



**CITY OF KIRKLAND**  
City Manager's Office  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001  
www.kirklandwa.gov

---

## MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** David Godfrey, P.E., Transportation Engineering Manager  
Marie Stake, Communications Program Manager  
Aaron Oesting, Cluster Manager, King County Library System  
Elsa Steele, Special Projects Manager, King County Library System

**Date:** September 6, 2012

**Subject:** Summary: King County Library System's Outreach Project on the Cross Kirkland Corridor

### **RECOMMENDATION:**

City Council receives the attached summaries presented by the King County Library System (KCLS) summarizing an outreach project coordinated by KCLS regarding the Cross Kirkland Corridor (CKC).

### **BACKGROUND DISCUSSION:**

Aaron Oesting, Cluster Manager, Kirkland/Redmond/Redmond Ridge, and Elsa Steele, Special Projects Manager, both of KCLS, will present findings of public feedback received on the future of the CKC collected through an online "Dialogue" tool, comment cards, and a panel discussion coordinated with the Kirkland Arts Center (KAC).

As described in their "Summary: 2012 Convey Project Concerning the Cross Kirkland Corridor," (Attachment A), the KCLS initiated a public involvement campaign to gather community input on the future of the CKC. The CKC was the subject of the first Convey project. The Library System intends to continue the Convey project on other subjects. Feedback was collected in three primary ways:

1. Online: Through an online discussion tool called dialogue (<http://532.dialogue-app.com/>)
2. Comment Cards: Suggestions were submitted via comment cards (Attachment B)
3. Community Involvement Event: Panel event hosted by KCLS and the KAC where architects, urban planners and a game designer shared their visions of the Corridor and enlisted ideas from the audience.

### *Results*

Dialogue: As described in the Summary (Attachment A), the Dialogue tool allowed participants to post ideas, describe why the idea is important and to comment on the ideas of others. A summary of the results is included as Attachment C. Close to 50 ideas were generated online with the top ten ideas being:

1. Bicycle Greenway
2. Regional Light Rail & Streetcar Corridor
3. Light Rail
4. No rail – hikers/bikers
5. Critical addition to regional trail system
6. Multi-purpose
7. Explore rail use
8. Take up the rails now
9. Connection to existing network
10. Keep bikes and pedestrians separate

Comment Cards: Comment cards (Attachment B) were available at public buildings for written comment. Thirty cards were received (Attachment D) and a summary is below:

Multi Use Trail – No Rail	12	
Bike Trail	12	
Combined Rail and Trail	9	
Rail only	7	Trolleys for tourists
Park	1	dog park
Walking Only Trail	1	

Community Conversation: A community conversation event was hosted by KCLS and KAC on July 12. Architects, public works artists and a representative from a local computer science university shared their thoughts about the future of the Corridor. Notes from the event are included as Attachment E.

Comments, ideas and themes from the Convey project will provide useful information to be incorporated into the future Corridor Master Plan.

Attachments:

- A: Summary: 2012 Convey Project Concerning the Cross Kirkland Corridor
- B: "Explore the possibilities of the Cross Kirkland Corridor" comment card
- C: Online Dialogue App – Cross Kirkland Corridor – Analytics
- D: Written Comments Summation
- E: Notes from "Moving Forward" Community Conversation + Powerpoint (7/12/12)



Summary by King County Library System

### 2012 Convey project, concerning the Cross Kirkland Corridor

To foster civic engagement, the King County Library System launched **Convey** in 2012-- a new initiative that draws on the library's core ideal, the provision of free, open and equal access to ideas and information to all members of the community. **Convey** projects can take many forms, each appropriate to the needs of the community in which it is conducted. The first **Convey** project, here in Kirkland, sought to foster discussion, to provide up-to-date information, and to solicit and capture community input on the potential future uses of the Cross Kirkland Corridor. As a neutral third party, KCLS is not involved in evaluating, proposing or giving preference to any of the resulting suggestions, submissions or proposals resulting from this or any other Convey project.

KCLS special projects manager Elsa Steele and Kirkland/Redmond cluster manager Aaron Oesting developed a plan to raise awareness of the opportunity to and to collect input, and to provide all of the results to the City of Kirkland. Starting in May, an online app was launched (called Dialogue) through [www.kcls.org/convey](http://www.kcls.org/convey), where individuals found an opportunity to register ideas and suggestions for the Corridor in a lively and interactive online environment. The Dialogue allowed participants to rate or comment on other's postings and to find links to the most up to date information on the Corridor. Dedicated laptop stations were provided at the Kirkland and Kingsgate branch libraries to provide easy access to Dialogue to those who had none. Written suggestion forms were also offered at Kirkland and Kingsgate Libraries, at City Hall, at Kirkland Arts Center and at the KAC Store. The Dialogue web application proved quite effective as it allowed people to participate in the debate from anywhere and at any time. More than one hundred individuals joined the Dialogue. Comments and responses were lively and wide-ranging. Ideas given various ratings by Dialogue participants included remarks about affordable housing, benches, bike trails, jogging paths, public art, public safety, trains, trees, and storm water. Thirty written forms were also received.

In tandem with the library initiative, an in-person community input event was held at the Kirkland Arts Center on July 12<sup>th</sup>. A panel of architects, urban planners and a game designer made presentations that prompted the audience to further interactive conversation. More than 80 citizens attended, including residents and elected officials.

A timeline for the project, a summary of the results and all input received will be provided to the Kirkland City Council on September 18. The written forms and copies of the Dialogue suggestions will be provided to the City, with no additions, modifications or deletions made by Library staff.

Elsa Steele, Special Projects Manager, King County Library System

[elsas@kcls.org](mailto:elsas@kcls.org)

Aaron Oesting, Cluster Manager, Kirkland/Redmond/Redmond Ridge

[aoesting@kcls.org](mailto:aoesting@kcls.org)



# Explore the possibilities of the Cross Kirkland Corridor

KCLS is working in tandem with the Kirkland Arts Center to create a series of opportunities for individuals to learn and to make suggestions about the potential uses of the former Burlington Northern Santa Fe (BNSF) railway corridor that runs through Kirkland. One easy method is the use of the online Dialogue app.

**Log on to [dialogue-app.com/532](http://dialogue-app.com/532) to participate in a lively online discussion of possible future uses of the Cross Kirkland Corridor.**

**What is Convey?** Convey is a new initiative of the King County Library System (KCLS). This System-wide initiative effort to foster civic engagement will take many forms, each of which will be appropriate to the needs of the communities KCLS serves. This support of conversation about the Cross Kirkland Corridor is the first project under Convey.

The results from KCLS, Dialogue, and the KAC will be delivered to the City of Kirkland. As a neutral third party, KCLS' role is to gather and disseminate information. KCLS is not responsible for or involved in evaluating, proposing or giving preference to any suggestion, submission or proposal.

# Convey

Understand issues, share ideas  
and envision the possibilities.

Connect with us



kcls.org

# What should be done with the Cross Kirkland Corridor?

Write your ideas here or online at  
[dialogue-app.com/532](http://dialogue-app.com/532).

KCLS is working in tandem with the Kirkland Arts Center to create a series of opportunities for individuals to learn and to make suggestions about the potential uses of the former Burlington Northern Santa Fe (BNSF) railway corridor that runs through Kirkland. One easy method is the use of the online Dialogue app.

Log on to [dialogue-app.com/532](http://dialogue-app.com/532) to participate in a lively online discussion of possible future uses of the Cross Kirkland Corridor.

What is Convey? Convey is a new initiative of the King County Library System (KCLS). This system-wide initiative effort to foster civic engagement will take many forms, each of which will be appropriate to the needs of the communities KCLS serves. This support of conversation about the Cross Kirkland Corridor is the first project under Convey.

The results from KCLS Dialogue, and the KAC will be delivered to the City of Kirkland. As a neutral third party, KCLS' role is to gather and disseminate information. KCLS is not responsible for or involved in evaluating, proposing or giving preference to any suggestion, submission or proposal.



KCLS • 8



Understand issues, share ideas  
and envision the possibilities.

# Online Dialogue app – Cross Kirkland Corridor - analytics

---

## Users

---

Number of registered users:

123

Number of users who have submitted ideas:

39

Zip Codes with more than one response

98033 64

98034 24

98052 3

98028 2

## Ideas

---

Number of ideas:

45

## Comments

---

Number of comments:

149

Average number of comments per idea:

3.3

## Ratings

---

Number of ratings:

272

Average number of ratings per idea:

6.0

Top 10 **Ideas** from the online Dialogue on the Cross Kirkland Corridor -  
by greatest number of ratings as response by others and average rating on each

**Idea: Bicycle Greenway**

**Number of ratings: 29 Ratings, Average: 4.86**

We need to copy what Minneapolis did with their Midtown Greenway. They converted old abandoned railroad tracks to what amounts to a bicycle highway. There are no cars allowed on it, only bikes and people on foot. It's divided into two big bike lanes and two walking lanes (one for each mode, in each direction), on one big paved path.

It made getting around the city extremely easy as it spanned a huge section, much like this land does for Kirkland.

It encouraged people to be active and to ride bikes to work instead of driving and made bike riding much more safe as it greatly reduced the amount of time a bicyclist had to spend on arteries and streets that cars are driving on.

**Why is the Idea Important?**

Biking on the streets is very frightening to the novice biker or even the experienced biker, considering the number of bike/car collisions in the area. Having a place bikes can ride without worrying about drivers would be a huge asset to Kirkland. It would hopefully reduce traffic from people who could use it as a viable way to commute and it would encourage physical activity and time outdoors.

**Idea: Regional Light Rail and Streetcar Corridor**

**Number of ratings: 16 Ratings, Average: 2.81**

In the coming years, Bellevue will have a light rail connection to Seattle and Overlake. Bellevue also has a growing central business district that, with rail transit, will grow that much more. How will downtown Kirkland and future walkable urban centers near Totem Lake and Woodinville connect to it? Is the bus on increasingly busy roadways good enough? Should everyone drive (unless you can't, so then take the bus stuck in traffic)? Just bike, baby?

The Eastside Rail Corridor provides a wonderful opportunity to create subway-quality mobility at a modest cost. This corridor demands a comprehensive corridor study, because it has the potential to carry tens of thousands of daily riders. I speak from experience as a planner for transitways in Los Angeles and Boston. If that makes me sound like an out-of-touch outsider, I grew up near Lake Sammamish. My grandmother and great grandparents were Kirkland ferry travellers, making trips from present day Sammamish that included train, motor stage, and the Madison Street cable car.

Sound Transit's East Link rapid transit line (light rail at subway/elevated rail travel speeds) can conceivably be extended to Totem Lake and beyond by way of downtown Kirkland's edge. That would connect Kirkland rapidly with Bellevue, provides a reliable alternate route to Seattle, and sets the stage for a future extension toward Renton, Tukwila, and Sea-Tac.

This is one of two high demand transit corridors in Kirkland. The other extends east-west, linking Overlake/Crossroads with the Kirkland waterfront. (A branch would also extend to

downtown Redmond). Why the Kirkland Waterfront? Destinations and density, yes, but also water transit connection promise to Seattle. Vancouver's SeaBus, a high-capacity, frequent foot ferry between downtown and North Van, uses a technology originally intended for Lake Washington.

Worth exploring: nimble light rail vehicles that can extend from the rail corridor to the Kirkland waterfront, connecting there to ferries. This downtown segment would act like streetcar, a rediscovered mode gaining popularity throughout North America and a transit staple in Europe and Asia.

### **Why is the Idea Important?**

Cars, bikes, and buses are not enough. Kirkland is now part of a global city complex.

### **Idea: Light Rail?**

**Number of ratings: 13 Ratings, Average: 4.3**

Why would we need light rail service on the Cross Kirkland Corridor? It was previously mentioned that light rail could service the Kirkland waterfront for ferries to Seattle. I can't even imagine that. How would the tracks get to Kirkland waterfront? Who would give up their property? How about property value with a train running next to it? What about street crossings? Where would a station be located? Who would pay for maintaining it? What about parking for just ferry users?

The Cross Kirkland Corridor should not be for light rail use. Too many problems with that. Intersection crossings, parking problems for out of area users, etc. What about all those apartments and condominiums that developers would want to build because of access to light rail. Would it turn our nice little city into something else? Who would benefit in Kirkland?

The corridor is a great opportunity to develop something that would be the "Pride of Kirkland." Perhaps a trail for walking, jogging, skating or biking. We all know how important exercise is for us. If a Kirkland resident or anyone for that matter, wanted to go the new Totem Lake retail area or to the Houghton area or the new Kirkland Parkplace; it could easily be walked or biked from most areas of Kirkland. What about the parks? I believe the route comes close to Crestwoods and others. Wouldn't that be a great way to connect our parks?

Light rail is not a good fit for Kirkland. Light rail should be used for mass transit from Everett to Seattle and Tacoma to Seattle. We now have light rail from downtown Seattle to SeaTac airport that could be connected. Want to get a billion people out of their cars on interstate 5? Give them an elevated light rail that follows I-5 using existing park and rides. Make some cars for business people with the amenities they want and a little comfort. Build it and they will come!

### **Why is the Idea Important?**

It is important to keep the city of Kirkland the "gem" that it is. Too much congestion, too much growth and not good planning can doom the city.

**Idea: No rail - bikers/hikers**

**Number of ratings: 13 Ratings, Average: 3.62**

Avoid using the existing space at all costs!

Light rail would ruin Kirkland neighbourhoods. They would run most in the mornings and evenings when we're in our homes, listening to them roll by and sound their horns everytime they near an intersection. They would run dangerously close to parks and schools unless unsightly and expensive barriers are erected all along the line. They would hold up traffic on already busy streets during peak times of the day.

**Why is the Idea Important?**

Kirkland 's charm and character should be preserved. Adding a wide trail for cyclists and pedestrians would push this city in the direction of being much more attractive than it already is. And it would move us in the direction of being a forward-looking, health-oriented community.

It takes effort and sacrifice to protect the charm of a city. It doesn't happen by accident nor by trying to save money.

**Idea: Critical addition to regional trail system**

**Number of ratings: 12 Ratings, Average: 4.5**

I've always thought it 's kind of strange that many people seem to think that all "real" forms of commuting must somehow involve an engine. What about bikes?

In many parts of the world, bicycles play a major role in regional commuting. In the greater Seattle area, we have seen continual growth in commuting by bicycle, but bicycles and cars together can create major problems for both. A separate trail can solve this problem for both bikes and cars, but securing the real estate for that is often nearly impossible. The Cross Kirkland Corridor could now provide us with a critical missing link in our regional trail system.

In addition to commuting, a bike and walking trail would also be an incredible recreational asset. The ideal configuration for this would be a wide paved trail, with one small "lane" for fast moving bikes, and the rest for slower bikes and pedestrians.

At-grade crossings would simply be standard lighted pedestrian crossings - designed to prevent a continual stream of bicycles/pedestrians from overly impacting traffic flow, and enabling all bike/pedestrian traffic to cross with a high degree of safety. Fortunately, the number of at-grade crossings are relatively few.

For the Kirkland section of the regional trail system, there should be one or two restroom facility areas - perhaps initially just being porta-potties.

I don't think rail + trail is feasible. In fact, three separate (expensive) studies came to the conclusion that rail is not feasible here at all. As a Kirkland resident and voter, I believe that any type of commuter rail service along this corridor would very negatively impact Kirkland overall. In addition to compromising the look and feel of the area, it would also pose a major safety issue to bikes, pedestrians and local residents.

When the Dinner Train and periodic Boeing trains were running along the corridor, they ran very infrequently and very slowly. Because of this, the safety impact was minimal. A commuter train, however, would pose a dramatically different set of safety problems, and

would be very damaging to the beauty and charm of Kirkland. It would also greatly limit the potential of the corridor as a recreational asset.

### **Why is the Idea Important?**

Kirkland's acquisition of the Cross Kirkland Corridor is a "once in a lifetime" opportunity. Let's make the best use of this for future generations. A linear park and regional trail represent the best bet at ensuring the most positively impactful use for everyone who lives in, works in, and visits Kirkland.

### **Idea: Multi-Purpose**

**Number of ratings: 12 Ratings, Average: 4.5**

I would like to see soft surfaces for joggers and equestrians, and a hard surface for bikers and walkers. Benches every quarter to half mile for users to stop and enjoy the environment would be a nice addition.

### **Why is the Idea Important?**

This will recognize the variety of population in Kirkland, provide an alternative for equestrians, and link the Kirkland neighborhoods in a pedestrian friendly manner.

### **Idea: Please Explore Rail Use**

**Number of ratings: 11 Ratings, Average: 4.45**

We need to see the big picture here and understand how this key corridor will tie into the future of transit in this region. Simply put: traffic within and through Kirkland is utterly terrible. Anyone who doesn't think so doesn't commute through Kirkland. I live in the very north of Kirkland and commute to the very south of Kirkland near the S. Kirkland Park and Ride. This commute on the weekend takes about 10 minutes, but during the work week takes an average of 30+ minutes. Traffic in our city is miserable, and I don't understand how people can say that we don't need better options. Sure, I can take a bus that weaves through the whole city, sits in the same traffic, and takes 1hr 10 minutes each way, but if there were a light rail offering, I would take it every single day.

I agree with other commenters that having a rail system actually encourages walking and exercise. Very few people will walk or bike from Houghton to Totem Lake to go shopping, but many people will hop the train and get off and walk to dinner in Kirkland or walk to Woodinville wineries, or more frequently take the train to Google, Bellevue or NW College, Kenworth, and other major commute points along the route. That would be amazing.

I would encourage the city council to please explore the options to use this corridor for rapid transit and to think outside of the box. We need to protect this route for a future connection to regional light rail, but why not drop a set of compatible rail cars on the existing tracks and make drastic initial improvements now, rather than tearing out the tracks and waiting 20 years to improve traffic that will continuously grow worse? I'm sure there's many options available--let's explore them and make the right decision for now and the future of our city. Safe crossings were possible with the previous Boeing use of the tracks so a safe, efficient system is possible.

**Why is the Idea Important?**

It's important to explore all options and not settle for the simple solution of a walking trail that will do nothing to improve transit through the city today and may hinder future expansion of light rail through Kirkland and beyond.

**Idea: Take Up the Rails NOW**

**Number of ratings: 11 Ratings, Average: 2.45**

First, Many, many thanks for the actions taken to get this great trail off the ground. Now, please, please take up the rails as quickly as possible. I have heard the value of the scrap steel is sufficient to offset the cost of taking up the tracks and if that is the case, please do not let this important second step be delayed.

**Why is the Idea Important?**

Removing the rails and leveling the trail will encourage increased use NOW with all the good things that come from using this great trail

**Idea: Connection to existing network**

**Number of ratings: 10 Ratings, Average: 3.8**

The trail should be paved for biking and walking, etc. It should also connect to the Sammamish River Trail and eventually the 520 trail extension.

**Why is the Idea Important?**

A multi-use bike and pedestrian trail would be a huge asset to Kirkland and would greatly improve mobility and quality of life. Connectivity to the Sammamish River Trail (and 520 trail) would increase access and trail use.

**Idea: Keep bikes and pedestrians separate**

**Number of ratings: 9 Ratings, Average: 5.00**

I believe that it's critically important to keep bikes and pedestrians separate on the trail. The two simply do not mix, for safety and sanity reasons. This separation should be a true physical barrier - two trails separated by plants, curbing, fencing, etc. The pedestrian pathway could even include "bicycle unfriendly" elements, such as occasional small speed humps, to discourage bicycle use.

### **Why is the Idea Important?**

It's extremely unpleasant to walk on a trail when bicycles are whizzing closely past your shoulder at high speed. They call out "on your left," and your brain can't process the information quickly enough. Instead, you panic and freeze. This does not make for tranquil strolling. Add to that small children or older people, and the stress goes up.

It's also dangerous to mix fast-moving bicycles and pedestrians. Although I'm aware of only one bike-pedestrian fatality on the Burke-Gilman, I imagine that there have been many minor accidents and I know there are many close calls.

Let's learn from the Burke and do it right in Kirkland.

Elsa Steele, Special Projects Manager, King County Library System

[elsas@kcls.org](mailto:elsas@kcls.org)

Aaron Oesting, Cluster Manager, Kirkland/Redmond/Redmond Ridge

[aoesting@kcls.org](mailto:aoesting@kcls.org)



# Written Comments summation – Cross Kirkland Corridor

---

Originals will be provided to the council on September 18<sup>th</sup>.

## Ideas

Multi Use Trail – No Rail	12	
Bike Trail	12	
Combined Rail and Trail	9	
Rail only	7	Trolleys for tourists
Park	1	dog park
Walking Only Trail	1	

Elsa Steele, Special Projects Manager, King County Library System

[elsas@kcls.org](mailto:elsas@kcls.org)

Aaron Oesting, Cluster Manager, Kirkland/Redmond/Redmond Ridge

[aoesting@kcls.org](mailto:aoesting@kcls.org)



# Cross Kirkland Corridor Looking Forward

Presented by the  
Kirkland Arts Center in  
collaboration with  
King County Library  
System and City of  
Kirkland



## Looking Forward

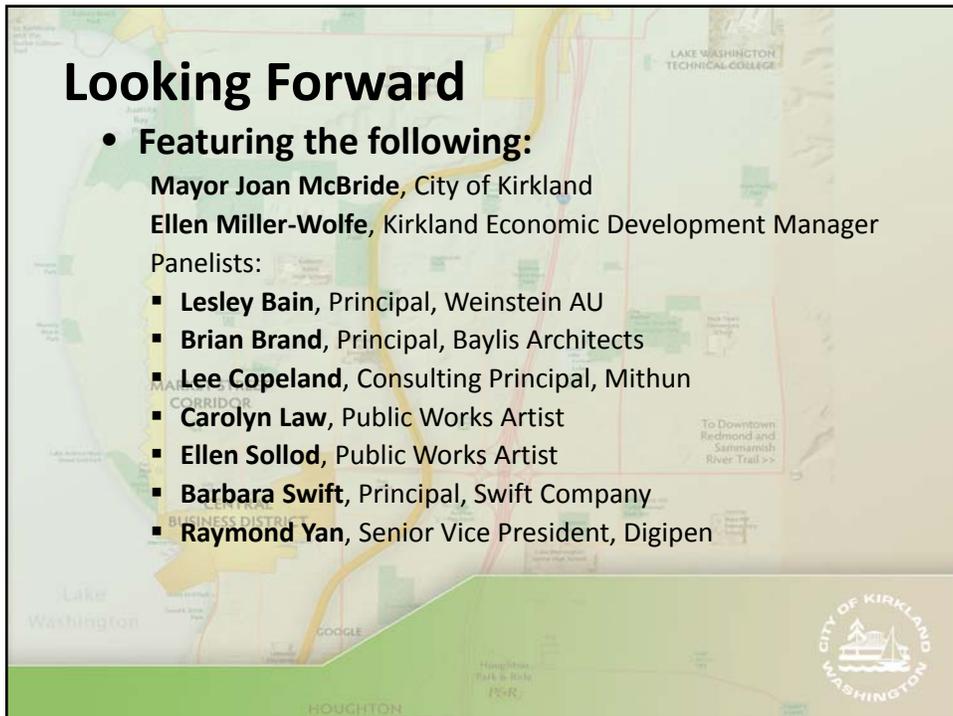
- Featuring the following:

**Mayor Joan McBride**, City of Kirkland

**Ellen Miller-Wolfe**, Kirkland Economic Development Manager

Panelists:

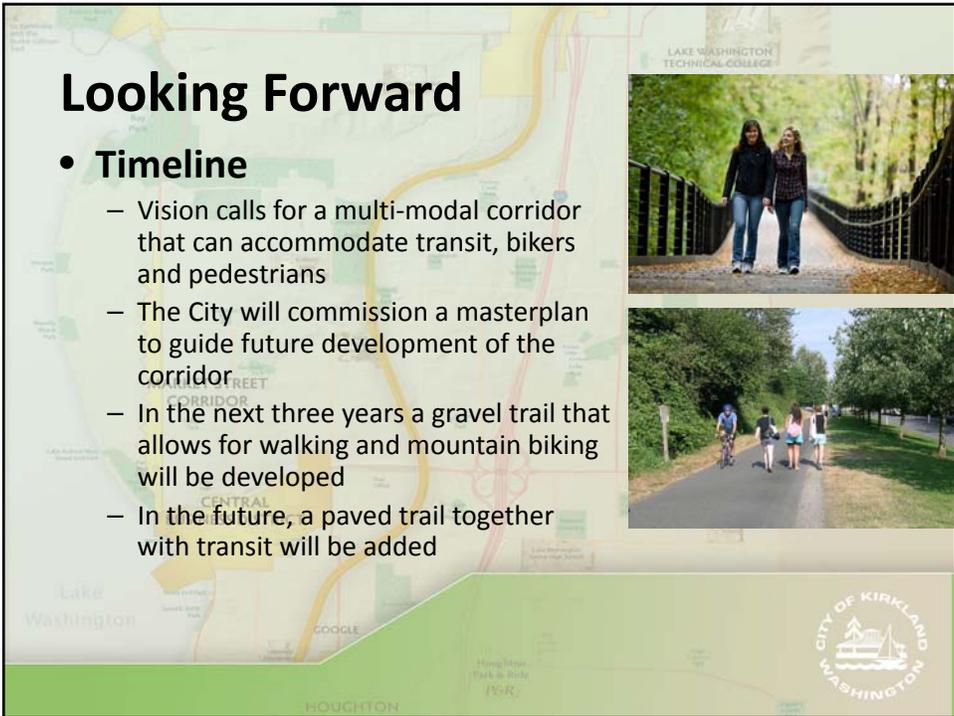
- **Lesley Bain**, Principal, Weinstein AU
- **Brian Brand**, Principal, Baylis Architects
- **Lee Copeland**, Consulting Principal, Mithun
- **Carolyn Law**, Public Works Artist
- **Ellen Sollod**, Public Works Artist
- **Barbara Swift**, Principal, Swift Company
- **Raymond Yan**, Senior Vice President, Digipen





## Looking Forward

- **Cross Kirkland Corridor: The Facts**
- 5.75 miles in Kirkland; remaining 2.8 to purchase
- Generally 100' wide; enough for rail/trail
- Crossing thru 9 of Kirkland's 14 neighborhoods
- Connecting Yarrow Bay, Houghton, and Totem Lake Business Districts
- 17 at grade crossings
- 5 spur tracks
- Opportunities to connect with Bellevue, Woodinville, other regional trails



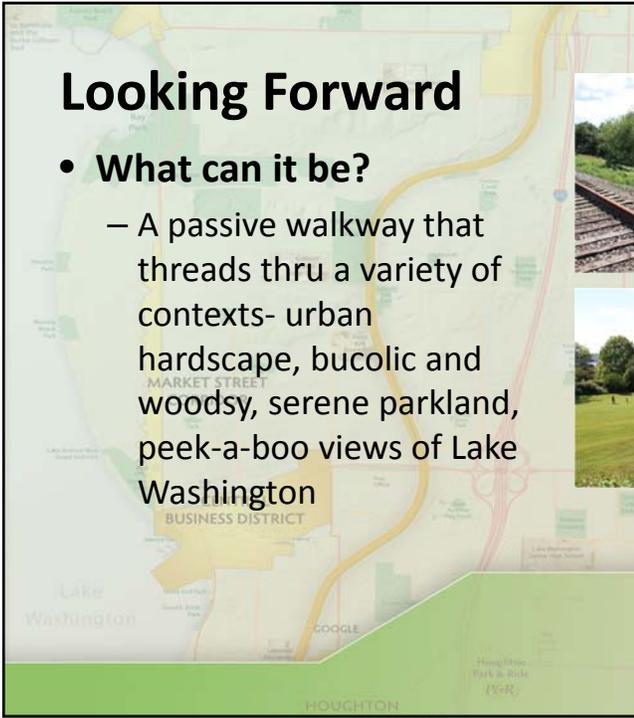
## Looking Forward

- **Timeline**
- Vision calls for a multi-modal corridor that can accommodate transit, bikers and pedestrians
- The City will commission a masterplan to guide future development of the corridor
- In the next three years a gravel trail that allows for walking and mountain biking will be developed
- In the future, a paved trail together with transit will be added



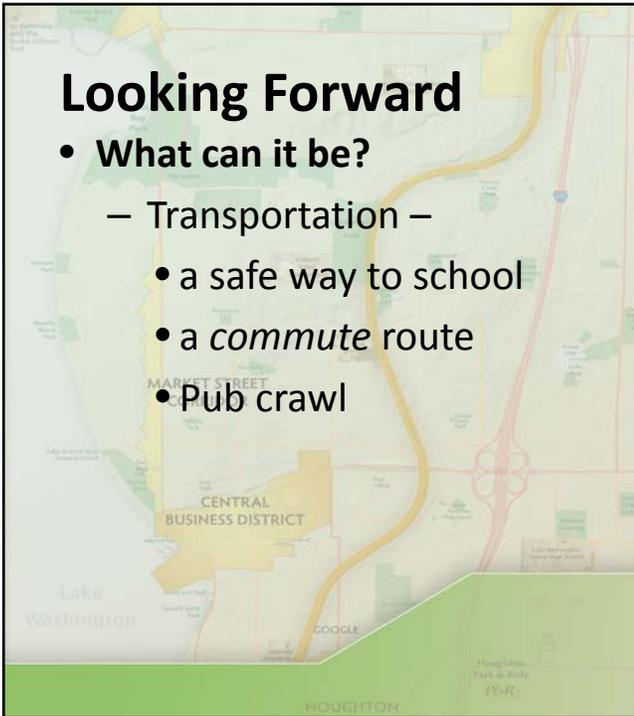
# Looking Forward

- **What can it be?**
  - A passive walkway that threads thru a variety of contexts- urban hardscape, bucolic and woody, serene parkland, peek-a-boo views of Lake Washington



# Looking Forward

- **What can it be?**
  - Transportation –
    - a safe way to school
    - a *commute* route
    - Pub crawl



# Looking Forward

- **What can it be?**
  - An investment opportunity – trails have spawned residential and commercial development....hotels, bike shops, breweries....
  - A retention and recruitment tool for existing businesses



# Looking Forward

- **What can it be?**



***Moving Forward: A Conversation about the Cross Kirkland Corridor* hosted by Kirkland Arts Center in coordination with the City of Kirkland and the King County Library System – July 12, 2012**

Panelists – Lee Copeland, Architect, Mithun,  
Lesley Bain, Architect, Weinstein AU  
Brian Brand, Architect, Baylis  
Ellen Sollod, Public Works Artist  
Carolyn Law, Public Works Artist  
Raymond Yan, DigiPen

Moderator- Ellen Miller-Wolfe

**Introductory Remarks**

The meeting began with a welcome from Christopher Shainin, Executive Director, Kirkland Arts Center and Mayor Joan McBride. Christopher described the panel as one effort of KAC to celebrate their 50<sup>th</sup> anniversary by reaching out to the community. Mayor McBride asked the audience to dream about the kinds of activities and designs they want to see on a reinvented corridor.

Ellen showed slides describing the history, preliminary planning and timeline for the improvement of the corridor. She also showed examples of comparable projects around the nation including:

**The Highline in NYC** – exemplifying design that connected to the existing environment, was reflective of the original use of the corridor for subway trains, had performance spaces and interesting plantings.

**Eugene, OR** – Valley River Inn located alongside the Willamette River bikeway, exemplifying design that connects amenities such as hotels, restaurants, and breweries to a regional bike network.

**San Antonio, Texas** – exemplifies a mature river walk with hotel, convention and center and other amenities that have developed alongside it.

**Hartford, CT River walk** – exemplifies new, hidden views of cities that can be opened up with corridor developments; in this case the pontoons that support the Bulkeley Bridge, a 19<sup>th</sup> century, Romanesque bridge over the Connecticut River.

**Panelist Introductions and Comments**

Lee Copeland talked about the need to determine goals and objectives for the project at the beginning. He also suggested that alternatives should be defined at the outset and phasing

delineated to be flexible when and if there are changes that need to be factored into the design.

Lesley Bain talked about 'building with spaces', and showed slides of other urban corridors, a number of them places like alleyways, that had been awakened by urban trails and events. She talked about the variety of activities that had been added to Seattle Center.

Brian Brand discussed the nine neighborhoods and different contexts that the corridor would traverse, and the branding potential for the neighborhoods. He had concerns about the ability to accommodate rail and trail. (See attachment with his further comments).

Ellen Sollod talked about the opportunity to study nature and culture in the master plan. She felt that the corridor was a good place to test new ideas and add excitement. Her main comment was that it was critical to integrate art into the master plan as opposed to layering it after the project was accomplished.

Carolyn Law talked about the many functions the corridor might cover including commuting and recreation. She also echoed Ellen's concern that artists be a part of the planning team because they bring a different viewpoint – responding in a different way, interpreting and making connections through art with the community – than other disciplines.

Raymond Yan talked about the ways that DigiPen, an interactive design school located in Redmond, was working with the City of Redmond on its corridor. He talked about games that included rewards and the public involvement potential of games to reimagine even the simplest walks.

Ellen asked the panel about how they might design security and refuge into the project. Several answered that if the community defined the corridor as a comfortable positive place and took collective ownership or stewardship of it, people would feel safe on it. Others commented on design that was sensitive to security – peepholes into the path, emergency phones along the path, etc. All agreed that the more people using the corridor, the safer it would become. A few noted the safety issues between bikes and pedestrians.

Ellen asked for comments about preserving or interpreting the heritage of the corridor given that it was likely that the rails would be removed at an early phase. Panelists mentioned the design of the Highline which uses striated concrete to mimic rails, bordered by vegetation. Another mentioned a sculpture that had been created out of the rails. Some talked about the Pearl District and the Redmond corridor that makes use of an edge or undulating line of what was the rail.

### [Questions and Comments from the Audience](#)

There were several commenters who preferred a completed portion of the corridor to graveling the entire corridor as a first step. Graveling was said to be a layer of mayonnaise. Others suggested beginning by completing a design for the portals of the corridor. Others asked for

design regulations, specifically in one case about sound/camouflage walls to separate private from public property. Dave Godfrey indicated that these kinds of decisions would be determined through the master plan exercise.

Many talked about the need for an expanded public process. Brian Brand talked about engaging the business community along with residents and raising private funds to leverage public investments. Carolyn suggested interim events to celebrate and get feedback. She also suggested engagement of people through corridor walks.

Other ideas revolved around sustainability. There was discussion about the use of kinetic energy to power vehicles, solar energy to power lighting, rain gardens, bike rental stations etc. Lesley mentioned a project where children seeded a corridor with wildflowers.

### Adjourn

Christopher thanked people and asked them to stay tuned. There would be a follow-up design competition presented later this year.

Notes by: Ellen Miller-Wolfe, City of Kirkland