

## purpose

To build a more sustainable city and to prepare for a growing population, Kirkland continues to balance the City's transportation options for motorists, cyclists, transit riders and pedestrians. The City's primary method of achieving this is to build more crosswalks, sidewalks and bike lanes. The Cross Kirkland Corridor is the City's opportunity to provide a border-to-border, multi-modal travel option within the City. This single project has the potential to improve local economies, citizens' health, air quality and local traffic.

## track facts

The Cross Kirkland Corridor is a 100-foot-wide, 5.75-mile section of the 42-mile Eastside Rail Corridor within Kirkland's city limits. It connects two of Kirkland's main transportation hubs, three business districts, seven parks, and eight of the City's 13 neighborhoods. Owning the Kirkland segment was a City goal long before Burlington Northern Santa Fe officials said in 2006 that they intended to sell the entire line to the public in 2006. On April 13, 2012, Kirkland achieved that goal.



*Photo courtesy of King County Parks*

The Cross Kirkland Corridor's interim trail will have a surface of crushed rock, similar to that of East Lake Sammamish Trail, pictured here. On the cover: A connector trail in the Bridle Trails neighborhood.

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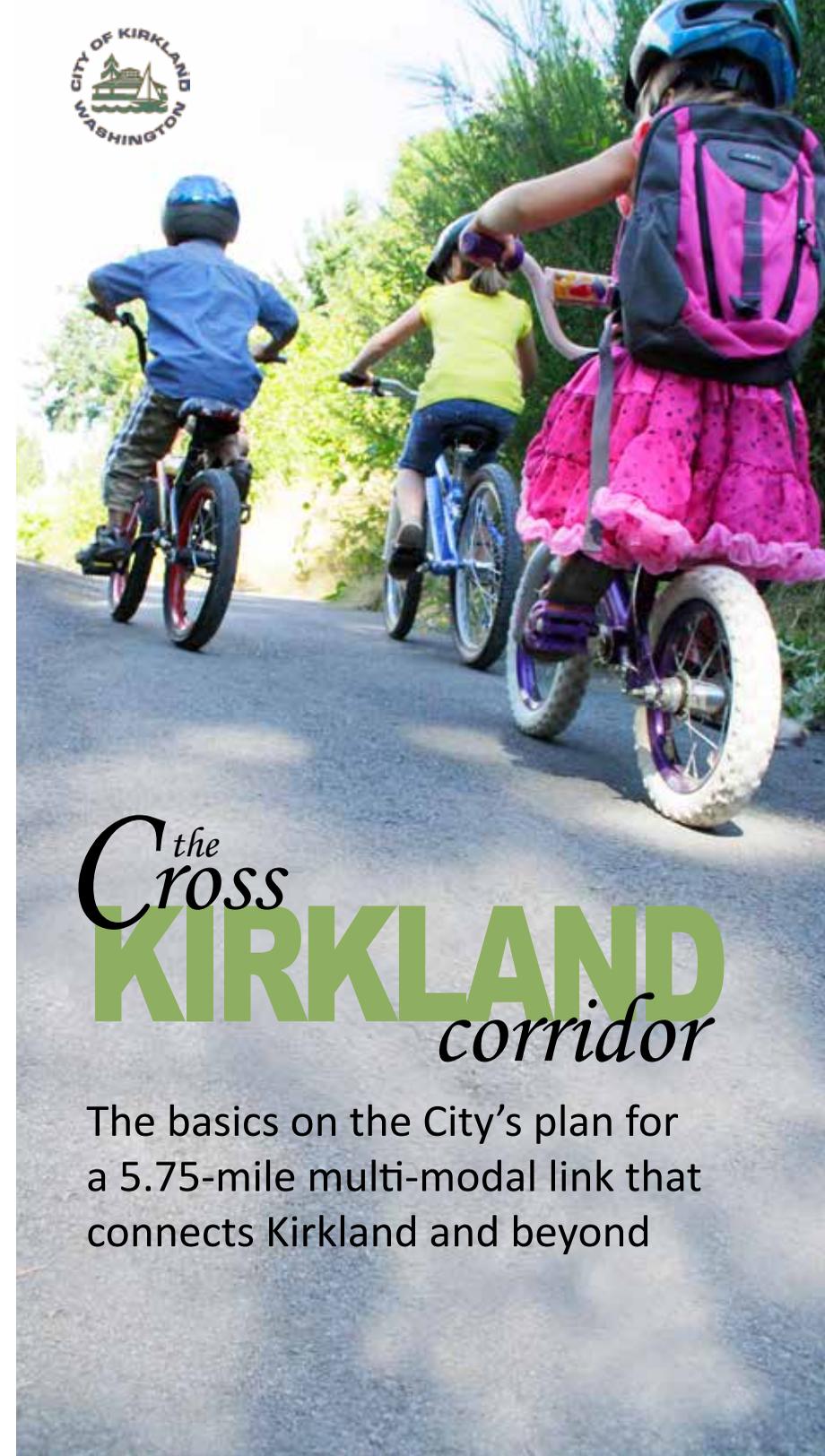
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# *C<sup>the</sup>* *Cross* **KIRKLAND** *corridor*

The basics on the City's plan for a 5.75-mile multi-modal link that connects Kirkland and beyond

# C<sup>the</sup>ross **KIRKLAND** corridor

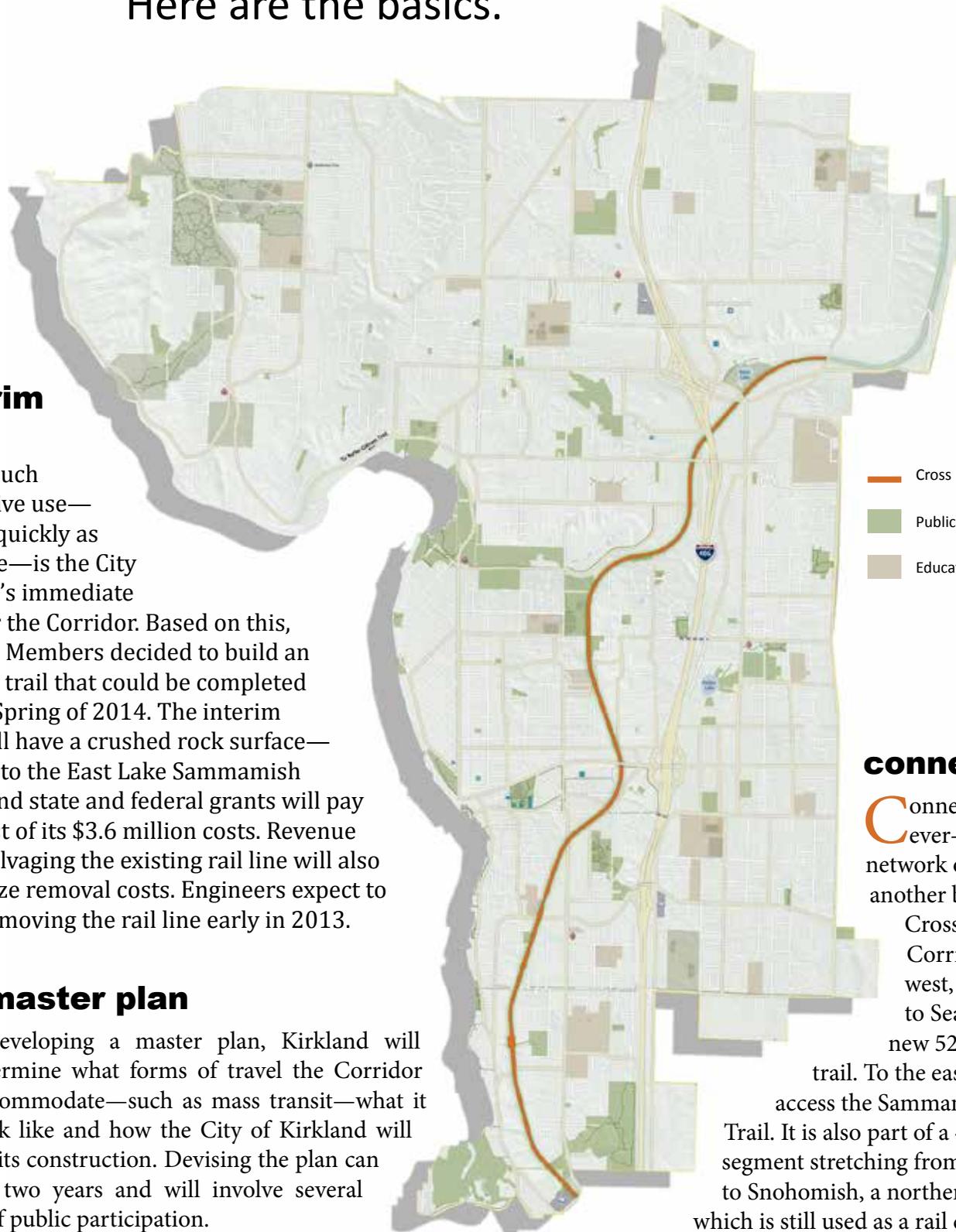
Transforming the railroad tracks into a **link of active transportation** will take time. In the meantime, the City is constructing a **trail**. Here are the basics.

## interim trail

**A**s much active use—and as quickly as possible—is the City Council's immediate goal for the Corridor. Based on this, Council Members decided to build an interim trail that could be completed by the Spring of 2014. The interim trail will have a crushed rock surface—similar to the East Lake Sammamish Trail. And state and federal grants will pay for most of its \$3.6 million costs. Revenue from salvaging the existing rail line will also subsidize removal costs. Engineers expect to start removing the rail line early in 2013.

## the master plan

**B**y developing a master plan, Kirkland will determine what forms of travel the Corridor will accommodate—such as mass transit—what it will look like and how the City of Kirkland will pay for its construction. Devising the plan can require two years and will involve several forms of public participation.



- Cross Kirkland Corridor
- Public parks
- Educational institutions

## connected

**C**onnections to an ever-expanding network of trails is another benefit of the Cross Kirkland Corridor. To the west, it will link to Seattle via the new 520 bridge trail. To the east, it will access the Sammamish River Trail. It is also part of a 42-mile segment stretching from Renton to Snohomish, a northern part of which is still used as a rail corridor.

## THREE STEPS TO AN INTERIM TRAIL

### FALL '12 — SPRING '13

Staff studies environmental impacts of rail removal and trail construction. They also design the interim trail.

### WINTER '13 — SPRING '13

Crews will remove all existing rails and ties and will grade the surface for trail construction. This includes paving the nine cross streets where the rails are to be removed.

### SPRING '13 — SPRING '14

Crews build 8- to 10-foot-wide gravel trail that accommodates pedestrians and bicycles. Trail includes fencing to protect sensitive areas, and safety features, such as flashing beacons.