

Welcome !



The purpose of tonight's meeting is to:

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



Part of a larger trail system



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

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

Source of funding

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

What's next?



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

Environmental Schedule



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

Environmental Review



Items considered in the Environmental Checklist:

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

Why the West Alignment was chosen

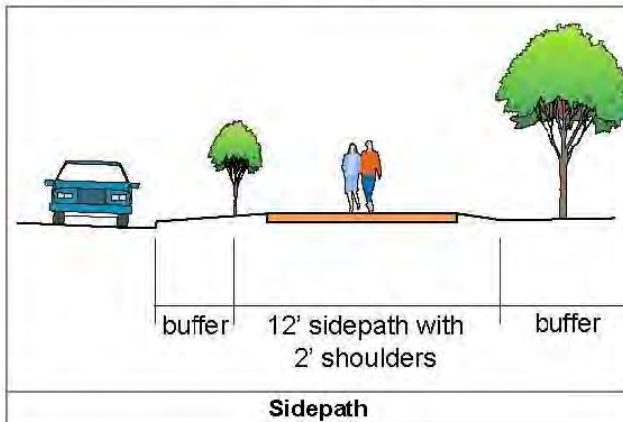
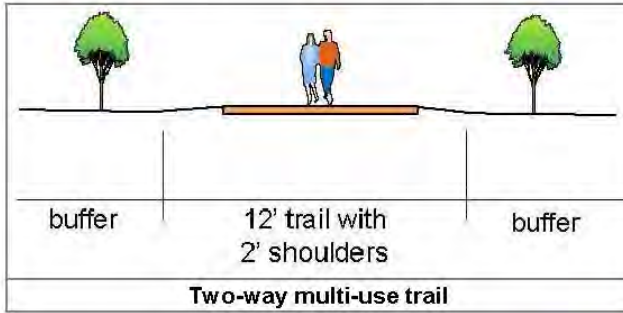


- It will be separated from the road with fewer driveways.
- It can meet applicable standards for two-way, multi-use trails.
- It offers the greatest opportunity to enjoy the natural environment.
- It is most consistent with regional trails to which it will connect.
- It will cross SR 524 at a signalized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

What will the trail look like?



EXAMPLES OF DIFFERENT CONFIGURATIONS

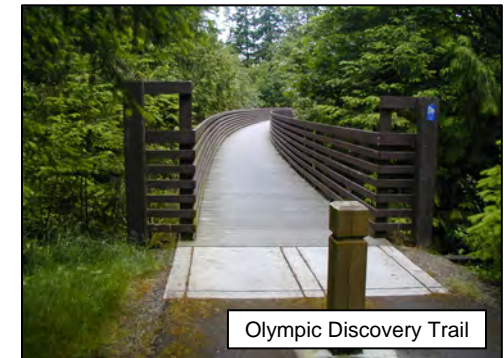
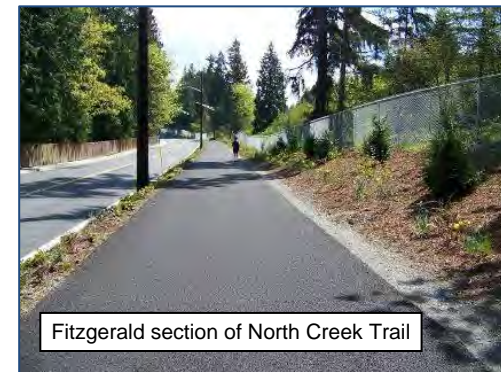


It will typically be a 10- to 12-foot-wide paved surface with gravel shoulders.

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

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

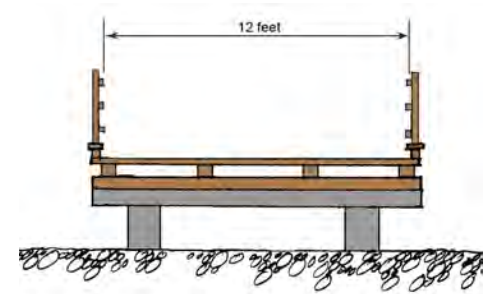
Examples of other trails are shown below.



What will the trail look like?



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



Three phases of a trail that was built over a wetland

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



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

*Native Growth Protection Area