



CITY OF KIRKLAND

123 Fifth Avenue, Kirkland, WA 98033 425.587.3000

www.ci.kirkland.wa.us

MEMORANDUM

To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director

Date: September 6, 2006

Subject: Puget Sound Regional Council's Burlington Northern Railroad Advisory Committee Update

In December of 2005, the Puget Sound Regional Council (PSRC) established an Advisory Committee to review potential types of uses for the 41 mile BNSF corridor from Renton to Snohomish. This Committee is part of a federal planning grant secured by WSDOT and the PSRC to analyze the opportunities, types of uses, implications and benefits of acquiring the regional trail corridor. In addition to the study efforts, King County and Burlington Northern are in active negotiations regarding potential acquisition by the County. The County has deferred discussion with regional players relative to uses, focusing instead on acquisition and allowing the Advisory Committee to review uses consistent with the plans and needs of agencies along the corridor.

The Committee began meeting in February of 2006, and has received a series of briefings from WSDOT, Sound Transit, BNSF, the Dinner Train, Boeing, cities along the corridor, and other organizations regarding their goals and interests. In addition, HDR has been hired by the PSRC to provide technical assistance and alternative analysis to the Advisory Commission. As part of their work, HDR met with each city along the corridor to discuss what work has been done to date, determine the status of studies of the alignment, and to clarify any community vision for the corridor. They obtained information on potential obstacles, community issues and other concerns. In addition, the consultant has analyzed future rail needs and other long-range plans that may impact uses of the corridor.

As part of the analysis, the consultant divided the corridor into four segments, A, B, C, and D; with each representing a section of the corridor moving from south to north. A is Renton to Bellevue, B is Bellevue to Woodinville, C is Woodinville to Snohomish, and D is the spur from Woodinville to Redmond. The City of Kirkland is in Segment B. For each segment the consultant has outlined the major opportunities and constraints for the various alternatives. Typical opportunities are trail connections, trail heads, transit centers, parks, Central Business Districts, retail connectivity, favorable terrain, and potential for ROW sharing with utilities. Constraints include high embankments, steep slopes, wetlands, residential areas, private driveways, significant at-grade crossings, bridges, and other obstacles.

For the City of Kirkland, we informed them that our first Non-Motorized Plan in 1995 included the rail corridor as a major north-south trail opportunity. Following that acknowledgement began the 'Cross-Kirkland Trail' project. In 1998, the City funded a \$100,000 feasibility study through the Capital

BNSF CORRIDOR ADVISORY COMMITTEE

- Composition & Interests Represented -
Current as of May 1, 2006

INTEREST	ORGANIZATION	REPRESENTATIVE	ALTERNATES
Local Jurisdictions	City of Bellevue	Councilmember Don Davidson	Shelley Marelli, Parks Kim Becklund, Transportation
	City of Kirkland	Councilmember Tom Hodgson	Daryl Grigsby
	City of Redmond	Mayor Rosemarie Ives	Nina Rivkin, Mayor's Office Dave Rhodes, Public Works Director Craig Larson, Parks Director
	City of Renton	Councilmember Marcie Palmer	Gregg Zimmerman
	City of Snohomish	Councilmember Larry Countryman	Councilmember Doug Thorndike
	City of Woodinville	Mick Monken, Public Works Dir.	Sarah Ruether
	King County	Councilmember Julia Patterson <i>(Advisory Committee Chair)</i>	
		Rod Brandon – County Executive's Office	
	Snohomish County	Marc Krandel, Parks Planning, County Executive's Rep.	
		Councilmember Dave Somers	
Transportation Interests	BNSF Railway Company	Jerome Johnson, Assist. V.P., Network Development	Andrew Johnsen, Govt. Affairs
	Sound Transit	Councilmember Mary-Alyce Burleigh City of Kirkland	
	Spirit of Washington Dinner Train	Eric Temple, President/Owner	
	WSDOT	Chris Picard, Urban Planning Office Manager	Charles Prestrud
BNSF Corridor Users/Beneficiaries	Bicycle Alliance of Washington	Louise McGrody, Trails Program	
	Boeing Company	Shaunta Hyde, Manager, Local Govt Relations, Puget Sound	
	Cascade Bike Club	Chuck Ayers, Executive Director	
	Cascade Land Conservancy	Chip Nevins, Senior King County Conservation Director	Erik Steffens
	Discovery Institute, Cascadia Center	Bruce Agnew, Program Director, Discovery Institute's Cascadia Center	Thomas Till, Managing Director
	Duwamish Manufacturing Industrial Center	Dave Gering, Executive Director	Marilyn Young Skogland
	Port of Seattle	Geri Poor, Regional Transportation Manager, Economic Development	
	Puget Sound Energy	Susan Hempstead, Local Govt. & Community Relations Mgr.	
	Eastside Transportation Choices	Councilmember Kathy Huckabay City of Sammamish	Rob Johnson
	Weyerhaeuser	Dale King	

Overall Corridor Summary

Scenario Evaluation Criteria ("YES/MAYBE//NO" or "High/MEDIUM/LOW" entries)	Scenarios								
	#1 Trail Only			#2 Trail with Current Rail			#3 Trail with Increased Rail		
	Timeframes *								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Community									
Is the scenario compatible with local comprehensive plans and/or policies?									
Probable community support for the scenario?									
Transportation									
Would the scenario support/enable (not preclude) future transportation options?									
Is dual use (trail with rail) probable within the right-of-way for the majority of the corridor? If not, which segments least probable to support dual-use? (A, B, C, D)									
Is the scenario compatible with future transportation needs in the region?									
Economic									
Are the expected scenario impacts to residential property owners neutral or positive?									
Are the expected scenario impacts to commercial property owners neutral or positive?									
* Short Term 5-10 years; Medium Term 10-20 years; Long Term 20-40 years									

Overall Corridor Summary, page 2

Scenario Evaluation Criteria (“YES/MAYBE/NO” or “High/MEDIUM/LOW” entries)	Scenarios								
	#1 Trail Only			#2 Trail with Current Rail			#3 Trail with Increased Rail		
	Timeframes *								
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Economic (continued)									
Is there a neutral to positive benefit to the community with the scenario?									
Is it likely that benefits will outweigh costs?									
Does the scenario support existing rail-oriented businesses?									
Is there opportunity for rail use growth in the scenario without the need for financial subsidy (public or private)?									
Other									
To what degree does the scenario support and promote physical activity and healthy lifestyles as promulgated by local comp. Plan amendments in ESSB 5186 (2005 session) [Codified as RCW 36.70A.070(1) and RCW 36.70A.070(6)(a)(7)]									

* Short Term 5-10 years; Medium Term 10-20 years; Long Term 20-40 years

BNSF Woodinville Subdivision

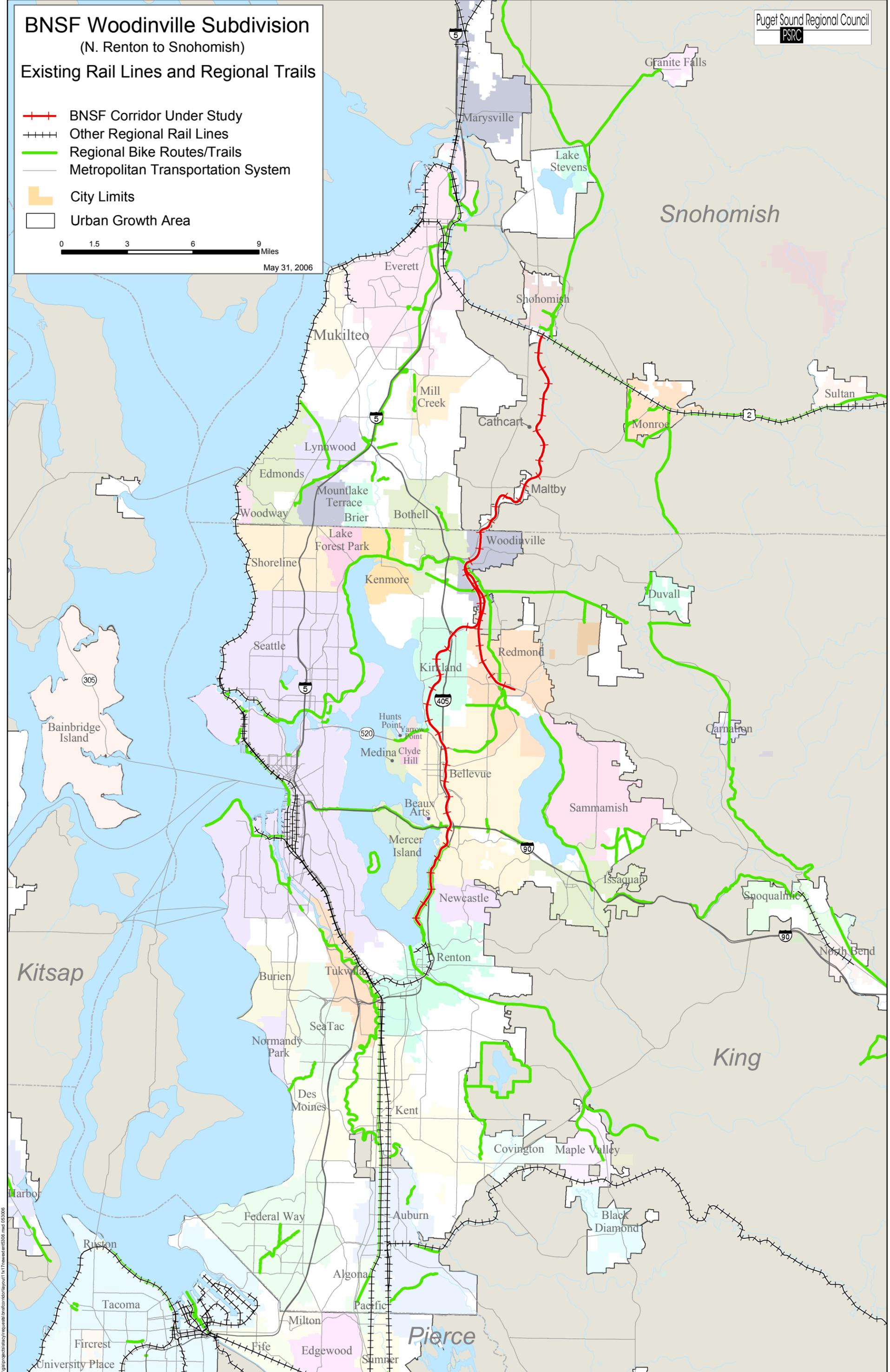
(N. Renton to Snohomish)

Existing Rail Lines and Regional Trails

-  BNSF Corridor Under Study
-  Other Regional Rail Lines
-  Regional Bike Routes/Trails
-  Metropolitan Transportation System
-  City Limits
-  Urban Growth Area

0 1.5 3 6 9 Miles

May 31, 2006





Proposed Bicycle System

BICYCLE SYSTEM

Priority One Corridor Routes	Transit Facility
Shared Use Paths	Commercial/Destination
Bike Lanes/Shared Roadways	Parks
Priority Two Corridor Routes	Public Schools
Bike Lanes	Business District