



MEMORANDUM

To: Kirkland Transportation Commission

From: Marie Stake, Communications Program Manager
Kari Page, Neighborhood Services Coordinator

Date: September 15, 2010

Subject: Eastside Rail Corridor Update: Public Outreach Summary Report

Purpose

This memo provides a summary of the public information and outreach efforts conducted in recent months regarding the Eastside Rail Corridor. The Commission received its last public participation update at its June, 2010 meeting.

The Process/Timeline approved by the City Council in May, 2010 is attached as a reference (Attachment A). Gathering stakeholder input is to be conducted May-November, 2010. The efforts described below will be continued in the coming months.

The Commission should review this information and direct staff to continue to follow the approved outreach plan that includes more public participation efforts or change the plan (Attachment B).

Public Information

For purposes of this initiative, public information means the printed and online materials and information produced by the City.

Webpage, List Serv and Online Survey (www.ci.kirkland.wa.us/eastsiderailcorridor)

The webpage was created in July, 2008. From January – July 2010, there were more than 850 visits to the webpage.

The Eastside Rail Corridor list serv was created in March 2010 and the number of subscribers has increased from 58 in late July to 97 in mid-September. Five announcements were emailed to subscribers. Additional list serv notices were emailed through the Transportation Commission webpage subscribers.

At the end of August, 2010, an online survey comprised of the questions from the Comment Card (see below) was activated. As of September 10, there were 204 responses. The survey will be deactivated on September 30, 2010. *See "Public Outreach" section of this memo for a summary of survey results.*

Informational Handout (Attachment C)

In cooperation with the Commission, staff developed an informational handout as a means to provide basic information about the corridor and to explain Kirkland's public participation efforts.

The handout has been provided at the City's information booth at the Wednesday and Friday Farmer's Markets, neighborhood meetings, and at City Hall.

Comment Card (Attachment D)

Staff developed a comment card to have available at public outreach events. Several adjustments were made to the survey as staff found that in speaking with persons interested in the Corridor, many specific opinions have not been formed about the Corridor. The cards were available at the City's information booth at Farmers' Markets and provided at a July Business Roundtable meeting hosted by the City's Economic Development Division. See "*Public Outreach*" section of this memo for a summary of survey results.

City Update newsletter (Attachment E)

The 2nd Quarter 2010 issue of City Update, the City's official newsletter, contained an article about the City's intended outreach. This edition was published at the end of June and as an online version (www.ci.kirkland.wa.us/cityupdate).

More than 750 subscribers to the City Update webpage and more than 850 subscribers to the Neighborhood EBulletin list serv received notice in late June when City Update was posted online.

Public Outreach

For purposes of this initiative, public outreach means the City's efforts to personally converse with persons interested in the Corridor and to gauge awareness and seek feedback about the future of the Corridor.

Farmers Market

In July and August, staff and Commissioners were available at an informational booth at the Kirkland Wednesday Market. Outreach efforts were relocated to the City's Friday Market at Juanita Beach in mid-September as staff found it was encountering many of the same people at the Wednesday Market. Feedback from the Friday Farmers Market will be provided to the Commission at its October meeting.

The information booth was highlighted in the August 13 episode of Currently Kirkland, the City's information and news television program. To view the video, click http://kirkland.granicus.com/MediaPlayer.php?view_id=13&clip_id=1895.

A steady stream of visitors occurred at the Wednesday Market with an average of 50-60 people for a 2-3 hour shift engaging in conversation and obtaining a handout. The booth was set up 5 times – reaching more than 300 people. A majority of visitors completed a survey or allowed staff to complete the survey for them.

Summary of Feedback

Feedback about the future of the Corridor has been primarily received via discussions with citizens, the comment cards and the online survey. The results are not statistically valid but do give a general sense of the opinions of those who live, work and enjoy leisure activities in the city and those who live and work nearby.

Overall Themes

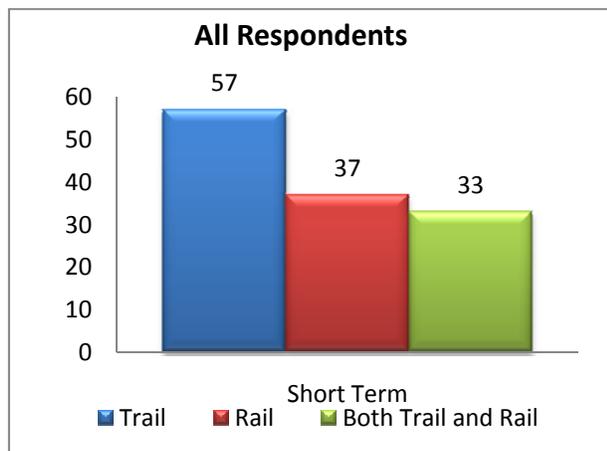
Most people who visited the information booth were aware of the Corridor and related it to what used to be the Spirit of Washington Dinner Train. Many appreciated knowing or learning that the

Corridor is now in public ownership. Most expressed support for a transportation corridor as a means to relief traffic congestion. Others expressed interest in a regional connection – either as trail or rail – to other facilities such as EastLink and the Sammamish River Trail.

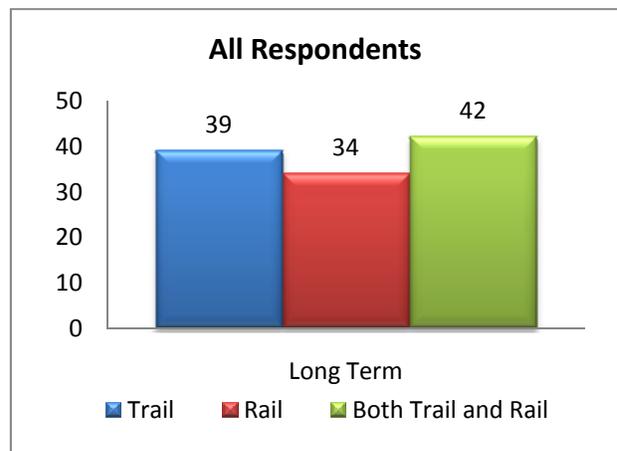
Trail use received the most votes for the short term vision of the development of the Corridor on both the comment cards and online surveys. For the long term vision, comment cards reflected “dual use” as the preference and the online surveys reflect “trail” use as the preference.

Comment Cards Summary/Wednesday Farmers Market (Attachment F)

The Comment Card sought to gain insights as to how stakeholders would like to see the Corridor be developed and what is their priority (rail or trail). A detailed summary of the comments cards received during July and August at the Wednesday Farmers Market is attached which includes verbatim comments.



SHORT TERM



LONG TERM

Online Survey Results

From September 3 to September 11, 204 responses to the online survey were received. The survey questions are the same as the comment card. Not all fields in the survey were completed so the percentages identified below do not equal 100%.

The majority of respondents (98%) identified themselves as living in Kirkland with less than half as “living within one block of the Corridor.” Most respondents to date are Highlands Neighborhood (26%) and Central Houghton Neighborhood (17%) residents.

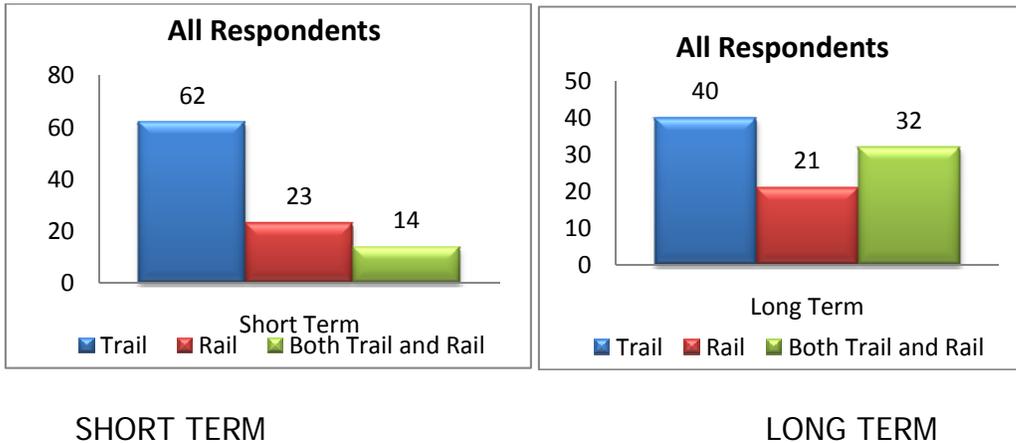
Short Term Vision

Survey results reflect similar results as the comment card. The short term vision that received the majority of votes is “trail” (62%). The second most voted use was “rail” (23%) and the third was “dual use” (14%). Responses typically defined “trail” as a pedestrian/bicycle, pedestrian only, bicycle only and non-motorized uses. The second highest voted response was “rail.” Responses typically defined rail as freight, passenger/commuter service and passenger/tourism destination service. Only a handful of surveys supported “dual use” as the best use of the corridor by 2020.

Long Term Vision

The long term vision that received the majority of votes was "trail" (40%) with "dual use" as second (32%) and "rail" as third (21%). It's worth noting the increase of votes on "dual use" from short term to long term vision (14% short term vs. 32% long term).

ONLINE SURVEYS: SHORT TERM VS. LONG TERM



TRAIL: Benefits vs. Negative Impacts

The following "common theme" highlights (not listed in any priority) the comments from respondents about the benefits and negative impacts of a trail:

Trail Benefits	Trail Negative Impacts
Exercise/improve health/active living	Region has enough trails; don't need more
Recreation	Maintenance, land purchase costs
Access to other trails, areas, cities, parks	Noise
Increased property value	Litter
Non-motorized commute option	Trespassing, vagrancy, vandalism
Environmental sustainability	Impacts to animal life & habitat
Enhances "walkable community"	Parking of users on nearby streets
Increased commerce by being able to walk to neighborhood retail	Fear of crime
Offers park-like setting, open space	Potential for pedestrian/bicyclist collisions
Community identity	Cost to construct amenities to support trail
Connects neighborhoods to downtown	Danger at crossings
Safe way & place to exercise, commute	
Enhances Kirkland's quality of life	

RAIL: Benefits vs. Negative Impacts

The following "common theme" highlights (not listed in any priority) the comments from respondents about the benefits and negative impacts of rail use on the Corridor:

Rail Benefits	Rail Negative Impacts
Traffic congestion relief on roadways (in	Construction impacts (track upgrades,

and around Kirkland)	stations, parking)
Enhances transportation connections in Puget Sound, Eastside and from the north of Kirkland	Danger at crossings by cars & pedestrians
Efficient use of existing resource	Cost (expensive)
Tourism opportunity	Increased traffic congestion
"Cleaner" mode of transportation	Potential car/train collisions
Commerce to & development in Kirkland	Decreased property value
Freight by train is better than by trucking	Parking
	Emissions
	New construction that may require condemnation
	Noise & vibration
	Minimal use/ridership

DUAL USE: Benefits vs. Negative Impacts

The following "common theme" highlights (not listed in any priority) the comments from respondents about the benefits and negative impacts if Corridor was developed as a dual use (rail and trail):

Dual Use Benefits	Dual Use Negative Impacts
Improves mass transit; adds recreation	Unable to afford both; takes funding away from other projects
Maximizes the use of corridor	Difficult to design for dual use
Lower/combined costs	Increases safety dangers (people, bicycles, trains, etc)
	Trail users less likely to use trail if rail is operating alongside it

Process Check In: Next Steps

The City's outreach efforts to obtain stakeholder input is on schedule according to the Process/Timeline (Attachment A). The informational booth will continue at the Friday Market at Juanita Beach. The online survey will be de-activated on September 30.

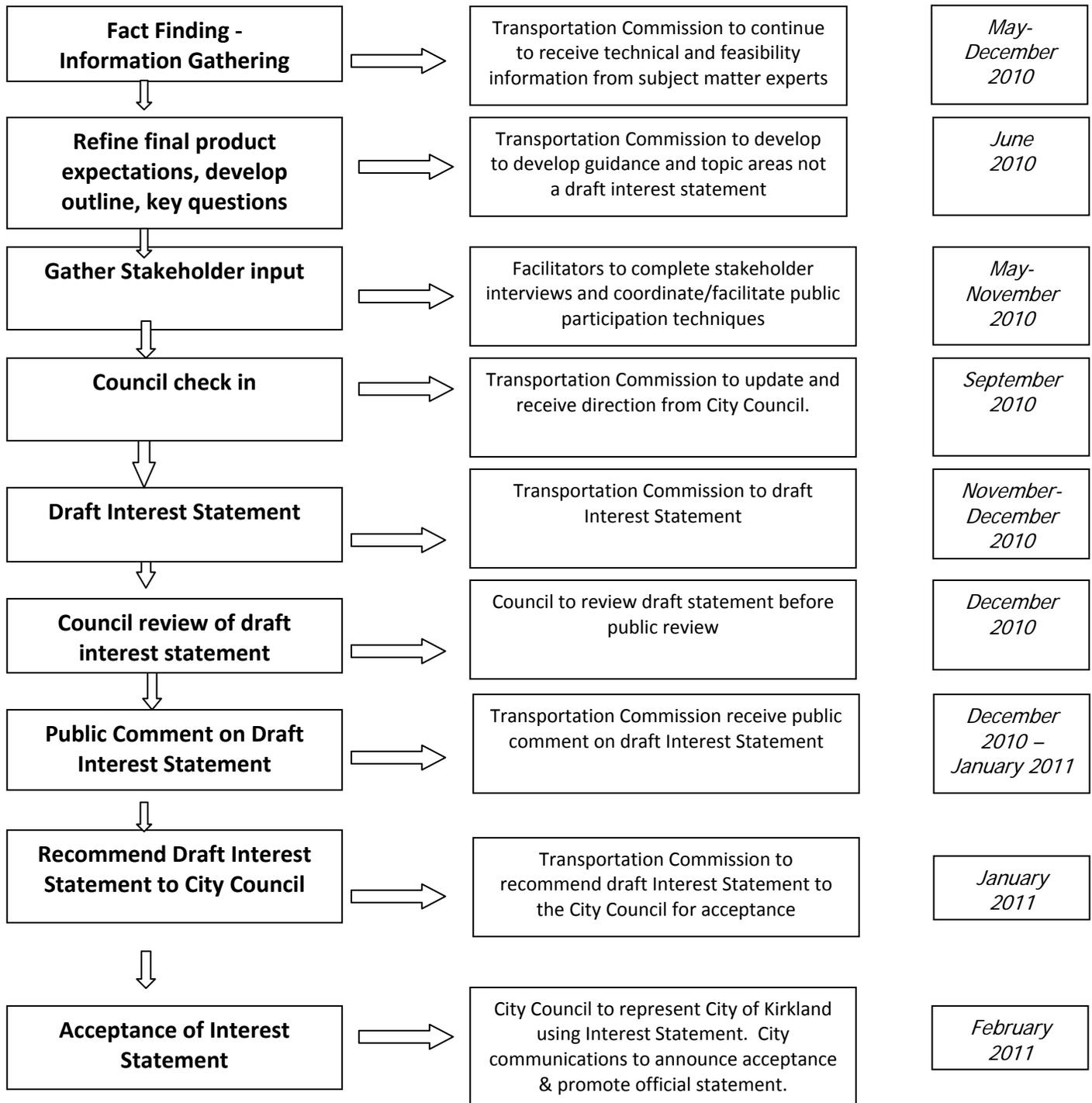
It is hoped that the feedback provided to the Commission to-date is sufficient so that the Commission can begin to draft an Interest Statement that will then be shared with stakeholders for further comment.

Attachments:

- A: Process/Timeline for public involvement and interest statement development
- B: Outreach Plan
- C: Eastside Rail Corridor Informational Handout
- D: Comment Card/Online Survey
- E: City Update newsletter article
- F: Summary of comment cards from Wednesday Farmers Market (July-August)

ATTACHMENT A

Process/Timeline for public involvement and interest statement development



ATTACHMENT B

Involvement techniques proposed for various participation levels			
Level of Participation	Proposed Techniques	Description	Stakeholders to Engage
Inform	<ol style="list-style-type: none"> 1. Webpage (exists) 2. Fact Sheet 3. List Serv (exists) 4. City newsletter 5. Video tour 	<ol style="list-style-type: none"> 1. www.ci.kirkland.wa.us/depart/Public_Works/Transportation_Streets/Eastside_Rail_Corridor 2. To be created for public distribution 3. Email updates sent to subscribers (30 current subscribers) 4. Published quarterly, 1 printed, 4 online (March, June, September, December) 5. Video of the corridor that could be viewed at different playback speeds 	1-5. All stakeholders
Consult	<ol style="list-style-type: none"> 1. Survey (statistically valid) 2. Comment Card (not statistically valid) 3. Focus Group 	<ol style="list-style-type: none"> 1. Develop a statistically valid survey with help from consultant.* Not a technique to be used until perhaps later in the process. 2. Have comment cards available at public facilities and community & special events (e.g. Farmers Markets) Comment cards can also be web-based 3. Work with trained facilitator with representatives of all stakeholder groups.* 	<ol style="list-style-type: none"> 1. General public 2. Corridor property & business owners + general public 3. Representative sample of all stakeholders
Involve	<ol style="list-style-type: none"> 1. Tour/Field Trip 2. Open Space Meeting 3. World Café 	<ol style="list-style-type: none"> 1. On-site informational meeting/tour 2. Self-directed meeting, break out groups, address issues & concerns of a large group 3. A meeting process featuring a series of simultaneous conversations in response to predetermined questions. 	<ol style="list-style-type: none"> 1. Available to all 2. Special interest groups 3. Available to all

**Costs associated with hiring a survey and public involvement firm*

engineering and design, and/or for the purchase of capital equipment and real estate that can either be sold or used on Sound Transit’s existing transportation system. Sound Transit plans to solicit requests for proposals for the \$50 million in the fall of 2010. This process will be overseen by the Sound Transit Board.

The [City of Kirkland](#) has long looked upon the Eastside Rail Corridor as a facility for bicycle and pedestrian transportation and is interested in an investigation of how rail transport might function alongside a trail. There are a number of unanswered questions concerning rail operations including impact on residential neighborhoods and local street traffic, ridership potential, parking accommodation and station locations.

Kirkland’s Public Outreach and Involvement

Kirkland is committed to getting out in front of the regional planning for the Corridor and developing a community interest statement to help guide the negotiations of Kirkland’s portion of the corridor.

To learn more about the Eastside Rail Corridor, become involved and provide your input to the City of Kirkland:

- Attend a Kirkland City Council
- Attend a Kirkland Transportation Commission Meeting
- Subscribe to receive Corridor updates via email
- Email your questions and thoughts

www.ci.kirkland.wa.us/eastsiderailcorridor

Timeline of Public Involvement 2010-2011

July-September:

Public education (informational booth at public events)

September-October:

Public participation activities

November-December:

Transportation Commission to draft Interest Statement

December-January

City Council and public to review/comment on draft Interest Statement

January-February

Transportation Commission to recommend Interest Statement to City Council

(Timeline may be adjusted depending on when King County & Sound Transit begin their public planning process.)

For more information on the City of Kirkland’s public involvement efforts, please contact:

- | | | |
|--|--|--------------|
| • Marie Stake, Communications Program Manager | MStake@ci.kirkland.wa.us | 425-587-3021 |
| • Kari Page, Neighborhood Outreach Coordinator | KPage@ci.kirkland.wa.us | 425-587-3011 |

THE CITY OF KIRKLAND WANTS TO KNOW...

What Are Your Interests in the Eastside Rail Corridor?

The Eastside Rail Corridor is 44 miles of existing rail line between Renton and Snohomish; six miles of it lies within Kirkland city limits. The Port of Seattle owns the corridor and several agencies have interests in the use of the corridor; including rail and trail use. By completing this survey, your feedback will help the City of Kirkland to develop an Interest Statement about the future of the Corridor.

ABOUT YOU

Circle all that apply

Live in Kirkland

Live Along Corridor

Work in Kirkland

Work Along Corridor

Special Interest Group

Other: _____

Name (optional) _____ Kirkland Neighborhood: _____

ABOUT THE CORRIDOR

By the year 2020, I'd like to see the Corridor have:

Beyond the year 2020 and by 2030, I'd like to see the Corridor have:

YOUR GENERAL THOUGHTS & QUESTIONS

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YOUR GENERAL THOUGHTS & QUESTIONS

ABOUT BENEFITS & IMPACTS

TRAIL

What **benefits** would a trail bring?

What **negative impacts** would a trail bring?

RAIL

What **benefits** would a rail bring?

What **negative impacts** would a rail bring?

BOTH

What **benefits** would dual use bring?

What **negative impacts** would dual use bring?

ABOUT BENEFITS & IMPACTS

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What **benefits** would a trail bring?

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RAIL

What **benefits** would a rail bring?

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What **benefits** would dual use bring?

What **negative impacts** would dual use bring?

KIRKLAND CITY UPDATE

The Official Newsletter of the City of Kirkland, Washington | 2nd Quarter, 2010

In This Issue:

Kirkland's New City Manager

Eastside Rail Corridor Update

Neighborhood News: Public Works Projects Online

Budget Brief: Upcoming Meetings

Juanita Beach Park Renovation

Volunteer Spotlight: Eileen Trentman Scholarship Awarded

News You Can Use

Insider's View: Street & Public Grounds Division

Green Scene: Unique Watershed Tour

www.ci.kirkland.wa.us



New City Manager: What's on Kurt Triplett's Mind?

"I am the lucky one," was Kurt Triplett's opening phrase on the night the City Council hired him as the new City Manager. Ask Triplett why he feels lucky and he'll speak his mind about why Kirkland is an exceptional community.

"Kirkland has strong schools, beautiful neighborhoods, magnificent parks, and residents who are actively involved," notes Triplett. "I'm proud to join with a City Council and professional staff who have a high standard of investing in Kirkland and caring for the community."

Triplett was hired by the City Council in mid-June and started on June 28. Prior to Kirkland, he worked for King County for 17



New Kirkland City Manager Kurt Triplett

years including serving as the Interim County Executive, Chief of Staff, and Deputy Director of Natural Resources and Parks. As Kirkland's City Manager, he will oversee the operations of ten departments and will be director of the City Manager's Office.

Annexation, the budget and the future of the Eastside Rail Corridor (see article below) are also on Triplett's mind. "I'm committed to make the annexation merger go well, to find innovative ways to create jobs and growth, and bring in outside financial resources to help weather this challenging economic time. We also have a once-in-a-generation chance to fashion Kirkland's portion of the Corridor a national example of sustainability and livability."

Eastside Rail Corridor: City Plans for Public Involvement

The City Council has approved a public involvement process that will offer opportunities during the summer and fall for stakeholders to contribute to developing an "interest statement" that will address the City's short term and long term vision for the Eastside Rail Corridor. Recognizing the importance and potential benefits of the Eastside Rail Corridor to the Kirkland community, the City Council and Transportation Commission are interested in involving Kirkland citizens, businesses and special interests groups to help develop the statement.



Eastside Rail Corridor near the Kirkland Google campus.

See 'Eastside Rail' on page 3

VOLUNTEER SPOTLIGHT: Youth Council Member Honored



Kevin Lemme Receives 2010 Eileen Trentman Scholarship

As a 7th grader at Kirkland Junior High School, Kevin Lemme began his volunteer career with the City of Kirkland by joining the city's Youth Council. Six years, many meetings and countless community projects later, Lemme was recently recognized by the City Council, Kirkland Fire Fighter's Benevolent Association (KBFFA) and the City's Parks and Community Services Department with the Eileen Trentman Scholarship. He was honored for his positive leadership, passion for community service, and commitment to education.

In his own words, Lemme says "the opportunities that the Youth Council provided are by far the most memorable and enjoyable. I've met one-on-one with the Mayor, debated school policies with the (School District) Superintendent, and even rode shotgun with a police officer."

When asked what does receiving the scholarship mean, Lemme responds with "I see it as a thank you for my service to the City.



Left to right: Regi Schubiger, Youth Services Coordinator, Kevin Lemme and Lt. Mark Beunting, Kirkland Fire Department

I hope that I have helped serve the teens as Eileen Trentman did."

Trentman was the City's Volunteer Coordinator from 1996 to 2006 and succumbed to cancer. The scholarship can be applied to college textbook and material expenses. Funding is provided through voluntary City of Kirkland employee contributions through the United Way "Giving Campaign" and the KFFBA.

Lemme's advice to other Kirkland teens is simple - "You can do it!" He believes no project or idea is too big.

Lemme graduated from Lake Washington High School and will be attending Embry-Riddle Aeronautical University in Florida.

Eastside Rail Corridor (Continued from page 1)

The entire Corridor, known as the "Woodinville Subdivision," runs 44 miles from Renton to Snohomish; with six miles within the Kirkland city limits. In late 2009, the Port of Seattle finalized its acquisition of the corridor from the Burlington Northern Santa Fe Railway.

Five agencies with interests in the corridor (King County, Sound Transit, Puget Sound Energy, Cascade Water Alliance, and the

City of Redmond) are negotiating terms for the purchase and easement rights from the Port of Seattle.

An informational website, including frequently asked questions, highlights of City Council and Transportation Commission meetings and the ability to subscribe to email updates about the Corridor, is available at www.ci.kirkland.wa.us/eastsiderailcorridor.

NEWS YOU CAN USE

Quarterly Annexation Updates

In April the City Council received an annexation update on several topics including police recruitment, neighborhood boundaries, solid waste services and finances. Future updates will be presented in July, October and January. The status report will be posted online at www.ci.kirkland.wa.us/annexation.

Get Current with Kirkland

"Currently Kirkland" is the City's weekly news and information television program. The show airs daily with a new episode each Friday. Tune in on KLIFE Comcast Channel 75 or Verizon Channel 32 (City of Kirkland residents) at 7:30 a.m., 12 noon and 7:30 p.m. or log on to www.ci.kirkland.wa.us/tv. Send your story ideas to kirklandtv@ci.kirkland.wa.us.

Map Your Neighborhood

Recently, approximately 150 people from the Market, Norkirk and Highlands Neighborhoods gathered to meet their neighbors, learn the nine steps of the Map Your Neighborhood program and begin the process of sharing information that is valuable during emergencies and disasters.

If you are interested in hosting a small group of your neighbors for about 1½ hours of valuable disaster preparedness planning, please contact the Kirkland Office of Emergency Management at 425-587-3650. You will be supplied with all the necessary materials, including a DVD that makes the presentation for you.

National Night Out

The Kirkland Police Department encourages Kirkland neighborhoods to participate in the Annual National Night Out Against Crime on Tuesday, August 3, 2010. "National Night Out" is a nationwide campaign aimed at involving communities in crime and drug prevention awareness. Activities neighborhoods may want to host include cookouts, flashlight walks, or contests. The Kirkland Police and Fire Departments will be attending community events between 6 and 9 p.m. For more information, call Kirkland Police Department, Neighborhood Services Officer Jon Ishmael at 425-587-3451.

Eastside Rail Corridor Outreach

July – August 2010

Top Line Data

Total Responses:

Wednesday Market Booth/Questionnaire (133 respondents)

July 14th 30

July 21st 23

July 28th 24

August 11th 19

August 18th 36

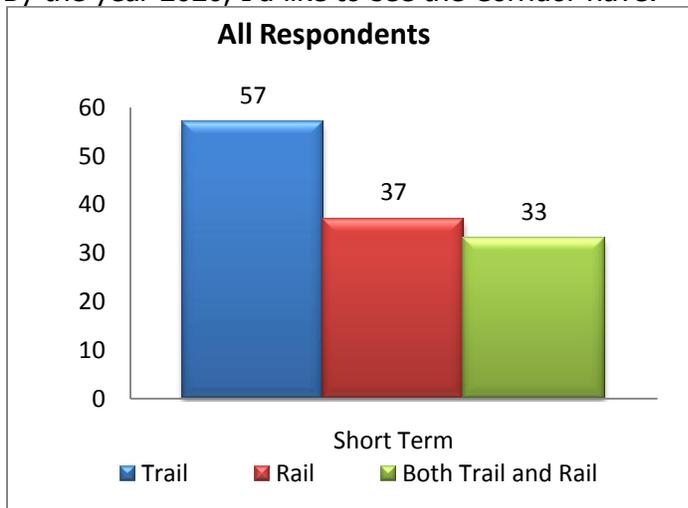
Business Roundtable Questionnaire 6

138 total respondents

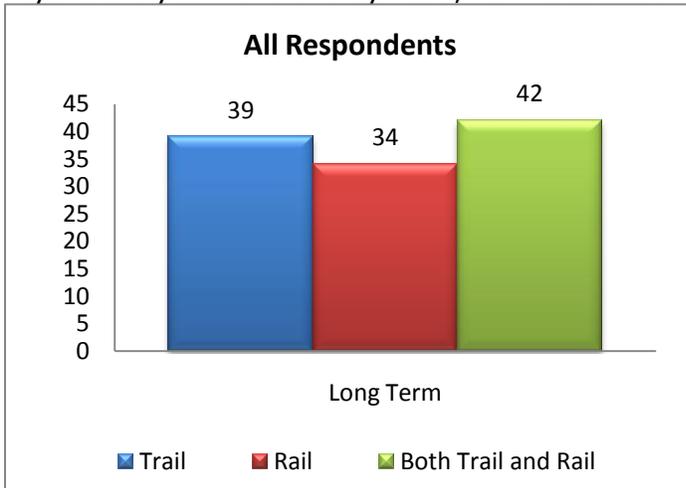
Responses by neighborhood:

Neighborhood	Respondents
Moss Bay	17
Houghton	13
Highlands	10
Juanita	9
Market	8
Norkirk	8
Finn Hill	6
Everest	4
Lakeview	4
North Rose Hill	4
Bridle Trails	3
Kingsgate	2
Out of area or not specified	50

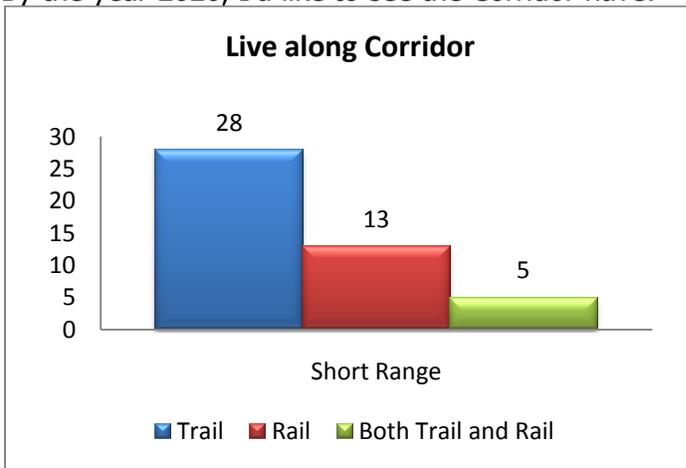
1. By the year 2020, I'd like to see the Corridor have:



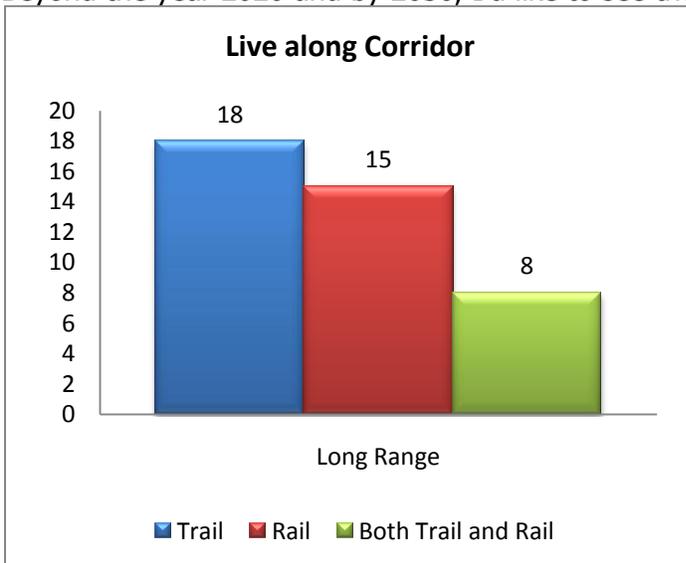
2. Beyond the year 2020 and by 2030, I'd like to see the Corridor have:



3. By the year 2020, I'd like to see the Corridor have:



4. Beyond the year 2020 and by 2030, I'd like to see the Corridor have:



Verbatim comments:

- Need higher density to justify rail
- Need to connect rail to Bellevue and Overlake
- Already 20 years too late
- Take out tracks
- If trains, quiet - not before 5:30 am or after 6:30 pm
- undecided about rail
- Corridor isn't the best place for light rail. But it's there and upgrade to public transit/light rail would make most sense. It's already graded, separated, so it can also be high speed.
- Keep option for rail open
- Small scale rail
- Public transit
- Concern about maintenance costs
- Mass transit
- No rail
- Transportation connection to the north
- But would people use it?
- Love to see viable rail on the eastside
- Gravel bike trail asap, then paved within time period (5 years) Do study on rail
- As green as possible. Also to limit amount of train horn noise as we live close to rail.
- Rail or other transit is not an issue.
- Ease congestion first, other uses ok to be cost effective. Non-rail transit is good.
- Rail connection across 520 then North and South. Trail okay if it doesn't preclude rail/transit. Nice to have a trail to Bellevue.
- Quiet light rail
- Unsure what's best. No objection to rail or trail perhaps of shuttle bus.
- Do as much as possible rail/trail good. Trail good too.
- Reduce carbon
- No rail (heavy or light)
- Access to airport and Seattle, great for environment
- Cost of security? Support urban densities
- Green transit.
- Brings communities together.
- Rail into Seattle would be good. Noise level going to residential areas is an issue.
- Transit to East King County
- Concern for safety and crossings
- Take initiative. Do something as the City of Kirkland.
- Reduce pollution
- Get the trail in!
- Link Snohomish to Bellevue
- Safer transit for cycling, usage, maybe trash along trail, noise is a problem of rail, Safety of trail with dual use.
- Service to Seattle
- Where would rail go? No purpose in current plan.
- Needs to know type of rail service, where would it connect? What about parking?
- Already have trails, not necessary to do more. Light rail to airport would be great.
- No rail - runs thru too many neighborhoods. Biking and walking are better for community. Run rail down I405 Rail is too noise, slows traffic, schools dangerous

- Connect to something - so we can get out of the automobile
- Connect to Bellevue, congestion relief
- Rail cost too much, not connected enough, noise
- Not sure people would ride the rail, weed control, difficult for people who live near rail, Who goes to Woodinville or Renton, no heavy metals in dirt
- Need rail transport on eastside, horizontal development, transit priority. Land use impact. Keep corridor together, use ROW that's here now
- Ped, Bike Equestrian
- Safe place for people to exercise and commute by bike from work. Rail will be too loud and stops traffic
- Train is more efficient, and comfortable way to travel than car
- But doubts it will happen in his lifetime. Needs to connect to other things
- How much did it cost, noise of trains, street crossings, close to schools, ridership? And economics
- Train coming every 10 minutes, do it now. Options to hop on train to Seattle
- But keep it greenbelt, natural
- As fast as possible
- Rail would be too loud, congested within city of Kirkland
- Light rail would be too expensive and not very many people would use it. Benefits of trail - livability. Rail - noise, money, where to park, rail crossing at intersections all problems. Can't envision any benefits to rail.
- Learn from Bellevue and Bel-Red mistakes. Insure adequate separation between rail and trail.
- Connect to destinations on eastside as alternative to I-405
- Train could block traffic
- To relieve congestion. Where to park? Support higher density.
- Light rail to downtown Bellevue Trail is also good
- The flyer at my mailbox did not give me contact information beyond your email address. I trust you to put my comments in the proper bin for review.
- I have lived at my Kirkland address for 20+ years. I live in the Carillon Point area, about 200 feet below the BSNF track running north and south. And I have also sailed and traveled world wide with the opportunity to see what transportation services exist in other countries and their cities, to meet the past, now and future transportation requirements with projected growth, current occupation density and road services.. During my twenty years in Kirkland, I have seen very important transportation issues and also non-issues. The BSNF track just above us was one of these! Two or three times a week for many years, a one or two-engined train came by, bringing two to five partially completed airplane fuselages from Boeings Edmonds assembly facilities to the finishing Boeing plant in Renton. Other commercial trains frequently passed by. Nobody complained! The fun Dinner Train ran nightly from Renton to the Chateau St. Michelle and return, sometimes twice a day. Nobody complained! On the other side, some Kirkland residents spent good money complaining loudly about the planned Magnusson Park late evening bright flood lights across Lake Washington at Sand Point. What a facetious waste of effort! Now we are faced with the possibility of the BSNF rail bed being transformed into a trail. For whom? In my view as a senior, I could care less about a trail site! And I would be willing to bet a good sum that a majority of the proponents of a trail would never be able to use it! In my view, light rail will take 20 years to be working, but it will save the life of our community, our county and our area. A solid vote for rail here.