

---

# KING COUNTY REGIONAL TRAILS PLAN

Parks, Planning and Resources Department, Parks Division    Adopted October 1992



# KING COUNTY REGIONAL TRAILS PLAN

---

## Introduction

---

King County and its cities have begun one of the most progressive off-road urban trail systems in the nation. Currently about 150 miles of usable trails can carry the trail user by foot, bicycle, or horse, from the residential and commercial neighborhoods of Seattle to the distant farming areas of Duvall and Enumclaw along lake shore and river front, through dense forests, through city, county, and state parks. In their quest to see the County by trail, users may travel on abandoned railroad rights of way, water pipelines, powerline corridors, linear parks, or river levees.

The popularity of the County Trail System continues to grow. Well over twice as many people used the trails in 1985 as compared to 1980. Trail-user surveys show that people are willing to travel great distances to use the trail system. Other studies show that these trails are a major asset to the communities in which they are located, not only to those who use them, but by those who live along them. Location of the trails influences housing decisions for some people.

The number of pedestrians, bicyclists, and others using the trails will likely continue to increase along with the county's population growth. King County's population in 1990 was 1,507,319, and includes the major population centers of Seattle, Bellevue, and 30 suburban cities. The additional 325,000 residents expected by 2010 will increase the county's population and the demand for trails, as one of the most popular type of recreational facilities, will increase significantly.

Several King County and statewide trail surveys provide information about the number of trail users, trail locations, and types of trail preferred. It is apparent that people prefer trails that are both close to home and in a natural setting. However, of the existing 9,000 miles of trails in Washington, 94% are in national or state parks and forests that are remote from population centers. These trails are often usable only during the summer months.

This disparity between trail location and population location can be better balanced by the provision of more urban trails, including the implementation of the regional trails proposed in this plan and the provision of a community trail system. The regional trail system discussed in this document is not the total trail network envisioned by the county. The regional trails are intended to be the backbone of a system encompassing these major multi-purpose trails as well as a network of neighborhood and community scale trails to be inventoried and described in later documents.

The regional trails are intended to be analogous to major arterials in a street plan. That is, these trails are intended to carry the bulk of the users between major destinations, or as recreational attractions in and of themselves. As such, most of the regional trails will have a multiuse paved surface with a parallel path for hikers and/or equestrians. Only non-motorized activities are allowed on the trails.

The goal of this Regional Trails Plan is to provide guidance for continued development of a safe and pleasurable recreational trail system for the citizens of King County. A precise plan for the Regional Trail System will give needed focus to acquisition priorities and to potential long-term trail improvements.

## Organization of the Plan

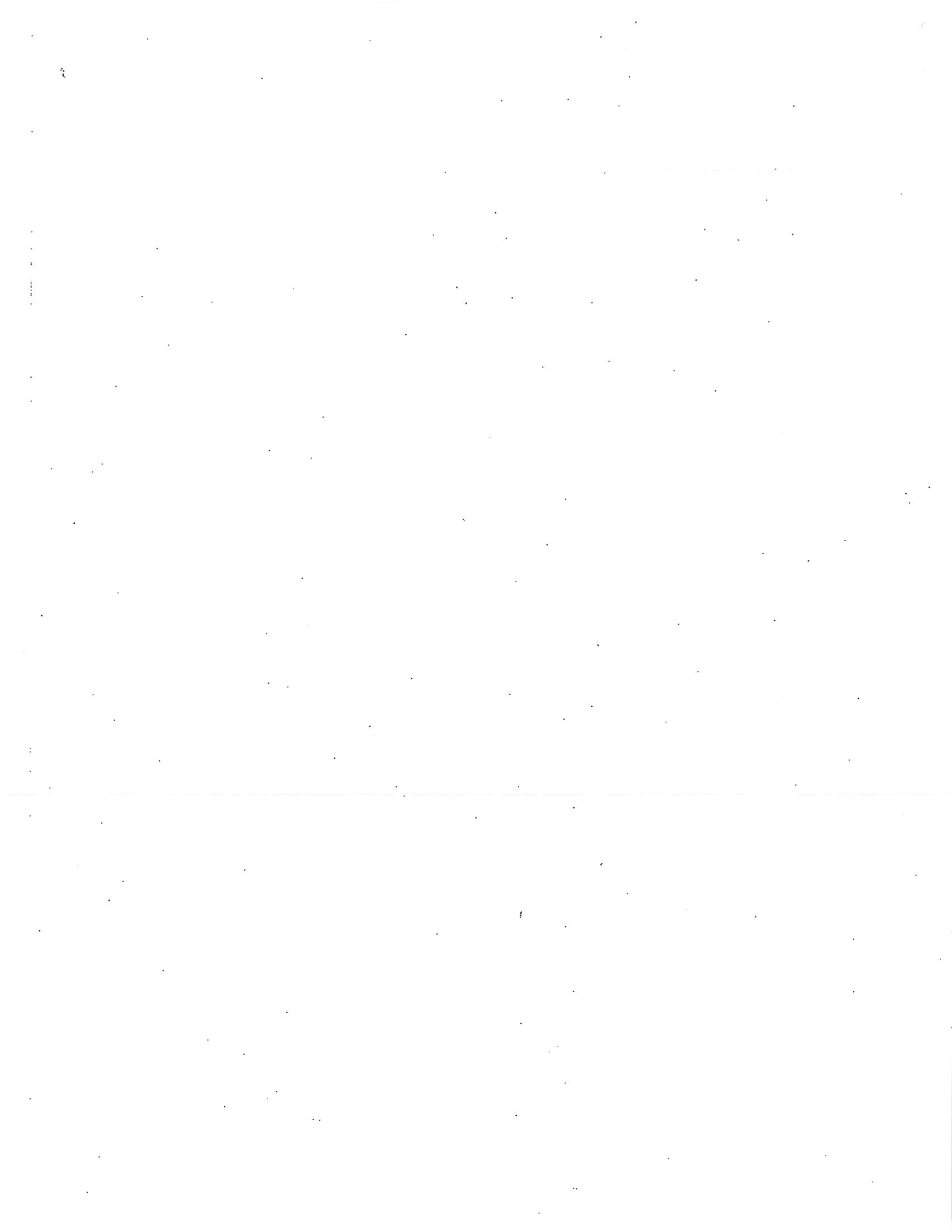
The Regional Trails Plan is divided into five sections. The first section discusses goals and objectives responsive to the need for trails, and the relationship between the Regional Trail System and other trails and trail programs.

Section II discusses other trails and trail programs.

Section III presents criteria for the design and construction of trails of all types, and recommends strategies by which the County can address the issues.

Section IV discusses issues related to the management and maintenance of the trail system.

Section V describes each of the County's regional trails, states the acquisition and improvement status of each trail segment, and outlines the ultimate uses and improvements recommended for each trail.



---

## Section I: Goals and Objectives

---

The goal of the Regional Trail System is to provide a safe and pleasurable network of County trails that is enhanced by other trail systems in city and community settings within and outside the county.

This goal for trails in King County translates into the following working objectives:

1. Provide a continuous network of high volume, safe, pleasurable north-south and east-west trails.
2. Provide and encourage connections with community trails, either privately owned or of other jurisdictions, wherever they may exist in the County.
3. Provide trail loops of varying length to create a variety of recreational opportunities for users with differing skills, and which may be used for commuting purposes.
4. Provide for the maximum number of trail uses after considering the carrying capacity of the land, aesthetic values, population pressures, available resources and safety issues.
5. Provide routes that a) connect with parks and open space; b) provide access to public shoreline areas; c) incorporate views and other special features of scenic, historic, or architectural interest; and d) connect with METRO park and ride lots, schools, and other activity centers.

The following are implementation strategies that will support the plan objectives:

1. Continue to acquire and develop trail sections to complete the missing links within the large-scale network.
2. Foster linkage of the large-scale network with trails from surrounding communities by providing trail routes that connect with other trails, parks, community centers, or other appropriate activity centers.
3. Develop additional trails to provide a variety of pleasant recreational opportunities within the large-scale network; any development of areas adjacent to trails should be compatible with and enhance the recreational experience.
4. Develop nodes along trails to provide places to rest, picnic, and enjoy the trail environment.
5. Provide trailhead facilities with drinking fountains, restrooms, and parking for cars, trucks, and horse trailers, as appropriate to the trail type.
6. Provide adequate maintenance.
7. Provide users with educational information about the safe use of trails.

---

---

## Section II Other Trails and Trail Programs

---

The desired network of regional trails depends on connections of King County trails with other trails of a formal or informal nature. Two significant opportunities for these connections are community trails and the King County Roadshare program.

### Community Trails

---

Community trails are the most difficult trail type to identify, monitor and preserve. They are primarily informal, soft surface trails which appear on public and private property throughout the County. Community trails can connect neighborhoods to the regional trail network or may provide important community recreational opportunities separate from the regional network. It is not feasible for the County to acquire the total network of community trail rights-of-way due to the extent and expense of these corridors. However, when an inventory of community trails is available, the County can attempt to provide some measure of protection of the trails through the development review process, and can augment the system by acquiring easements or other necessary or desirable rights.

An inventory of existing and potential community trails should be established. This inventory will delineate routes and the ownership status of each trail segment. If a trail segment is currently unprotected, an estimate of the cost of securing the trail segment should be provided. A recommendation regarding whether to acquire, or otherwise protect, a particular trail segment should also be provided along with a prioritized list of trail segments that require county action.

King County Parks Division is working with various trail user and neighborhood groups to identify, locate, and map community trails. To complete, field check, and publish the Community Trails Inventory, this effort needs to be funded through the County's standard budget process. Once the inventory is complete, trail sections that would link the community and regional trails can be identified. These connections will make the overall trail network function as a whole, integrated system.

### Roadshare Program

---

The King County Roadshare Program was established within the Department of Public Works in 1987. The program includes development of permanent, separate trails within County road rights-of-way; development of road shoulder trail connectors between uncompleted sections of the Regional Trail System; surface and non-surface trail crossings of County roads; and establishment of striped road shoulder bicycle lanes on County roads.

The County Parks Division becomes involved with the RoadShare program when an off-road trail intersects with a County road. The County Parks Division will continue to work closely with RoadShare to ensure the development of pleasant and safe trails within the County.

---

---

## Section III Trail Alignment, Design and Construction Guidelines

---

This section summarizes the criteria and characteristics of each trail type and provides guidelines for trail development including alignment, widths, surfaces, grades and clearing limits of various County trail types. Section IV is a discussion of management and maintenance of trails. A range of trail development costs is also included.

### Trail Alignment and Route Selection

This plan identifies the regional trail corridors. The following criteria are used to evaluate alternatives and select the specific trail route within the identified corridors. Trail routes should take the most direct route appropriate for the purposes of the trail and its intended uses after consideration of the following criteria.

- 1.) **Topography and Grade.** The trail route should consider topography taking into consideration the final grades to which the trail is to be developed, whether slopes encountered are suitable for trail development or if it is feasible to cut switchbacks or rest areas into steeper slopes. A bicycle trail's final design grade should not exceed 4% to 5% for most trails. It is desirable that sustained grades be held to 2% to 3%. Very short sections of much steeper grades, such as 10% to 15% over 20 to 40 feet may be tolerated. Grades for equestrians and pedestrians may be up to 18%. The guidelines for bicycle use are also applicable to accessibility standards except for the steeper grades. Grades between 5% and 12% are considered ramps and must have rest sections every 20 feet.
- 2.) **Vegetative Patterns.** The trail route should avoid or circumvent, if possible, rare or endangered plants, plant communities that indicate wetlands whether the ground is wet or not, and unique examples of plant associations.
- 3.) **Soils.** The trail route should avoid or circumvent, if possible, soils indicative of high erosion potential, wetlands, and subsidence, slumpage, or other instability of a sensitive nature.
- 4.) **Drainage Patterns.** The trail route should avoid or circumvent, if possible drainage patterns that indicate surface or underground water is directed toward or otherwise affects the route.
- 5.) **Sensitive Areas.** The trail route should avoid identified sensitive areas if possible. If not possible, routes should be selected that minimize impacts and assure compliance with regulations.
- 6.) **Safety.** The trail route should minimize street and driveway crossings, provide adequate sight lines and road crossings and avoid steep slopes inappropriate to intended uses.
- 7.) **Acquisition and Development Costs.** The trail route should minimize the costs of acquisition and development such as those of clearing land, crossing streams or ravines, providing spatial buffers, and navigating slopes.
- 8.) **Impact From and On Property and Development.** The trail route should avoid areas with noise, conflicting traffic patterns, water runoff, and other similar liabilities from nearby property and development and provide buffering if such liabilities are unavoidable. The trail route selected should minimize effects on traffic patterns, privacy, safety, and other similar liabilities to impacts to nearby property.

**9.) Aesthetics.** The trail route should create the best possible trail experience, with views and opportunities to enjoy a diversity of natural resources and scenery without damaging the resources.

### Paved trails

Paved trails are multi-purpose trails intended for a wide range of non-motorized wheeled users and pedestrians, and may be of any suitable hardened surface. Because high use of these trails leads to user conflicts, separation of trail use is desirable. To help separate these users, every paved trail should have a soft surface shoulder on each side, unless a separate pedestrian pathway is provided. The paved trail should be a minimum of 10 feet wide, and ideally 12 feet wide. The shoulders should be 2 feet minimum width, and comprised of a material that will not readily be kicked onto the paved surface. For a distance of 5 feet from the edge of the pavement, the trail corridors should be clear of obstructions, including large shrubs and trees.

Grade for the trail should not exceed 5% except over very short distances. It is intended that these trails meet standards for disabled users.

### Pedestrian trails

The range of qualities of pedestrian trails is quite extensive, from narrow woodland paths to formal urban walkways. The latter also may be paralleled by separate paved trails. Surfaces can range from native soil to decorative paved blocks. Informal urban area pedestrian pathways which are not shared with other uses can be surfaced with native soils. The tread width should be 3 feet, with grades not exceeding 18%. Limbs and brush should be cleared 3 feet from the center line of the trail. More heavily used formal and urban pedestrian paths should be a minimum of 5 feet in width. Such trails should not exceed 12% grade. The surface can be any of a range of suitable materials.

### Equestrian trails

Trails intended for equestrian use often are satisfactorily surfaced with native soil. If soil conditions or other considerations require a different surface material, either wood chip or 5/8" minus crushed gravel are appropriate alternatives. The minimum clearing dimensions should be 8 feet in width, 10 feet in height. While the trail bed for equestrian trails historically has been quite narrow, clearing allows room for horses to pass anywhere along such a trail. The grades along such trails can range up to 18%.



### Estimated costs for trail development

The following estimates of the costs of trail construction are based on actual costs of similar tasks completed in 1990. The wide range of costs associated with trail development is attributed to the differences of each trail-building situation. Reasons for the range of costs may include cost of surface materials, removal of soil off-site, drainage facilities, bank stabilization, or separation structures.

Construction of paved trail: \$150,000 to \$800,000/mile  
Construction of unpaved trail: \$70,000 to \$500,000/mile

---

## Section IV Management and Maintenance of Trails

---

This chapter provides background to the management issues of trail development. An outline of recommended maintenance procedures and their costs forms the base for an efficient and effective plan of maintenance.

### Management

Part of trails management is education of trail users about safe and courteous conduct on the trails. There is potential for conflict among various types of trail users. As trails become more heavily used, competition for space on the trails is also a potential source of conflict. The trail use ordinance adopted by King County in 1988 suggests a speed limit of 15 mph for all trails. The ordinance, number 8518, also establishes a trail user code of conduct which reads as follows.

### Model Trail User Code of Conduct

- 1. 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.
- 2. 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.
- 3. 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.
- 4. 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.
- 5. 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.
- 6. Entering and crossing trail.** Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.
- 7. Lights on trail users' equipment.** All bicyclists using the trail from one-half hour after 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.

---

## Maintenance Issues

King County Parks Division has over 15 years of experience in the construction and maintenance of multi-purpose trails. Appropriate maintenance of the trail system will contribute to the quality of users' recreational experience. Two levels of maintenance, ongoing and rehabilitative capital improvement, should be planned for King County trails.

### Asphalt Trails

The surface of the County's most popular trails is asphalt. In the Puget Sound area, asphalt has a life span of about 15 years. During that time, settling and leaching out of the fine granular material in the asphalt mix causes the surface to deteriorate. This process is exacerbated by heavy use, which increases surface wear. Trail settlement depressions or cracks also are safety hazards.

Other factors also affect the serviceability of the trail. Roots of several tree species find an attractive environment beneath trail surfaces. The roots buckle and crack the asphalt, necessitating removal of tree roots and replacement of the asphalt surface. A variety of herbaceous and woody plants also break and crack the edges of asphalt trails. Acceptable herbicides break down relatively quickly and allow the expansion of plants through rhizome, runner, or root action beneath the trail surface.

The failure of drainage facilities can cause trail damage and pose safety concerns. Safety is also compromised by plant materials growing over the trail or into the path of travel and by rocks or sticks on the trail surface.

### Soft-surface trails

Soft-surface trails have different maintenance issues. Good drainage and the addition of new surface materials are required to keep these trails in pleasant and safe condition for trail users.

### Routine Maintenance Program

Funding for the routine maintenance should be included in the Annual Current Expense Operating Budget. The following program of maintenance activities, timing, and equipment is recommended:

1. A periodic and cyclic inspection of surface and edging, drainage, bridges, and trestles should be completed for all trails.
2. Remove tree roots and patch/replace asphalt or soft surface where needed.
3. Remove any planting within 5 feet of the trail edge by:
  - a) cutting vegetation off the trail shoulder as appropriate
  - b) treating trail edges with an herbicide at least once a year (King County policy, EPA regulations, and State Department of Agriculture regulations permit using Round-Up, a translocated, non-soil residual control spray that is fairly effective in controlling weeds and grasses along trail edges if repeated annually.)

4. Reapply shoulder material periodically to prevent trail edge degradation.
5. Mark all culvert locations on the trail surface for ease of location .  
Stabilize culvert embankments. Use continuous pipe for culverts.
6. Sweep hard surface trails periodically.
7. Maintain and repair equipment necessary for items 1 through 6 above.

Cost of routine maintenance for trails can be estimated according to trail type. Routine maintenance of paved, urban trails costs about \$5,000 to \$6,000 per mile, and includes litter removal, sweeping, mowing, and minor patching. For paved rural trails, \$9,000 to \$10,000 per mile includes brushing, drainage, small slide repair and slope mowing. Routine maintenance of unpaved trails includes periodic litter and brushing, about \$1,000 to \$5,000 per mile.

### Major Rehabilitation and Major Maintenance

Major rehabilitation and maintenance costs are appropriated as part of the Capital Improvement Budget. The following recommendations for major trails maintenance result from information gained during periodic inspection of the existing trails.

1. A seal coating should be applied to asphalt surfaces every 4 to 5 years.
2. Installation of root barriers should be completed in areas with trees adjacent to the trail.
3. Resurfacing of the trail and reconstruction of shoulders should be accomplished every 15-20 years.
4. Repair of major drainage systems and replacement of drainage culverts will minimize slides caused by drainage problems.
5. Repair and paint major bridges and trestles
6. Repair or replace fencing and furnishings
7. Remove unhealthy or unsafe trees and replace with acceptable species where appropriate.

---

---

## Section IV King County Trails

---

The trail corridors described on the following pages comprise the Regional Trail System as envisioned by this plan. The trails are marked on the fold-out map at the front of the plan, and coded according to status of improved or proposed trail, or existing right-of-way (RAW). The trails are numbered on the map from north to south, and are in numerical order on the following pages:

A diagrammatic map on each page shows the location of the trail being discussed. A description of the location, ownership, current conditions, and plans for short and long term development are included for each trail.

In the context of this plan short term development and uses identify the interim use of the trail right-of-way until final development occurs. Short term use designation may range from simple management steps which can be taken to open a right-of-way for use, to what could be termed a first phase development. The timing of both development and use is dependant on the availability of County funding, personnel and other resources. Therefore, a short term proposal could take a currently undetermined amount of time to effect and/or may be in place for an undetermined amount of time prior to long term development.

It is beyond the scope of this plan to prioritize a specific implemetation program. These recommendations and decisions will be based on the availability of funding and within the context of future planning efforts.

This plan contains information from previously adopted County trail plans and new information and recommendations on the proposed short and long term development and use of each trail. Sources for the trail routes found in this plan include The Urban Trails Plans, adopted in 1971; The General Bicycle Plan, adopted in 1976; and King County Open Space Plan, adopted in 1988. Additional information was gathered from community plans and trails clubs.

---

## Shoreline Interurban Trail

---

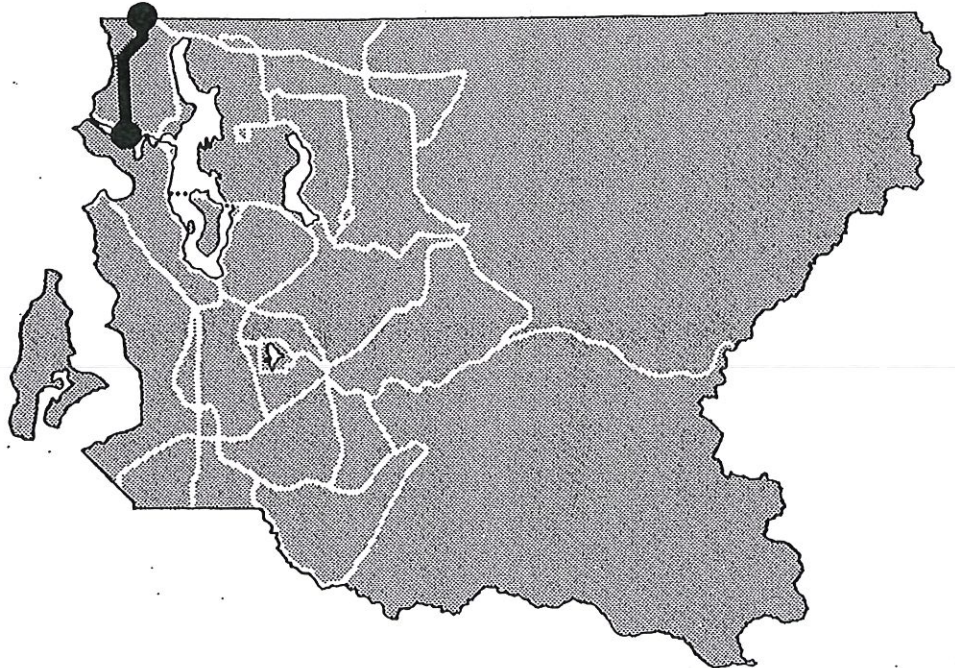
**Location:** The trail lies mostly within the Seattle City Light R/W and parallels SR-99 between N.E. 145th St. and N.E. 205th St. It is proposed that portions of the trail leave the R/W and use County roads around Impediments within the R/W.

**Current Ownership:** The entire R/W is owned by Seattle City Light. The bypass routes are owned by King County. City Light may or may not charge a fee for trail easements.

**Current Conditions:** The R/W is unimproved for trail purposes. The existing service road along much of its length is used as a walking path.

**Proposed Short Term Development and Uses:** Once an agreement is reached with City Light, existing pedestrian use could be authorized and signs could be posted to clarify where the route leaves the R/W.

**Proposed Long Term Development and Uses:** A 10' wide paved trail with 2' shoulders on each side is planned. Uses include pedestrian and wheeled activities.



---

## Shoreline Interurban Trail - Burke-Gilman Connector

---

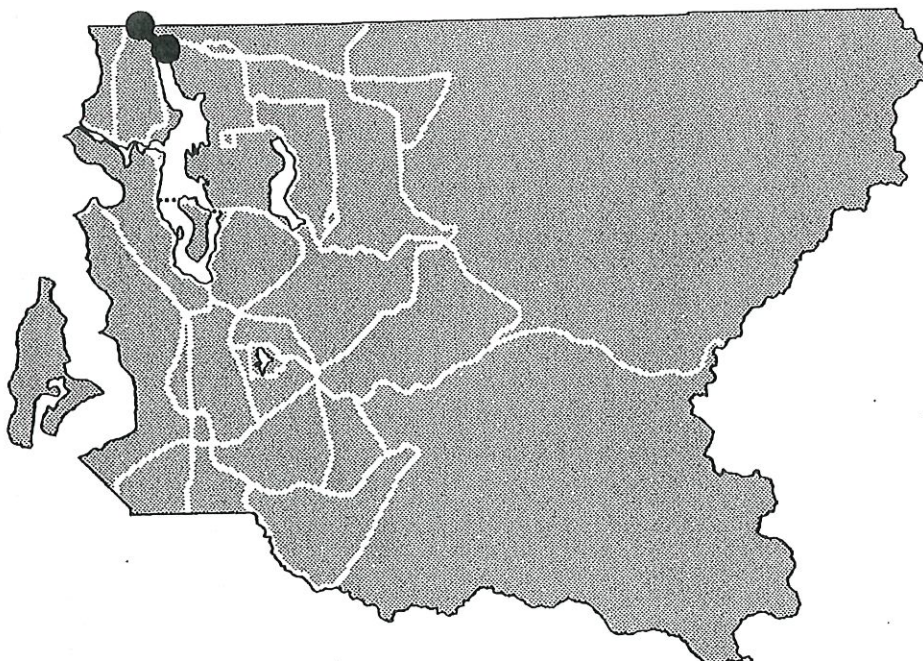
**Location:** This connector uses primarily street right-of-way. It generally follows the N.E. 195th St. and Perkins Way corridor to Ballinger Road (SR 105). The paths planned by the City of Lake Forest Park would link the Shoreline Interurban with the Burke Gilman Trail.

**Current Ownership:** The streets along this route are the responsibility of King County, the City of Lake Forest Park, and the State Department of Transportation.

**Current Conditions:** N.E. 185th St. and Perkins Way are signed bicycle routes and are well-used east-west routes. The remainder is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Beyond the existing signage, no short term development is planned. Uses include limited pedestrian and bicycling activities.

**Proposed Long Term Development and Uses:** Plans include bicycle lanes and pedestrian sidewalks along N.E. 185th St. and Perkins Way, and separated pathways outside of the shoulders of Ballinger Road. Uses include pedestrian and bicycle activities.



---

## Burke-Gilman Trail

---

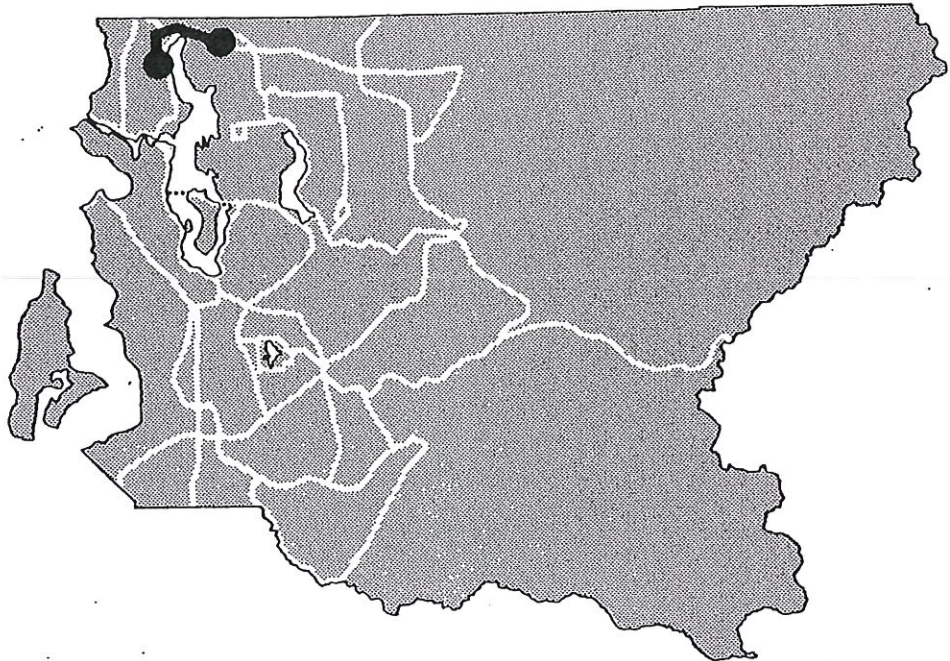
**Location:** The trail follows the abandoned railroad R/W along the west and north shores of Lake Washington from N.E. 145th St. to its intersection with the Sammamish River at approximately 97th Ave. N.E. and N.E. 170th St. in Bothell.

**Current Ownership:** The entire length is owned by King County.

**Current Conditions:** The R/W between N.E. 14th St. and 61st Ave. N.E., a distance of 2.3 miles, is developed with a 10' wide paved trail. The eastern-most 1.1 miles are developed with a 12' wide paved surface with 2' shoulders on each side. The 1.3 mile section between the two developed portions is unimproved.

**Proposed Short Term Development and Uses:** Last phase of long term development is under construction. Redevelopment of southern 3.2 miles will widen to 12' trail with 2' shoulders.

**Proposed Long Term Development and Uses:** Completion of the section between 61st and 80th Ave. N.E. to match the trail to the east, and redevelopment of the southern existing section to a 12' wide paved trail with 2' soft shoulders on each side are planned. Uses include pedestrian and wheeled activities.





---

## Sammamish River Trail

---

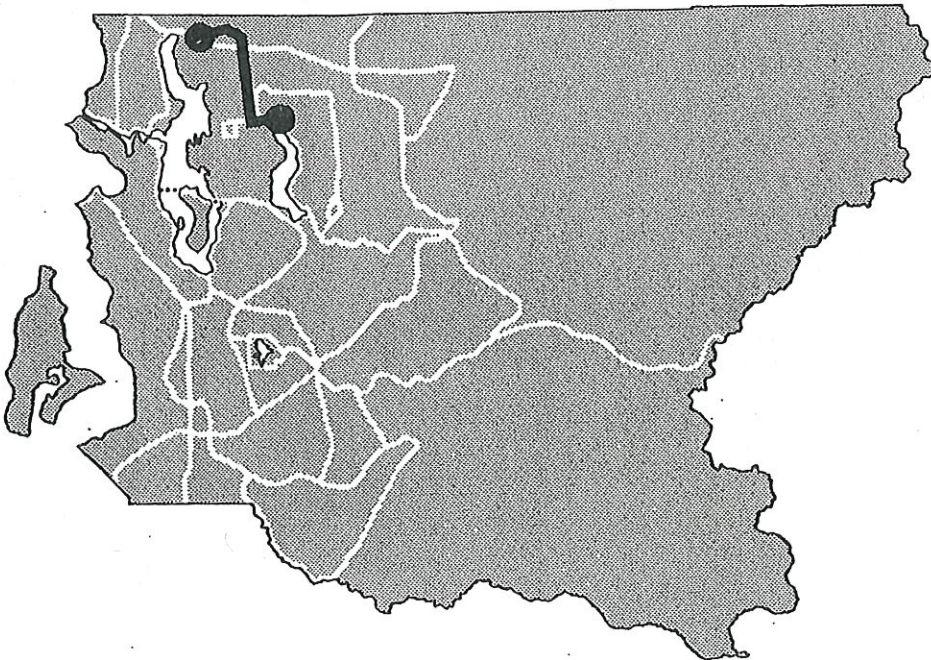
**Location:** The trail extends along the banks of the Sammamish River from 96th Ave. N.E. in Bothell to Marymoor Park, at the north end of Lake Sammamish.

**Current Ownership:** Except for a few private parcels, the trail is owned by King County and the City of Bothell.

**Current Conditions:** The entire trail is developed with a 10' wide paved surface, except the western 1+ mile which has a 12' wide paved surface.

**Proposed Short Term Development and Uses:** n/a

**Proposed Long Term Development and Uses:** Long term development includes replacement of the existing 10-wide trail with 12' wide trail and 2' shoulders; acquisition and paving of a trail along right bank of Sammamish River between Leary Way and Marymoor Park; acquisition of remaining parcels on the river's left bank that is not publicly owned; and development of equestrian and pedestrian trails on the river's left bank between Bothell and Marymoor Park. Uses include pedestrian, wheeled and equestrian activities.



---

## Tolt Pipeline Trail

---

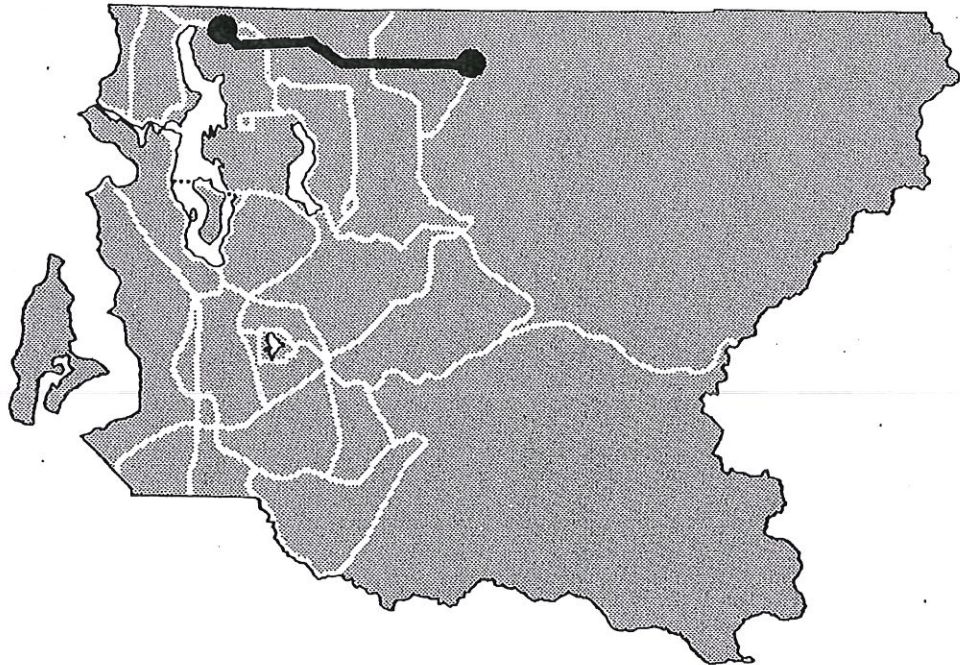
**Location:** This trail will begin at Blyth Park in Bothell and follow the City of Seattle's Tolt River Pipeline R/W east to the Tolt Diversion Lake, east of Duvall.

**Current Ownership:** The land is owned by the City of Seattle and leased for trail purposes by King County eastward to Big Rock Road east of Duvall.

**Current Conditions:** The R/W is generally cleared and has a service road running its length. All entrances to the pipeline are gated. Some gates are open for trail use.

**Proposed Short Term Development and Uses:** Short term development includes maintaining the unpaved status of the trail, and providing a second post at all entrances so the gates can be locked in an open position. Uses include pedestrian, equestrian, and appropriate wheeled vehicles.

**Proposed Long Term Development and Uses:** Maintain as above. Extend the lease by King County eastward to the Tolt Diversion Lake.



---

## Puget Power Trail

---

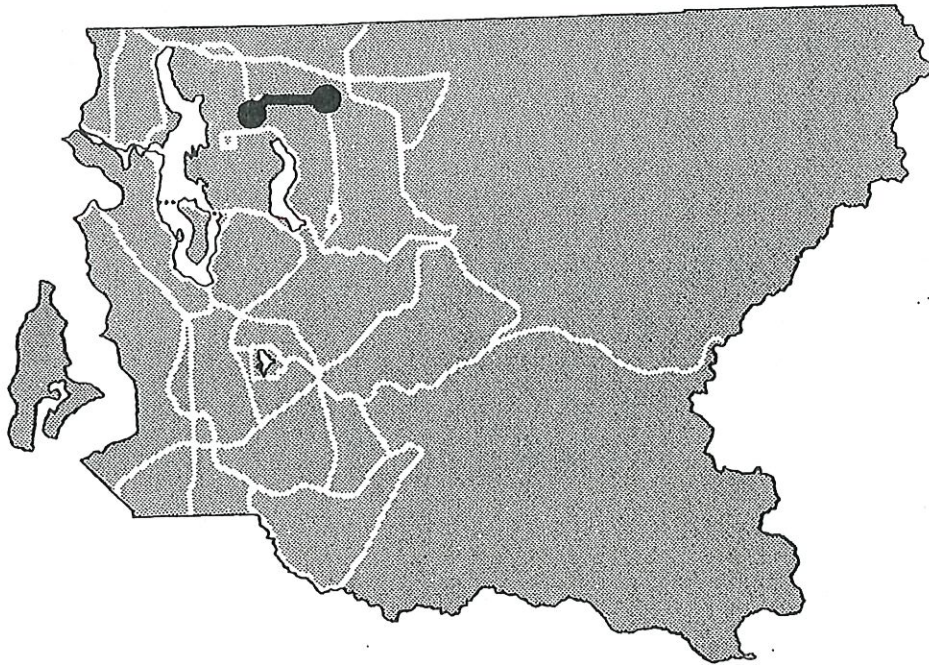
**Location:** This trail extends east from the Sammamish River Trail at approximately N.E. 100th St. and will connect with the East Plateau Trail.

**Current Ownership:** The route is owned by Puget Sound Power and Light.

**Current Conditions:** The route is improved as a soft-surface trail from the Sammamish River to Redmond's Farrell-McWhirter Park.

**Proposed Short Term Development and Uses:** Short term development includes extension of the soft-surface trail from Farrell-McWhirter Park to the Redmond Watershed for use by pedestrians and equestrians.

**Proposed Long Term Development and Uses:** In addition to the above soft-surface trail, a 10' wide paved trail with 2' wide soft shoulders on each side will parallel the soft surface trail. Uses would include pedestrian, wheeled, and equestrian activities.



---

---

## Bridle Crest Trail

---

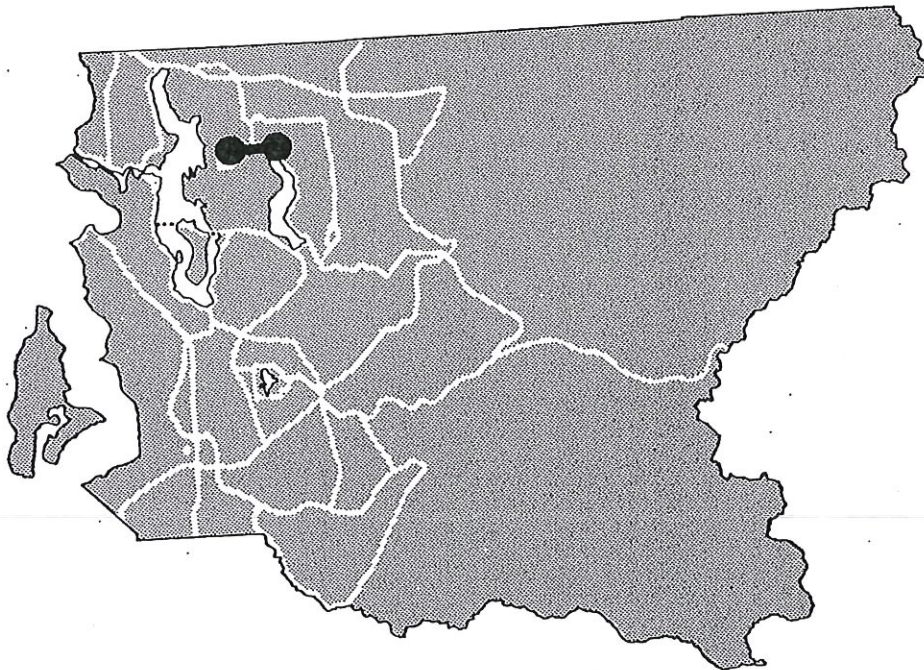
**Location:** The route connects Marymoor Park with Bridle Trails State Park, and generally follows N.E. 60th St.

**Current Ownership:** The trail is owned by King County.

**Current Conditions:** The trail is improved and maintained as an equestrian and pedestrian trail.

**Proposed Short Term Development and Uses:** Maintain unpaved trail for equestrian and pedestrian uses.

**Proposed Long Term Development and Uses:** Maintain unpaved trail for equestrian and pedestrian uses.



## East Lake Sammamish Trail

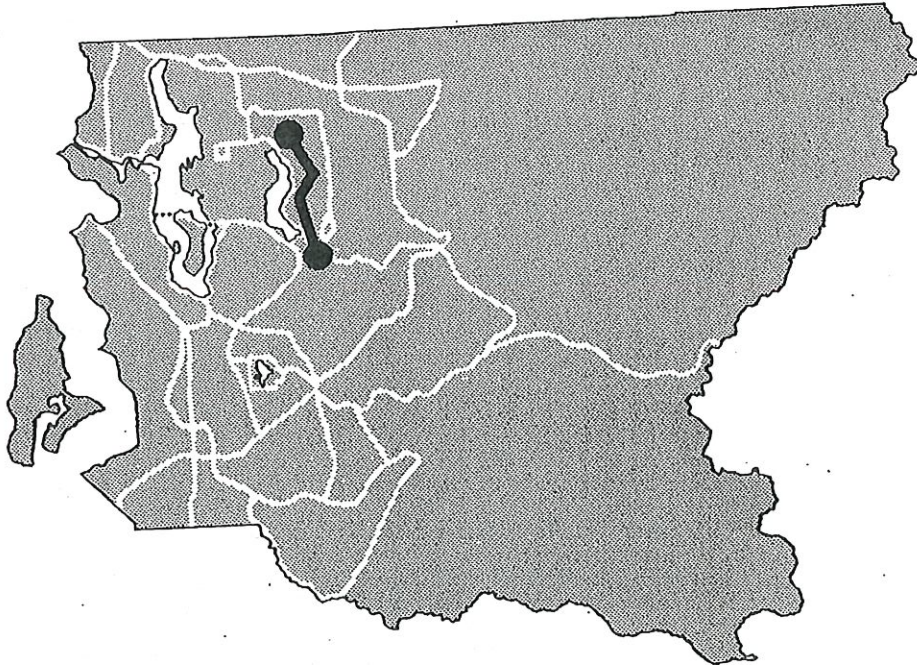
**Location:** The route follows an existing railroad R/W along the east shore of Lake Sammamish from Marymoor Park to Issaquah.

**Current Ownership:** The route is owned by Burlington Northern Railroad Company.

**Current Conditions:** The route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes improvement and widening of the shoulders of East Lake Sammamish Parkway for bicycle and pedestrian activities.

**Proposed Long Term Development and Uses:** Long term development includes a 12' wide trail with 2' soft shoulders on each side, paralleled by a soft surface equestrian trail along the entire trail route. Uses would include pedestrian, wheeled, and equestrian activities.



---

## East Plateau Trail

---

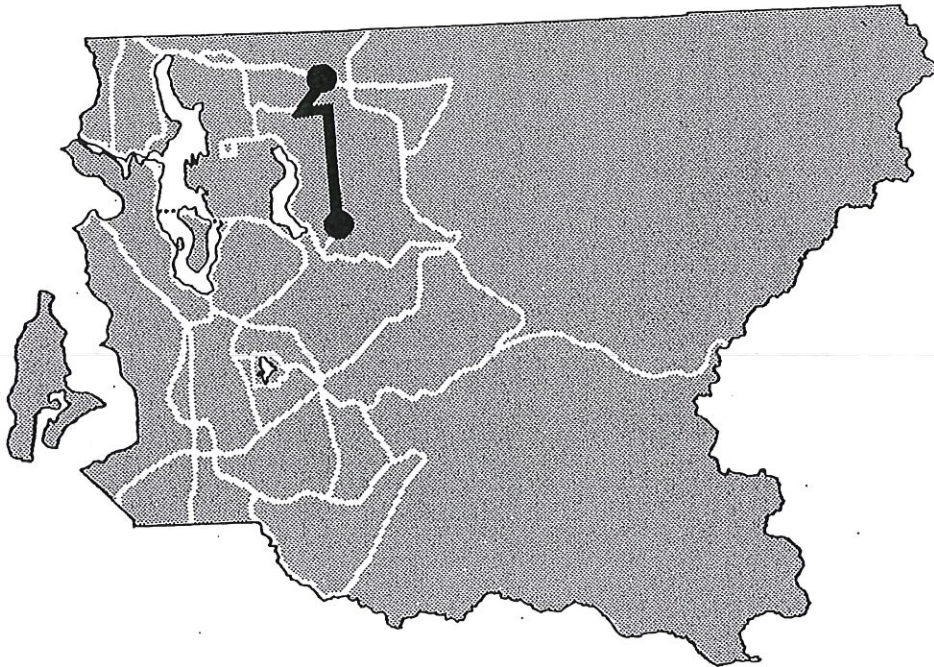
**Location:** This trail route generally follows a corridor near the Puget Sound Power and Light R/W from Fall City-Issaquah Road north across East Lake Sammamish and Bear Creek Plateau to the Tolt Pipeline Trail.

**Current Ownership:** The route is on public and privately owned land part of which is within a utility easement held by Puget Power.

**Current Conditions:** The route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development will provide a soft surface trail for pedestrian, equestrian, and appropriate wheeled uses.

**Proposed Long Term Development and Uses:** Long term development includes a 10' wide paved trail with 2' soft shoulders on each side and a parallel soft surface equestrian trail along the entire trail route. Uses would include pedestrian, wheeled, and equestrian activities..



---

## Snoqualmie Valley Trail

---

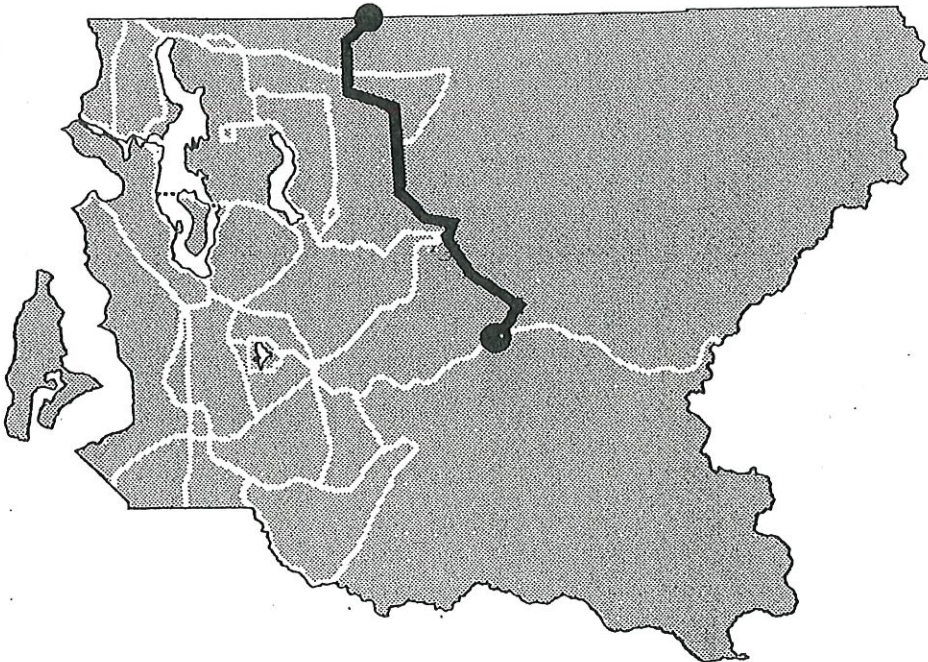
**Location:** The route follows an abandoned railroad R/W roughly parallel to the Snoqualmie River from the Snohomish County line to Cedar Falls south of North Bend, and has a connector route to Tolt/McDonald and Three Forks parks.

**Current Ownership:** The R/W is owned by King County except for the section between Tokul Road and Reineg Road near Snoqualmie, which is currently owned by the Weyerhaeuser Company.

**Current Conditions:** A short section of the trail between Carnation and Fall City is improved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes continuing improvements to the 33 trestles on this R/W, and clearing and grading of a 8' wide soft-surface trail. Uses would include pedestrian, equestrian, and appropriate wheeled activities.

**Proposed Long Term Development and Uses:** Long term development includes a 10' wide paved trail with 2' soft shoulders on each side and a parallel soft surface equestrian trail along the entire trail route. Uses would include pedestrian, wheeled, and equestrian activities..



---

## Tolt River Trail

---

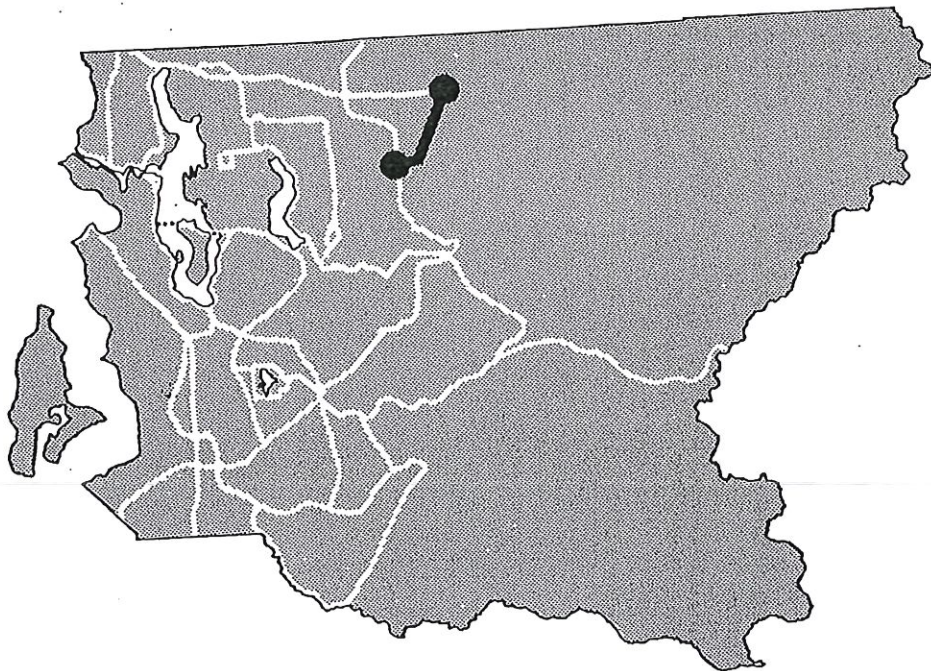
**Location:** This route follows the Tolt River from the town of Carnation northwesterly to the Tolt Pipeline.

**Current Ownership:** The route is privately owned.

**Current Conditions:** The route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** There is no short term plan for development or use.

**Proposed Long Term Development and Uses:** Long term development includes providing a 3' wide soft surface trail for equestrian and pedestrian use. All-terrain bicycle use may be appropriate, subject to topographical constraints.





## Issaquah-Snoqualmie Trail

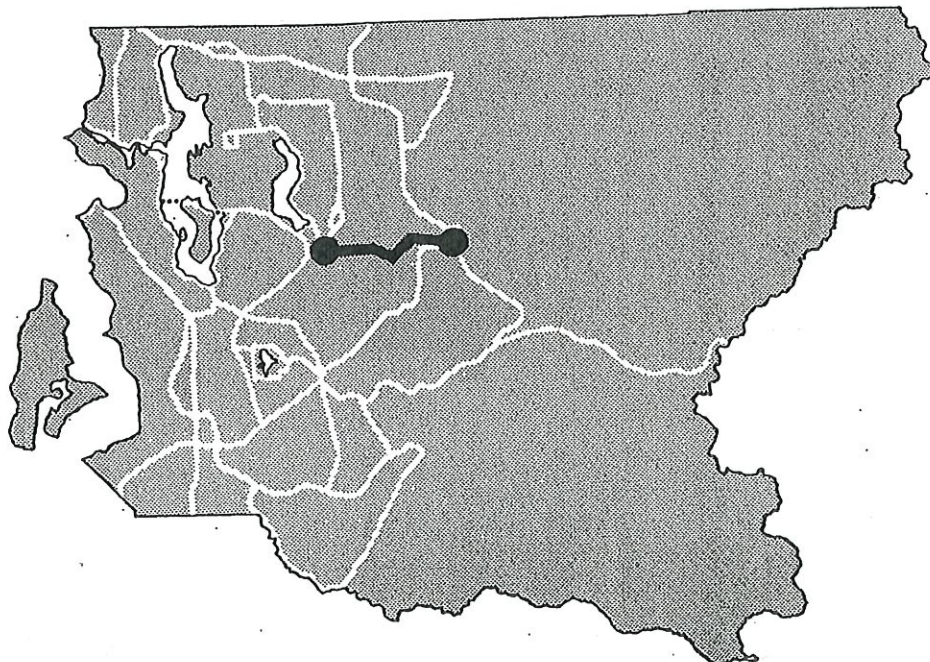
**Location:** This trail begins at East Lake Sammamish Parkway on the north side of Interstate 90 and continues east on an abandoned railroad R/W to High Point. It continues east on the Preston-High Point Road to meet the existing Preston-Snoqualmie Trail. From Preston, the trail follows an abandoned railroad R/W to a point two miles east of the Lake Alice Plateau, to Kimball Creek. The trail continues along Kimball Creek to SR 203 and the intersection of the Snoqualmie Valley Trail. It then connects to Three Forks Park.

**Current Ownership:** The section from Issaquah to High Point is owned by the Washington State Department of Transportation. The section from High Point to Preston, and the abandoned railroad R/W from Preston to east of Lake Alice Road is owned by King County. The remainder of the route is owned by the Weyerhaeuser Company and Puget Power Company.

**Current Conditions:** The section from Preston to east of Lake Alice Road is a 10'-wide paved trail. The section from Issaquah to High Point is an unimproved railroad R/W. The remainder of the route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes signing the High Point-Preston Road as a trail route using the existing railroad R/W as a soft surface trail. Uses include pedestrian, wheeled, and equestrian activities on both the paved and soft surface sections of trail.

**Proposed Long Term Development and Uses:** Long term development includes a 10' wide paved trail with 2' soft shoulders and a parallel soft surface equestrian trail. Uses include pedestrian, wheeled, and equestrian activities.



---

## East Plateau Connector Trail

---

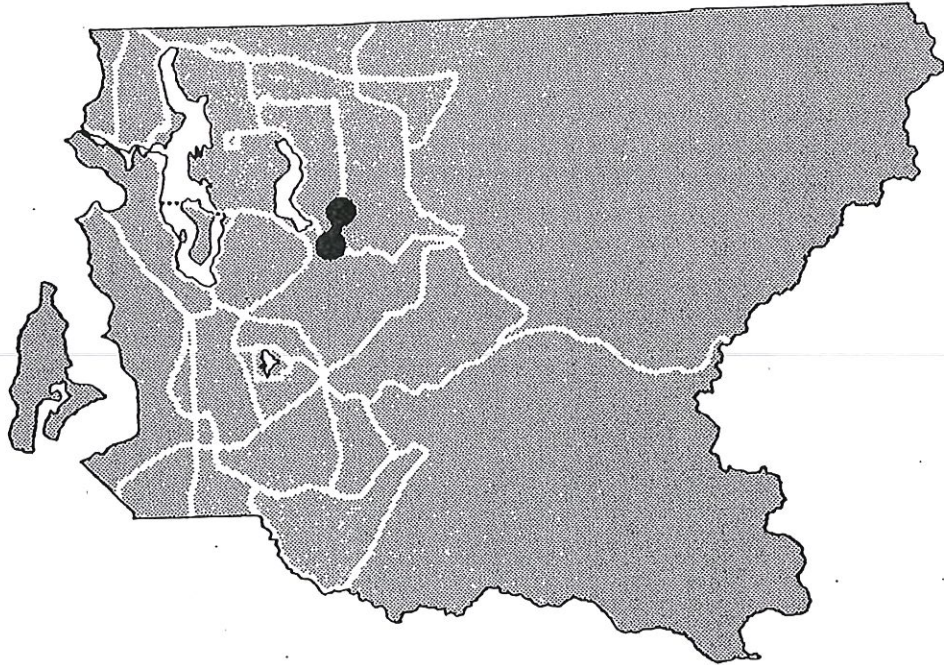
**Location:** This trail begins at the East Sammamish Parkway and extends easterly paralleling S.E. 43rd Way to its intersection with the East Plateau Trail near 248th Ave. S.E. and S.E. 32nd St.

**Current Ownership:** The western section is owned by Washington State Parks. The remainder is privately owned.

**Current Conditions:** A sewer line and easement using an old railroad R/W exists from a block east of East Sammamish Parkway to S.E. 42nd St. The remainder is not currently improved for trail purposes.

**Proposed Short Term Development and Uses:** No short term development is planned beyond the existing use of the sewer line R/W by pedestrians and equestrians.

**Proposed Long Term Development and Uses:** A 10' wide paved trail with 2' shoulders and a parallel soft surface equestrian trail are planned. Uses include pedestrian, wheeled and equestrian activities.



---

## I-90 Trail

---

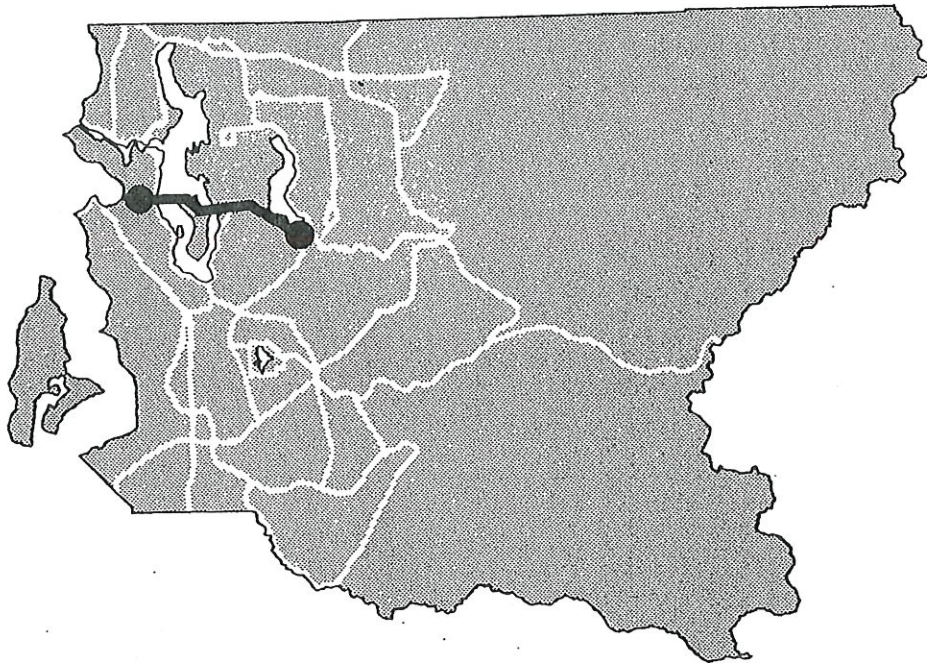
**Location:** A route is proposed roughly parallel to the I-90 corridor from Seattle to Issaquah.

**Current Ownership:** The route is owned by State Department of Transportation and the City of Mercer Island.

**Current Conditions:** Sections on the I-90 bridges and tunnel exist. The remainder is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes the portions of the route included in the current I-90 construction. Uses include pedestrian and wheeled activities.

**Proposed Long Term Development and Uses:** Development of a separated 12' wide paved trail along the entire route is planned. Uses include pedestrian and wheeled activities.

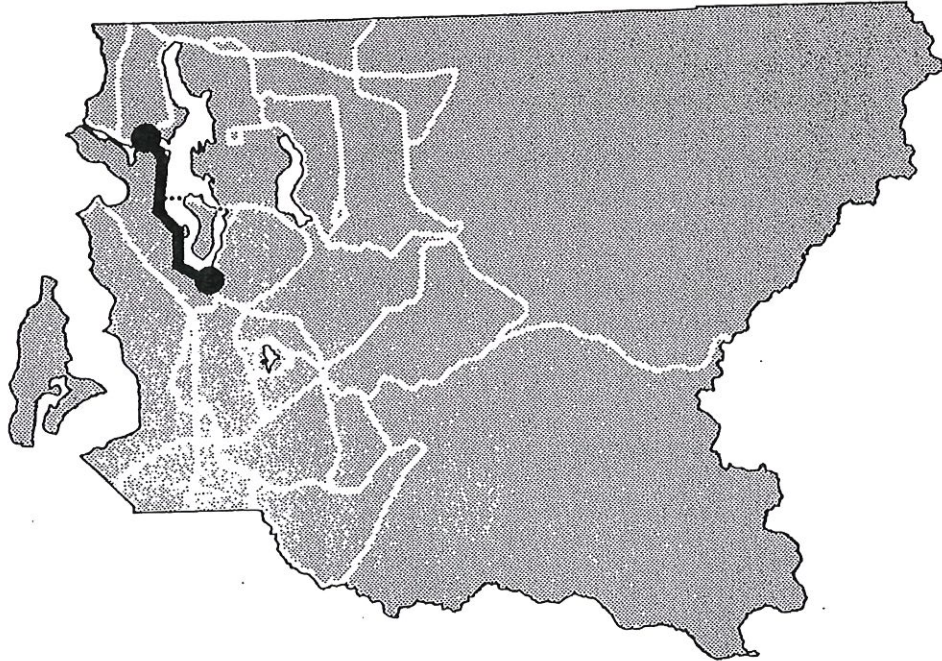


---

## Lake Washington Trail

---

This is a regional trail located within and planned by the City of Seattle. It is shown in this plan for purposes of trail continuity.



---

## Bellevue-Renton Trail

---

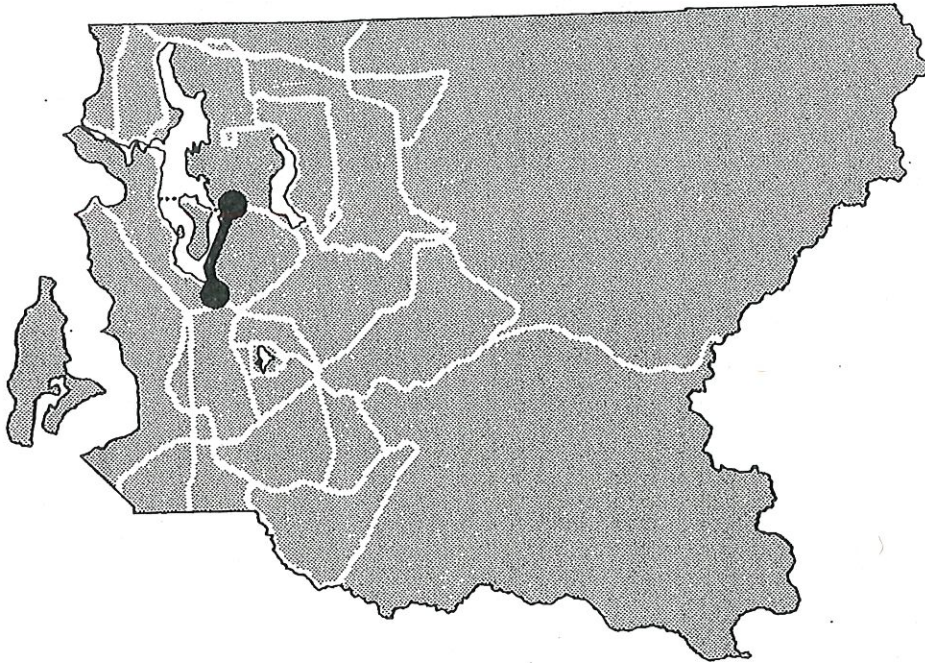
**Location:** This trail parallels the east shore of Lake Washington, extending south from I-90 to the intersection with the Cedar River Trail in Renton.

**Current Ownership:** The R/W owners are Washington State Department of Transportation, City of Renton and City of Bellevue.

**Current Conditions:** The route is improved with a 10' wide paved trail from Lake Washington Boulevard and I-405 north to Coal Creek Parkway and I-405. The remainder is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes extension of the 10' wide paved trail for pedestrian and wheeled activities.

**Proposed Long Term Development and Uses:** Long term development will complete the 10'-wide paved trail for pedestrian and wheeled activities.



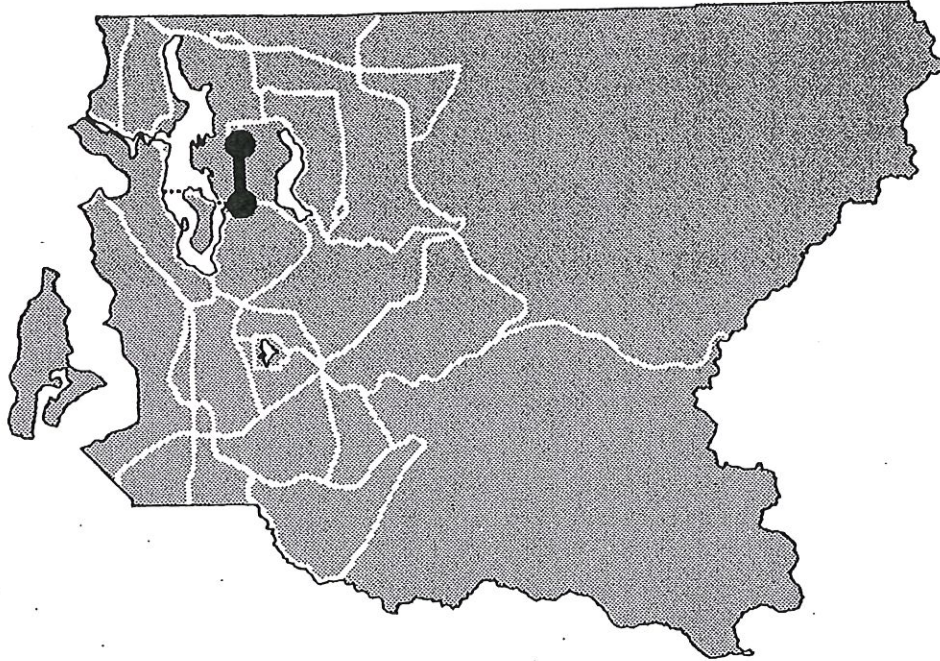
---

---

## Trans-Bellevue Trail

---

**Location:** This regional trail is located within and planned by the City of Bellevue. It is shown in this plan for purposes of trail continuity.

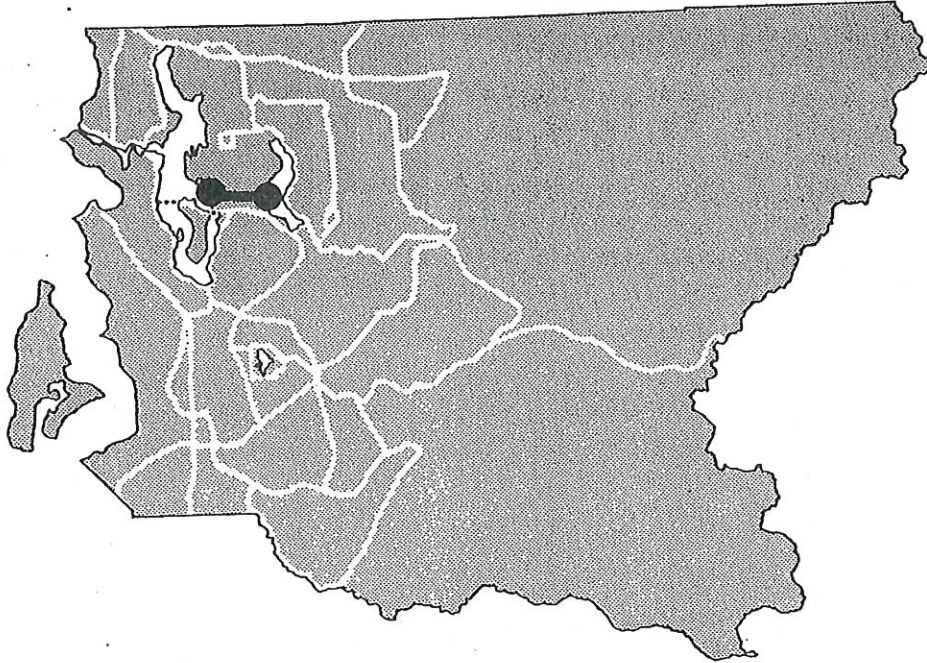


---

## Lake to Lake Trail

---

**Location:** This regional trail is located within and planned by the City of Bellevue. It is shown in this plan for purposes of trail continuity.



---

## Black River Trail

---

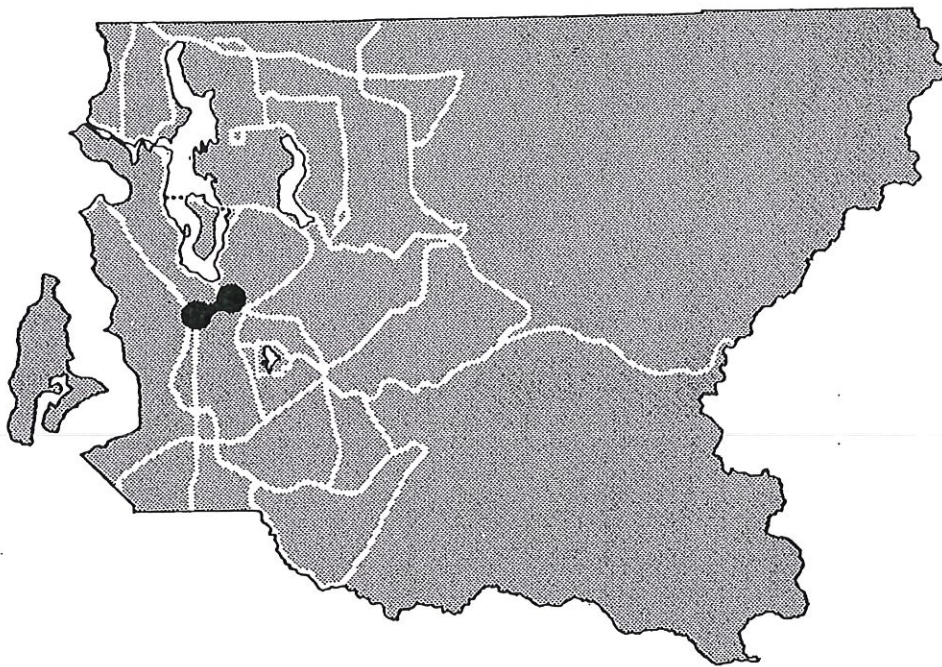
**Location:** This trail connects the Cedar River Trail with the Green River Trail along a corridor roughly parallel with the old Black River channel north of I-405.

**Current Ownership:** Portions of this trail are on City of Renton street R/W. The remainder is privately owned.

**Current Conditions:** The route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** No short term development or use is proposed.

**Proposed Long Term Development and Uses:** Although plans for development of the City of Renton sections aren't known, the remainder of the route will be a 10'-wide paved trail with 2' soft shoulders on each side. Uses include pedestrian and wheeled activities.



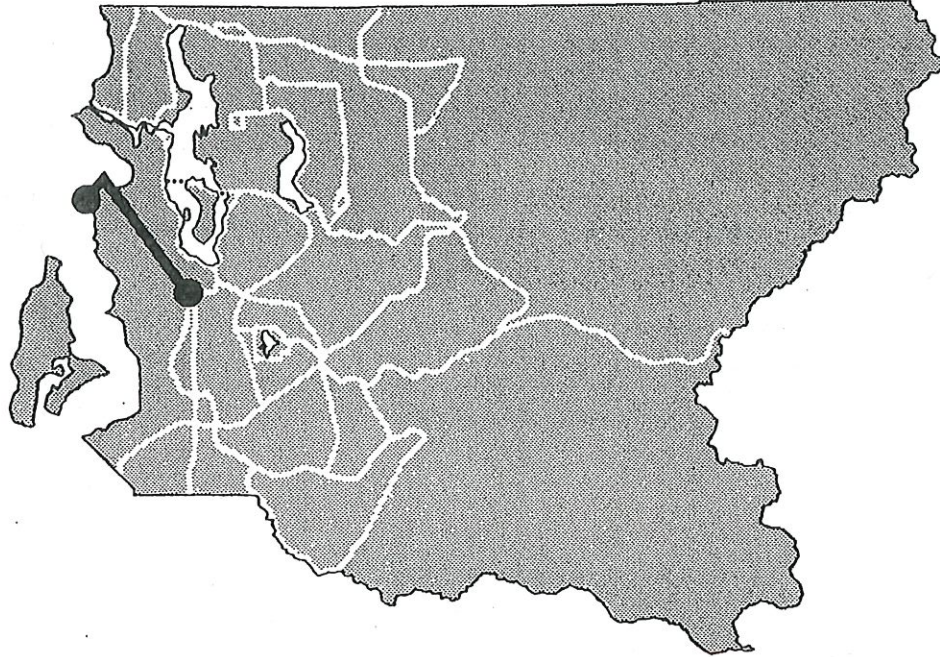


---

## Duwamish Waterway Trail

---

**Location:** This trail is located within and planned by the City of Seattle. It is shown in this plan for purposes of trail continuity.



---

## Green River Trail

---

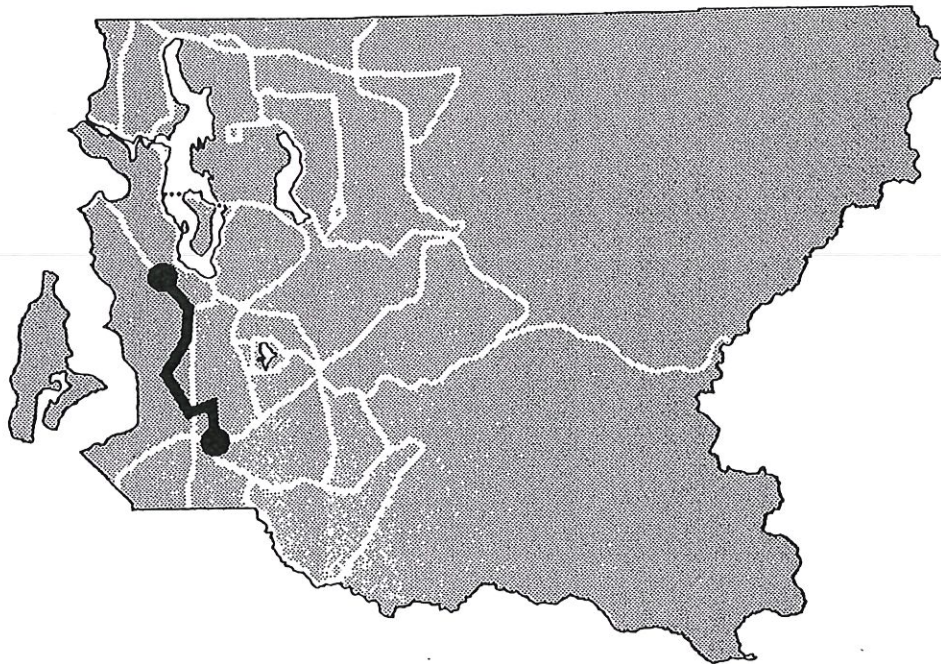
**Location:** This trail parallels the Duwamish and Green rivers from the Seattle city limits to SR 18 east of Auburn.

**Current Ownership:** Approximately 95% of the proposed-trail land is publicly owned by the cities of Seattle, Tukwila, Kent, and Auburn, and by King County. The remaining 5% is privately owned.

**Current Conditions:** About 6 miles of the 25 mile route are paved with an 8' to 10' wide trail. A Class III signed bicycle route parallels the proposed trail route through much of Kent. The longest paved section runs south of I-405 to S. 200th St.; other paved sections are north and south of this long section.

**Proposed Short Term Development and Uses:** Paving of the 5.5 mile section between Seattle city limits and Fort Dent Park is proposed. The trail would be 12' wide with 2' soft shoulders. Uses include pedestrian and wheeled activities.

**Proposed Long Term Development and Uses:** Long term development plans include a 12' wide trail with 2' soft shoulders along the entire route. This would require 5 new trail bridges across the Duwamish and Green Rivers and several underpasses of highways. Uses would include pedestrian and wheeled activities.



---

## Upper Green River Trail

---

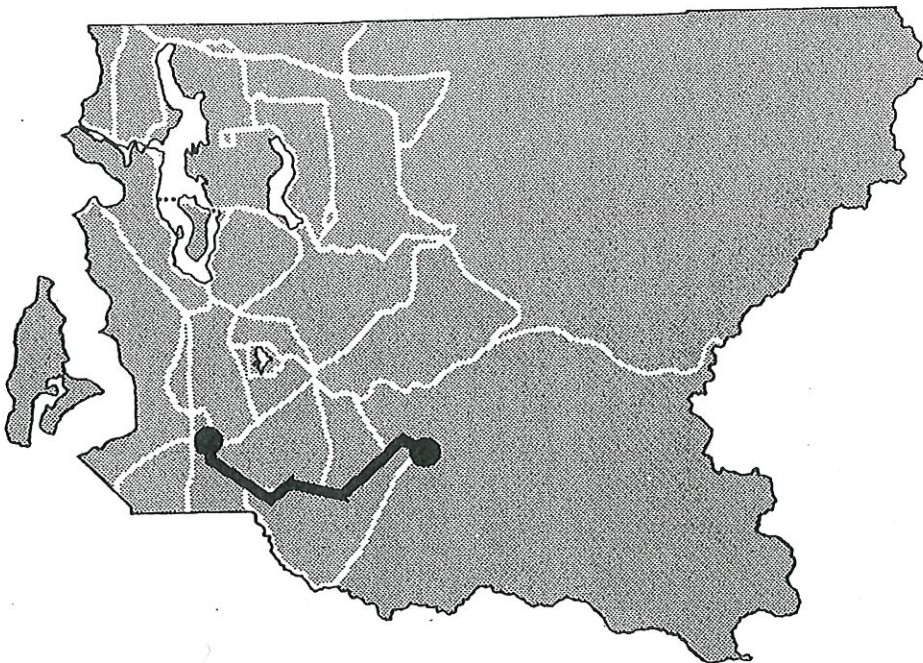
**Location:** This trail follows the Green River from SR-18 east of Auburn to Flaming Geyser State Park and eastward to Kanasket.

**Current Ownership:** Major portions of the route are on King County and State park land. The remainder is privately owned.

**Current Conditions:** The route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** There is no short term plan for development or uses.

**Proposed Long Term Development and Uses:** A 12' wide paved trail with 2' soft shoulders and a parallel soft surface equestrian trail from SR-18 to Flaming Geyser State Park is proposed. A 10' wide paved trail with 2' soft shoulders is proposed through the state park or adjacent lands from Flaming Geyser to Kanasket. Uses would include pedestrian, wheeled and equestrian activities.



---

## Interurban Trail

---

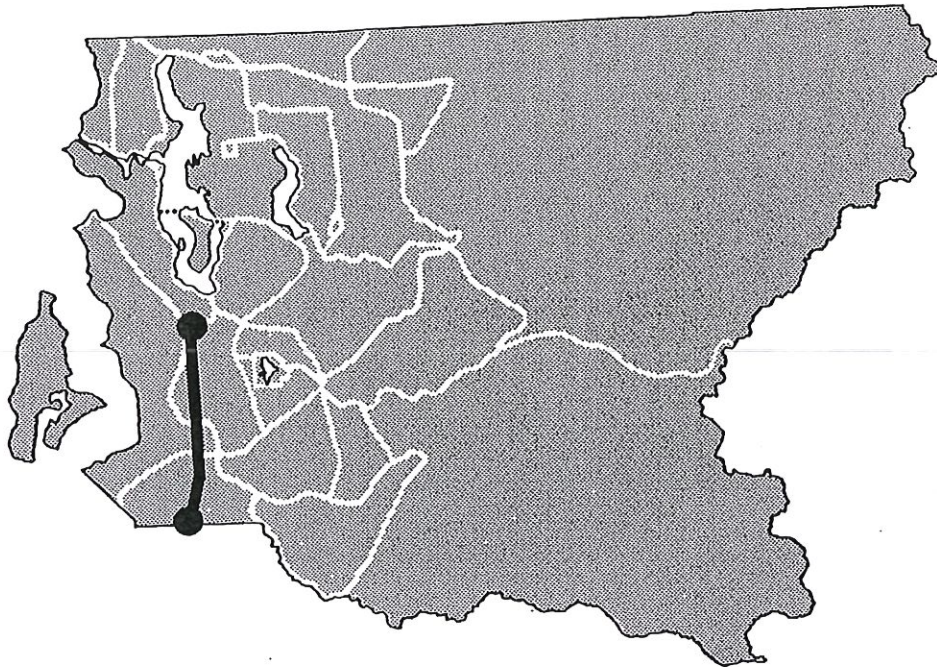
**Location:** This route follows the Puget Power R/W from Fort Dent Park to the Pierce County line in the City of Pacific.

**Current Ownership:** The route is on a recreational easement on land owned by Puget Sound Power and Light.

**Current Conditions:** The route is improved with a 10' wide paved trail from south 182nd in Kent to 3rd Avenue in Pacific. The first ls between S. 182nd and S. Smith streets in Kent. The second ls between S. 285th St. in Auburn and 3rd Ave. in Pacific.

**Proposed Short Term Development and Uses:** Short term development includes extension of the trail from S. 182nd north to Fort Dent Park, and includes a separated crossing of S. 180th St., an under-crossing of I-405, and paving a 10'- wide trail. Uses include pedestrian and wheeled activities along the entire route, and equestrian use of the southern portion of trail south of South 277th street.

**Proposed Long Term Development and Uses:** Maintain completed trail as described above.



---

## Pipeline No. 5 Trail

---

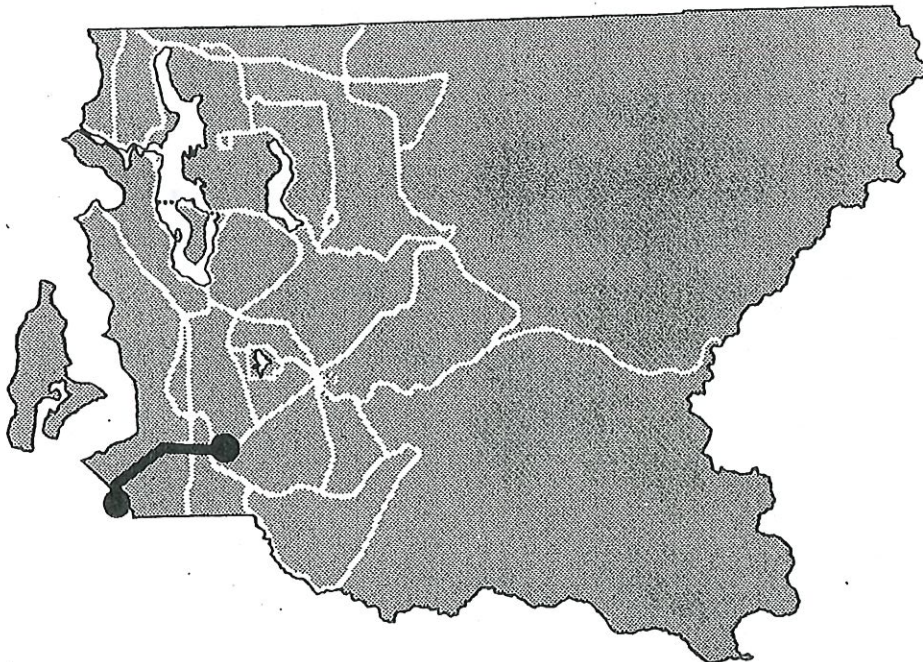
**Location:** This trail begins in Federal Way near 21st Ave. S.W. and the Pierce County line and extends eastward to SR-18 near 304th St. along the proposed City of Tacoma Pipeline No. 5 route. The route continues east along the Bonneville Power R/W to near S.E. 304th St.

**Current Ownership:** The section through the West Campus area is on County owned R/W. The section extending south to the Pierce County line and east to SR-18 is a utility easement on privately owned property.

**Current Conditions:** A .5 mile 10' wide paved trail exists in the southwest section of West Campus. The remainder of the R/W west of I-5 is an unpaved utility service road. The section east of I-5 to Maple Valley is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** The short term development plan is to extend the 10' wide paved trail through the West Campus development and south to the Pierce County line. Uses include pedestrian and wheeled activities.

**Proposed Long Term Development and Uses:** Extend a 10' wide paved trail along the remainder of the route following the development of Pipeline No. 5 and the development of SR-18. Uses include pedestrian and wheeled activities along the entire route, and equestrian activities from the Green River eastward.



---

---

## SR-18 Trail

---

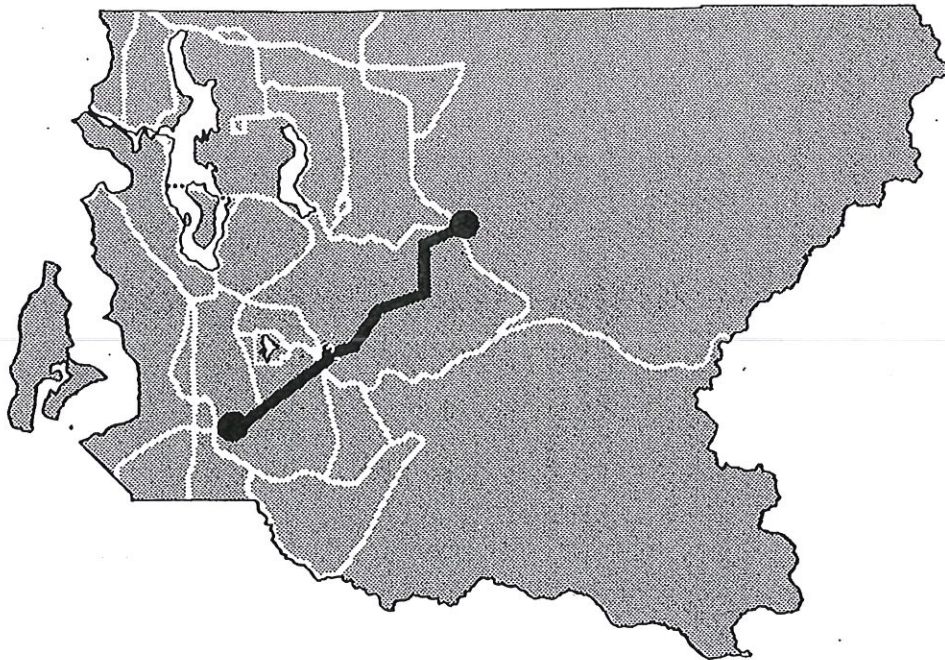
**Location:** This route is within the SR-18 R/W from South 304th St. to its intersection with SR-203 in Snoqualmie, where it connects with the Issaquah-Snoqualmie Trail.

**Current Ownership:** The SR-18 R/W is owned by the State Department of Transportation. Additional R/W may be necessary to accommodate new traffic lanes and the proposed trail.

**Current Conditions:** This route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** No short term development is proposed.

**Proposed Long Term Development and Uses:** It is proposed that parallel trails be developed concurrently with the SR-18 improvements. A 10' wide paved trail with 2' soft shoulders and a parallel soft surface equestrian trail are planned. Uses would include pedestrian, wheeled, and equestrian activities.



---

## Cedar River Trail

---

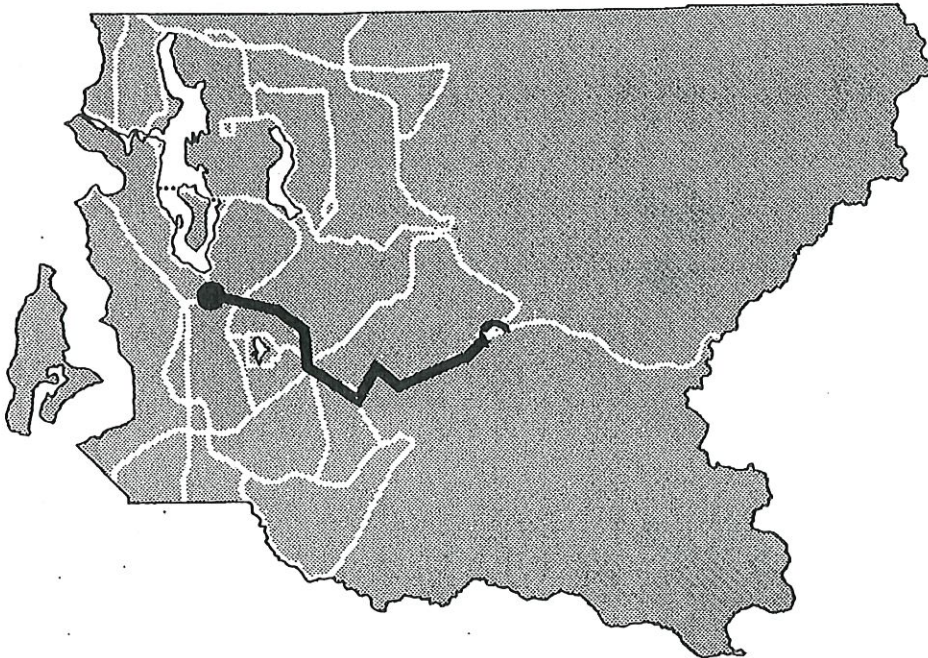
**Location:** This trail roughly parallels the Cedar River, and follows a railroad R/W from Renton to Cedar Falls. It will connect with the Iron Horse State Park Trail.

**Current Ownership:** The R/W is currently owned by Burlington Northern Railroad. It has been approved for abandonment by the Interstate Commerce Commission effective 10/19/90. Transfer to County ownership expected in 1992.

**Current Conditions:** This route is unimproved for trail purposes

**Proposed Short Term Development and Uses:** The City of Renton will complete the section of trail from I-405 to the Maplewood Golf Course, providing a 12' wide paved trail with 2' shoulders on each side. Bridges should be decked and guardrails provided, access controls installed and crossings signed or otherwise treated for safe crossing.

**Proposed Long Term Development and Uses:** Long term development includes a 12' wide paved trail with 2' soft shoulders on each side paralleled by a soft surface equestrian trail along the entire trail route. Uses would include pedestrian, wheeled, and equestrian activities. This development would follow the State Department of Transportation's widening of SR 169 between Renton and Maple Valley. Development east of Landsburg is dependent on public access to the City of Seattle watershed. For water quality protection and legal reasons, the City prohibits public access to the watershed. The watershed will remain closed unless water filtration or other processing techniques are implemented, which is unlikely. King County should explore alternative trail connectors to the east, particularly connectors along the I-90 corridor.



---

## Cedar River Trail - Lake Sammamish Trail

---

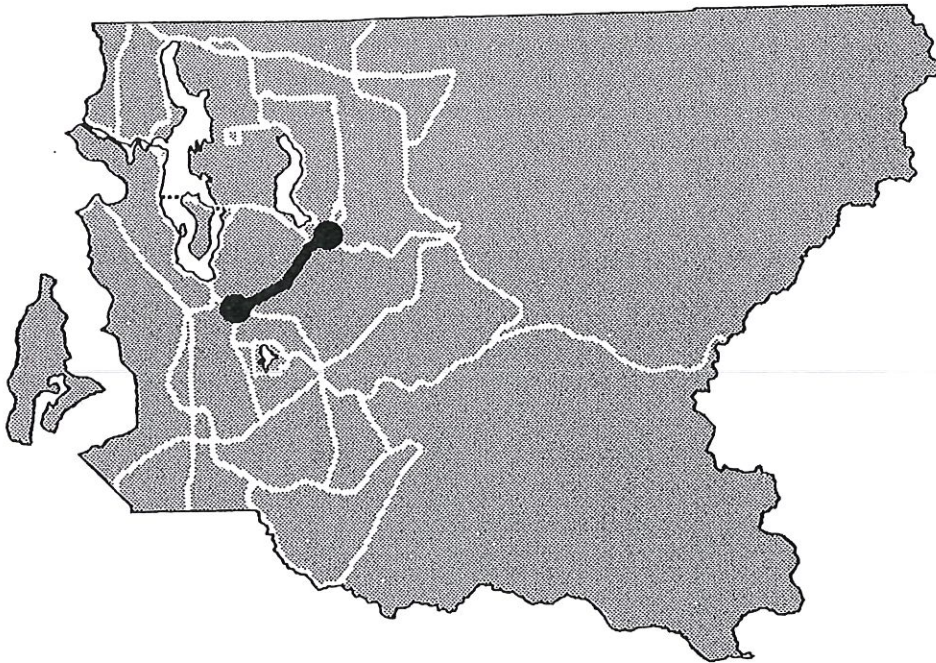
**Location:** The route extends from the Cedar River at 140th Ave. S.E. to the May Valley Road. From this intersection, it parallels SR-900 to Lake Sammamish State Park.

**Current Ownership:** The section of the route from the river to May Valley Road is on privately owned land. North of May Valley Road to south Issaquah, the route is owned by Puget Sound Power and Light. The remaining short section is privately owned or within public street R/W.

**Current Conditions:** The route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes clearing a trail route within the utility R/W from Cougar Mountain to May Valley. Uses include pedestrian, wheeled, and equestrian activities.

**Proposed Long Term Development and Uses:** Long term development includes a minimum 8' wide soft surface trail for pedestrian, equestrian and appropriate wheeled uses.





---

## Soos Creek Trail

---

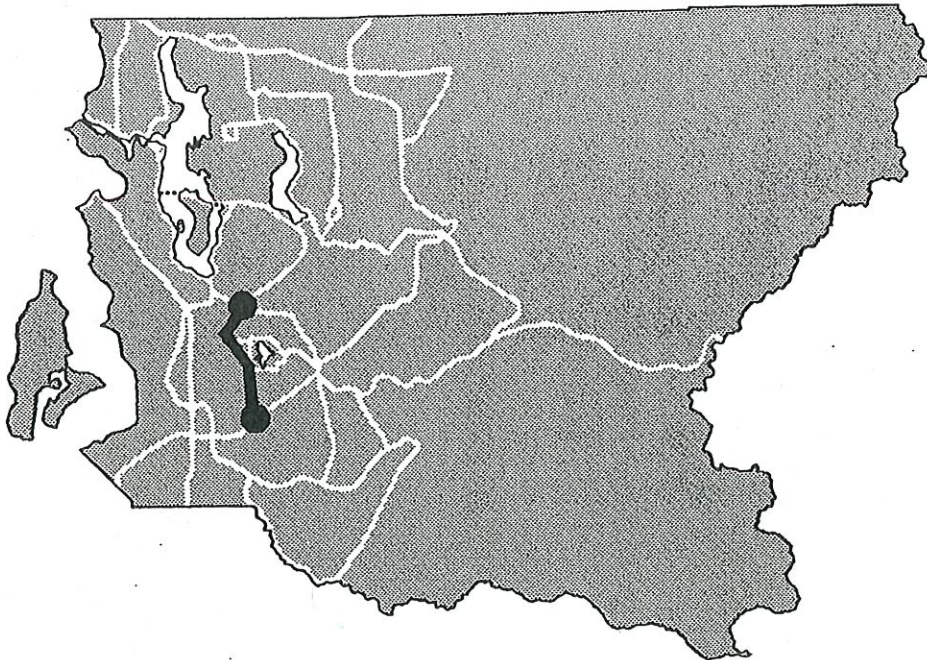
**Location:** This route roughly follows Big Soos Creek from SR-18 to Petrovitsky Road, then proceeds north and northeast to the Cedar River.

**Current Ownership:** From approximately the Kent-Kangley Road north to S.E. 192nd St., the route is owned by King County. The remainder of the route is privately owned.

**Current Conditions:** The section from just north of the Kent-Kangley Road to S.E. 208th St. is a 10' wide paved trail. The remainder of the route is unimproved for trail purposes.

**Proposed Short Term Development and Uses:** Short term development includes extending the 10' paved trail from S.E. 208th north to S.E. 192nd St. for pedestrian, equestrian and wheeled activities.

**Proposed Long Term Development and Uses:** Long term development will be a 10' wide paved trail with parallel equestrian trail, along the entire length from the Cedar River to SR-18. Uses would be pedestrian, wheeled, and equestrian activities.



---

## Lake Youngs Trail and Connectors

---

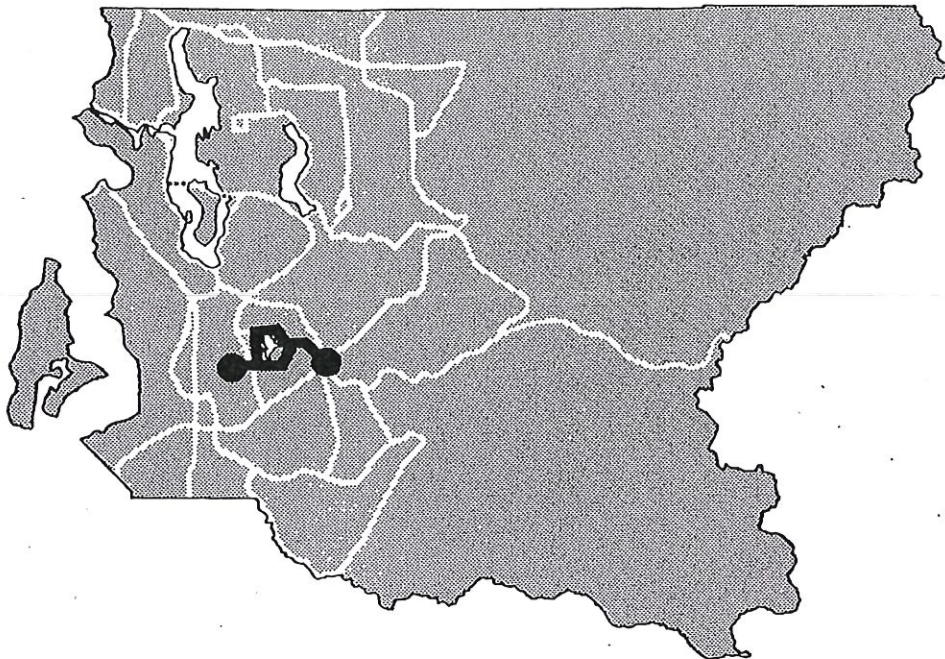
**Location:** The trail extends west from Maple Valley along the Cedar River Pipeline to the Lake Youngs perimeter, around the perimeter of the lake, and west to connect with the Soos Creek Trail.

**Current Ownership:** The pipeline R/W and Lake Youngs perimeter route are owned by Seattle Water Department. The section between Lake Youngs and Soos Creek is partially privately owned and partially County street R/W.

**Current Conditions:** A soft surface trail is currently developed around Lake Youngs. A service road follows the route of the pipeline.

**Proposed Short Term Development and Uses:** A soft surface connection between Lake Youngs and Soos Creek will complete the trail. Uses will include pedestrian and equestrian activities.

**Proposed Long Term Development and Uses:** An agreement with the Seattle Water Department for use of the pipeline service road from Maple Valley to Lake Youngs should be pursued. Uses would remain pedestrian and equestrian.



---

## Maple Valley-Flaming Geyser Trail

---

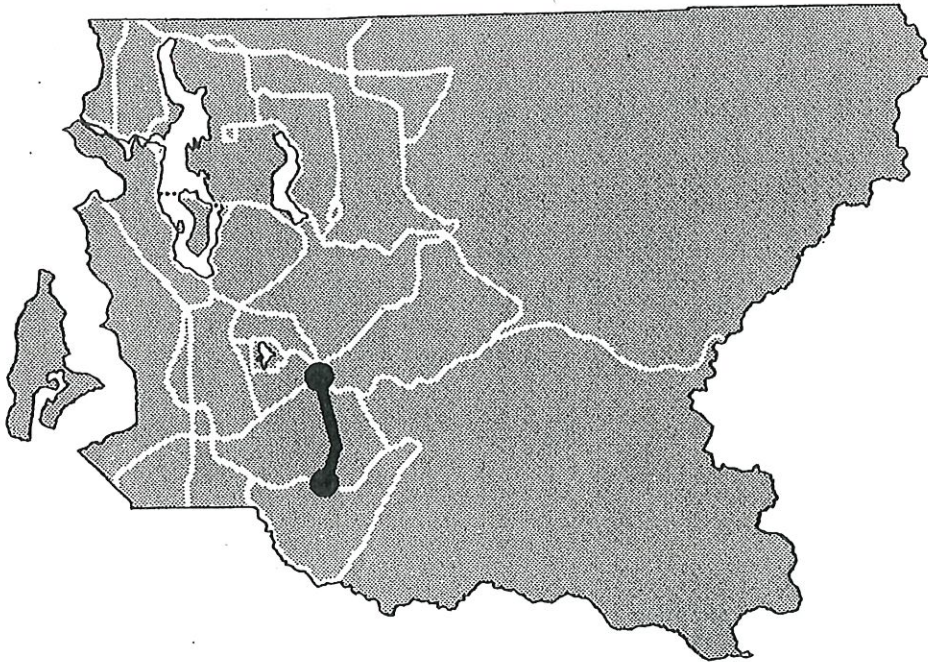
**Location:** This trail follows an abandoned railroad R/W parallel to SR-169 from Maple Valley south to Black Diamond. From Black Diamond the route continues south to Flaming Geyser State Park.

**Current Ownership:** The section of the R/W from Maple Valley through Lake Wilderness is owned by King County. The remaining sections of the route are privately owned by individuals, corporations, and Burlington Northern Railroad.

**Current Conditions:** The route between Maple Valley and Black Diamond has informally been used as a trail for some time, but various impediments and development have occurred that block the trail use. The area south of Black Diamond has not been improved for trail use.

**Proposed Short Term Development and Uses:** Short term development includes acquiring the rights to the railroad R/W for a soft-surface trail. Uses would include pedestrian and equestrian activities.

**Proposed Long Term Development and Uses:** A 10' wide paved trail with 2' shoulders and a parallel soft surface equestrian trail are planned. Further development includes replacement of 2 bridges north of Black Diamond. Uses include pedestrian, wheeled and equestrian activities.



---

## Landsburg-Kanasket Trail

---

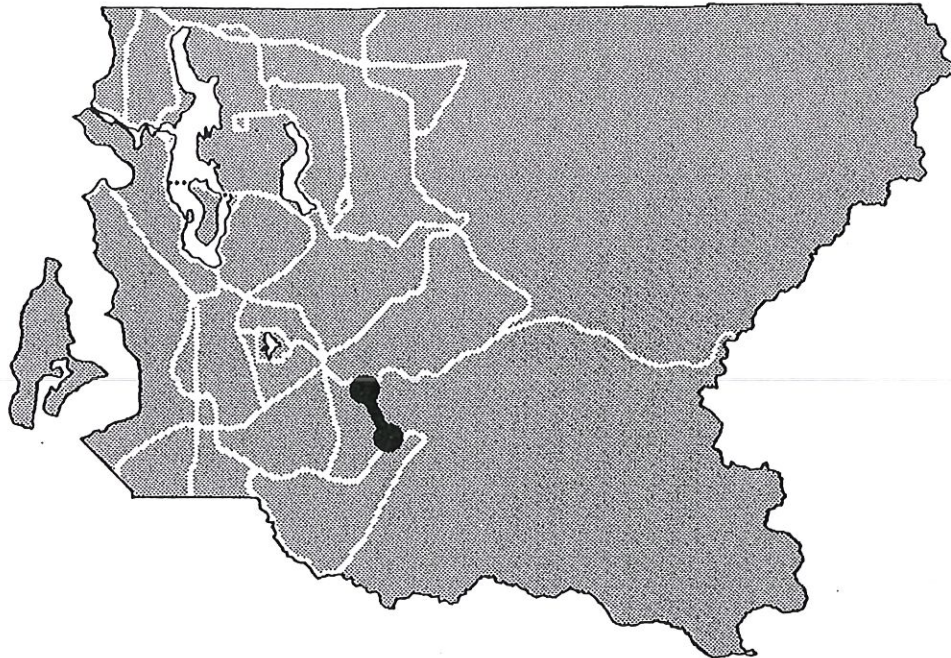
**Location:** This trail follows an existing railroad R/W between Kanasket and Ravensdale to Landsburg.

**Current Ownership:** The railroad R/W is owned by Burlington Northern Railroad Company. The remainder of the route is on other privately owned land.

**Current Conditions:** The railroad is active, and none of the route is currently improved for trail purposes.

**Proposed Short Term Development and Uses:** There is no short term plan for development or use.

**Proposed Long Term Development and Uses:** Long term development will include a 10' wide paved trail with 2' soft shoulders on each side and a parallel soft surface equestrian trail. Uses include pedestrian, wheeled and equestrian activities.



---

## Enumclaw Plateau Trail

---

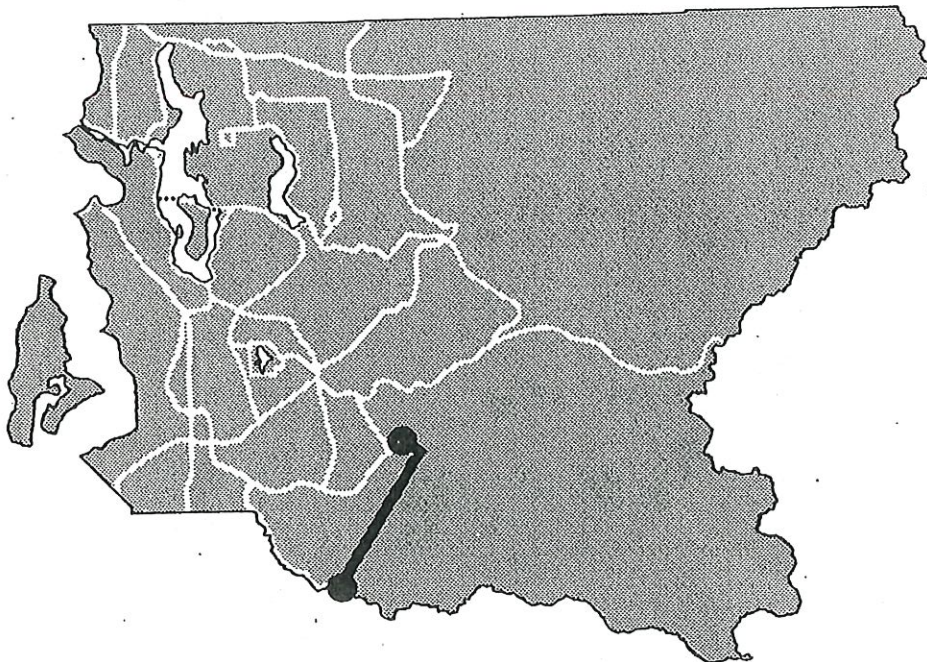
**Location:** The route follows a railroad R/W from the White River south of Enumclaw north to the Green River at Kanasket.

**Current Ownership:** The R/W is owned by the Burlington Northern Railroad company, with potential reversionary interest south of Veazie Quarry. The City of Enumclaw owns the R/W within the City.

**Current Conditions:** Although the route is unimproved for trail purposes, the R/W is suitable for soft surface trail use south of the Veazie Quarry.

**Proposed Short Term Development and Uses:** Short term development includes opening the trail south of the Veazie Quarry for soft surface use, with adequate signs and highway crossing treatment. Uses include pedestrian and equestrian activities, except within the city limits of Enumclaw where city law prohibits equestrian activities.

**Proposed Long Term Development and Uses:** Long term development will include a 10' wide paved trail with 2' soft shoulders on each side and a parallel soft surface equestrian trail. Uses include pedestrian, wheeled and equestrian activities. If no agreement can be reached regarding equestrian activities within city limits, an equestrian route around the city could be established.



---

## White River Trail

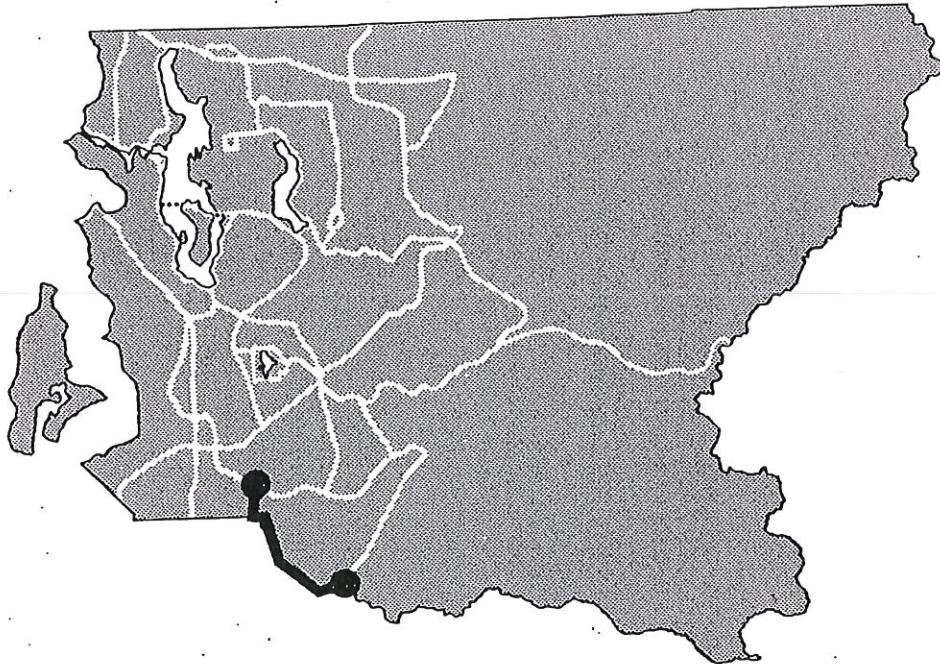
---

**Location:** The route follows the White River from Enumclaw towards Auburn, then turns north to meet the Green River Trail just east of Auburn.

**Current Conditions:** None of this route is publicly owned. That portion within the Muckleshoot Indian Reservation is under the jurisdiction of the tribe.

**Proposed Short Term Development and Uses:** There is no short term plan for development or use.

**Proposed Long Term Development and Uses:** Long term development will provide a footpath or combined footpath and equestrian path along the entire route. Both equestrian and wheeled uses may be precluded by topography, safety, and management constraints.



---

## Iron Horse State Park

---

**Location:** This trail extends east from Cedar Falls State Park south of North Bend, over Snoqualmie Pass, and on to the Idaho border near the town of Tekoa.

**Current Ownership:** The R/W within King County is owned by Washington State Parks .

**Current Conditions:** A 10 foot wide soft surface trail has been improved by State Parks.

**Proposed Short Term Development and Uses:** A 10 foot wide soft surface trail has been improved by State Parks .

**Proposed Long Term Development and Uses:** The long term development would remain as a soft surface trail for pedestrian, equestrian, and appropriate wheeled activities.

