

Green River Trail North Extension

Project Update, Seattle Bicycle Advisory Board
September 1, 2021



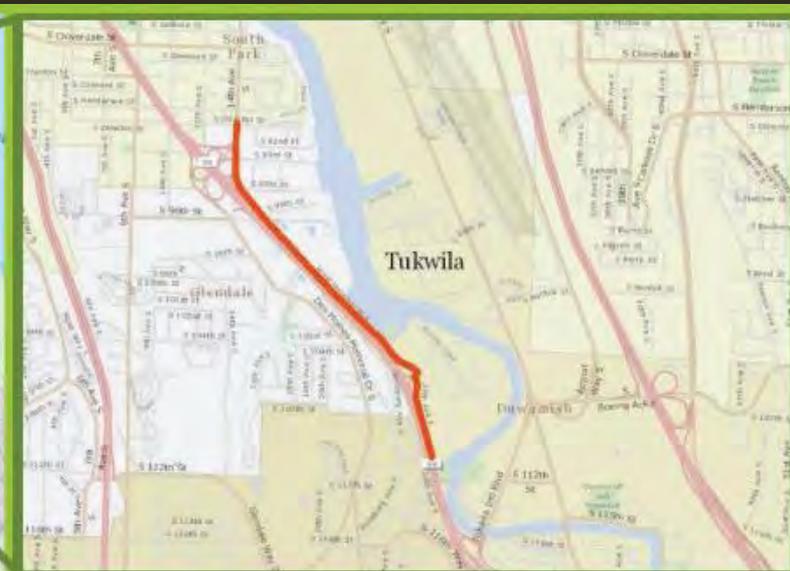
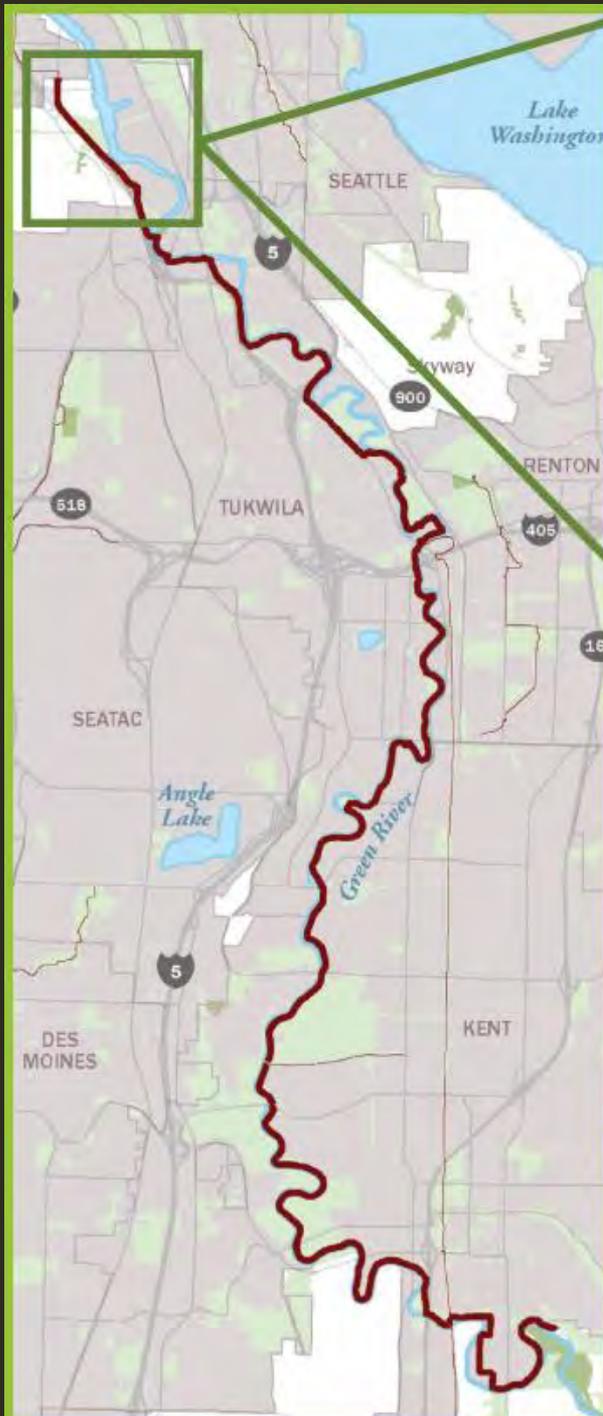
King County

PARKS

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Background

- Creates the last 1.4 miles in an existing 19-mile system
- A Commitment of the 2020-2025 Levy



Example Completed Trail



Background

- Schedule
 - 30% Design by early 2022
 - Final Design & Permitting 2022
 - Construction 2023
- Constrained Corridor
 - SR99
 - Private Properties
 - Duwamish River
- Unique Design Strategy
 - One-way conversion of W. Marginal Pl.
 - Creates space for the trail
 - Minimal traffic impacts



Connections

Seattle Projects:

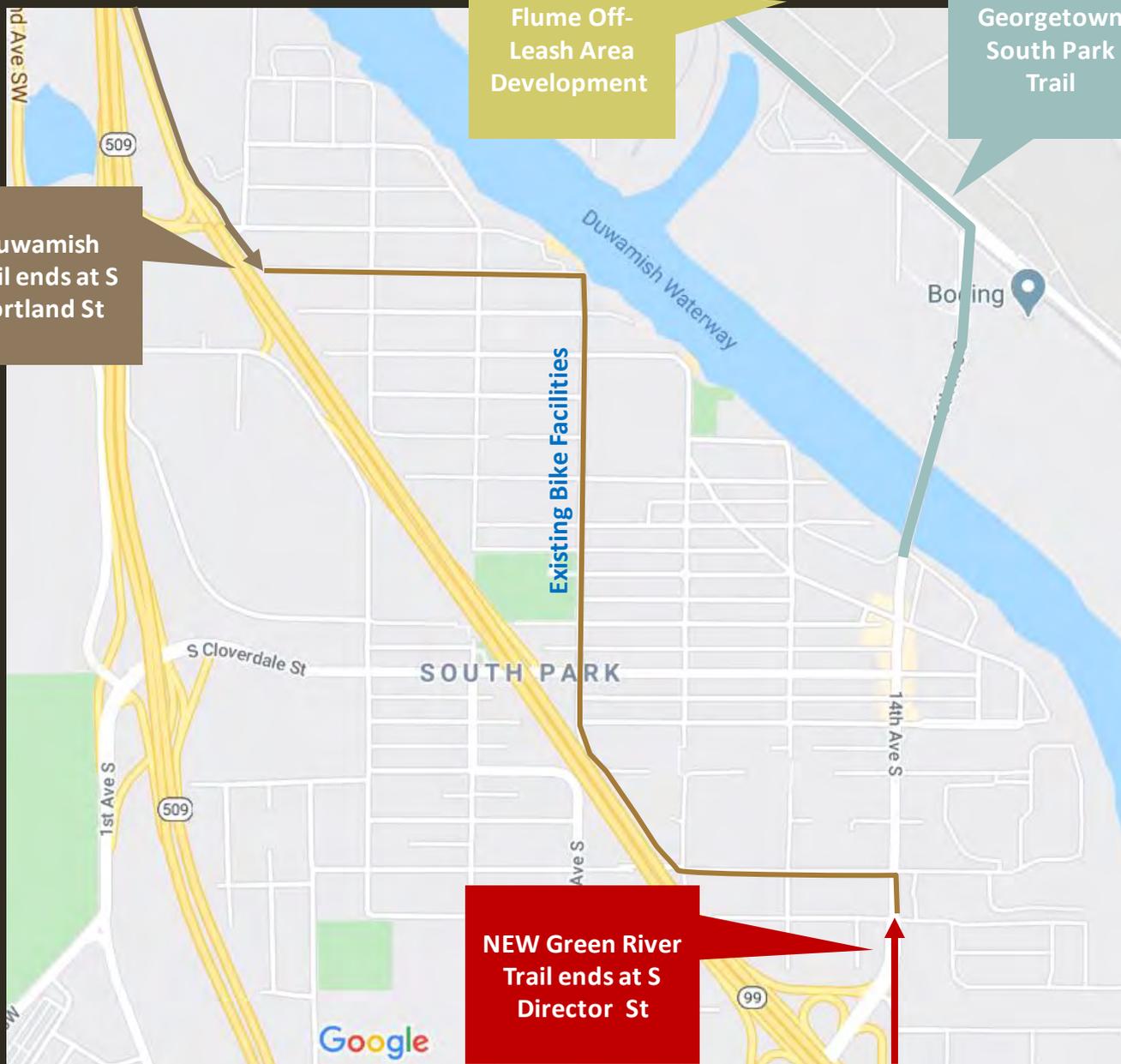
- Duwamish Valley Action Plan
- Duwamish Trail
- Georgetown to South Park Connection
- Home Zones Neighborhood Greenways

Duwamish Trail ends at S Portland St

Flume Off-Leash Area Development

Georgetown South Park Trail

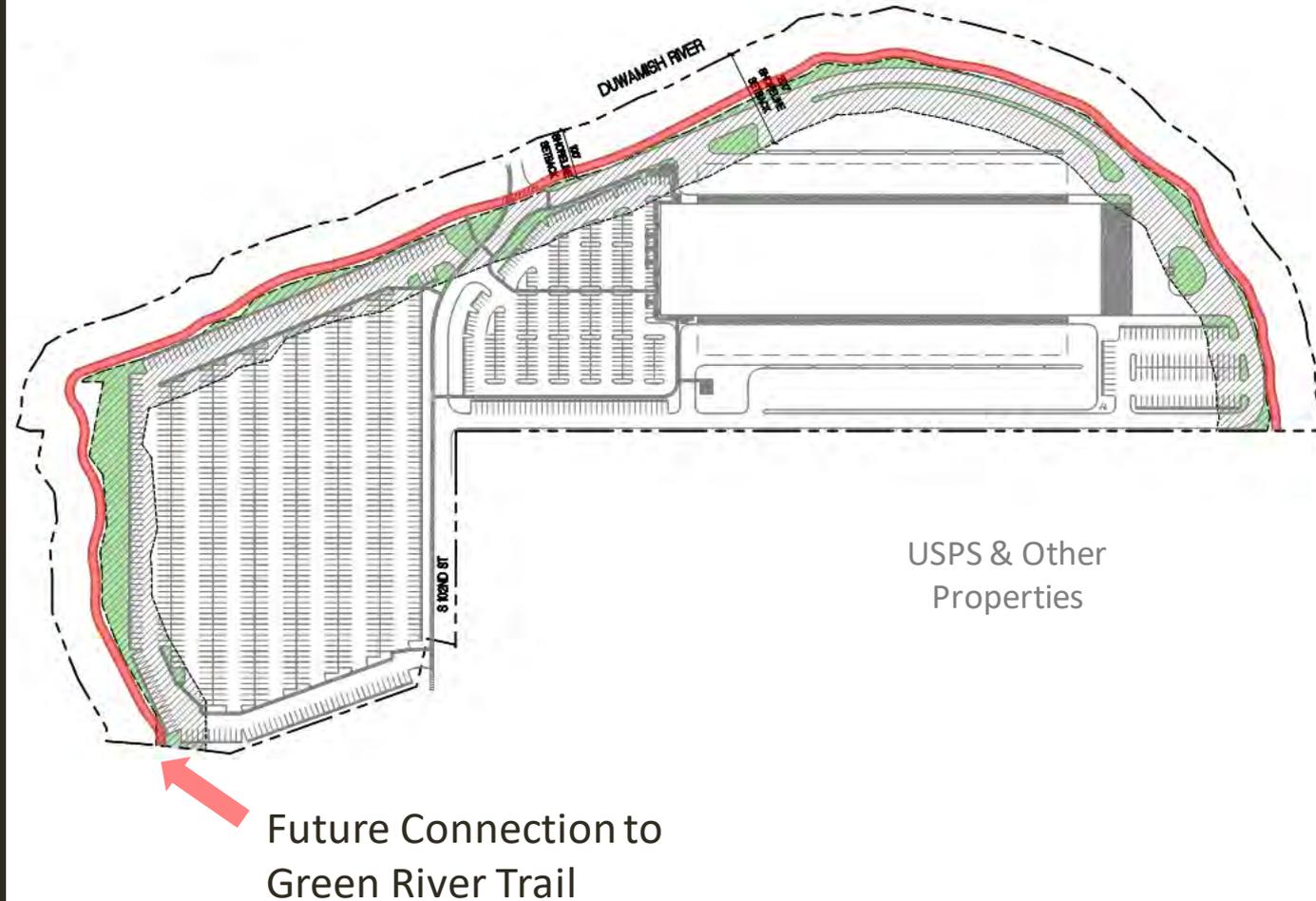
NEW Green River Trail ends at S Director St



Connections

- Trail Connection at Oxbow Development, Tukwila
- Access to open space, wetland restoration

Oxbow Development, Tukwila



Background

- Gvt. Stakeholders:
 - KC Roads
 - WSDOT
 - Tukwila
 - Seattle
 - KC Parks
- Public Outreach
 - Community
 - Property and business owner
- Feedback
 - Safe place to walk and bike
 - Access to parks and the Duwamish River



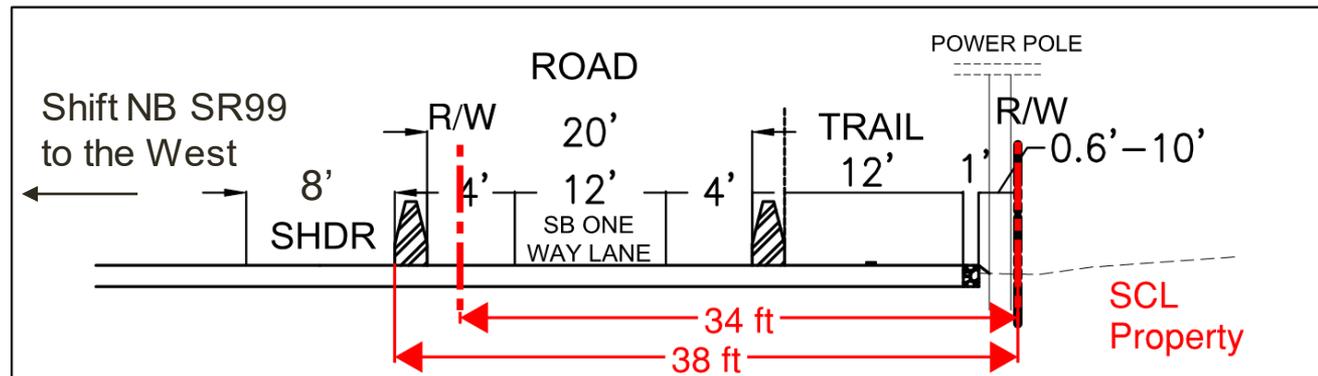
Options

- 1,100' Pinch Point
 - Additional width is needed to fit all facilities to minimum standards
- WSDOT Option: Shift SR 99 west and thicken shoulder
- SCL Option: Explore acquisition on SCL property



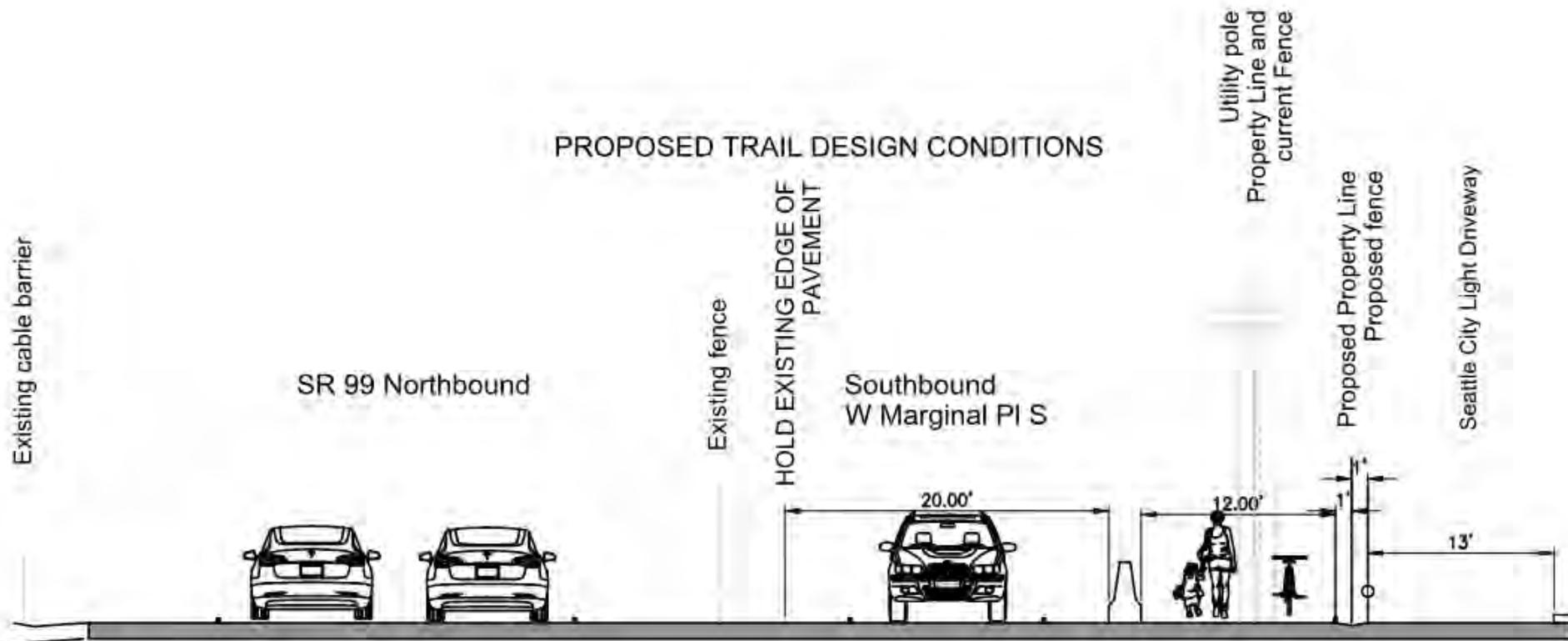
Options

- Additional width is needed to fit all facilities
- WSDOT Option: Shift SR 99 west and thicken shoulder
 - WSDOT Overlay Project – Piggyback opportunity
 - WSDOT Required Studies and Design
 - Risk: Expend funds before WSDOT approval of designs



Options

- SCL Option: Explore space on SCL property
 - Relocation of SCL facilities is cost prohibitive
 - Potential encroachment on SCL safety buffers



Options

New Concept – Creative use of Existing ROW @ Pinch Point

Goals:

- Provide 20' for one-way road
- Provide emergency access
- Provide buffer between trail and road
 - Increase user comfort
- Maximize trail cross section: 10' + shoulders

Strategies:

- Reduce speed from 35mph to 25mph
- Flexible guide post rather than barriers
- Create a shared 5' buffer between trail and road
- Emergency vehicle access on buffer and trail
- Obstacle indicators at utility poles



Discussion



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Green River Trail