



# ◀CROSSKIRKLAND▶ CORRIDOR

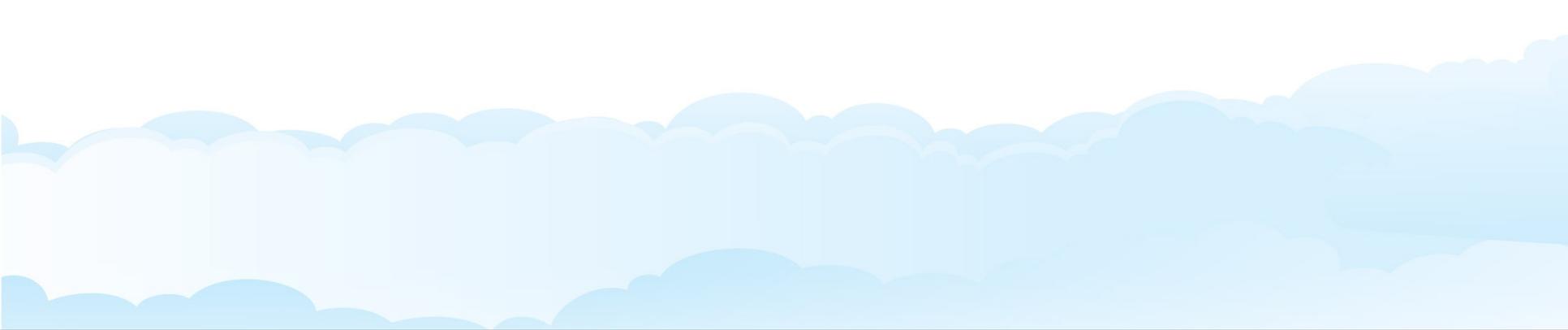
Eastside Rail Corridor Regional Advisory Council  
February 12, 2014

# ERC Guiding Principles:

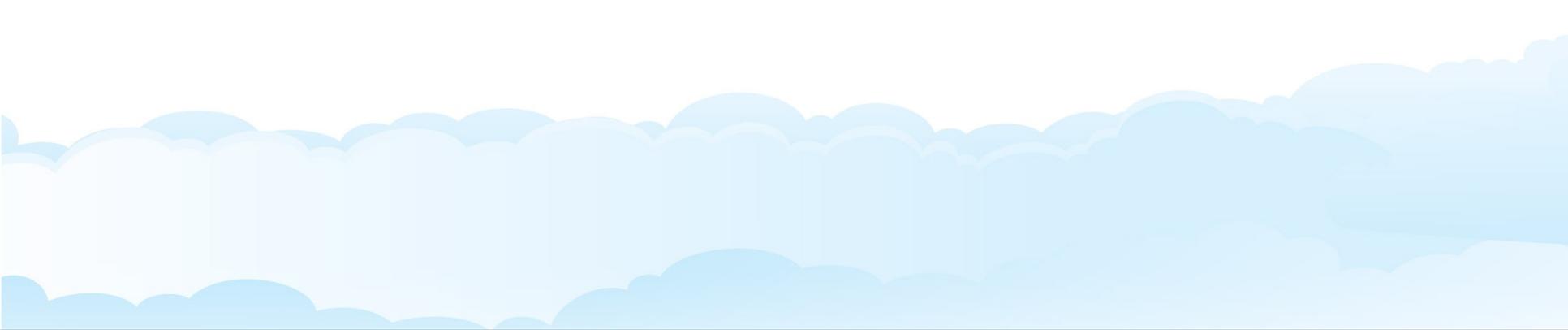
- **Partnership:** Development of the corridor will build on existing partnerships and foster new partnerships that support the multiple-use vision for the corridor.
- **Collaboration:** Development of the corridor will be based upon a collaborative approach for identifying and taking action to address opportunities and challenges to achieve the long-term vision for the corridor and the multiple-use goals.
- **Connectivity and Mobility:** Development of the corridor will encourage and enable connections across the region, including neighboring counties and beyond. It will provide access to/from neighborhoods and communities adjacent and in close proximity to the corridor, as well as those at a greater distance that can benefit from the development of the ERC.
- **Continuity:** Development of the corridor will cultivate a common public identity for the corridor that enables an integrated corridor experience across ownerships.
- **Economic Opportunity:** Development of the corridor will enable the owners and neighboring communities to foster and realize economic benefits from proximity to and use of the corridor.
- **Heritage:** Development of the corridor will embrace the history and setting of the corridor.



Accommodating **THE FUTURE**  
 Coordinating with and connecting to **THE REGION**



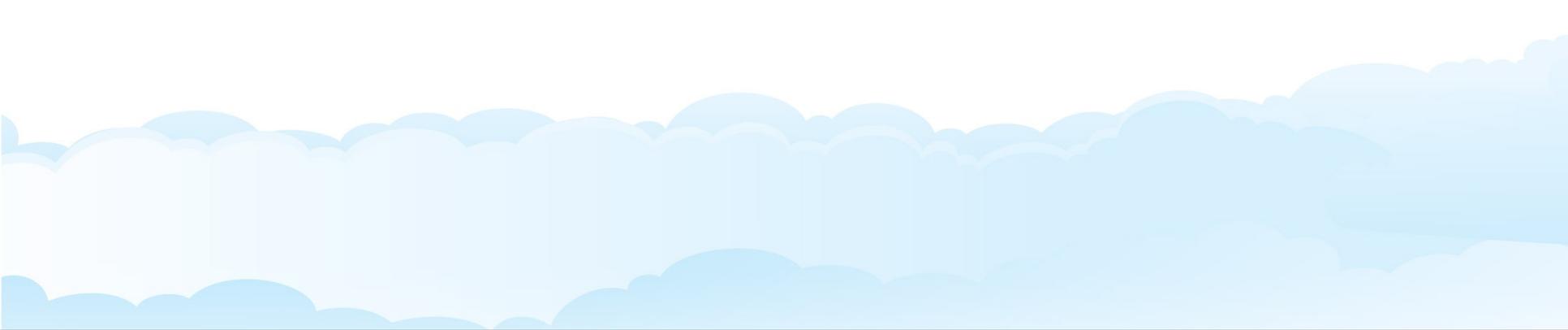
**Kirkland's Dream Becoming Reality  
Welcoming Transit  
Corridor Experience  
Regional Connections**



# Kirkland's Dream Becoming Reality

# Kirkland's Dream Becoming Reality

- 1977** Land Use Plan
- 1994** Cross Kirkland Trail
- 2009** Active Transportation Plan
- 2010** Corridor Interest Statement
- 2011** Urban Land Institute Study
- 2011** Kirkland Purchases CKC
- 2012** State Awards \$2M grant
- 2012** PSRC Awards \$1M grant
- 2012** Community Passes Levy (57% approval)
- 2013** Removal of Rails and Ties
- 2013** Community Celebration (+200 walkers)
- 2013** Kickoff Master Plan
- 2014** Interim Trail Construction
- 2014** Final Master Plan



# Welcoming Transit



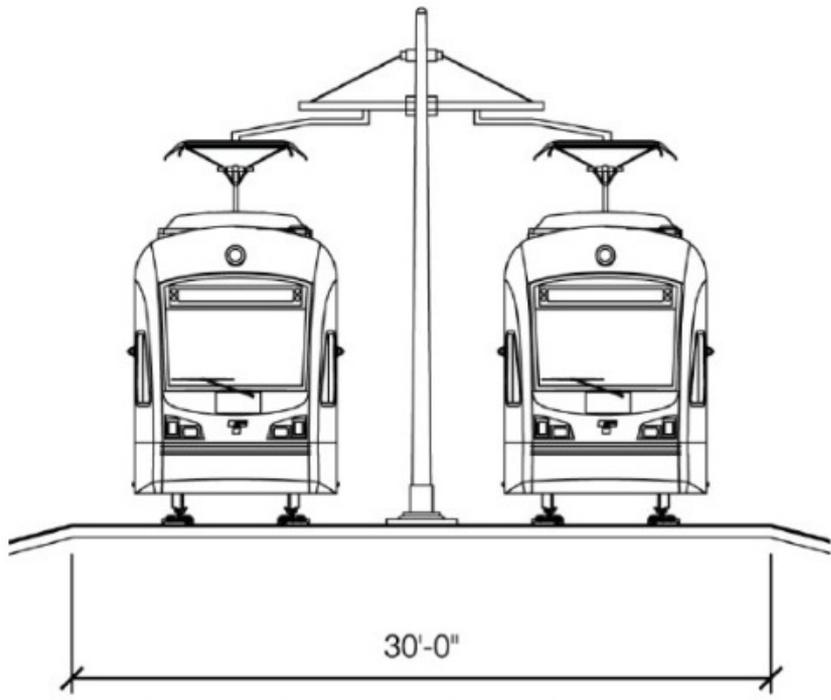
**“Planning or implementing one mode must not foreclose future corridor use by another mode.”**

**“Ultimately, the City’s interests would be met by implementing a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high capacity transit system that connects Kirkland to the region.”**

**- Kirkland ERC Interest Statement – Adopted April 19, 2011**

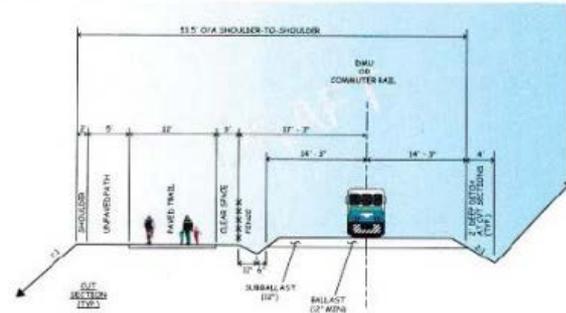


◀CROSSKIRKLAND▶  
CORRIDOR

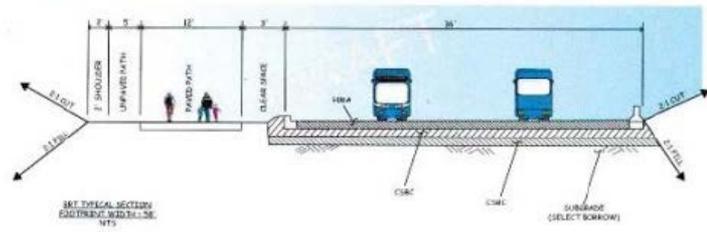


Typical Sound Transit Trackway Width

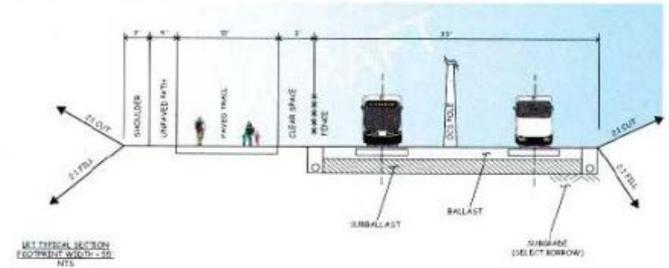
Sounder Commuter Rail Sample Cross Section

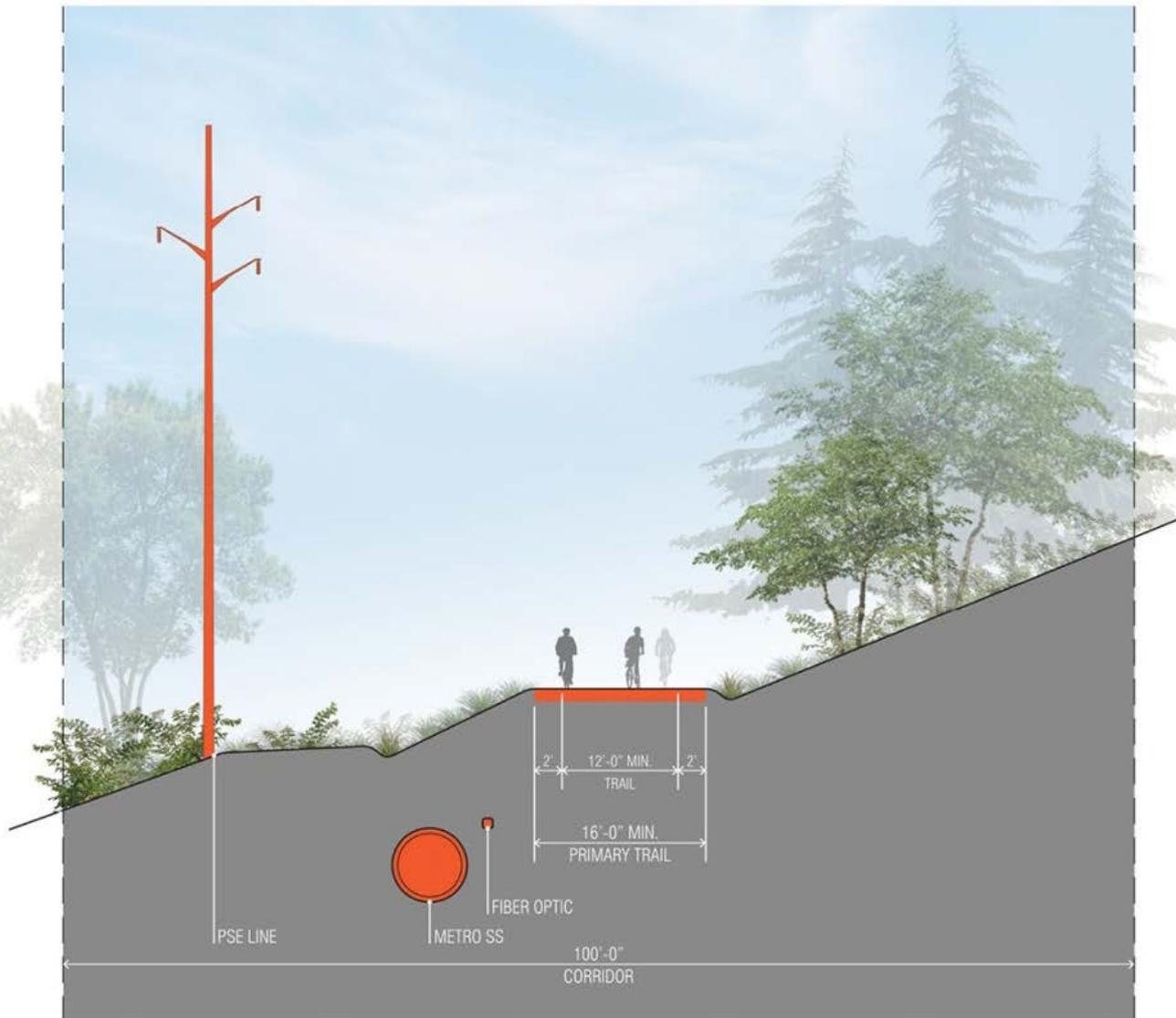


Bus Rapid Transit Sample Cross Section



Light Rail Transit Sample Cross Section



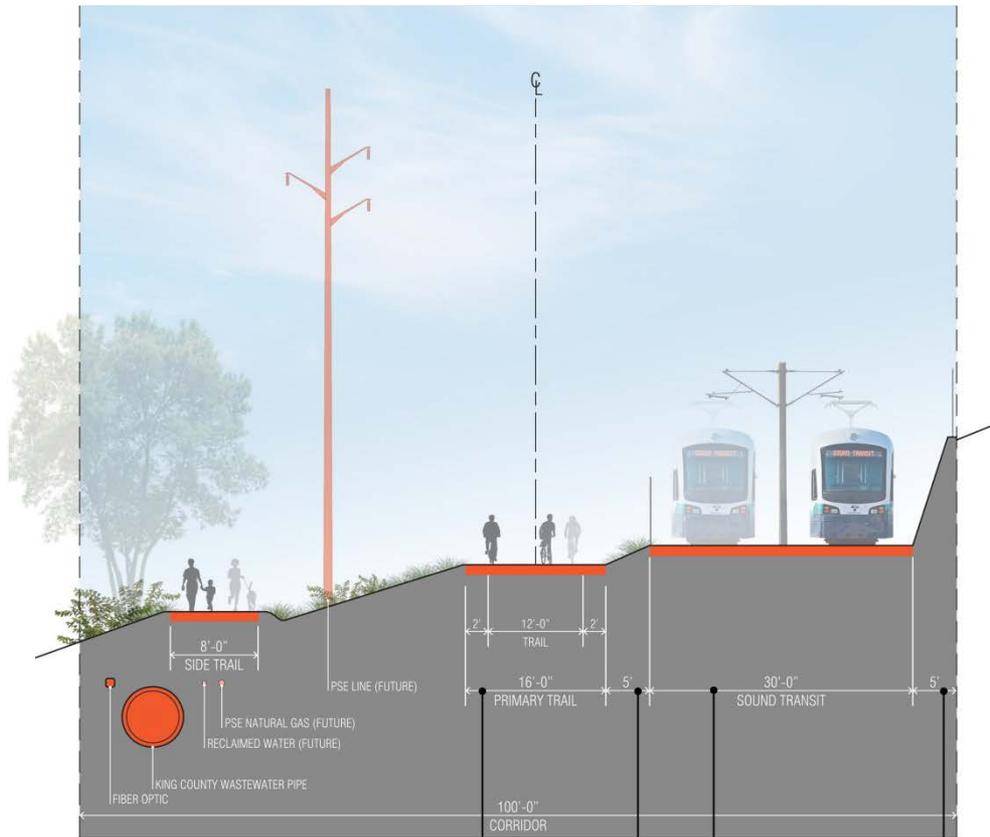


## Near Term

### Primary Trail

The primary trail is generally assumed to be on the old trackway alignment, on the centerline of the corridor. To provide the 16-foot (or wider) trail envelope, the existing track bed must be widened through a combination of cut/fill grading.

# Prototypical Corridor Alignment: with assumed utilities and future transit envelope



The primary trail is assumed to be centered on the historic trackway, typically located in the center of the corridor.

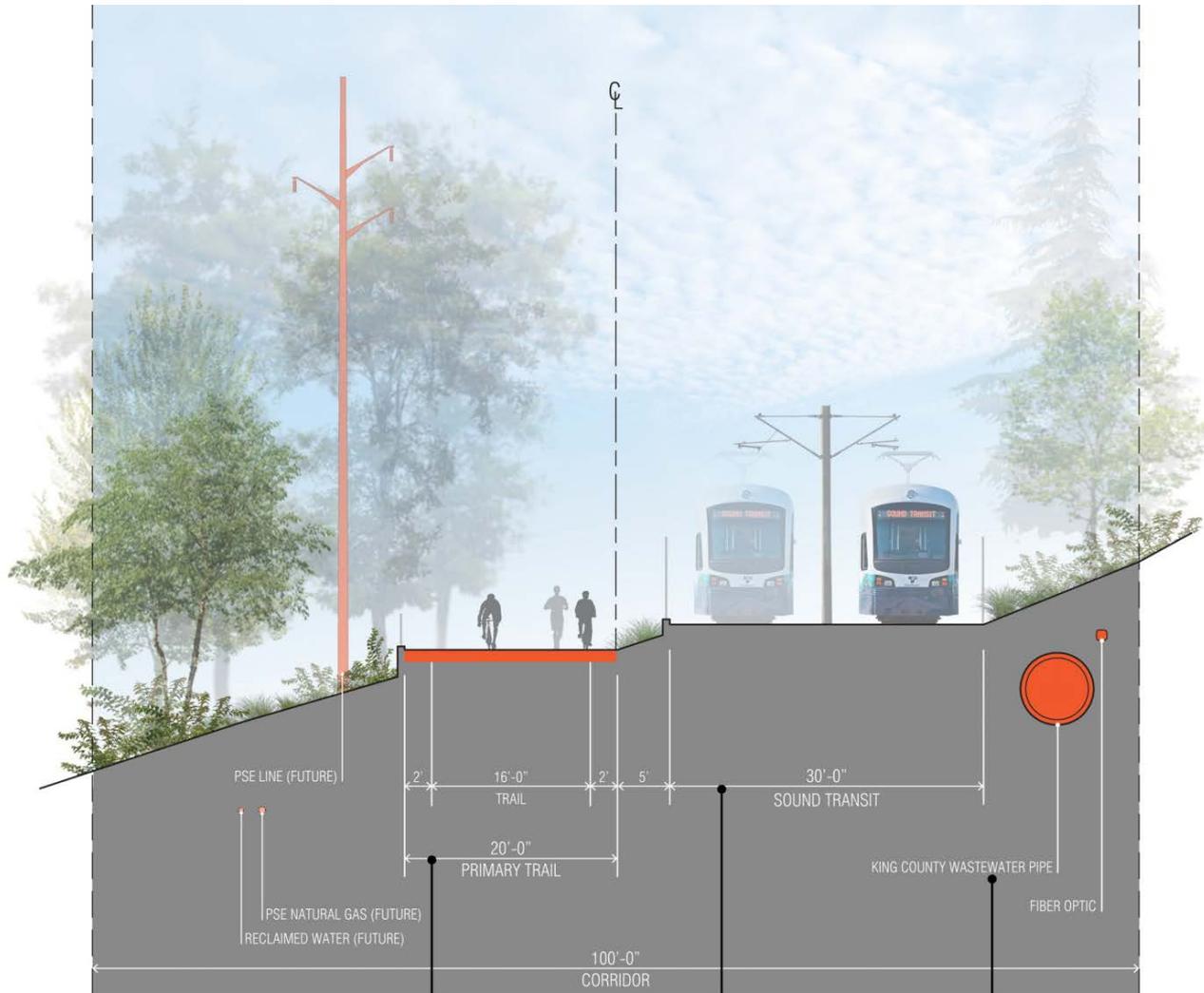
*Commuter rail alternate: If commuter rail were constructed on the existing trackway alignment, the primary trail would be shifted (typically westward) off the trackway centerline and likely eliminate the parallel secondary trail.*

A 5-foot minimum landscape buffer is assumed between the trackway and primary trail. This buffer is not a requirement and could be replaced by more robust barriers to mitigate reduced clearances. Such barriers should have a high level of design to enhance the corridor experience as well as enhance corridor safety (real and perceived).

A 30-foot trackway envelope is located to favor one side of the corridor to avoid over fragmentation. This envelope is typically assumed to favor the eastern side of the corridor to allow trail users to occupy the more desirable western side.

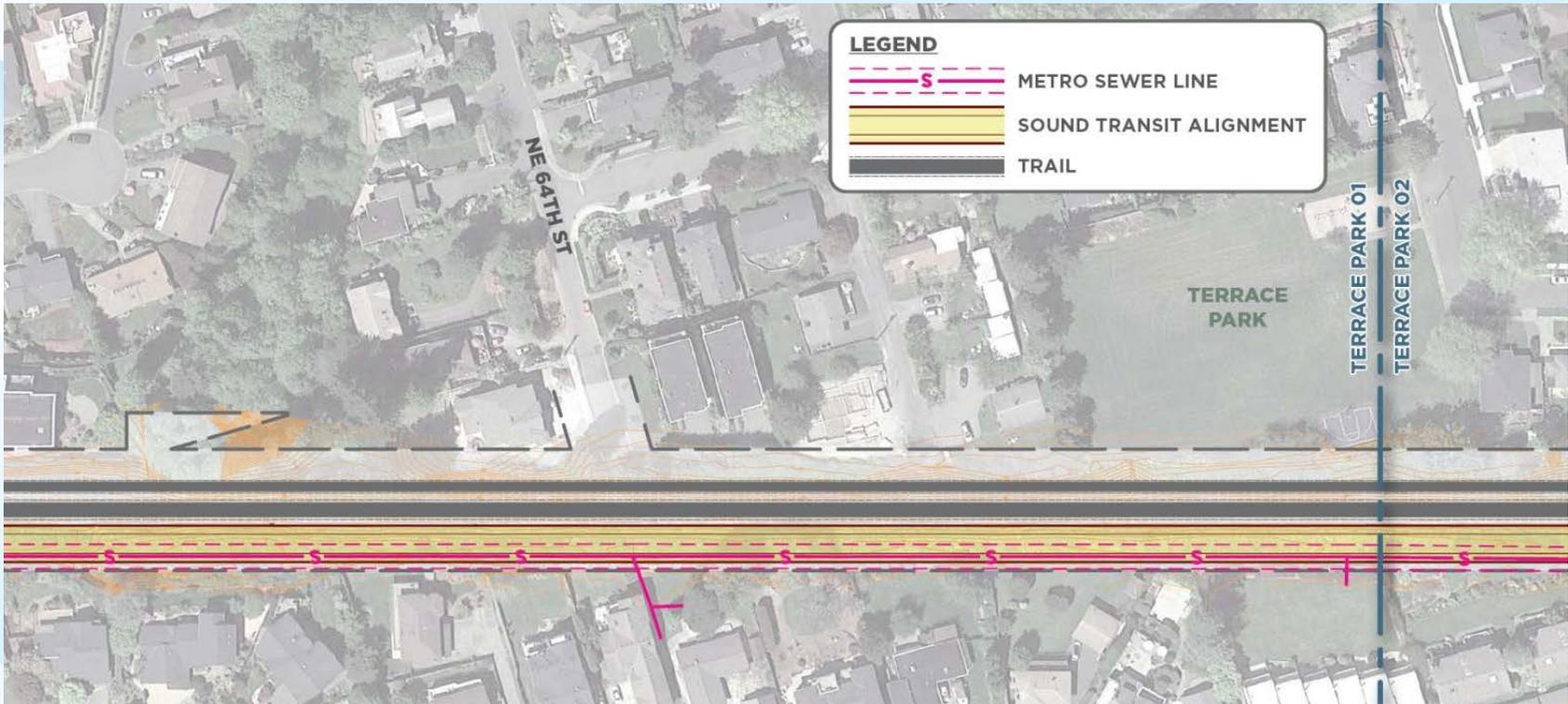
A 5-foot grade transition zone is assumed between the trackway and corridor to allow for grade transition, particular cut/fill retaining structures.

# Alternative Corridor Alignment: due to clearance conflicts with the prototypical alignment



The shifting of the trail from trackway centerline westward is assumed to be completed in conjunction with the development of the transit corridor

At various locations along the corridor, the King County wastewater pipe shifts to the east



Transit & Utility Study





RUSSELL

24 LYNCH

WHY NOT

US?

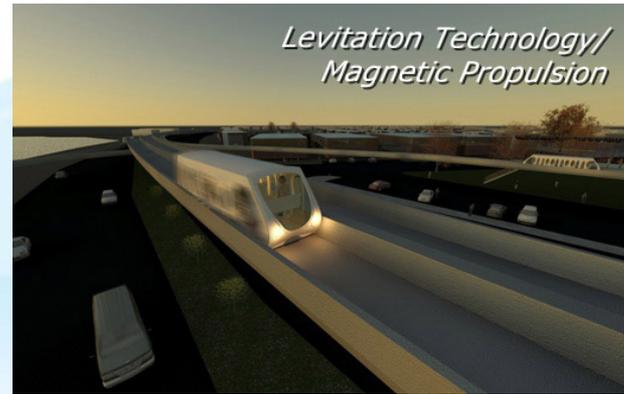
# The Chinese Straddle Bus!



## Why Not Us?



*Automated Transportation*



*Levitation Technology/  
Magnetic Propulsion*



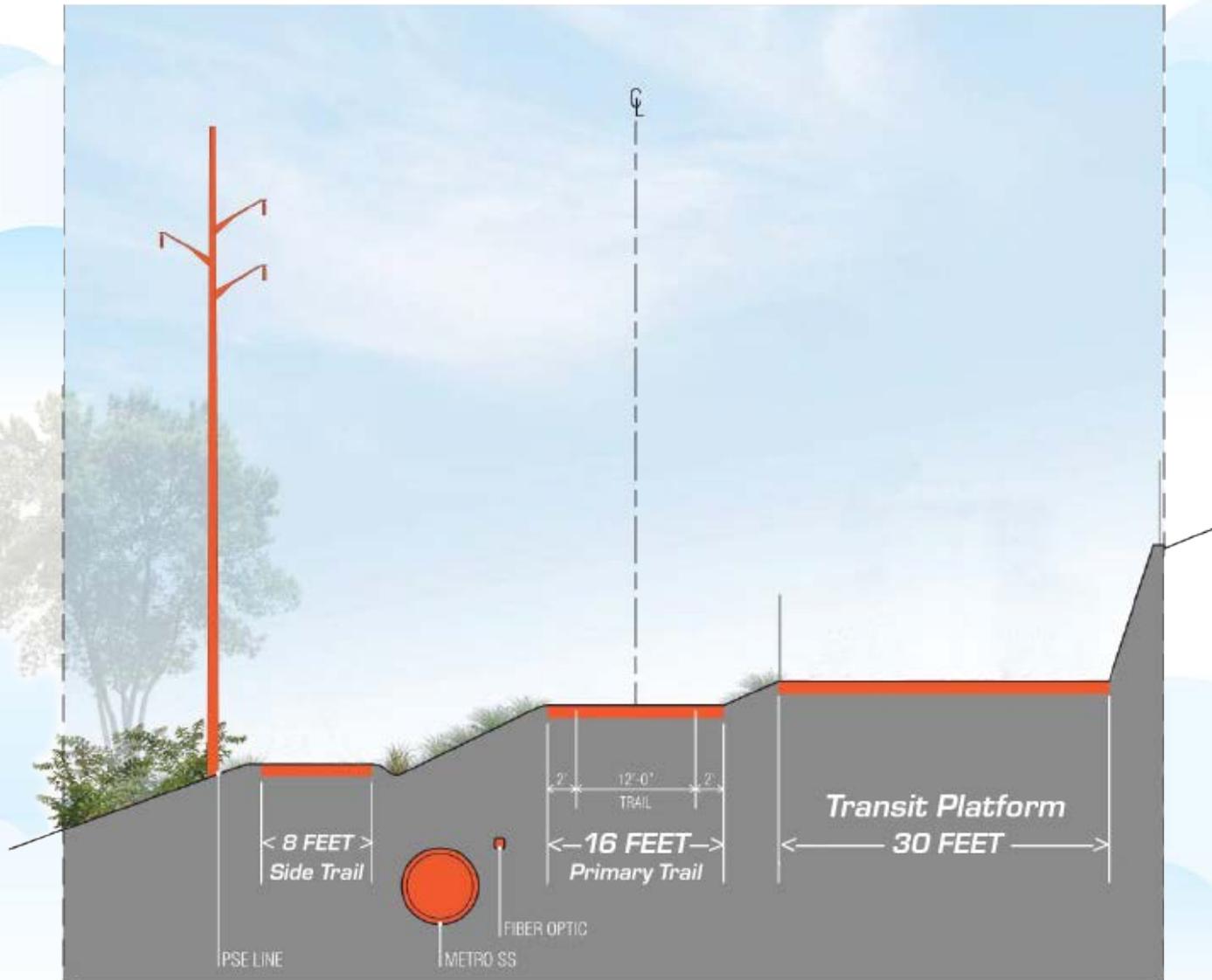
*Chinese Straddle Bus*



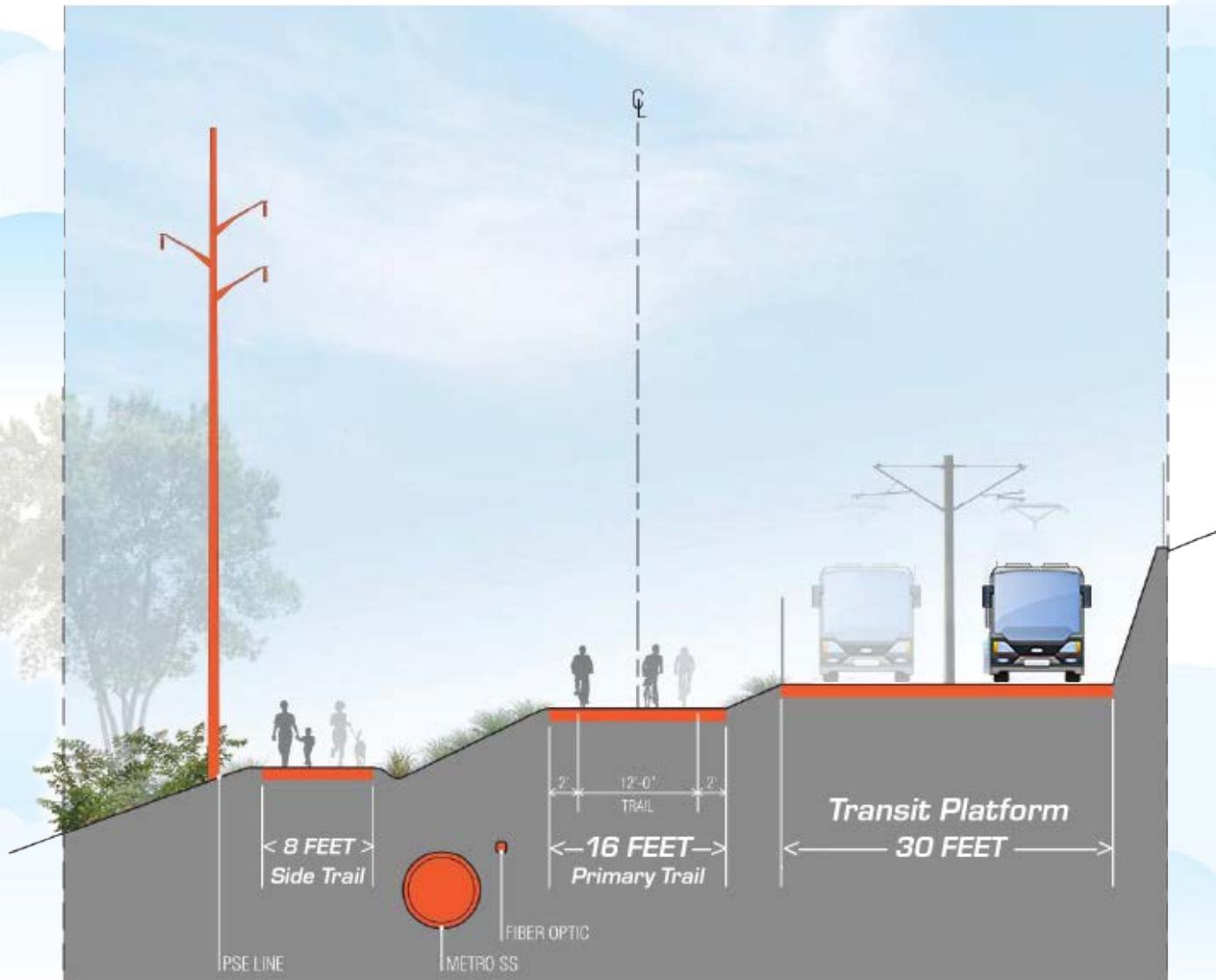
*Hyperloop Technology*



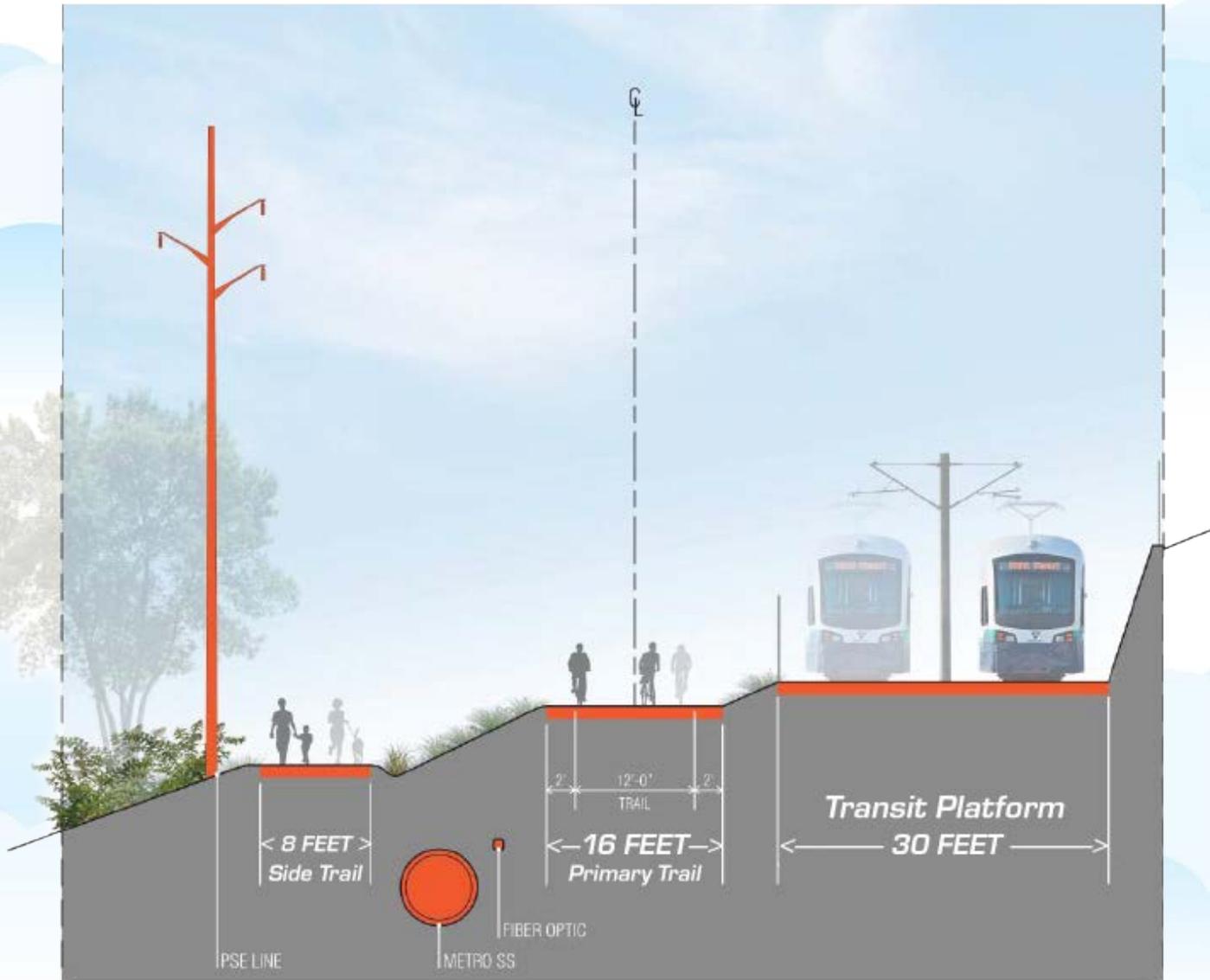
*Frictionless Pod Transportation* skyTran



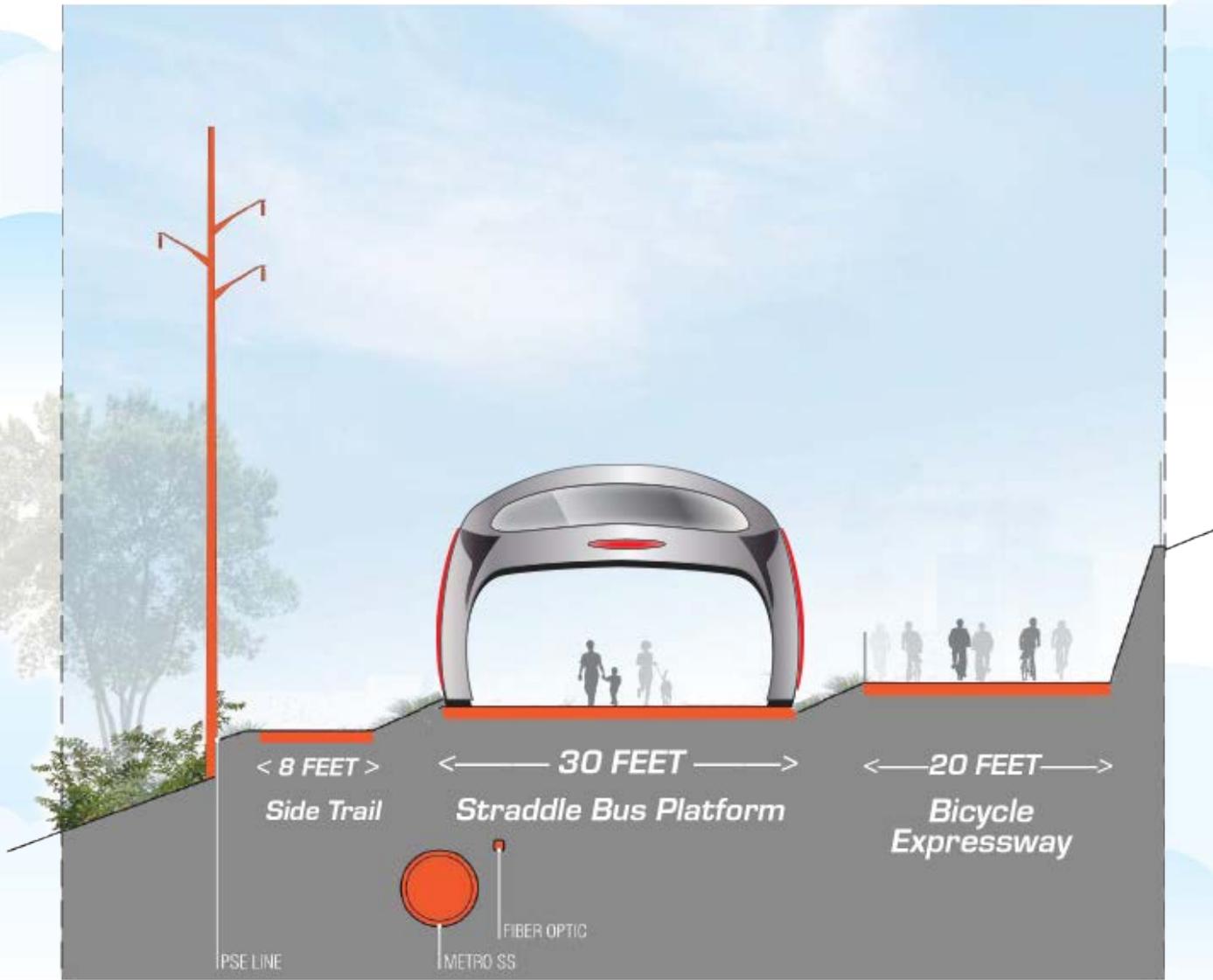
Total CKC Corridor Distance = 100



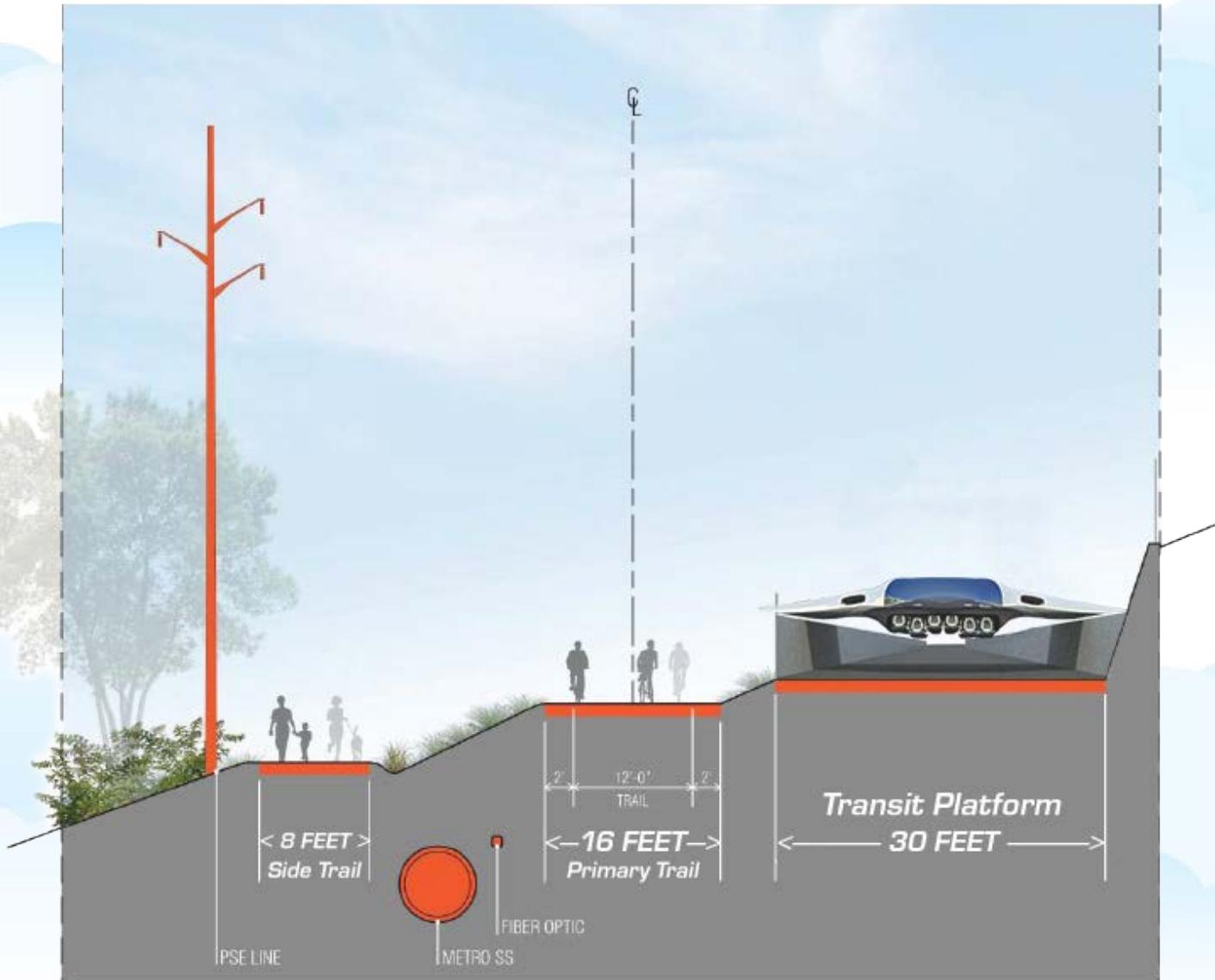
Total CKC Corridor Distance = 100



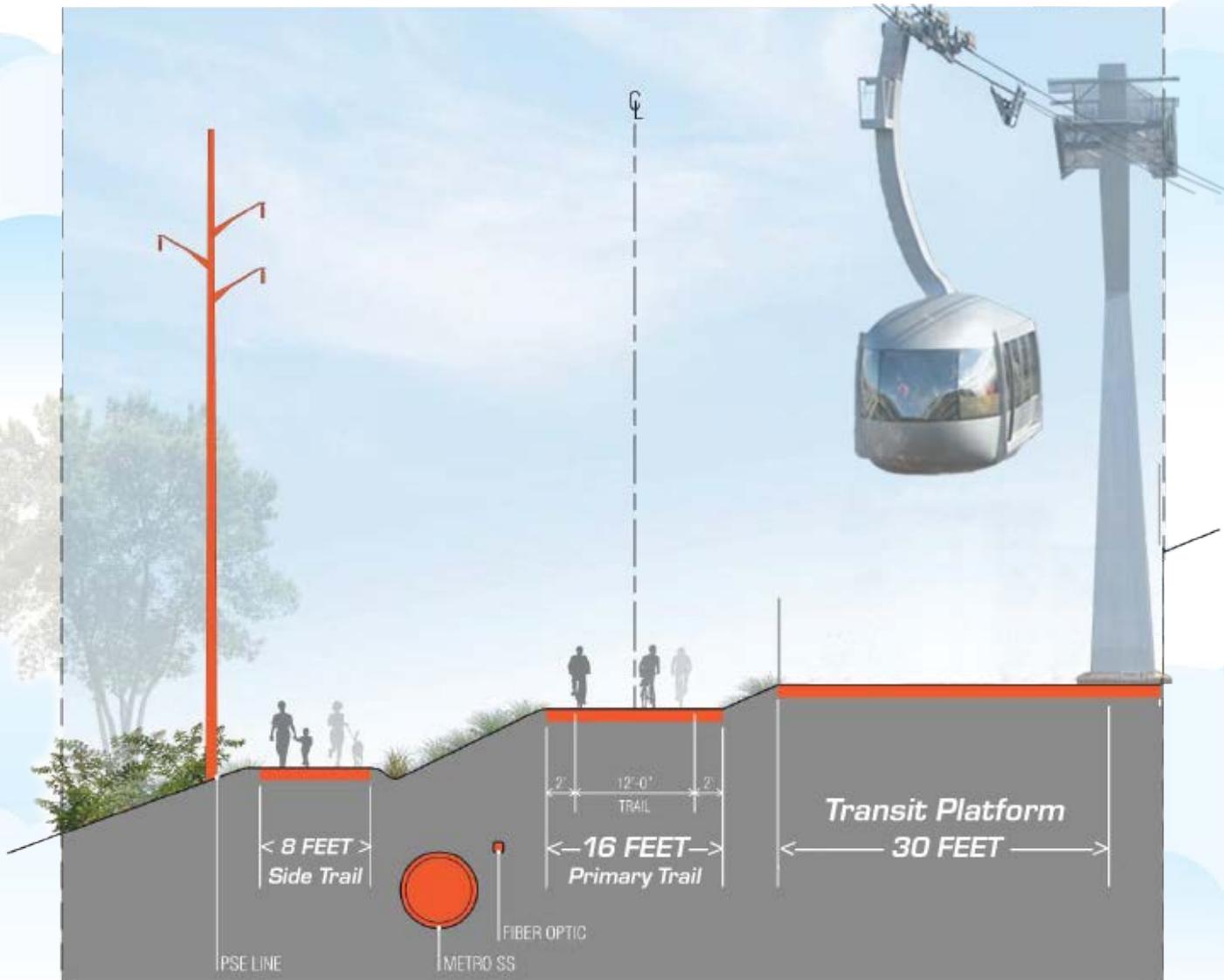
Total CKC Corridor Distance = 100



Total CKC Corridor Distance = 100



Total CKC Corridor Distance = 100



Total CKC Corridor Distance = 100



# Corridor Experience

“A Place to Go *To*, Not Just  
A Place to Go *Through*...”



## CONNECT KIRKLAND

The Cross Kirkland Corridor is fundamentally about making connections: connecting to the city via the corridor but also connecting the city back to the corridor. The corridor can connect to existing transit, future transit and potentially become home to high capacity transit. The corridor connects people: neighbors, kids and schools, businesses and their employees and customers in a new model for contemporary communities.

## FOSTER A GREENER KIRKLAND

The Cross Kirkland Corridor master plan will shape the development of an ecologically and environmentally enhanced corridor even as it becomes an intensively used and integral part of Kirkland city life. The corridor's greatest contribution to sustainability extends beyond its own project limits to offer the opportunity for all of Kirkland to become more sustainable. By providing sustainable and regional amenities, the corridor makes Kirkland "greener".

## SHAPE A PLACE UNIQUE TO KIRKLAND

More than a corridor that connects, the Cross Kirkland Corridor is a place, a destination, and an attraction. Kirkland is a city of diverse citizens, and the corridor will welcome and serve all citizens and visitors of all ages and abilities. The corridor will also capture the unique qualities that make Kirkland special—both in its design and in the programs and events it supports.

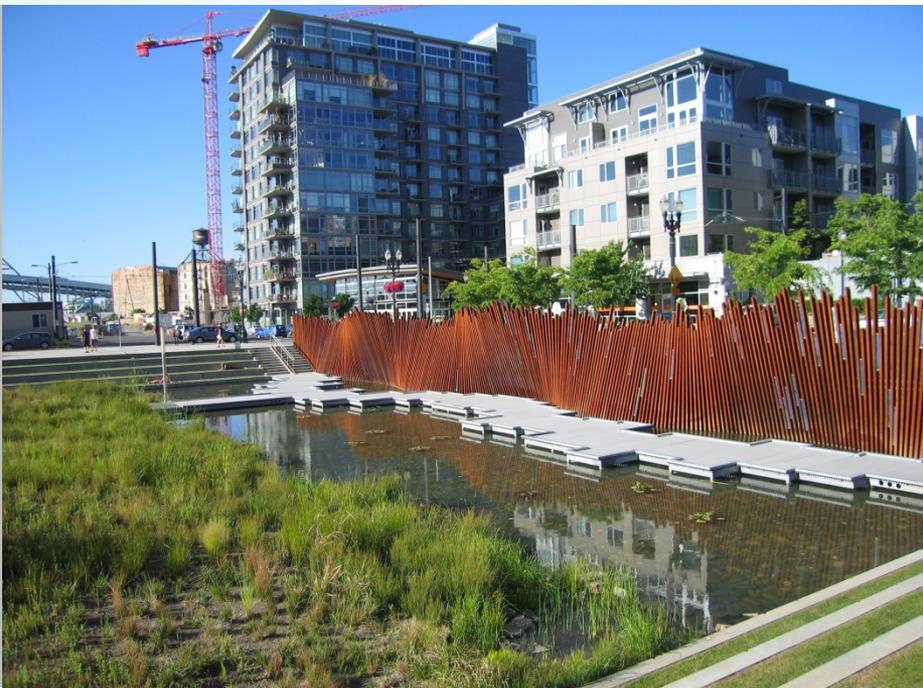
## ACTIVATE KIRKLAND AND EVOLVE WITH TIME

The corridor can lead the whole city forward to achieving existing and new goals. It is designed to adapt and evolve over time to meet the needs of a growing city. The corridor offers balanced transportation solutions that today might include improved connections to transit, and also future possibilities which may one day include high capacity transit. The corridor is envisioned as a catalyst for change and growth of the underutilized areas of the city to increasingly become home to new businesses and residents.

# Cross Kirkland Corridor Master Plan Goals

## EVENTS

- Major gathering spaces along the corridor
- Opportunities for art and performance
- Iconic, signature moments



## EDDIES

- *Secondary elements and events*
- *Places for pause and escape*
- *Subtle discoveries that enrich the space*



## FRICTION

- *Intuitively slows and alerts trail users to “heads up” moments*
- *Changes in paving textures, colors and materials*
- *Adjacent and overhead elements create a sense compression*



## ACTIVITIES

- *Add interest and create buzz to compliment permanent corridor elements*



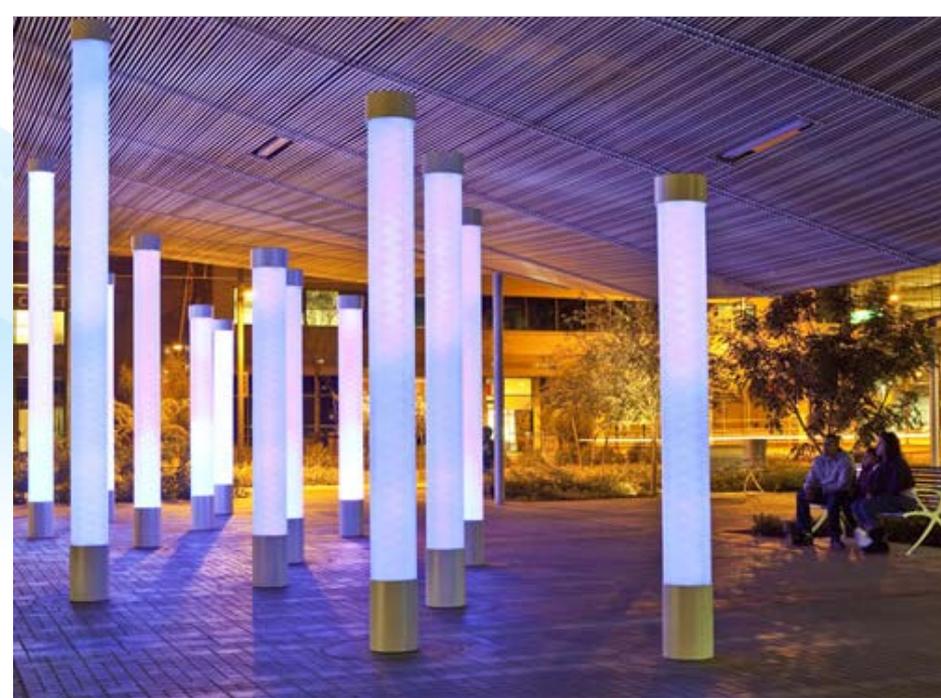
## ART

- *Enriches the whole corridor*
- *Integrated*
- *Curated*
- *Ephemeral*



## LIGHT

- *Catalyst for increased activity*
- *Enhances experience*
- *Adds to sense of safety*



## ECOLOGY

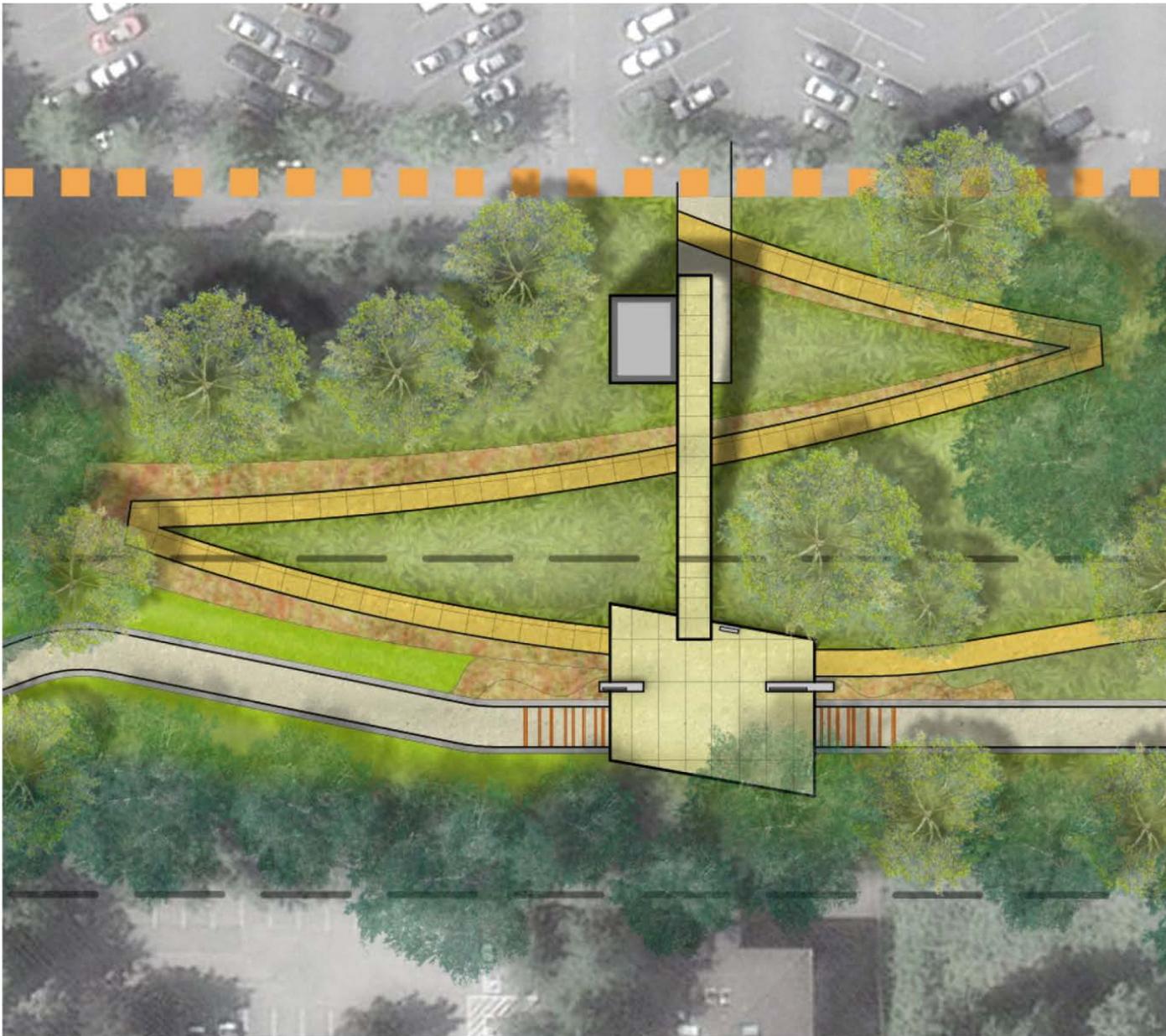
- *Enhance ecology while enhancing the human experience.*



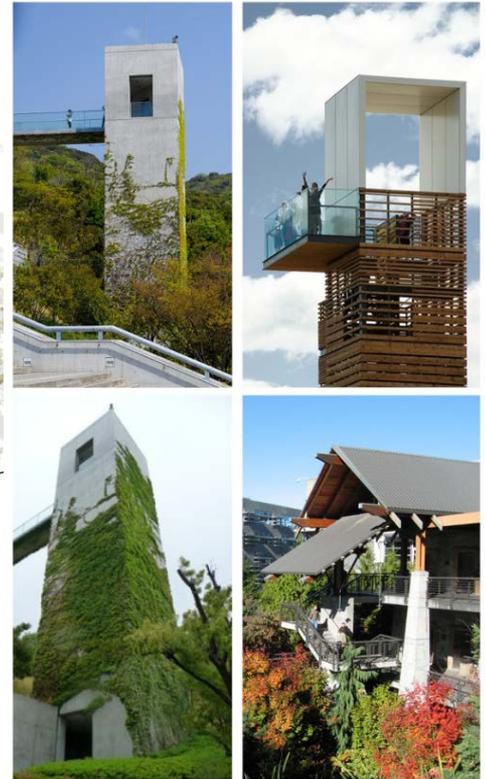
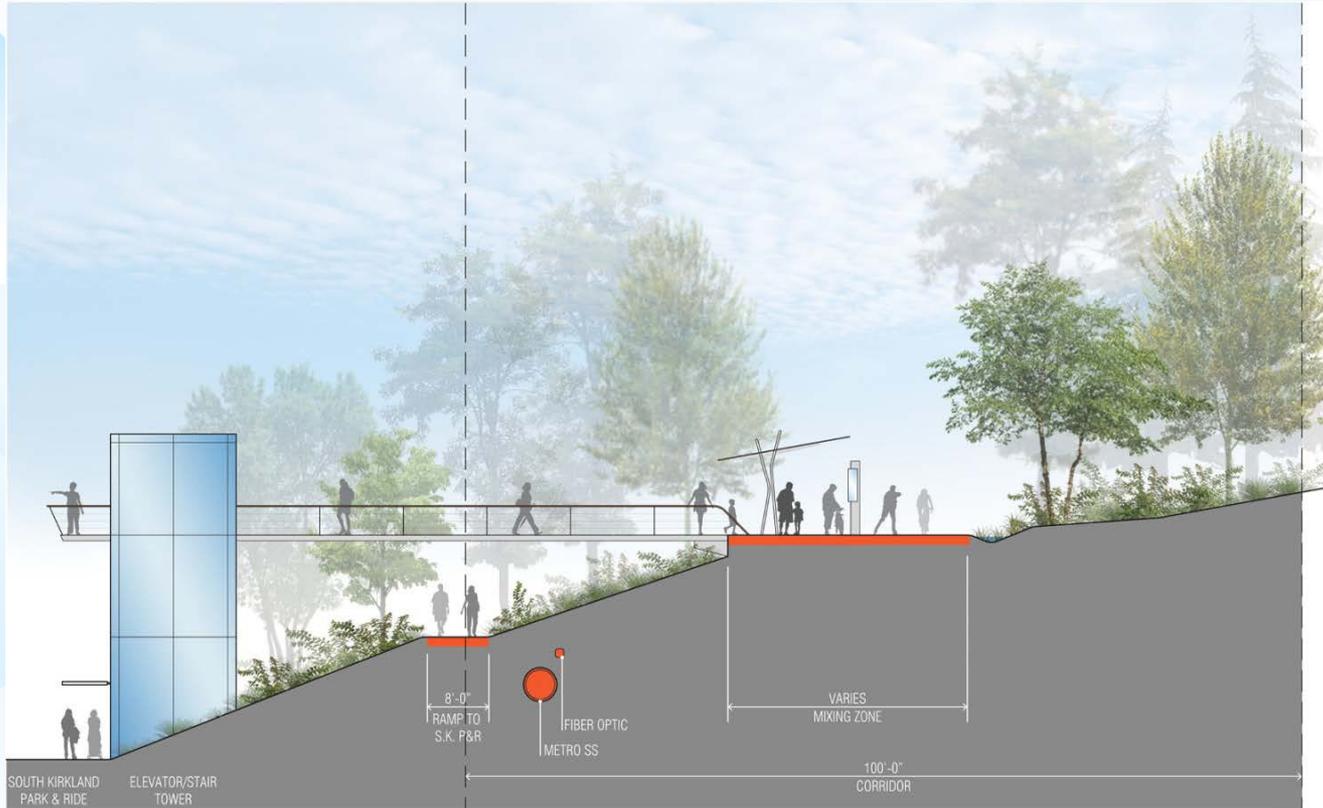
# Regional Connections



South Kirkland Park and Ride: Pedestrian/Bicycle Connection



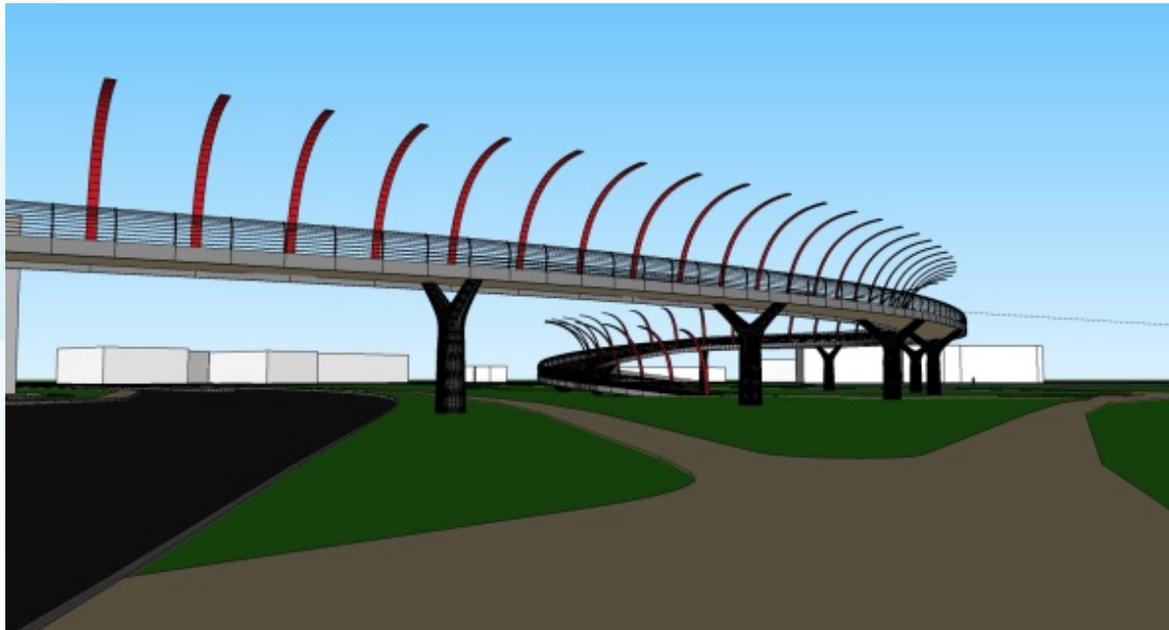
South Kirkland Park and Ride: Pedestrian/Bicycle Connection



South Kirkland Park and Ride: Pedestrian/Bicycle Connection



Totem Lake Park Master Plan



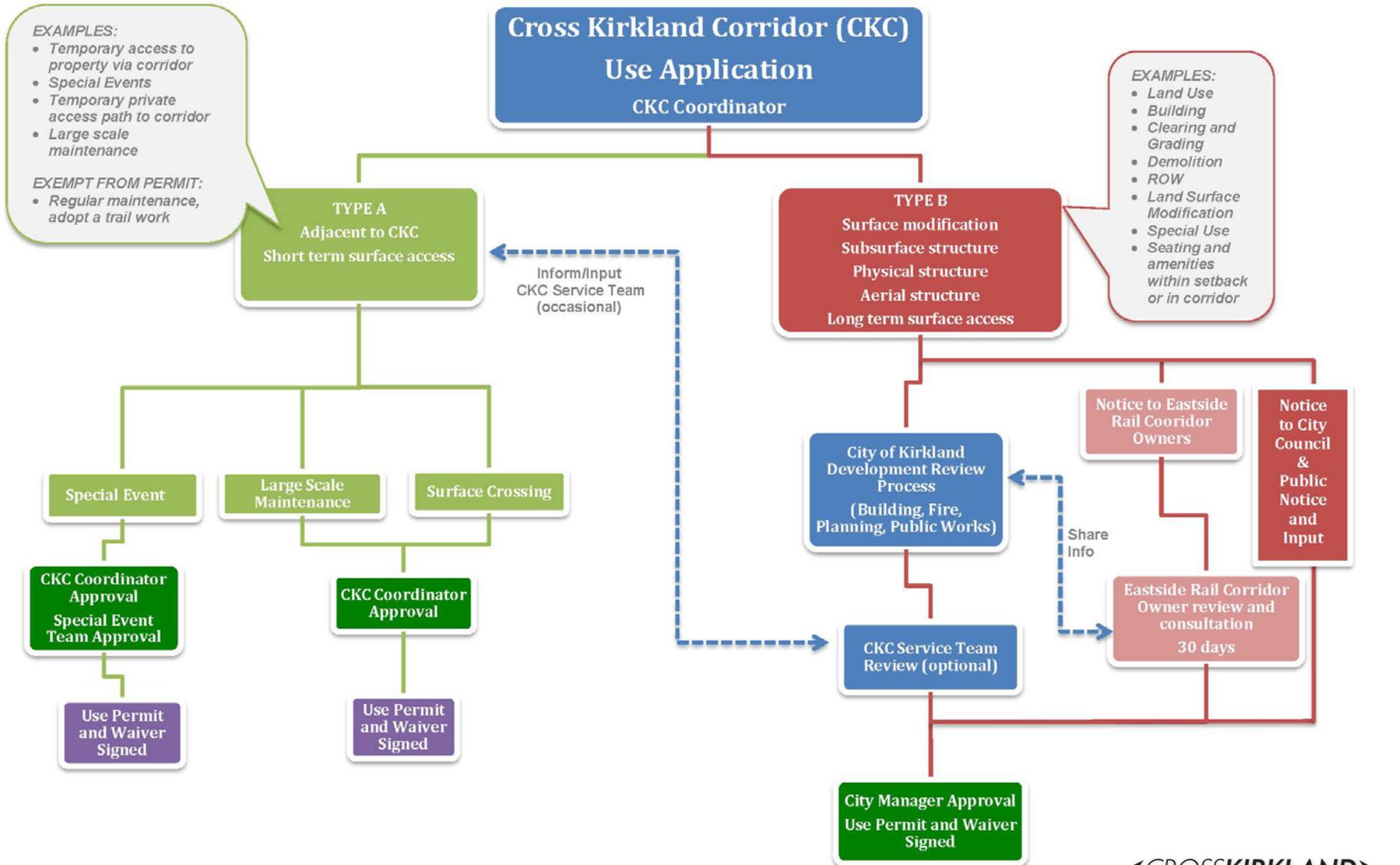
Totem Lake Park Master Plan – spiral ramp and overpass crossing 124th



Possible Connection to Redmond's Trail

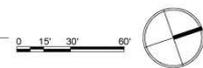
# Development/Permit Process

*Draft* (February 3, 2014)





1 RIGHT OF WAY PLAN  
1" = 30'



## Proposed SRM Schematic of Public Improvements



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