



Cross Kirkland Corridor

Council Study Session
March 5, 2013





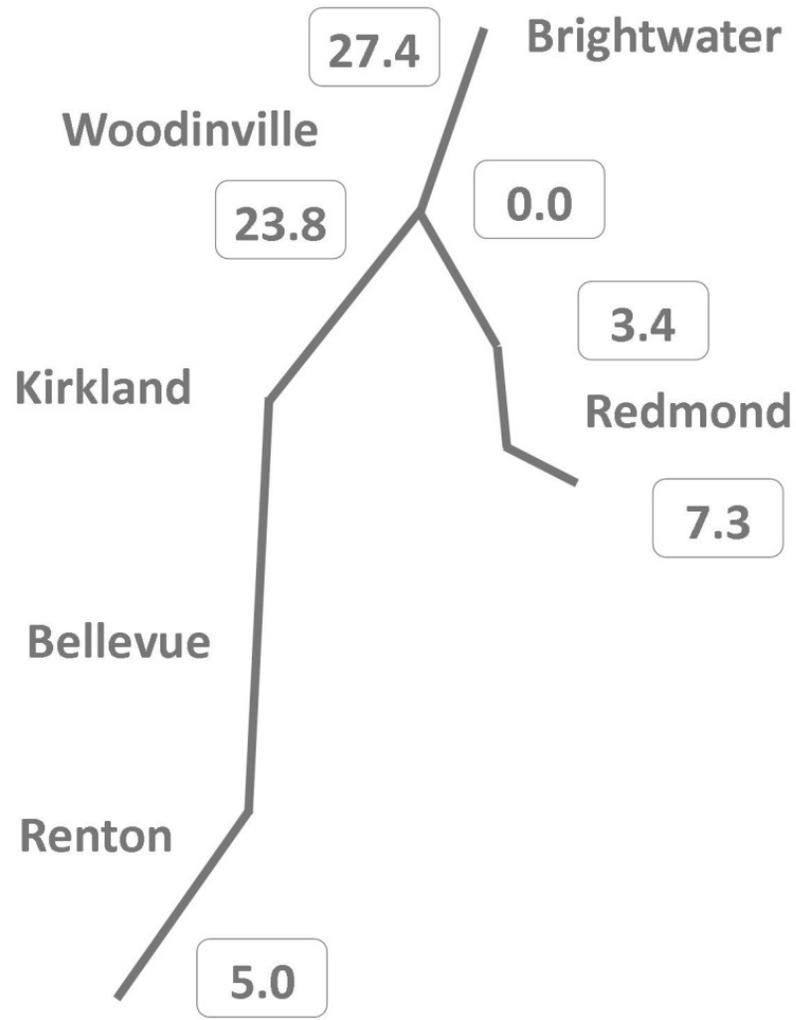
EASTSIDE RAIL CORRIDOR

Summary of
Current
Ownership
Patterns

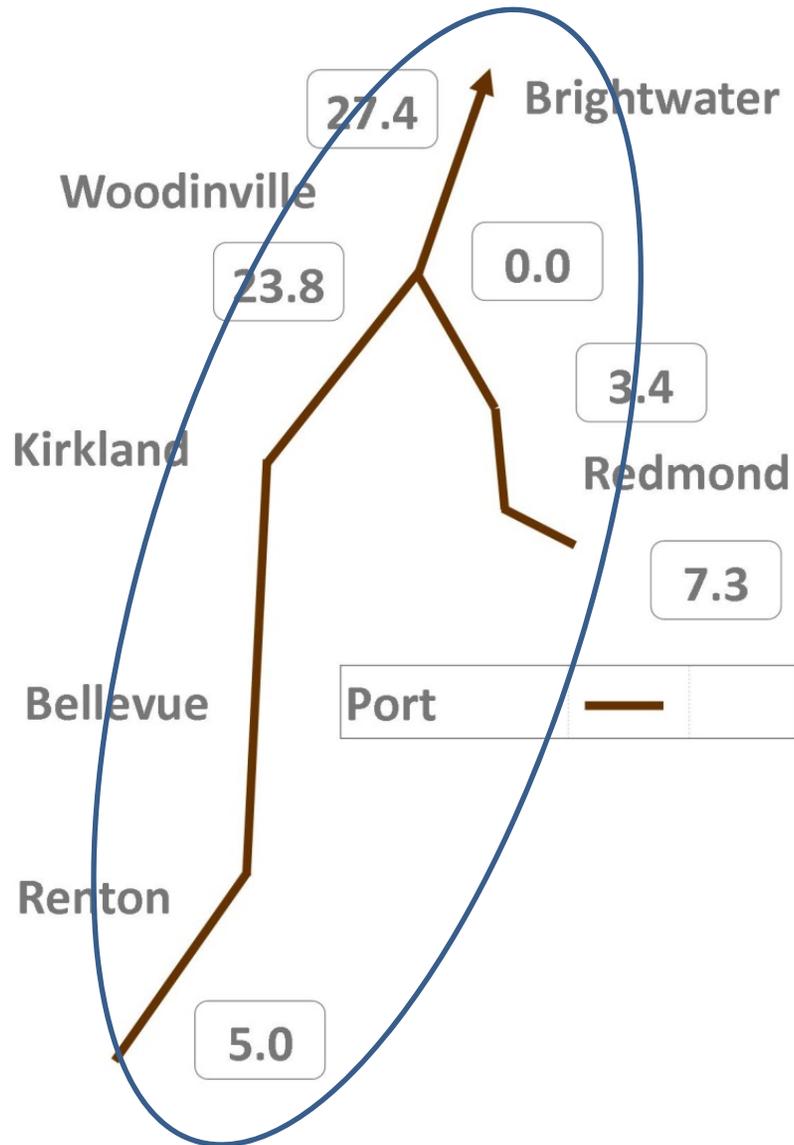
February 20, 2013



2009: PORT OF SEATTLE



2009: PORT OF SEATTLE



PORT OF SEATTLE
Port purchased entire Eastside Rail Corridor from BNSF: from Renton to Snohomish

PORT OF SEATTLE

DATE

December 2009

AREA COVERED

Renton to Woodinville
Woodinville to Snohomish
Redmond Spur

TYPE OF OWNERSHIP

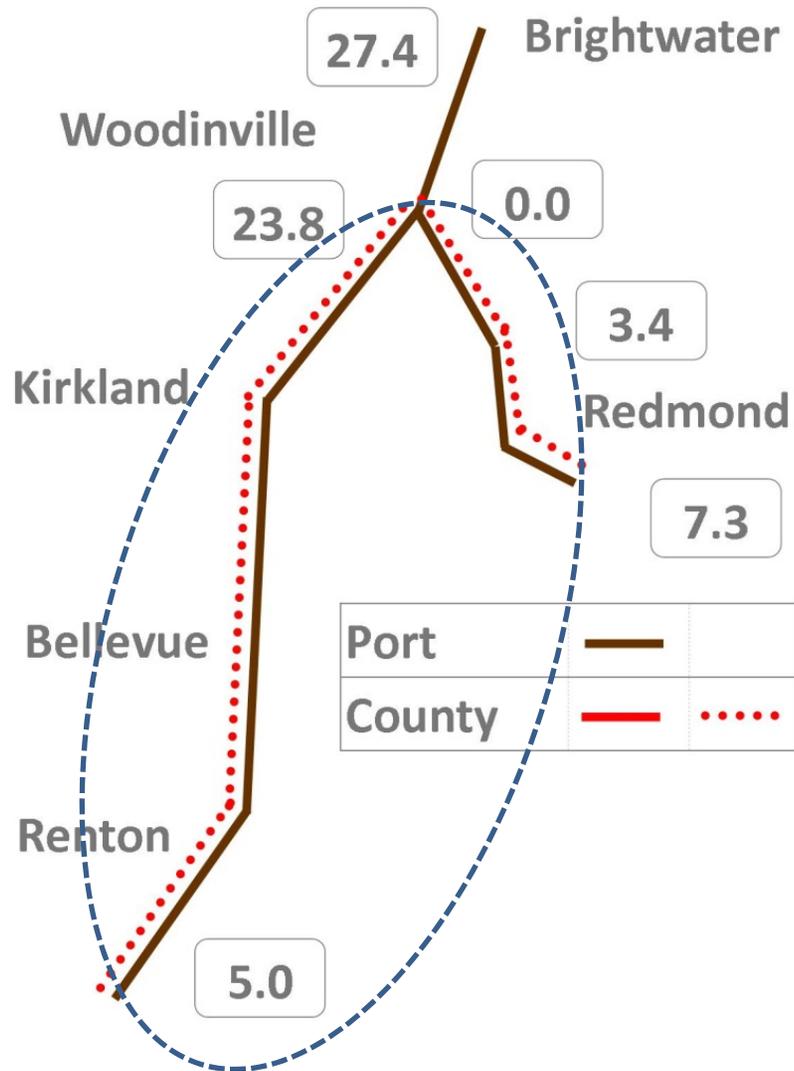
Fee Simple Ownership

ALLOWED USES

Southern Portion: All uses under Railbanking

Northern Portion: Subject to freight easement

2009: KING COUNTY



KING COUNTY

County purchased Multipurpose Easement in Southern Portion of Corridor for dual use

KING COUNTY

DATE

December 2009

AREA COVERED

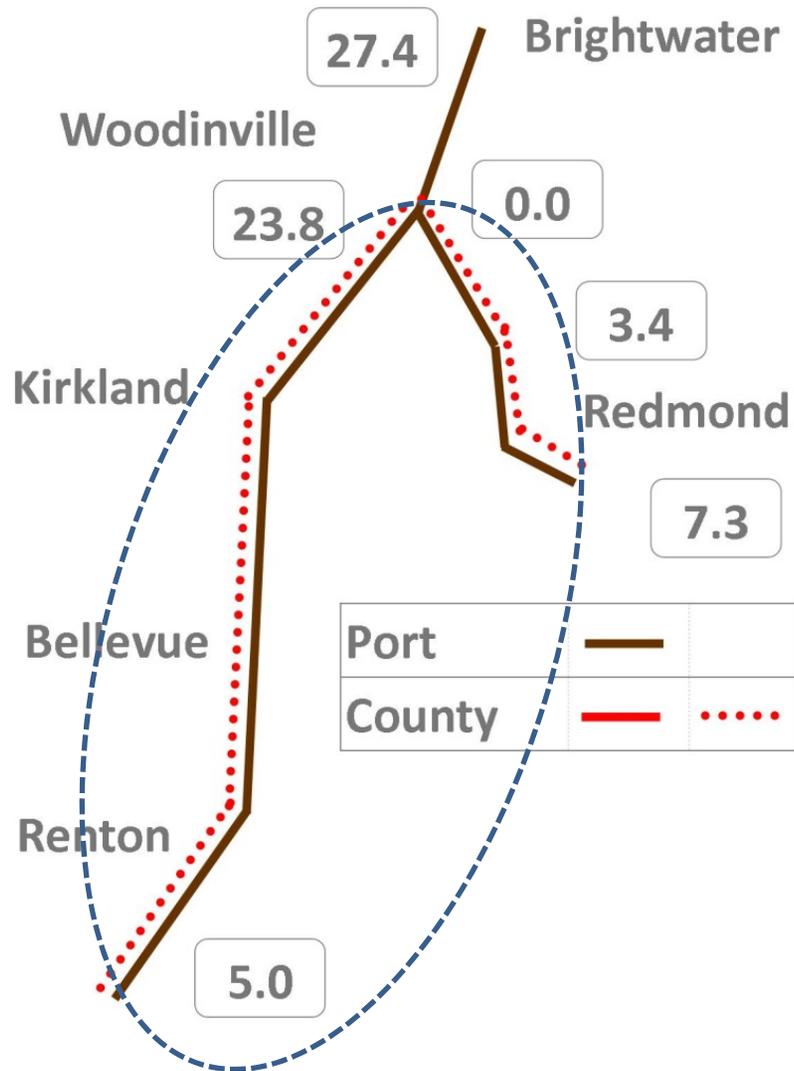
Renton to Woodinville
Redmond Spur

ALLOWED USES

Trail, subject to railbanking

Concept of DUAL USE for transit and recreation a key part of County's purchase

RAILBANKING



KING COUNTY
 King County designated
Interim Trail User
 for railbanked portion of Corridor

RAILBANKING

DATE

December 2009

AREA COVERED

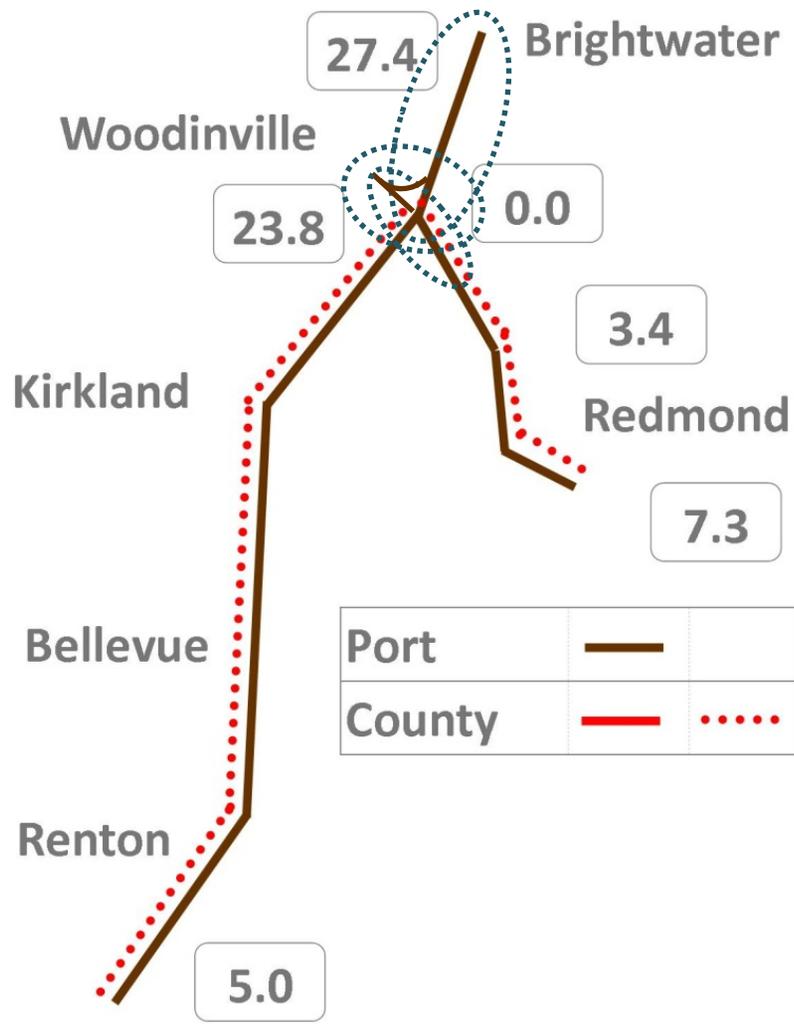
Renton to Woodinville
 Redmond Spur

ALLOWED USES

Trail, transit and other interim
 uses allowed by railbanking
 subject to potential freight
 reactivation

NOTE: North of Woodinville
 not railbanked, remains in
 active freight use

RAIL USE



FREIGHT + EXCURSION

Eastside Community Rail
(formerly GNP Rly)

ACTIVE FREIGHT

North of Woodinville was not railbanked. BNSF retains a freight easement, which it conveyed to GNP Rly

TURN AROUND

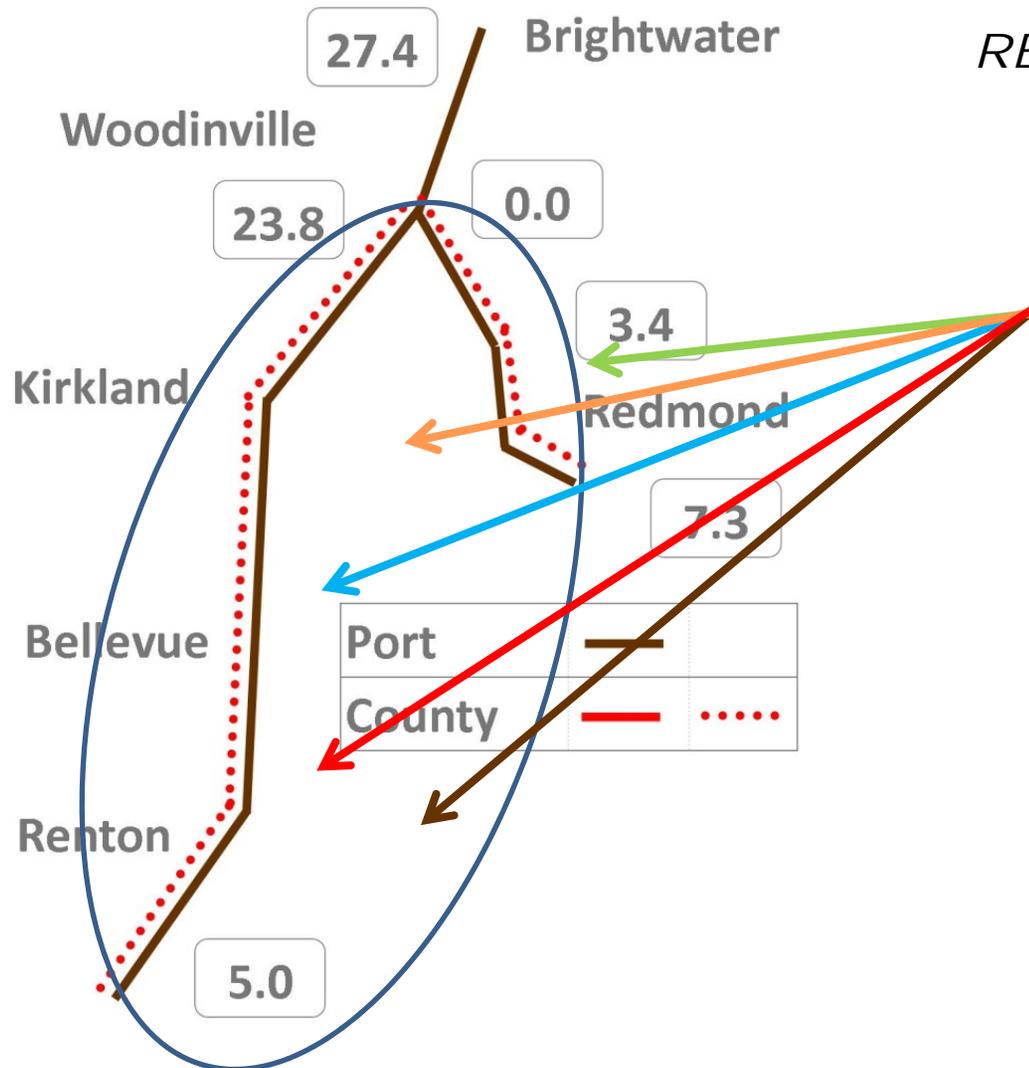
Freight "head & tail" area:
Spur MP 0.0-1.0

EXCURSION SERVICE

Excursion service license
extends to Spur MP 2.5

2009 MOU

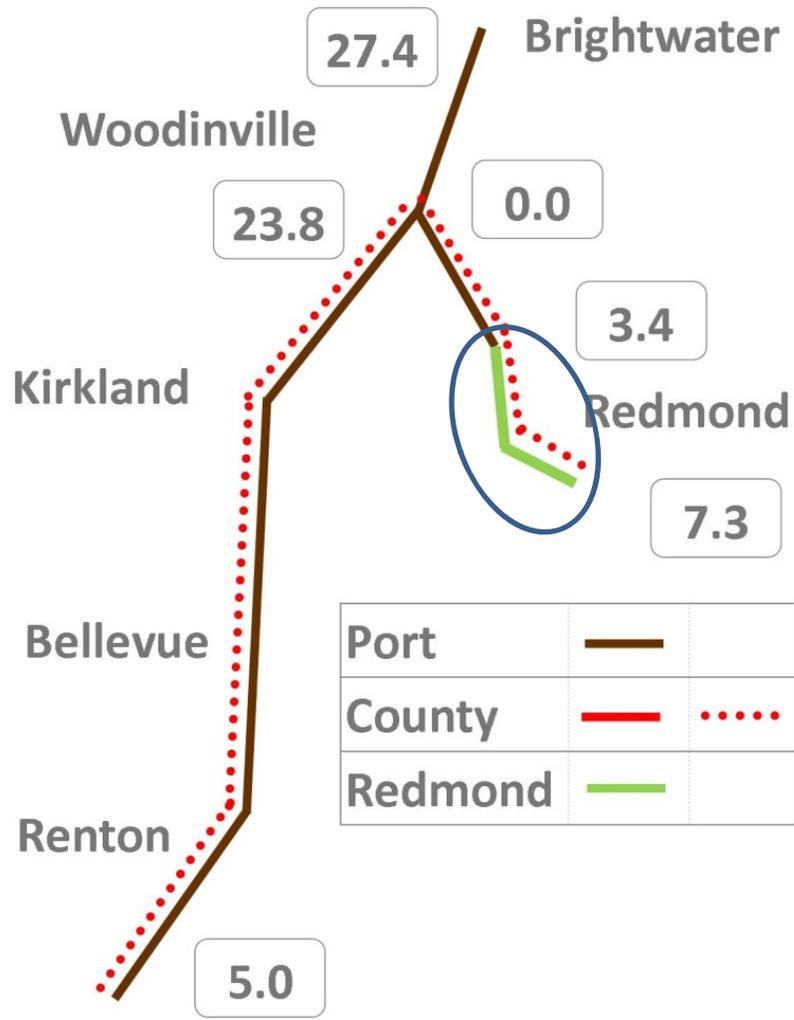
REGIONAL MEMORANDUM OF UNDERSTANDING



Regional stakeholders signed non-binding MOU regarding future use of corridor:

- Port of Seattle
- King County
- City of Redmond
- Sound Transit
- Puget Sound Energy
- Cascade Water Alliance

2010: REDMOND



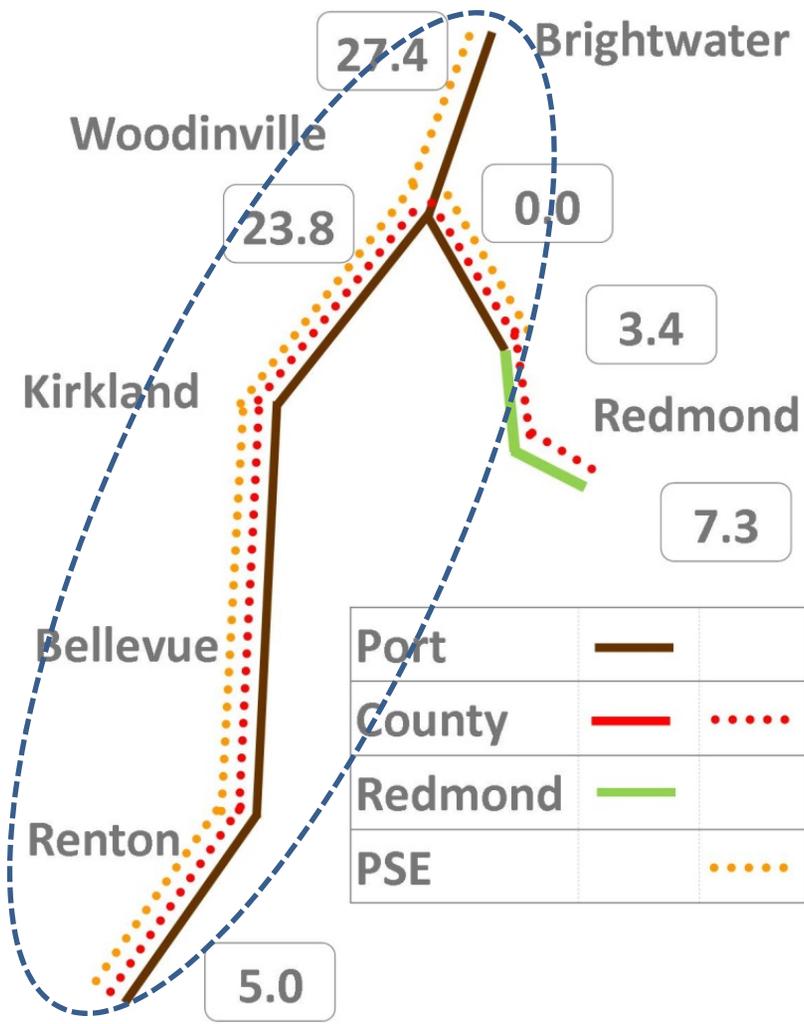
CITY OF REDMOND
 Redmond purchased 3.9 miles on the Redmond Spur within its city limits

CITY OF REDMOND
DATE
 June 2010
AREA COVERED
 Redmond Spur within City of Redmond city limits
ALLOWED USES
 All uses allowed by Railbanking
 County easement remained in place

2010: PSE

PUGET SOUND ENERGY

Puget Sound Energy purchased a utility easement along the entire Corridor except within Redmond



PUGET SOUND ENERGY

DATE

December 2010

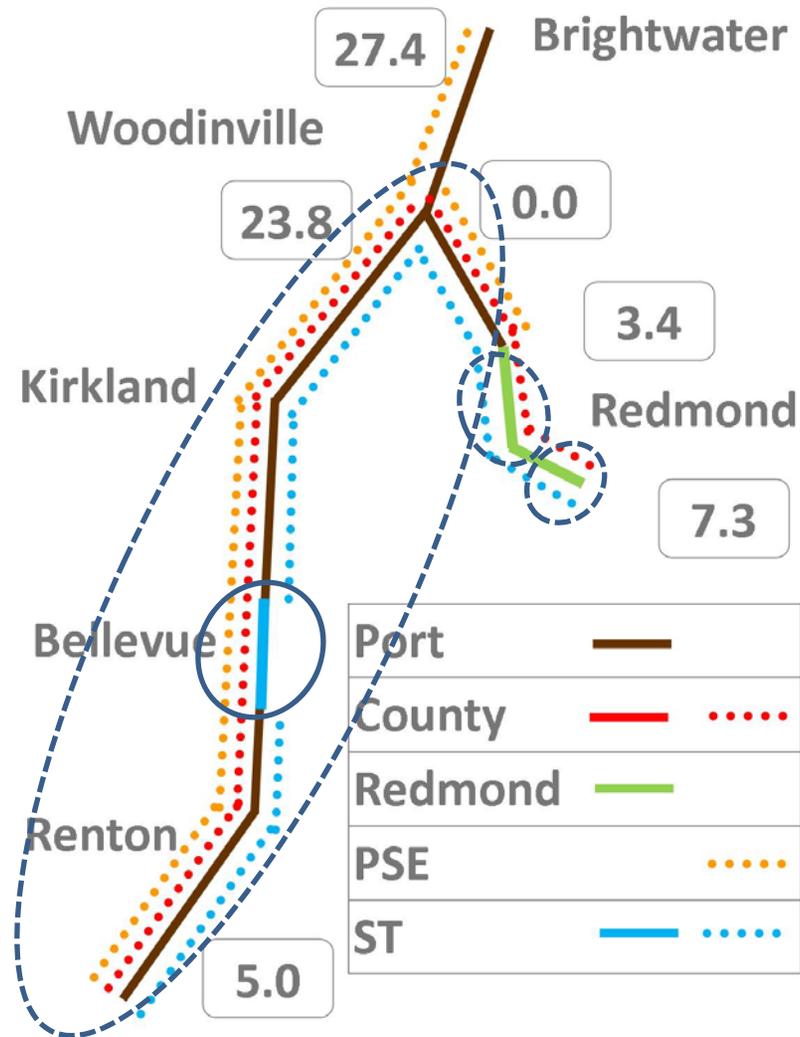
AREA COVERED

All Port-owned area
NOT in Redmond

ALLOWED USES

Utilities on, above, or below ground

2012: SOUND TRANSIT



SOUND TRANSIT

Sound Transit purchased fee ownership of 1.1 mile in Bellevue AND transit easement on Southern Portion AND transit easements in Redmond

SOUND TRANSIT

DATE

April 2012

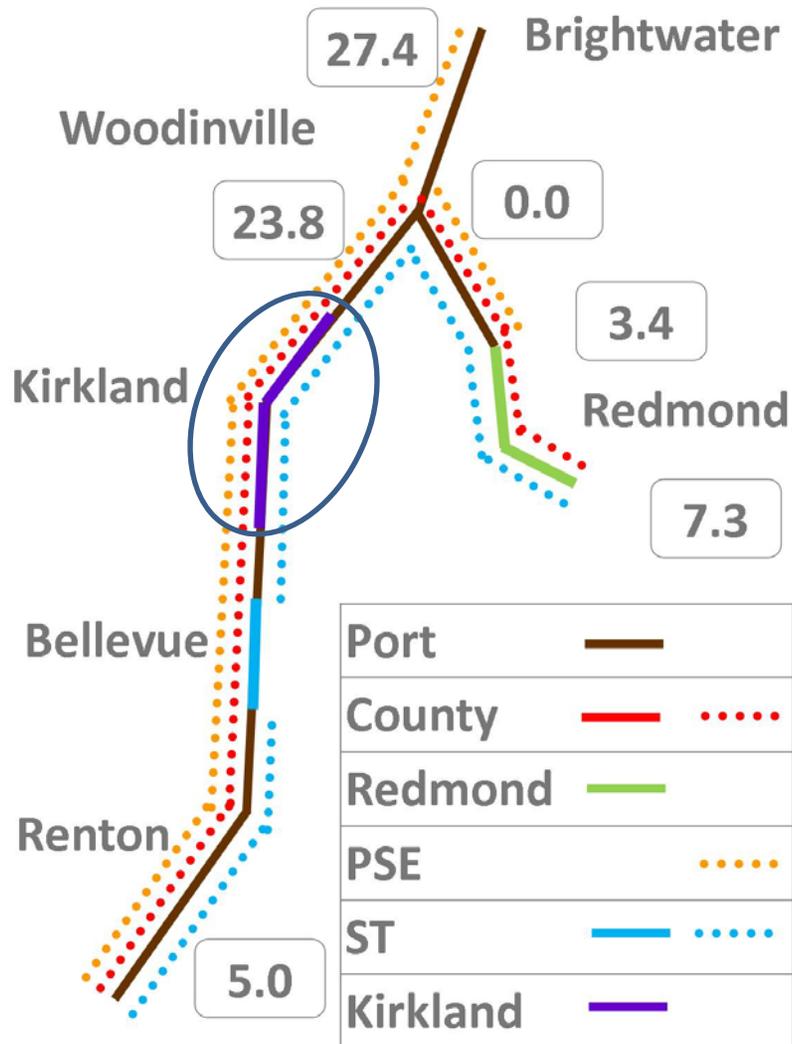
AREA COVERED

Owner 1 mi in Bellevue
Easement on all Corridor south of Woodinville, including in Redmond

ALLOWED USES

High capacity transit
Light rail in downtown
Redmond (East Link Segmt E)

2012: KIRKLAND



KIRKLAND

Purchased fee simple ownership of 5.75 miles within the Kirkland city limits

CITY OF KIRKLAND

DATE

April 2012

AREA COVERED

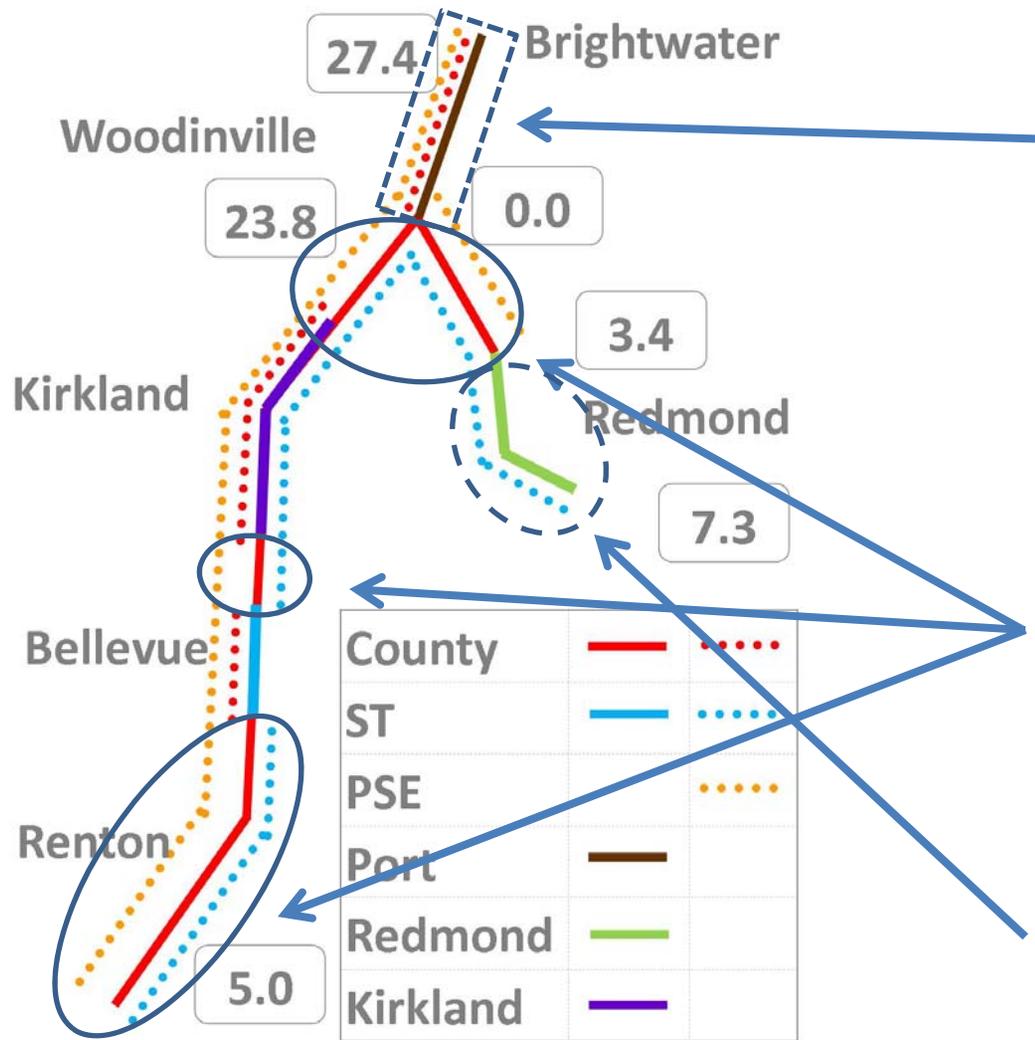
5.75 mi on Main Line

ALLOWED USES

All uses allowed by
Railbanking

County easement remained in
place

2013: KING COUNTY

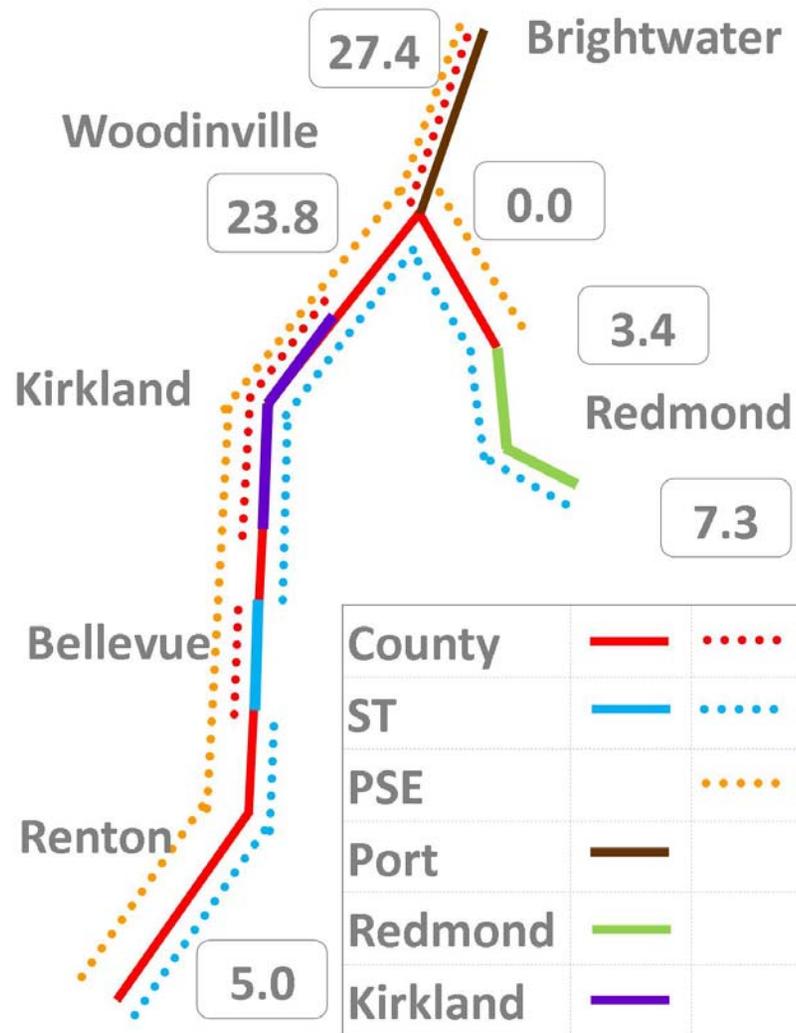


County purchased NEW TRAIL EASEMENT from Woodinville to Brightwater (distinct and different from MPE).
New trail easement is secondary to existing freight easement.

County purchased FEE SIMPLE in areas south of Woodinville still owned by Port.

County will relinquish its easement and railbanking status to Redmond in Redmond-owned area.

CURRENT OWNERSHIP



How do we work together to ensure dual use of the Eastside Rail Corridor?

Kirkland Background

Corridor Interest Statement

- Actively use the corridor in the near future
- Maintain the corridor in good condition
- Serve transportation needs of Kirkland
- Disclose and mitigate environmental impacts

“The greenest corridor”

City of Kirkland Eastside Rail Corridor Interest Statement

Adopted by the Kirkland City Council April 19, 2011

Introduction

In December 2009, the Port of Seattle purchased the Woodinville subdivision from the BNSF Railroad. The Eastside Rail Corridor, stretching between Snohomish and Renton via Kirkland, thereby became a publicly-owned corridor. The City of Kirkland has long been interested in the corridor as a potential facility for bicycle and pedestrian transportation, having identified the Cross Kirkland Trail¹ project more than 15 years ago.

With the corridor coming into public ownership, the City Council directed the Transportation Commission to conduct public outreach, then identify and document the City's interests in the corridor. This Interest Statement is the product of that work.

Outreach elements included gathering comments at the Wednesday Market, fielding three on-line surveys, meeting with Boards, Commissions and neighborhood groups, walking the corridor, and receiving testimony at Transportation Commission meetings. The 2009 Final Eastside Commuter Rail Feasibility Study² prepared by Sound Transit and PSRC also served as a reference.

This Interest Statement is not a proposal or a recommendation per se. Rather, it is intended to guide evaluation of proposals for corridor development. Proposals that satisfy more of the interests would rank more highly than proposals that satisfy fewer of the interests. The conclusions at the end of this document describe the type of corridor development that is likely to be practical and meet the City's interests given current information.

Interests

Serve Transportation needs of Kirkland

Transportation on the corridor should be integrated with and support the City's transportation goals³ to provide travel options within Kirkland and to points outside Kirkland. This implies an interest in how and when the corridor is developed in other cities as well.

Keep the corridor in public ownership

The region has determined⁴ that the public interest is served by public ownership of the corridor, and the City of Kirkland supports this position. Keeping the corridor in public ownership may require the City to purchase its portion of the right-of-way, and Kirkland's ownership may help the City meet other interests as well.

The Eastside Rail Corridor (black line) touches many neighborhoods and parks in Kirkland



A section of the right-of-way in the Highlands neighborhood



Source: City of Kirkland

Council Goal concerning Balanced Transportation:

Kirkland values an integrated multi-modal system of transportation choices.
Council Goal: To reduce reliance on single occupancy vehicles. (September 2009)



Background Service Team

Public Works

Pam Bissonnette

John Hopfauf

Aaron McDonald

Kari Page

Dave Snider

Dave Godfrey

Planning

Jeremy McMahon

Police

Nick Seibert

City Manager

Kurt Triplett

Ellen Miller Wolfe

Marie Stake

City Attorney

Oskar Rey

Finance

Tracey Dunlap

HR/Green Team

Jim Lopez

Parks

Jenny Schroder

Michael Cogle

Information Technology

Brenda Cooper



Rail Removal Key Dates

Date	Milestone
February 25, 2013	Contract Advertised
March 5, 2013	Council to pre-approve bid award
March 15, 2013	Bid opening
April 5, 2013	Estimated earliest date for notice to proceed
April 22, 2013	Estimated earliest date for contractor to begin work
<p>The contract documents allow the contractor 35-days to complete all rail removal and clean-up work. The contractor may request to begin work later than the earliest possible date shown above, but must complete work before the dates shown below.</p>	
June 28, 2013	Latest date rail removal complete: Base bid
August 2, 2013	Latest date rail removal complete: Alternate late finish bid



Rail Removal Bid Opening



Rail Removal



Contractors

Washington	8
Utah	1
California	1

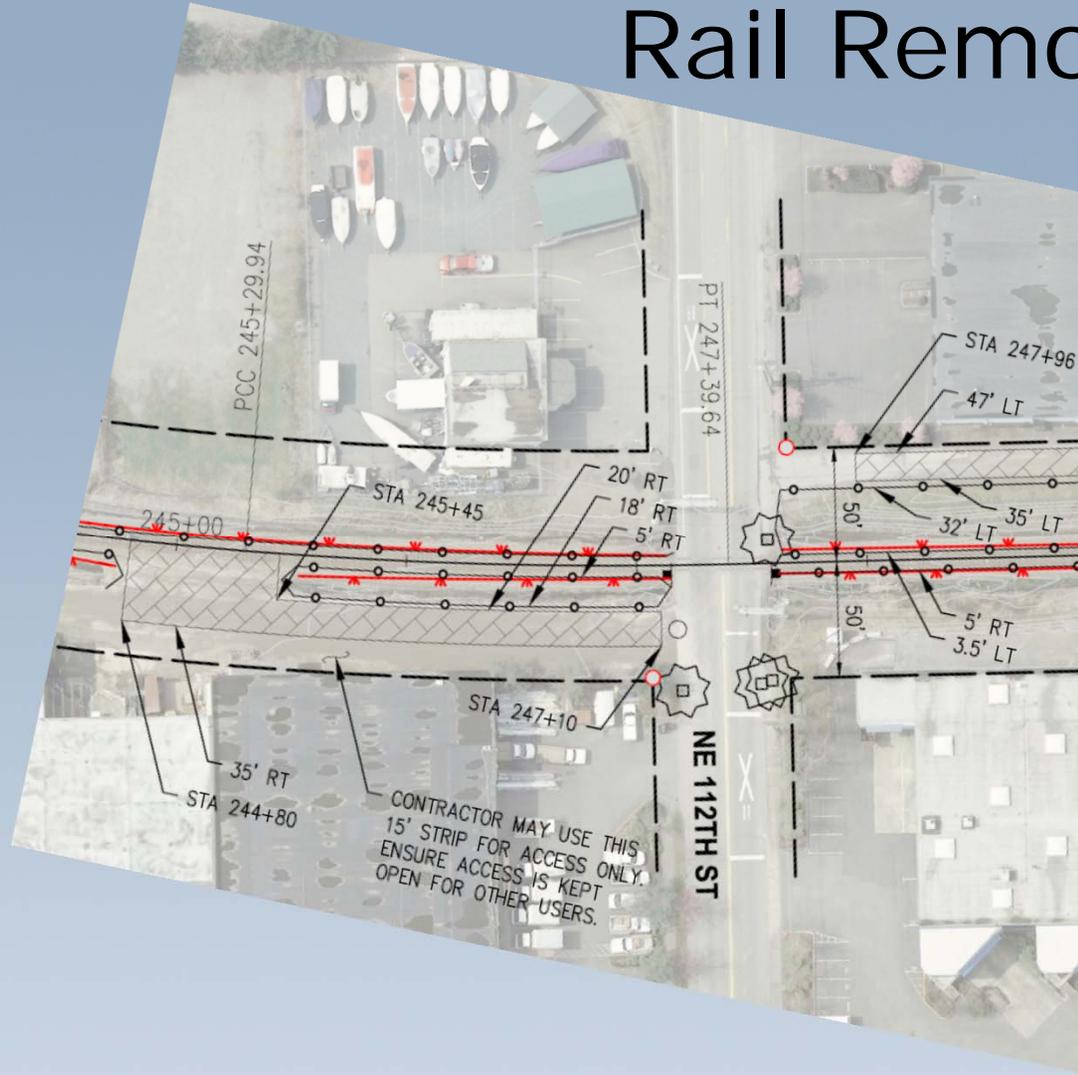


Rail Removal

- Cost
 - Expect small net value
- Public outreach
 - Inform mode
- Environmental
 - Contain ballast
 - Sensitive areas surveyed
 - Erosion control



Rail Removal



LEGEND

EXISTING FEATURES

- ⊙ STORM DRAIN MANHOLE
- CATCH BASIN
- SANITARY SEWER MANHOLE
- SS INDICATOR POST
- ⊕ ⊗ ⊙ ⊕ SURVEY MONUMENTS/MARKERS - PRESERVE & PROTECT
- STREAM
- SENSITIVE AREA BOUNDARY
- - - RIGHT OF WAY

PROPOSED FEATURES

- XX+XX CONSTRUCTION CENTERLINE/APPROXIMATE CENTERLINE OF TRACKS
- ○ — INSTALL WATTLE AT OFFSET SHOWN PER DET 1 SHT 23
- ↔ DIRECTION TO ALLOWABLE ACCESS POINTS (OPTIONS LISTED ABOVE ARROW)
- ⊕ INSTALL CATCH BASIN INLET PROTECTION PER C.O.K. STD PLAN CK-E.11, SHT 24
- ▨ ALLOWABLE STORAGE/STAGING AREA
- ⊠ INSTALL "CORRIDOR CLOSED" SIGN PER DET 2 SHT 23 & HIGH VISIBILITY FENCING AS DIRECTED BY THE ENGINEER
- ⊠ CONSTRUCTION ACCESS NOT ALLOWED



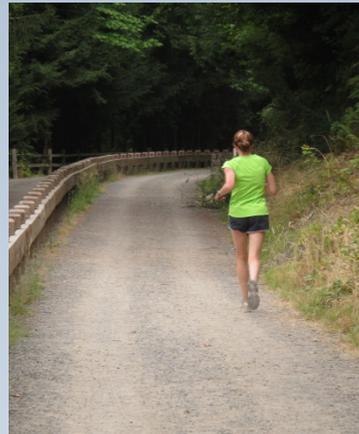
Interim Trail

Description

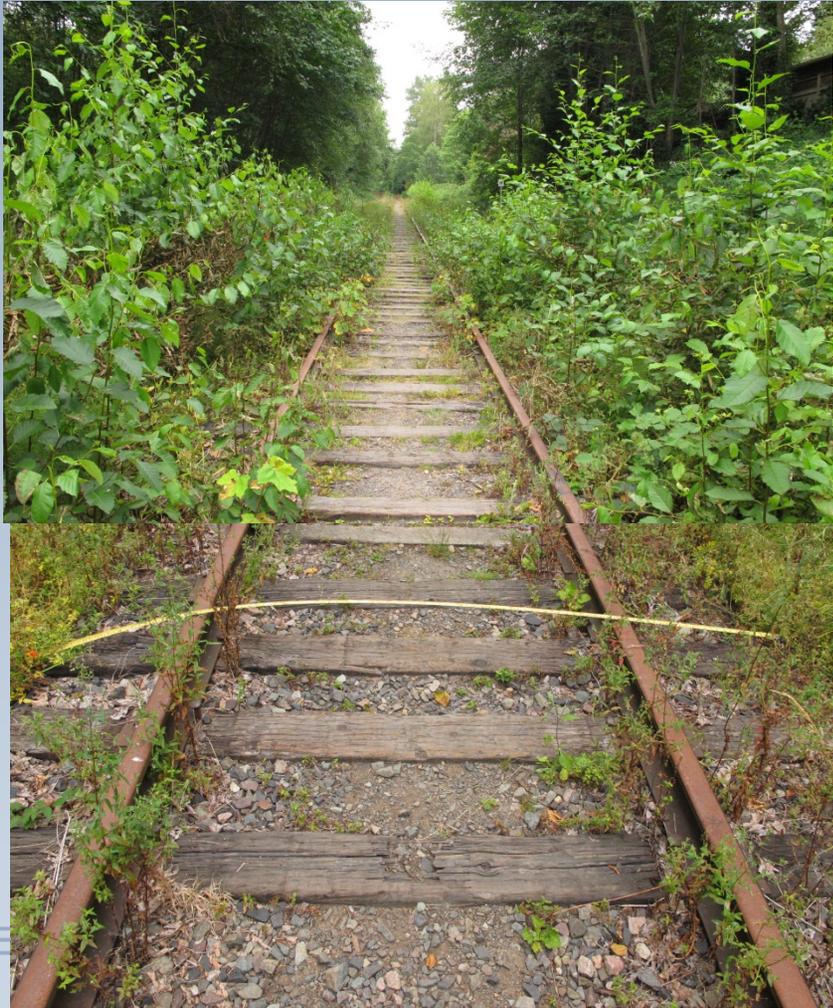
- 8'-10' wide gravel on existing railbed
- Similar to E. Lake Sammamish Trail
- Preserves rail bed; flexible
- Grade crossing improvements



Interim Trail



Interim Trail



Interim Trail



Interim Trail Budget

Funding Source	Amount
Federal Grant (CMAQ)	\$1,071,000
State Grant (Legislature)	\$1,969,900
Local (Levy, REET, Surface Water)	\$ 559,000
TOTAL	\$3,600,000



Interim Trail Current Schedule

Date	Milestone
Spring/Summer 2013	Complete design
	Prepare environmental documentation
	Review by other agencies
Fall 2013	Advertise for bids
	Begin construction
Spring 2014	Complete construction



Interim Trail

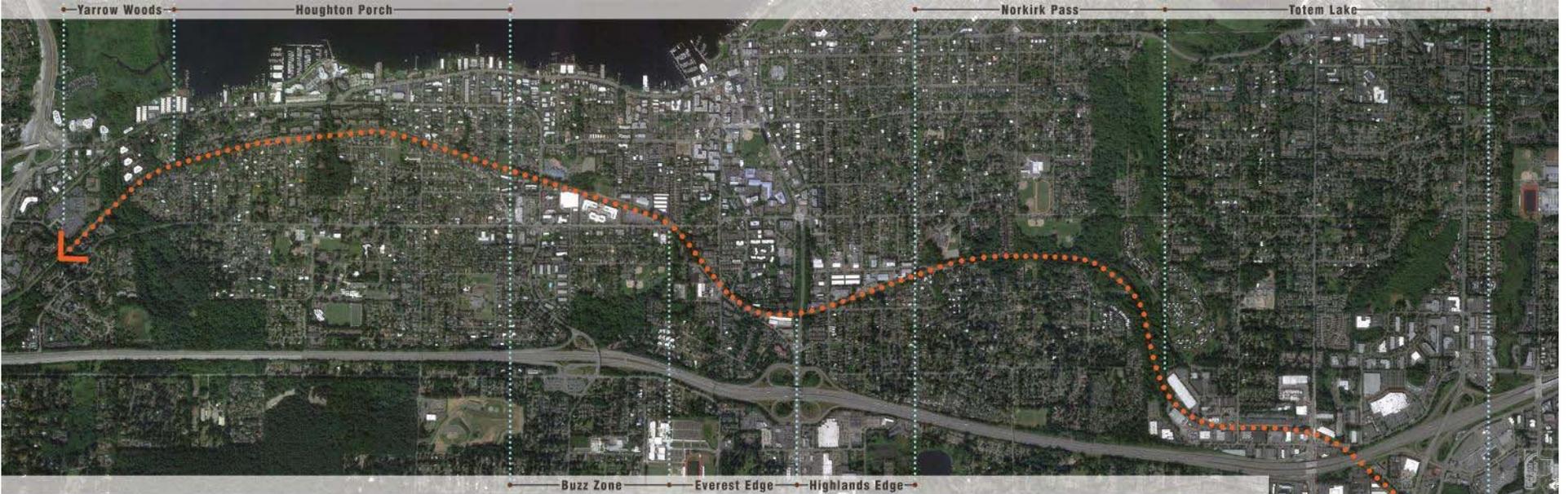
- Environmental
 - Beginning work on SEPA and NEPA
- Public process
 - Stakeholder interviews
 - Planning outreach efforts



Master Plan

- Six firms submitted/four interviewed
- Selected Berger Partnership based on qualifications
- Negotiate scope and budget
- Budget: \$360,000 / \$140,000 project management Park Levy funding





cross kirkland corridor masterplan



Master Plan Schedule

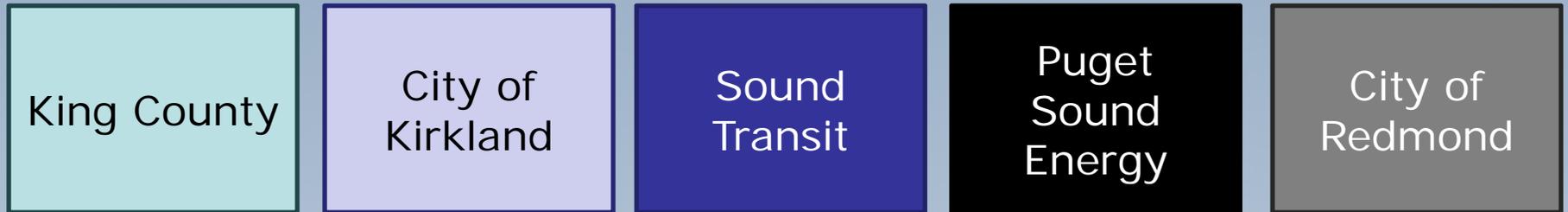


Masterplan



King County Process

Eastside Rail Corridor Regional Advisory Committee



Meeting every three weeks through mid-year

Staff group supporting



Vision - April 2011

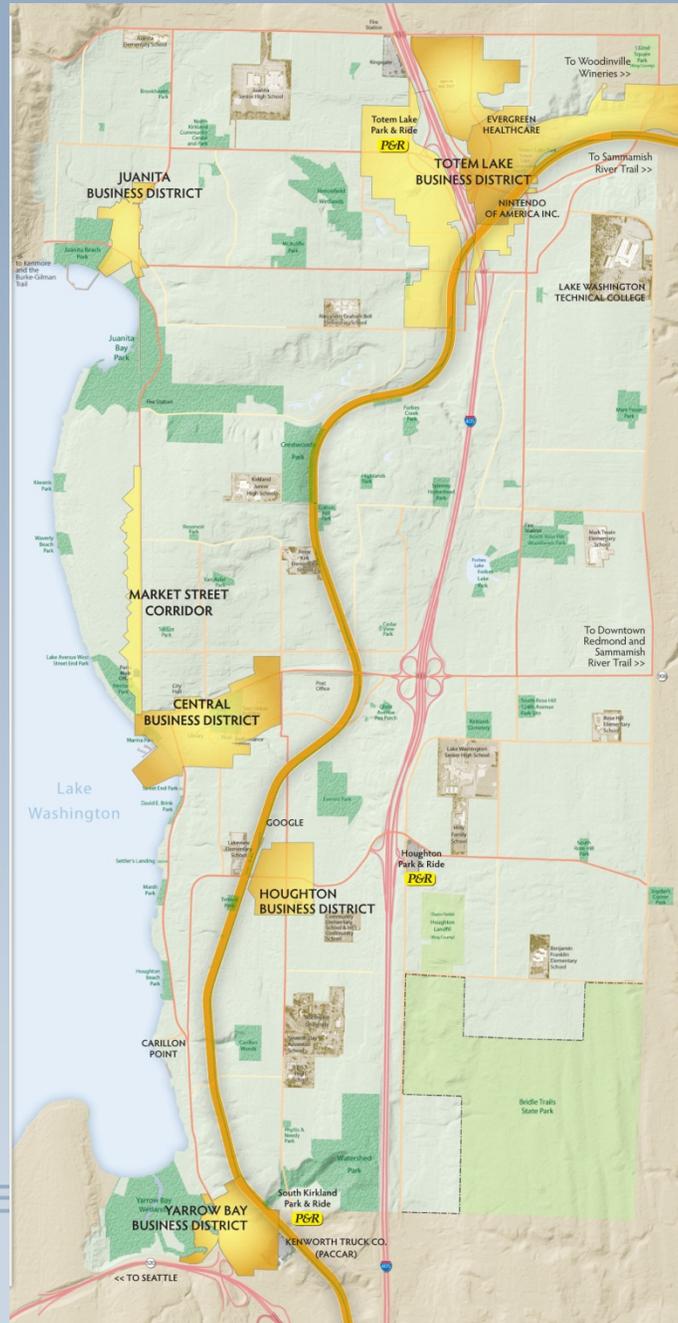
- **A dual use corridor:**
 - Bicycling and walking transportation
 - Transit partnerships
- **Early active use**

“Planning or implementing one mode must not foreclose future corridor use by another mode.”



Connecting

- Parks
- Schools
- Businesses
- Residents
- Transit
- Region



Key historical dates

- 1977 land use plan
- 1994 Cross Kirkland Trail
- 2009 Active Transportation Plan
- 2011 ULI study
- 2012 state awards \$2M grant
- 2012 PSRC awards \$1M grant
- Nov. 2012 Levy (57% approval)



Adopt a Trail

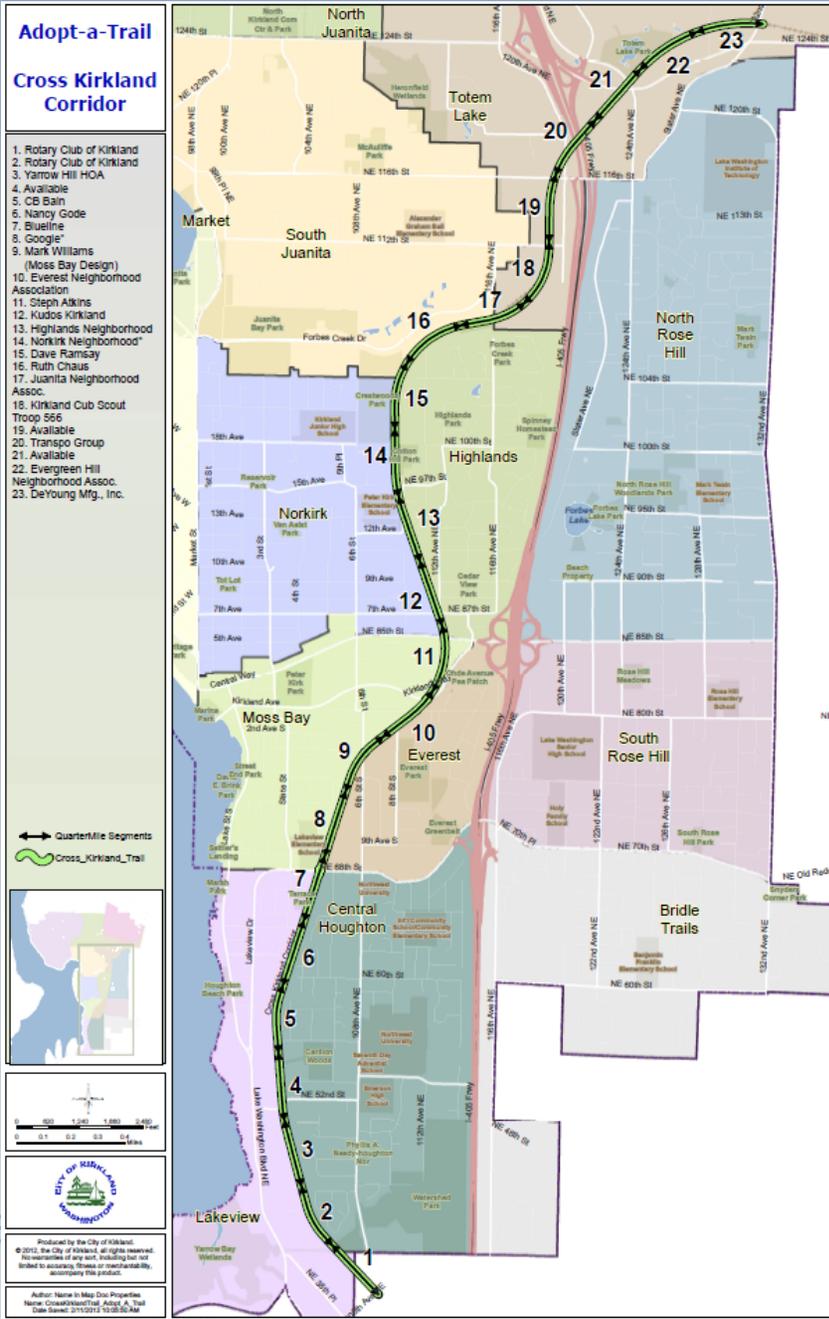


Photo credit: Kirkland views

Get more information

The screenshot shows the City of Kirkland website. At the top left is the City of Kirkland logo and the URL kirklandwa.gov. A navigation menu includes links for Home, News Room, SiteMap, and Help. Below this is a search bar powered by Google. A secondary menu lists categories: Community, Business, Visitors, Government, Departments, Services A-Z, Contact Us, and City Jobs. The main heading is "CROSS KIRKLAND CORRIDOR" with a large background image of a park. A secondary navigation bar includes links for HOME, ABOUT, BUSINESS CONNECTIONS, NEIGHBORHOOD CONNECTIONS, GET INVOLVED, and LIBRARY. The breadcrumb trail reads: > Home Page > Community > Cross Kirkland Corridor. The main text describes the corridor as a multi-modal transportation opportunity. On the right, there are two blue buttons: "Corridor Master Plan" and "Interim Trail". At the bottom left, there is a paragraph about the corridor's ownership. At the bottom right, there is a map of the corridor area.

Home | News Room | SiteMap | Help

kirklandwa.gov

Site Search
powered by Google

Community Business Visitors Government Departments Services A-Z Contact Us City Jobs

CROSS KIRKLAND CORRIDOR

HOME ABOUT BUSINESS CONNECTIONS NEIGHBORHOOD CONNECTIONS GET INVOLVED LIBRARY

> Home Page > Community > Cross Kirkland Corridor

Connectivity to schools, parks, businesses and neighborhoods. Multi-modal transportation opportunities. A recreation and business corridor that reflects Kirkland's commitment to balanced transportation, economic development, and parks, open spaces and recreational services. The City's vision for the [Cross Kirkland Corridor](#) is fast becoming a reality.

Kirkland is one of the region's most livable communities with its desirable blend of work and leisure. A commitment to a healthy environment and healthy lifestyle with opportunities to work close to home, school, and services, makes Kirkland attractive to those who create businesses here, those who live here, and those who are visiting.

The [Cross Kirkland Corridor](#) is a 5.75 mile segment of the Eastside Rail Corridor and is owned by the City of Kirkland. The other portions of the entire 44-mile corridor are owned by the [Port of Seattle](#). The Port of Seattle purchased the entire corridor from [Burlington Northern Santa Fe Railway](#).

Corridor Master Plan

Interim Trail

- www.kirklandwa.gov/crosskirklandcorridor
- Sign up for CKC email alerts
- <http://www.kingcounty.gov/operations/erc-advisory-council.aspx>



Questions

Topics

- 128th Lane NE parking
- Encroachments
- 132nd NE crossing
- Surplussing crossing equipment

Groups

- TRailways Alliance
- Eastside Community Rail
- Sound Transit
- The Trust for Public Lands
- Business Roundtable
Founder's Club
- ETP
- Eastside Trail Advocates



132nd NE Crossing



Encroachments



128 Ln NE Parking



Surplussing Crossing Equipment



