

Burke Gilman Trail Redevelopment Project

Public Meeting #1

May 24, 2006



King County

Introduction

The Burke Gilman Trail Redevelopment Project began in 2004 with a Trail Redevelopment Study led by the landscape architecture firm Atelier. This study evaluated approximately two miles of the Burke Gilman Trail through Lake Forest Park from NE 145th Street to Log Boom Park, and includes recommendations for how the trail can be redesigned and rebuilt to provide for the safety of all users, as well as adjoining homeowners. The trail design process, which is being led by landscape architecture firm, MacLeod Reckord, will take place throughout 2006-2007.

Terry Reckord presented design schematics for the trail. There are five key phases included in the design of the trail: 1) predesign, 2) schematic design, 3) design development, 4) construction documents, and 5) construction. Currently, the project is at the end of the schematic phase and MacLeod Reckord will begin developing a final design, which will include details such as identifying construction materials, the location of specific elements like retaining walls and light standards, and detailed intersection plans. Final design will begin in June 2006 and last for approximately four months. It will be followed by the development of construction documents, then bidding from contractors. Construction is anticipated to begin in spring 2007 and will last approximately five months.

On Wednesday, May 24, 2006, King County hosted the first general public meeting for the Burke Gilman Trail Redevelopment Project. The meeting was held from 6:30 – 9:00 p.m. at the Lake Forest Park Elementary School. A newsletter announcing the meeting was sent to 2,000 addresses that were in closest proximity to the trail. Sixty-two people signed in at the meeting.

Meeting Format

The purpose of this meeting was to inform residents about the project and gather feedback on the design schematics. Attendees could briefly talk with project staff about the design schematics. This was followed by a presentation from Terry Reckord on the



design schematics. Following the presentation, attendees were invited to ask questions or share their comments on trail design. Since the meeting some people have also submitted their comments by mail. The following is a summary of those questions and comments.

Comment Highlights

Participants submitted comments, both verbally during the question and answer period and in writing on the comment forms. Twenty-four participants submitted written comments at the meeting. Participants commented on a variety of topics, ranging from concerns about changing trail use behavior, gravel on the trail and trail maintenance to signage along the trail. Several attendees felt that trail policies such as cycling speeds need to be enforced and that the yield and stop signs should face the trail. But other participants felt that the stop and yield signs should face the streets and trail users should have the right-of-way.

Some attendees were concerned that gravel from the foot path would get kicked out onto the trail and create a slippery surface for cyclists. Many of those commenting were concerned about the safety of the 165th intersection due to high volumes of foot and car traffic going to the Beach Club. Several participants felt it was unfair that there was encroachment from private landowners onto the public right-of-way owned by King County. Others wanted reassurance that vegetation and fencing would be maintained. Other comments ranged from light pollution in neighborhoods and how vegetation and fencing will be affected, to noise from the trail.