

Stakeholders Questions: Eastside Rail Corridor City of Kirkland Public Participation

Background:

In December, 2009, the Port of Seattle (Port) finalized its acquisition of the Eastside Rail Corridor from Burlington Northern Santa Fe (BNSF) Railway. Final cost for the northern section of the 42-mile corridor between Woodinville and Snohomish was approximately \$81 million. BNSF donated the southern portion of the corridor between Woodinville and Renton and the Redmond Spur that goes through the City of Redmond.

The Port, King County, Sound Transit, City of Redmond, Puget Sound Energy (PSE), Cascade Water Alliance (CWA) are parties to a non-binding Memorandum of Understanding (MOU) that proposes dual use of the corridor as a recreational trail and high capacity transit or bus transportation.

The entire corridor is known as the "Woodinville subdivision" and is 44 miles in length. The northern portion (25 miles) of the corridor consists of the freight portion and the Redmond spur. The southern portion (19 miles) extends from Woodinville through Kirkland to Renton. About 6 miles of the corridor lie within Kirkland City limits.

King County, who currently owns a trail easement, is interested in deed ownership of the southern portion for construction of a trail. Sound Transit is interested in deed ownership of a section of the line between downtown Bellevue and State Route (SR) 520 for potential East Link alignments. East Link is Sound Transit's voter-approved project to build light rail between Seattle and the Overlake corridor. Sound Transit is also interested in an easement for future use along the entire southern portion.

CWA is interested in obtaining utility easements along the southern portion and spur and PSE wants utility easements over most of the subdivision.

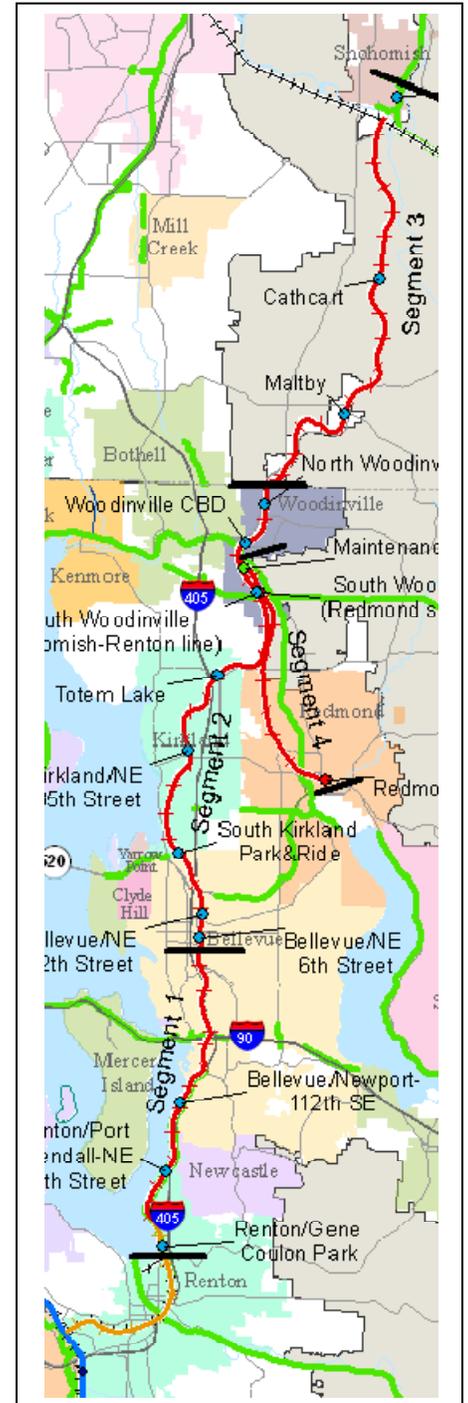
The City of Redmond intends to own the section of the southern corridor (south of NE 124th Street) that lies within its city limits and to develop it as a trail. King County is interested in developing a trail on the northern portion of the Redmond Spur (from NE 124th Street north)

The Kirkland City Council has taken a position that strongly supports the corridor within Kirkland city limits to be developed as a trail and does not preclude the possible development of rail use.

King County and Sound Transit intend to initiate a public planning process in the next few months that will help to identify possible future uses and timing for development of the corridor.

The City of Kirkland will initiate its own public participation process to

- provide balanced, accurate and current information about the current status of the corridor
- engage affected property and business owners, advocacy groups and other stakeholders in developing recommendations for Kirkland's vision for the portion of corridor that lies within Kirkland city limits
- inform appropriate decision makers, stakeholders and the Kirkland community of the City's public participation process and recommendations



Opportunity Statement:

What are Kirkland's interests in the future development of the Eastside Rail Corridor?

Preliminary Internal Stakeholders & Questions:

- King County
- Sound Transit
- Port of Seattle
- Transportation Commission (all)
- Houghton Community Council (Chair)
- Kirkland Park Board (Chair)
- Kirkland Planning Commission (Chair)
- City Council (Mayor)
- Public Works Staff
- Other staff

- What do you feel is the issue(s) to be addressed with the Eastside Rail Corridor?
- What are the decisions that have already been made and cannot be changed?
- What are the major decisions yet to be made?
- Who are the decision makers about Kirkland's interests in the Corridor?
- Who is the final decision maker about Kirkland's interests in the Corridor?
- What are the constraints moving forward with the City's public participation process?
- Who are the leading groups in the community interested in the Corridor?
- Who are the key stakeholders interested in the Corridor?
- What are the controversial issues between stakeholders?
- What affected stakeholders are not likely represented by an existing group?
- What outcomes do you hope for as Kirkland begins its public participation process?
- What outcomes do you hope for as King County and Sound Transit begin their public planning process?
- What would make Kirkland's public participation process credible?
- Moving forward, are there any issues which do not have internal agreement? If so, what are they and why do you think there was disagreement?
- Comments/Other thoughts?

Preliminary External Stakeholders & Questions:

- Puget Sound Energy
- Cascade Water Alliance
- City of Redmond
- Cascadia Center for the Discovery Institute
- CNP Railway
- Eastside Trail Advocates (ETA)
- Cascade Bicycle Club
- Kirkland Alliance of Neighborhoods (KAN)

- What do you know about the project?
- Describe your involvement in the Eastside Rail Corridor.
- What do you need to know about the Corridor project?
- What are your current views about the corridor?
- How important is the corridor to the Kirkland community?
- In your opinion, what is the most important issue to be resolved about the corridor?
- What level of concern do you have for this issue?
 - None
 - Low
 - Moderate
 - High
 - Unknown
- What areas do you feel Kirkland can influence the decisions related to the development of the corridor?
- Without knowing our list of stakeholders, is there anyone else you feel we should interview?