer Island and Seattle. The I-90 Trail is planned to continue through Factoria and Eastgate, and eventually connect to Issaquah. There is a strong interest in constructing a connection between the I-90 Trail and the ERC trail that does not require a street crossing and meets high standards for trail design, including grade. The grades are challenging with the ERC bridge over I-90 and approaches on either side far above the I-90 Trail. The preferred concept for the connection would construct two elevated trail connections between the corridors (King County Parks 2015). North of I-90, a long bridge would ramp up from the current boardwalk to cross over 118th Avenue SE, then connect to the ERC trail. South of I-90, a bridge would connect the ERC trail to the existing location of the I-90 Trail between the highway mainline and exit ramps (see Figure 4-10).

FIGURE 4-10. I-90/MOUNTAINS TO SOUND GREENWAY TRAIL CONNECTION

ERC trail
At grade regional trail connection
Existing or planned regional trail
Elevated connecting structures
Grade separated crossing

P-018-011 <u>**Bypasses**</u>: EIS pg 5-3 says that King County assumes local jurisdiction will be responsible for implementing the bypass….involve **improvements to the City of Bellevue's Lake to Lake Trail**. **Where are the details about the Lake to Lake Trail improvements and the bypass(es) required in the area around SE 8th St. in Bellevue?** The Draft Master Plan EIS must include significantly more detail for these changes and improvements.

P-018-012 **ST3 Interface**: **Where are the interface plans with ST3, particularly between Wilburton Park & Ride on SE 8th and the proposed Wilburton Station on NE 8th and 116th? Where are the interface plans along SE 8th and along 116th?**
Pg 4-18 states "some uncertainty regarding the final design". This EIS is too vague for meaningful EIS comments to be provided other than to ask that significant more details must be provided for this complex portion of the trail. **How does the ERC EIS interface with ST3 between I-90 and Main St. in Bellevue (specific aerial maps, diagrams, pictures, photo renderings, etc.)? How does the ERC interface with the Wilburton Park and Ride and possible future Wilburton Station?**
How does the Draft Master Plan EIS interface **with I-405 widening plans** particularly through Segment C and D, Figure 5-1?

P-018-013 **Parking: Where will parking be provided for the Wilburton Trestle Gateway?** The EIS states this will be one of the most popular locations along the corridor and trail users will stop to take in the vista. As a showcase destination, where will parking be provided? The land being considered for the **South Wilburton Trestle Gateway** is currently private land owned by Woodridge. Please have the EIS address specific land acquisition needs and **how that land will be acquired – fair market value?** Without planned, designated parking, those using the trail will park in neighborhoods at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes. **How are adequate parking stall quantities accounted for in the EIS? What is the basis for that parking analysis?**

P-018-014 **Water/Restroom Facilities:** Without planned designated water and restroom access, those using the trail may be forced to relieve themselves along the trail, leading to dangerous public health hazards. **Where does the EIS address adequate restroom facilities? What is the basis for that public restroom analysis?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RESPONSES

P-018-001 *Please see the response to your comment letter P-013-003.*

P-018-002 *Please see the response to your comment letter P-013-001.*

P-018-003 *Please see the response to your comment letter P-013-002.*

P-018-004 *Please see the response to your comment letter P-013-004.*

P-018-005 *Please see the response to your comment letter P-013-005.*

P-018-006 *Please see the response to your comment letter P-013-006.*

P-018-007 *Please see the response to your comment letter P-013-007.*

P-018-008 *Please see the response to your comment letter P-013-008.*

P-018-009 *Please see the response to your comment letter P-013-009.*

P-018-010 *Please see the response to your comment letter P-013-010.*

P-018-011 *Please see the response to your comment letter P-013-011.*

P-018-012 *Please see the response to your comment letter P-013-012.*

P-018-013 *Please see the response to your comment letter P-013-013.*

P-018-014 *Please see the response to your comment letter P-013-014.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Monday, March 21, 2016 3:37 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Land and Shoreline Use

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

P-019-001 **LAND and SHORELINE USE**

Steep Slope Retention: Retaining walls are complex and require appropriate drainage features. How is soil liquefaction taken into account, especially during earthquakes? How is the USGS "Lifelines" Map (map of geological/soils seismic hazards) accounted for? The eastside region, especially in Segment 11 (EIS Fig. 1.1) is vulnerable to possible ground ruptures and strong seismic activity. http://geomaps.wr.usgs.gov/pacnw/lifeline/map66kb.html

Steep slopes on west side of Woodridge near I-405 sound wall present hazards, especially adequate soil retention during a significant earthquake, with the Seattle fault running very nearby.

P-019-002 Tree Canopy: The ERC EIS discloses the project will result in the destruction of numerous mature trees and other vegetation crucial for maintaining a clean air supply. The eastside's tree canopy is essential for health as well as aesthetics. Bellevue already has the lowest remaining tree canopy in the Puget Sound eastside (declined to approximately 36%). The Off-Railbed Alternative will worsen the loss of this rapidly dwindling tree canopy.
http://www.ci.bellevue.wa.us/pdf/Manager/Urban_Ecosystem_Analysis.pdf

P-019-003 Wetlands, Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat: The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area. **Why is there no mention of Richards Creek which interfaces with Mercer Slough near SE 8th and the Wilburton Trestle?**
Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, and numerous other species. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough. **Where does the EIS address concerns about this sensitive wetlands area?**

P-019-004 **Easement Quiet Title**: *"Port and County acknowledge and affirm that BNSF may not hold fee simple title to the Property, that BNSF's interest in all or part of the Property, if any, may rise only to the level of an easement for railroad purposes. Port and County are willing to accept the Property on that basis."* BNSF didn't own much of the land and for large portions of the easement, it was only selling the right to run a railroad. Per the **Federal Rails-to-Trails Act** decommissioned railways are designated to become **trails** or revert back to **freight** **rail service** (not passenger) only.

Haggart Case: Settled in favor of homeowners. Washington case law plainly establishes that an easement for railroad use does not include subsurface or aerial rights, and would not include the right to put up high tension power lines. Sub-surface and aerial rights were NOT granted to BNSF, the Port of Seattle, or to PSE. The rail bed cannot be a mixed use corridor to include transit or utility power lines.
ERC Master Plan EIS Pg1-5 "PSE is also considering transmission poles along the Spur." **Please provide more detail.** BNSF, the Port of Seattle, PSE, nor King County own sub-surface or aerial rights along this corridor.

The **Federal Rails-to-Trails Act** ***USC Title 16, Section 1247*** – *Secretary of Interior shall encourage State and local agencies and private interests to establish appropriate trails using the provisions of such programs…to protect rail transportation corridors…*
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Contrast the Burke-Gilman Trail with the Interurban Trail. The Interurban Trail is NOT a pleasant recreation experience with the stark snapping, crackling, 'hair-standing-on-end' power lines overhead. The BNSF Lake Washington Beltway spur presents a golden opportunity to develop 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. Please do NOT make this a mixed use corridor.

P-019-005 **Wilburton Trestle:** Wilburton Trestle is the longest wooden railway trestle in the Pacific Northwest built in 1904 and is over 100 feet tall. It is eligible for listing on the **National Register of Historic Places**. **How will this treasured trestle be protected during construction and after?** The EIS does not address this.

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P-019-007

ERC Master Plan EIS Pg 4-18 skips ahead to NE 4th in Bellevue. **Where is the detail for sections 10 through 12 on Figure 1.1?** On Figure 5-1, Segments C and D require significant more detailed treatment in the Draft Master Plan EIS.

ERC Master Plan EIS Pg 4-19 (Fig.4-12) shows another aerial map, from Main St. north through Bellevue. **Where is the aerial view between I-90 and Main Street in Bellevue?** This is a significant gap in the EIS details. More master plan design details must be provided. This is a complex portion of the trail and it has been skipped over with insufficient detail.

P-019-008

Pleas provide concrete details (aerial maps, diagrams, pictures, etc.) about the region around the Woodridge neighborhood.

- **How will the west side of Woodridge be affected along the I-405 sound wall?**
- **How will the north side of Woodridge be affected, especially east of the Wilburton Trestle?**
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P-019-009

How does the ERC interface with the ST3 proposed Concept Realignment (see link below)?
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- **I am sure these planning diagrams and aerial maps exist, so why are they not included in the ERC Master Plan EIS?**

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WILBURTON SEGMENT

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FIGURE 4-10. I-90/MOUNTAINS TO SOUND GREENWAY TRAIL CONNECTION

ERC trail
At grade regional trail connection
Existing or planned regional trail
Elevated connecting structures
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P-019-011 **Bypasses**: EIS pg 5-3 says that King County assumes local jurisdiction will be responsible for implementing the bypass….involve **improvements to the City of Bellevue's Lake to Lake Trail**. **Where are the details about the Lake to Lake Trail improvements and the bypass(es) required in the area around SE 8th St. in Bellevue?** The Draft Master Plan EIS must include significantly more detail for these changes and improvements.

P-019-012 **ST3 Interface**: **Where are the interface plans with ST3, particularly between Wilburton Park & Ride on SE 8th and the proposed Wilburton Station on NE 8th and 116th? Where are the interface plans along SE 8th and along 116th?**
Pg 4-18 states "some uncertainty regarding the final design". This EIS is too vague for meaningful EIS comments to be provided other than to ask that significant more details must be provided for this complex portion of the trail. **How does the ERC EIS interface with ST3 between I-90 and Main St. in Bellevue (specific aerial maps, diagrams, pictures, photo renderings, etc.)? How does the ERC interface with the Wilburton Park and Ride and possible future Wilburton Station?**
How does the Draft Master Plan EIS interface **with I-405 widening plans** particularly through Segment C and D, Figure 5-1?

P-019-013 **Parking: Where will parking be provided for the Wilburton Trestle Gateway?** The EIS states this will be one of the most popular locations along the corridor and trail users will stop to take in the vista. As a showcase destination, where will parking be provided? The land being considered for the **South Wilburton Trestle Gateway** is currently private land owned by Woodridge. Please have the EIS address specific land acquisition needs and **how that land will be acquired – fair market value?**
Without planned, designated parking, those using the trail will park in neighborhoods at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes. **How are adequate parking stall quantities accounted for in the EIS? What is the basis for that parking analysis?**

P-019-014 **Water/Restroom Facilities:** Without planned designated water and restroom access, those using the trail may be forced to relieve themselves along the trail, leading to dangerous public health hazards. **Where does the EIS address adequate restroom facilities? What is the basis for that public restroom analysis?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RUSSELL BORGMANN

RESPONSES

P-019-001 *Please see the response to your comment letter P-013-003.*

P-019-002 *Please see the response to your comment letter P-013-001.*

P-019-003 *Please see the response to your comment letter P-013-002.*

P-019-004 *Please see the response to your comment letter P-013-004.*

P-019-005 *Please see the response to your comment letter P-013-005.*

P-019-006 *Please see the response to your comment letter P-013-006.*

P-019-007 *Please see the response to your comment letter P-013-007.*

P-019-008 *Please see the response to your comment letter P-013-008.*

P-019-009 *Please see the response to your comment letter P-013-009.*

P-019-010 *Please see the response to your comment letter P-013-010.*

P-019-011 *Please see the response to your comment letter P-013-011.*

P-019-012 *Please see the response to your comment letter P-013-012.*

P-019-013 *Please see the response to your comment letter P-013-013.*

P-019-014 *Please see the response to your comment letter P-013-014.*

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Tuesday, March 22, 2016 11:15 AM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Light, Glare, and Noise

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

P-020-001 **LIGHT, GLARE and NOISE**
This area is home to plant and animal species sensitive to heat and nighttime light emissions. **How will trail lighting and glare from ERC traffic crossings affect wildlife?** The EIS does not make mention of using energy- efficient LED lighting. The EIS must include a cost/benefit analysis, including ways to promote energy efficiency while protecting wildlife and human life. **Noise** and vibration associated with light rail in this corridor will have significant negative impact on human life and wildlife. The former freight rail traffic was sporadic. The proposed light rail mass transit will be frequent, almost 24/7. This will have an adverse impact on those living nearby as well as those attempting to use the trail as a nature, outdoor recreation experience. **What additional noise mitigation is being considered?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RESPONSES

P-020-001 *Illumination is discussed on page 3-23 of the Draft Master Plan. As described, the current use of illumination on King County trails is fairly limited. However, additional lighting may be considered in the future. Near your neighborhood, places where illumination could be considered (consistent with the bulleted list on page 3-23) are under the northbound lanes of I-405, and on the approaches to the Wilburton Trestle and bridge over the southbound lanes of I-405. Potential impacts based on the general information available during this master planning process are presented on page 6-18 of the Draft Master Plan. The specifics of illumination will be determined during future design but will consider safety, cost, energy efficiency, and potential effects on wildlife and aquatic species.*

Please also see the response to your comment P-012-002.

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Tuesday, March 22, 2016 11:18 AM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Public Outreach

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

P-021-001 **PUBLIC OUTREACH**

Inadequate notice has been provided for the ERC EIS. It is a short 30-day Public Comment period. I only found out because a friend in Renton happened to mention it to me. Many in Bellevue know nothing about this project. Nobody in the Woodridge neighborhood seems to know about it. **How will adequate notification be addressed as the process moves forward? Signs posted along the ROW corridor? Front door hangers? Mailing flyers to residents within 2,000 ft of the corridor?** King County needs to improve public outreach efforts for the ERC.

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RUSSELL BORGMANN

RESPONSES

P-021-001 *In conjunction with the public release of the Draft Master Plan and EIS, King County:*

- *Sent email notice to over 1,729 people on the project email list*
- *Sent postcards to approximately 1,400 households and businesses within 100 feet of the corridor*
- *Published notices in the Seattle Times, Bellevue Reporter, Kirkland Reporter, Redmond Reporter, Renton Reporter, Newcastle News, and Woodinville Weekly*
- *Published online advertisements on Bellevuereporter.com, Kirklandreporter.com, Newcastle-news.com, Redmond-reporter.com, Rentonreporter.com, and nwnews.com (Woodinville Weekly)*
- *Hosted a press event to generate media attention about the release of the Draft Master Plan and EIS*
- *Hosted a booth at the Seattle Bike Expo in March to publicize the release of the Draft Master Plan and EIS*
- *Posted information about the release of the Draft Master Plan and EIS on King County's social media channels (Facebook and Twitter), which was then reposted by other local organizations, including City of Bellevue and Cascade Bicycle Club*

King County hosted three public open houses, one in each segment—Woodinville, Bellevue, and Renton. The open houses provided community members and stakeholders with the opportunity to view highlights from the Draft Master Plan and EIS, ask questions, and provide comments. In addition, at the request of residents in neighborhoods adjacent to the Lakefront segment of the trail, the project team led four neighborhood briefings to provide an overview of the Master Plan alternatives, gather input on the draft document, and answer questions from the community.

From: Russell Borgmann <rborgmann@hotmail.com>
Sent: Tuesday, March 22, 2016 11:22 AM
To: Eastside Rail Corridor Regional Trail Project
Cc: rborgmann@hotmail.com
Subject: ERC EIS Public Comments: Scenic Resources

Our region has the opportunity to develop up to 42 miles of pristine recreational trail from Renton to Snohomish. It can be the crown jewel of the eastside, much like the beloved Burke-Gilman trail is for Seattle. If done correctly, it can be a model for progressive cities nationally, and internationally, to follow.

As I understand the EIS process, the public is permitted to comment on:

- EIS Elements (per WAC 197-11-444)
- Alternatives
- Process

As part of the public record for the ERC EIS, I submit the following questions and information:

P-022-001 **SCENIC RESOURCES**

Tree Canopy: The ERC EIS discloses the project will result in the destruction of numerous mature trees and other vegetation crucial for maintaining a clean air supply. The eastside's tree canopy is essential for health as well as aesthetics. Bellevue already has the lowest remaining tree canopy in the Puget Sound eastside (declined to approximately 36%). The Off-Railbed Alternative will worsen the loss of this rapidly dwindling tree canopy. http://www.ci.bellevue.wa.us/pdf/Manager/Urban_Ecosystem_Analysis.pdf

P-022-002 **Wetlands**, Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat: The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area. **Why is there no mention of Richards Creek which interfaces with Mercer Slough near SE 8th and the Wilburton Trestle**?

Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, abundant terrestrial wildlife, and delicate vegetation. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough - a sensitive headwater to Lake Washington. **Where does the EIS address concerns about this sensitive wetlands area?**

Sincerely,
Russell Borgmann
2100 120th Place SE
Bellevue, WA 98005
rborgmann@hotmail.com

RESPONSES

P-022-001 *Please see the response to your comment letter P-013-001.*

P-022-002 *Please see the response to your comment letter P-013-002.*

Online Survey Tool

From: Shelly Bowman, Redmond
Sent: March 18, 2016
Comments:

P-023-001 Absolutely prefer On Rail Trail> It is cheaper and looks safer and more natural setting.

P-023-002 I want to have as much nature adjacent to the trail as possible so that I feel more in touch with the great outdoors. I want the trail to be as quiet as possible. I want the Trail to be completed as soon as possible to allow us to start communing by bike or walking. I look forward to a safe trail (vs road way) to enjoy better health and community social time and nature viewing opportunities after work and on the weekends.

P-023-003 I like the THRILL of the Wilbur Tressle crossing- it will bring tourists.

P-023-004 The Trail needs to be STANDARD width. Our area is growing and trails are our only backyard escape to safely get out and exercise, relax, smell the flowers, hear the birds, see neightbors and the Trail will be busy by walkers, runners, families, bikers, commuters, nature observers. Please make it as wide as possible with as much natural beauty as possible.

P-023-005 The Off Rail Trail seems to have less closeness to nature. It is way more expensive. It is less appealing - more city like and industrial feel, which we have PLENTY of > folks that LOVE city cement and endless marketing have plenty of that! Please stay on the Rail Bed and allow to be a GREEN WAY that so many, many Washingtonians will be able to access afterwork in their own back yard vs trying to drive in road rage traffic to get to Cougar Mt or Tiger, etc to do a quick after work hike.

P-023-006 I want to be close to the lake and able to view the lake as often as possible without a train in my viewing path or endless parking lots and buildings. Lots of trees, PNW vegetation, sunshine and relaxing.

The Light Rail has many places it could be on or near roadways that already have noisy cars, endless signs, cement, buildings blocking the sun. Also this would enable the light rail to be close to business/workers/customers. In the future, cars will be driverless and we will order a car when we need. We will also use light rail to zip around.

P-023-007 The Trail should be built now, right now, and be on the Rail Trail which is the most cost effective, peaceful, natural option.

P-023-008 Way finding and access to both Coffee Shops/ Restrooms/ Drinking Water / Parks/ Neighborhoods/ Lake swimming parks/ Local and Regional Trails is vitally important.

P-023-009 I like the warning street crossing that you are planning. Bikes and Peds should have right of way.

P-023-010 The overbridges for bikes and walkers should NOT have switchbacks or a steep grade. They should be doable by all level of riders and be fun not a burden that you dread to get to. They should have views and be something you give thanks for each time you use as it is fun and safely out of the rat race traffic.

P-023-011 The Trail should have Sharing Messages> All modes should be courteous to others.

P-023-012 Also wanted to say that the presentation maps at this event were 100% better than presentations we were to a couple months ago. The map segment labels showing the entire length of map allowed me to much better know what area you were speaking about. Thank you!

SHELLY BOWMAN

RESPONSES

P-023-001 *Thank you for sharing your support for the On-Railbed Alternative. In most areas, King County has designated the On-Railbed Alternative as the Preferred Alternative because costs less and has overall less impact to the environment. King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor.*

P-023-002 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on vegetation, terrestrial wildlife, habitat, and noise. As the project moves forward to design, opportunities to minimize impacts to the environment will still be considered along with other design criteria. Any unavoidable impacts to vegetation, terrestrial wildlife, habitat, or noise will be mitigated consistent with local critical areas ordinances, Department of Ecology standards, and other local statutes and policies.*

The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail.

P-023-003 *Thank you for your support of the Wilburton Trestle as an iconic part of the ERC.*

P-023-004 *The minimum requirements for the trail are defined in national, state and local standards and guidelines that represent best practices for safety, sustainability, and trail experience. The ERC will be designed according to guidance from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, as described in Chapter 3. The proposed trail width also considers the potential to separate uses on the trail and to meet strong anticipated demand. The Master Plan recommends a 12- to 14-foot wide asphalt path with a 2-foot gravel shoulder and 1-foot clear zone on one side and a 6-foot gravel shoulder and 1-foot clear zone on the other side (shown on the figure on page 3-7).*

P-023-005 *Please see response to comment P-023-001*

P-023-006 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. It should be noted that, in the Lakefront Segment where the trail is close to Lake Washington, Sound Transit does not currently have any plans for transit in the corridor.*

P-023-007 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail.*

SHELLY BOWMAN

RESPONSES

Those efforts will begin in 2016 and continue through 2017.The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5.

P-023-008 *The particular signage installed on the ERC, including wayfinding signage, will be determined during future design phases of the project. Signage will be used to welcome trail users, identify place, communicate trail rules, control traffic, and aid wayfinding as described in Chapter 4. All signage will comply with the MUTCD and other King County guidelines and standards.*

The ERC trail is intended to connect trails, nonmotorized routes, and neighborhoods along the corridor. Access points will be developed during future design phases and will be carefully designed to reduce the likelihood of conflicts between trail users.

P-023-009 *Non-motorized uses of the trail are anticipated to have priority at several intersections along the corridor. However, intersection priority will be established for each road crossing during the design phase to provide a safe crossing.*

P-023-010 *The preferred design guidelines for overcrossings include approaches that have less than a 5 percent grade. It is possible that unforeseen constraints might require steeper grades in some locations; however, that is not the intent of the Master Plan or the design guidelines. In some locations, for example at the crossings of NE 4th and NE 8th streets in Bellevue, there will also be opportunities to enjoy expansive views towards Bellevue's city center. The specific design character and amenities for overcrossings will be developed during the design phase of the project.*

Implementation and final design of overcrossings along the ERC will consider operational and safety elements as well as cost implications. The final design of any overcrossing will need to consider available space, existing infrastructure, utilities, and traffic signals.

P-023-011 *King County also has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

P-023-012 *Thank you for the feedback.*

Eastside Rail Corridor (ERC) Draft Trail Master Plan and EIS

3/17/16

Hi Neighbors,

Here are some updated thoughts and materials concerning the upcoming ERC Master Trail Plan.

First of all the importance of timing. The county is holding an open period for comments to their Draft Master Plan and Environmental Impact Statement (EIS) through 3/31/16. This is the only time we will be able to submit our thoughts to shape the draft of the Master Trail Plan and EIS. After this period no additional comments will be accepted! Hence, by submitting your thoughts before the deadline you become a "party of record". This ensures you are part of all future ERC communications, as well as assuring you can expand and / or get clarifications as to the status of your requests in the future. Please be aware that, to be considered a Party of Record, you need to identify yourself (name, address, email address) on anything that you send to the County at this time.

General Trail Feedback

To make your response easier, we have attached a few documents. Two are from our neighbors to the north (Ripley / Pleasure Point / Lake Lanes) that encapsulate some thoughts and concerns. These are more of what we would call "macro" documents that deal with various concerns with the overall trail. Fairly detailed…but good stuff! We encourage you to use one (or both) of these in preparing your own response. It can be as easy as just typing your name at the top of the document and emailing it in, or you can cut / paste to compile your own. You just need to become a part of the "party of record."

Our Specific Lane

Also, you will find an additional document that addresses the particular issues we have on our lane. Please note that the on-rail bed version of the trail is being looked at very seriously. It is the least impactful to the environment, least costly, and offers the best protection against jamming light rail on top of the trail at some future time. However, our lane has many "pinch points" that are not common along the corridor. As such, final placement of the trail could very easily constrict your use of the property directly in front of your residence. The trail needs to be a certain width, BUT there is some leeway as to where it will be placed. The good news is that the county understands this. They acknowledge a few areas will require a hybrid approach… adapting both on-bed and off-bed alternatives. We just need to register our opinion that our lane is one of those locations.

Therefore, we recommend they take the narrowness of our lane into consideration, and place the trail just a little east of the current rail bed so as not to take away the valuable space we now have in front of our homes. We have walked the lane with the county reps and they seem to understand, but we all need to be "on record" to increase our chances of impacting the final placement.

Finally, there is no reason that you can't have more than one response. One from the macro perspective, and one from our specific perspective. Also, if married, you can each send in separate responses. There really is no limit.

Please let me know if you have any questions or thoughts. The ERC email is ERCtrail@kingcounty.gov.

This is the only time we have for comments on an issue that could have a large impact on our homes. A few minutes of cutting, copying and embellishing will help provide an enhanced quality of life that we and our children can be proud of.

Thanks in advance for your time on this matter.

Bud Dennison

3717 Lake Washington Blvd N.

Renton, WA. 98056

425-351-2040

Darius Richards

3605 Lake Washington Blvd. N.

Renton, WA 98056

425-430-4469

TONY BOYDSTON
3901 LAKE WASHINGTON BLVD N
RENTON WA 98056
(206)-999-9763

To:
ERCtrail@kingcounty.gov

From: Tony Boydstun
3901 Lake Washington Blvd N
Renton WA 98056 206-999 763

Re: Comments about the ERC Trail Draft Master Plan and EIS

First of all, we want to stress that our communities are enthusiastic supporters of the trail. If we do this right, it can be a win – win for the entire region.

P-024-001 Although there is much support for the on-rail bed alternative, there certainly needs to be accommodation for some anomalies along the corridor. There are too many "pinch points" along the path that need to be addressed. We would call your attention to the 3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA. These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

We support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to somewhat meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

Simply put, any design has to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

TONY BOYDSTON

RESPONSE

P-024-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

To: ERCtrail@kingcounty.gov

From: Tony Boydston
3901 Lake Washington Blvd N
Renton WA 98056
(206) 999-9763

Comments on Eastside Rail Corridor (ERC) Master Plan and Draft Environmental Impact Statement

Our communities desire the kind of World Class Trail described from the beginning of this process. After review of the Draft Environmental Impact Statement (DEIS), we offer these comments:

Alternatives:

P-025-001 The off-rail bed option apparently involves less intrusion of the water resources and it allows for cramming more things into the corridor such as light rail. Beyond that, it has several more detrimental impacts:

A) It is much more expensive which will limit the amenities that can be included.
B) It involves much greater destruction of habitat and has a far greater impact on the tree canopy. Regardless of their "endangered" status, the Bald Eagles who raise their young and teach them to fish in the East Channel are an attraction unto themselves and people want to enjoy that. Taking down trees that they use to perch in will forever change their habitat and the enjoyment of the community.
C) Another result of taking down trees is a negative impact on our carbon footprint. One of the main species of trees along the corridor is Cottonwood trees which are widely recognized as efficient "scrubbers" of our air.
D) While some areas of the trail are isolated or industrial, others are very close to homes and businesses. The noise and vibration that would come with light rail is a significant negative impact in those areas. Perhaps more importantly, the experience of using the trail is significantly altered in a negative way when a train goes by.

P-025-002 The on-rail bed option seems much more conducive to the goals of a World Class Trail:

A) It is much less expensive which allows for inclusion of more of the amenities that will make this a regional treasure.
B) It is less impactful in a number of ways: less soil disruption, less destruction of mature trees, native vegetation and habitat, less impact on our carbon footprint
C) It preserves the park-like setting that we hope to enjoy as we use the trail.

P-025-002

D) It facilitates adequate separation of the different users with plant buffers that can help separate trail from residents and business and add to the appearance of the corridor.
E) Preserving the calm and beauty of this linear park becomes all the more important as we pursue other projects like widening I-405 and introduction of light rail lines on the Eastside.
F) Additional Considerations to the On-Rail Bed Option:

Additional Considerations:

Although the on rail-bed appears to be the best overall alternative, there has to be assurance that in certain locations, accommodation is made for those residences that will be affected because of their close proximity to final placement of the trail. There simply is not enough room with the on rail-bed option to place the trail on the existing bed without creating a large impact on these adjoining property owners. In those instances this would require some slight meandering with the final on-rail bed placement.

The Master Plan has several areas that are vague or deficient and they should be addressed:

P-025-003

1) Access: This is to be a 26-mile linear park and people need designated access points to begin and end their use. Without this, the trail becomes limited to those passing through or those adjacent to the trail.

P-025-004

2) Parking: There should be areas of parking to facilitate regional use of Eastside neighborhoods. We see this along the Marymoor Trail. Without designated parking, people will still come to use the trail but at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes.

P-025-005

3) Water: There is no provision for water and toilet facilities. Along Burke-Gilman and other major regional trails, there are occasional public facilities that help keep people from relying on adjacent businesses or worse relieving themselves publicly.

P-025-006

4) Connections: There are several other major trails along the 26-mile route and while there is appropriate mention of the importance of these connections, The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." A lack of attention to connections in this region has left many trails unconnected and with dangerous transitions. For the effort and expense being put into this project, it is short-sighted to kick this issue down the road.

P-025-007

5) Electricity: Perhaps conjoined with water/public facilities, occasional access to electricity facilitates bike repairs, selected vendors and community activities.

P-025-008

6) Safety: multiple areas are vaguely addressed. A) Lighting is important not just at major crossings but at every crossing. In many areas, such as the lake front, approach to the ERC is steep with limited sighting. While the Master Plan states that use is dawn to dusk, we all know that joggers/walkers, cyclists and cycle commuters are on the existing paths well beyond the hours

P-025-008 of daylight. Lighting helps enhance safe sharing of the corridor by motorized and non-motorized vehicles. B) While it's not something we like to think about, suicide prevention is important when dealing with the Wilburton Trestle. We assume there are attractive ways to keep users safe. C) Bollards are eliminated and this is understandable. However, there are some areas such as intersections and other connections where reduced bike speed is essential. Bollards seem a better solution than rumble strips or other measures that can decrease bike stability. Perhaps flexible or less rigid options are available.

P-025-009 7) Ambience: A trail should be a venture into nature. We live in an area that affords us this opportunity; we shouldn't waste it. The South Seattle Interurban Trail is an excellent example of how stark and barren a trail can be when mixed with power lines. Furthermore, a park is no place for light rail. The I-405 corridor where tie-ins to park-n-rides connecting neighborhoods is a much better far-sighted plan. Lastly, noise pollution of overhead lines and the destruction of natural habitat are all things to be avoided.

P-025-010 8) Multi-Use: From the drawings, it is assumed that King County views multi-use as cyclists, pedestrians, utilities and light rail. We think of multi-use as walkers, runners, cyclists and bike commuters. This corridor allows for adequate separations to keep all users safe while enjoying the park-like setting. In the majority of cases, that is more difficult to attain with the off-rail bed option.

TONY BOYDSTON

RESPONSES

P-025-001 *Thank you for sharing your concerns about the Off-Railbed Alternative and support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Lake Washington Boulevard N. in Renton is the On-Railbed Alternative.*

P-025-002 *See comment response to P-025-001.*

P-025-003 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-025-004 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

TONY BOYDSTON

RESPONSES

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-025-005 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-025-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

TONY BOYDSTON

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-025-007 *See comment response to P-025-005.*

P-025-008 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

According to AASHTO and the WSDOT Design Manual, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic, as described in the WSDOT Design Manual. WSDOT assumes a 20 mph design speed for flat trail sections and a 30 mph design speed for sustained downhill sections.

The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.

P-025-009 *King County Parks understands the neighborhood desire for the trail to be a linear park. King County Parks does not have decision-making authority over the implementation of light rail. However, in coordinating with Sound Transit, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time. Based on that information, as well as other considerations, King County is opting to proceed with the development of the On-Railbed Alternative in this segment.*

P-025-010 *King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. As previously noted, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time.*

The trail King County is proposing is a multi-use trail, which includes walkers, runners, and cyclists. The preferred section for the trail includes a 6-foot shoulder on one side that allows walkers and runners a space that is separate from higher speed bicyclists.

Online Survey Tool

From: Jerry Brennan
Sent: March 30, 2016
Comments:

P-026-001 1 - Private Driveway Crossing at Sheet 5 marker 983-00.
This is a 30' wide recorded Private Crossing easement which currently has a 8 foot wide flat crossing. The concern is in making this a 12 foot wide flat area, the east slope from the flat to Lake Washington Blvd N will have an excessive slope, and no place for a car to wait for traffic to be clear. The west approach is also steep thus little room to stage and check traffic of Cars, bikes and people. The design of this crossing is of great concern. I own two of the three houses that are served by this private crossing.

P-026-002 2 - On sheet 5 at approximately 980-00 to 981-00 the survey shows a section of wetland on the east side of the rail bed. This in in error, that ditch section is not a wetland area as the water flow about 980-00 flows to the north in an open ditch. The importance of this is my house of 3411 Lake Washington Blvd N is due west of this area and I am concerned any narrowness due to miss rated wetland would affect the trail bed design.

P-026-003 3 - My house at 3411 Lake Washington Blvd N, Renton, is very close in proximity to the proposed trail. This will increase the noise level to my house affecting it's value. What mitigation and noise abatement is planned on the backside of my house? In review, I find my house is the closest residence to the new trail line. How will King County work to limit the affects this new usage has on my residence?

P-026-004 Was the proximity to my house addressed in the Environmental Impact Statement, as the new usage WILL affect my environment!

Thank you for review of these issues.

JERRY BRENNAN

RESPONSES

P-026-001 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-026-002 *The wetlands shown in the Master Plan and EIS are based on an inventory-level analysis. As part of the upcoming design phase, wetlands will be formally delineated in accordance with applicable guidance from the U.S. Army Corps of Engineers and Washington Department of Ecology. The presence or absence of wetlands in the vicinity of your property will be confirmed at that time.*

P-026-003 *Recent studies have concluded that there is often a positive or no impact on property values for residences and businesses near trails, as described in the "Evaluation of Alternatives Near Residential Neighborhoods" report found in the Supporting Documents section on the ERC Website (http://www.kingcounty.gov/services/parks-recreation/parks/capital-improvements/erc.aspx). A number of factors influence the value of any given property, including employment patterns, market demand, development patterns, individual buyer preferences, and infrastructure improvements. These factors are both local and region-wide and are not related to adjacency to a regional trail.*

Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities and noise. As the project moves forward to design, opportunities to minimize impacts to noise will still be considered along with other design criteria. However, overall trail use noise would be a minor source in the overall acoustic environment. Each jurisdiction has noise regulations and would be responsible for taking action against trail-related noise sources should they disrupt nearby uses.

P-026-004 *Potential impacts to neighbors are described in Chapter 6 in the Surrounding Communities section. It should be noted that the trail and associated improvements will be occurring within County-owned right-of-way.*

From: Jerry Brennan <jerry_brennan@yahoo.com>
Sent: Wednesday, March 30, 2016 10:31 AM
To: Jacobs, Erica
Subject: Trail Comments on Sheet 5 - Brennan's 3411 Lk Wash Bd N

Erica,

I was good to meet with you last week, below are my comments.

P-027-001 1. Private Driveway Crossing at Sheet 5 marker 983-00.
This is a 30' wide recorded Private Crossing easement which currently has a 8 foot wide flat crossing. The concern is in making this a 12 foot wide flat area, the east slope from the flat to Lake Washington Blvd N will have an excessive slope, and no place for a car to wait for traffic to be clear. The west approach is also steep thus little room to stage and check traffic of Cars, bikes and people. The design of this crossing is of great concern.
I own two of the three houses that are served by this private crossing.

P-027-002 2. On sheet 5 at approximately 980-00 to 981-00 the survey shows a section of wetland on the east side of the rail bed. This in in error, that ditch section is not a wetland area as the water flow about 980-00 flows to the north in an open ditch. The importance of this is my house of 3411 Lake Washington Blvd N is due west of this area and I am concerned any narrowness due to miss rated wetland would affect the trail bed design.

P-027-003 3. My house at 3411 Lake Washington Blvd N, Renton, is very close in proximity to the proposed trail. This will increase the noise level to my house affecting it's value. What mitigation and noise abatement is planned on the backside of my house? In review, I find my house is the closest residence to the new trail line. How will King County work to limit the affects this new usage has on my residence?

Thank you for review of these issues.

Jerry Brennan
3411 Lake Washington Blvd N
Renton WA 98056
425-277-4644 C
jerry_brennan@yahoo.com

RESPONSES

P-027-001 *Please see the responses to your comment P-026-001.*

P-027-002 *Please see the responses to your comment P-026-002.*

P-027-003 *Please see the responses to your comment P-026-003.*

Lake Lanes Community Assoc.

TO: ERCtrail@kingcounty.gov

FROM: ~~Individual writing and their address~~ Bruce & Patricia Brown
4700 Lakehurst Lane SE
Bellevue 98006

RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-028-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-028-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-028-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-028-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-028-005
- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-railbed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-028-006
- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-railbed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportion by bicycle and walking.

P-028-007
- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements
  A World Class Trail makes provisions for safety in all ways:

  - At Crossings:
    The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain

arterials.
A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-028-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-028-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-028-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-028-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-028-012 ○ Bollards as traffic calming for bikes

The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.

A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-028-013 ○ Lighting at the crossings

The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.

A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-028-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

BRUCE AND PATRICIA BROWN

RESPONSES

P-028-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-028-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-028-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

BRUCE AND PATRICIA BROWN

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-028-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-028-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

BRUCE AND PATRICIA BROWN

RESPONSES

P-028-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-028-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-028-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

BRUCE AND PATRICIA BROWN

RESPONSES

P-028-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-028-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

P-028-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-028-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-028-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-028-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

Online Survey Tool

From: David Brezynski, Seattle
Sent: March 17, 2016
Comments:

P-029-001 Please please please construct an interim trail so we can make use of this wonderful resource as soon as possible. We can't wait years!

RESPONSES

P-029-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Rick Butzberger

Address:

City, State, Zip: Kirkland

Email Address:

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-030-001 Thanks for all the work - the sooner we can do this the better. I don't have any preference on the

P-030-002 alternatives, as long as wetlands and streams have minimal impacts.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- ● Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ● Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ● Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

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How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

RICK BUTZBERGER

RESPONSES

P-030-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5.*

P-030-002 *Chapter 6 discloses the trade-offs between alternatives, included potential effects on wetlands and streams. Chapter 4 describes how these trade-offs were considered in identifying the Preferred Alternative. In considering effects on wetlands and streams, King County often had to balance these impacts against impacts to forested hillsides. As the project moves forward to design, opportunities to minimize impacts to wetlands and streams will still be considered along with other design criteria. Any unavoidable impacts to streams and wetlands will be mitigated consistent with local critical areas ordinances and Department of Ecology standards.*

From: Rebecca Byus- Homeowner;
3719 Lake Washington Blvd N, Renton, WA 98056
To: Eastside Rail Corridor Regional Trail Project
Re: Open Comment Period for ERC Trail Draft Master Plan and EIS

Thank you so much for all your efforts to work with our community while providing a trail system for the entire city to enjoy for many many years to come. I am so excited to see the finished trail and am so happy to be along the corridor.

P-031-001 I know there I a lot of support for the on-rail bed alternative, as am I but am concerned about the proximity of it near and around my area . I am hoping there will be accommodations for parts along the corridor. There are some "pinch points" along the path that create issues. Specifically I am referring to the 3600- 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA . These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

I definitely support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to somewhat meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

The final design needs to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors .

RByus 3/25/16

RESPONSE

P-031-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

From: David Caldwell <dave.caldwell111@gmail.com>
Sent: Thursday, March 17, 2016 8:40 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail Comments

P-032-001 King county should be laced with bike trails and fast light rail. Population density will exceed our ability to move without urbanized transit. Cars are not going to be a viable transport means for able bodied people. For livable cities centers of Seattle, Bellevue, Kirkland, Bothell, Renton, etc should be pedestrianized. Cars are OK for getting to more rural places but should be parked at the edge of urban centers.

The Eastside rail corridor can be a valuable start to that end.

Thanks for looking to the future
David Caldwell
Seattle

Sent from my iPhone

RESPONSES

P-032-001 *Thank you for sharing your support of trail development and transit. King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Sound Transit works with local agencies and governments, and stakeholders to evaluate and plan for light rail expansion in the region as described in Chapter 1. In September 2014, Sound Transit published a study evaluating several types of high-capacity transit services on the ERC, including light rail, available at* http://www.soundtransit.org/node/10915.

COMMENT FORM

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You may also email comments to: **erctrail@kingcounty.gov.**

Name: Sterling Cassel

Address:

City, State, Zip:

Email Address: sterlingrolfing@gmail.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-033-001 I would like to see the trail opened to the public as soon as possible to promote alt commuting options (i.e. biking + walking). Especially from Slater to NE 145TH St as it connects with Sammamish River Trail / Burke Gilman

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
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- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- O Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- O Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

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How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

STERLING CASSEL

RESPONSE

P-033-001 *Thank you for your support and input on the Eastside Rail Corridor (ERC) Master Plan process. In developing a regional trail in the Valley Segment, King County envisions a phased development with the initial focus on connecting east from Totem Lake to the Spur in the vicinity of the intersection of Willows Road and NE 124th Street, consistent with your suggestion. The second phase would be a connection up to the NE 145th Street. A detailed discussion of phasing is provided in Chapter 5 of the Final Master Plan and EIS.*

Connections to the Sammamish River Trail will continue to be evaluated outside the context of the current Master Plan. King County will be considering a connection along the south side of NE 145th Street. A connection at this location is shorter than a comparable connection along NE 124th Street. We look forward to discussing these connection opportunities further in the future.

From: Mark Clausen <mclausen@clausenlawfirm.com>
Sent: Monday, March 28, 2016 9:53 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail Comment

P-034-001 I support the Eastside Rail Corridor going forward. It will have significant benefits for commuters, families, cyclists and communities. The heavy use of the Sammamish River Trail, Burke-Gilman, Green River and Cedar River trails show the popularity and benefits of expanding our trail system.

P-034-002 This project should be prioritized and should use on-bed rail construction. Please do not delay construction.

Thanks.
Mark Clausen

RESPONSES

P-034-001 *Thank you for sharing your support for the trail in the Eastside Rail Corridor.*

P-034-002 *Thank you for sharing your support for the On-Railbed Alternative. King County has identified the On-Railbed Alternative as the Preferred Alternative in most of the corridor.*

In November 2015, the King County Council approved the phased removal of rails and development of interim trail. For the Lakefront and Wilburton segments, that work will begin in 2016 and continue into 2017.

The timeline for completing the final ERC trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail.

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Michael S. Conklin

Address: PO Box 2763

City, State, Zip: Renton, WA

Email Address: msconklin@yahoo.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-035-001 I like it. Let's move forward.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- ○ Postcard
- ○ Newspaper ad
- ○ Website
- ○ Notice of Availability
- ○ Email
- ○ Word of mouth
- ● Other, please specify: Cascade Bike Club

Was the location and time of the Open House convenient for you?

- ● Yes
- ○ Somewhat
- ○ No
- ○ Don't know / no opinion

Did you find the Open House informative?

- ● Yes
- ○ Somewhat
- ○ No
- ○ Don't know / no opinion

Additional comments:

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ● Email
- ○ Mail
- ○ Website
- ○ Community meetings
- ○ Briefings for your organization
- ○ Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

MICHAEL CONKLIN

RESPONSES

P-035-001 *Thank you for sharing your support of the trail in the Eastside Rail Corridor. The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail.*

Online Survey Tool

From: RJ Conn
Sent: March 28, 2016
Comments:

P-036-001 Please use on-bed trail placement as much as possible for long-term benefit and lower initial build-out cost. Over-crossings of major arterials much preferred to rapidly-degradable underpassage. Consider use of 'corkscrew' ramps to one or both ends of requisite overpassage. Reference their use at 'Golden Ears' Bridge in Vancouver BC area and around Madison WI.
Do maintain high Wilburton trestle for scenic as well as historic value, but plan for ground-level alternate route to be included, both for fearful cyclists, pedestrians, as well as equestrians.

P-036-002 Play nice with Sound Transit LINK plans for Bel-Red corridor, minimizing potential rail crossings, but allow maximum access to LINK stations. And consider a spur/connector extending out Bel-Red Link/Greenway toward Overlake to allow better access to East Bellevue/South Redmond commercial areas.
BTW, attempts to click onto kingcounty.gov/erc sites result in 404 error messages. Not helpful for reviewing specifics in detail.

RESPONSES

P-036-001 *Thank you for sharing your support of the On-Railbed Alternative.*

Final design of grade separated crossings along the ERC will consider operational and safety elements as well as cost implications. The final design of any grade separated crossing, including the design of ramps, will need to consider available space, existing infrastructure, utilities, and traffic signals. Best practices from other nonmotorized crossings will be considered as part of the final design phase.

Thank you for your support of the Wilburton Trestle as an iconic part of the ERC. Some of the access points discussed in Chapter 4, combined with on-street improvements by the City of Bellevue, could allow trail users to enter or exit the trail if they did not wish to cross the trestle. These opportunities will be considered, in collaboration with the City of Bellevue, as design moves forward. Equestrian use on the regional trail is not proposed.

P-036-002 *King County is and will continue to work with Sound Transit and other stakeholders as light rail is planned for and expanded near the ERC. The ERC trail is intended to connect trails, nonmotorized routes, and neighborhoods along the corridor. Additional access points will be developed during future design phases, in collaboration with the local jurisdiction(s) and will be carefully designed to reduce the likelihood of conflicts between trail users.*

We apologize that you encountered a website or internet issue. We have checked and the kingcounty.gov/erc path directs to main web page, alternately accessed by typing in http://kingcounty.gov/services/parks-recreation/parks/capital-improvements/erc.aspx.

From: Tom Dahlby <thomasdahlby@yahoo.com>
Sent: Monday, March 28, 2016 9:47 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Resident Response to Draft Master Plan for Eastside Rail Corridor Trail

Dear King County Executive and Council:

P-037-001 As 44-year residents of Mountain View Avenue in Renton we are in firm support of the "on rail bed" proposal for the use of the Eastside Rail Corridor.
In our research, we've determined the "on rail bed" is the best of the options proposed as it limits negative environmental impact and destruction to the ridgeline.

This option achieves the following successes:

1. Protects our vital wildlife, including the bald eagle population that has significantly regenerated in the area through protection the past 20 years.

2. Shares waterfront experience and beauty with our community in a way that provides benefit to others with the least amount of destruction to property owners.

In development of the "on rail bed" option, we request the following points be thoroughly considered:

P-037-002 1. Pedestrian safety – with the increased use of the wearing of headphones by walkers, we are concerned about dangerous pedestrian/vehicle accidents.

P-037-003 2. Litter control on the trail.

P-037-004 3. Restroom availability for walkers on the trail.

P-037-005 4. Landscape screening between Mountain View Avenue North and the "on rail bed" trail to maintain a natural separation between the trail and private property.

P-037-006 5. Parking – we want to maintain parking on the east side of Mountain View Avenue for resident parking only.

Thank you for your consideration.

Thomas & Kathleen Dahlby
425-891-3775

TOM DAHLBY

RESPONSES

P-037-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment near your neighborhood, King County has identified the On-Railbed Alternative as the Preferred Alternative.*

P-037-002 *Safety is also a priority for King County. The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-037-003 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

P-037-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" Five potential gateway locations are identified in Figure 3-11 and discussed in more detail in Chapter 4. In the Lakefront Segment, a gateway concept is described in the vicinity of May Creek. In addition to gateways, trail users could use facilities at the existing parks along the Lakefront Segment.*

P-037-005 *Chapter 6 describes the potential impacts to privacy that could occur along the ERC. Opportunities to reduce impacts to privacy will continue to be considered through the final design phase of the project. Where impacts are unavoidable, the County may consider vegetation plantings and fencing to protect privacy where there is enough space to do so without affecting the trail.*

P-037-006 *It is important to note that the residential parking occurring on the east side of the railbed in the vicinity of Mountain View Drive is occurring on the King County-owned corridor. However, the trail planning envelopes presented in the Master Plan do not affect this existing use.*

To: ERCtrail@kingcounty.gov
From: Dayton P. Dennison
Marilynn Dennison
3717 Lake Washington Blvd N
Renton, WA. 98056

Re: Comments about the ERC Trail Draft Master Plan and EIS

First of all, we want to stress that our communities are enthusiastic supporters of the trail. If we do this right, it can be a win – win for the entire region.

P-038-001 Although there is much support for the on-rail bed alternative, there certainly needs to be accommodation for some anomalies along the corridor. There are too many "pinch points" along the path that need to be addressed. **We would call your attention to the 3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA.** These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

We support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to somewhat meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

Simply put, any design has to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

RESPONSE

P-038-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

To: ERCtrail@kingcounty.gov
From: Dayton P. Dennison
Marilynn Dennison
3717 Lake Washington Blvd N
Renton, WA. 98056

Re: Comments about the Master Plan and Draft Environmental Impact Statement

P-039-001 **ON-RAILBED IS THE PREFERRED OPTION:**

I endorse the "On-Rail bed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Rail bed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-rail bed alternative. *However, there has to be assurance that in certain locations, accommodation is made for those residences that will be affected because of their close proximity to final placement of the trail. In those instances this would require some slight meandering with the on-rail bed option.*

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-039-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-039-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-039-004

- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-039-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-039-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-039-007

- Safety:
  The Master Plan makes many references to safety but omits or fails to consider certain elements
  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-039-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-039-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-039-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-039-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-039-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-039-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-039-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

DAYTON P. DENNISON AND MARILYNN DENNISON

RESPONSES

P-039-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

In several places in the Lakefront Segment where the On-Railbed Alternative is very close to an adjacent lane and residences, the planning envelope has been widened by an additional 5 to 10 feet. This will allow additional flexibility during design to create some buffer that will improve trail experience.

P-039-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-039-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

DAYTON P. DENNISON AND MARILYNN DENNISON

RESPONSES

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-039-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-039-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-039-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

DAYTON P. DENNISON AND MARILYNN DENNISON

RESPONSES

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-039-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-039-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-039-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

DAYTON P. DENNISON AND MARILYNN DENNISON

RESPONSES

P-039-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

P-039-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-039-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-039-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-039-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

Online Survey Tool

From: Al Diamond
Sent: March 2, 2016
Comments:

P-040-001 Please consider a connection between the main trail and the spur toward Redmond in the vicinity of NE 124th Street.

These planned trails run close together north of 124th Street, but are separated by a hillside with no direct connection between them all the way from Willows Road (near 124th) to 145th. The lack of a trail connection across this gap would force people traveling between northern Kirkland and Redmond to either go far out of their way or ride in traffic to take a more direct route.

A trail along the side of Willows Road, from the point where Willows diverges from the spur trail up to where it intersects the main trail, could be an effective bridge for this gap; there might not be room without extensive earth-moving, though. It may also be possible to build a suitable trail connection somewhere near NE 124th Street. The existing bike lanes are a scary ride even for an experienced rider like me, just too close to fast-moving or high-revving traffic. A trail along the north side would have to contend with at least one uncontrolled driveway crossing. Maybe splitting the difference and going around the lots northwest of 124th/Willows is the answer. Or maybe there's a solution that crosses 124th west of Willows and uses the land southwest of 124th/Willows. All these options and any others possible to provide a reasonably direct trail connection between northern Kirkland and Redmond, should be considered.

RESPONSES

P-040-001 *Thank you for your support of a connection between the Main Line and Spur near NE 124th Street and near Willows Road. Chapter 4 of the Master Plan describes that more than one connection may be developed because of the value that connections in different locations may have for improving options for trail users. Chapter 5 describes a phasing strategy in which the connection along Willows Road would be the first priority for trail development in the Valley Segment. An on-street connection along NE 124th Street between the Spur and Sammamish River Trail may also be developed.*

From: Jim Dougherty <jdougherty@g-o.com>
Sent: Monday, March 28, 2016 9:36 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail Comments

Greetings!

P-041-001 I am writing as a cyclist who uses the portion of the Eastside Trail from Renton to the I-90 Bridge Trail on a fairly regular basis to commute to work in Seattle. Please make every effort to preserve and improve this important piece of cycling infrastructure…especially as WSDOT makes efforts to widen I-405 between Bellevue and Renton. I would utilize the trail extending north for recreational and errand purposes as well, so I support the remainder of the trail project as well.

Jim Dougherty Renton

RESPONSES

P-041-001 *Thank you for sharing your support for the ERC trail. King County Parks has already initiated coordination with WSDOT about the I-405 widening as it relates to the existing Lake Washington Loop Trail and future ERC trail south of I-90, as well as the missing bike/pedestrian bridge across the southbound lanes of I-405 further north. Both agencies have an interest in maintaining the cycling infrastructure. As this coordination progresses, more information and details will be released to the public.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Bob Elliot

Address: 300 Renton Ave S

City, State, Zip: Renton, WA 98057

Email Address: elliotwa@msn.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

General comments – other side

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- ☒ Newspaper ad
- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

P-042-001

The proposed link between Redmond + Woodinville is redundant. We already have a K.C. regional trail along the Sammamish River. This seems a poor use of tax money (or even grant money).

On the other hand, the southern terminus falls short of Renton proper. I realize Boeing still uses these tracks, but a suitable connection into Renton + the Cedar River Trail, then west into Tukwila with connections into the Interurban, Green River, + Springbrook Creek Trails is needed. We should complete missing links rather than build new redundancies.

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ☒ Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

BOB ELLIOT

RESPONSES

P-042-001 *Chapter 5 of the Final Master Plan and EIS presents an implementation strategy for the ERC trail. As you point out, the Main Line and Spur in the Valley Segment are somewhat redundant with the Sammamish River Trail and have been identified as the lowest priority for implementation. In the Long-term, as the regional continues to grow, King County Parks does intend to develop all portions of the ERC into a regional trail.*

King County Parks also agrees that the connection south of Milepost 5.0 in the Lakefront Segment is very important to realizing the full potential for regional trail connectivity. Discussions with the City of Renton are ongoing.

From: Douglas Engle <doug.engle@escrail.org>
Sent: Thursday, March 31, 2016 2:52 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: ERC Feedback

I see three major issues with King County's approach to the opportunity presented with the ERC.

P-043-001 1. NO economic analysis or alternative rail uses of the corridor were EVER done - it was always a trail only, which is quite an assumption given the number one issue in the region is traffic congestion, NOT another trail. All five of the most analogous corridors to in the U.S. have both an operating railroad AND a trail. For King Co to totally ignore the economic impact and potential dual use is a dereliction of duties to the general public. It is also pandering to the Seattle bicycle community for their votes.

P-043-002 2. An existing trail is generally within a quarter mile running the same direction. There are no studies, no cost estimates, no evaluation of any alternatives, an not comparative analysis of such alternatives to widen existing trails from 8' to 12'.

P-043-003 3. KingCo has abdicated all rail considerations to Sound Transit, who owns the non-exclusive high capacity rail corridor rights in KingCo and not in SnoCo. The voters approved $50M for a public private partnership for this corridor in ST2. It is seriously unfortunate that the Great Recession occurred as the money was reallocated to other needs. None the less, ST3, at this time, will only "study" Totem Lake to Bellevue and nothing south to Renton or further to Tukwilla to complete the southend loop around the lake. Given the overwhelming comments online AGAINST ST3, it is unlikely that the public will approve the costs for 25-years-PLUS. Does this diminish the value of the corridor for a public private partnership to develop commuter transit WITH a trail?

How much money will it take to expose this King County farce of a process that started with the conclusion in hand.

Douglas Engle, MBA, CBI
Manager
Eastside Community Rail, LLC
425-891-4223
Member IBBA

DOUGLAS ENGLE

RESPONSES

P-043-001 *Thank you for your comments. We respectfully disagree with the assertion that no economic analyses or alternative rail uses of the corridor were ever done. The Master Plan and EIS build on multiple prior studies of the Eastside Rail Corridor (ERC): a 2007 Puget Sound Regional Council (PSRC) study, a 2008 Sound Transit/PSRC commuter rail feasibility study, and a 2014 Sound Transit high-capacity transit study. The 2007 PSRC study in particular evaluated five different scenarios: Trail only; trail with current rail; trail with increased rail; trail with commuter rail; and trail with high capacity transit. That study concluded (see Executive Summary section at page 7) that the ERC was not a strategic regional or state rail corridor, but that it should be preserved and that best use of the corridor was as a trail with the potential for future transportation use (light rail or other high-capacity transit). Sound Transit's subsequent 2014 high-capacity study initially screened 11 different scenarios including heavy rail, light rail, bus rapid transit, and non-motorized trail, and ultimately evaluated eight alternatives against sixteen different performance measures. And when BNSF sought permission to abandon the ERC in 2008, effectively triggering the railbanking process under 49 C.F.R. Chapter 1152.29), it did so specifically because BNSF determined that it was no longer economic to operate the ERC as a freight railroad (see page 4-7 of BNSF's Petition for Exemption in AB-6 Sub-No 465X, filed with the federal Surface Transportation Board on August 11, 2008).*

These studies and facts form the backdrop for the Master Plan and EIS, which address trail development within the railbanked portion of the ERC. The railbanked status preserves the railroad right-of-way for potential freight rail re-use in the future, should bona fide demand or need emerge. In planning for a trail, King County Parks is establishing an approved "interim use", as intended by the National Trail System Act, 16 U.S.C. 1247(d), and fulfilling its duties as "interim trail sponsor." The potential for transportation use is assured because Sound Transit holds a high-capacity transportation easement over the main line from Renton to Woodinville, as well as easements in Redmond, and also owns outright a roughly 1-mile segment of the main line in Bellevue.

As described in Section 1.2, the vision for the corridor is to enhance regional mobility and connectivity, support utility infrastructure needs, and provide recreational opportunities. The vision for the trail is to create an exceptional trail within the context of the broader vision for the corridor. The Draft Master Plan and EIS explored two alternatives for locating a trail in the ERC that represent different approaches to the potential future use of the corridor for transit, utilities, or both, in addition to trail. In identifying a Preferred Alternative for the Final Master Plan and EIS, King County Parks considered these potential future uses. In areas where Sound Transit has plans for transit use or PSE has plans for improvements, King County has identified the Off-Railbed Alternative as the Preferred Alternative. Where there are no present plans by Sound Transit or other partners for uses in the corridor, King County has typically identified the On-Railbed Alternative as the Preferred Alternative, which is the most cost-effective and least environmentally impactful location to place the trail. Placing the trail on the railbed would not preclude other uses from locating there in the future and relocating the trail, but King County cannot predict or plan for those demands at this time.

DOUGLAS ENGLE

RESPONSES

P-043-002 *While there may be trails in varying degrees of proximity to the ERC in for short stretches along its length, there are no contiguous north-south trails or other contiguous right-of-ways well-suited to nonmotorized transportation and running from Woodinville to Renton on the Eastside. The ERC is unique in that it provides an opportunity to connect existing regional trails throughout Eastside communities, establishing a continuous network of public nonmotorized recreation and active transportation facilities in the region. This network would serve an aggregate population of over 350,000 citizens within the Eastside alone, and well over 1 million when considering users who could access the ERC from its connections to communities west of Lake Washington.*

The ERC trail would present recreation opportunities and provide transportation options. The Eastside is served by some of the region's best trails—the Sammamish River Trail, I-90/Mountains to Sound Greenway Trail, Cedar River Trail, and SR 520 Trail—that connect pieces of the region. Trails are an important component in the transportation system for people who commute by nonmotorized transportation options such as walking, running, or bicycling. The ERC would bring all of these trails together into a connected network, increasing both nonmotorized transportation options and recreation opportunities on the Eastside.

Because of this tremendous long-term public benefit, the Master Plan and EIS envision full build out the trail in all portions of the railbanked ERC. However, the final document also describes potential phasing of implementation that, among other things, considers trail system redundancy. Specifically, the phasing strategy for the Valley Segment considers the availability of the existing Sammamish River Trail and the parallel nature of the Main Line and Spur, and discusses implications on how the trail could be developed. The phasing strategy for the Lakefront Segment considers proximity to the Lake Washington Loop Trail and timing of I-405 widening efforts that could impact this parallel trail. These phasing strategies are presented in Chapter 5 of the Final Master Plan and EIS.

P-043-003 *King County is the designated interim trail sponsor for railbanking purposes. While, as a general matter, railbanking allows a trail sponsor to incorporate other uses into a railbanked corridor along with a trail, in this case the negotiated allocation of property rights has resulted in Sound Transit holding a high-capacity transportation easement (and outright ownership of roughly 1 mile) for light rail or other transportation uses. Whether and how to implement those rights are Sound Transit's decisions, not King County's. King County cannot speculate on the outcome of Sound Transit's ST3 ballot measure. The outcome of ST3 will not diminish the value of a regional trail on the ERC or the potential for multiple uses in the future. King County believes this regional trail will be an effective connector benefiting many of the Eastside's largest communities. Regardless of the outcome of ST3, Sound Transit will continue to hold an easement in the ERC that could be exercised in the future, including through public-private partnerships if Sound Transit chooses to pursue that option.*

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You may also email comments to: **erctrail@kingcounty.gov.**

Name: Shawn Etchevers

Address: 4119 107th Pl NE

City, State, Zip: Kirkland WA 98033

Email Address: setchev@comcast.net

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-044-001 Good transportation is: VERY fast, well connected to major nodes w/parking. Not slow buses or trains over long distances.

P-044-002 Pls NO multiple uses on the Corridor

P-044-003 • Use the Woodinville-Redmond RR spur for BRT or LR.

P-044-004 • Create/connect non-motorized trails between cities.

P-044-005 • Listen to local people

P-044-006 • Establish/build alternative North-South Corridors to reduce traffic on I-405

Please share your comments on the Draft Environmental Impact Statement.

P-044-007 Avoid/Minimize tree destruction and plant thick green areas around base or industrial/residential areas along the trail

Continued on reverse side

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- O Other, please specify:_____

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- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
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Additional comments:

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How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

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- O Other, please specify:_____

CONTACT US

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Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

SHAWN ETCHEVERS

RESPONSES

P-044-001 *Thank you for your input. The Master Plan is the first step towards planning, environmental review, design, and construction of a nonmotorized trail in the corridor. One of the objectives of the Master Plan is to connect Eastside communities, which includes linking the regional trail to transit options.*

P-044-002 *The Final ERC Regional Trail Master Plan and EIS present the Preferred Alternative for developing a regional trail. Sound Transit and PSE each have easements along the entire corridor. Sound Transit also owns a 1.1 mile section of the ERC in the City of Bellevue. Potential future uses in the ERC could include transit and utilities.*

P-044-003 *Sound Transit has the decision making authority for the potential of light rail or bus rapid transit in the ERC.*

P-044-004 *A primary objective of developing a regional trail on the ERC is to connect non-motorized trails between cities. The corridor has the potential to create connections between several trails such as the Cedar River Trail, I-90/Mountains to Sound Greenway Trail, SR 520 Trail, and Sammamish River Trail.*

P-044-005 *King County appreciates and will continue to engage the community as described in Section 1.4 of the Final Master Plan.*

P-044-006 *King County is working to plan and develop a nonmotorized trail, which could encourage some people to use different modes to commute along the I-405 corridor. WSDOT is responsible for projects on I-405.*

P-044-007 *In identifying the Preferred Alternative, King County Parks considered the amount of clearing that would be required. Additional information is provided in Chapter 4 as the rationale for identifying a Preferred Alternative in each of the four major segments is discussed. As the design process progresses, King County will look to minimize impacts to trees and vegetation. Please see Chapter 6 of the Final Master Plan and EIS for an updated discussion of potential effects to vegetation with the Preferred Alternative.*

From: Christine Fergen <cfergen@comcast.net>
Sent: Saturday, March 26, 2016 10:26 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

Dear Sirs,

P-045-001 I would like to encourage the county to adopt on on-rail option for the ERC trail. This would seem like the logical option to pick as it is less expensive and fewer trees would have to be removed to build it, as opposed to the off-rail option. I live right next to the existing railroad in the Pleasure Pt area and often we see eagles in those tall evergreens near the railroad. Despite the negative aesthetics of having the area denuded of the trees, it would be a shame to cut down eagle habitat.

P-045-002 Of concern also, is the ability of the people using the trail to easily come onto our property. I would hope that some kind of vegetation and/or split rail fence would be put into place to discourage this from happening. I would also hope that the public would have some say in which kind of fencing and/or retaining walls are used before that decision is made.

P-045-003 I would hope the issues of parking, access points and bathrooms would be addressed also. Parking is tight in our neighborhood. I would think some designated parking for trail users would be appropriate.

P-045-004 Another concern is the issue of trail users always having the right of way. When I have used the trail around east Lake Sammamish, I have seen many instances where there are small stop signs for the trail users when the trail crosses a road that leads into a development. Most bike riders don't stop, but at least these signs make them look closely to see if any cars are coming. I would encourage you to put a stop sign for the trail users at the entrance to our development on Pleasure Pt. Ln.

Thanks for considering my concerns.

Christine Fergen
5483 Pleasure Pt. Ln. S.E.
Bellevue, WA 98006

CHRISTINE FERGEN

RESPONSES

P-045-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of the Pleasure Point area is the On-Railbed Alternative.*

P-045-002 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-045-003 *Please note that access includes locations where people can access the trail on foot or by bicycle—not just where people can park. Chapter 3 of the Master Plan also identifies four types of potential access points: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles in Volume 2 of the Master Plan. Within the Lakefront Segment, there are many access points to the ERC. Gateways are a specific type of access with parking and typically more amenities.*

The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 and discussed in more detail in Chapter 4. In the Lakefront Segment, the Final Master Plan and EIS describes the gateway at May Creek more detail. This gateway is expected to provide at least 20 parking stalls.

Additional opportunities on publicly-owned property in the Lakefront Segment are limited, and many neighbors have voiced objections in an October 2015 open house to siting such facilities near the neighborhoods. As the project moves forward in design, the County will continue to seek opportunities through property acquisition to develop additional parking near the corridor. In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right of way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*
- *In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher*

CHRISTINE FERGEN

RESPONSES

In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.

P-045-004 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

Online Survey Tool

From: Paul Fergen
Sent: March 25, 2016
Comments:

P-046-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the Off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

P-046-002 Although I suport the on-railbed alternative, I request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

P-046-003 The Master Plan also needs to address additional significant issues in the development of a world class trail. These issues include: Major access points, specified parking, facilities, connections to other trails and safety. Additionally, as a resident adjacent to the trail, I believe it is imperative to provide an obvious separation of the trail from residential properties to remind trail user to remain on the trail. This could be accomplished by a variety of measures including vegetation and fencing. In areas where retaining walls, vegetation and fencing are to be added, I would suggest that the adjacent landowners be consulted before developing the final plan.

PAUL FERGEN

RESPONSES

P-046-001 *Thank you for sharing your support for the On-Railbed Alternative. King County has identified the On-Railbed Alternative in most areas of the corridor based in part on reduced impacts, costs, and retaining walls.*

P-046-002 *The Master Plan is the first step towards planning, environmental review, design, and construction of a nonmotorized trail in the corridor. By establishing a wider planning envelope, King County is allowing some flexibility for the future design. Private use of this public property, whether existing or new, must be permitting through King County Parks. Requests will be reviewed for consistency with Parks policies and standards.*

P-046-003 *Please note that access includes locations where people can access the trail on foot or by bicycle—not just where people can park. Chapter 3 of the Master Plan also identifies four types of potential access points: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles in Volume 2 of the Master Plan. Within the Lakefront Segment, there are many access points to the ERC. Gateways are a specific type of access with parking and typically more amenities.*

The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 and discussed in more detail in Chapter 4. In the Lakefront Segment, the Final Master Plan and EIS describes the gateway at May Creek more detail. This gateway is expected to provide at least 20 parking stalls.

Additional opportunities on publicly-owned property in the Lakefront Segment are limited, and many neighbors have voiced objections in an October 2015 open house to siting such facilities near the neighborhoods. As the project moves forward in design, the County will continue to seek opportunities through property acquisition to develop additional parking near the corridor.

Regarding separation from residential properties, King County typically constructs fences to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards. King County does not typically construct fences as a security measure for adjacent property owners. If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

King County appreciates and will continue to engage the community as described in Section 1.4 of the Final Master Plan.

From: Monica Fix
3007 Mountain View Ave N
Renton, WA 98056
Sent: March 29, 2016
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-047-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

OTHER CONCERNS:

P-047-002 I live on Mountain View Avenue N., Renton, WA adjacent to the ERC trail. Our neighborhood is a supporter of a World Class Trail, and find that the interim trail plan does not adequately address many of the concerns of our neighborhood.

P-047-003 1. The interim trail must form a pedestrian connection to the existing pedestrian path Gene Coulon Park at the north end of the Park, and south end of Mountain View Avenue N. We request that this connection take place south of the current north gate to the Park, and that the north gate be permanently closed. We will be taking this request concurrently to City of Renton. Our neighborhood has long been concerned about the safety of walkers and joggers who stroll down the middle of the street, often at dawn and dusk, in dark clothing, without reflectors, often wearing headphones.

P-047-004 2. Bike linkage must be created on the interim trail to Lake Washington Boulevard (LWB) This could occur via signage at the 33rd street intersection with LWB, or via the existing ramp south of "Mile 5" via some agreement with BNSF.

P-047-005 3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. This is especially true based on the type of gravel you plan to lay. Most of our bikers are road bikes and will find it very dangerous to ride of the larger gravel you are planning. The turn off from LWB on to Mountain View will allow no more than 1 car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.

P-047-006 4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment. We have picked up litter on Lake Washington Blvd, as volunteers for over 10 years. We pick up bags of litter to keep our neighborhood nice. Right now the rail bed is a garbage dump. I certainly hope there will be AMPLE garbage cans and Dog Waste Bag stations, on the trail. Honestly I have a mental picture of your trail becoming a garbage dump. Now, when there is litter too big for us to pick up, dead animals, etc., I have City of Renton contact numbers to call. I very much hope you will provide this type of support.

P-047-007 5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons .

P-047-008 6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.

P-047-009 7. Adequate water and bathroom facilities be provided along the trail.

P-047-010 8. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor.

MONICA FIX

RESPONSES

P-047-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Mountain View Avenue is the On-Railbed Alternative.

P-047-002 *King County is committed to working with the neighborhoods along the corridor as the Master Plan for the ERC is finalized and future design begins. Several of your comments are directed toward development of the "interim trail." We have assumed that those comments are specific to the condition of the corridor after rails and tie are removed and the rail ballast is evened out.*

P-047-003 *The intent of the connection shown on Figure 4-3 of the Master Plan is to provide pedestrian connectivity to the park. While the City of Renton has expressed some concern about park and vegetation impacts that may result from the pedestrian path, King County is confident that a pedestrian path can be designed that minimizes impacts and addresses the City's concerns. King County will coordinate with the City to determine if development of a connecting path could coincide with the removal of rails and ties.*

P-047-004 *The intent of the connection shown on Figure 4-3 of the Draft Master Plan is to provide bicycle connectivity to Lake Washington Boulevard. The timing of this connection is intended to coincide with the development of the paved trail, rather than the interim condition when rails and ties are removed. Thin tire bikes will not typically be using the corridor in this interim condition; however, in the near-term it is conceivable that fat-tired bikes would be routed up to Lake Washington Boulevard at N 33rd Street.*

P-047-005 *Your comments on intersection treatment refer to gravel surfacing and apparently pertain to the interim trail condition. This response describes a process that will be applied to both the interim and final trail conditions because, while the volumes and speeds of use on the interim trail are expected to be substantially lower than those for the final trail, the design principles are the same.*

The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."

MONICA FIX

RESPONSES

P-047-006 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

P-047-007 *We understand your concern about the trees at the south end of Mountain View Drive. As currently shown in Volume 2, the trail planning envelope does overlap these trees and they could be removed. During design, King County will be refining the alignment within the planning envelope and will look for opportunities to save the trees, while balancing other factors such as reducing impacts to the wetland in the vicinity and making the pedestrian and bicycle connections to the south.*

P-047-008 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

MONICA FIX

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-047-009 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-047-010 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

From: Patt Gerken <pattgerken@comcast.net>
Sent: Wednesday, March 23, 2016 8:50 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Trail placement

P-048-001 **ON-RAILBED IS THE PREFERRED OPTION:**
I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:
Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-048-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-048-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-048-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-048-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-048-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-048-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-048-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-048-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-048-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-048-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-048-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-048-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-048-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

Patricia Gerken Newport Shores Resident

PATT GERKEN

RESPONSES

P-048-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-048-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-048-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

PATT GERKEN

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-048-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-048-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-048-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning

PATT GERKEN

RESPONSES

process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-048-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-048-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-048-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-048-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

PATT GERKEN

RESPONSES

P-048-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-048-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-048-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-048-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: PATT GERKEN

Address: 34 DECATUR KEY

City, State, Zip: BELLEVUE, WA 98006

Email Address: pattgerkene@gmail.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

Please see attached

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- ✓ Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- O Email
- ✓ Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ✓ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ✓ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

Please see attached

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

ERC Trail
King County Parks

Comments from the Bellevue Open House

P-049-001 I felt the illustrations were very informative. To me the most shocking was the cost difference between the On-Railbed and the Off-Railbed options. It was hard for me to comprehend how much more expensive the Off-Railbed option would be and how that could be justified.

As a long time Newport Shores resident I would like to give some intake on my view of cyclists. The road outside our neighborhood (118th Ave) is a narrow two lane road that runs from the 405 Exit 10 into the heart of Bellevue. In recent years painted bike lane lines were added. At times there are large quantities of cyclists so I know this is well used. There are times when it becomes frightening if a cyclist veers into the road or a car gets too close.

Earlier this week (article attached) a woman was critically injured when she was struck in the crosswalk on the lake-to-lake bike path right by the I90 bridge. She was thrown 100 feet and left by the side of the road until a passerby spotted her and called the medics. She is in Harborview with life threatening injuries. The road was closed for hours of investigation. Cars in our neighborhood were backed up for blocks in every direction trying to get out to 118th. I ended up working from home that day and for the life of me couldn't figure out what was going on until I watched the news that evening. I wasn't surprised that a cyclist was hit by a car but I was surprised that it was around 6AM when there is very little activity. Even more surprised that the driver didn't stop.

Mixing motorized vehicles and bicycles is an accident waiting to happen. You have the ability to provide a safe environment for both walkers and cyclists. This is a wonderful area for outdoor activities and its great so many people take advantage of the natural beauty and you have the ability to keep people safe.

Please keep the eastside trail simple and don't turn it into a video game like Seattle has done to Broadway and 2nd Ave.

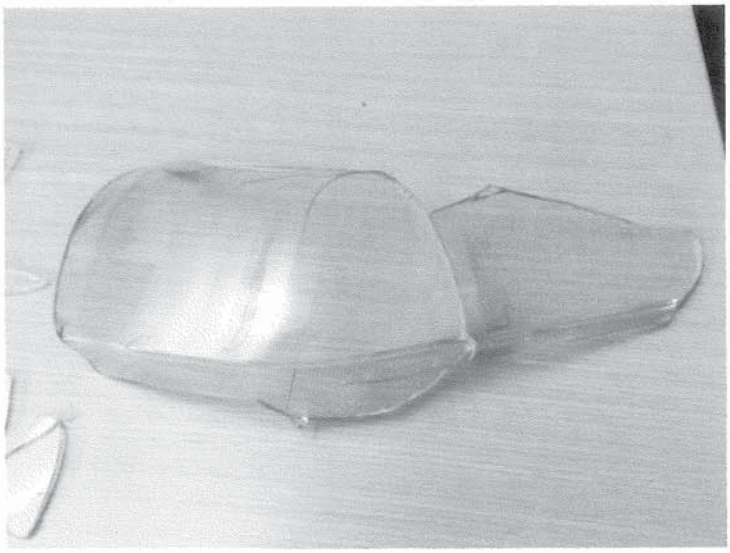
Patt Gerken
34 Decatur Key
Bellevue, WA 98006

BELLEVUEREPORTER.com

PRINT THIS

NEWS

Cyclist seriously injured in Bellevue hit-and-run



The piece of headlight uncovered at the scene of Wednesday's hit-and-run accident. — *Image Credit:*

by ALLISON DEANGELIS, Bellevue Reporter Staff Writer
Mar 23, 2016 at 12:56PM

Police are searching for the driver of a car who hit a North Bend woman on a bicycle early Wednesday morning, leaving her on the side of the road with life-threatening injuries.

The 51-year-old victim was found on the shoulder of 118th Avenue Southeast near the Interstate 90 overpass around 6 a.m. on March 23.

The police investigation revealed that the cyclist was traveling eastbound on the Lake-to-lake- bike path and was crossing at a marked crossroad on the 3400 block of 118th Ave. when she was struck by a vehicle traveling southbound.

The victim was thrown appromixately 100 feet. She was transported to Harborview Medical Center for treatment.

Investigators believe it is possible that the involved driver was unaware that they had struck the cyclist, and are asking that driver to contact them to provide their information. In addition, investigators recovered a piece of a headlight from the suspect vehicle, and are asking for assistance in identifying the year, make, and model of the involved vehicle.

Anyone with information regarding the involved vehicle to contact the Bellevue Police Department at 425-577-5656.

ALLISON DEANGELIS, Bellevue Reporter Staff Writer
adeangelis@bellevuereporter.com or 425-453-4290

PATT GERKEN

RESPONSES

P-049-001 *King County has identified the On-Railbed Alternative as the Preferred Alternative in the Lakefront Segment, including the vicinity of your neighborhood, in part due to lower cost. Ultimately, the ERC trail will offer an alternative to on-street cycling. However, connections along 118th Avenue will likely be important as the ERC trail is developed in phases and also as a long-term connection to a variety of destinations. Safety is and will continue to be a key element in the design decisions. As the project moves forward, King County will coordinate with the City of Bellevue, regarding opportunities to improve safety along and across this street.*

Online Survey Tool

From: Kellie Gillingham
Sent: March 3, 2016
Comments:

P-050-001 As a future resident of the area (near the ERC and I-405), we need pedestrian and cyclist trails in south Bellevue that connect us to other neighborhoods. What I've loved about living in Redmond and central Bellevue is that I don't have to drive my car if I don't want to. This master plan keeps us moving forward.

P-050-002 My biggest concern is that there are other competing and important interests for land, specifically for the widening of I-405. The lakefront segment will be affected by this project, once it is funded.

The expansion of I-405 is inevitable. We need wider roads in addition to pedestrian rights of way in order to address ongoing traffic issues. We need to make public transit easier to access, and the ERC helps that.

P-050-003 We also need to minimize the impact to nearby landowners, adjacent to the ERC and I-405. Specifically with respect to noise and privacy.

P-050-004 My hope is that King county will work with DOT to ensure that retaining and privacy walls are built, and that noise barriers will be used whenever possible.

P-050-005 I'm sure everyone is aware of this, but:
http://www.wsdot.wa.gov/projects/i405/rentontobellevue/default

Thank you for taking my input.

KELLIE GILLINGHAM

RESPONSES

P-050-001 *Thank you for sharing your support for the ERC. King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor.*

P-050-002 *King County and WSDOT will continue to collaborate as both the I-405 Expansion Project and the ERC move forward. Based on our current understanding, the highway expansion will not impact the ERC, but will impact the existing Lake Washington Loop Trail. WSDOT is looking at options to mitigate this impact, including constructing a portion of the ERC trail.*

P-050-003 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on surrounding communities and noise. As the trail project moves forward to design, opportunities to minimize impacts to the environment will still be considered along with other design criteria. Any unavoidable impacts will be mitigated on a case-by-case basis. WSDOT will conduct its own environmental review as part of the I-405 widening project.*

P-050-004 *King County does not typically construct elements such as fences, retaining walls, or privacy walls as a security measure for adjacent property owners. Instead, these elements are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-050-005 *Thank you for sharing the link to the I-405 Project. King County is aware of the I-405 project and is collaborating with WSDOT as both the ERC and I-405 Expansion move forward.*

From: Joe Goeke <joegoeke@gmail.com>
Sent: Monday, March 28, 2016 11:37 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail

P-051-001 While I am an avid cyclist and love all the bike trails, I URGE you to include light rail on the Eastside corridor NOW along with developing a bike trail system in parallel. We need a rail solution on the Eastside YESTERDAY and it's not even in the conversation that I see. Why is this not in the considered???

--JCG
425-442-4617

RESPONSE

P-051-001 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor as described in Chapter 1. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

In September 2014, Sound Transit published a study evaluating several types of high-capacity transit services on the ERC, including light rail, available at http://www.soundtransit.org/node/10915.

Online Survey Tool

From: Steve Gregersen
Sent: March 25, 2016
Comments:

P-052-001 I enjoy cycling and have used the existing bike trail from Renton-Bellevue for years, but I would like to see the Renton-Belleuve-Woodinville rail line used for a new light rail. The right of way is there and we need commuter rail more than we need a long bike trail. The traffic on 405 is aweful and a rail line will work better than adding more busses to the freeway, even if they have an express lane.

Sincerely,
Steve Gregersen

RESPONSE

P-052-001 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor as described in Chapter 1. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

In September 2014, Sound Transit published a study evaluating several types of high-capacity transit services on the ERC, including light rail, available at http://www.soundtransit.org/node/10915.

Online Survey Tool

From: Juan Gutierrez
Sent: March 26, 2016
Comments:

P-053-001 This is an amazing project. I am so happy that this is being implemented. I would love to see this fully connected to Cedar River to complete an amazing loop!

P-053-002 Please make sure that the crossings are safe. If possible, have automatic lights that will strobe whenever a cyclist approaches to alert any incoming cars. It is your duty to protect cyclist and pedestrians--not motorists. Signs that alert users to stay on the right side will be great too, as many pedestrians will hug the trail and make it difficult for cyclists to pass. Finally, signage that reminds dog owners to keep their pets on a leash is also important.

RESPONSES

P-053-001 *Thank you for sharing your support for the ERC. King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor. King County also agrees that the connection south of Milepost 5.0 in the Lakefront Segment is very important to realizing the full potential for regional trail connectivity. Discussions with the City of Renton are ongoing.*

P-053-002 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Marilyn & Clay Hanson

Address: 1555 Union Ave. #31 NE.

City, State, Zip: Renton 98059

Email Address:

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-054-001 I would like to see parking available for biking & walking.

P-054-002 I would also like to leave room for light rail & such.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- [x] Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- [x] Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- [x] Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

_____

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- [x] Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

MARILYN AND CLAY HANSON

RESPONSES

P-054-001 *The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 and discussed in more detail in Chapter 4. Three of the five locations are located on public property (May Creek, North Wilburton, and Tolt Pipeline) and some initial layout and cost estimating have been added in Chapter 4.*

As the project moves forward in design, the County will continue to seek opportunities through property acquisition to develop additional parking near the corridor. In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right of way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*
- *In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher*

P-054-002 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor as described in Chapter 1. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

In September 2014, Sound Transit published a study evaluating several types of high-capacity transit services on the ERC, including light rail, available at http://www.soundtransit.org/node/10915.

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Brett Hartzell

Address: 6611 Ripley Lane SE

City, State, Zip: Renton WA 98056

Email Address: brett.hartzell@cbre.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-055-001 Please put the trail on the existing rail bed.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- O Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- O Yes
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- O No
- O Don't know / no opinion

Additional comments:

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How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ◉ Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

BRETT HARTZELL

RESPONSES

P-055-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative is the On-Railbed Alternative in many sections of the corridor.*

From: HAZEL, GEOFF <gh1276@att.com>
Sent: Monday, March 28, 2016 10:27 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail Comments

P-056-001 Regarding the Eastside Rail Corridor, I would like to put in my 2 cents and urge the adoption of the "on the rail bed" option and prioritize both the timely construction of an interm and permanent trail through the King County sections of the trail.

And yes, although I did get some of that verbiage from Cascade, it actually reflects my opinion.

I live in Bellevue near the rail corridor, and work in Bothell, and would love to be able to ride my bike on a trail all the way from Bellevue to Bothell.

Request Restricted Server support here
http://systemhostingportal.it.att.com/

Geoff Hazel (gh1276)
ATT Unix System Admin Restricted Servers
Cell 425-877-5634

RESPONSE

P-056-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that, for most of the corridor, the Preferred Alternative is the On-Railbed Alternative.*

In November 2015, the King County Council approved the phase removal of rail and development of interim (gravel) trail. Initial efforts should be complete in 2017. The timeline for completing the final ERC trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5.

Online Survey Tool

From: Lizette Hedberg, Redmond
Sent: March 18, 2016
Comments:

P-057-001 ERC -in Kirkland - Please start taking the train track rails out and get going on the trail area. You had the ceremony,now it seems like nothing is happening.

P-057-002 Is our public input really taken serious? Do you have a public web site that you list public input and your response?

P-057-003 Put the trail on the trail bed and make trail width guidelines regulations by using the national trail rules guidelines that are approved. Allow for proper width for all to enjoy and provide a safe travel area -

P-057-004 Input from the community regarding transit possibilities and is it necessary for all along the trail - NO - Other means of transportation should be increased and evaluated. Making it easier to get to the airport -

P-057-005 Along the ERC providing historical stops and learning modules to make it an educational pathway for all ages to enjoy. Have these learning stop interchangeable - so you are showcasing new features about the area.

P-057-006 Advertising the ERC on the movie trailer before movie to reach the neighbors it serves. Plant native plants with learning name tags.

P-057-007 Flashing light at difficult crossing and also on the car road that approach the crossing ...way in advance have the flasher go off move in advance warning about the bike crossing. We have some flashers but they go off to close to the intersection and needs more of a time delay prior to the car approaching.

P-057-008 ERC - find common ground that all shareholders/property owners and public users can come together to agree on the master plan and move forward. Create a win win scenario.

P-057-009 At places where you have to drive to the ERC trail to access - Provide Bathroom areas.- Safe parking, parking for free, clean water & bathroom facilites.

LIZETTE HEDBERG

RESPONSES

P-057-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017. The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5.*

P-057-002 *King County considers all public input provided through the public-input process. All comments from the public and stakeholders and responses from the County can be found on the ERC website (http://www.kingcounty.gov/services/parks-recreation/parks/capital-improvements/erc.aspx).*

P-057-003 *Thank you for sharing your support of the On-Railbed Alternative. The minimum requirements for the trail are defined in national, state and local standards and guidelines that represent best practices for safety, sustainability, and trail experience. The ERC trail will be designed according to guidance from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, as described in Chapter 3. The proposed trail width also considers the potential to separate uses on the trail and to meet strong anticipated demand. The Master Plan recommends a 12- to 14-foot wide asphalt path with a 2-foot gravel shoulder and 1-foot clear zone on one side and a 6-foot gravel shoulder and 1-foot clear zone on the other side (shown on the figure on page 3-7 of the Draft Master Plan).*

P-057-004 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Sound Transit works with local agencies and governments, and stakeholders to evaluate and plan for light rail expansion in the region as described in Chapter 1.*

P-057-005 *Thank you for your suggestion. Trail amenities, such as interpretive or educational installations, will be determined in future design phases of the project.*

P-057-006 *Thank you for your suggestion. King County will consider this approach for public outreach during the upcoming design phase. Providing learning opportunities, such as plant name tags, will also be considered at that time.*

P-057-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

LIZETTE HEDBERG

RESPONSES

P-057-008 *Thank you for your suggestion. King County considers input from all stakeholders to balance both the impacts and benefits of the ERC trail.*

P-057-009 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan. King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.*

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.

Online Survey Tool

From: Zach Hekker, Seattle
Sent: March 18, 2016
Comments:

P-058-001 I am fully supportive of this plan, but I would like to see action taken to open sections as soon as possible. If we wait to build the trail until all the fighting over Bellevue light rail takes place we will never get to enjoy this great trail.

Thank you all for your hard work. I cannot wait to enjoy the new route.

Cheers!

ZH

RESPONSES

P-058-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

Online Survey Tool

From: Eric Helmreich
Sent: March 24, 2016
Comments:
Hello and thank you for the opportunity to comment.

P-059-001 I live in Renton and have reviewed the south lake aspects of the plan. I think the connection to Gene Coulon park is excellent. it is a good location and it is an easy walk to the rest of the landing, shopping, nightlife, etc. I am very excited about the ability to take a train to woodinvale. I think this is a great project that can't be completed soon enough. I do hope there will be enough convenient parking at the train station near the park. Other than that, all of my concerns are addressed and I am very pleased with these transportation improvements.

Thank you.

RESPONSE

P-059-001 *Thank you for your support of the ERC trail and the envisioned connections to the south. It is unclear if your comments about trains are specifically referring to light rail. The Master Plan is the first step in the planning, environmental review, and design process for the trail only. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Sound Transit works with local agencies and governments, and stakeholders to evaluate and plan for light rail expansion in the region as described in Chapter 1. The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

From: Bill Herman <bill.herman62@gmail.com> on behalf of Bill Herman <bill@summerhours.com>
Sent: Monday, March 28, 2016 10:33 AM
To: Eastside Rail Corridor Regional Trail Project
Cc: 'Clint Chapin'; 'Cliff Chirls'; kjcearns@yahoo.com; hylandcpa@msn.com
Subject:Eastside Rail Corridor Trail Comments

P-060-001 I agree with Cascade Bicycle's sentiment to build it now and save money. Here is where I differ with their simple analysis

P-060-002 **Prioritization** – The segments North of NE 4th St would provide the missing link necessary to integrate so many trails into a network and it needs to be prioritized. The existing Lake Washington Route south of NE 4th is a good substitute for the southern portion of the ERC. The north end has the Sammamish River trail. There are no good alternatives to this middle section. The trail N of NE 4th has a multiplier effect by creating a network. It would connect the Kirkland corridor, 520 trail and connecting the Lake Washington Route and the I90 trail.

P-060-003 **Doing it Right Will Cost Less than Doing it Cheap** – The draft plan is right on when making some value judgements. For example I whole heartedly agree with the following analysis.

> **NE 4th and NE 6th Streets**
> In considering these crossings, cost is an important factor, with grade-separated crossings likely to be more expensive than at-grade crossings, There are also considerations for trail performance and urban design that would likely be more important than cost in the long term. Because of the long approach ramps necessary for a grade-separated crossing over NE 4th Street, the trail would be separated from future neighboring developments for much of its run through the neighborhood. The trail experience would also include a series of uphill and downhill grade transitions. If a grade-separated crossing is developed, it seems likely that complementary at-grade routes would also need to be developed

P-060-004 On-Bed vs. Off-Bed - The off bed route through the lakefront area may actually be quicker if there are lawsuits. It is my understanding that this has already been litigated and settled. In that case I agree with the on-bed route. If litigation is still a concern, I would rather spend the money on construction and not litigation. If we spend 80 million on the off-bed route and the homeowners will buy in now, we may be better off versus the on-bed choice projected to cost 35 million, which becomes 45 million because of delays, and another $15 million in litigation. IMO, the public doesn't have enough information here to inform the planners. Please choose wisely for us.

Thanks,

Bill Herman

BILL HERMAN

RESPONSE

P-060-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

P-060-002 *Thank you for your feedback. As described in Chapter 5 of the Master Plan, the trail will likely be developed in phases and segments with an initial focus on the Wilburton Segment, followed by the Lakefront Segment, and then the Valley Segment. The prioritization of segments is influenced by availability and source of funding. Funding will likely consider a number of different factors, including connections to regional growth centers and other multimodal facilities such as transit stations, integration with existing nonmotorized systems or networks, access to dense areas of existing or future land use, and opportunities to connect underserved communities. As funding opportunities change, implementation priorities may be adjusted.*

P-060-003 *Thank you for your feedback. As the project moves forward to design, King County will continue to opportunities to balance near- and long-term costs with impacts and benefits of various options for crossing these major roadways.*

P-060-004 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost, lower overall impacts, and absence of specific plans for Sound Transit and Puget Sound Energy. Most relevant to your comment, the On-Railbed Alternative also appears to have overwhelming support from the adjacent residential neighborhoods.*

Online Survey Tool

From: Connie Hoge, Arlington
Sent: March 13, 2016
Comments:

P-061-001 I have to remain hopeful that Equestrians will be included on this trail? As Chairman of the Centennial Trail Coalition of Snohomish County, we have had good success with our multi-use, 30-mile trail. The Whitehorse Trail, currently under construction will also have Equestrian access. The Eastside has many Equestrians who depend on the few trails & parks available to exercise their 'right-to-ride.' Appreciative of your consideration~

RESPONSE

P-061-001 *Thank you for sharing your concern. Equestrian use on the Eastside Rail Corridor has not yet been proposed nor specifically addressed. King County will be reviewing the trail corridor with an eye toward best and safest uses. We will be making a determination on corridor uses based on the nature of the facilities that best fit the site, the potential for user conflicts, potential safety of facilities, and potential conflicts with surrounding uses*

Online Survey Tool

From: Howell Family
2827 Mountain View Ave N.
Renton WA. 98056

Sent: March 20, 2016
Comments:

P-062-001 **ON-RAILBED IS THE PREFERRED OPTION:**

I endorse the "On-Rail bed" Alternative based on the substantial environmental impact and the significant costs associated with the off-rail bed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. The on-rail bed alternative also eliminates most of the retaining walls and other unnecessary infrastructure that would need to be constructed with the off-rail bed alternative.

P-062-002 OTHER CONCERNS:

Our home is adjacent to the ERC trail. In general, our neighborhood supports a World Class Trail. But I have substantial concerns which I believe the interim trail plan does not adequately address:

P-062-003 1. The interim trail must form a pedestrian connection to the existing eastern-most pedestrian path within Gene Coulon Park. This path is quite close to the existing rail bed near the terminus of the ERC trail. In looking at the topography and proximity in this area, we believe this connection can be accomplished with minimal investment. Not only will this connection provide a seamless connection for daytime use to points south, it will allow the Park to permanently close the current daytime gate that empties foot traffic onto the already overloaded and unsafe narrow portion of Mountain View Ave N. We will be taking this request concurrently to City of Renton.

P-062-004 2. Bike linkage should and could be created from the interim trail to Lake Washington Boulevard (LWB). This could occur via signage at the 33rd street intersection with LWB and Mountain View Ave N.

P-062-005 3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. The turn off from LWB on to Mountain View will allow no more than 1car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.

P-062-006 4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment.

P-062-007 5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons.

P-062-008 6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.

P-062-009 7. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

P-062-010 8. It is vitally important that Mountain View residents retain use of the gravel parking strip, even if a user fee is required. Without resident control of this parking, not only is access/parking/egress of delivery vehicles, garbage trucks, service equipment impaired/limited, but also a creative and constant nuisance will be created. We would rather see no parking at all with enforcement than public parking. We have a long history on Mountain View of problems with folks parking along the street looking for access to the water. Years of diligence and effort have achieved a good equilibrium now, and it would be a tragedy to set this effort aside.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor

HOWELL FAMILY

RESPONSES

P-062-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Mountain View Avenue is the On-Railbed Alternative.*

P-062-002 *King County is committed to working with the neighborhoods along the corridor as the Master Plan for the ERC is finalized and future design begins. Several of your comments are directed toward development of the "interim trail." We have assumed that those comments are specific to the condition of the corridor after rails and tie are removed and the rail ballast is evened out.*

P-062-003 *The intent of the connection shown on Figure 4-3 of the Master Plan is to provide pedestrian connectivity to the park. While the City of Renton has expressed some concern about park and vegetation impacts that may result from the pedestrian path, King County is confident that a pedestrian path can be designed that minimizes impacts and addresses the City's concerns. King County will coordinate with the City to determine if development of a connecting path could coincide with the removal of rails and ties.*

P-062-004 *The intent of the connection shown on Figure 4-3 of the Draft Master Plan is to provide bicycle connectivity to Lake Washington Boulevard. The timing of this connection is intended to coincide with the development of the paved trail, rather than the interim condition when rails and ties are removed. Thin tire bikes will not typically be using the corridor in this interim condition; however, in the near-term it is conceivable that fat-tired bikes would be routed up to Lake Washington Boulevard at N 33rd Street.*

P-062-005 *Your comments on intersection treatment refer to gravel surfacing and apparently pertain to the interim trail condition. This response describes a process that will be applied to both the interim and final trail conditions because, while the volumes and speeds of use on the interim trail are expected to be substantially lower than those for the final trail, the design principles are the same.*

The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."

HOWELL FAMILY

RESPONSES

P-062-006 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

P-062-007 *We understand your concern about the trees at the south end of Mountain View Drive. As currently shown in Volume 2, the trail planning envelope does overlap these trees and they could be removed. During design, King County will be refining the alignment within the planning envelope and will look for opportunities to save the trees, while balancing other factors such as reducing impacts to the wetland in the vicinity and making the pedestrian and bicycle connections to the south.*

P-062-008 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

HOWELL FAMILY

RESPONSES

P-062-009 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-062-010 *Please see the response to P-062-008. We recognize the neighborhoods concerns about parking.*

From: aisaacson5 . [mailto:aisaacson57@gmail.com]
Sent: Wednesday, March 02, 2016 2:00 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Transit on the ERC

P-063-001 This corridor must include transit. Let's not fumble away this opportunity. Once upon a time in the 1970s Seattle had the opportunity to build a subway system, but it along with federal dollars was voted down. Today we are playing catch-up in terms of building transit. In hindsight it would have been a great decision to build the subway system in the '70s. Let's not make a similar short-sighted mistake with the ERC.

Interstate 405 is becoming more and more congested by the day. People want and deserve alternative to driving (sitting in stand-still traffic, battling for increasingly scarce parking, etc.). Corridors that are already aligned and graded for rail use do not come along every day, especially corridors running parallel to a bursting-at-the-seams interstate and passing through or near several population and commercial centers of a rapidly growing metro area.

Inclusion of transit on this corridor is really important to me and I believe long-term it is very important to the region if we want to have a more sustainable built environment and reduce pollution and vehicle miles traveled. I worry that making this a trail-only corridor from the start will make converting any part of this corridor to transit in the future too difficult politically.

P-063-002 Furthermore, I believe the decision-making process for this corridor has not been public enough. Decisions regarding the ERC should not be confined to neighborhood town halls in the immediate vicinity of the corridor, which tend to be dominated by NIMBYism, with a few news stories on King 5 sprinkled in after the fact. In my opinion, the ERC issue is a regional issue. The greater good should play into decisions regarding the ERC. Far more people would be served by transit on the corridor than by yet another rails-to-trails project that is utilized by a very small portion of the population (joggers, hardcore cycling commuters, and weekend athletes among some others). Yes, transit would be expensive, but once upon a time (and still to this day) building the countless freeways cris-crossing our country was (and is) very expensive, too. We need to keep investing in infrastructure, but in more diverse ways than the car-centric status quo.

P-063-003 Again, I urge (or demand) the inclusion of transit along this corridor. It'd be incredibly short-sighted and disappointing not to.

Thank you for your time.

Regards,
Adam Isaacson - Issaquah, WA

ADAM ISAACSON

RESPONSES

P-063-001 *The Master Plan is the first step in the planning, environmental review, and design process. The potential for transit and consideration of the Sound Transit easement is a key component being considered by the King County Council as they develop their recommendation for the future of the ERC. The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

P-063-002 *Thank you for your suggestion. The decision-making process for the ERC considers the needs, benefits, and impacts on a regional level. The decision-making process allows input from agencies and the community across the region.*

P-063-003 *Please see response to P-063-001.*

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Adam Isaacson

Address: 1335 Greenwich Walk NE

City, State, Zip: Issaquah, WA 98029

Email Address: aisaacson57@gmail.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-064-001

I prefer the trail being built in a way that does not preclude transit being added to the corridor in the future. With anticipated growth in the region it would be short-sighted not to include transit (light rail, perhaps) in the not-too-distant future. Placement of the trail to one side of the corridor or the other would make logistical sense.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- ☒ Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- O Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

_____

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ☒ Email
- O Mail
- ☒ Website
- ☒ Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

ADAM ISAACSON

RESPONSES

P-064-001 *The Master Plan is the first step in the planning, environmental review, and design process. The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. King County has identified the Off-Railbed Alternative as the Preferred Alternative in the Sound Transit-owned area where specific plans for light rail are being advanced. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

Online Survey Tool

From: John Jenkins
Sent: March 25, 2016
Comments:

P-065-001 It is my opinion that using the rail tracks that run from Renton to Woodinville would be a great decision. Converting to a bike trail is a waste. The rail tracks being used for light rail would help reduce the 405 crawl congestion

RESPONSE

P-065-001 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. At this time, Sound Transit plans for light rail are limited to its ownership area in Bellevue and a portion of the corridor between Bellevue and Kirkland. King County will continue to work with Sound Transit and other stakeholders in the future when and if transit use in the ERC right-of-way is proposed. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

From: Paul and Desnee Joos
2909 Mountain View Ave N
Renton
Sent: March 20, 2016
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-066-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

OTHER CONCERNS:

P-066-002 I live on Mountain View Avenue N., Renton, WA adjacent to the ERC trail. Our neighborhood is a supporter of a World Class Trail, and find that the interim trail plan does not adequately address many of the concerns of our neighborhood.

P-066-003 1. The interim trail must form a pedestrian connection to the existing pedestrian path Gene Coulon Park at the north end of the Park, and south end of Mountain View Avenue N. We request that this connection take place south of the current north gate to the Park, and that the north gate be permanently closed. We will be taking this request concurrently to City of Renton. Our neighborhood has long been concerned about the safety of walkers and joggers who stroll down the middle of the street, often at dawn and dusk, in dark clothing, without reflectors, often wearing headphones.

P-066-004 2. Bike linkage must be created on the interim trail to Lake Washington Boulevard (LWB) This could occur via signage at the 33rd street intersection with LWB, or via the existing ramp south of "Mile 5" via some agreement with BNSF.

P-066-005 3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. This is especially true based on the type of gravel you plan to lay. Most of our bikers are road bikes and will find it very dangerous to ride of the larger gravel you are planning. The turn off from LWB on to Mountain View will allow no more than 1 car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.

P-066-006 4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment. We have picked up litter on Lake Washington Blvd, as volunteers for over 10 years. We pick up bags of litter to keep our neighborhood nice. Right now the rail bed is a garbage dump. I certainly hope there will be AMPLE garbage cans and Dog Waste Bag stations, on the trail. Honestly I have a mental picture of your trail becoming a garbage dump. Now, when there is litter too big for us to pick up, dead animals, etc., I have City of Renton contact numbers to call. I very much hope you will provide this type of support.

P-066-007 5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons .

P-066-008 6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.

P-066-009 7. Adequate water and bathroom facilities be provided along the trail.

P-066-010 8. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor.

PAUL AND DESNEE JOOS

RESPONSES

P-066-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Mountain View Avenue is the On-Railbed Alternative.*

P-066-002 *King County is committed to working with the neighborhoods along the corridor as the Master Plan for the ERC is finalized and future design begins. Several of your comments are directed toward development of the "interim trail." We have assumed that those comments are specific to the condition of the corridor after rails and tie are removed and the rail ballast is evened out.*

P-066-003 *The intent of the connection shown on Figure 4-3 of the Draft Master Plan is to provide pedestrian connectivity to the park. While the City of Renton has expressed some concern about park and vegetation impacts that may result from the pedestrian path, King County is confident that a pedestrian path can be designed that minimizes impacts and addresses the City's concerns. King County will coordinate with the City to determine if development of a connecting path could coincide with the removal of rails and ties.*

P-066-004 *The intent of the connection shown on Figure 4-3 of the Master Plan is to provide bicycle connectivity to Lake Washington Boulevard. The timing of this connection is intended to coincide with the development of the paved trail, rather than the interim condition when rails and ties are removed. Thin tire bikes will not typically be using the corridor in this interim condition; however, in the near-term it is conceivable that fat-tired bikes would be routed up to Lake Washington Boulevard at N 33rd Street.*

P-066-005 *Your comments on intersection treatment refer to gravel surfacing and apparently pertain to the interim trail condition. This response describes a process that will be applied to both the interim and final trail conditions because, while the volumes and speeds of use on the interim trail are expected to be substantially lower than those for the final trail, the design principles are the same.*

The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."

PAUL AND DESNEE JOOS

RESPONSES

P-066-006 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

P-066-007 *We understand your concern about the trees at the south end of Mountain View Drive. As currently shown in Volume 2, the trail planning envelope does overlap these trees and they could be removed. During design, King County will be refining the alignment within the planning envelope and will look for opportunities to save the trees, while balancing other factors such as reducing impacts to the wetland in the vicinity and making the pedestrian and bicycle connections to the south.*

P-066-008 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

PAUL AND DESNEE JOOS

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-066-009 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-066-010 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

From: Richard Kaner <thekaners@comcast.net>
Sent: Wednesday, March 16, 2016 10:39 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments on ERC

Comments on Eastside Rail Corridor (ERC) Master Plan and Draft Environmental Impact Statement

Our communities desire the kind of World Class Trail described from the beginning of this process. After review of the Draft Environmental Impact Statement (DEIS), we offer these comments:

Alternatives:

P-067-001 The off-rail bed option apparently involves less intrusion of the water resources and it allows for cramming more things into the corridor such as light rail. Beyond that, it has several more detrimental impacts:

A) It is much more expensive which will limit the amenities that can be included.

B) It involves much greater destruction of habitat and has a far greater impact on the tree canopy. Regardless of their "endangered" status, the Bald Eagles who raise their young and teach them to fish in the East Channel are an attraction unto themselves and people want to enjoy that. Taking down trees that they use to perch in will forever change their habitat and the enjoyment of the community.

C) Another result of taking down trees is a negative impact on our carbon footprint. One of the main species of trees along the corridor is Cottonwood trees which are widely recognized as efficient "scrubbers" of our air.

D) While some areas of the trail are isolated or industrial, others are very close to homes and businesses. The noise and vibration that would come with light rail is a significant negative impact in those areas. Perhaps more importantly, the experience of using the trail is significantly altered in a negative way when a train goes by.

P-067-002 The on-rail bed option seems much more conducive to the goals of a World Class Trail:

A) It is much less expensive which allows for inclusion of more of the amenities that will make this a regional treasure.

B) It is less impactful in a number of ways: less soil disruption, less destruction of mature trees, native vegetation and habitat, less impact on our carbon footprint

C) It preserves the park-like setting that we hope to enjoy as we use the trail.

D) It facilitates adequate separation of the different users with plant buffers that can help separate trail from residents and business and add to the appearance of the corridor.

E) Preserving the calm and beauty of this linear park becomes all the more important as we pursue other projects like widening I-405 and introduction of light rail lines on the Eastside.

The Master Plan has several areas that are vague or deficient and they should be addressed:

P-067-003 1) Access: This is to be a 26-mile linear park and people need designated access points to begin and end their use. Without this, the trail becomes limited to those passing through or those adjacent to the trail.

P-067-004 2) Parking: There should be areas of parking to facilitate regional use of Eastside neighborhoods. We see this along the Marymoor Trail. Without designated parking, people will still come to use the trail but at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes.

P-067-005 3) Water: There is no provision for water and toilet facilities. Along Burke-Gilman and other major regional trails, there are occasional public facilities that help keep people from relying on adjacent businesses or worse relieving themselves publicly.

P-067-006 4) Connections: There are several other major trails along the 26-mile route and while there is appropriate mention of the importance of these connections, The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." A lack of attention to connections in this region has left many trails unconnected and with dangerous transitions. For the effort and expense being put into this project, it is short-sighted to kick this issue down the road.

P-067-007 5) Electricity: Perhaps conjoined with water/public facilities, occasional access to electricity facilitates bike repairs, selected vendors and community activities.

P-067-008

6) Safety: multiple areas are vaguely addressed. A) Lighting is important not just at major crossings but at every crossing. In many areas, such as the lake front, approach to the ERC is steep with limited sighting. While the Master Plan states that use is dawn to dusk, we all know that joggers/walkers, cyclists and cycle commuters are on the existing paths well beyond the hours of daylight. Lighting helps enhance safe sharing of the corridor by motorized and non-motorized vehicles. B) While it's not something we like to think about, suicide prevention is important when dealing with the Wilburton Trestle. We assume there are attractive ways to keep users safe. C) Bollards are eliminated and this is understandable. However, there are some areas such as intersections and other connections where reduced bike speed is essential. Bollards seem a better solution than rumble strips or other measures that can decrease bike stability. Perhaps flexible or less rigid options are available.

P-067-009

7) Ambience: A trail should be a venture into nature. We live in an area that affords us this opportunity; we shouldn't waste it. The South Seattle Interurban Trail is an excellent example of how stark and barren a trail can be when mixed with power lines. Furthermore, a park is no place for light rail. The I-405 corridor where tie-ins to park-n-rides connecting neighborhoods is a much better far-sighted plan. Lastly, noise pollution of overhead lines and the destruction of natural habitat are all things to be avoided.

P-067-010

8) Multi-Use: From the drawings, it is assumed that King County views multi-use as cyclists, pedestrians, utilities and light rail. We think of multi-use as walkers, runners, cyclists and bike commuters. This corridor allows for adequate separations to keep all users safe while enjoying the park-like setting. In the majority of cases, that is more difficult to attain with the off-rail bed option.

Richard Kaner, MD
6025 Hazelwood Lane SE
Bellevue, WA 98006
425-466-6874

RICHARD KANER, MD

RESPONSES

P-067-001 *Thank you for sharing your concerns about the Off-Railbed Alternative and support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Lake Washington Boulevard in Renton is the On-Railbed Alternative.*

P-067-002 *See comment response to P-067-001.*

P-067-003 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-067-004 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

RICHARD KANER, MD

RESPONSES

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-067-005 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-067-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

RICHARD KANER, MD

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-067-007 *See comment response to P-067-005.*

P-067-008 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

According to AASHTO and the WSDOT Design Manual, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic, as described in the WSDOT Design Manual. WSDOT assumes a 20 mph design speed for flat trail sections and a 30 mph design speed for sustained downhill sections.

The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.

P-067-009 *King County Parks understands the neighborhood desire for the trail to be a linear park. King County Parks does not have decision-making authority over the implementation of light rail. However, in coordinating with Sound Transit, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time. Based on that information, as well as other considerations, King County is opting to proceed with the development of the On-Railbed Alternative in this segment.*

P-067-010 *King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. As previously noted, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time.*

The trail King County is proposing is a multi-use trail, which includes walkers, runners, and cyclists. The preferred section for the trail includes a 6-foot shoulder on one side that allows walkers and runners a space that is separate from higher speed bicyclists.

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-068-001 EIS says: ERC under County ownership

Location: 29 places through document, starting with the Constantine letter.

Comment: There is active litigation contesting the fee ownership of large portions of the corridor and it is misleading to state that the County owns it all.

RESPONSE

P-068-001 *King County acknowledges that the ERC was originally assembled in segments variously consisting of fee title or railroad easement, depending on the segment. Those portions that the railroad acquired in fee title, King County owns outright. As to those portions that the railroad acquired as a railroad easement, in the matter of Kaseburg v. King County, No. 2:14-cv-00784 JCC, the Western District Court of Washington ruled that railbanking preserved all of BNSF's easement rights in the corridor, and that a railroad easement provides the easement owner (in this case, King County) exclusive use and control of the corridor. Given that King County has exclusive use and possession of the corridor where it is railroad easement, and owns it outright where it is fee simple, it is not unreasonable shorthand to say that King County owns the corridor.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-069-001 EIS says: any use within the 100 foot ROW is an encroachment. Special Use permits will be required for any private use within the corridor.

Where: 5-3, 6-3, 6-9, and others

Comment: Trail width use beyond what was required for the operation and maintenance of a RR is a legal issue that is yet to be resolved in the courts and should be so noted within the document. Statements of requiring special use permits for corridor width should be eliminated from this document as unnecessary and inaccurate.

RESPONSE

P-069-001 *Please see response to your comment P-068-001***.**

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-070-001 Subject: Suicide prevention

EIS says: retrofit Wilburton Trestle to accommodate nonmotorized use across it

Where: 6-4, 4-17

Comment: Provision needs to be made to significantly prevent this from becoming a platform for people to commit suicide.

RESPONSE

P-070-001 *Safety is a key element in the design considerations. King County follows guidance from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. Bridge hand rails will be developed and installed in accordance with applicable regulations and standards.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-071-001 Subject: Parking

EIS says: Currently, no public parking areas are associated with the ERC.

Where: 6-8, 6-9

Comment: Coulon & Newcastle Parks are already over crowded with vehicles. People will drive to get access to the corridor. Crossings like Pleasure Point and Lakehurst are already overflowing with cars. Not providing parking for a major facility would never be tolerated by any City or County planning department--how can it be deferred here?

SCOTT KASEBURG

RESPONSE

P-071-001 *The Master Plan is the initial step in the planning process to select an alignment for the trail, not the trail design. As such it is not like a project proposal that would be submitted to a planning department for permits – it is a preliminary step needed in order to first determine what sort of project should be designed. The specifics of parking and other access issues will be addressed in detail in the future environmental review, design, and construction phase, and subject (as you note) to the applicable permitting and review processes.*

Please note that access includes locations where people can access the trail on foot or by bicycle—not just where people can park. Chapter 3 of the Master Plan also identifies four types of potential access points: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles in Volume 2 of the Master Plan. Within the Lakefront Segment, there are many access points to the ERC. Gateways are a specific type of access with parking and typically more amenities.

The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 and discussed in more detail in Chapter 4. In the Lakefront Segment, the Final Master Plan and EIS describes the gateway at May Creek more detail. This gateway is expected to provide at least 20 parking stalls.

Additional opportunities on publicly-owned property in the Lakefront Segment are limited, and many neighbors have voiced objections in an October 2015 open house to siting such facilities near the neighborhoods. As the project moves forward in design, the County will continue to seek opportunities through property acquisition to develop additional parking near the corridor. In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right of way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*
- *In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher*

In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-072-001 Subject: Trees

EIS says: Construction of the on-rail bed alternative would affect about 10.8 acres of tree canopy, compared to the 24.8 acres affected by the off-rail bed alternate

where: 6-14

Comment: Any developer removing this amount of trees in highly developed areas would be required to restore the same--why not the County? The trees significantly decrease the dust, pollution, and noise from I-405 in the Lakefront Segment and need to be restored.

RESPONSE

P-072-001 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-073-001 Subject: Variances

EIS says: some . . applied for variances to reduce or eliminated code-required setbacks from the ROW . .

where: 6-16

comment: Expected that this should read 'were granted.'

RESPONSE

P-073-001 *The sentences has been revised to state "Some residential property owners in this segment applied for and were apparently granted variances…".*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-074-001 Subject: Crime

EIS says: Potential for increased trespass and crime on adjacent properties would be the same . . . (between) alternatives. (crime) is not expected to differ substantially from existing conditions. Could construct fences . . .

where: 6-19

comment: With increased access and ability for a perpetrator to escape, crime will rise. Nationwide data shows increased crime where trails are placed next to suburban areas (provided upon request). Mitigating with increased trees and vegetation between the trail and residences is advised. Homeowner constructing security fences is very impractical in most Lakefront segments. Lighting is a key deterrent to crime.

RESPONSE

P-074-001 *A summary of literature regarding trails and crime is provided in the Evaluation of Alternatives near Residential Neighborhoods (February 2016)—provided on the project website for review. A City of Seattle evaluation found development of the Burke-Gilman Trail did not generate an increase in crime (City of Seattle. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office of Planning). Design principles pertaining to fencing, planting and illumination are described in Chapter 3 and evaluated in Chapter 6.*

The Crime Prevention Through Environmental Design (CPTED) Guidebook describes the strategies and design practices that can be used to prevent crime. One of the primary principles of CPTED is to maintain Natural Surveillance, which deters crime by keeping intruders under observation. A primary technique of maintaining Natural Surveillance is to remove obstructions that can provide cover for intruders, which could include excessive use of vegetation and trees. Also included in the CPTED Guidebook, the use of vegetation can be used to promote Natural Access Control and Territorial Reinforcement. These principles keep unauthorized persons out of a particular space and delineate public and private space. Vegetation can be used to create barriers, but requires thoughtful design to balance the need to maintain sight lines. During future design phases of the project, elements such as vegetation will be considered and implemented as needed in the final design of the trail.

Chapter 3 in the Master Plan identifies situations in which light may be implemented, deferring the final decisions on specific locations for the design phase. The implementation of lighting along the trail must take into account surrounding land uses to reduce the potential for impacts such as light pollution near residential land uses. The final selection of a lighting strategy will be determined during the final design phase.

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-075-001 Subject: Noise

EIS says: sounds could be noticeable to adjacent residences. . . . minor source in overall acoustical environment. Specific mitigation for noise would not be needed . . .

where: 6-20, 6-21

comment: This is severely understated--it will be noticed, not could be. There is no proposed mitigation. Adding significant tree canopy will significantly improve the trail's enjoyment and reduce the noise of voices to adjoining residences.

RESPONSE

P-075-001 *During the design phase, King County would determine the specifics of landscaping. As noted in Chapter 3, the focus will be on planting meadow grasses and native trees and shrubs with enough space from the trail to provide a safe environment. These plantings may attenuate some of the noise from trail use. This potential mitigation has been added to Chapter 6 of the Final Master Plan.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-076-001 Subject: WSDOT & Retaining walls

EIS says: off-railbed alternative introduces retaining walls that could be more than 10 feet tall

where: 6-21, 6-23, 4-6

comment: WSDOT plans to relocate 106th Ave SE and increase retaining walls in their two lane north/south plans. The combined action of WSDOT and the County if the off-railbed route is used will produce a wall 20 feet high along the eastern boundary of the ROW to 106th and another 39 feet high on the eastern side of 106th to the freeway sholder's surface. WSDOT analysis provided upon request.

RESPONSE

P-076-001 *The On-Railbed Alternative is the Preferred Alternative through the Lakefront Segment. King County and WSDOT will continue to collaborate as both the I-405 Expansion Project and the ERC move forward. Additional design and environmental evaluation will be completed in future phases of the project to ensure that the final design of the trail would not be impacted by future expansions of I-405.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-077-001 Subject: corridor location

EIS says: yellow line locating the corridor

where: 1-1

comment: yellow line locating the corridor is significantly misplaced from Bellevue to Renton

RESPONSE

P-077-001 *The graphic on page 1-1 has been corrected in the Final Master Plan and EIS.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

P-078-001 Subject: street names

EIS says: yellow line locating the corridor

where: Volume 2

comment: sheet 23 mislabeled as Pleasure Pt. north of entrance; should be Hazelwood; sheet 24 should be split with north half as Pleasure Point. Sheet 29 is labeled as Pleasure Point and should be Lakehurst.

RESPONSE

P-078-001 *Volume 2 of the Final Master Plan and EIS has been updated to show the Preferred Alternative and the labels have been adjusted.*

Online Survey Tool

From: Scott Kaseburg
kaseburg@comcast.net
Sent: March 31, 2016
Comments:

I appreciate that the EIS process requires alternatives and that you've shown on and off the rail bed as alternatives.

P-079-001 However, in the Lakefront segment, only the on rail bed alternative makes sense, because:

- the only purpose to take it off the rail bed is make it easy just in case light rail is built in the corridor
- Cheaper & quicker to build -- the cost of the trail on the rail bed is $32 million vs. $80 million
- Saves the trees on the corridor's east side -- almost all of these trees will need to be removed, reducing trail ambiance, reducing the sound barrier from the freeway, and facilitating more pollution in to homes from I-405.
- Unsafe car crossing -- cars will need to stop for the trail, then watch for both traffic on the trail and the street that they are joining before proceeding.

P-079-002 And unfortunately, there is an often repeated, untrue reason as to why Sound Transit needs the rail bed--it is said, 'because the 85' sewer line runs on the east side of the corridor. But this is not true if one actually looks at the maps. There is one section that is well within the corridor for about 1,600 feet and it is under the rail bed. There is another 400 feet where it is either moving towards the rail bed or away. When the sewer is right on the eastern edge of the corridor, it may still be in the corridor but it proposes no issue.

RESPONSE

P-079-001 *In the Lakefront Segment, the On-Railbed Alternative has been identified as the Preferred Alternative.*

P-079-002 *Sound Transit and PSE each have easements along the entire corridor. Consequently. future uses in the ERC could include transit and utilities.*

Within King County, the Parks Division is actively coordinating with the Wastewater Treatment Division regarding the proposed trail alignment's proximity to the Eastside Interceptor and other sewer lines.

Date: March 20, 2016
TO: ERC@Kingcounty.gov
FR: Debra Keppler - 2805 Mountain View Ave. N Renton, WA 98056
RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-080-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

OTHER CONCERNS:

P-080-002 I live on Mountain View Avenue N., Renton, WA adjacent to the ERC trail. Our neighborhood is a supporter of a World Class Trail, and find that the interim trail plan does not adequately address many of the concerns of our neighborhood.

P-080-003 1. The interim trail must form a pedestrian connection to the existing pedestrian path Gene Coulon Park at the north end of the Park, and south end of Mountain View Avenue N. We request that this connection take place south of the current north gate to the Park, and that the north gate be permanently closed. We will be taking this request concurrently to City of Renton. Our neighborhood has long been concerned about the safety of walkers and joggers who stroll down the middle of the street, often at dawn and dusk, in dark clothing, without reflectors, often wearing headphones.

P-080-004 2. Bike linkage must be created on the interim trail to Lake Washington Boulevard (LWB) This could occur via signage at the 33rd street intersection with LWB, or via the existing ramp south of "Mile 5" via some agreement with BNSF.

P-080-005 3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. This is especially true based on the type of gravel you plan to lay. Most of our bikers are road bikes and will find it very dangerous to ride of the larger gravel you are planning. The turn off from LWB on to Mountain View will allow no more than 1 car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.

P-080-006 4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment. We have picked up litter on Lake Washington Blvd, as volunteers for over 10 years. We pick up bags of litter to keep our neighborhood nice. Right now the rail bed is a garbage dump. I certainly hope there will be AMPLE garbage cans and Dog Waste Bag stations, on the trail. Honestly I have a mental picture of your trail becoming a garbage dump. Now, when there is litter too big for us to pick up, dead animals, etc., I have City of Renton contact numbers to call. I very much hope you will provide this type of support.

P-080-007 5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons.

P-080-008 6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.

P-080-009 7. Adequate water and bathroom facilities be provided along the trail.

P-080-010 8. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor.

DEBRA KEPPLER

RESPONSES

P-080-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Mountain View Avenue is the On-Railbed Alternative.*

P-080-002 *King County is committed to working with the neighborhoods along the corridor as the Master Plan for the ERC is finalized and future design begins. Several of your comments are directed toward development of the "interim trail." We have assumed that those comments are specific to the condition of the corridor after rails and tie are removed and the rail ballast is evened out.*

P-080-003 *The intent of the connection shown on Figure 4-3 of the Master Plan is to provide pedestrian connectivity to the park. While the City of Renton has expressed some concern about park and vegetation impacts that may result from the pedestrian path, King County is confident that a pedestrian path can be designed that minimizes impacts and addresses the City's concerns. King County will coordinate with the City to determine if development of a connecting path could coincide with the removal of rails and ties.*

P-080-004 *The intent of the connection shown on Figure 4-3 of the Draft Master Plan is to provide bicycle connectivity to Lake Washington Boulevard. The timing of this connection is intended to coincide with the development of the paved trail, rather than the interim condition when rails and ties are removed. Thin tire bikes will not typically be using the corridor in this interim condition; however, in the near-term it is conceivable that fat-tired bikes would be routed up to Lake Washington Boulevard at N 33rd Street.*

P-080-005 *Your comments on intersection treatment refer to gravel surfacing and apparently pertain to the interim trail condition. This response describes a process that will be applied to both the interim and final trail conditions because, while the volumes and speeds of use on the interim trail are expected to be substantially lower than those for the final trail, the design principles are the same.*

The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."

DEBRA KEPPLER

RESPONSES

P-080-006 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

P-080-007 *We understand your concern about the trees at the south end of Mountain View Drive. As currently shown in Volume 2, the trail planning envelope does overlap these trees and they could be removed. During design, King County will be refining the alignment within the planning envelope and will look for opportunities to save the trees, while balancing other factors such as reducing impacts to the wetland in the vicinity and making the pedestrian and bicycle connections to the south.*

P-080-008 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

DEBRA KEPPLER

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-080-009 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-080-010 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

Date: March 20, 2016
TO: ERC@Kingcounty.gov
FR: Wiliam Keppler - 2805 Mountain View Ave. N Renton, WA 98056
RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-081-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

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WILIAM KEPPLER

RESPONSES

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WILIAM KEPPLER

RESPONSES

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WILIAM KEPPLER

RESPONSES

and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.

P-081-010 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

From: Frans and Nancy Koning <fandnk@comcast.net>
Sent: Wednesday, March 16, 2016 9:54 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: ERC trail, Lakehurst Lane SE and parking

P-082-001 I attended the 3/14 mtg at Scott Kaseburg house at Pleasure Point. ERC master plan and draft EIS statement were discussed. Many attendees agreed that the "TRAIL" was under excellent leadership. An exception to the good planning was the insufficient parking trail visitors will experience when walking or bicycling in our neighborhoods.

For example: The new bus-turnaround near Lakehurst Lane served in the past very well for excess parking for the Newcastle Beach park. The layout of that new bus-turnaround however favors a bus only. Could a parking expansion and/or improvements be made by ERCtrail planning commission at that Lakehurst Lane turn-around?

If not, sooner or later, drivers of cars for the use of the park and trail, will discover Lakehurst Lane SE and its cul-de-sac as the other additional place to park. This would detrimental to our neighborhood. Therefore please consider parking for the ERCtrail a priority.

Frans Koning
4711 Lakehurst Ln SE
Bellevue, WA 98006

FRANS KONING

RESPONSE

P-082-001 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

Online Survey Tool

From: Edward Landreth
Sent: March 30, 2016
Comments:

P-083-001 As we are in the midst of expanding our regional light rail network, the Eastside Rail Corridor appears perfect for use in this effort. Sound Transit is planning for decades into the future, and plans for the Rail Corridor should be equally visionary. A light rail line on the Rail Corridor would relieve traffic from congested I-405 and, if connected into the existing and upcoming light rail lines, provide a unified transportation system around Seattle and its Eastside suburbs as this region continues to rapidly grow in coming generations. There are numerous major residential, shopping, and employment centers along the Rail Corridor that would be served by light rail transit, and these would be both origins and destinations for trips throughout the light rail system. Adding light rail to the Rail Corridor and then extending south of the existing Corridor through Renton to Tukwila or SeaTac could connect the Boeing 737 Plant and The Landing, and Southcenter, into the existing light rail network. This is the sort of expansive forward thinking that our region needs if it is to continue to grow and prosper for generations to come.

RESPONSE

P-083-001 *The Master Plan is the first step in the planning, environmental review, and design process. The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

Online Survey Tool

From: Andrew J Larpenteur, Federal Way
Sent: March 16, 2016
Comments:

P-084-001 Rain washout on the trails creates hazardous hiking conditions. Let's keep up the good work of WTA and other organizations to meet the needs of our growing community of outdoor minded people.

RESPONSE

P-084-001 *Thank you for your feedback. King County will provide basic property maintenance of the trail, including drainage maintenance.*

From: Rebecca and John Laughlin
Sent: Thursday, March 31, 2016 8:50 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

P-085-001 **ON-RAILBED IS THE PREFERRED OPTION:**
We endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:
Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

Rather than selecting a trail design that is twice as costly, money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will travel to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-085-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-085-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-085-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-085-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-085-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-085-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-085-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-085-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-085-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-085-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-085-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-085-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-085-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

REBECCA AND JOHN LAUGHLIN

RESPONSES

P-085-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-085-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-085-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

REBECCA AND JOHN LAUGHLIN

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-085-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-085-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-085-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

REBECCA AND JOHN LAUGHLIN

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-085-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-085-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-085-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-085-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

P-085-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

REBECCA AND JOHN LAUGHLIN

RESPONSES

P-085-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-085-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-085-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

From: Kevin Lindahl
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the ERC Trail Draft Master Plan and EIS

P-086-001 I am a homeowner in the Kennydale area of Renton along Lake Washington and am in favor of the on- bed rail alternative for the ERC Trail. While there is great support for the on-rail bed alternative, there certainly needs to be accommodation for some areas along the corridor. There are too many "pinch points" along the path that need to be addressed. We would call your attention to the 3600- 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA. These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

I support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to somewhat meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

This design needs to accommodate the narrowness of the corridor in this stretch. The design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc., that have been mentioned in various other responses from our neighbors.

Thank you for allowing our participation and for working with us on this issue. In the end the trail can be a lasting legacy to leave our children and the people of Seattle.

RESPONSE

P-086-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: DON LINDBERG

Address: 3610 PARK AVE. N.

City, State, Zip: RENTON, WA 98056

Email Address: donlindberg@centurylink.net

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-087-001 I like the possability of light rail following 405. I don't think priority should be extended to those living too close to the RR Tracks. Tracks were there first. RR property is wide enough that MT. View Dr. is not on home owners property and should remain a public right of way.

Please share your comments on the Draft Environmental Impact Statement.

P-087-002 Survey actual R.R. Property so all can see where the actual line is.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- ☒ Newspaper ad
- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

P-087-003

Is 520 going to have a connected bike lane?
is I-90 going to connect to this new trail?

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ☒ Email donlindberg@centurylink.net
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

DON LINDBERG

RESPONSES

P-087-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Sound Transit works with local agencies and governments, and stakeholders to evaluate and plan for light rail expansion in the region as described in Chapter 1.*

P-087-002 *During the development of the Eastside Rail Corridor (ERC) Master Plan and EIS, survey was completed to identify the King County property boundaries along the corridor. Volume 2 contains the King County property boundaries as surveyed during this process.*

P-087-003 *The ERC will connect to the SR 520 Trail using Northup Way, as described on page 4-25 in the Master Plan. A short connecting trail ramp and intersection improvements are proposed that would allow safe crossing for bicyclists and pedestrians. There is also a strong interest in constructing a connection between the I-90 Trail and the ERC. The preferred concept for the connection to the I-90 Trail would construct two elevated trail connections between the two corridors, as shown on Page 4-17 of the Master Plan.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Mark Littrell

Address: 1703 123rd Ave SE

City, State, Zip: Bellevue WA 98005

Email Address: littrellski@gmail.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-088-001 It is great. How can we accelerate?

P-088-002 There is momentum in Bellevue to develop a north south bike route thru Bellevue so hopefully this would be a place to start construction. Urban need with Wilburton/Spring district re development happening.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- ✓ Email
- O Word of mouth
- O Other, please specify: Cascade

Was the location and time of the Open House convenient for you?

- ✓ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ✓ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ✓ Email
- O Mail
- ✓ Website
- ✓ Community meetings
- O Briefings for your organization
- O Other, please specify:

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

MARK LITTRELL

RESPONSES

P-088-001 *Thank you for sharing your support of trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

P-088-002 *As described in Chapter 5 of the Master Plan, the trail will likely be developed in phases and segments. The prioritization of segments over others will be influenced by availability and source of funding. Funding will likely consider a number of different factors, including connections to regional growth centers and other multimodal facilities such as transit stations, integration with existing nonmotorized systems or networks, access to dense areas of existing or future land use, and opportunities to connect underserved communities. Based on these considerations, the Wilburton Segment has been identified as the likely priority for upcoming design.*

Online Survey Tool

From: Happy Longfellow, Renton
Sent: March 17, 2016
Comments:

P-089-001 I prefer the on rail bed alignment alternatives because the costs are generally lower, have lower environmental impacts, are more quickly implemented and are generally less controversial. i am open to off rail bed alignment alternatives when there are distinct funded publicly beneficial uses where the other uses will partner in the funding and implementation of the trail.

I am a recreational cyclist and part time bike commuter and have been using our regional trails for work and fun for over a decade. the success stories of Burke Gilman, East Lake Sammamish, Cedar River, Green River, Sammamish River, I-90, and SR 520 trails accomplished over the past 2 decades is marked by increased non-motorized commuting and increased recreational users of all kinds. This ERC will significantly contribute to our region's multimodal approach to transportation and livability in the northwest.

Let's do this!

RESPONSES

P-089-001 *Thank you for your support. Please see the Final Master Plan and EIS, for a complete description of the Preferred Alternative. King County has identified the On-Railbed Alternative as the Preferred Alternative in many sections of the ERC. The primary locations where the alignment would be off the railbed is in:*

- *The Wilburton Segment where the trail parallels Sound Transit's East Link and OMSF facilities or future transit facilities are being considered.*
- *The northern portion of the Valley Spur, where freight head and tail track operations still occur.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Karen Louis-Jeune

Address: 1825 NE 25th Pl

City, State, Zip: Renton WA 98056

Email Address:

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-090-001

I understand it's probably too late but the whole proposition makes me cry. I feel the entire plan is a misuse of public money. Why when I-405 is totally clogged most of every day are we not using this corridor for public light rail? It is very unrealistic to think so many people a day are going to walk or bicycle to Bellevue from Renton. What we need is public transit. I still

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- [x] Postcard
- [x] Newspaper ~~ad~~ article
- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- [x] Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- [x] Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

P-090-001

Reagen — if we need transit? Are you kidding? It's going to be a beautiful area with mass gridlock!

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- O Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- [x] Other, please specify: I expect I will see it in the newspapers

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

KAREN LOUIS-JEUNE

RESPONSES

P-090-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Sound Transit works with local agencies and governments, and stakeholders to evaluate and plan for light rail expansion in the region as described in Chapter 1. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

From: Ron and Oralia Lynch
6236 Hazelwood LN SE
Bellevue, WA 98006
To: Eastside Rail Corridor Regional Trail Project
RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-091-001 My wife and I, as well as our neighbors, endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few. **The Burke Gilman Trail is an example of a Northwest treasure that will outlive us all.** Implementing a World Class trail on the Eastside Rail Corridor can be a similar give to future generations.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-091-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-091-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-091-004

- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-091-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-091-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-091-007

- Safety:
  The Master Plan makes many references to safety but omits or fails to consider certain elements
  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-091-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-091-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-091-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-091-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-091-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-091-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-091-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

Ron & Oralia Lynch

RON & ORALIA LYNCH

RESPONSES

P-091-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-091-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-091-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

RON & ORALIA LYNCH

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-091-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-091-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-091-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

RON & ORALIA LYNCH

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-091-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-091-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-091-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-091-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

RON & ORALIA LYNCH

RESPONSES

P-091-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-091-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-091-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-091-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

Online Survey Tool

From: Tom Mallard
Sent: March 2, 2016
Comments:

P-092-001 To increase commuter ridership in substantial volume hills are the key issue.

If a long hill it keeps raising the heart-rate, gearing down is the only way a rider can regulate heart-rate and when you hit granny and it's still too steep, this point needs to fit the Bell-Curve of riders and give them a break to recover for a commuter, the riders you see commuting today are a small portion of possible riders.

Climbing hills matters to getting people out of their cars most of anything, it also matters to commuters on how long a commute takes.

To do this means engineering grades on any trail to reduce hill-climbing to short episodes with level riding to recover from before the next one, not a steady long grade that pushes heart-rate too high for the rider.

The new trail along 520 to Evergreen is a major climb of two sections and very difficult, so it's good for testing a variety of riders to get where they become uncomfortable, then strained to where the body has to pace power the rest of the hill.

If you don't hit the hill warmed-up it's no fun and that means you lose ridership, so, the metrics are to tell when to flatten a hill for recovering heart-rate on longer hills.

Then for someone with a load of groceries riding, they will ride from farther away with heart-rate & duration considered on the path engineering.

Overall to summarize, in order to gain a jump in ridership a main issue are the climbs in engineering that aspect of trails.

RESPONSE

P-092-001 *Thank you for your feedback. Please see the Final Master Plan and EIS for a description of the Preferred Alternative identified by King County. The former railbed has grades of less than 3 percent, the trail would match the existing grade as much as possible. In locations where grade-separated crossings are necessary to address safety, grades may become steeper for short distances to allow trail users to safely pass over busy roadways. The design of grade-separated crossings, including ramps, will be dependent on available space.*

Online Survey Tool

From: Claudia Mansfield
Sent: March 30, 2016
Comments:

P-093-001 I fully support the 'on-railbed alternative'.

The off-railbed is environmentally not as attractive, and will greatly diminish the beauty of the area because of the large amount of tree cutting and vegetation clearing. Additional development of the trail for light rail and power lines will diminish its attractiveness as a natural corridor for biking and hiking.

RESPONSE

P-093-001 *Thank you for sharing your support for the On-Railbed Alternative. In most areas, King County has identified the On-Railbed Alternative as the Preferred Alternative because it costs less and has overall less impact to the environment. King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor.*

King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit or utilities may also be located. King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail.

From: Don Marsh <don.m.marsh@hotmail.com>
Sent: Thursday, March 31, 2016 11:06 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

P-094-001 I would like to add my support to the call for a "World Class Trail" that has been described by others. In particular, I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative.

Sincerely,
Don Marsh

RESPONSE

P-094-001 *Thank you for sharing your support for the On-Railbed Alternative. In most areas, King County has identified the On-Railbed Alternative as the Preferred Alternative because it costs less and has overall less impact to the environment. King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor.*

King County PARKS Your Big Backyard

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You may also email comments to: **erctrail@kingcounty.gov.**

Name: SCOTT MARTIN

Address: 18007 146TH AVE NE

City, State, Zip: WOODINVILLE, WA 98072

Email Address: samartin63@comcast.net

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-095-001 PLEASE EXPEDITE THE DECISION MAKING PROCESS.

Please share your comments on the Draft Environmental Impact Statement.

THE E.I.S. IS AN IMPORTANT COMPONENT TO DEVELOPING THE TRAIL. MOST OF THE PROCESS SEEMS TO TAKE AN EXTRORDINARY AMOUNT OF TIME.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- ● Email
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- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ● Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- O Yes
- ● Somewhat
- O No
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Additional comments:

P-095-001 PLEASE EXPEDITE PAVING THE TRAIL SYSTEM IN ORDER TO FACILITATE BICYCLE COMMUTING.

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ● Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

SCOTT MARTIN

RESPONSES

P-095-001 *Thank you for sharing your support of trail development. The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard surface trail. Please note, in November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

TO: ERCtrail@kingcounty.gov

FROM: Individual writing and their address – Don Miller, 5205 Lakehurst, Bellevue, WA 98006

RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-096-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

- Major Access Points
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    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

- Specified Parking
  - P-096-003 The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
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- Facilities (Bathrooms, water, power?)
  - P-096-004 The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-railbed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-096-005

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-railbed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportion by bicycle and walking.

P-096-006

- Safety:

The Master Plan makes many references to safety but omits or fails to consider certain elements
A World Class Trail makes provisions for safety in all ways:

P-096-007

  - At Crossings:
    The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain

arterials.

A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-096-008

- Bike vs Walker separation

  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.

  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-096-009

- For Adjacent Homes

  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.

  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-096-010

- Bridge Safety and Suicide Prevention

  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.

  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-096-011

- Location Signage for emergency location

  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.

  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-096-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-096-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-096-014

Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

DON MILLER

RESPONSES

P-096-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-096-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-096-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

DON MILLER

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-096-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-096-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-096-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning

DON MILLER

RESPONSES

process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-096-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-096-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-096-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-096-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

DON MILLER

RESPONSES

P-096-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-096-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-096-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-096-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC*

Online Survey Tool

From: James Moad
Sent: March 1, 2016

Comments:

P-097-001 From the pic on news wouldn't it be cheaper to pave the trail with asphalt or cement using the old tracks as forms..then take them off after it dries...might save a few dollars..? Just a thought

RESPONSE

P-097-001 *Thank you for your input. King County will evaluate various approaches for constructing the trail. Because the width between the tracks is narrower than the proposed trail width, this method cannot be used. Please also note that in a separate action, the King County Council approved phased rail removal in November 2015.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: Paul & Karyn Pasquier

Address: 3709 Lake Washington Blv. N

City, State, Zip: Renton, WA 98056

Email Address: paulpasquier@aol.com

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-098-001

Vol 2

Sheet 7

973+00 to 969+00

For the above zone we prefer because of the large space to the east shifting the one rail plus zone to avoid the seven property turn areas parking strips and vegetation, this would require only several feet movement to the east.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- ☒ Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

_____

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ☒ Email
- O Mail
- O Website
- O Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

PAUL AND KARYN PASQUIER

RESPONSES

P-098-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

Online Survey Tool

From: Amelia Petersen
Sent: March 3, 2016

Comments:

P-099-001 This trail will be great for King County. However, I just worry about environmental impacts. I think it would be better to do the on-railbed alternative. I am never happy to see more paving being done, and I worry about the wetlands along the trail corridor. Please do anything you can to minimize the amount of paving and the impacts to wetlands.

RESPONSE

P-099-001 *Thank you for sharing your support for the On-Railbed Alternative. In most areas, King County has identified the On-Railbed Alternative as the Preferred Alternative because it costs less and has overall less impact to the environment. However, there are places such as the Valley Main Line Segment where it has greater impacts to wetlands. As a result, King County shifted the Preferred Alternative in places to reduce wetland impacts. As the project moves forward to design, additional opportunities to minimize impacts to surrounding communities and the environment will be considered along with other design criteria.*

From: Sherre Piantanida <sherre15@comcast.net>
Sent: Wednesday, March 16, 2016 8:32 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: 'David & Sally McCray'
Subject: Comments from Ripley Lane

We really appreciate King County reaching out to us for input on the proposed trail. We agree with the comments from the Lane but also want to point out some additional items of concern:

P-100-001 1) Environmental risk- we are not aware of any environmental issues relative to the railbed but we need to be comfortable that King County takes on any liability for clean-up due to construction of the trail. Storm water travels under the railbed to access the waterfront. We need to be sure that water is clean as it enters the Lake.

P-100-002 2) 18 foot right of way- you want us to respect your Rails to Trails easement and we want you to respect our 18 foot right of way easement. We need to be certain that your design will insure the existing roadway provides at least 18 feet of width so that emergency vehicles can access homes when someone is parked along the street. Please refer to the original easement between BNSF and King County.

P-100-003 3) Landscaping- many of our neighbors take pride in the quality of their landscaping that they have installed and maintained adjacent to the tracks. It would reduce your costs if you would allow residents to prepare their own landscape plans, install the landscaping and maintain their area. It could offer some terrific vistas of different gardens along the trail. Some of our neighbors plant vegetables in this area which are excellent for the environment.

P-100-004 4) Trail access- our individual opinion is that one point of access could be east of the trestle just north of the underpass to Ripley Lane. It already has an easy grade up to the railbed. However, the safety of the bikers and our car access would be an issue.

P-100-005 We would welcome a walk along Ripley Lane with the designers so we can brainstorm some design ideas. Thank you for listening.

Sherre Piantanida and Greg Piantanida
7011 Ripley Lane
425-736-4827

SHERRE PIANTANIDA AND GREG PIANTANIDA

RESPONSES

P-100-001 *The regional trail would minimize potential impacts to water quality and quantity by adhering to applicable stormwater management standards. King County would maintain, repair, and replace existing stormwater facilities in the ERC consistent with state and federal regulations.*

P-100-002 *King County will design the regional trail to ensure that emergency vehicle access to locations west of the corridor, such as Ripley Lane, are maintained.*

P-100-003 *As the design process progresses, King County will look to refine the trail alignment to minimize impacts. However, where other uses or landscaping encroach on the ERC right-of-way, those uses would need to be permitted by King County or removed.*

P-100-004 *Thank you for the suggestion. King County agrees that this could be a good access location. The location of access points will continued to be studied as the planning and design progress. Please see Chapter 4 (Gateways or Trails section), Chapter 4 (Access section discussion in each segment), and Chapter 6 (Parking and Access) of the Final Master Plan and EIS for the discussion of potential access points.*

P-100-005 *Thank you. King County staff have appreciated the meetings with residents along the corridor.*

Online Survey Tool

From: George Pieper
Sent: March 25, 2016
Comments:

P-101-001 | Very excited to preserve the Woodridge/Wilbuton Train Trestle for this use!

RESPONSE

P-101-001 *Thank you for sharing your support of the Wilburton Trestle as an iconic part of the ERC.*

Online Survey Tool

From: Raymond Power
Sent: March 30, 2016
Comments:

P-102-001 This critical right of way needs to maintain the transit option! Meaning do not place trail where tracks are. Trail needs to be off bed.
This is even more important now as evidenced by growth along the corridor. The transit option would be especially beneficial to the Bellevue Spring District.

RESPONSE

P-102-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Both alternatives for the trail are being planned for and designed to not preclude potential future use for transit in the corridor. In the vicinity of the Spring District, King County has identified the Off-Railbed Alternative as preferred to fit with Sound Transit's plans for light rail and associated maintenance. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit. Please note that the King County Council approved phased rail removal in November 2015. The removal of rail does not preclude future transit use in the corridor.*

From: Peggy Price [mailto:PPrice@appraisalgroupnw.com]
Sent: Thursday, March 03, 2016 7:23 PM
To: Eastside Rail Corridor Regional Trail Project
Cc: Jeff Brauns; Rob Wyman; Leslie Betlach; Todd Black; ben.hughey@mtsgreenway.org; Amy Brockhaus; Evans, Duane-Jay; Heintz, Kelly; Scott Semans; swilliams453@yahoo.com; Glenn Price; Garry Kampen; Allen Dauterman; Carol Simpson; Gordon Bisset; John Drescher; John Dulcich; Linda Newing; Rich Crispo
Subject: Comments on Eastside Rail Corridor
Importance: High

A lot of good thought and planning have gone into the plans for the Eastside Rail Corridor.

P-103-001 MAY CREEK GREENWAY (A MOUNTAINS-TO-SOUND ROUTE)
I'd like to emphasize the importance of the May Creek Trail. The May Creek Greenway goes from Cougar Mountain west to Lake Washington following May Creek and its significant tributaries, primarily Gypsy Creek and Honey Creek. A mountains-to-sound trail is nearly complete from Cougar Mountain Regional Wildland Park's De Leo Wall Trail, descending the CrossTown/Terrace, Highlands, and the May Creek Trails toward Lake Washington Boulevard. These trails are connected directly to each other and cross only two roads. Newcastle's trails have been essentially completed over the last 2 decades, and are in daily use as far as a proposed pedestrian bridge site. This bridge is needed to cross May Creek (the Renton-Newcastle boundary at the bridge site), and it must span the May Creek flood plain. A suspension bridge is contemplated—a destination for walkers from either direction. From there, a distance of about 1½ miles further to the ERC will complete this beautiful, forested hiking route that includes amazing views, creekside sections, and a historic rail trail.

The City of Newcastle has taken the lead on this project, and a new employee is tasked with working actively with Renton, King County, and the State of Washington to secure a grant to complete the trail to the ERC. I understand that Tana Senn plans to submit the grant proposal. The City of Renton recently got a grant to purchase what are presumably the last properties in the May Creek Greenway that were barriers to completion of the May Creek Trail.

Once this short Renton link is completed, hikers will be able to include this route on their way from the Idaho border to Puget Sound entirely on public trails or multi-use pathways. Crossing the Issaquah Alps and hiking down the May Creek Greenway would be a much nicer experience for most hikers than the I-90 bike trail would be, and the May Creek Greenway would be a direct hiking route from Cougar Mountain to the ERC to head south and west to either the existing Interurban Trail or the in-process Lake-to-Sound Trail. It will also form a "Grand Loop" with the ERC and the Coal Creek Trail that a regular hiker could walk in a day.

P-103-002 NEW SCHOOL
Next door to Hazelwood Elementary School in Newcastle (Renton School District), Vera Risdon Middle School is currently under construction. I don't expect any impacts on the trail or on the school.

P-103-003 TRAIL & TRANSIT
I'd like to see both trail and transit able to use the ERC, but realize that there are horizontal constraints. In the southern section where there are driveway crossings, the grade is somewhat above Lake Washington, and I wonder if transit could be put underneath the trail corridor (cut & cover). Where there are trestles over other roadways, both would have to rise higher, but a magnetic system for the transit might make that feasible.

P-103-004 NE 4TH THROUGH NE 8TH
It might make sense to have a grade-elevated structure all the way from south of NE 4th to north of NE 8th, with side ramps for trail users to descend to commercial areas.

I'm excited to see this trail finally coming into being, and plan to bicycle it as soon as it's feasible, primarily for recreation. It is conceivable that I could occasionally use it to ride from Newcastle to work in the Bel-Red corridor of Bellevue. It will greatly improve the ride around Lake Washington, which I've done many times.

Peggy E. Price
(425) 829-2196

Attachments received (on file but not reproduced here):
05-140A View from West Overlook (medium).jpg
Grand Loop 2015-10-23 PEP.pdf
May Creek Greenway Trail System, Proposed 2014-03-02 PEP.pdf
May Creek Trail West + Accesses.pdf
NewcastleTrails150123Hist.pdf

PEGGY PRICE

RESPONSE

P-103-001 *Thank you for sharing information about the May Creek Greenway. One of the objectives of the Master Plan is to connect Eastside communities, which includes linking to other local and regional trails in the vicinity of the ERC. The proposed May Creek Gateway is envisioned to include a connection to the May Creek Trail. The details of this connection will be developed during the design phase of the project.*

P-103-002 *We have added Risdon Middle School to the list of schools on Figure 2-5 in the Final Master Plan.*

P-103-003 *The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor as described in Chapter 1. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

P-103-004 *An elevated structure is being considered for the section of the trail in the vicinity of NE 4th and NE 8th Streets. Please see the Final Master Plan for a discussion of the Preferred Alternative.*

From: David Reed <davidreed33@comcast.net>
Sent: Thursday, March 24, 2016 8:24 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments About the Draft Master Plan & EIS

ON-RAILBED IS THE PREFERRED OPTION:

P-104-001 My wife and I, as well as our neighbors, endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:

P-104-002 Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-104-003
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-104-004
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-104-005
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-104-006

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-104-007

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-104-008

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

P-104-009

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-104-010

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-104-011

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-104-012

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-104-013

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-104-014

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-104-015

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-104-016 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

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DAVID REED

RESPONSES

P-104-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-104-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-104-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

DAVID REED

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-104-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-104-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-104-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

DAVID REED

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-104-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-104-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-104-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-104-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

DAVID REED

RESPONSES

P-104-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-104-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-104-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-104-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

From: Darius Richards <dariusvicki@msn.com>
Sent: Thursday, March 24, 2016 8:03 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments on ERC Draft Master Plan and EIS

Comments on Eastside Rail Corridor (ERC) Master Plan and Draft Environmental Impact Statement

Our communities desire the kind of World Class Trail described from the beginning of this process. After review of the Draft Environmental Impact Statement (DEIS), we offer these comments:

Alternatives:

P-105-001 The off-rail bed option apparently involves less intrusion of the water resources and it allows for cramming more things into the corridor such as light rail. Beyond that, it has several more detrimental impacts:

A) It is much more expensive which will limit the amenities that can be included.

B) It involves much greater destruction of habitat and has a far greater impact on the tree canopy. Regardless of their "endangered" status, the Bald Eagles who raise their young and teach them to fish in the East Channel are an attraction unto themselves and people want to enjoy that. Taking down trees that they use to perch in will forever change their habitat and the enjoyment of the community.

C) Another result of taking down trees is a negative impact on our carbon footprint. One of the main species of trees along the corridor is Cottonwood trees which are widely recognized as efficient "scrubbers" of our air.

D) While some areas of the trail are isolated or industrial, others are very close to homes and businesses. The noise and vibration that would come with light rail is a significant negative impact in those areas. Perhaps more importantly, the experience of using the trail is significantly altered in a negative way when a train goes by.

E) **However,** it is understood that off-railbed may be a better option along some segments for reasons of safety, topography, etc.

P-105-002 The on-rail bed option seems much more conducive to the goals of a World Class Trail:

A) It is much less expensive which allows for inclusion of more of the amenities that will make this a regional treasure.

B) It is less impactful in a number of ways: less soil disruption, less destruction of mature trees, native vegetation and habitat, less impact on our carbon footprint

C) It preserves the park-like setting that we hope to enjoy as we use the trail.

D) It facilitates adequate separation of the different users with plant buffers that can help separate trail from residents and business and add to the appearance of the corridor.

E) Preserving the calm and beauty of this linear park becomes all the more important as we pursue other projects like widening I-405 and introduction of light rail lines on the Eastside.

The Master Plan has several areas that are vague or deficient and they should be addressed:

P-105-003 1) Access: This is to be a 26-mile linear park and people need designated access points to begin and end their use. Without this, the trail becomes limited to those passing through or those adjacent to the trail.

P-105-004 2) Parking: There should be areas of parking to facilitate regional use of Eastside neighborhoods. We see this along the Marymoor Trail. Without designated parking, people will still come to use the trail but at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes.

P-105-005 3) Water: There is no provision for water and toilet facilities. Along Burke-Gilman and other major regional trails, there are occasional public facilities that help keep people from relying on adjacent businesses or worse relieving themselves publicly.

P-105-006 4) Connections: There are several other major trails along the 26-mile route and while there is appropriate mention of the importance of these connections, The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." A lack of attention to connections in this region has left many trails unconnected and with dangerous transitions. For the effort and expense being put into this project, it is short-sighted to kick this issue down the road.

P-105-007 5) Electricity: Perhaps conjoined with water/public facilities, occasional access to electricity facilitates bike repairs, selected vendors and community activities.

P-105-008

6) Safety: multiple areas are vaguely addressed. A) Lighting is important not just at major crossings but at every crossing. In many areas, such as the lake front, approach to the ERC is steep with limited sighting. While the Master Plan states that use is dawn to dusk, we all know that joggers/walkers, cyclists and cycle commuters are on the existing paths well beyond the hours of daylight. Lighting helps enhance safe sharing of the corridor by motorized and non-motorized vehicles. B) While it's not something we like to think about, suicide prevention is important when dealing with the Wilburton Trestle. We assume there are attractive ways to keep users safe. C) Bollards are eliminated and this is understandable. However, there are some areas such as intersections and other connections where reduced bike speed is essential. Bollards seem a better solution than rumble strips or other measures that can decrease bike stability. Perhaps flexible or less rigid options are available.

P-105-009

7) Ambience: A trail should be a venture into nature. We live in an area that affords us this opportunity; we shouldn't waste it. The South Seattle Interurban Trail is an excellent example of how stark and barren a trail can be when mixed with power lines. Furthermore, a park is no place for light rail. The I-405 corridor where tie-ins to park-n-rides connecting neighborhoods is a much better far-sighted plan. Lastly, noise pollution of overhead lines and the destruction of natural habitat are all things to be avoided.

P-105-010

8) Multi-Use: From the drawings, it is assumed that King County views multi-use as cyclists, pedestrians, utilities and light rail. We think of multi-use as walkers, runners, cyclists and bike commuters. This corridor allows for adequate separations to keep all users safe while enjoying the park-like setting. In the majority of cases, that is more difficult to attain with the off-rail bed option.

Thank you for providing excellent outreach on this project and for this opportunity to comment,

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DARIUS F. RICHARDS

RESPONSES

P-105-001 *Thank you for sharing your concerns about the Off-Railbed Alternative and support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Lake Washington Boulevard in Renton is the On-Railbed Alternative.*

P-105-002 *See comment response to P-105-001.*

P-105-003 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-105-004 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

DARIUS F. RICHARDS

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-105-005 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-105-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-105-007 *See comment response to P-105-005.*

DARIUS F. RICHARDS

RESPONSES

P-105-008 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

According to AASHTO and the WSDOT Design Manual, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic, as described in the WSDOT Design Manual. WSDOT assumes a 20 mph design speed for flat trail sections and a 30 mph design speed for sustained downhill sections.

The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.

P-105-009 *King County Parks understands the neighborhood desire for the trail to be a linear park. King County Parks does not have decision-making authority over the implementation of light rail. However, in coordinating with Sound Transit, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time. Based on that information, as well as other considerations, King County is opting to proceed with the development of the On-Railbed Alternative in this segment.*

P-105-010 *King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. As previously noted, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time.*

The trail King County is proposing is a multi-use trail, which includes walkers, runners, and cyclists. The preferred section for the trail includes a 6-foot shoulder on one side that allows walkers and runners a space that is separate from higher speed bicyclists.

From: Vicki L. Richards
Sent: Thursday, March 24, 2016 7:35 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: ERC Draft Master Plan Comments

ON-RAILBED IS THE PREFERRED OPTION:

P-106-001 My wife and I, as well as our neighbors, endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-106-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-106-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-106-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-106-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-106-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-106-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-106-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-106-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-106-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-106-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-106-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-106-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-106-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

I appreciate the opportunity to provide these comments.

FROM: Vicki L. Richards
3605 Lake Wash. Blvd. N
Renton WA. 98056
dariusvicki@msn.com
425-430-4469

VICKI L. RICHARDS

RESPONSES

P-106-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-106-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-106-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

VICKI L. RICHARDS

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-106-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-106-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-106-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

VICKI L. RICHARDS

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-106-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-106-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-106-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-106-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

VICKI L. RICHARDS

RESPONSES

P-106-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-106-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-106-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-106-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

To: ERCtrail@kingcounty.gov
From: Tim Riley
3607 Lake Washington Blvd N
Renton, WA 98056
tim@rileybusiness.com
Re: Comments about the ERC Trail Draft Master Plan and EIS

First of all, we want to stress that our communities are enthusiastic supporters of the trail. If we do this right, it can be a win – win for the entire region.

P-107-001 Although there is much support for the on-rail bed alternative, there certainly needs to be accommodation for some anomalies along the corridor. There are too many "pinch points" along the path that need to be addressed. We would call your attention to the **3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA**. These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

We support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to *somewhat* meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

Simply put, any design has to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

RESPONSE

P-107-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

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3607 Lake Washington Blvd N
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Re: Comments about the ERC Trail Draft Master Plan and EIS

Comments on Eastside Rail Corridor (ERC) Master Plan and Draft Environmental Impact Statement

Our communities desire the kind of World Class Trail described from the beginning of this process. After review of the Draft Environmental Impact Statement (DEIS), we offer these comments:

P-108-001 Alternatives:
The off-rail bed option apparently involves less intrusion of the water resources and it allows for cramming more things into the corridor such as light rail. Beyond that, it has several more detrimental impacts:

A) It is much more expensive which will limit the amenities that can be included.

B) It involves much greater destruction of habitat and has a far greater impact on the tree canopy. Regardless of their "endangered" status, the Bald Eagles who raise their young and teach them to fish in the East Channel are an attraction unto themselves and people want to enjoy that. Taking down trees that they use to perch in will forever change their habitat and the enjoyment of the community.

C) Another result of taking down trees is a negative impact on our carbon footprint. One of the main species of trees along the corridor is Cottonwood trees which are widely recognized as efficient "scrubbers" of our air.

D) While some areas of the trail are isolated or industrial, others are very close to homes and businesses. The noise and vibration that would come with light rail is a significant negative impact in those areas. Perhaps more importantly, the experience of using the trail is significantly altered in a negative way when a train goes by.

P-108-002 The on-rail bed option seems much more conducive to the goals of a World Class Trail:

A) It is much less expensive which allows for inclusion of more of the amenities that will make this a regional treasure.

B) It is less impactful in a number of ways: less soil disruption, less destruction of mature trees, native vegetation and habitat, less impact on our carbon footprint

C) It preserves the park-like setting that we hope to enjoy as we use the trail.

D) It facilitates adequate separation of the different users with plant buffers that can help separate trail from residents and business and add to the appearance of the corridor.

E) Preserving the calm and beauty of this linear park becomes all the more important as we pursue other projects like widening I-405 and introduction of light rail lines on the Eastside.

The Master Plan has several areas that are vague or deficient and they should be addressed:

P-108-003 1) Access: This is to be a 26-mile linear park and people need designated access points to begin and end their use. Without this, the trail becomes limited to those passing through or those adjacent to the trail.

P-108-004 2) Parking: There should be areas of parking to facilitate regional use of Eastside neighborhoods. We see this along the Marymoor Trail. Without designated parking, people will still come to use the trail but at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes.

P-108-005 3) Water: There is no provision for water and toilet facilities. Along Burke-Gilman and other major regional trails, there are occasional public facilities that help keep people from relying on adjacent businesses or worse relieving themselves publicly.

P-108-006 4) Connections: There are several other major trails along the 26-mile route and while there is appropriate mention of the importance of these connections, The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." A lack of attention to connections in this region has left many trails unconnected and with dangerous transitions. For the effort and expense being put into this project, it is short-sighted to kick this issue down the road.

P-108-007 5) Electricity: Perhaps conjoined with water/public facilities, occasional access to electricity facilitates bike repairs, selected vendors and community activities.

P-108-008

6) Safety: multiple areas are vaguely addressed. A) Lighting is important not just at major crossings but at every crossing. In many areas, such as the lake front, approach to the ERC is steep with limited sighting. While the Master Plan states that use is dawn to dusk, we all know that joggers/walkers, cyclists and cycle commuters are on the existing paths well beyond the hours of daylight. Lighting helps enhance safe sharing of the corridor by motorized and non-motorized vehicles. B) While it's not something we like to think about, suicide prevention is important when dealing with the Wilburton Trestle. We assume there are attractive ways to keep users safe.
C) Bollards are eliminated and this is understandable. However, there are some areas such as intersections and other connections where reduced bike speed is essential. Bollards seem a better solution than rumble strips or other measures that can decrease bike stability. Perhaps flexible or less rigid options are available.

P-108-009

7) Ambience: A trail should be a venture into nature. We live in an area that affords us this opportunity; we shouldn't waste it. The South Seattle Interurban Trail is an excellent example of how stark and barren a trail can be when mixed with power lines. Furthermore, a park is no place for light rail. The I-405 corridor where tie-ins to park-n-rides connecting neighborhoods is a much better far-sighted plan. Lastly, noise pollution of overhead lines and the destruction of natural habitat are all things to be avoided.

P-108-010

8) Multi-Use: From the drawings, it is assumed that King County views multi-use as cyclists, pedestrians, utilities and light rail. We think of multi-use as walkers, runners, cyclists and bike commuters. This corridor allows for adequate separations to keep all users safe while enjoying the park-like setting. In the majority of cases, that is more difficult to attain with the off-rail bed option.

TIM RILEY

RESPONSES

P-108-001 *Thank you for sharing your concerns about the Off-Railbed Alternative and support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Lake Washington Boulevard in Renton is the On-Railbed Alternative.*

P-108-002 *See comment response to P-108-001.*

P-108-003 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-108-004 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

TIM RILEY

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
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In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-108-005 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-108-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-108-007 *See comment response to P-108-005.*

TIM RILEY

RESPONSES

P-108-008 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

According to AASHTO and the WSDOT Design Manual, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic, as described in the WSDOT Design Manual. WSDOT assumes a 20 mph design speed for flat trail sections and a 30 mph design speed for sustained downhill sections.

The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.

P-108-009 *King County Parks understands the neighborhood desire for the trail to be a linear park. King County Parks does not have decision-making authority over the implementation of light rail. However, in coordinating with Sound Transit, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time. Based on that information, as well as other considerations, King County is opting to proceed with the development of the On-Railbed Alternative in this segment.*

P-108-010 *King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. As previously noted, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time.*

The trail King County is proposing is a multi-use trail, which includes walkers, runners, and cyclists. The preferred section for the trail includes a 6-foot shoulder on one side that allows walkers and runners a space that is separate from higher speed bicyclists.

To: ERCtrail@kingcounty.gov
From: Virginia Riley
3607 Lake Washington Blvd N
Renton, WA 98056
ginnyriley@yahoo.com
Re: Comments about the ERC Trail Draft Master Plan and EIS

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Simply put, any design has to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

RESPONSE

P-109-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

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P-110-001 Alternatives:

The off-rail bed option apparently involves less intrusion of the water resources and it allows for cramming more things into the corridor such as light rail. Beyond that, it has several more detrimental impacts:

A) It is much more expensive which will limit the amenities that can be included.
B) It involves much greater destruction of habitat and has a far greater impact on the tree canopy. Regardless of their "endangered" status, the Bald Eagles who raise their young and teach them to fish in the East Channel are an attraction unto themselves and people want to enjoy that. Taking down trees that they use to perch in will forever change their habitat and the enjoyment of the community.
C) Another result of taking down trees is a negative impact on our carbon footprint. One of the main species of trees along the corridor is Cottonwood trees which are widely recognized as efficient "scrubbers" of our air.
D) While some areas of the trail are isolated or industrial, others are very close to homes and businesses. The noise and vibration that would come with light rail is a significant negative impact in those areas. Perhaps more importantly, the experience of using the trail is significantly altered in a negative way when a train goes by.

P-110-002 The on-rail bed option seems much more conducive to the goals of a World Class Trail:

A) It is much less expensive which allows for inclusion of more of the amenities that will make this a regional treasure.
B) It is less impactful in a number of ways: less soil disruption, less destruction of mature trees, native vegetation and habitat, less impact on our carbon footprint
C) It preserves the park-like setting that we hope to enjoy as we use the trail.
D) It facilitates adequate separation of the different users with plant buffers that can help separate trail from residents and business and add to the appearance of the corridor.
E) Preserving the calm and beauty of this linear park becomes all the more important as we pursue other projects like widening I-405 and introduction of light rail lines on the Eastside.

The Master Plan has several areas that are vague or deficient and they should be addressed:

P-110-003 1) Access: This is to be a 26-mile linear park and people need designated access points to begin and end their use. Without this, the trail becomes limited to those passing through or those adjacent to the trail.

P-110-004 2) Parking: There should be areas of parking to facilitate regional use of Eastside neighborhoods. We see this along the Marymoor Trail. Without designated parking, people will still come to use the trail but at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes.

P-110-005 3) Water: There is no provision for water and toilet facilities. Along Burke-Gilman and other major regional trails, there are occasional public facilities that help keep people from relying on adjacent businesses or worse relieving themselves publicly.

P-110-006 4) Connections: There are several other major trails along the 26-mile route and while there is appropriate mention of the importance of these connections, The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." A lack of attention to connections in this region has left many trails unconnected and with dangerous transitions. For the effort and expense being put into this project, it is short-sighted to kick this issue down the road.

P-110-007 5) Electricity: Perhaps conjoined with water/public facilities, occasional access to electricity facilitates bike repairs, selected vendors and community activities.

P-110-008 6) Safety: multiple areas are vaguely addressed. A) Lighting is important not just at major crossings but at every crossing. In many areas, such as the lake front, approach to the ERC is steep with limited sighting. While the Master Plan states that use is dawn to dusk, we all know that joggers/walkers, cyclists and cycle commuters are on the existing paths well beyond the hours of daylight. Lighting helps enhance safe sharing of the corridor by motorized and non-motorized vehicles. B) While it's not something we like to think about, suicide prevention is important when dealing with the Wilburton Trestle. We assume there are attractive ways to keep users safe. C) Bollards are eliminated and this is understandable. However, there are some areas such as intersections and other connections where reduced bike speed is essential. Bollards seem a better solution than rumble strips or other measures that can decrease bike stability. Perhaps flexible or less rigid options are available.

P-110-009

7) Ambience: A trail should be a venture into nature. We live in an area that affords us this opportunity; we shouldn't waste it. The South Seattle Interurban Trail is an excellent example of how stark and barren a trail can be when mixed with power lines. Furthermore, a park is no place for light rail. The I-405 corridor where tie-ins to park-n-rides connecting neighborhoods is a much better far-sighted plan. Lastly, noise pollution of overhead lines and the destruction of natural habitat are all things to be avoided.

P-110-010

8) Multi-Use: From the drawings, it is assumed that King County views multi-use as cyclists, pedestrians, utilities and light rail. We think of multi-use as walkers, runners, cyclists and bike commuters. This corridor allows for adequate separations to keep all users safe while enjoying the park-like setting. In the majority of cases, that is more difficult to attain with the off-rail bed option.

VIRGINIA RILEY

RESPONSES

P-110-001 *Thank you for sharing your concerns about the Off-Railbed Alternative and support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Lake Washington Boulevard in Renton is the On-Railbed Alternative.*

P-110-002 *See comment response to P-110-001.*

P-110-003 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-110-004 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

VIRGINIA RILEY

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-110-005 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-110-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-110-007 *See comment response to P-110-005.*

VIRGINIA RILEY

RESPONSES

P-110-008 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

According to AASHTO and the WSDOT Design Manual, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic, as described in the WSDOT Design Manual. WSDOT assumes a 20 mph design speed for flat trail sections and a 30 mph design speed for sustained downhill sections.

The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.

P-110-009 *King County Parks understands the neighborhood desire for the trail to be a linear park. King County Parks does not have decision-making authority over the implementation of light rail. However, in coordinating with Sound Transit, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time. Based on that information, as well as other considerations, King County is opting to proceed with the development of the On-Railbed Alternative in this segment.*

P-110-010 *King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. As previously noted, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time.*

The trail King County is proposing is a multi-use trail, which includes walkers, runners, and cyclists. The preferred section for the trail includes a 6-foot shoulder on one side that allows walkers and runners a space that is separate from higher speed bicyclists.

TO: ERCtrail@kingcounty.gov

41 signatures to this letter

FROM: **The Ripley Lane neighborhood**

RE: Comments about the Master Plan and Draft Environmental Impact Statement

P-111-001 **ON-RAILBED IS THE PREFERRED OPTION:**

I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the Off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This option also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative and preserves the park like nature of the trail by preserving more than twice as much of the existing trees and vegetation.

WE SUPPORT A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly (the off-railbed option), that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park. This necessitates using the existing railbed for the trail.

The Master Plan falls short of this vision in a number of areas.

P-111-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use. We support planning for and building Access Points to the final master plan.

P-111-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or existing heavily used community parks. We support planning for and building Parking into the final master plan.

P-111-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.

TO: ERCtrail@kingcounty.gov

FROM: **The Ripley Lane neighborhood**

RE: Comments about the Master Plan and Draft Environmental Impact Statement

- Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
- A World Class Trail will have designated facilities and water availability. We support planning for and building water, power and bathroom facilities into the final master plan.

P-111-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-railbed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced. The trail would look more like an industrial highway than a park.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun. We support building the trail on the railbed to preserve the maximum amount of existing vegetation.

P-111-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project, the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-railbed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking. We support planning for and building Connections into the final master plan.

- Safety:

TO: ERCtrail@kingcounty.gov

FROM: **The Ripley Lane neighborhood**

RE: Comments about the Master Plan and Draft Environmental Impact Statement

P-111-007

The Master Plan makes many references to safety but omits or fails to consider certain elements
A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe. We support planning for and building Safe Crossings the entire length of the trail in the final master plan.

P-111-008

- Bike vs Walker separation:
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel by a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor. We support planning for and building truly divided dual modality trails into the final master plan.

P-111-009

- For Adjacent Homes and Trail neighbors:
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife and provides a deterrent to users going off trail.

TO: ERCtrail@kingcounty.gov

FROM: **The Ripley Lane neighborhood**

RE: Comments about the Master Plan and Draft Environmental Impact Statement

A World Class Trail is in harmony with its neighbors. We support fulfillment of the promises made at the neighborhood meeting that the County will engage with our neighborhood (and others!) for ideas and endorsement of the finish features that would impact the trail neighbors, such as fencing, lighting, and amenity placement. We are actively promoting and supporting the trail through our neighborhood! Please understand that, and respect that we care about what our neighborhood looks like.

P-111-010

- Bridge Safety and Suicide Prevention:
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-111-011

- Location Signage for emergency location:
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies. We support planning for and adding such Location Signage to the final master plan.

P-111-012

- Bollards as traffic calming for bikes:
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas. We support using Bollards in parts of the trail where the safety of fast cyclists and vehicles could cause physical injury. The Bollard is the lower impact alternative to hitting a vehicle.

P-111-013

- Lighting at the crossings and in the evening:
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail provides for lighting at intersections and junctions. If it is to be used

TO: ERCtrail@kingcounty.gov

FROM: **The Ripley Lane neighborhood**

RE: Comments about the Master Plan and Draft Environmental Impact Statement

for commuting, a World Class Trail will provide path lighting from dusk until dawn. We support planning for and building lighting into the final master plan.

P-111-014

- Trail Building Considerations:

  Roadway - The County must also adhere to the building permit requirements that it enforces with property owners. Many areas of the Lake Lanes community, and specifically Ripley Lane do not conform to the 18 foot county road width. This is a health safety issue for people living on these lanes. The trail must not be built within the 18 foot road easement, so in a few cases should be moved slightly east. Now is the time, during construction of the trail, to bring Ripley Lane to code, and remedy this situation.

  Environmental - We are not aware of any environmental issues relative to the railbed but we need to be comfortable that King County takes on any liability for clean-up due to construction of the trail. Storm water travels under the railbed to access the waterfront. We need to be sure that water is clean as it enters the Lake, and that runoff and drainage changes do not create water problems for the adjacent neighborhoods.

SUMMARY:

P-111-015

Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route *and* a linear park, but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly, the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

5/15

TO: ERCtrail@kingcounty.gov

FROM: **The Ripley Lane neighborhood**

RE: Comments about the Master Plan and Draft Environmental Impact Statement

Name	Address	Date
Marjorie K Grundhauer	7005 Ripley Lane SE	3/20/16
[illegible]	5227 Ripley Lane N	3/20/16
[illegible]	5227 Ripley Lane N	3/20/16
[illegible]	5137 Ripley Ln N	3/20/16
[illegible]	5029 Ripley Ln N	3/20/16
Moira Gorman	5025 Ripley Ln N ~~5025~~	3/20/16
Fred Brovetto	5025 Ripley Ln N.	3/20/16.
[illegible]	6815 Ripley Ln. SE	3/20/16

A total of 82 signatures were received.
Additional signature pages are not reproduced.

RIPLEY LANE NEIGHBORHOOD

RESPONSES

P-111-001 *Thank you for sharing your support for the On-Railbed Alternative. King County acknowledges that we received 82 signatures with this letter, since the signatures are not reproduced here. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-111-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-111-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

RIPLEY LANE NEIGHBORHOOD

RESPONSES

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-111-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-111-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-111-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

RIPLEY LANE NEIGHBORHOOD

RESPONSES

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-111-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-111-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

RIPLEY LANE NEIGHBORHOOD

RESPONSES

P-111-009 *King County looks forward to continued coordination with the neighborhoods adjacent to the ERC as the trail design progresses.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-111-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

P-111-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-111-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-111-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-111-014 *Construction of the trail will adhere to all applicable regulations and permit requirements. Improvements to Ripley Lane are not part of the regional trail project.*

P-111-015 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

From: Kelly Sather <kelly_sather@hotmail.com>
Sent: Saturday, March 19, 2016 4:34 PM
To: Eastside Rail Corridor Regional Trail Project
RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-112-001 I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-112-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-112-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-112-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-112-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-112-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-112-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-112-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-112-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-112-010

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  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-112-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-112-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-112-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-112-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

KELLY SATHER

RESPONSES

P-112-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-112-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-112-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

KELLY SATHER

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-112-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-112-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-112-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

KELLY SATHER

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-112-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-112-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-112-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-112-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

KELLY SATHER

RESPONSES

P-112-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

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P-112-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

From: brian schafer <bsschafer1@hotmail.com>
Sent: Wednesday, March 30, 2016 11:23 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor - Regional Trail Comments

ON-RAILBED IS THE PREFERRED OPTION:

P-113-001 We endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

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It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-113-002

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced. We have Eagles living and nesting in the trees above our home. It is surprising that we have not heard any **issues about removing the habitat for the Eagles**. Additionally, if the mature foliage is removed, it will allow more noise from the freeway to reach the adjacent homes.

P-113-003

- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-113-004

- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
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- Safety:
  The Master Plan makes many references to safety but omits or fails to consider certain elements
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P-113-013

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SUMMARY:

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Sincerely,
Brian and Pamela Schafer
5855 Pleasure Point Ln SE
Bellevue, WA 98006

BRIAN AND PAMELA SCHAFER

RESPONSES

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The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

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BRIAN AND PAMELA SCHAFER

RESPONSES

has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

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- *The local jurisdiction could choose to limit parking on neighborhood streets*
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Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

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BRIAN AND PAMELA SCHAFER

RESPONSES

P-113-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

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RESPONSES

P-113-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

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P-113-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

Online Survey Tool

From: Brent Schmaltz
Sent: March 27, 2016
Comments:

P-114-001 This comment pertains to improvements to the Eastside Rail Corridor through Redmond WA. I believe there is a better alternative than putting the trail along side Willows Road. We should strongly consider improving the corridor along side the Sammamish River tail on the east and west side. Putting the tail along side Willows exposes Bicyclists to interaction with cars and as we have seen by the two accidents this week in Bellevue (http://www.bellevuereporter.com/news/373267181.html) accidents with cars only happen when there are interactions. Putting the trail along side the river has no interaction with automibles.

I have expressed my opinion with the following two letters I have written to the Redmond Reporter and sent to Robert Foxworthy (King county), Ms. Hope (City of Redmond) and John Marchione (Redmond Mayor).

Letter #1
Everyone in Redmond who uses the Sammamish River Trail on a Sunny day knows how crazy it is. About 4 years ago I contacted the City of Redmond and King County to find out if they had any plans to mitigate this situation. None. But don't worry we are going to put in a new trail that will take pressure off of the River. OH, tell me about it, I said. Well, we are going to spend a bunch of money and put a trail alongside Willows Road. You must be kidding, why put a trail along a busy street when we have a River running through town? Not only that, how will we ever be able to widen Willows to alleviate traffic through Redmond? So I wrote the folks in charge at King County and City or Redmond to encourage them to work together and do the right thing. I encourage you to do the same thing. These type of changes will effect residents for a long time.

Here is what I wrote:
"Imagine that you own a large piece of property. On one side of the property there is a small meandering river occupied with ducks, heron, owls, geese, the odd salmon shows up. A very peaceful place. Imagine on the other side of the property there is a major roadway with a speed limit of 45 m.p.h. and multiple roads cutting across it. 8 roads in fact that are very busy and have automobiles that like to turn right in a hurry.
Now suppose that you had 5 million dollars and wanted to build a path for your family and friends to walk along, bike along and enjoy the day and nature. What decision would you make?
Now suppose that someone took your money and built the trail along the busy street, how would you feel about it. A bit upset eh? That is how I feel."

Letter #2
I believe there is a solution to the traffic problem in Redmond. It involves widening Willows road to provide a bypass for users through Redmond. Each day Hwy 202 (Redmond–Woodinville Road) is jammed packed. Travelers that are simply going through Redmond have two choices to get to through. 202 or Willows. Both are single lane. 202 would be much more expensive to widen than Willows. Willows could easily be 4 lanes, with ample room for left and right turning lanes. In fact large parts of Willows are already 4 lanes. Hundreds and of new homes are being built on 202 and 116th. The natural path for these folks is to travel along 202, hence the parking lot. If one examines the traffic on 202, it is bumper to bumper from Woodinville to almost Leary way. By providing relief for travelers to use Willows then 124th to 202, this would reduce traffic through Redmond. 116th could be improved to move travelers off of 124th, but this would be tricky given the soccer fields. However, a couple of pedestrian overpasses could take care of issues.
The plan of record from the City of Redmond is to build a bike / walking path alongside Willows. Once this bike / walking path is completed, it will be very difficult to widen Willows.
The City of Redmond is on record supporting 'Target Zero' which is a high level strategic safety plan adopted by Washington State to reduce traffic injuries. One of the four pillars of this plan is:
Engineering: Use best practices to prevent or reduce the severity of collisions.
In addition to putting a bike / walking path alongside Willows reducing the possibility to dig out of the massive traffic jam in Redmond, it will not be engineered for safety.
There are over 8 major road crossings along the proposed Redmond Central Connector that will result in automobiles intersecting with users of the trail. Each crossing is very close to the trail. Willows is a 45 m.p.h. road with heavy use on the weekend for Soccer at 116th, Golf at Willows golf course, Overlake Church, Arena Sports, 90th and 95th each a busy street. During soccer and golf season 116th and is bumper to bumper with cars entering and exiting from Willows. Redmond police have been used to control traffic. When cars are stopped at the lights on 116th, they will be in the middle of the trail.

In order to provide an enjoyable environment to encourage users of the trail, I assume it will have a boarder that screens the road. This will reduce the visibility of users of the trial to automobiles. Bicycles who commute, do so at night and in the rain. With the majority of accidents occurring when cars turn right, accidents are bound to happen.

Instead I suggest:

1. Widen Willows
2. Do not put the bike / walking trail alongside a 45 m.p.h. major arterial
3. Provide access to Willows from Leary Way, perhaps rework Bear Creek Parkway and West Lake Sammamish
4. Work with King County to improve both sides of the Sammamish River Trail where the is NO interaction with any automobiles
5. Plan to improve 116th so all the new residents can get home in time for dinner

I personally would rather walk along the river on a sunny day than a busy street.

Brent Schmaltz

BRENT SCHMALTZ

RESPONSE

P-114-001 *Thank you for sharing your input on the ERC Draft Master Plan and EIS. The City of Redmond has ownership of the section of trail located in Redmond, called the Redmond Central Connector. Information regarding the design and construction of the Redmond Central Connector is located on the City of Redmond's website (http://www.redmond.gov/PlansProjects/connectingCommunity/centralConnectorPhase1.*

Online Survey Tool

From: Larry Schultz, Bellevue
Sent: March 10, 2016
Comments:

P-115-001 Given the traffic disaster of I405, I would think it a top priority to make some kind of rail transit using the existing lines. I like parks as much as the next person but traffic needs help. Now.

RESPONSE

P-115-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. The trail is being planned for and designed to not preclude potential future use for transit in the corridor. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit. Please note that the King County Council approved phased rail removal in November 2015. The removal of rail does not preclude future transit use in the corridor.*

From: Richard Shepard, Newport Shores Resident
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

P-116-001 **ON-RAILBED IS THE PREFERRED OPTION:**
My wife and I, as well as our neighbors, endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:
Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-116-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-116-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-116-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-116-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-116-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-116-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-116-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-116-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-116-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-116-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-116-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-116-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-116-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

RICHARD SHEPARD

RESPONSES

P-116-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-116-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-116-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

RICHARD SHEPARD

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-116-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-116-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-116-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

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RICHARD SHEPARD

RESPONSES

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P-116-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

Online Survey Tool

From: Mark Shoaf
Sent: March 23, 2016
Comments:

P-117-001 I request that an interim solution between Kirkland and the 520 trail near Northup way be prioritized. This would be smart because of the imminent 520 bridge with the bike path would create an Eastside missing link. Also it would make my life much easier as someone who commutes from NE Bellevue to South Kirkland. My current strategy is to scale the 115th ave NE hill to avoid Northup. I won't ride Northup after multiple dangerous encounters plus having a second child, too risky for me.

P-117-002 From my work in South Kirkland, I am able to access via bike all of the services and activities using the CKC gravel path, and I find it to be very awesome. I would advocate for that style of interim approach for the whole ERC. There are pros and cons to gravel versus pavement, but I think the CKC crushed gravel has been great and keeps speeds safe. I wouldn't be upset at the rest of the ERC being that kind of crushed gravel. That's my $0.02

RESPONSES

P-117-001 *Thank you for your feedback. As described in Chapter 5 of the Master Plan, the trail will likely be developed in phases and segments. The prioritization of segments over others will be influenced by availability and source of funding. Funding will likely consider a number of different factors, including connections to regional growth centers and other multimodal facilities such as transit stations, integration with existing nonmotorized systems or networks, access to dense areas of existing or future land use, and opportunities to connect underserved communities.*

P-117-002 *In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017. This initial work includes construction of a higher quality interim trail between SR 520 and 108th Avenue NE, similar in quality to the existing Cross Kirkland Corridor interim trail.*

From: Anne Simpson and Charlie Conner
3001 Mountain View Ave N.
Renton 98056
Sent: March 20, 2016
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

P-118-001 **ON-RAILBED IS THE PREFERRED OPTION:**
We are the second most southerly house on Mountain View Ave North. I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

OTHER CONCERNS:

P-118-002 I live on Mountain View Avenue N., Renton, WA adjacent to the ERC trail. Our neighborhood is a supporter of a World Class Trail, and find that the interim trail plan does not adequately address many of the concerns of our neighborhood.

P-118-003 1. The interim trail must form a pedestrian connection to the existing pedestrian path Gene Coulon Park at the north end of the Park, and south end of Mountain View Avenue N. We request that this connection take place south of the current north gate to the Park, and that the north gate be permanently closed. We will be taking this request concurrently to City of Renton. Our neighborhood has long been concerned about the safety of walkers and joggers who stroll down the middle of the street, often at dawn and dusk, in dark clothing, without reflectors, often wearing headphones.

P-118-004 2. Bike linkage must be created on the interim trail to Lake Washington Boulevard (LWB) This could occur via signage at the 33rd street intersection with LWB, or via the existing ramp south of "Mile 5" via some agreement with BNSF.

P-118-005 3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. This is especially true based on the type of gravel you plan to lay. Most of our bikers are road bikes and will find it very dangerous to ride of the larger gravel you are planning. The turn off from LWB on to Mountain View will allow no more than 1 car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.

P-118-006 4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment. We have picked up litter on Lake Washington Blvd, as volunteers for over 10 years. We pick up bags of litter to keep our neighborhood nice. Right now the rail bed is a garbage dump. I certainly hope there will be AMPLE garbage cans and Dog Waste Bag stations, on the trail. Honestly I have a mental picture of your trail becoming a garbage dump. Now, when there is litter too big for us to pick up, dead animals, etc., I have City of Renton contact numbers to call. I very much hope you will provide this type of support.

P-118-007 5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons .I am an avid biker. I understand the problem of roots under bike paths, but to strip Mt View and Coulon Park of our deep rooted 35 year old PLUS trees seems to be the tail wagging the dog. And please come look at the hazard you will create when you remove trees that are retaining water, run off and maintaining the slope from serious erosion.

P-118-008 6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.

P-118-009 7. It is vitally important that Mt View residents retain the exclusive use of the gravel parking strip, even if a user fee is required. Without resident control of this parking, not only is access/parking/egress of delivery vehicles, garbage trucks, and service equipment impaired/limited, but an attractive and constant nuisance will be created. We would rather see no parking at all with enforcement than public parking. We have a long history on Mountain View of problems with folks parking along the street looking for access to the water. Years of diligence and effort have achieved a good equilibrium now, and it would be a tragedy to set this effort aside.

P-118-010 8. Adequate water and bathroom facilities be provided along the trail.

P-118-011 9. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor.

Anne Simpson & Charlie Conner

ANNE SIMPSON & CHARLIE CONNER

RESPONSES

P-118-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Mountain View Avenue is the On-Railbed Alternative.*

P-118-002 *King County is committed to working with the neighborhoods along the corridor as the Master Plan for the ERC is finalized and future design begins. Several of your comments are directed toward development of the "interim trail." We have assumed that those comments are specific to the condition of the corridor after rails and tie are removed and the rail ballast is evened out.*

P-118-003 *The intent of the connection shown on Figure 4-3 of the Draft Master Plan is to provide pedestrian connectivity to the park. While the City of Renton has expressed some concern about park and vegetation impacts that may result from the pedestrian path, King County is confident that a pedestrian path can be designed that minimizes impacts and addresses the City's concerns. King County will coordinate with the City to determine if development of a connecting path could coincide with the removal of rails and ties.*

P-118-004 *The intent of the connection shown on Figure 4-3 of the Master Plan is to provide bicycle connectivity to Lake Washington Boulevard. The timing of this connection is intended to coincide with the development of the paved trail, rather than the interim condition when rails and ties are removed. Thin tire bikes will not typically be using the corridor in this interim condition; however, in the near-term it is conceivable that fat-tired bikes would be routed up to Lake Washington Boulevard at N 33rd Street.*

P-118-005 *Your comments on intersection treatment refer to gravel surfacing and apparently pertain to the interim trail condition. This response describes a process that will be applied to both the interim and final trail conditions because, while the volumes and speeds of use on the interim trail are expected to be substantially lower than those for the final trail, the design principles are the same.*

The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."

ANNE SIMPSON & CHARLIE CONNER

RESPONSES

P-118-006 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

P-118-007 *We understand your concern about the trees at the south end of Mountain View Drive. As currently shown in Volume 2, the trail planning envelope does overlap these trees and they could be removed. During design, King County will be refining the alignment within the planning envelope and will look for opportunities to save the trees, while balancing other factors such as reducing impacts to the wetland in the vicinity and making the pedestrian and bicycle connections to the south.*

P-118-008 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

ANNE SIMPSON & CHARLIE CONNER

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-118-009 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-118-010 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

Online Survey Tool

From: Thomas Skillman
Sent: March 25, 2016

Comments:

P-119-001 I am glad there is planning for good public use of the ERC, and for future public transit. I am very concerned about running power lines along the lake front, a potential eye-sore for 50 years to come.

RESPONSE

P-119-001 *Thank you for sharing your support for trail development. King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail.*

At this time, plans for new transmission lines are limited to a relatively short segment in the Totem Lake vicinity. When PSE develops future plans for transmission, the health effects of those transmission lines will be evaluated in conjunction with the environmental review for those proposed improvements.

From: Paul Smith <Paul.Smith@CascadeDesigns.com>
Sent: Monday, March 28, 2016 11:01 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail Comments

Dear King County Executive and Council,

P-120-001 I would like to see the Eastside Rail Corridor Trail moved forward. This trail has the potential to change how we move, connect, live and play on the Eastside and all over our region. I would like to be riding and walking on an interim trail as soon as 2017.

P-120-002 That said I also am disappointed that the recently released Sound Transit plan did not include anything for the eastside north of 520. I would like to retain the option that a multi use trail / transit corridor could be established sometime in the future.

P-120-003 Therefore I urge you to adopt the on-rail bed trail alternatives, so that timely completion of an interim trail is possible. Due to high costs of off-rail bed alternatives, we support on-rail bed construction where feasible so that timely construction is possible.

I urge you to prioritize the timely construction of both an interim and permanent trail through King County sections of the corridor.

P-120-004 I am a current user (bike commuter) of the Cross Kirkland Corridor and that construction has been workable for even my road bike. I can see where the selection of the gravel surface type was critical – many similar trails have been unusable for road bikes which heavily limits the bike commuting options.

Thank you again for your leadership thus far.

Sincerely,
Paul K Smith
Principal Engineer
Mountain Safety Research
3800 1st Ave S
Seattle, WA 98134
Dir: 206-676-6039
Paul.smith@cascadedesigns.com

PAUL K SMITH

RESPONSES

P-120-001 *Thank you for sharing your support for trail development. In November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

P-120-002 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transmit may also be located. At this time, Sound Transit plans for light rail are limited to its ownership area in Bellevue and a portion of the corridor between Bellevue and Kirkland, in which it has an easement. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. The trail is being planned for and designed to not preclude potential future use for transit and utilities in the corridor as described in Chapter 1. King County will continue to work with Sound Transit and other stakeholders to consider transit use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit.*

P-120-003 *Thank you for sharing your support for the On-Railbed Alternative. Please see the Final Master Plan and EIS for a description of the Preferred Alternative identified by King County. While many sections of the Preferred Alternative are on the railbed, the alignment is off the railbed where Sound Transit development occurs and in some locations to minimize impacts to wetlands and streams. The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail.*

P-120-004 *Thank you for sharing your feedback.*

From: Marco Sobrino, MD, FACS <mdsobrino@yahoo.com>
Sent: Thursday, March 17, 2016 8:35 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments on Eastside Rail Corridor (ERC) Master Plan and Draft Environmental Impact Statement

Comments on Eastside Rail Corridor (ERC) Master Plan and Draft Environmental Impact Statement

Our communities desire the kind of World Class Trail described from the beginning of this process. After review of the Draft Environmental Impact Statement (DEIS), we offer these comments:

Alternatives:

P-121-001 The off-rail bed option apparently involves less intrusion of the water resources and it allows for cramming more things into the corridor such as light rail. Beyond that, it has several more detrimental impacts:

A) It is much more expensive which will limit the amenities that can be included.
B) It involves much greater destruction of habitat and has a far greater impact on the tree canopy. Regardless of their "endangered" status, the Bald Eagles who raise their young and teach them to fish in the East Channel are an attraction unto themselves and people want to enjoy that. Taking down trees that they use to perch in will forever change their habitat and the enjoyment of the community.
C) Another result of taking down trees is a negative impact on our carbon footprint. One of the main species of trees along the corridor is Cottonwood trees which are widely recognized as efficient "scrubbers" of our air.
D) While some areas of the trail are isolated or industrial, others are very close to homes and businesses. The noise and vibration that would come with light rail is a significant negative impact in those areas. Perhaps more importantly, the experience of using the trail is significantly altered in a negative way when a train goes by.

P-121-002 The on-rail bed option seems much more conducive to the goals of a World Class Trail:

A) It is much less expensive which allows for inclusion of more of the amenities that will make this a regional treasure.
B) It is less impactful in a number of ways: less soil disruption, less destruction of mature trees, native vegetation and habitat, less impact on our carbon footprint
C) It preserves the park-like setting that we hope to enjoy as we use the trail.
D) It facilitates adequate separation of the different users with plant buffers that can help separate trail from residents and business and add to the appearance of the corridor.
E) Preserving the calm and beauty of this linear park becomes all the more important as we pursue other projects like widening I-405 and introduction of light rail lines on the Eastside.

The Master Plan has several areas that are vague or deficient and they should be addressed:

P-121-003 1) Access: This is to be a 26-mile linear park and people need designated access points to begin and end their use. Without this, the trail becomes limited to those passing through or those adjacent to the trail.

P-121-004 2) Parking: There should be areas of parking to facilitate regional use of Eastside neighborhoods. We see this along the Marymoor Trail. Without designated parking, people will still come to use the trail but at the expense of those adjacent neighbors who will now be competing for parking in front of their own homes.

P-121-005 3) Water: There is no provision for water and toilet facilities. Along Burke-Gilman and other major regional trails, there are occasional public facilities that help keep people from relying on adjacent businesses or worse relieving themselves publicly.

P-121-006 4) Connections: There are several other major trails along the 26-mile route and while there is appropriate mention of the importance of these connections, The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." A lack of attention to connections in this region has left many trails unconnected and with dangerous transitions. For the effort and expense being put into this project, it is short-sighted to kick this issue down the road.

P-121-007 5) Electricity: Perhaps conjoined with water/public facilities, occasional access to electricity facilitates bike repairs, selected vendors and community activities.

P-121-008 6) Safety: multiple areas are vaguely addressed. A) Lighting is important not just at major crossings but at every crossing. In many areas, such as the lake front, approach to the ERC is steep with limited sighting. While the Master Plan states that use is dawn to dusk, we all know that joggers/walkers, cyclists and cycle commuters are on the existing paths well beyond the hours of daylight. Lighting helps enhance safe sharing of the corridor by motorized and non-motorized vehicles. B) While it's not something we like to think about, suicide prevention is important when dealing with the Wilburton Trestle. We assume there are attractive ways to keep users safe. C) Bollards are eliminated and this is understandable. However, there are some areas such as intersections and other connections where reduced bike speed is essential. Bollards seem a better solution than rumble strips or other measures that can decrease bike stability. Perhaps flexible or less rigid options are available.

P-121-009 7) Ambience: A trail should be a venture into nature. We live in an area that affords us this opportunity; we shouldn't waste it. The South Seattle Interurban Trail is an excellent example of how stark and barren a trail can be when mixed with power lines. Furthermore, a park is no place for light rail. The I-405 corridor where tie-ins to park-n-rides connecting neighborhoods is a much better far-sighted plan. Lastly, noise pollution of overhead lines and the destruction of natural habitat are all things to be avoided.

P-121-010

8) Multi-Use: From the drawings, it is assumed that King County views multi-use as cyclists, pedestrians, utilities and light rail. We think of multi-use as walkers, runners, cyclists and bike commuters. This corridor allows for adequate separations to keep all users safe while enjoying the park-like setting. In the majority of cases, that is more difficult to attain with the off-rail bed option.

Marco A. Sobrino, M.D., F.A.C.S.
Cell (206) 304-7448

Marco and Luz Sobrino
3713 Lake Washington Blvd North
Renton WA 98056

MARCO AND LUZ SOBRINO

RESPONSES

P-121-001 *Thank you for sharing your concerns about the Off-Railbed Alternative and support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Lake Washington Boulevard N. in Renton is the On-Railbed Alternative.*

P-121-002 *See comment response to P-121-001.*

P-121-003 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-121-004 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

MARCO AND LUZ SOBRINO

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-121-005 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-121-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-121-007 *See comment response to P-121-005.*

P-121-008 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

MARCO AND LUZ SOBRINO

RESPONSES

According to AASHTO and the WSDOT Design Manual, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic, as described in the WSDOT Design Manual. WSDOT assumes a 20 mph design speed for flat trail sections and a 30 mph design speed for sustained downhill sections.

The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.

P-121-009 *King County Parks understands the neighborhood desire for the trail to be a linear park. King County Parks does not have decision-making authority over the implementation of light rail. However, in coordinating with Sound Transit, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time. Based on that information, as well as other considerations, King County is opting to proceed with the development of the On-Railbed Alternative in this segment.*

P-121-010 *King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. As previously noted, it does not appear that there are any specific plans for transit use in the Lakefront Segment at this time.*

The trail King County is proposing is a multi-use trail, which includes walkers, runners, and cyclists. The preferred section for the trail includes a 6-foot shoulder on one side that allows walkers and runners a space that is separate from higher speed bicyclists.

From: Marco Sobrino, MD, FACS <mdsobrino@yahoo.com>
Sent: Thursday, March 17, 2016 8:35 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

P-122-001 **ON-RAILBED IS THE PREFERRED OPTION:**

I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative. *However, there has to be assurance that in certain locations, accommodation is made for those residences that will be affected because of their close proximity to final placement of the trail. In those instances this would require some slight meandering with the on-rail bed option.*

MAKING A WORLD CLASS TRAIL:

Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-122-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-122-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-122-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-122-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-122-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-122-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-122-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-122-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-122-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-122-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-122-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-122-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-122-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

Marco A. Sobrino, M.D., F.A.C.S.
Cell (206) 304-7448

Marco and Luz Sobrino
3713 Lake Washington Blvd North
Renton WA 98056

MARCO AND LUZ SOBRINO

RESPONSES

P-122-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

In several places in the Lakefront Segment where the On-Railbed Alternative is very close to an adjacent lane and residences, the planning envelope has been widened by an additional 5 to 10 feet. This will allow additional flexibility during design to create some buffer that will improve trail experience.

P-122-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-122-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

MARCO AND LUZ SOBRINO

RESPONSES

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-122-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-122-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-122-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

MARCO AND LUZ SOBRINO

RESPONSES

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-122-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-122-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-122-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

MARCO AND LUZ SOBRINO

RESPONSES

P-122-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

P-122-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-122-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-122-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-122-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

From: Marco Sobrino, MD, FACS <mdsobrino@yahoo.com>
Sent: Thursday, March 17, 2016 8:35 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the ERC Trail Draft Master Plan and EIS

First of all, we want to stress that our communities are enthusiastic supporters of the trail. If we do this right, it can be a win – win for the entire region.

P-123-001 Although there is much support for the on-rail bed alternative, there certainly needs to be accommodation for some anomalies along the corridor. There are too many "pinch points" along the path that need to be addressed. We would call your attention to the 3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA. These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

We support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to somewhat meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

Simply put, any design has to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

Marco A. Sobrino, M.D., F.A.C.S.
Cell (206) 304-7448

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3713 Lake Washington Blvd North
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RESPONSE

P-123-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

Online Survey Tool

From: Aubrey Sonsini
Sent: March 6, 2016
Comments:

P-124-001 The corridor should be used for both pedestrian and commuter and freight trains. Both can operate safely on the same corridor as demonstrated in other parts of the nation. Bikers and environmentalists should not have a monopoly on the 'say so' of the abandoned BNSF tracks.

RESPONSE

P-124-001 *King County Parks is seeking to make a decision regarding development of a regional trail in a corridor in which transit may also be located. Sound Transit, not King County Parks, has decision making authority regarding light rail expansion. Both alternatives for the trail are being planned for and designed to not preclude potential future use for transit and freight rail in the corridor. King County will continue to work with Sound Transit and other stakeholders to consider transit and freight rail use in the ERC right-of-way in the future. The final design of the trail will not preclude potential conversion of the corridor to include mass transit or freight use. Please note that the King County Council approved phased rail removal in November 2015. The removal of rail does not preclude future transit or freight use in the corridor.*

From: jimstiger@earthlink.net
Sent: Wednesday, March 16, 2016 9:22 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Eastside Rail Corridor Trail Comments

P-125-001 As an avid eastside cyclist and 35 year resident of Redmond, I strongly support the Rail Corridor. I would ride it often. That is if the rail line is no longer used commercially.

Jim Stiger

RESPONSE

P-125-001 *Thank you for sharing your support for trail development. Between mileposts 5 and 23.8 on the Main Line of the ERC, there is no active heavy rail use in corridor. Sound Transit plans to construct a short segment of East Link in the ERC near NE 8th Street in Bellevue.*

Online Survey Tool

From: Justin Striker, Auburn
Sent: March 9, 2016
Comments:

P-126-001 In its entirety, the Eastside Rail Corridor (ERC) is a 422-mile rail corridor, which passes through Kirkland, Renton, Bellevue, Woodinville, Redmond, and parts of unincorporated Snohomish and King counties. Due to growing up on the Eastside the ERC has an influence on my life because the trail is being built through areas that I used to live. Development of the ERC trail on or near geologically hazardous areas such as landslide hazard areas and steep slopes should be clearly defined before landslides happen on or near the project area. If there are any landslide hazards with the proposed plan, but there would not be any hazards with the No Action Alternative, then the project should follow the No Action Alternative. Due to the public's view of landslides any operations should tend to stray away from geologically hazardous areas. In addition, the Off-Railbed alternative would involve more earth-disturbing activities than the the On-Railbed Alternative so the project should follow the On-Railbed Alternative so the soils in the project area are less compacted and thus less of a risk for landslides. Due to the trail crossing public streets there is a potential for traffic operations to be disrupted since traffic operations could be affected the arterial should be carefully examined so traffic operations are not affected.

P-126-002 There have been many studies regarding the issue of increased erosion due to creating urban trails. Some projects, near or in major metropolitan areas, have certain trail corridors with minimum widths to accommodate the various kinds of users from equestrians to bicyclists without conflict (City of Santa Clarita Parks and Recreation Department, 1991). Due to the increased human population there must be more areas for the public to recreate. Significant research is needed in the area of recreation to determine ways to accommodate a broad spectrum of users with less compromise of the environment (Searns, 1995). More needs to be known about actual trail-user needs, preferences of different recreation groups as well as types of hazards and conflicts that might arise from mixing uses on a single trail (Searns, 1995). Additionally, management of public lands must pursue, and, where necessary, enforce environmental protection (Searns, 1995). It is important that the government sets a good example if developers as well as private landowners are to be expected to practice good stewardship.

Searns, R. M. (1995). The evolution of greenways as an adaptive urban landscape form. Retrieved March 9, 2016, from http://carmelacanzonieri.com/3740/readings/Greenways/ evolution%20of%20greenways.pdf

JUSTIN STRIKER

RESPONSES

P-126-001 *The Master Plan is the first step in a phased review process that will help to guide development of trail in a 42-mile railbanked portion of the Eastside Rail Corridor between Renton and Woodinville. Additional design and environmental review will be completed in future phases of the project to ensure that the final design of the trail meets standards for steep slopes and that all environmental impacts are minimized and mitigated. Chapter 6 discloses the trade-offs between alternatives, including potential effects on steep slopes, landslide hazard areas, erosion hazard areas, and seismic hazard areas. This helped King County to identify the Preferred Alternative. As the project moves forward, opportunities to minimize impacts to the environment will be considered along with other design criteria. Design of the trail will comply with local critical area code requirements. If the trail would have impacts on steep slopes, King County would be required to move the trail alignment off the slope in that location.*

P-126-002 *The ERC will be designed according to guidance from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, as described in Chapter 3. Retaining walls are anticipated to be constructed in several locations where the trail is located near steep slopes to prevent the soils from sliding and minimize erosion.*

During construction, best management practices such as covering loads, using barrier berms, filter fabric fences, and conducting regular monitoring will help to avoid and minimize impacts to geologically hazardous areas.

Online Survey Tool

From: Sue Stronk
Sent: March 4, 2016
Comments:

P-127-001 The trail idea is great--The option I would support is the Railbed ONLY!!! One nice trail--peace, quiet and welcoming.

P-127-002 There is no way you should combine a nice, peaceful trail setting along the lake with a high speed noisy rapid transit corridor--Are you insane? How safe can that be to trail users, dogs, bikes, and people leaving their homes to cross this area? Rapid transit would belong being built along the freeway. The existing rapid transit trains and cables and foundations are the ugliest design possible--They look like they belong in Russia!! If this is the transport of the future--this is not acceptable design--so ugly and outdated now--so sad already! And how many people are using these? I don't think it warrants the cost. Also the noise of these trains by waterfront homes is disturbing--and I don't even live there. I would be livid if I had a nice home there.

Also utilities--ie. PSE should be underground or underwater better yet and cheaaper--in Lake Washington--like it is done in many places in the US! There are already too many ugly powerlines along Lake Washington Blvd. Why can't PSE do something to clean up our areas instead of making them more cluttered! Look at Coal Creek Pkway. at Factoria Blvd. What a mess!! This is 21st century--Wires are old school. Infrastructure costs and profits are their motivation. Believe me I know--fighting Energize Eastside taking my house now in Newcastle needing to widen the ROW-- and the DEIS process is rigged by not having a Hearing Examiner involved after the DEIS Phase 1. We ask 'What is the NEED to EE?' They tell us it is already established by PSE--NOT so fast!! Since PSE is a private company they say they can't force them to disclose their load flow study to someone with a clearance? OH is this Russia again??? Why not be stewards of the community--if all is honest--be transparent. Biggest mess I have ever seen--absolutely no oversight from anyone. I hope we run them out of the area with a PUD before they further destroy our area. Don't get me started.

Build a wonderful trail--Trail ONLY!! Let the beauty of the area and lake shine!! Peacefully!! Without Rail and PSE!!

SUE STRONK

RESPONSES

P-127-001 *Thank you for sharing your support for the Eastside Rail Corridor Master Plan and the On-Railbed Alternative. Please see the Final Master Plan and EIS for a description of the Preferred Alternative identified by King County. While many sections of the Preferred Alternative are on the railbed, the alignment is off the railbed where Sound Transit development occurs and in some locations to minimize impacts to wetlands and streams.*

P-127-002 *King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor.*

King County, Sound Transit, and PSE have ownership rights and easements within the ERC as described in Chapter 1 of the Final Master Plan and EIS. Consequently, there is the potential for multiple uses in the corridor, such as the trail, utilities, and light rail. At this time, Sound Transit plans for constructing light rail in the ERC are limited to its ownership area in Bellevue. The Preferred Alternative will not preclude potential future use of the right-of-way for transit in corridor. Plans for new transmission lines in the ERC right-of-way are limited to the Sammamish-Juanita transmission line project that runs along a relatively short segment in the Totem Lake vicinity. When PSE develops future plans for transmission, the location and health effects of those transmission lines will be evaluated in conjunction with the environmental review for those proposed improvements.

From: Lesley Stuart [mailto:lesley.stuart@gmail.com]
Sent: Tuesday, March 01, 2016 10:23 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comment on Alternative ERC Plans

Hi Erica,

P-128-001 I've been doing my best to keep up with the plans, although I couldn't afford the registration fee required to attend that work session at Meydenbauer. I did attend King County's presentation at the Pump Station yesterday -- the acoustics were pretty bad, and those of us at the back couldn't hear much.

P-128-002 You all have done some wonderful work on this project. If you remember, I live right at the intersection of SE 5th with the ERC in Bellevue (right at the north end of the big trestle). I've walked the existing 'trail' and am somewhat familiar with the segment over to NE 8th. I have to say, I do not envy the engineering required to resolve the NE 8th crossing! What a lot of elements to consider...

In looking over the options of covered tracks versus adjacent-to-track trail, I much prefer the covered track option, realizing full well of potential future costs. I think people have already been waiting so long for this project to get moving, the covered-track option will be fastest and get the most use. I also vote for keeping bicyclists separated from pedestrians wherever practical. And of course, I vote for no trains at all going past my house. Ever.

I may have to miss the March 24th open house, as it conflicts with an annual family gathering (multiple birthdays, etc), so this will have to serve as my feedback.

Thanks again, Erica.

Sincerely,

- Lesley Stuart
11804 SE 5th St
Bellevue, WA 98005
425-688-0048

LESLEY STUART

RESPONSES

P-128-001 *Thank you for sharing your feedback regarding public meetings. King County strives to plan and host public meetings that are accessible for everyone.*

P-128-002 *Thank you for sharing your support for the Eastside Rail Corridor Master Plan and the On-Railbed Alternative.*

The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hardsurface trail.

Through the scoping process, King County heard from many people the desire to have a separated space for different trail users. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder to allow pedestrians to avoid cycling traffic, including higher speed cyclists. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.

King County Parks does not have decision-making authority over the implementation of light rail in the corridor.

From: Kristi Sunderland Williamson
3715 Lake Wa Blvd N
Renton 98056
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

P-129-001 **ON-RAILBED IS THE PREFERRED OPTION:**
My wife and I, as well as our neighbors, endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative. *However, there has to be assurance that in certain locations, accommodation is made for those residences that will be affected because of their close proximity to final placement of the trail. In those instances this would require some slight meandering with the on-rail bed option.*

MAKING A WORLD CLASS TRAIL:
Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-129-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-129-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-129-004

- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-129-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-129-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-129-007

- Safety:
  The Master Plan makes many references to safety but omits or fails to consider certain elements
  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-129-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-129-009

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-129-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-129-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-129-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-129-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-129-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

KRISTI SUNDERLAND WILLIAMSON

RESPONSES

P-129-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

In several places in the Lakefront Segment where the On-Railbed Alternative is very close to an adjacent lane and residences, the planning envelope has been widened by an additional 10 feet. This will allow additional flexibility during design to create some buffer that will improve trail experience.

P-129-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-129-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

KRISTI SUNDERLAND WILLIAMSON

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-129-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-129-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-129-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

KRISTI SUNDERLAND WILLIAMSON

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-129-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-129-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-129-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-129-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

KRISTI SUNDERLAND WILLIAMSON

RESPONSES

P-129-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-129-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-129-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-129-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

From: Kristi Sunderland Williamson
3715 Lake Wa Blvd N
Renton 98056
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the ERC Trail Draft Master Plan and EIS

First of all, I want to stress that I am an enthusiastic supporter of the trail. I envision it as a cherished and much used trail for so many to enjoy. It is the connecting trail many have hoped for. If we do this right, it can be a win – win for the entire region!!!

P-130-001 Although there is much support for the on-rail bed alternative, there certainly needs to be accommodation for some anomalies along the corridor. There are too many "pinch points" along the path that need to be addressed. I would call your attention to the **3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA**. We live at 3715 along this lane. This area deserves special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes as well as city vehicles, maintenance vehicles, mail and delivery vehicles and the all important emergency vehicles.

I support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A meandering in these "pinch points" would achieve that win-win we are looking for.

Simply put, any design must accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be, affected by the changes to our neighborhood. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

Thank you for taking into account the uniqueness of our narrow lane. I appreciate your time and look forward to an amazing trail that works for all.

RESPONSE

P-130-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

Online Survey Tool

From: Daniel Tatum
Sent: March 30, 2016
Comments:

P-131-001 I would like to encourage the 'on-rail bed' alternative in order to get people using the trails sooner.

RESPONSE

P-131-001 *Thank you for sharing your support for the On-Railbed Alternative. Please see the Final Master Plan and EIS for a description of the Preferred Alternative identified by King County. While many sections of the Preferred Alternative are on the railbed, the alignment is off the railbed where Sound Transit development occurs and in some locations to minimize impacts to wetlands and streams.*

The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail. Please note, in November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.

To: ERCtrail@kingcounty.gov
From: Robert and Alison Taylor
3811 Lake Washington Blvd N
Renton, WA 98056
425-430-5476

Re: Comments about the ERC Trail Draft Master Plan and EIS

First of all, we want to stress that our communities are enthusiastic supporters of the trail. If we do this right, it can be a win-win for the entire region.

P-132-001 Although there is much support for the on-rail bed alternative, there certainly needs to be accommodation for some anomalies along the corridor. There are too many "pinch points" along the path that need to be addressed. We would call your attention to the 3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA. These blocks deserve special scrutiny because of the proximity of the tracks to our homes, topography issues (steep slopes from track to roadway), increased residential security concerns, limited line-of-sight at nearby crossings, and potential limitations for access for residents to their homes.

We support the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to somewhat meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are looking for.

Simply put, any design has to accommodate the narrowness of the corridor in this stretch. That design has to maintain reasonable access to resident homes, as well as maximize the safety and security for all those who are, or will be affected by the changes to our neighborhoods. I urge you to consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation, etc. that have been mentioned in various other responses from our neighbors.

RESPONSE

P-132-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: BRYCE ULRICH

Address: 9149 122nd Pl SE

City, State, Zip: Newcastle, WA 98056

Email Address: BRYCEU@LIVE.COM

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-133-001 I favor the On-railbed design. Regrading & removing trees, especially on the many slopes, would really impact the serenity and peacefulness common to the ERC. On-railbed would also keep up the pace of development. I-405 south of I-90 will soon be widened which will remove the existing paved trail which parallels I-405. The ERC ideally would be ready prior to losing the existing paved trail.

Please share your comments on the Draft Environmental Impact Statement.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- ☒ Website
- O Notice of Availability
- ☒ Email
- O Word of mouth
- O Other, please specify:_____

Was the location and time of the Open House convenient for you?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- ☒ Yes
- O Somewhat
- O No
- O Don't know / no opinion

Additional comments:

_____

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ☒ Email
- O Mail
- ☒ Website
- ☒ Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

BRYCE ULRICH

RESPONSE

P-133-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential effects on vegetation, terrestrial wildlife, habitat, and noise. As the project moves forward to design, opportunities to minimize impacts to the environment will still be considered along with other design criteria. Any unavoidable impacts to vegetation, terrestrial wildlife, habitat, or noise will be mitigated consistent with local critical areas ordinances, Department of Ecology standards, and other local statutes and policies.*

The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail. Please note, in November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.

P-134-001

- NO APPROVED / AUTHENTICATED ERC-EIS NOR ERC MASTER PLAN
  - NO AUTHORIZATION TO COMMENCE ANY EFFORTS PHYSICALLY ON ANY PART OF THE ERC

P-134-002

- RAILROAD TRESTLE
  - CONDUCT AN INVESTIGATION FOR ANY EVIDENCE OF TERMITE INFESTATION BY A CERTIFIED AGENCY
    NOTE: MORE THAN A DECADE AGO, A PREVIOUS INSPECTION REVEALED SERIOUS INFESTATION THAT REQUIRED EXTENSIVE RESTORATION.
  - CONSTRUCTION OF THE EXISTING STRUICTURE CANNOT BE UTILIZED AS IT STANDS. NEEDS DRASTIC MODIFICATION
  - NON SAFE FOR PEDESTRIANS, BICYCLES, PETS, INFANTS NOR SMALL CHILDREN, TEENS, ADULTS AND THE ELDERLY.
  - TOTAL "CAGING" REQUIRED SIMILAR TO OVERPASS ON I405

P-134-003

- **HOURS OF OPERATION**
  - **DAWN TO DUSK ONLY**

P-134-004

  - NITE TIME WITH ILLUMINATION WILL INVITE CRIMINAL ACTIVITY THAT COULD SPEEDILY BICYCLE AWAY

P-134-005

  - VIEW FROM RAIL/TRAIL SHOULD BE DESIGNED FROM AN EAST TO WEST FOR A SIGNIFICANT NORTHWEST VIEW VERSUS BACKYARDS OF PROPERTY OWNERS AND OF COURSE BUSINESS OWNERS

P-134-006

  - EMERGENCY CALL (PHONE) BOXES SPACED THROUGHOUT DO NOT DEPEND ON USERS CELL PHONES ON ERC (COULD BE A LEGAL ISSUE)

P-134-007 ○ MARKERS TO DENOTE DISTANCE TO NEXT ACCESS/EXIT AND HOW MUCH COST OF THE FUTURE TOLL

P-134-008 ○ COVERED REST STOPS

P-134-009 ○ HANDRAILS OR GUARDRAILS

P-134-010 ○ ADDITIONAL FENCING / BARRIERS FOR ABUTTING PROPERTY 0WNERS PROTECTION AND SAFETY

P-134-011 ○ MONITORING (VIDEO AND HUMAN) OF ENTIRE ERC BY ON SITE OFFICIALLY SANCTIONS DEPUTIES OF KC

P-134-012 ○ KNOWLEDGE OF WHAT PART OF THE ERC IS RELEGATED TO BIKES (BOTH DIRECTIONS) VERSUS PEDESTRIANS WITH PAINTED LINES NOT ENOUGH PROTECTION. SPEEDS OF BIKES MAKE IT PARAMOUNT TO PROTECT STROLLING EVEN JAUNTING PEOPLE ETC.

- **SUMMARY**

P-134-013 ▪ NOT ENOUGH CAN BE STATED ABOUT HOW THE PREVIOUS ABUSE OF THE EXISTING RAIL PROPERTY CREATED HAVENS FOR ILLEGAL ACTIVITY. PROPERTY OWNERS WILL BE AT RISK ONCE THE ERC IS OPEN TO PUBLIC USE

AJ OLLIS

RESPONSES

P-134-001 *Please see the Final Master Plan and EIS for the latest information on this project.*

P-134-002 *All of the bridges and trestles along the ERC are subject to inspection and maintenance. Renovation or restoration work needed to safely accommodate the public will be addressed prior to opening the structure to public use. Safety is a key element in the design considerations. King County follows guidance from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.*

P-134-003 *King County's Regional Trails System is currently open from dawn until dusk. The County is considering a policy that would extend the hours of regional trails to 24 hours per day.*

P-134-004 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-134-005 *As the railbed is an existing feature, view from the corridor will be similar to the existing conditions.*

P-134-006 *Emergency call boxes may be considered at gateways or other locations identified by King County.*

P-134-007 *Signage will be placed along the trail to help users in identifying places, communicating trail rules, controlling traffic, and aiding in wayfinding. Tolls are not proposed on the trail.*

P-134-008 *Please see the Gateways or Trailheads section in Chapter 3 in the Final Master Plan for a discussion of gateways and the potential amenities at these locations.*

P-134-009 *Handrails or guardrails will be installed along the trail where it is elevated or on a trestle. King County will meet or exceed the AASHTO and NACTO standards.*

P-134-010 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

AJ OLLIS

RESPONSES

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-134-011 *Video monitoring is not proposed at this time. King County also has a code of conduct for regional trail users, specified in King County Code 7.12.295. Security measures would be implemented as they are on existing regional trails.*

P-134-012 *Concerns about conflicts between users are addressed first through trail design. Through the scoping process, King County heard from many people the desire to have a separated space for different trail users. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.*

P-134-013 *Please see the response to P-134-011.*

Online Survey Tool

From: David Wall
Sent: March 1, 2016
Comments:

P-135-001 We (three voters and residents) love the CKC and hope that the ERC can be an expansion and linking of the CRC in a non-motorized environment. Motorized traffic will hurt the trail's value, be environmentally unsound and unsafe through much of the area, and serves an odd route for commuters (let's use the I-405 HOT lanes for transit so those who can't afford the high tolls can at least benefit). Motorized development should be held off as long as possible so that if the population really grows so much that transit must use the ERC (and will have reasonable eastside ridership unlike today), it will use modern transit options beside archaic trains running alongside the trail, crossing many surface streets, and creating a huge safety issue for neighborhoods along the route.

RESPONSE

P-135-001 *Thank you for sharing your support for the Eastside Rail Corridor. King County Parks does not have decision-making authority over the implementation of light rail. In areas in which Sound Transit has specific plans, the Off-Railbed Alternative (with modifications in places) has been identified as preferred. In most other areas, the On-Railbed Alternative has been identified as preferred. The Preferred Alternative will not preclude potential future use of the right-of-way for transit in the corridor.*

Online Survey Tool

From: Hawey Wells, Kenmore
Sent: March 16, 2016
Comments:

P-136-001 Please go with a solution to use existing rail beds where possible to get the east side going. I understand that some of the railways are proposed for light rail development, and in those places the trail should be built along side.

P-136-002 I know I and my family have very much enjoyed the Cross Kirkland trail, and I would be excited to see the opportunities for safe and pleasant biking open up by extending the same trail north (to the Snohomish Co Line) and south to Renton.

I ride on this side a good amount, and getting through this section on roads is not as pleasant of an experience as purely trail riding. As a result my family does not partake in bicycle trips in this area.

P-136-003 I am all for considering sharing these corridors, but I think it makes the most economic sense to go for the cheapest way to get the enjoyment and use of this corridor for a large number of King county residents.

RESPONSES

P-136-001 *Thank you for sharing your support for the On-Railbed Alternative. The Final Master Plan and EIS describes the Preferred Alternative identified by King County, which is a combination of the on- and off-railbed alignments. The On-Railbed Alternative was identified as the preferred alignment as much as possible, modified in a few areas to enhance trail experience and neighbor privacy. The Off-Railbed Alternative is the preferred alignment where Sound Transit development occurs and to minimize impacts to wetlands and streams. The Preferred Alternative will not preclude potential future use of the right-of-way for transit in the corridor.*

P-136-002 *The Eastside Rail Corridor is currently being planned to provide a regional trail connection between Woodinville and Renton. King County designs its regional trails to high development standards and to accommodate a wide variety of users.*

P-136-003 *Thank you for sharing your input on the Eastside Rail Corridor Master Plan. King County designs its regional trails to high development standards and to accommodate a wide variety of users. The Master Plan, along with input from the community, will help to guide the future design process and implementation of a regional trail on the Eastside Rail Corridor.*

King County PARKS Your Big Backyard

COMMENT FORM

King County Parks invites your comments on the Eastside Rail Corridor Regional Trail Draft Master Plan and EIS. The public comment period for the project is from February 29 to March 31, 2016. All comments received or postmarked by **March 31, 2016** will be addressed in the Final Master Plan and EIS. Please return this form to staff at the Eastside Rail Corridor Regional Trail Master Plan Open House or mail to the address on the reverse side.

You may also email comments to: **erctrail@kingcounty.gov.**

Name: RYAN WIGG

Address: 2511 NE 4TH ST, #334

City, State, Zip: RENTON, WA 98056

Email Address: ryanwigg@gmail.com → ALREADY ON THE EMAIL LIST

Please share your comments on the alternatives in the Draft Master Plan, including which alternatives you like and dislike and why. Please be as specific as possible about the page number and alternative or trail design feature on which you are commenting.

P-137-001 I do not have much experience with trail use on the northern segments of the ERC. With that said, I would like to make some points about the southern segments. On the Lakefront Segment, I would prefer the on-railbed alternative. This seems to be the most economically + environmentally viable option. As for the Wilburton Segment, I hope this can improve bicycling within + through Bellevue. Currently the Lake Washington Loop through downtown Bellevue is poorly signed leading to confusion. Therefore hopefully the trail will have plenty of access points in order to promote bicycle commuting in Bellevue.

P-137-002

Please share your comments on the Draft Environmental Impact Statement.

— COMMENTS ON EIS —

P-137-003 This rail corridor should preserve nature wherever possible. It should not be simply known as a trail, but also an ecological sanctuary, where people can go to relax and connect with nature.

Continued on reverse side

How did you find out about this Open House?

- O Postcard
- O Newspaper ad
- O Website
- O Notice of Availability
- O Email
- O Word of mouth
- ● Other, please specify: CASCADE BICYCLE CLUB

Was the location and time of the Open House convenient for you?

- ● Yes GLAD IT WAS @ 7pm, as opposed to 5pm
- O Somewhat
- O No
- O Don't know / no opinion

Did you find the Open House informative?

- O Yes
- ● Somewhat Good way to connect w/ neighbors + other local opinions.
- O No
- O Don't know / no opinion

Additional comments:

P-137-004

I am a cyclist. At this meeting people have raised the concern about cyclists impacting the quality of the trail experience. I believe that there should be some designation as to where "fast cyclists" may ride. Personally, an trail would be great, perhaps with a raised lane. BUT, if necessary, allow slower cyclists on the trail, and suggest alternatives for "fast cyclists". I ride bicycles for both leisure + exercise. Sometimes I ride up to 35 mph, and sometimes I cruise around at 7 mph. As some cyclists commute and exercise, this would be a good problem to address with the opening of this trail.

How would you like to stay informed as the Eastside Rail Corridor Regional Trail Master Plan moves through final design?

- ● Email
- O Mail
- O Website
- ● Community meetings
- O Briefings for your organization
- O Other, please specify:_____

CONTACT US

For more information, or to request a briefing for your organization, contact staff at **erctrail@kingcounty.gov** or **206-204-8801**
Website: **www.kingcounty.gov/erc**
Mailing address:
ERC Trail
King County Parks
201 S. Jackson St, M.S. KSC-NR-0700
Seattle, WA 98104

King County PARKS Your Big Backyard

RYAN WIGG

RESPONSES

P-137-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the Lakefront Segment is the On-Railbed Alternative.*

P-137-002 *Chapter 3 of the Master Plan identifies four types of potential access points: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles in Volume 2 of the Master Plan.*

P-137-003 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on vegetation, terrestrial wildlife, and habitat. As the project moves forward to design, opportunities to minimize impacts to the environment will still be considered along with other design criteria. Any unavoidable impacts to vegetation, terrestrial wildlife, habitat, or noise will be mitigated consistent with local critical areas ordinances, Department of Ecology standards, and other local statutes and policies.*

P-137-004 *Through the scoping process, King County heard from several people the desire to have a separated space for different trail users. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of the Draft Master Plan page 3-6 was intended to show an existing trail with a wide gravel shoulder. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.*

From: David Williamson <David@HanoverCube.co.uk>
Sent: Wednesday, March 30, 2016 6:54 AM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the ERC Trail Draft Master Plan and EIS

P-138-001 First of all, I want to stress that I am an enthusiastic supporter of the opportunity to create the trail for our community and the region. Implemented successfully, I foresee a cherished and much used trail for everyone to enjoy. Done right it can undoubtedly be a win – win for the entire region.

Although there is much support for the on-rail bed option, there certainly needs to be accommodation for some anomalies along the corridor. There are many "pinch points" along the path that need to be individually addressed. I would call your attention to the 3600 – 3900 block of Lake Washington Blvd in the Kennydale area of Renton, WA. This area deserves special scrutiny because of the proximity of the tracks to the adjoining homes, topography issues (steep slopes from track to roadway,) increased residential security concerns, limited line-of-sight at nearby crossings and potential limitations for access for residents to their homes as well as city vehicles, maintenance vehicles, mail and delivery vehicles and the all-important emergency vehicles.

As a directly affected resident and homeowner along this section I am supportive of the on-rail bed alternative, but only with the caveat that there are places along the line where the trail will have to meander away from the existing rail bed. There simply isn't enough room with the on-rail bed option to accommodate a world class trail without seriously impacting existing homeowners along this stretch. A minimal meandering in these "pinch points" would achieve that win-win we are all looking for. Simply put, any design has to reflect and accommodate the narrowness of the corridor in this stretch. The design has to maintain reasonable access to residents' homes, as well as maximize the safety and security for all those who are, or will be, affected by this significant change to our neighborhoods.

I urge you to please consider the restrictions we have along this specific portion of the corridor, along with the safety, connectivity to other trails, bathrooms, water, parking, protection of existing vegetation etc that have been mentioned in various other responses from my neighbors.

This is a great opportunity to demonstrate how effective early consultation and expert planning can balance the reasonable views of all affected parties to deliver a solution which is a thoughtful response to achieve all parties' aspirations rather than an unsatisfactory compromise. Thank you for considering my representations.

Regards
David Williamson
Owner, 3715 Lake Washington Blvd N, Renton 98056

DAVID WILLIAMSON

RESPONSE

P-138-001 *Thank you for sharing your support for the On-Railbed Alternative. Chapter 6 discloses the trade-offs between alternatives, including potential impacts on surrounding communities. In identifying the On-Railbed Alternative along the Lakefront Segment, King County acknowledges that there are a few stretches where the trail is closer to the adjacent lane and residences to the west. In those areas, the trail planning envelope depicted in the Final Master Plan and EIS has been widened from 40 feet to 45 or 50 feet to allow greater flexibility for buffering the trail from the adjacent neighborhood. One such area occurs from the north end of Kennydale Beach Park to the vicinity of N 40th Street. As the project moves forward to design, opportunities to minimize impacts to surrounding communities will be considered along with other design criteria.*

From: Marlene and Roger Winter, 2731 Mountain View Ave North, Renton 98056
Sent: March 20, 2016
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

P-139-001 We are the second most southerly house on Mountain View Ave North. I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

OTHER CONCERNS:

P-139-002 I live on Mountain View Avenue N., Renton, WA adjacent to the ERC trail. Our neighborhood is a supporter of a World Class Trail, and find that the interim trail plan does not adequately address many of the concerns of our neighborhood.

P-139-003 1. The interim trail must form a pedestrian connection to the existing pedestrian path Gene Coulon Park at the north end of the Park, and south end of Mountain View Avenue N. We request that this connection take place south of the current north gate to the Park, and that the north gate be permanently closed. We will be taking this request concurrently to City of Renton. Our neighborhood has long been concerned about the safety of walkers and joggers who stroll down the middle of the street, often at dawn and dusk, in dark clothing, without reflectors, often wearing headphones.

P-139-004 2. Bike linkage must be created on the interim trail to Lake Washington Boulevard (LWB) This could occur via signage at the 33rd street intersection with LWB, or via the existing ramp south of "Mile 5" via some agreement with BNSF.

P-139-005 3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. This is especially true based on the type of gravel you plan to lay. Most of our bikers are road bikes and will find it very dangerous to ride of the larger gravel you are planning. The turn off from LWB on to Mountain View will allow no more than 1 car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.

P-139-006 4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment. We have picked up litter on Lake Washington Blvd, as volunteers for over 10 years. We pick up bags of litter to keep our neighborhood nice. Right now the rail bed is a garbage dump. I certainly hope there will be AMPLE garbage cans and Dog Waste Bag stations, on the trail. Honestly I have a mental picture of your trail becoming a garbage dump. Now, when there is litter too big for us to pick up, dead animals, etc., I have City of Renton contact numbers to call. I very much hope you will provide this type of support.

P-139-007 5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons .I am an avid biker. I understand the problem of roots under bike paths, but to strip Mt View and Coulon Park of our deep rooted 35 year old PLUS trees seems to be the tail wagging the dog. And please come look at the hazard you will create when you remove trees that are retaining water, run off and maintaining the slope from serious erosion.

P-139-008 6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.

P-139-009 7. Adequate water and bathroom facilities be provided along the trail.

P-139-010 8. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor.

Marlene and Roger Winter

MARLENE AND ROGER WINTER

RESPONSES

P-139-001 *Thank you for sharing your support for the On-Railbed Alternative. After reviewing the impacts, costs, public input, and partner plans, King County agrees that the Preferred Alternative in the vicinity of Mountain View Avenue is the On-Railbed Alternative.*

P-139-002 *King County is committed to working with the neighborhoods along the corridor as the Master Plan for the ERC is finalized and future design begins. Several of your comments are directed toward development of the "interim trail." We have assumed that those comments are specific to the condition of the corridor after rails and tie are removed and the rail ballast is evened out.*

P-139-003 *The intent of the connection shown on Figure 4-3 of the Master Plan is to provide pedestrian connectivity to the park. While the City of Renton has expressed some concern about park and vegetation impacts that may result from the pedestrian path, King County is confident that a pedestrian path can be designed that minimizes impacts and addresses the City's concerns. King County will coordinate with the City to determine if development of a connecting path could coincide with the removal of rails and ties.*

P-139-004 *The intent of the connection shown on Figure 4-3 of the Draft Master Plan is to provide bicycle connectivity to Lake Washington Boulevard. The timing of this connection is intended to coincide with the development of the paved trail, rather than the interim condition when rails and ties are removed. Thin tire bikes will not typically be using the corridor in this interim condition; however, in the near-term it is conceivable that fat-tired bikes would be routed up to Lake Washington Boulevard at N 33rd Street.*

P-139-005 *Your comments on intersection treatment refer to gravel surfacing and apparently pertain to the interim trail condition. This response describes a process that will be applied to both the interim and final trail conditions because, while the volumes and speeds of use on the interim trail are expected to be substantially lower than those for the final trail, the design principles are the same.*

The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."

P-139-006 *King County will provide garbage cans and pet waste stations at frequent intervals along the corridor. The County does not typically require them at specific intervals, but instead looks for sites that are easily serviced by Parks maintenance staff and not in close proximity to homes. These locations are most typically at intersections of the trail with roads and driveways. When trail users or neighbors identify maintenance needs, they can call 206-477-4527. Maintenance of the King County regional trail system is funded through the Parks levy.*

MARLENE AND ROGER WINTER

RESPONSES

P-139-007 *We understand your concern about the trees at the south end of Mountain View Drive. As currently shown in Volume 2, the trail planning envelope does overlap these trees and they could be removed. During design, King County will be refining the alignment within the planning envelope and will look for opportunities to save the trees, while balancing other factors such as reducing impacts to the wetland in the vicinity and making the pedestrian and bicycle connections to the south.*

P-139-008 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-139-009 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

MARLENE AND ROGER WINTER

RESPONSES

P-139-010 *King County has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways/trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.*

King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

Online Survey Tool

From: Rachel Wittrock
Sent: March 24, 2016
Comments:

P-140-001 I believe the on-railbed alternative is the best trail choice for the ERC. The on-railbed alternative makes the most sense both financially and environmentally. Since I live on Lake Washington Blvd N my main interest of the ERC trail is Segment A (Renton to I-90). It is true that the Lake Washington Loop Trail already follows this Segment. However, many parts of the Loop 'Trail' are not really a trail - they are the side of the road. The 'trail' route along Lake Washington Blvd N is a bike lane and shoulder of a very busy road where drivers go 10-20 mph over the speed limit, and many drive directly in the bike lane on a daily basis. Most pedestrians using this 'trail' wear reflective clothing because they do not feel safe. There is a huge safety issue with the Lake Washington Loop 'Trail' and therefore the ERC on-railbed trail needs to be in place immediately from Renton to I-90.

RESPONSE

P-140-001 *Thank you for sharing your support for the On-Railbed Alternative. The timeline for completing the trail is dependent on the future design process, planning effort, permitting and funding. Construction of the trail will occur in phases, as described in Chapter 5. Implementation strategies include constructing an interim, soft-surface trail in some parts of the corridor before constructing the final, hard-surface trail. Please note, in November 2015, the King County Council approved the phased removal of rail and development of interim trail. Those efforts will begin in 2016 and continue through 2017.*

From: Joan Wu <gwu01@comcast.net>
Sent: Thursday, March 24, 2016 8:26 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Comments About the Draft Master Plan & EIS

P-141-001 **ON-RAILBED IS THE PREFERRED OPTION:**
I endorse the "On-Railbed" Alternative based on the substantial environmental impact and the significant costs associated with the off-Railbed Alternative. We further believe this will allow the trail to be constructed more quickly for use by the greater community. This also eliminates most of the retaining walls that would need to be constructed with the off-railbed alternative.

MAKING A WORLD CLASS TRAIL:
Our communities desire the kind of World Class Trail described at the Eastside Rail Corridor Regional Council Meetings, at numerous public scoping events and by regional Leadership including Christie True of King County Parks, Dow Constantine, King County Executive, Claudia Balducci, King County Council and Sound Transit Board, and the Elizabeth Kiker, Executive Director of the Cascade Bicycle Club to mention just a few.

It seems that rather than selecting a trail design that is twice as costly, that enough money should be allocated to fulfill the vision of a World Class trail, one that provides access to nearby neighbors and also to others who live further away and who will drive to enjoy a linear park.

The Master Plan falls short of this vision in a number of areas.

P-141-002
- Major Access Points
  - The Master Plan makes no provision for access points.
    A World Class Trail will have designated Access Points so there are destinations from which bikers and walkers can start and finish their use.

P-141-003
- Specified Parking
  - The Master Plan makes no considerations for parking and this will limit use by the public. This 26 mile linear park will be a destination and tourist attraction. As such, it must have access points with parking.
  - A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

P-141-004
- Facilities (Bathrooms, water, power?)
  - The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water the trail creates a hardship for users. Neither is descriptive of a World Class trail.
  - Power access creates the opportunity for vending of bicycle repair parts, vending of food and other amenities attractive to linear park users.
  - A World Class Trail will have designated facilities and availability of water.

P-141-005

- Tree Canopy and mature Foliage/vegetation on both sides
  - The Master Plan, and in particular the off-rail bed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded landscape and replacement foliage will be limited. The mature trees will never be replaced.
  - A World Class Trail is a linear park and will be flanked by mature vegetation with an overhead tree canopy that provides protection from extreme weather and excess sun.

P-141-006

- Connections to other trails
  - The Master Plan mentions the importance of connections in at least 83 instances and references work done by the RAC and feedback from the public emphasizing the importance of connections. The Master Plan defers the overarching importance of connections and states "Connecting segments between the ERC trail and other regional and local trails are not included in the environmental review or cost estimate for the Master Plan." This is a major shortcoming of the Master Plan. While the Master Plan claims "it is likely that these connections will be constructed either at the same time or soon after the construction of the ERC" but offers no evidence or alternative plans that validate this claim. The trail system throughout the Eastside and even the greater Seattle area is a morass of unconnected trails with surface street or arterial connections because of this kind of incomplete thinking. At the expense of this project the failure to plan for and complete connections is unconscionable. It is incredible to see an option proposed at twice the cost with the off-rail bed alternative, when the cost of a vital part of the trail, connections, has been deferred. A key factor in the connection to other trails is the forecasted demand by area. The charts in section 3-5 appear to be missing the bike commuter and have only factored in forecasts for local usage. Demand along the Lakefront segment will cumulatively build as bike commuters are added to the flow and that is not reflected in these forecasts. Demand will be even higher as people commute from other areas of the region to enjoy a linear park through some of the most spectacular scenery King County has to offer. The Lake area, the trestles, and the downtown access will attract people for recreational use year round.
  - A World Class Trail makes provisions for seamless connections to other trails for transportation by bicycle and walking.

P-141-007

- Safety:

  The Master Plan makes many references to safety but omits or fails to consider certain elements

  A World Class Trail makes provisions for safety in all ways:

- At Crossings:
  The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
  A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-141-008

- Bike vs Walker separation
  The Master Plan seems to indicate a separation of walkers from bicycles and north/south travel to a single painted line as depicted on the photo in the upper right corner of page 3-6. This will be inadequate for preserving the safety of walkers/joggers and bicycles. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of bikes and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor.

P-141-008

- For Adjacent Homes
  The Master Plan makes no consideration of measures that might be used to ensure the safety of residents adjacent to the trails. In numerous locations along the Lakefront segment the trail will run level to nearby roads and unlawful access to homes and property will be facilitated by the implementation of the trail. Although signage is proposed, it is usually inadequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation to split rail fencing that allows transport for wildlife to high security chain link fencing.

P-141-010

- Bridge Safety and Suicide Prevention
  The Master Plan makes no mention of any design elements to prevent suicide attempts from high bridges and/or overpasses.
  A World Class Trail provides for suicide prevention from areas of high elevation in an attractive and meaningful way.

P-141-011

- Location Signage for emergency location
  The Master Plan makes no mention of a system of locating on the trail in the case of emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-141-012

- Bollards as traffic calming for bikes
  The Master Plan calls out the elimination of bollards due to potential injury to bicyclists. Cyclists traveling at high speeds have no doubt been injured by Bollards, when they fail to slow down. In some locations, it is essential that cyclists do slow down, and Bollards serve a vital function in traffic calming for excessive bike speed. Bollards need to flex and not be fixed metal.
  A World Class Trail uses bollards as traffic calming measures to reduce bike speeds in congested or crossing areas.

P-141-013

- Lighting at the crossings
  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and the neglect to put this in the Master Plan will result in re-working segments of the trial to put electricity where needed.
  A World Class Trail will provide for lighting at intersections and junctions.

SUMMARY:

P-141-014 Our communities are enthusiastic supporters of this trail. We want to use it ourselves and for it to be available to our children and their children. We embrace the need for a north-south bicycle commuter route but the Master Plan does not ensure safety for bikes and walkers. This is a good first draft, but there is more work needed on the plan.

Although we support the on-railbed alternative, we request the design allow the trail to meander slightly to avoid the existing uses and landscaping of the adjacent owners. This will improve the overall appearance of the trail, in the case of the existing landscaping, and reduce the impact on neighboring residential and commercial parking.

In areas where retaining walls and fencing are to be added, we encourage and request that the adjacent landowners be consulted before developing the final plan. The master plan illustrates with pictures some beautiful retaining walls, but then describes concrete block structures. Similarly the plan calls for basic fencing, but shows pictures of a variety of attractive fences. A World Class trail is aesthetically pleasing, both from the trail and from the neighboring properties.

Joan Wu
3707 Lake Washington Blvd N
Renton, WA 98056
206-852-6726
gwu01@comcast.net

JOAN WU

RESPONSES

P-141-001 *Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative because of lower cost lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.*

P-141-002 *Chapter 3 of the Master Plan identifies four types of potential access points where people can get onto the trail: regional trail connections, local jurisdiction trail connections, local street crossings, and neighborhood or private connections. Volume 2 of the Master Plan identifies some of these potential access points with green dashed circles. In the Lakefront Segment, there are 17 access points identified.*

The access points discussed in the Master Plan simply represent locations where a person can walk or ride a bike to access the trail. They are often independent of locations for gateways/trailheads with parking and are common ways that people access regional trails, particularly when using the trail as a nonmotorized transportation (commuting) facility. However, this does not negate the need to identify dedicated parking for trail users at appropriate locations. King County appreciates your comments about the need to make provisions for parking and addresses this further in the following response and in Chapter 4 under Access in each of the segment discussions.

P-141-003 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11 of the Draft Master Plan.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

JOAN WU

RESPONSES

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

P-141-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-141-005 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the loss of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-141-006 *King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

JOAN WU

RESPONSES

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

P-141-007 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-141-008 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-141-009 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*

If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

P-141-010 *The ERC trail would use existing trestles in the Lakefront Segment that are refurbished with smooth decking and handrails that meet applicable code requirements.*

JOAN WU

RESPONSES

P-141-011 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-141-012 *According to AASHTO and other design guidance, the use of bollards on trail facilities are used primarily in locations where there is documented unauthorized use of trails by motor vehicles. Bollards can create safety problems for trail users and are not recommended as a design treatment to divert or slow trail traffic.*

P-141-013 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-141-014 *Thank you for your support. King County looks forward to continued coordination with the neighborhoods adjacent to the ERC.*

Online Survey Tool

From: Robert Yates, Seattle
Sent: March 17, 2016
Comments:

P-142-001 The proposed improvements are an important step in connecting the Olympic Peninsula Trail to the John Wayne Pioneer Trail (starting at North Bend). Imagine being able to bike or walk from the Olympic Peninsula to Montana on rails to trails. The John Wayne Pioneer Trail is the longest cross state trail in the country, a Washington State gem.

RESPONSE

P-142-001 *Thank you for sharing your support for the Eastside Rail Corridor. King County recognizes the importance of seamless connectivity to other regional and local trails, as well as to and from local bike networks. In early planning efforts, the County worked closely with multiple local jurisdictions all along the corridor to evaluate the feasibility of regional trail connections to ascertain that the connectivity goals for the project could be met. Direct connections to seven regional trails from the Sammamish River Trail in Woodinville to the Cedar River and future Lake to Sound Trails in Renton were studied. The results of the early analyses are incorporated into the Master Plan, and the detailed Connection Feasibility Studies Report is included with the supporting material available on the project website.*

Many of the regional trail connections require work outside of the ERC right-of-way. Detailed analysis of connecting trail segments will occur as part of the future design phase of ERC or connection segment development. As the details for these connections move forward, the designs may be led by the local jurisdictions, or King County in partnership with the local jurisdictions, and are subject to a different kind of planning process that will proceed in subsequent design phases, concurrent with design of the regional trail, or separately in local design and implementation efforts. For example, the City of Kirkland has indicated a desire to lead the connection between the Main Line and Spur along Willows Road in the Valley Segment.

The City of Renton has indicated a desire to further study potential connections to the Cedar River and Lake to Sound Trails through its nonmotorized transportation plan update process. A connection to May Creek Trail has also been evaluated and a connection would be highly feasible due to good visibility and terrain.

TO: ERCtrail@kingcounty.gov
FROM: Mark & Rosemary Zilmer
3837 Lake Washington Blvd.
Renton, WA 98056
RE: Comments about the Master Plan and Draft Environmental Impact Statement

P-143-001 Let us first say that the 30 day fast track timeframe for comment is extremely limiting and shortchanges all parties in planning a "World Class Trail." In our view a *World Class Trail* means just such an experience – peaceful, serene and free of urban incursion. While we endorse the "On-Railbed" alternative, we do have concern about trail proximity on our particular rail portion that lies extremely close to the road access to residential homes. For this reason, we highly recommend that the on-railbed be placed more easterly. This would also avoid changes to existing established mature vegetation, buffers, and watershed function, as well as fewer disturbances to the natural beauty and active wildlife that has existed along the railbed for decades.

While we support a "World Class Trail," the Master Plan falls short of this vision in a number of areas:

P-143-002

- **TREES AND FOLIAGE**

The Master Plan, and in particular the off-railbed alternative, calls for the extensive removal of mature trees and vegetation. This will create a denuded, eroded landscape and replacement foliage will be limited AND TAKE YEARS TO MATURE. The EXISTING mature trees will never be replaced. WHETHER IN RAILBED OR OFF RAILBED, PRESERVE EVERY BIT OF VEGITATION WHERE POSSIBLE. CONSULT WITH HOMEOWNERS BEFORE ANY REMOVAL OF VEGITATION THAT HAS PROVIDED PRIVACY AND ESTABLISHED RUNOFF PROTECTION AND WILDLIFE HABITAT.

P-143-003

- **SAFETY**

The Master Plan makes many references to safety but omits or fails to consider certain elements.
At Crossings:
The Master Plan falls short of insuring safety by limiting the specified safety measures to a legal description of "trail users will have the right-of-way" and a few signaled or grade separated crossings at major arterials. Further, as a north-south bike commuter route the plan fails to include appropriate traffic calming measures for high speed bike transport relative to other trail users or cross trail junctions. While the plan is incomplete in this regard for lanes and driveways, it is dangerously wrong about certain arterials.
A World Class trail ensures that all crossings of trail and vehicles are appropriately safe.

P-143-004

- **FACILITIES**

The Master Plan makes no considerations for facilities or water. People who are actively using this trail will need facilities and water. Without facilities, users will be forced to "run into the bushes" detracting from the quality of the trail experience. Without water or restroom access the trail creates a hardship for users. Neither is descriptive of a World Class Trail.
THESE AMENITIES COULD BE AVAILABLE AT THE PARK SITES ALONG THE TRAIL.

P-143-005

- **ADJACENT RESIDENTIAL HOMES**

  The Master Plan makes no consideration of measures that might be used to ensure the safety of residences adjacent to the trail. In numerous locations along the Lakefront segment the trail will run level to nearby residential roads and provide unlawful access to homes and property. Signage alone will not be adequate.
  A World Class Trail provides separation from residential properties using a variety of options from vegetation, hedges, high security chain link fencing or split rail fencing that allows access for wildlife.

P-143-006

- **LIGHTING**

  The Master Plan defers considerations for lighting. Lighting will be needed in certain locations and to neglect inclusion of lighting options in the Master Plan now, particularly lighting at intersections and junctions, is short sighted.
  Lighting of the trail should be kept subdued and only used where necessary. Down lighting will not work in many locations as it will spill over to residences at lower grade and hence pollute the space. If a truly natural/environmental trail is to be accomplished it should minimize the impacts to wildlife including nocturnal creatures (nesting waterfowl/frogs/etc.) Different types of lighting options should be considered and tailored for the different segments of the trail.

P-143-007

- **BIKER VS WALKER**

  The Master Plan seems to indicate a separation of walkers from cyclists and north/south travel to a single painted line. This will be inadequate for preserving the safety of walkers/joggers and cyclists. The speed differential on bicycle commuter routes demands further evaluation of this aspect.
  A World Class Trail provides separation of cyclists and walkers/joggers for the safety of all using the trail. The rail corridor easement is 100 feet wide for much of the corridor, it is unreasonable and unconscionable that user safety would be compromised by reducing the footprint of the trail and forcing fast moving bicycle traffic and slow moving walkers and children onto the same path in any but the most constrained portions of the corridor. BIKE PATH SHOULD BE SEPARATE JUST AS BIKES DON'T BELONG ON SIDEWALKS.

P-143-008

- **LOCATION SYSTEM**

  The Master Plan makes no mention of a locating system on the trail in the case of an emergency.
  A World Class Trail includes signage with location information so that emergency service personnel can respond quickly and accurately to emergencies.

P-143-009

- **PARKING**

  The Master Plan makes no considerations for parking.
  A World Class Trail will have designated parking so undue burdens are not placed on adjacent residents or heavily used community parks.

MARK & ROSEMARY ZILMER

RESPONSES

P-143-001 *Thank you for your suggestion regarding the timeframe for public comment. King County will consider this for public outreach during the upcoming design phase.*

Thank you for sharing your support for the On-Railbed Alternative. In the Lakefront Segment, King County has identified the On-Railbed Alternative because of lower cost, lower overall impacts, absence of specific plans for Sound Transit and Puget Sound Energy, and support from the community.

P-143-002 *Chapter 6 discloses the trade-offs between alternatives, including potential effects on forested areas, as noted in the comment. In the Lakefront Segment, King County has identified the On-Railbed Alternative as the Preferred Alternative, which minimizes the amount of forested area that would be impacted. As the project moves forward to design, opportunities to minimize the removal of mature trees will still be considered along with other design criteria. Where removal of mature trees is unavoidable, local tree ordinances typically require planting more than 1 tree for every tree removed. These higher ratios are intended to mitigate the los s of mature trees. A general description of typical tree replacement requirements has been added to the description of mitigation in Chapter 6 of the Final Master Plan and EIS.*

P-143-003 *The intent of the Master Plan is to provide the framework for the detailed design work that will follow. In describing potential treatments at intersections, Chapter 3 presents key considerations, a range of treatment options, and preliminary recommendations that enable the reader to discern potential impacts, but stops short of final decisions. As noted in Chapter 3, "crossings are complex; therefore, final decisions on the locations and detailed treatments for crossings will be made in the design phase."*

P-143-004 *In addition to providing parking and access, as stated in Chapter 3, "gateways are also opportunities to provide amenities for trail users, such as drinking fountains, bicycle racks, and restrooms…" See previous discussion regarding the provision of gateways and the County's commitment to continuing to look for gateways. In addition to gateways, trail users could use facilities at the three parks along the Lakefront Segment.*

P-143-005 *King County does not typically construct fences as a security measure for adjacent property owners. Instead, fences are constructed to delineate a trail edge hazard (retaining walls or steep slopes), discourage intrusion into sensitive areas, and separate vehicular use from trail use (when adjacent). It should be noted that, based on this fencing scheme, some fencing is likely in the many portions of the Lakefront Segment due to trail edge hazards.*
If adjacent property owners are concerned, they have the option of constructing a fence on their property or implementing other security measures such as security lighting for their home or business.

MARK & ROSEMARY ZILMER

RESPONSES

P-143-006 *Chapter 3 in the Master Plan identifies situations in which lighting may be implemented, deferring the final decisions on specific locations to the design phase. This approach will not result in a need to rework segments of trail, if implemented during the design phase.*

P-143-007 *Through the scoping process, King County heard from many people the desire to have a separate space from bicyclists for walkers and joggers. Based on this input, the County developed a preferred typical trail cross-section that includes a 6-foot gravel shoulder on one side. The photo shown in the upper right corner of page 3-6 was intended to show an existing trail with a wide gravel shoulder, not the painted yellow line, which is not typically used on a King County regional trail, except when approaching a bollard or congested area. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds. The King County Code Title 7.12.295 sets a maximum speed limit of 15 mph for all trail users on King County trail facilities.*

P-143-008 *The Signage section in Chapter 3 has been updated to include information on signage for identifying location in the event of an emergency, noting that signage will be determined during the design phase. One possibility is the use of mile markers. Mile marker signage allows trail users to inform emergency responders as to their relative location along a trail. AASHTO states that reference location signs, i.e., mile markers, assist users in tracking their progress and are useful for maintenance and emergency incident management. Mile markers may be placed every mile or as frequently as every quarter mile. Frequently, they are also posted at trail access points, including street crossings.*

P-143-009 *Gateways or trailheads are a special kind of access point with additional amenities, such as parking, drinking fountains, bicycle racks, and restrooms. The gateway discussion in Chapter 3 acknowledges that, while the majority of trail users are not expected to drive to the trail, there will still be demand for parking generated by users who do not have practical access except by car. Five potential gateway locations are identified in Figure 3-11.*

A common theme in the comments received on the Draft Master Plan was concern about trail use parking and potential impacts to adjacent residential areas or heavily used parks. In response to this concern, King County has conducted further analysis of three of the five potential gateway locations that occur on public right-of-way and provided more detail in Chapter 4 of the Final Master Plan and EIS. For example, in the Lakefront Segment, the Final Master Plan notes that "in the vicinity of May Creek, there is sufficient space in the ERC right-of-way to develop a gateway that would provide at least 20 dedicated parking spaces for the trail." King County intends to move forward with the development of this gateway in conjunction with regional trail development and has added the potential cost of the gateway to its Lakefront Segment projections.

MARK & ROSEMARY ZILMER

RESPONSES

Two of the five potential gateway locations would occur on private property. Provision of gateways that would require acquisition of property are not detailed in the Master Plan and would require identification of available parcels and further environmental review. Such potential gateways could be pursued during the design phase.

In the interim, Chapter 6 acknowledges potential impacts to existing neighborhood parking (which often is occurring on County-owned right-of-way): "Nearby surface streets could become informal locations where people park to access the ERC. This could potentially affect the availability of parking for businesses and residents." As noted, mitigation options for this potential impact include:

- *The local jurisdiction could choose to limit parking on neighborhood streets*
- *King County will continue to look at additional opportunities for trail use parking*

In the Valley Segment, King County could seek agreements with adjacent businesses that have underutilized parking during the weekends when recreational trail use is higher.

From: Leland Zulch <bidbear@comcast.net>
Sent: Tuesday, March 29, 2016 7:40 AM
To: Eastside Rail Corridor Regional Trail Project
Cc: CYNTHIA SAMUEL-ZULCH
Subject: FW: ERC Trail

Hello,

My name is Lee Zulch. Myself and my wife, Cynthia Samuel-Zulch, attended your open house that you held in Bellevue. During the open house I mentioned the following to your staff.

P-144-001 1. The background work that your team has done is truly extraordinary. The graphics and presentation are first rate.

P-144-002 2. I mentioned that the hard surface will let the road bikes travel too fast. It then becomes dangerous for riders and walkers. My preference for the ERC is gravel surface similar to Kirkland Cross Connector. My next choice is to have the hard surface trail split evenly between walkers and riders with a small shoulder for the runners (who will not go on the hard surface).

That really sums it up. Could you please respond just to let me know that your received my comments. If there is anything that I can do to help your efforts feel free to contact me.

Lee Zulch
9705 NE 26th Street
Clyde Hill, WA
(425) 765-8472
bidbear@comcast.net

LEE ZULCH

RESPONSES

P-144-001 *Thank you for sharing your support for the Eastside Rail Corridor documents and presentation materials.*

P-144-002 *Concerns about conflicts between users are addressed first through trail design. Through the scoping process, King County heard from many people the desire to have a separated space for different trail users. Based on this input, the County developed a preferred typical section that includes a 6-foot gravel shoulder on one side. It should be noted that King County's trail design standards meet or exceed the guidelines presented in the American Association of State Highway and Transportation Officials (AASHTO) Bicycle Guide Book for the design of shared use paths. Shared used paths accommodate a variety of uses at a variety of speeds.*

King County also has a code of conduct for regional trail users, specified in King County Code 7.12.295. Signs communicating the code of conduct are posted at gateways and trailheads. During future phases of the project, elements such as signage will be considered and implemented as needed in the final design of the trail.

King County Regional Trail user code of conduct:

USING A TRAIL Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.

REGARD FOR OTHER TRAIL USERS Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.

GROUPS ON TRAIL No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.

AUDIBLE SIGNAL WHEN PASSING Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.

OVERTAKING TRAIL USERS ON THE LEFT
Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.

ENTERING AND CROSSING TRAIL Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.

LIGHTS ON TRAIL USERS All bicyclists using the trail from one-half hour before sunset to one-half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.

REGARD FOR EQUESTRIAN USERS ON TRAIL
Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.

REGARD FOR ADJACENT PROPERTY OWNERS
Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property.

(Ord. 12003 § 8, 1995: Ord. 8518 § 1, 1988).

King County

Cut out and keep!