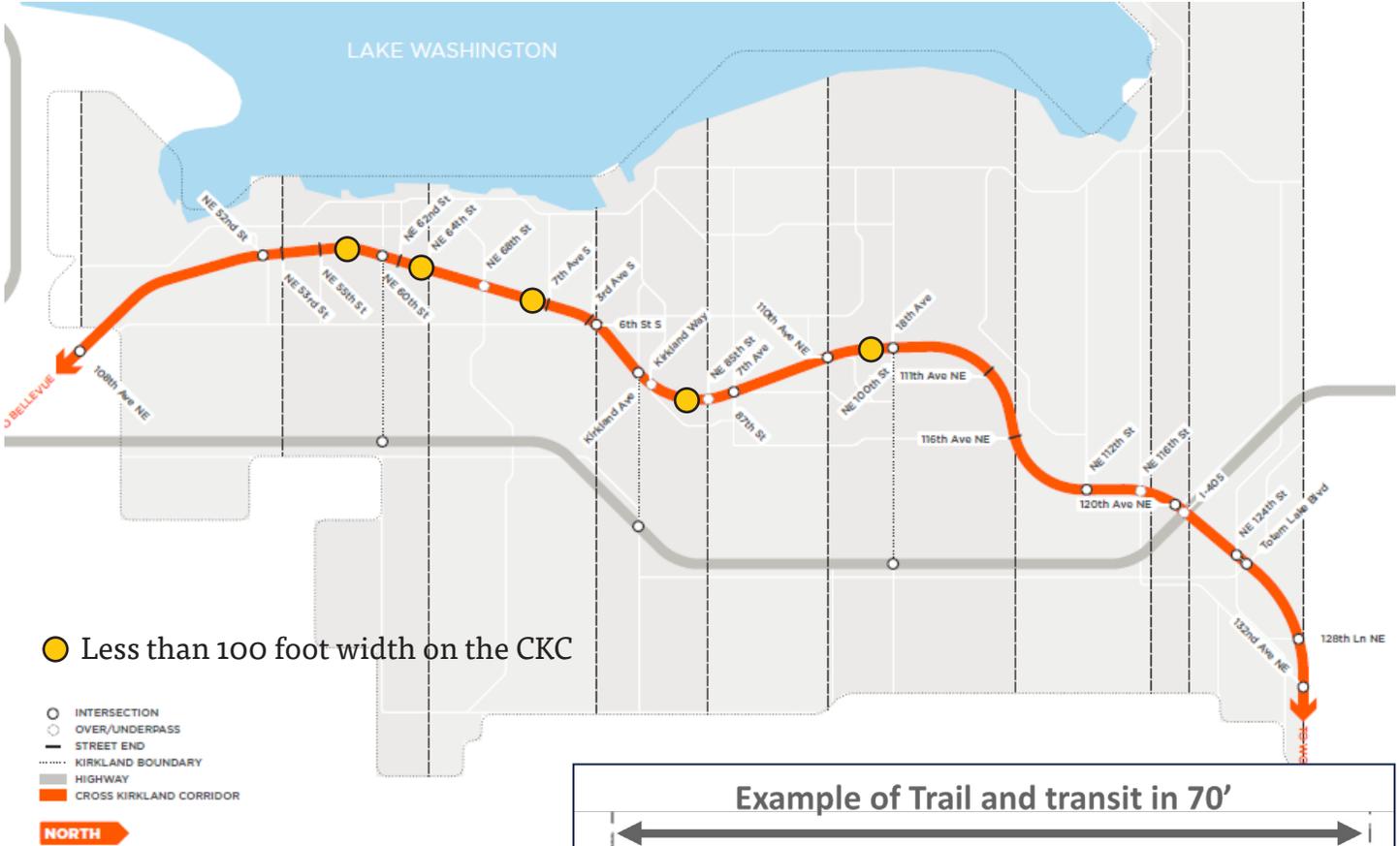


# ST3 Supplemental FAQ

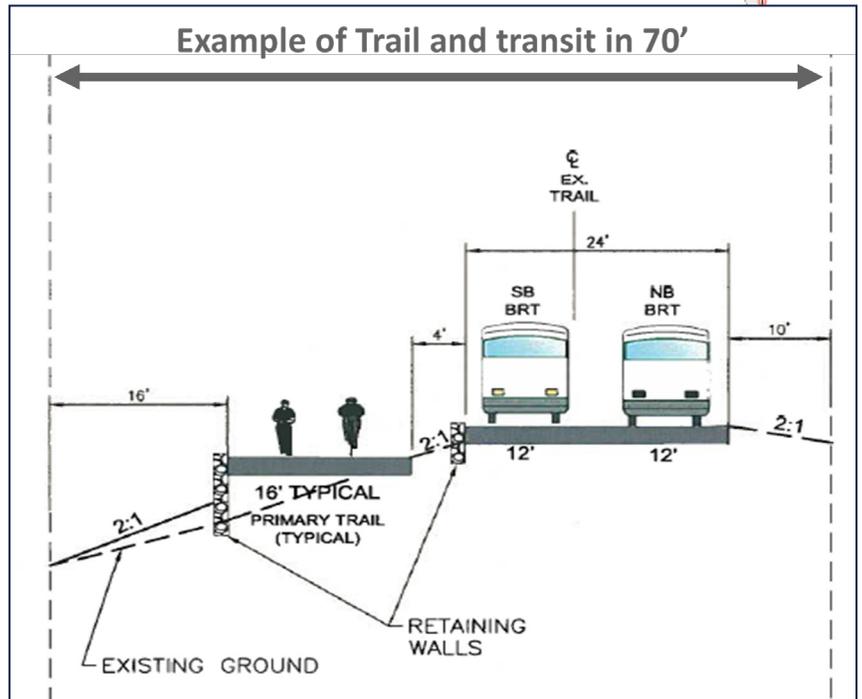
## Question:

Where are the places on the Cross Kirkland Corridor (CKC) where there is less than 100' of width? Will this lack of width limit the ability for siting transit and a trail?



## Answer:

There are five (5) places on the CKC where there is less than 100 feet of width as shown on the map above. The total length of these locations is about 1700 feet or about 5% of the total corridor length. The typical narrower locations still have 70 feet of width which is space enough for both a trail and transit.



# ST3 Supplemental FAQ

## Question:

Will the corridor be safe for bicyclists and pedestrians if transit is also present?

## Answer:

In a 2013 report on rail-with-trails, the Rails to Trails Conservancy found:

*"... that rails-with-trails are safe, common, and increasing in number."*

In 2013 there were at least 161 rails-with-trail corridors in 41 different states. (Source: [America's Rails-with-Trails Report, 2013](#))

It takes a longer time and a longer distance to stop a light rail vehicle than a bus. Because of this, where pedestrians cross a busway the crossing may not need the same level of protection needed for a rail crossing.

A busway would likely have more crossing points and a range of crossing types. The illustrations here show various crossing types and some ways that transit is separated from bicycles and pedestrians.

