What will the East Alignment look like?

The **East Alignment** includes segments of SIDEPATH, SEPARATED TRAIL and SHARED ROADWAY:

1. **SEGMENT 1**
   - **SIDEPATH**
   - South side of 192nd Street, from the power easement corridor to the open field west of Canyon Park townhomes.

2. **SEGMENT 2**
   - **SEPARATED TRAIL**
   - Open space, from 192nd Street until 196th St SE.

3. **SEGMENT 3**
   - **SIDEPATH**
   - West side of 13th Drive SE, from 196th St SE to the end of the current road at a gated property.

4. **SEGMENT 4**
   - **SHARED ROADWAY**
   - 13th Drive SE and 14th Drive SE, from the gated property to SR 524.

**SEPARATED TRAIL**
- In a SEPARATED TRAIL section, a 10’-12’ wide asphalt trail is located in its own right-of-way, and is shared by all non-motorized users.

**SHARED ROADWAY**
- In a SHARED ROADWAY section of the trail pedestrians use sidewalks, and bicyclists share the improved road with motor vehicles.

**SIDEPATH**
- In a SIDEPATH section, a 10’-12’ wide asphalt trail is located adjacent to the roadway, and is shared by all non-motorized users.
EAST ALIGNMENT - Typical Streetscape Elements for 13th Pl SE and 14th Dr SE

Sidewalks on both sides of street improve pedestrian safety and comfort

Curb extensions help to slow traffic and provide space for streetside planting

Gentle speed bumps are comfortable for vehicles traveling at the speed limit, but uncomfortable for speeders

On-street parking is provided on one side of the street

Planter strips provide space for street trees, and separate pedestrians from traffic

CONCEPTUAL DRAWING. ACTUAL DIMENSIONS AND LAYOUT WILL BE DETERMINED DURING DESIGN PHASE.
EAST ALIGNMENT - Typical plan view of 14th Dr SE

Key public concerns that could be addressed by design

- High speed traffic
- Missing sidewalks
- Retain existing trees
- Retain parking
- Safety

Curb extensions help to slow traffic and provide space for streetside planting.

“Sharrows” indicate that bicyclists are sharing the road with motor vehicles.

On-street parking is provided on one side of the street.

Gentle speed bumps are comfortable for vehicles traveling at the speed limit, but uncomfortable for speeders.

The edge of the proposed sidewalks are in the approximate location of the current drainage ditches.

CONCEPTUAL DRAWING. ACTUAL DIMENSIONS AND LAYOUT WILL BE DETERMINED DURING DESIGN PHASE.
On-street parking is provided on one side of the street.

Motor vehicles and bikes share the street. Low speeds are maintained by traffic calming strategies.

Curb and gutter with storm drains replaces existing drainage ditch.

Approximate width of current street and drainage ditches:
- 7’ Sidewalk
- 5’ Parking Strip
- 8’ Parking
- 20’ Shared Roadway
- 5’ Planting Strip
- 7’ Sidewalk

Conceptual drawing. Actual dimensions and layout will be determined during design phase.
**Key public concerns that could be addressed by design**

- **High speed traffic**
- **Missing sidewalks**
- **Retain existing trees**
- **Retain parking**
- **Safety**

---

**EAST ALIGNMENT - Typical plan view of 13th Pl SE**

- Gentle speed bumps are comfortable for vehicles traveling at the speed limit, but uncomfortable for speeders.
- “Sharrows” indicate that bicyclists are sharing the road with motor vehicles.
- Curb extensions help to slow traffic and provide space for streetside planting.
- On-street parking is provided on one side of the street.

---

CONCEPTUAL DRAWING. ACTUAL DIMENSIONS AND LAYOUT WILL BE DETERMINED DURING DESIGN PHASE.
EAST ALIGNMENT - Typical street section for 13th Pl SE (looking North)

On-street parking is provided on one side of the road.

Motor vehicles and bikes share the road. Low speeds are maintained by traffic calming strategies.

Curb and gutter with storm drains.

Approximate width of current street:
- 5' Sidewalk
- 4' Planting Strip
- 20' Shared Roadway
- 8' Parking
- 4' Planting Strip
- 6' Sidewalk

Key public concerns that could be addressed by design:
- High speed traffic
- Missing sidewalks
- Retain existing trees
- Retain parking
- Safety

Conceptual drawing. Actual dimensions and layout will be determined during design phase.
What are the differences between the East and West alignments?

<table>
<thead>
<tr>
<th>Key Differences</th>
<th>West Alignment</th>
<th>East Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Distance to connections</strong></td>
<td>1.6 miles (more circuitous)</td>
<td>1.3 miles (more direct)</td>
</tr>
<tr>
<td><strong>Type of trail</strong></td>
<td>Meets regional trail standard for a two-way, multiple use trail along the entire length.</td>
<td>Meets regional trail standard for two-way, multiple use trail except for southern ½ mile, where bicyclists would share the improved road with motor vehicles.</td>
</tr>
<tr>
<td><strong>Neighborhood fit</strong></td>
<td>For each alignment, the type of trail proposed is intended to best fit the surrounding neighborhood.</td>
<td></td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>50% higher due to need for retaining walls, boardwalk, and mitigation.</td>
<td>Relatively lower due to more use of existing right-of-way.</td>
</tr>
<tr>
<td><strong>Ecological effects</strong></td>
<td>Twice the wetland impacts. 50% more stream crossings, affecting twice as much stream channel.</td>
<td>Traverses more developed areas, resulting in less ecological impact.</td>
</tr>
<tr>
<td><strong>Public acceptance</strong></td>
<td>Generally supported by public comments.</td>
<td>Strong support in some areas. Concerns in other areas.</td>
</tr>
<tr>
<td><strong>User experience</strong></td>
<td>Good separation from roadways; offers more natural experiences through wetlands and stream crossings.</td>
<td>For southern ½ mile, bicyclists share the improved road with motor vehicles and pedestrians use sidewalks; fewer natural areas.</td>
</tr>
</tbody>
</table>