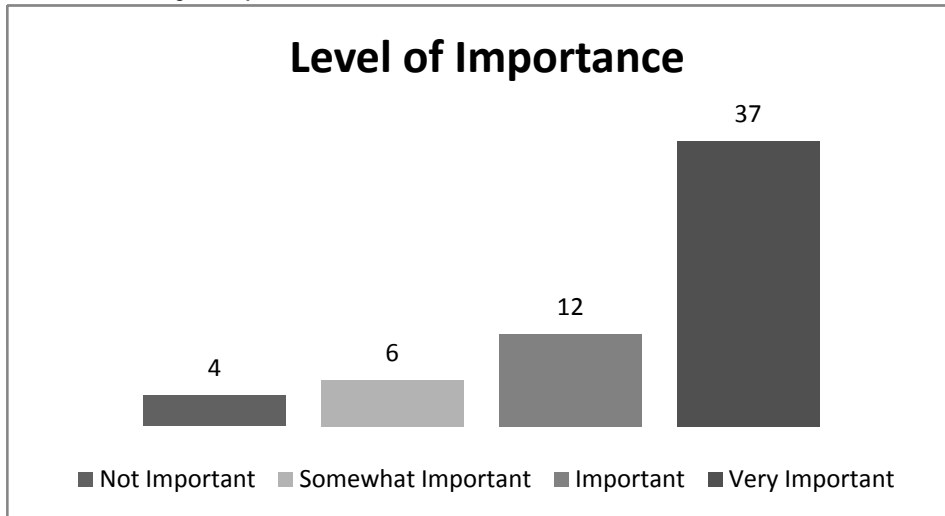


Eastside Rail Corridor Business Mail Survey

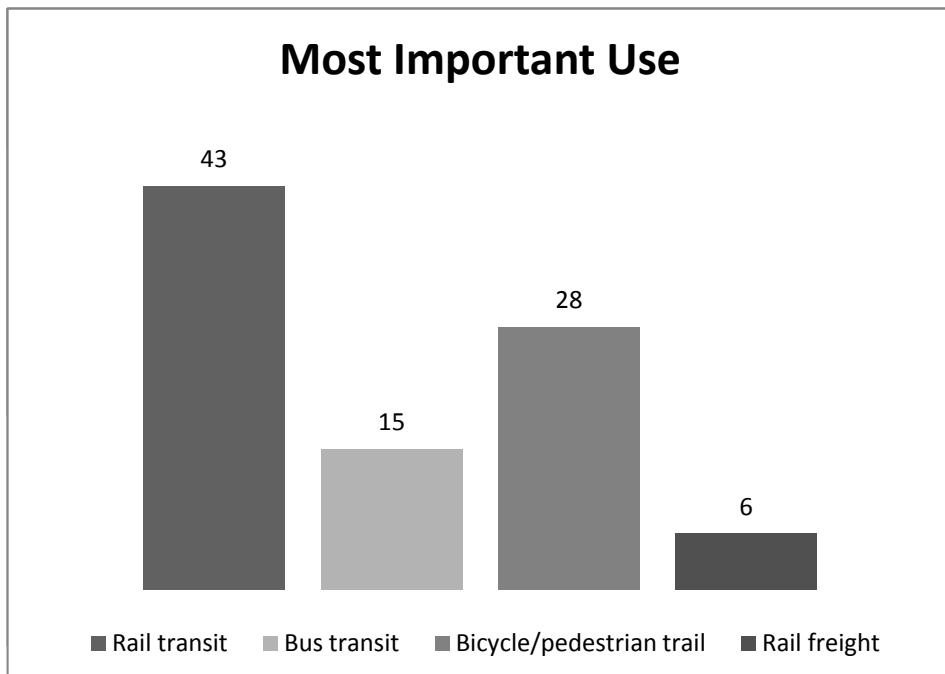
The business survey was mailed to approximately 350 Kirkland businesses located within 500 feet of the corridor. 60 Businesses responded.

18-Jan-11

1. In your opinion, how important is it to develop transportation uses (rail, bus, bicycle, pedestrian) on the Eastside Rail Corridor?



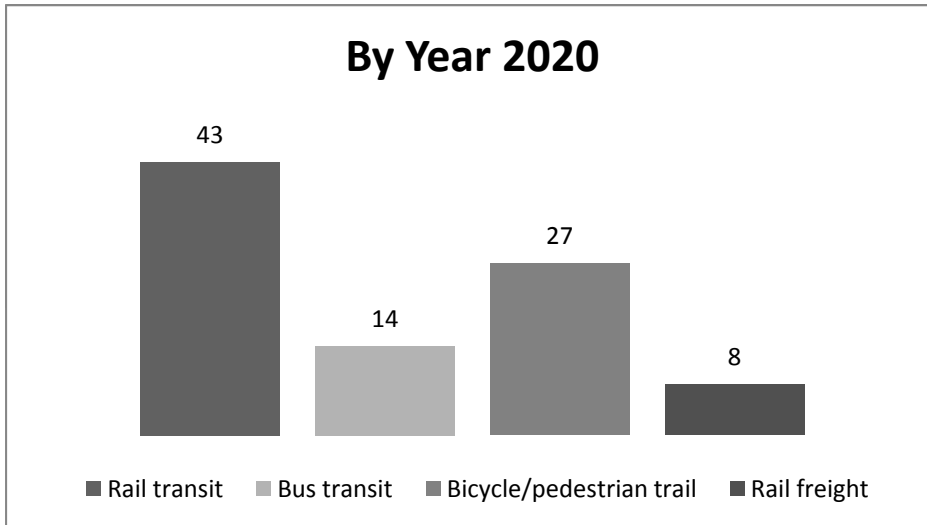
2. In your opinion, which uses are the most important to develop on the corridor?
Pick all that apply.



3. Which of the following statements best describes considerations you feel are most important when evaluating options for the corridor? *Pick all that apply.*

- Serve commuter transportation needs 41
- Develop a plan to actively use the corridor in the near future (0-5 years) 30
- Contribute to economic sustainability 26
- Connect Totem Lake to community and region 22
- Ensure corridor stays in public ownership 17
- Improve the appearance of the corridor 10
- Consider grade crossing delay and safety 7
- Consider impacts upon adjacent properties 7
- Evaluate freight transport options to benefit businesses along the corridor 5
- Disclose and mitigate environmental impacts 4

4. What is your short term vision? By the year 2020, I believe the best use of the corridor would be: *Pick all that apply.*



My interests in the corridor over the short term include:

Rail

- o The corridor should be used to alleviate the congestion on I-405. Using it to connect business with their employers and customers should be the priority.
- o Rail transit please to relieve I405 congestion.
- o We lose if for recreation – use it as the rail corridor it already is.
- o Commuter use – decrease I-405 congestion.
- o Rail transit to help customers come to our business easier.
- o Reduce traffic on the 405 corridor.
- o Reduce congestion.
- o Connecting Totem Lake to business commuters North & South.
- o Tie in with transportation solutions in King County and beyond.
- o To commute.
- o Creating a train station for Totem Lake.

Trail

- o Bike/ped trail – Kirkland to Renton would lead to a desirable urban eastside core which would have great economic benefits.
- o Use as a trail and concern regarding impact to property owners.
- o Bike trail.
- o Connecting bicycle route to downtown Seattle.
- o Create trail corridor.
- o Ease traffic during rush hour, make a safe road for bicyclists and mopeds to commute from Bellevue, Kirkland, Bothell.

Combination

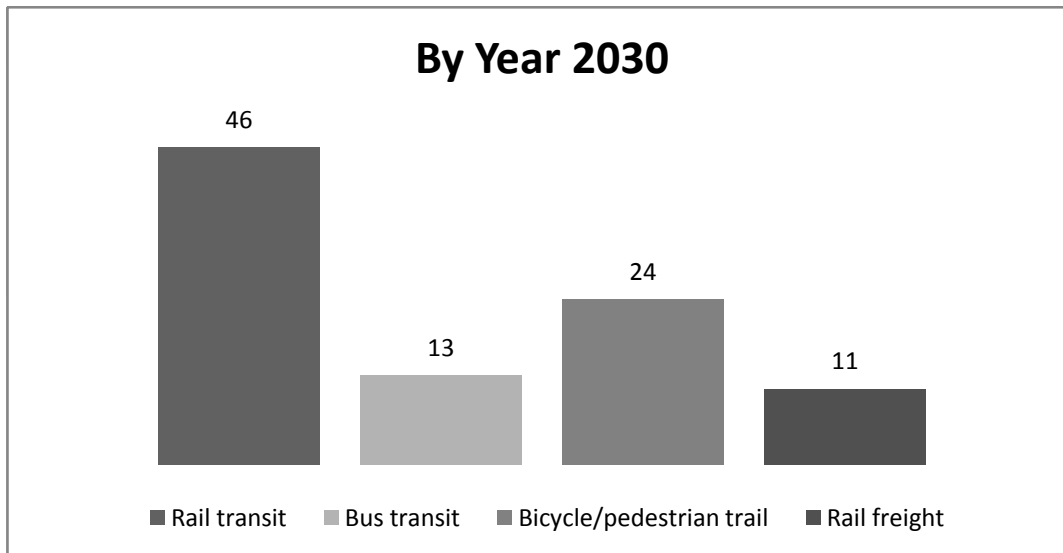
- o As a business owner I would like to see more commuter friendly transportation so my employees could commute to work from outer areas without having to drive a car.
- o Vital to provide expedited transport of freight by providing dedicated road/rail – this will also alleviate commuter/passenger transit on I405.
- o Bicycle, hiking, pedestrian and rail transit.
- o Offering alternatives to reach Kirkland without using my personal car from Seattle and to and from Lynnwood.
- o Provide commuter access to our businesses either via light rail or bicycle trail.
- o Link rail and pedestrian use. Much of the rail does not have ample room to accommodate stations, park n rides, or accommodations for bus/rail transit unless areas are considered express and have few stops.
- o I see this corridor behind our building can be a joint use for commute rail/freight and jogging/biking trail with rest stops along the way.
- o Retaining the ability to use the railroad right of way for trail/rail access. Please don't do anything to jeopardize this perfect infrastructure for light rail.

Other

- o Prevent deterioration of corridor, monitor unauthorized use and dumping.
- o Public transportation and low freight costs for reducing dependency on foreign oil.
- o Fix the tracks or remove, costly damage done to vehicles that must cross them daily.
- o Removing the tracks and signage.

- Improve safety and security of corridor. Tree and vegetation control,

5. What is your long term vision? By the year 2030, I believe the best uses for the corridor would be. *Pick all that apply.*



My interests in the corridor over the long term include:

Rail

- Use the corridor to relieve congestion and overcrowded roads. This is something that will have a big economic impact, for the positive, on the area.
- Light rail bringing people to our community.
- Commerce – give the big rigs a clear shot through this congested corridor.
- We need to move towards expanding sustainable, oil-reducing transportation systems.
- Solution less rush hour traffic more commuting alternatives.
- Light rail then it will greatly improve the environment and help our earth.
- Provide better commuter options from Seattle across Lake Washington.
- Seeing this corridor help the eastside grow and relieve traffic troubles.
- Reduce traffic on the 405 corridor.
- Connect to other areas of the city, reduce road congestion.

Trail

- Bike jogging trail or path

Combination

- As a business owner I would like to see more commuter friendly transportation so my employees could commute to work from outer areas without having to drive a car.
- Bike Trail and High speed transit
- Viable rail transport humans and freight

Other

- Impact to property owners of the adjacent properties.
- Keep it public but do not pour more money into wasteful rail transit.
- Fix the tracks or remove, they are costly to damage done on vehicles that must cross them daily.
- Cleaner environment.

- o Economic development and stability.
- o Easy access for my clients to drop of their cars and our business to be able to still easily gain community access to work from our shop.

6. I have the following general comments about the Eastside Rail Corridor:

Rail

- o Please consider using the rail line for rail transit – commuters on the Eastside need an alternative to 405 traffic mess. We have Burke-Gilman trail and don't need anymore trails. We need relief to the eastside traffic. The bus system on the eastside is woefully inadequate.
- o The current rail could connect Renton to Everett which would reduce pressure on I405 and I-5 north.
- o This could economically increase revenue for not only Kirkland but Renton, Bellevue and Woodinville.
- o Lived by it for over 45 years and think it is a waste to let it sit or go to a trail.
- o The region needs a back up transport corridor as the single rail near Puget Sound can be blocked by slides.
- o Use it for light rail transit. Connect to east/west line from Seattle.
- o My company employs approx. 60 people from as far south as Kent to Kenmore, Bothell, Woodinville, and Everett. To reduce traffic I would like to see commuter rail. It would benefit everyone.
- o The amount of traffic currently using the 405 corridor affects everyone; businesses and residents. We are beyond planning for the future – we need light rail now!!
- o I think there should be a stop on light-rail in Kirkland near 85th Street to access the large bus depot that has been recently renovated. There should also be a trail along the corridor linking the rail/bus system to maximize use and access to public transportation.

Trail

- o I think a paved trail like the Burke Gillman would be a wonderful addition to the area.
- o This is a great opportunity to expand the Kirkland pedestrian/bicycling capabilities, as well as potential rail transit to link pedestrians to downtown areas.

Other

- o Impact to adjacent property owners.
- o I think it's important to consider the negative and positive impact of changing the corridor. It's important to improve access to our businesses without loss of personal property or disrupt sensitive environmental areas along the corridor.
- o Fix the crossings on roads, the cost for vehicle front end repair is exorbitant!
- o Work needs to start now.
- o Make sure we do not lose this important part of our future.
- o No to rail transit. Cost ineffective. Uses too much of limited tax revenue. Plus speeds would be too high.