



CITY OF KIRKLAND

Department of Public Works

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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Pam Bissonnette, Interim Public Works Director

Date: January 23, 2014

Subject: Cross Kirkland Corridor Master Plan Update

RECOMMENDATION:

It is recommended that the City Council receives a presentation concerning the Cross Kirkland Corridor (CKC) Master Plan. This is another in a series of reviews on the Master Plan process.

BACKGROUND DISCUSSION:

General Background

Council last received a CKC briefing during a study session on September 17. At that time we presented information on existing conditions, character zones, and goals for the Corridor Master Plan.

Council was very supportive of the material that was presented, and that material was further developed and presented at the October 19 Community Planning Day. On October 19, a number of citizens interacted with staff and the consultant team either through one of the presentations that were given or during the informal question and answer time. The material was well received and many helpful comments were captured that have been, and will be, used to further inform Plan development.

Since October, the bulk of the effort on the Plan has gone into further establishing foundational elements on trail development such as trail location, cross section and intersection design and, significantly, how transit could be accommodated in the corridor. Prototypical elements and corridor-wide principles have also been firmed up.

These items will be the primary areas of discussion at the Study Session. A draft Plan will be presented that, although it is not fully populated with text and graphics, will allow the Council to understand the look and feel as well as the planned content of the document.

The draft Plan is very graphic-intensive and is too large to attach to this memo in the usual manner. The plan has been broken into its chapters, and there are links to each chapter throughout this memo in order to present the Plan in its best resolution and formatting.

- Attachments that refer to the Master Plan are numbered in order of their appearance in the Master Plan, not in order of their reference in this memo. Lettered attachments are not part of the Master Plan.

- The page numbers referred to in the links are the page numbers of the pdf file, not the document page numbers.
- Grey spaces in the draft will be replaced with illustrations in the future.

[The entire plan](#) is available on line as a 40 mb pdf file.

The next step in Plan development will be to add more detail; further describing items such as alternatives at intersections, art, plantings, and surface water treatments. Placeholders for this information are shown on pages 12 through 20 of [Attachment 3](#).

What is the Plan?

This section is a recap of the purpose of the Master Plan and contrasts the Plan with other stages of development that will bring future projects to reality.

Foremost, the Plan sets the Vision and Goals for what the corridor is to become. The goals for the Plan are:

- Connect Kirkland
- Foster a Greener Kirkland
- Shape a place unique to Kirkland
- Activate Kirkland and evolve with time

These are shown on pages 10-13 of [Attachment 1](#).

The Plan both inspires and guides the designer. For example, the Corridor character zones shown on pages 3 and 4 of [Attachment 2](#) are each developed further in the Plan to help understand the materials, art, and plantings that should be used in that zone. The Plan also gives more specific guidance on intersection treatments, trail location, trail width, and locations where connections should be developed. Staff also worked with PSE, Sound Transit, and King County Wastewater staff to show that transit and utilities can be accommodated simultaneously in the CKC.

The Plan does not, for example, specify exactly where art goes, how connections are made off the corridor, or precisely how surface water should be treated. It does not design a transit element nor does it specify a certain space for transit.

After the Plan is completed, the next phase is design. A design team will review the Master Plan, understand the intentions and themes for the section of the corridor being designed, how that section fits into the whole, and prepare detailed plans used by contractors to build a section of the corridor. As with any City project, the public would be actively involved in deciding how the facilities are to be built and how the information in the Master Plan is translated into a design. As designs are developed, partners like Puget Sound Energy, Sound Transit and King County will be further consulted as called for in their various permits and easements. The design will take into account where each partner is in development of potential facilities.

Finally, construction would take place; a contractor would be selected to build the project shown in the design plans.

An example of the process from Master Plan to construction is shown in Figure 1 below, using the Redmond Central Connector as an example.

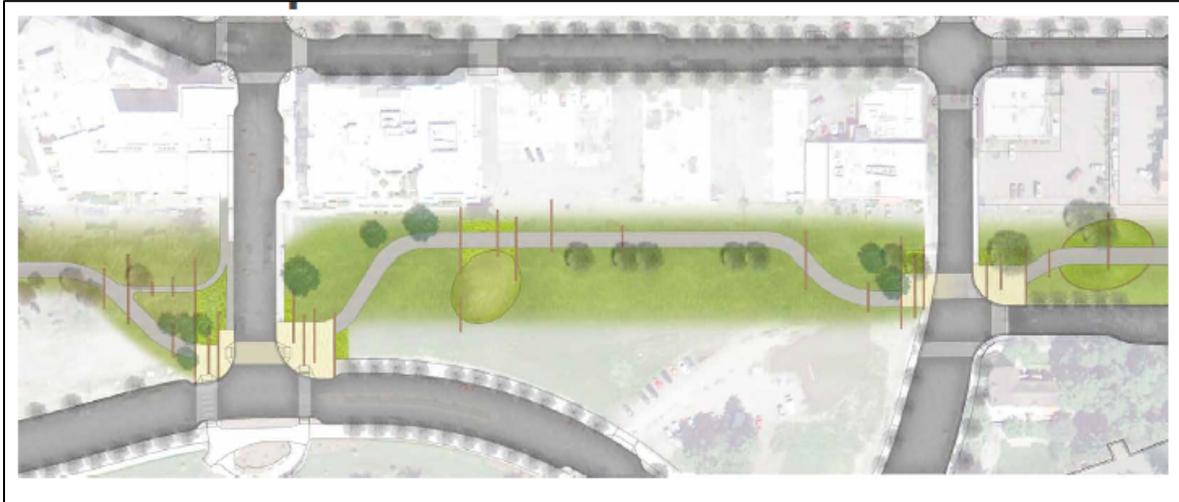


Figure 1a. Master Plan Redmond Central Connector area

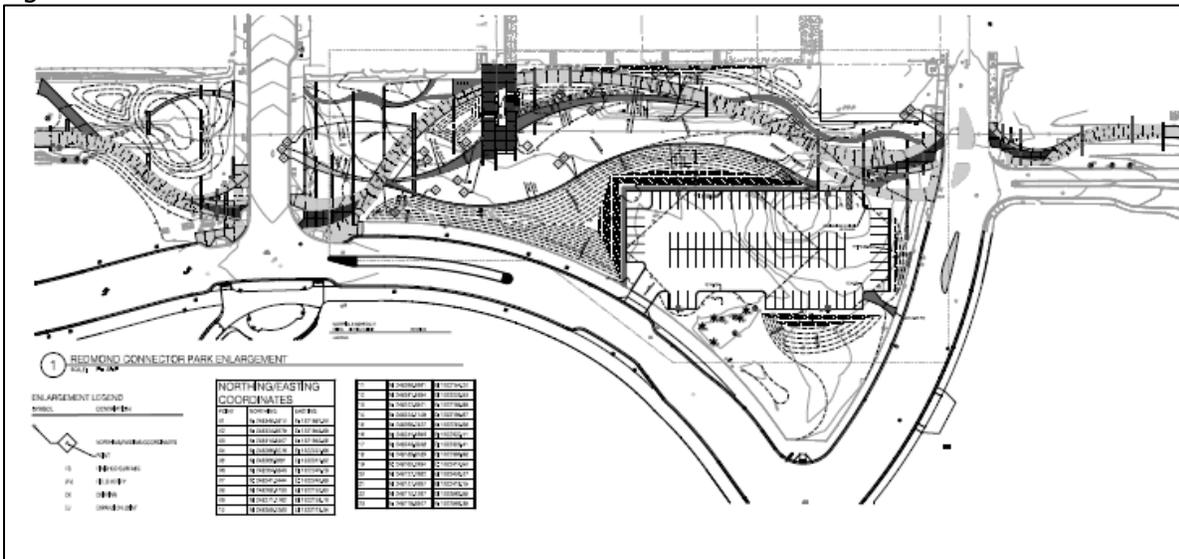


Figure 1b. Construction drawings for the same section as shown in Figure 1a



Figure 1c. Completed project

Public Outreach

With assistance from Berger Partnership and Stepherson Associations, a great deal of outreach has been conducted through public involvement activities, print materials, and web-based information.



In 2013, one business outreach event and two Community Planning Days (June 7 and October 19) were held where participants were able to give ideas on how the Corridor should be developed. A report on the October 19th event is included as Attachment A at the end of this memo.

The [City's Ideas Forum site](#) (image at left) currently hosts questions about trail connections, points of interests, trail layout and the future evolution of the CKC. Further enhancing the city's media outreach was the launch of the [Cross Kirkland Corridor Facebook page](#) in October 2013 which now has over 230 "Likes."

On October 27, hundreds of people walked the corridor to celebrate the removal of rail materials and the Master Plan team was on hand to answer questions and discuss the Plan.

Large maps of the corridor are posted at key locations along the trail and have message areas that can be changed to promote various corridor-related events.

The City regularly features the CKC Master Plan, Interim Trail and other associated topics in the City Update newsletter and Currently Kirkland news program and will continue to do so.

Additionally, the City will continue to distribute information to the CKC list serv subscribers (830+ subscribers).

An evening event is currently in the planning stages for the last week in February, with a tentative date of Thursday, February 27. It is planned to be a combined open house on two Kirkland 2035 plans; the Park Recreation and Open Space Plan and the CKC Master Plan. Presentations and group question and answer sessions will be held on the CKC Plan.

The Transportation Commission has had regular briefings on the Plan and has helped shape the content. The Commission often receives public comment on the CKC.

Several other elements of public outreach are being implemented for the corridor, rather than specifically for the Master Plan, but will certainly add to the Master Plan outreach efforts. These include a newsletter and a brown bag lunch series.

Schedule

The following key dates have events scheduled for review and adoption of the CKC Master Plan:

January 27 Houghton Community Council Update

- February 4 City Council** Check-in/Update at Study Session
February 12 Eastside Rail Corridor Regional Advisory Council¹ Kirkland Presentation (see page 8)
February 27 Joint Public Meeting with PROS Plan
April 1 **City Council** Check-in/Update at regular meeting
April 26 Community Planning Day III
May 20 **City Council** final Check-in/Update at Study Session
June 17 **City Council** Adoption at regular meeting

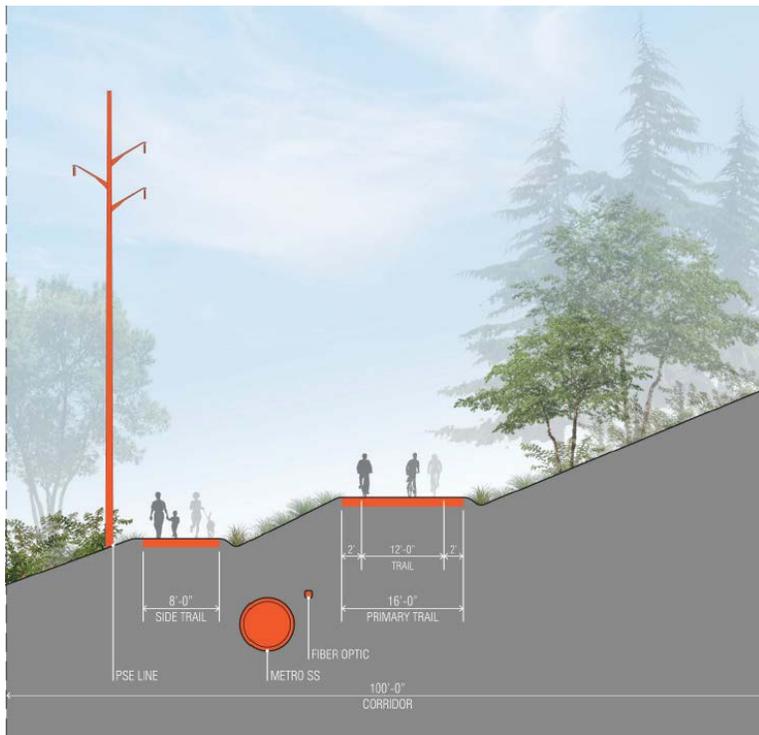
In addition, Transportation Commission meetings are available on February 26, March 26, April 23 and May 28.

Overall Corridor Considerations

Trailheads, restrooms, access points and parking are all considerations that are discussed in the draft Plan. The South Kirkland Park and Ride and Totem Lake Park are logical trailheads for the CKC. Restrooms are available at Terrace, Crestwoods and the proposed Totem Lake parks and are proposed in the draft Plan for the South Kirkland Park and Ride area. Parking is not planned to be specifically provided as a part of the Master Plan due to its general availability along the corridor and due to the fact that the CKC is not being viewed as a destination but as a transportation facility. The Plan calls for informal access from single family homes to be phased out in the long term based on concerns with safety and maintenance. A discussion of these subjects is on page 5 of [Attachment 2](#).

Separated Trails

As described in September, through much of the corridor dual trails are shown as the ultimate vision. There is always a wider shared use trail and it is often complemented with a smaller trail (see Figure below). There are a number of factors that go into deciding where two trails are developed. These include:



- Safety
- Surrounding land use
- Surface water concerns
- Physical constraints
- Relationship to environment
- Volume of users

Through our outreach efforts it is clear that many people feel that separation of slower moving pedestrians and faster cyclists is important. Having two separate trails is potentially one way of achieving this outcome. There are other ways as well, including an appropriately sized single shared use trail, regulations, designs that slow cyclists and so forth. For example, in the area adjacent to the Google Campus, a single trail makes sense because there will be

¹ Meetings of the ERAC are open to the public and have taken public input.

appealing experiences on both sides of the trail. Therefore the boundaries of the trail should be permeable, permitting those who wish to do so to move freely between each side of the trail. While segregating user types can have certain safety advantages, they can also limit the ability of all users to experience the entire corridor.

The path of evolution from interim gravel trail to ultimate trail vision will depend on the interaction of many factors such as funding, timing of other improvements, and community interest. For example, it may be that a first project would be to pave the entire length of the CKC on the alignment of what will be the existing interim trail, perhaps widening the interim trail to a more acceptable standard. This could be followed by other projects that will add a secondary trail and more character elements. Another example approach would be to completely build out a single shorter section of the corridor to the full design shown in the Plan.

This topic is further described and illustrated on pages 3 and 4 of [Attachment 3](#).

Transit and Utilities

An important and sizeable effort has been made to understand how future transit could fit into the corridor. A Transit and Utility Study ([Attachment B](#)) summarizes this work. As described in that document, a basic preferred trail alignment was placed on the corridor along with a 40 foot² wide generic transit envelope. The transit envelope was located on the eastern edge of the corridor to coincide with Sound Transit's East Link project which is on the east side of the corridor in Bellevue. We then examined where the transit envelope overlapped with the King County sewer pipe. This is important because although some transit modes could be located over the pipe, others, like light and heavy rail could not. These areas are shown on pages 12 and 13 of [Attachment B](#). The goal of this effort was to create a 40 foot transit envelope throughout the entire corridor that would not be over the sewer pipe. The good news is that in each of the conflict areas a suitable modified trail cross section was able to fit in the corridor, or with the standard cross section moved laterally to the west and at some points with a combined trail both the trail and the transit envelope were able to fit.

The Plan will be designed around the preferred alignment. The shifted or modified alignments are certainly feasible and could be selected during the design phase depending on the status of transit when design is undertaken. Pages 5 and 6 of [Attachment 3](#) have more information on this subject.

Staff has explained this approach to staff from Sound Transit and PSE and at this writing is awaiting formal responses although the initial meetings were very positive. Similar meetings to discuss utilities and coordination are scheduled with King County Department of Natural Resources and Parks, and the City of Redmond. More information on this topic will be available at the Study Session on February 4.

Intersections

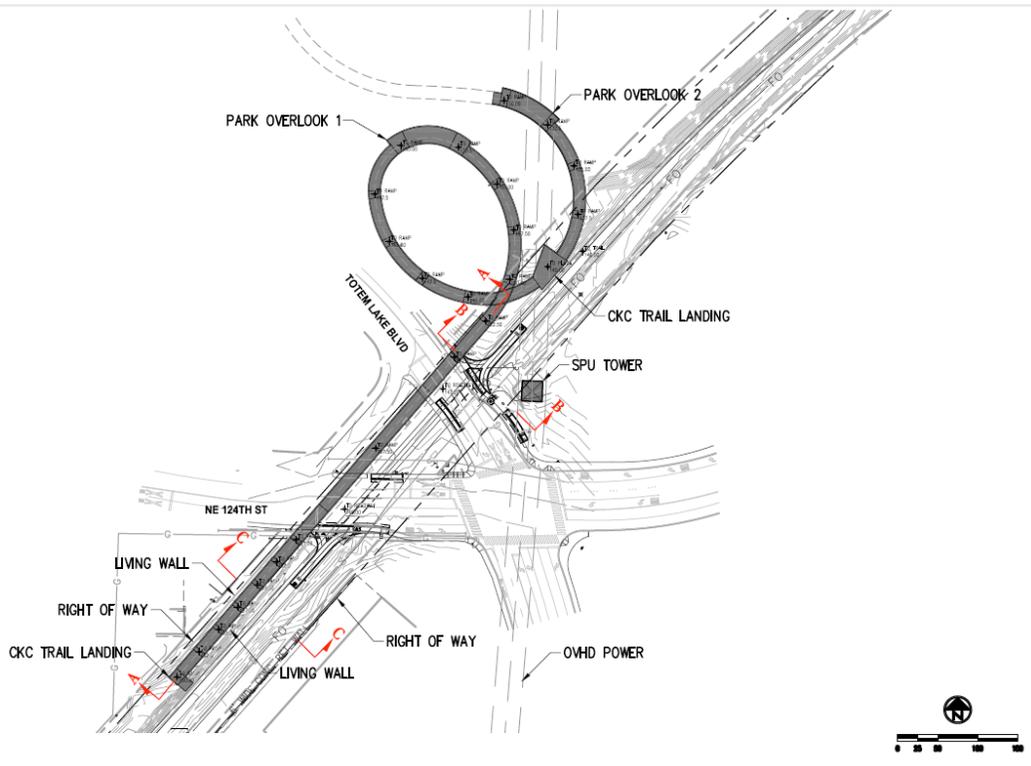
A standard treatment to the approach to each intersection is proposed. This same treatment will be placed in advance of each mixing area. The overall effect will be to have a common experience for trail users as they arrive at areas of conflict or where they need to slow and increase awareness. This general treatment is shown on pages 7 and 8 of [Attachment 3](#).

Because of the engineering work done for the interim trail, intersection treatments are further developed than normal for a Master Plan. Of particular interest are the intersections at 6th

² A forty foot wide corridor was used in order to accommodate modes currently under study by Sound Transit.

Street, 120th Avenue NE and NE 124th/124th NE. At these three locations grade separations are being explored, due to relatively high traffic volumes and other considerations. These options will be discussed at the study session, and further detailed as the Plan continues to develop. The portion of the Plan that describes intersections is contained in [Attachment 6](#).

At NE 124/124 NE, preliminary engineering is being performed on an overpass that is part of the Totem Lake Park Master Plan. There are challenges with an overhead structure because of the presence of the Seattle City Light facilities and proposed PSE overhead lines. We are working with both Seattle City Light and PSE on this issue in order to inform the location of the future PSE facilities and the location of the overpass. A preliminary plan- view drawing is shown below and a rendering of the view from the structure is shown on pages 4 and 5 of [Attachment 1](#).



Page 9 of [Attachment 3](#) discusses several other prototypical elements including wayfinding, lighting and bollards.

Corridor Layout and Character Zone Design

A significant portion of the Master Plan will be dedicated to describing how and where the prototypical elements should be deployed and to describing a sense of elements that gives each character zone a sense of place. This is shown in [Attachment 4](#). In the Corridor layout section the entire CKC is shown with features noted on each sheet. The Character Zone Design section ([Attachment 5](#)) will provide a "scrapbook" for each character zone. This will contain images and text that capture the essence of each zone and provide direction and inspiration to the designer.

For the current draft plan, one page of each of these sections is more fully developed (page 4 in [Attachment 4](#) and pages 3 through 5 in [Attachment 5](#)) in order to give a sense of what is to follow as the Plan is advanced. Completion of these sections will be an important order of work in the upcoming weeks.

Other Sections of the Plan

The final plan will contain information about how the corridor responds to land use, implementation strategies and other topics. The current draft Plan contains place holders for this information. [Appendices](#) to the Plan will contain background information such as the complete Existing Conditions report and the Transit and Utilities report.

Eastside Rail Corridor Regional Advisory Council Review of Master Plan

The CKC is part of the larger Eastside Rail Corridor (ERC) spanning from Renton to north Snohomish County. Portions of the ERC are owned by Redmond, Kirkland, Sound Transit and King County with substantial utility easements by PSE and King County Wastewater. Within and throughout the CKC substantial easements and permits are owned by PSE, King County, and Sound Transit.

The Eastside Rail Corridor Regional Advisory Council (RAC) was set up by King County to coordinate development of the ERC to assure that each of the owners could exercise their rights within the Corridor even though they would all be developing their facilities at different points in time. Further, the RAC seeks to coordinate the ERC development to have some consistency of "feel" as a major regional trail. The initial efforts of this group, which culminated in a "Vision" Report for the ERC throughout its length within King County, were reported to Council at the September 17 City Council Meeting,. The Kirkland City Council approved Resolution No. 5020 on 11/19/2013 which embraces the "Vision" contained in the ERC Report and establishes Kirkland's intention to continue to coordinate planning with the RAC. The CKC Master Plan goals are consistent with the content of the "Vision" for the ERC.

The ERAC is comprise of 4 members from King County (Christie True, Director of DNRP representing King County Executive Dow Constantine co-chair; County Councilmember Jane Hague, co-chair, County Councilmember Larry Phillips, and County Councilmember Kathy Lambert), Mayor John Marchione, City of Redmond; Joni Earl, CEO, Sound Transit and Mayor Amy Walen, City of Kirkland. Kirkland staff continues to meet with interagency staff to this group approximately twice a month.

The next RAC meeting is scheduled for February 12 (2:00-4:00) pm in Kirkland City Hall Council Chambers and includes a presentation on Kirkland's CKC Master Plan by Kurt Triplett.

At the Study Session, the Kirkland staff and Berger Partnership welcome questions, comments and feedback on any elements of the Master Plan or the memo.

CROSS KIRKLAND CORRIDOR

Public Involvement Report

Community Planning Day – Saturday, October 19, 2013



Prepared by:
Stepherson & Associates Communications
November 2013



Community Planning Day

OVERVIEW

On Saturday, October 19, 2013, the City of Kirkland hosted a city-wide event to showcase a number of projects related to the Vision 2035 planning process in a way that demonstrates the interconnected nature of the overall vision for the city’s next two decades.

“Community Planning Day” was held at the Peter Kirk Community Center and Kirkland Teen Union Building (KTUB) from 10 a.m. to 2 p.m. Informational booths were set up throughout the building and were staffed by city personnel and project teams. Visitors passed through the hallways, visited with project representatives, and participated in interactive activities designed to increase awareness and understanding of oftentimes technical and complex project information. In addition to the Cross Kirkland Corridor Master Plan, the following projects were in attendance: Capital Improvement Program/Capital Facilities Plan, Juanita Drive Corridor Study, Totem Lake Park Master Plan, Transportation Master Plan, Parks, Recreation and Open Space (PROS) Plan, Surface Water Master Plan, and the 2035 Comprehensive Plan.

CROSS KIRKLAND CORRIDOR PRESENCE

The Cross Kirkland Corridor (CKC) project was set up in the auditorium of KTUB. The project team arranged three interactive stations around the stage and presentation area, offering passersbys and attendees the opportunity to engage, ask questions, and share their site-specific input with the project team.

Presentation

More than 150 people attended the October 19 event, and a majority spent time at the CKC activity stations, talking with project staff, and providing input on maps of the corridor before or after attending a presentation by Guy Michaelsen of the design consultant, Berger Partnership.

Two identical 30-minute presentations were made during the course of the day. The presentation reviewed the project’s vision, goals, and timeline, as well as the corridor’s key elements, and included a virtual walk-through of the corridor itself, with a detailed look at each of the project’s Character Zones.

The presentation can be found on the CKC website at:
<http://www.kirklandwa.gov/Assets/CMO/CMO+Images/Cross+Kirkland+Corridor/CKC+Oct+19+Slide+Show.pdf>



Stations

Three identical stations were set up and staffed by project team members throughout the day. The stations were designed to spark meaningful dialogue and to capture feedback.

Large, comprehensive base maps were provided at each station. The base maps identified area



schools, parks, street crossings, and other characteristics that will influence the master plan. The base maps were divided into Character Zones, each defined by neighborhood character, culture, topography, and landmarks. Character Zones are listed below, from north to south:

Yarrow Woods

Stretches from 108th Ave NE to around Carillon Point

Houghton Porch

North from Yarrow Woods, extends to NE 65th

Buzz Zone

Extends north to the corridor intersection with 6th Street S

Everest Edge

Bounded by 6th Street S and NE 85th Street to the north

Norkirk Edge

Reaches north to the corridor crossing of 110th Ave NE

Highland Pass

Continues north to approximately 116th Ave NE

Active Zone

A rebranding of ParMac; extends north to 120th Ave NE

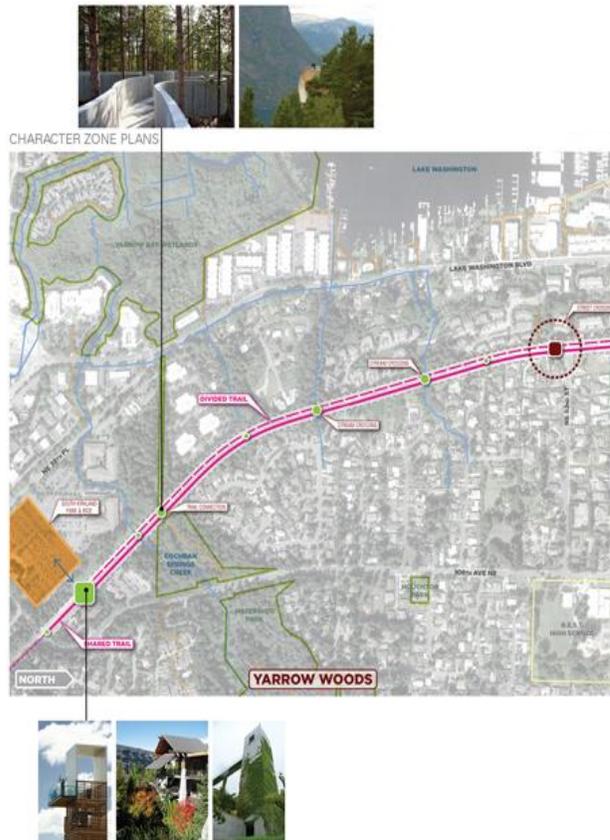
West Totem Lake Connector

Active Zone ends but Totem Lake is yet to begin

Totem Lake

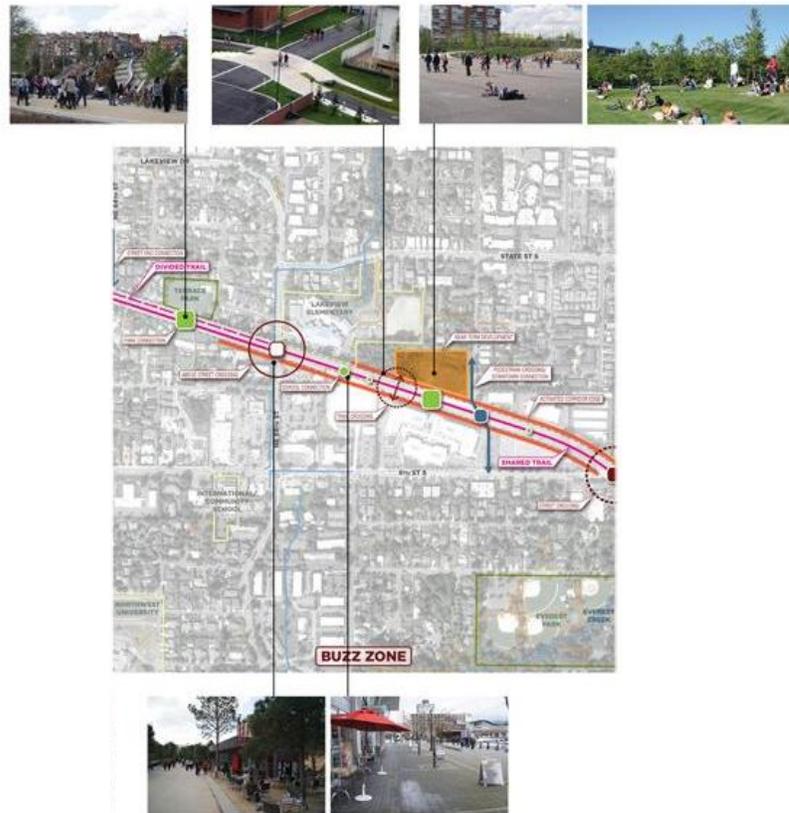
East side of I-405 to the city limits

YARROW WOODS



- How can bikes bypass the Park-and-Ride to connect to 520?
- Like daylighting of creeks
- Keep it simple: bike and walk only!
- Make trail development modular so that we can begin immediate usage, rather than having to wait for funding all these costly ideas
- Pave ASAP
- Where is link to 520 bike trail? [arrow points to south end point of CKC]
- Yes [to 520 bike trail comment]
- Safety?? [CKC intersection at Cochran Springs]
- More traffic control – at intersection of NE 52nd and street crossing
- Connection to Bellevue? [south end of CKC]
- Who will maintain the trail over the long term?
- Does the state have money available for the connection to the Park-and-Ride?
- Pea-Patches where you have SUN!
- Wayfinding signs? Ex. “1 mile to NW University, Google,” “Turn here for 68th,” etc.
- How will private property along CKC access the corridor? Management of illegal access? Hot tub encroachments?
- 520 connections TODAY!
- Regional connections – 520
- Train in residential areas is a concern
- Provide parking opportunities at trailheads

BUZZ ZONE



- Concern: Views [arrow to condos across from Terrace Park]
- Future Transit-Oriented Development?
- Connect to Lakeview [trail crossing near Lakeview Elementary]
- Would like access to Met Market, etc. [at “school connection”]
- Me too [re: Met Market comment]
- Very Fun [arrow to renderings of parks and open spaces]
- Quietest way to downtown [via State Street]
- Beach!
- Start downtown and work your way out [from Everest Park]
- Current informal path [east of Lakeview Elementary]
- Pedestrians along buzz edge [at Google]
- School kids’ connection [at Lakeview]
- Alternative transit mode elements focused in developing zone
- Focus lighting in developed/active zone

EVEREST EDGE



- Rest stop at Everest Creek
- Future TOD Station – How will land use change with the trail?
- Connection to park place and downtown
- Beautiful trail to commerce
- Remember Depot history [arrow to Pedestrian Crossing connection]
- Yes, incorporate this somehow [picture of historic building beneath Everest Edge map]
- No sidewalks, increases traffic [at Everest Creek crossing]
- Kirkland Depot gateway opportunity

NORKIRK EDGE



- Connect with Crestwoods and KMS Park and schools
- Lighted street crossings with blinking crosswalks [at NE 87th Street]
- Maps/signs to local cafes (e.g., Deru) [at NE 87th Street]
- Like daylighting
- Remove invasive species
- Electric bike charging at commute locations
- Hope recycling receptacles are all along trail. Compost too?

HIGHLANDS PASS



- Boardwalk and bikes: safe surface [CKC along Crestwoods Park edge]
- Artwork to be more natural in Highlands
- “Green” divider
- Want separated trails for safety’s sake [at Crestwoods Park edge]
- Add “woods trails” and connect to existing trails [at Founders Creek Park]
- Artwork to be more natural in highlands
- Trail first, then the rest?
- Regional connection? [along Founders Creek]

ACTIVE ZONE



- Open up the underpass
- Upgrade and include historical markers ALL along trail. I know there's one out there now.
- Yes! [to historical markers comment]
- Pea Patches at Hopelink?
- Educate people on rules [of the trail]
- Possible artisan zone? [at NE 112th St]
- Public Safety building connection to CKC
- Supply driverless vehicles on corridor

Comment Forms

The Cross Kirkland Corridor provided comment forms with three specific questions as an additional method for visitors to share feedback. The questions are listed below along with a bulleted summary of comments received. Full comments are appended on pages 18-22.

1. What are your favorite spaces and activities proposed for the corridor? What other ideas do you have for elements along the corridor?

- Community gardens and edible landscaping
- Community service opportunities
- Streams—keep it natural
- Views
- Dislike intrusive art pieces
- Forbes Creek/Juanita Bay trail as a bike route to Juanita Road and 100th Ave/Simonds Road for regional connectivity to Bothell, Kenmore, Finn Hill, etc.
- Ephemeral art
- Trail bridges to pass over heavy traffic cross points
- Boardwalks
- Split trail
- Historical features
- Pet-friendly stations
- Recycling stations

2. Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

- What happens at the trail terminus?
- Access for all users
- Continuous study of users and needs over the lifetime of the trail
- Like diversity of opportunities/amenities among the Character Zones
- Don't forget about rainy, icy and sometimes snowy winter conditions and impact of winter drivers on corridor users
- Historic cannery preservation

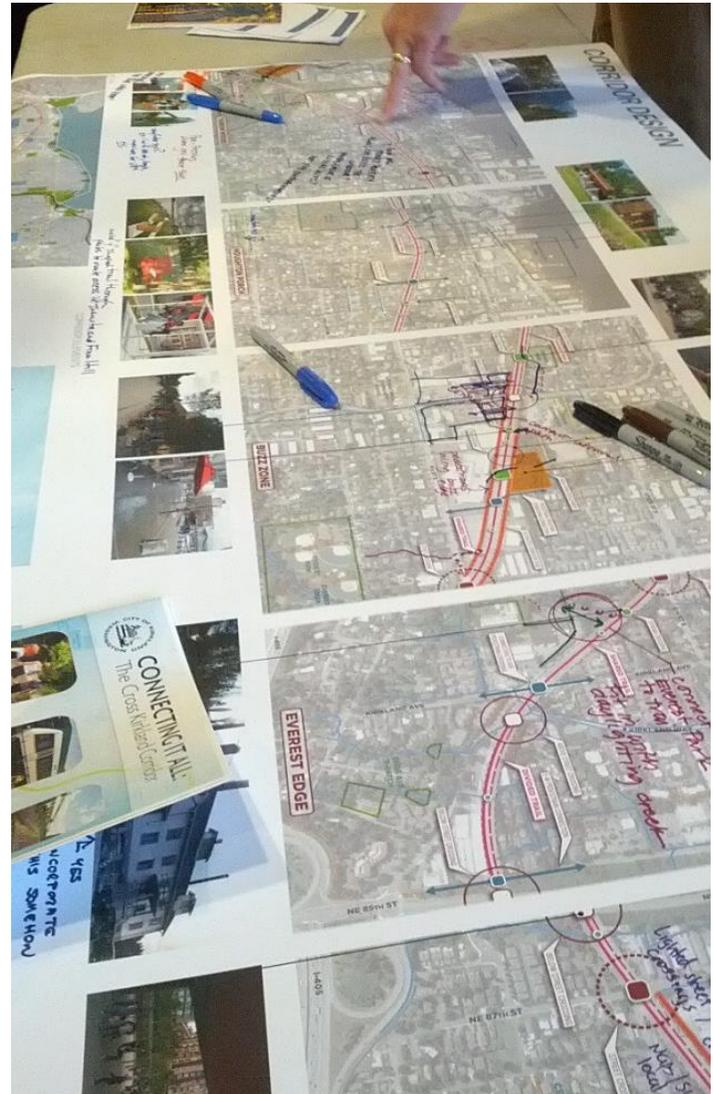
3. Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

- User education and cyclist education programming for trail etiquette and safe use
- Like that the landscape architecture firm is local
- Transit option is desirable if the transit is quiet and doesn't pollute the air

Key themes

A few key themes emerged from the feedback received.

- **Equitable planning** for all types of users
 - Pedestrians
 - Recreationalists
 - Cyclists
 - School children
 - Families
 - Neighbors
 - Slow- vs. fast-moving traffic
- **Connections** to destinations of interest
 - Park-and-Ride
 - Shopping
 - Schools
 - Transit-oriented development
 - 520
 - Cyclist connections and bikeways
 - Woodinville and wineries
- **Look and Feel**
 - Beauty and aesthetics
 - Nature
 - Preserving viewpoints
 - Invasive species control
 - Separated lanes of travel
 - Neighborhood access trails
- **Amenities**
 - Recycling/trash receptacles
 - Lighting
 - Crosswalks and safe crossings
 - Signage—directional, milestones, landmarks and wayfinding
 - Artwork



APPENDIX

- I. Roll Plot Maps
- II. Comment Forms

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Love viewpoints, opening
underground creeks, 'eddies',
art.
Like idea of split trail
for wheeled + foot traffic

Share your thoughts on trail layout, trail treatments and
different trail profiles along the whole of the corridor.

So glad to hear Cannery
mentioned. Hope it will be
protected, saved + used!

Share your thoughts on how we are planning for the corridor's ongoing
evolution, including growth along the corridor and possible future transit.

Really like future transit
opportunity.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Ephemeral Art
Trail bridges to fly over the heavy traffic
Cross points
Boardwalks
Historical Features, Modern features
Pet friendly Poop Stations

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

Don't forget about winter =
Dark, Rain, ice, snow (maybe)
Design low impact lighting, pervious
Surfaces that drain well.
Snow/Ice causes gridlock to cars but
this trail is a great asset to travel through
the city when the roads are locked up.
Light the trail, texture the trail for non-slip during heavy rains.

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

Need to design mixing points with greenways all around Kirkland to facilitate non-auto means to access the Corridor

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Emphasize potential
for Forbes Creek / Juanita Bay
Trail to eventually also be
a bike connection to the

Share your thoughts on trail layout, trail treatments and
different trail profiles along the whole of the corridor.

Juanita Drive Corridor and
100th Ave / Simonds Road Corridors
for bike commuting to/from
Bothell, Kenmore, Firin Hill,
and points beyond.

Share your thoughts on how we are planning for the corridor's ongoing
evolution, including growth along the corridor and possible future transit.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Spaces : love that streams set free!
love naturalistic in urban surroundings
activities : quiet seating ~~at~~ with view
my views ~~at~~ of lake not to have intrusive
art pieces - the lake view is so nourishing. by
itself.

Share your thoughts on trail layout, trail treatments and
different trail profiles along the whole of the corridor.

Like that there are 8 sections to
satisfy many different ideas of urban
living. Quiet, contemplative +
busy, art-filled, or play.

Share your thoughts on how we are planning for the corridor's ongoing
evolution, including growth along the corridor and possible future transit.

~~But~~ Appreciate "Berger" in local co. by
local mean Pacific NW.
Want to plan for transit - ONLY if that
transit is QUIET + not emitting toxic
fumes.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Include community gardens and edible landscaping in the plan—maintained by volunteers and

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

harvested to help the poor and needy through Hopelink etc. Focus these uses in areas with close parking because people will be carrying tools + produce.

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

What happens at the terminus
of this trail?
Is there a plan for
access for all users?
Will there be a user reeducation
when the trail is fully developed?

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

Educate the users of the trail. There are rules for cyclist sharing a trail, but walkers and dog owners are clueless!

Cross Kirkland Corridor Master Plan - 19 October 2013