



CITY OF KIRKLAND

CITY COUNCIL

Amy Walen, Mayor • Jay Arnold, Deputy Mayor • Dave Asher • Shelley Kloba
Doreen Marchione • Toby Nixon • Penny Sweet • Kurt Triplett, City Manager

Vision Statement

*Kirkland is an attractive, vibrant and inviting place to live, work and visit.
Our lakefront community is a destination for residents, employees and visitors.
Kirkland is a community with a small-town feel, retaining its sense of history,
while adjusting gracefully to changes in the twenty-first century.*

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AGENDA

KIRKLAND CITY COUNCIL MEETING

City Council Chamber
Tuesday, January 19, 2016
6:00 p.m. – Study Session
7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov. Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

EXECUTIVE SESSIONS may be held by the City Council only for the purposes specified in RCW 42.30.110. These include buying and selling real property, certain personnel issues, and litigation. The Council is permitted by law to have a closed meeting to discuss labor negotiations, including strategy discussions.

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

ITEMS FROM THE AUDIENCE provides an opportunity for members of the public to address the Council on any subject which is not of a quasi-judicial nature or scheduled for a public hearing. (Items which may not be addressed under Items from the Audience are indicated by an asterisk*.) The Council will receive comments on other issues, whether the matter is otherwise on the agenda for the same meeting or not. Speaker's remarks will be limited to three minutes apiece. No more than three speakers may address the Council on any one subject. However, if both proponents and opponents wish to speak, then up to three proponents and up to three opponents of the matter may address the Council.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. Sound Transit 3 Update
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
 - (1) Vote for Buses on 405, Not for Buses on the Kirkland Trail
7. *SPECIAL PRESENTATIONS*
 - a. King County Councilmember Claudia Balducci
8. *CONSENT CALENDAR*
 - a. *Approval of Minutes:* (1) January 5, 2016

QUASI-JUDICIAL MATTERS

Public comments are not taken on quasi-judicial matters, where the Council acts in the role of judges. The Council is legally required to decide the issue based solely upon information contained in the public record and obtained at special public hearings before the Council. The public record for quasi-judicial matters is developed from testimony at earlier public hearings held before a Hearing Examiner, the Houghton Community Council, or a city board or commission, as well as from written correspondence submitted within certain legal time frames. There are special guidelines for these public hearings and written submittals.

ORDINANCES are legislative acts or local laws. They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after the ordinance is published in the City's official newspaper.

RESOLUTIONS are adopted to express the policy of the Council, or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

PUBLIC HEARINGS are held to receive public comment on important matters before the Council. You are welcome to offer your comments after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment and the Council proceeds with its deliberation and decision making.

NEW BUSINESS consists of items which have not previously been reviewed by the Council, and which may require discussion and policy direction from the Council.

(2) January 5, 2016

*b. Audit of Accounts:**Payroll \$**Bills \$**c. General Correspondence**d. Claims**e. Award of Bids**f. Acceptance of Public Improvements and Establishing Lien Period**g. Approval of Agreements**h. Other Items of Business*

(1) Library Board Resignation

(2) Report on Procurement Activities

9. PUBLIC HEARINGS**10. UNFINISHED BUSINESS***a. Sound Transit 3 Correspondence**b. 2016 State Legislative Update #1**c. Ordinance O-4512 and its Summary, Authorizing and Providing For the Acquisition of Interests In Land For the Purpose of Construction and Operation of Fire Station No. 24 Within the City of Kirkland, Providing For the Cost of Property Acquisition, and Authorizing the Initiation of Appropriate Eminent Domain Proceedings In the Manner Provided For By Law.***11. NEW BUSINESS***a. Resolution R-5180, Naming the 900 Foot Portion of the Cross Kirkland Corridor Between the Google Phase I and Google Phase II Campuses "Feriton Spur."**b. Public Disclosure Semi-Annual Report**c. 2016 Board and Commission Interview Process***12. REPORTS***a. City Council Reports*

(1) Council Committee Appointments

(2) Finance and Administration Committee

- (3) Legislative Committee
- (4) Planning and Economic Development Committee
- (5) Public Safety Committee
- (6) Public Works, Parks and Human Services Committee
- (7) Tourism Development Committee
- (8) Regional Issues

b. City Manager Reports

- (1) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

ITEMS FROM THE AUDIENCE

Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period; provided, that the total amount of time allotted for the additional Items from the Audience period shall not exceed 15 minutes. A speaker who addressed the Council during the earlier Items from the Audience period may speak again, and on the same subject, however, speakers who have not yet addressed the Council will be given priority. All other limitations as to time, number of speakers, quasi-judicial matters, and public hearings discussed above shall apply.

**CITY OF KIRKLAND****Department of Public Works****123 Fifth Avenue, Kirkland, WA 98033 425.587.3800****www.kirklandwa.gov**

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: January 7, 2016

Subject: Sound Transit 3

RECOMMENDATION:

It is recommended that the City Council receive a briefing on ST 3, and review two letters addressed to the Sound Transit Board concerning ST 3. The first is from Mayor Walen, representing the City of Kirkland, and the second is co-authored and endorsed by a group of eastside cities including, potentially, the City of Kirkland. These letters are scheduled for final review and approval on the Unfinished Business portion of the January 19th City Council agenda. The Transportation Commission will also review the letters at their meeting on Thursday, January 14 and members of the Commission will be attending the Study Session to provide their feedback and insights.

BACKGROUND DISCUSSION:

Policy Support and Background regarding ST 3 investments on the Cross Kirkland Corridor
Over the past several years, the City of Kirkland has worked closely with the community to shape a vision for our city's future. This effort, which was called Kirkland 2035, involved hundreds of stakeholder participants from our community, setting priorities based on our community's vision looking 20 years into the future. This extensive public engagement process formed the basis of the policies contained in our city's Comprehensive Plan, our Transportation Master Plan, and the Cross Kirkland Corridor (CKC) Master Plan. Throughout the community planning process, improving transportation was one of the areas identified by our community as a top priority; and the need for better transit was a consistent theme. Transit is a key element of our Transportation Master Plan, and the Cross Kirkland Corridor is noted in each of these documents as a high priority transportation corridor for pedestrians, bicycles, and transit.

When the Burlington Northern/Santa Fe (BNSF) Railroad was purchased by the Port of Seattle, the Transportation Commission proposed, and the City Council adopted, an interest statement for how the corridor should be developed in our city (Attachment A). Recognizing the critical need for improved north-south transportation within and through Kirkland, and the multimodal opportunities provided by the ERC, the City of Kirkland purchased a 5.7 mile segment of the ERC to ensure its speedy development as a pedestrian/bike corridor, and to preserve opportunities for the best possible transit service in the future. An interim trail was quickly designed and constructed to put the corridor to immediate use for pedestrians and bicycles. Our longer-range CKC Master Plan sets forth policy and concept designs for development of a fully multimodal transportation corridor, which includes transit as an essential component.

The City of Kirkland has conducted a broad program of public outreach to gather comments concerning ST 3 investments of I-405 and the Cross Kirkland Corridor. The following is a list, in no particular order, some of the most frequently heard concerns:

1. Safety for trail users. The proximity of trail users and transit vehicles and safety concerns about crossing HCT to access the corridor.
2. Accessing the corridor. There is a concern that HCT will form a barrier in the community and prohibit crossings in many places where they now exist.
3. Impacts to natural environment. Concerns have been raised about environmental impacts to wetlands, trees, and views. These concerns have raised questions about where (laterally) on the corridor HCT and the trail will be located.
4. Need for a trail to remain. There is a fear in the community that if HCT is built on the CKC, there will not be a trail or the trail will be inadequate to meet community needs.
5. Other places for transit. Because of its perceived negative impacts on the trail, some community members are suggesting that transit should be located somewhere else (such as on I-405) and believe that other locations could be equally effective for transit.
6. Negative impacts of transit vehicles. Visual, odor and noise impacts of transit vehicles.
7. Frequency of buses. Concern that bus frequencies will exacerbate concerns 1, 5 and 6 and create traffic backups where the CKC crosses City streets.
8. Ability to fit on the corridor. There is a perception that the corridor is not wide enough to support proper development of a trail and HCT together, or that there are parts of the corridor where width is not adequate. (See item 3)
9. Commitment from Sound Transit. There is an overarching concern from community members, even those with different viewpoints about HCT on the CKC, that Sound Transit may not construct the corridor in a way that takes Kirkland's interests into account. Some of those who have said they oppose HCT on the CKC have said that they would support it if there were a "legally binding" way to obtain assurance that the CKC would be built out according to the CKC Master Plan vision.
10. Parking impacts. Community members have expressed the need for added parking areas for corridor access, assuming that HCT would draw transit riders to station areas and failure to adequately plan for this will cause impacts from parking in neighborhoods.
11. Property values. Some people who live along the corridor are concerned that adding HCT will decrease property values.

12. CKC transit will be for "others." The concern here is that BRT on the CKC may serve routes that carry people who are passing through Kirkland, impacting the corridor without direct benefits to residents of Kirkland.
13. Construction impacts. Concern that during construction, the entire trail or portions of the trail will be closed for long periods of time.

Letter from the City of Kirkland

In a December 7, 2015 letter (see Attachment B), Dow Constantine, King County Executive and Chair of the Sound Transit Board of Directors, asked that jurisdictions prepare correspondence to indicate receipt of the draft ST 3 candidate project templates and to comment on them. Specifically, Chair Constantine's letter states, in part: "With this letter I am asking for your acknowledgement and feedback on the scope of the candidate project(s) in which your jurisdiction is interested" and "...we would like to have your acknowledgement on the scope of candidate projects of interest to you along with any other feedback, by Thursday, January 21, 2016."

On January 5, the City Council reviewed materials in preparation for the City of Kirkland's response letter to Chair Constantine. Included in the briefing materials was a draft outline of the letter. Based on the comments from Council, public input, and a technical review of the project templates, a draft letter has been prepared for Council's consideration and approval (Attachment C). The draft letter is being reviewed by the City's Transportation Commission, Council's Public Works, Parks and Human Services Committee and by Council's ST 3 Ad Hoc Committee. These reviews will take place after Council packet material for the January 19th meeting has been published. Therefore, staff will provide any proposed revisions at the Council meeting on January 19.

Three main points in the letter summarize the City's position with respect to what must be included in an ST 3 ballot measure:

- **High Capacity Transit (HCT) is needed on the CKC:** Provide adequate funding to construct and operate Light Rail on the Cross Kirkland Corridor/Eastside Rail Corridor, between the Totem Lake Urban Center and Downtown Bellevue, but include language that specifically allows the flexibility to instead construct and operate the highest level of Bus Rapid Transit (BRT) or any other suitable mode of HCT. The choice of mode would occur after a successful Sound Transit ballot measure based on input from the City of Kirkland and evolving technologies and best practices at the time of construction. The need for this flexibility stems from the fact that Bus Rapid Transit may provide better, more flexible service and may better address the concerns that we have heard in extensive public outreach in the Kirkland community, and that new modes of public transportation might well be available over the next decade and authorized by Sound Transit. Additionally, it would be in the best interest of the City, as well as the region, if this unique opportunity for a dedicated HCT guideway on the Eastside could be shared by regional (Sound Transit), and local (Metro Transit) transit services. A flexible approach for any future HCT mode is essential to address all of these considerations.

A major reason for Kirkland's request to allow flexibility in selecting a mode on the CKC/ERC is that we are interested in working with the Sound Transit Board to develop and support a project that addresses the concerns of our community, especially with regard to the Cross Kirkland Corridor. The selection of mode is a complicated one that requires more time than is available before the Sound Transit Board must make decisions about what will be in the ST 3 package.

- **The policies and plans in the CKC Master Plan must be realized:** Place the transit generally on the east side of the corridor to retain sufficient space for the trail Master Plan. Improve the trail component of the Cross Kirkland Corridor, consistent with the City of Kirkland's CKC Master Plan, and build the trail simultaneously with the transit.
- **405 BRT must provide reasonable access points in Kirkland:** ST 3 must contain a BRT project on I-405 that allows excellent transit access to both the Totem Lake Urban Center and downtown Kirkland with TOD at the Kingsgate Park and Ride.

The letter also includes detailed comments on the ST 3 project templates prepared by Sound Transit, summarized as follows:

1. General
 - a) Include TOD at Kingsgate Park and Ride as part of a project in ST 3
 - b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. The number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the current model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
 - c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
 - d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.
2. E-02 Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac and the associated sub projects E-02c 1 and E-02c 2.
 - a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.
 - b) E-02b Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) must be included in the ST 3 package.
 - c) E-02c1 and E-02c2 should be combined into one project.
 - d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.

- e) The scope of project E-02c2 should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel time and ridership.
3. E-03 Totem Lake to Issaquah Light Rail
 - a) Re-scope the project with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit or other suitable mode of High Capacity Transit so that the Kirkland community can determine which mode best serves Kirkland and the region.
 - b) Provide a connection between LRT on the CKC/ERC and downtown Kirkland.
 - c) Provide a flexible guideway that could be used by Metro Transit buses as well as light rail similar to the street car lines in Tacoma and Seattle.
 4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
 - a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible for use by Metro Transit as well as Sound Transit.
 - b) Examine travel time estimates and resulting impacts on ridership
 - c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel time and ridership.
 - d) Routing must include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
 - e) Review the costs of the project to better understand why costs are much higher than industry norms.

A summary of community comments and a policy basis for Kirkland's positions are also in the letter, with material largely unchanged from that in Council's January 5 packet.

Multi City Letter to the Sound Transit Board

The Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell have prepared a joint comment letter on ST 3. Council reviewed a draft of the letter at the January 5 Council meeting. Council's ST 3 Ad Hoc Committee has reviewed the letter and proposed some minor changes. These have been combined with edits proposed so far by other cities (Attachment D). Because the letter is due to the Sound Transit Board on January 21 and because five other City Councils are simultaneously reviewing the letter, there is limited opportunity for editing the letter. As with the letter from the City of Kirkland, the draft multi-city letter is being reviewed by the Transportation Commission, Council's Public Works, Parks and Human Services Committee and by Council's ST 3 Ad Hoc Committee. These reviews will take place after the time when Council packet material for the January 19th meeting has been published. Therefore, staff will provide any revisions, including those that other cities may provide, at Council's meeting on January 19th.

Zero Emissions Requirement on the Cross Kirkland Corridor

At the January 11 Public Meeting, the idea of requiring any transit vehicle operating on the Cross Kirkland Corridor to be electric or have zero emissions was raised. The Council has previously expressed a desire to accomplish this goal. This would avoid diesel fumes, and/or other carbon emissions. Sound Transit light rail is electrified and Proterra, Inc. currently produces all-electric buses that can meet the needs of municipal bus fleets. King County Metro has purchased several Proterra buses as a pilot project and as the technology advances and the electric bus market increases, additional options may become available in the years

between the time a Sound Transit measure passes in 2016 and design and construction of a transit thoroughway are completed. Therefore staff does not believe that such a zero emissions requirement would prohibit any of Sound Transit's HCT options from operating on the CKC. The City Manager has asked the City Attorney and staff from Planning and Public Works to evaluate legislative and/or regulatory options to make the CKC a zero emissions corridor. Staff hopes to have some initial options to present at the Study Session for Council review and feedback.

Conclusion

If done correctly and in a way that addresses community concerns, an approach to HCT in Kirkland that includes both BRT on I-405 and, most importantly, HCT on the Cross Kirkland Corridor, will best serve the needs of the City of Kirkland and the Eastside. Our precious opportunity to create one of the best multimodal corridors in the world was noted at the Eastside Rail Corridor Regional Advisory Council Summit on January 9, 2016. Keynote speakers and presenters from around the country participated in the event, which was attended by elected officials and other stakeholders from the communities that share an interest in the ERC. It was noted by one of the speakers that the ERC provided not just a once-in-a-lifetime opportunity for a world class integrated pedestrian, bike, and transit system; rather, this is a once-in-a-century opportunity. If implemented in a way that addresses the issues raised by Kirkland residents and businesses, ST3 provides our community, the Eastside, and our region the means of grasping this once-in-a-century opportunity to improve our community and our quality of life.

City of Kirkland

Eastside Rail Corridor Interest Statement

Adopted by the Kirkland City Council April 19, 2011

Introduction

In December 2009, the Port of Seattle purchased the Woodinville subdivision from the BNSF Railroad. The Eastside Rail Corridor, stretching between Snohomish and Renton via Kirkland, thereby became a publicly-owned corridor. The City of Kirkland has long been interested in the corridor as a potential facility for bicycle and pedestrian transportation, having identified the Cross Kirkland Trail¹ project more than 15 years ago.

With the corridor coming into public ownership, the City Council directed the Transportation Commission to conduct public outreach, then identify and document the City's interests in the corridor. This Interest Statement is the product of that work.

Outreach elements included gathering comments at the Wednesday Market, fielding three on-line surveys, meeting with Boards, Commissions and neighborhood groups, walking the corridor, and receiving testimony at Transportation Commission meetings. The 2009 Final Eastside Commuter Rail Feasibility Study² prepared by Sound Transit and PSRC also served as a reference.

This Interest Statement is not a proposal or a recommendation per se. Rather, it is intended to guide evaluation of proposals for corridor development. Proposals that satisfy more of the interests would rank more highly than proposals that satisfy fewer of the interests. The conclusions at the end of this document describe the type of corridor development that is likely to be practical and meet the City's interests given current information.

Interests

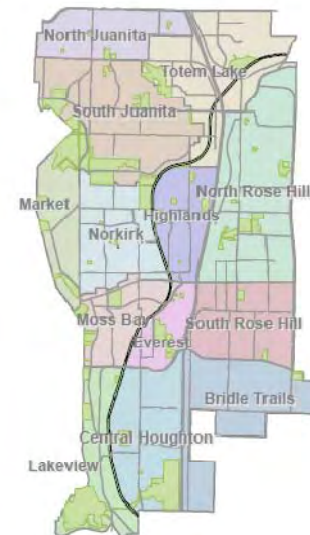
Serve Transportation needs of Kirkland

Transportation on the corridor should be integrated with and support the City's transportation goals³ to provide travel options within Kirkland and to points outside Kirkland. This implies an interest in how and when the corridor is developed in other cities as well.

Keep the corridor in public ownership

The region has determined⁴ that the public interest is served by public ownership of the corridor, and the City of Kirkland supports this position. Keeping the corridor in public ownership may require the City to purchase its portion of the right-of-way, and Kirkland's ownership may help the City meet other interests as well.

The Eastside Rail Corridor (black line) touches many neighborhoods and parks in Kirkland



A section of the right-of-way in the Highlands neighborhood



Source: City of Kirkland

Council Goal concerning Balanced Transportation:

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: To reduce reliance on single occupancy vehicles. (September 2009)

Actively use the corridor in the near future

Because the corridor is a valuable asset that could be used to transport people, allowing it to remain unused or undeveloped has a high opportunity cost. The longer it is not used, the more resistance may be encountered toward any particular use.

Maintain the corridor in good condition

The corridor should be maintained to protect its value and the value of adjacent properties. Proper operation of drainage facilities, prevention of encroachment, and the preservation of structures and crossings are examples of ongoing maintenance needs.

Contribute to economic sustainability

Development of the corridor should be done in a cost-effective manner and should consider the short- and long-term costs of construction, maintenance, and operation. Development should support current and future plans for economic and neighborhood development.

Connect Totem Lake

Because of the corridor's proximity to the Totem Lake Urban Center⁵, it has the potential to help connect Totem Lake to the rest of the city and the region.

Protect neighborhood feel and atmosphere

Development of the corridor should allow for access across and along the corridor and not create barriers within or between neighborhoods. Residential neighborhoods should be protected from any excessive noise and safety impacts caused by corridor uses. Development of any trailheads, transit stations and/or parking locations should consider and minimize impacts to neighborhoods. The corridor is adjacent to several parks, schools and other amenities. These facilities should be protected appropriately as the corridor is developed.

Plan for a multi-use facility

In the long term, transit, pedestrians and cyclists should be able to simultaneously travel safely and efficiently in the corridor. Planning or implementing one transportation mode must not foreclose future corridor use by another mode. Additionally, underground utilities that currently use and will continue to use the corridor⁶ must be considered. Freight operations may be considered along the corridor, but there does not appear to be much commercial interest in freight rail service within Kirkland.

The existing corridor contains many drainage facilities that require regular maintenance.



Source: City of Kirkland

The Burke-Gilman trail in Seattle is on an abandoned railroad right-of-way.



Source: King County

This area in the Houghton neighborhood contains wetlands.



Source: City of Kirkland

A shared rail and trail facility



Source: Marin County Bicycle Coalition

Serve the transportation needs of pedestrians and bicyclists

A bicycle and pedestrian transportation facility should allow all-weather, day and night use. It should be sized to allow simultaneous safe passage for both pedestrians and bicyclists of all skill levels. Its development should include protection of existing connections and include new connections to the City's streets and trails. The Active Transportation Plan⁷ has a list of such connections.

Design Transit to efficiently move people

Successful transit systems must have certain characteristics. Service should be frequent, available most of the day, operate between desirable destinations, be easily accessible by potential riders and offer reasonable travel speeds. The best choice of transit technology may vary, with one system best in the shorter term and another better in the longer term. The viability of transit in the corridor should be compared to other options.⁸

Plan any transit use in close consultation with the City of Kirkland.

Locating transit stations and associated parking and feeder bus connections has major short- and long-term impacts on the surrounding neighborhoods and on the transportation network. A process to determine station locations should include extensive work with neighborhood groups, appropriate Boards and Commissions, and the City Council.

Consider grade-crossing delay and safety

Crossings must provide a reasonable level of safety and convenience for both users of the corridor and for street traffic. Design of the corridor should consider the potential time delays and safety concerns for all users of the corridor and facilities that intersect it.

Disclose and mitigate environmental impacts

Develop the corridor in a way that meets the City's goals for environmental sustainability. Prior to any development of the corridor, a complete environmental review should be conducted to identify and disclose impacts and to propose mitigations for those impacts. Noise, air quality, surface water and sensitive areas are topics that typically require analysis in an environmental review.

Conclusions

By its nature, an interest statement does not establish specific positions on issues. Instead it describes interests, which could be met in a variety of ways. The purpose of these conclusions is to demonstrate how the interests described above could be met, to varying degrees, by a range of development options.

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.

These photos illustrate different types of transit. How they might help meet Kirkland's interests on the corridor would depend on a number of factors.

Heavy rail: Sound Transit Sounder



Source: Railpictures.net Image © PNWRailfan

Electric Light Rail: Sound Transit Link



Source: lisatown.com

Diesel multiple unit: DMU in service in Australia



Source: thetransportpolitic.com

Bus Rapid Transit: Community Transit Swift



Source: blogs.seattleweekly.com

The main focus for development of the corridor in the short term should be on a trail. A paved, accessible, bicycle and pedestrian trail would be far less expensive than a high-capacity rail or bus system and would require a less extensive planning process than would a transit option. However, it is important that trail planning be done with rail compatibility --that would meet Kirkland's interests-- as the long-term goal.

Due to its poor physical condition, the current infrastructure in the corridor is not capable of supporting rail traffic that would offer a viable transportation option. If rail were to be located on the corridor, a safe, fully-featured, high-capacity rail system – similar to Link Light Rail—is perhaps the ideal option. A high-capacity rail system would require a great deal of careful planning to meet Kirkland's interests.

Because of its high cost and Sound Transit timing, it is not likely that regional rail transit would be in operation before 2030. Moreover, the Eastside Rail Corridor may not be the best alignment for such a route. In the shorter term, there may be less expensive corridor transit options that could be developed, such as bus rapid transit linking the South Kirkland Park & Ride and Totem Lake.

While freight operations may be part of a future rail corridor, there does not appear to be much current commercial interest in freight rail service within the city. It is difficult to conceive of freight rail operations that would meet many of Kirkland's interests.

The Eastside Rail Corridor is a transportation facility that represents enormous opportunity for the City of Kirkland and the region. Kirkland is fortunate to have such a facility within its boundaries and should strive to see that its interests are met during development of the corridor.

City of Kirkland Transportation Commission

The City of Kirkland Transportation Commission is made up of seven members appointed by the City Council to four-year terms. The Commission meets every month to make recommendations on transportation policy to the City Council. Visit the Commission webpage where you can join the Transportation Commission List-Serve and automatically receive e-mail updates on the Commission's activities.

Commission members:
Donald Samdahl, Chair
Joel Pfundt, Vice Chair
Morgan Hopper
Tom Neir
Thomas Pendergrass
Sandeep Singhal
Michael Snow
Carl Wilson

Summary of interests

- *Serve transportation needs of Kirkland*
- *Keep the corridor in public ownership*
- *Actively use the corridor in the near future*
- *Maintain the corridor in good condition*
- *Contribute to economic sustainability*
- *Connect Totem Lake*
- *Protect neighborhood feel and atmosphere*
- *Plan for a multi-use facility*
- *Serve the transportation needs of pedestrians and bicyclists*
- *Design transit service to efficiently move people*
- *Plan any transit use in close consultation with the City of Kirkland*
- *Consider grade crossing delay and safety*
- *Disclose and mitigate environmental impacts*

¹ The Cross Kirkland Trail was originally envisioned as a trail that would operate beside what was at the time an active railroad corridor.

² 2009 Final PSRC and Sound Transit BNSF Eastside Commuter Rail Feasibility Study, 2009 Puget Sound Regional Council <http://www.psrc.org/transportation/bnsf>

³ City of Kirkland Council Goals. <http://www.ci.kirkland.wa.us/Assets/City+Council+Goals.pdf>

⁴ BNSF Corridor Preservation Study, Final Report May, 2007 Puget Sound Regional Council. Page 7. http://www.psrc.org/assets/3176/_07-20_BNSFfinalreport.pdf

⁵ In cooperation with member cities, Puget Sound Regional Council has designated a number of Urban Centers where regional growth is to be targeted. Totem Lake is the only Urban Center in Kirkland. Downtown Bellevue, downtown Redmond and Overlake are examples of other nearby Urban Centers.

⁶ Puget Sound Energy and Cascade Water Alliance are examples of current and potential users respectively.

⁷ More People, More Places, More Often, an Active Transportation Plan City of Kirkland, March 2009. Page 100. http://www.ci.kirkland.wa.us/depart/Public_Works/Transportation_Streets/Active_Transportation_Plan.htm

⁸ Ridership on existing King County Metro routes could be a reasonable benchmark. The proposed Bus Rapid Transit (BRT) System on I-405 could also be compared.



RECEIVED
DEC 10 2015
CITY OF KIRKLAND
CITY MANAGER'S OFFICE

December 7, 2015

The Honorable Amy Walen
Mayor of Kirkland
123 5th Avenue
Kirkland, WA 98033

Dear Mayor Walen,

On behalf of the Sound Transit Board, I want to thank you for your input and continued engagement on the development of Sound Transit 3 (ST3), the next set of regional high-capacity transit investments that we plan to present to voters next November. To reach that goal, we expect to have a draft system plan out for public comment and review next spring, with final adoption by the Board at our meeting in June. Input from jurisdictions, the citizens we serve, our partners, and stakeholders across the region will continue to inform and shape our work in the months ahead.

The purpose of my letter is to ask for feedback as we begin to evaluate the ST3 candidate projects and start to identify projects and services for the next system plan. At the December 4 Board workshop, staff presented technical reports for each candidate project, along with corridor summary information, for the list of candidate projects approved by the Board last August. The candidate project reports can be found at www.SoundTransit3.org. With this letter, I am asking for your acknowledgement and feedback on the scope of the candidate project(s) in which your jurisdiction is interested.

Through the implementation of Sound Move and Sound Transit 2 capital programs, the agency has come to value the need for common understanding and clarity about the scope and initial assumptions of proposed voter-approved projects. At this stage in the planning process, the scope of these candidate projects inform the cost estimates, which in turn inform the financial plan needed to support the system plan. To ground the system plan in solid analysis and to ensure success over the long run, it is paramount that we continue to advance our planning work with accuracy and transparency. Sound Transit asks you to acknowledge the scope elements included in candidate project reports of interest to you and note if there are scope elements that have been overlooked or included unnecessarily. To keep our work on schedule, we would like to have your acknowledgement on the scope of candidate projects of interest to you, along with any other feedback, by Thursday, January 21, 2016.

Over the next several months, the Board intends to develop a system of capital projects and services that, in combination with state and local transportation services and infrastructure, keep our regional economy and people moving. Using the technical work presented at the December 4 workshop and on-going feedback from citizens, cities, and partners, the Board will utilize our regular meetings to discuss priorities, leading to the adoption of a draft plan in the spring.

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CHIEF EXECUTIVE OFFICER

Joni Earl

Thank you for your continued engagement and feedback on the ST3 planning work. An integrated and robust transportation system is key to maintaining our economic competitiveness and the quality of life we enjoy in the Puget Sound region. My colleagues on the Board and I look forward to working with you in the weeks and months ahead on an ST3 plan that delivers on this vision.

Sincerely,



Dow Constantine
Chair, Sound Transit Board

c: Sound Transit Boardmembers
Mike Harbour, Acting Chief Executive Officer
Ric Ilgenfritz, Planning, Environment & Project Development
Ann Snell McNeil, Government & Community Relations

Sound Transit Board
c/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

January 20, 2016

Dear Chair Constantine and Sound Transit Boardmembers:

Thank you for the opportunity to review and comment on the project templates for the ST 3 candidate projects. It is exciting to contemplate an ST 3 ballot measure and the positive effects of increased transit in our region, and the City of Kirkland looks forward to working with you to shape the ballot measure in the months to come.

This letter responds to Chair Constantine's letter dated December 7, 2015, requesting local governments to acknowledge receipt of the templates for the candidate projects and give feedback on the project scopes along with any other feedback agencies may wish to offer. Our comments mainly concern the following projects:

- *E-02 Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac* and the associated sub projects E-02c 1 and E-02c 2.
- *E-03 Totem Lake to Issaquah Light Rail*
- *E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue*

To realize the vision and policies set forth in our long-range plans (see *A policy basis for Kirkland's support* below), there are three overarching requirements of any ST 3 package from the City of Kirkland's perspective:

- **High Capacity Transit (HCT) is needed on the CKC:** Provide adequate funding to construct and operate Light Rail on the Cross Kirkland Corridor/Eastside Rail Corridor, between the Totem Lake Urban Center and Downtown Bellevue, but include language that specifically allows the flexibility to instead construct and operate the highest level of Bus Rapid Transit (BRT) or any other suitable mode of HCT. The choice of mode would occur after a successful Sound Transit ballot measure based on input from the City of Kirkland and evolving technologies and best practices at the time of construction. The need for this flexibility stems from the fact that Bus Rapid Transit may provide better, more flexible service and may better address the concerns that we have heard in extensive public outreach in the Kirkland community, and that new modes of public transportation might well be available over the next decade and authorized by Sound Transit. Additionally, it would be in the best interest of the City, as well as the region, if this unique opportunity for a dedicated HCT guideway on the Eastside could be shared by regional (Sound Transit), and local (Metro Transit) transit services. A flexible approach for any future HCT mode is essential to address all of these considerations.

A major reason for Kirkland's request to allow flexibility in selecting a mode on the CKC/ERC is that we are interested in working with the Sound Transit Board to develop and support a project that addresses the concerns of our community, especially with regard to the Cross Kirkland Corridor.

The selection of mode is a complicated one that requires more time than is available before the Sound Transit Board must make decisions about what will be in the ST 3 package.

- **The policies and plans in the CKC Master Plan must be realized:** Place the transit generally on the east side of the corridor to retain sufficient space for the trail Master Plan. Improve the trail component of the Cross Kirkland Corridor, consistent with the City of Kirkland's CKC Master Plan.
- **405 BRT must provide reasonable access points in Kirkland:** ST 3 must contain a BRT project on I-405 that allows excellent transit access to both the Totem Lake Urban Center and downtown Kirkland with TOD at the Kingsgate Park and Ride.

A policy basis for Kirkland's support.

As mentioned above, both regional and local transit play an important role in Kirkland's Transportation Planning. In particular, HCT on the CKC has a central role.

Following more than three years of public involvement, the Kirkland City Council recently adopted a number of documents that define Kirkland's future course, including the Comprehensive Plan and the Transportation Master Plan. In 2014, the Cross Kirkland Corridor Master Plan was adopted after a vigorous public outreach program. All of these plans identify HCT on the CKC as a goal toward which the City should be striving.

The Kirkland Comprehensive Plan's 2035 vision of a livable, walkable, green community can only be met with a high quality transit system that connects with the regional system. Developing transit as a realistic alternative for many trip types is one of the foundations of the City's Transportation Master Plan and will best be accomplished when transit can travel on a guideway that is separate from mixed traffic. A separate transit way on the CKC is one way of accomplishing this. The transportation element of the Comprehensive Plan was developed in coordination with the Plan's land use element and its recognition of Kirkland's future growth, including at the Totem Lake Urban Center.

Results from the past three community surveys (conducted biennially in Kirkland) have shown traffic congestion as an item that is important to the community but which needs improved performance. Adding better transit options is one several strategies that can be used to reduce traffic congestion.

Along with local policy support for transit on the CKC, there is regional policy basis for HCT on the Eastside Rail Corridor (ERC). The ERC Regional Advisory Council¹ (RAC) has adopted a policy statement in support of HCT along the entire corridor along with facilities for walking and biking. RAC's policy vision is consistent with the reasons Sound Transit's purchased an HCT easement on the ERC

¹ King County, the cities of Kirkland and Redmond, Sound Transit, and Puget Sound Energy own segments of the Eastside Rail Corridor or easements on the Corridor. These owners work together through the Regional Advisory Council (RAC) to maintain a collaborative, regional planning process for the ERC. The owners' goal is to achieve connectivity and multiple uses, maximizing public benefit and enjoyment throughout the corridor both directly and indirectly.

In addition to the many policies and long-range plans associated with the CKC, Transit Oriented Development (TOD) at Kingsgate Park and Ride is directly referenced and supported in the City's Totem Lake Business District Plan, in both Goals and Policies.² We believe that this site is a perfect candidate for TOD development, furthering our city's Sound Transit's and the region's goals for affordable housing, accessible transit, traffic congestion reduction, and reduced carbon emissions.

Comments and questions on the ST 3 Candidate Projects and templates

Summary of Kirkland's Comments

Background and explanation for these comments are detailed in the discussion below.

1. General
 - a) Include TOD at Kingsgate Park and Ride as part of a project in ST 3
 - b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. In other words, the number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
 - c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
 - d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.
2. E-02 Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac and the associated sub projects E-02c 1 and E-02c 2.
 - a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.
 - b) E-02b Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) must be included in the ST 3 package.
 - c) E-02c1 and E-02c2 should be combined into one project.
 - d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.
 - e) The scope of project E-02c2 should consider routing to 6th Street, next the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel time and ridership.

² Policy TL 18-3: Seek opportunities to expand housing in the Totem Lake Business District, Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride. Policy TL-34.1: Encourage new transit-oriented development.

3. E-03 Totem Lake to Issaquah Light Rail
 - a) Re-scope the project with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit other suitable mode of High Capacity Transit so that the Kirkland community can determine which mode best serves Kirkland and the region.
 - b) Provide a connection between LRT on the CKC/ERC and downtown Kirkland.
 - c) Provide a flexible guideway that could be used by Metro Transit buses as well as light rail, similar to the street car lines in Tacoma and Seattle.
4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
 - a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible for use by Metro Transit as well as Sound Transit.
 - b) Examine travel time estimates and resulting impacts on ridership
 - c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel times and ridership.
 - d) Routing should include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
 - e) Review the costs of the project to better understand why costs are much higher than industry norms.

General comments: Ridership

City of Kirkland staff and consultants have raised general concerns around the ridership forecasts in the Project Templates. The regional ridership model uses forecast zones that are relatively large. Although this may be appropriate at the regional scale, there are aspects that are of interest to Kirkland that are not depicted. For example the model under-counts trips within Kirkland, and the ridership benefits of stations closer to homes, jobs, and key transfer points, due to the limitations of a model designed for regional rather than municipal-level analysis. The model assumes that all people live and work at the middle point of each zone, (known as the 'zone centroid'). For regional analysis, this is a reasonable simplifying assumption. However, this assumption means the model cannot distinguish between the average access trip differences under different station-location scenarios, because the model cannot, for example, distinguish between people living in the Everest versus the Lakeview neighborhoods within Kirkland. This plays out in the analysis of Project E-02 BRT on I-405 in that the Intensive Capital (E-02a) option with more stops and access has the same ridership forecast as the Lower Capital (E-02b) alternative.

While the model does not project added ridership with additional stops, ST staff has indicated that increased stops do result in increased travel time in the ridership model. This further complicates comparisons of templates with one another.

General comments: Coordination with Metro Service

One of the most important factors in projecting ridership for a proposed project is the transit service plan that will operate in conjunction with the project. What the model assumes about the service plan, as well as what will happen to the existing bus services, will generally determine ridership projections.

For example, Project E-06, includes one service that runs from Totem Lake to Bellevue. All other Metro and ST bus services are assumed to remain as they currently exist. Therefore, ridership on the E-06 appears much lower than it might be with a more sophisticated service plan in which King County Metro would also operate services on the CKC/ERC BRT infrastructure. If only one ST-operated BRT service is assumed on the CKC, and no other bus service changes are assumed, competition between existing bus routes and the new BRT service will draw riders away from the new BRT, thereby decreasing projected ridership. Sound Transit staff has indicated a willingness to discuss service changes but it indicated that most service planning decisions would come in a later design phase. While this may not significantly alter other templates, it has a very significant impact on the viability of the projects affecting Kirkland, most particularly E-06, E-02c1, and E-02c2. To a far greater degree than other candidate projects, these projects in Kirkland can significantly benefit from integration with King County Metro service.

General comments: Comparing results

The ST3 templates represent the results of a significant modeling and evaluation effort put forth by Sound Transit and its consultants; however, the presentation of results makes it difficult to compare the benefits of one project to another. While projected ridership, cost per rider, and trip time are shown, these are not compared against any baseline conditions, and hence provide no way to estimate project benefits relative to project cost.

As there is no clear basis for comparing the relative technical merits of each project, the Board and the public are given no basis for determining the fairness of each project's inclusion in or exclusion from the final ST3 package, or a project's position in a proposed timeline for ST 3 implementation.

For example, in order to prioritize funding for transit projects from among a set of project applications, the Federal Transit Authority (FTA), performs a comparative analysis using various metrics, the most significant of which is a cost effectiveness analysis, requiring each project to demonstrate a cost per user benefit, or 'dollars per transit user benefit hours. This 'dollars per transit user benefit hour' indicator provides a way of comparing one project against another.

Benefit in a transit project is typically calculated by first determining the travel time and ridership for a set of services under existing conditions, and then comparing this to travel time and ridership after the project is implemented. Additional time savings and additional riders are then weighed against the project's cost. Even a very expensive project may be viable if it brings enough new passengers and new time savings.

The ST3 templates include projected trip lengths and travel times for several projects after implementation, but as they do not compare this to the current time required to make the same trip by transit, nor the current demand, there is no way to compare the projects' potential benefits under 'build' and 'no build' conditions. Without such a measure of user benefit, it is difficult to objectively compare higher and lower cost options.

Project Specific Comments: Candidate Project E-02a: Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (lower capital)***Quality of Bus Rapid Transit on I-405 as presented in E-02a –Seg. A.***

Considering the elements that characterize Bus Rapid Transit (BRT), Kirkland staff and consultants have raised a concern that this proposal is express bus service renamed “BRT.” Key elements that distinguish high quality BRT but that do not appear in the templates include:

- Dedicated right-of-way (Buses will operate in shoulder lanes and general purpose lanes over some of the route and Express Toll Lanes are subject to congestion.)
- High quality stations with platform-level boarding. The improvements included for the in-line station at NE 128th Street are “minor improvements including signage.”
- High levels of bicycle access (The Kingsgate/Totem Lake Station is not considered an urban station, but rather a suburban station)
- Multiple service routes that can leave the main facility. The template includes only one route and excludes service beyond the I-405 BRT corridor.
- It is unclear if the vehicles being proposed have appropriate configurations. Our team recommends purchase of vehicles that have doors on both sides of the coach in order to serve center platforms thereby saving hundreds of millions of dollars in station construction costs over stations on both sides of a stop.

Kirkland improvements in E-02a –SegA.

Template E-02a-SegA utilizes the existing inline bus transit station at NE 128th as the only stop in Kirkland. The fact that there are no new connections for the Totem Lake Urban Center or for Downtown Kirkland means this project proposal offers little to no benefit or value to Kirkland residents, businesses and workers. Further, only considering a garage at the Kingsgate Park and Ride does not maximize the potential for increasing affordable housing stock through transit oriented development (TOD) at that site. In June 2015, Deputy Mayor Sweet and I visited the Kingsgate Park and Ride site with Washington State Department of Transportation (WSDOT) Secretary Peterson to discuss Kirkland’s interest in TOD there and how to work with WSDOT to move forward. Secretary Peterson was very open to this possibility and we are anxious to see the project move forward as part of ST 3.

With no new access to Kirkland, either at Totem Lake or to Downtown, E-02a-SegA is unacceptable.

Candidate Project E-02b-SegA: Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)***Description***

In Kirkland, Template E-02b-SegA is an improvement over E-02 b because it includes an inline station at NE 112th St, providing a second connection to the Totem Lake Urban Center. ST staff explained that the reason the addition of 112th Street did not yield any additional riders was because the station is close to the Kingsgate Park and Ride stop, and the two stops split the demand rather than generating new demand. This could be the result of the large zones used for modeling described above. The quality of bus rapid transit comments made for E-02a-Seg A also apply to this project. Because this project alone does not include a connection to NE 85th Street, it is unacceptable to the City of Kirkland.

Comparison of E-02a and E-02b in SegA:

Sound Transit's 2014 Sound Transit Central/East High Capacity Transit Corridor Study³ indicated larger differences in travel time savings than are recognized in the templates. It also seems as though the addition of The HOV to HOV direct connection between I-5 and I-405 would likely save minutes of travel time but neither of these differences manifest themselves in ridership differences between the alternatives.

Candidate Project E-02c1: Kirkland-NE 85th Street BRT Inline Station (Intensive Capital)

To provide any meaningful service to the City of Kirkland, Template E-02c1 must be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As noted above, center platform stations on NE 85th Street and I-405 could save substantial construction costs over split stations. These savings may be several times greater than any impacts to fleet costs needed to provide vehicles with doors on both sides of coaches. To effectively connect riders with other service, this project must be completed with project E-02c2 (below).

Candidate Project E-02c2: Kirkland-NE 85th Street Bus-Only Lanes (Intensive Capital)

Again, to provide any meaningful service to the City of Kirkland, Template E-02c2 must be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As described above, this project must be included with E-02c1 in order to be effective. Template E-02c2 calls for "outside" bus only lanes. To provide speed and reliability and set the stage for BRT service along this link, the lanes should be located in the center of the roadway. This configuration would also allow for a center platform on NE 85th Street. It would require less street widening and perhaps reduce the reconstruction costs of the NE 85th Street interchange. It could also be used by BRT service on the CKC/ERT to connect to downtown Kirkland. Bus-only lanes on NE 85th must allow for a center lane station to serve E-02c1. The template as proposed also connects to 3rd Street in Kirkland, but it may be beneficial to connect to 6th Street and the Kirkland Urban development because it would reduce the length of the project and still make a strong connection to downtown Kirkland.

Candidate Project E-03: Light Rail from Totem Lake to Issaquah via Bellevue

The scope for this project must be altered to provide flexibility to allow for alternative High Capacity Transit considerations such as Bus Rapid Transit on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if light rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses.

A connection between downtown Kirkland and LRT must be provided. This could be accomplished through a project similar to E-02c2 (see comments above).

3

http://www.soundtransit.org/sites/default/files/documents/pdf/projects/HCT_2014/STCentralEastHCT_CorridorReport_KBI.pdf

Candidate Project E-06: Bus Rapid Transit from Totem Lake to Bellevue on CKC/ERC

Ridership

This analysis in this project's template would benefit from a consideration of how King County Metro Service could be reconfigured to better take advantage of new capital projects. There are several Totem Lake-Bellevue and Seattle bound services that could benefit from travel on the CKC. For example, in 2015, Metro's Route 255 carried an average of 6,905 passengers, Route 235 carried an average of 1,140 passengers, Route 234 carried an average of 1,145 passengers, and Route 311 carried an average of 1,075 passengers. Our consultants estimate that if just these four routes used the CKC/ERC BRT for part of their trip, there could be over 10,000 daily riders upon opening of the project with estimated ridership of 34,500 by 2040. Note that one of the primary benefits of this project is improved service for Seattle oriented transit riders, something that is lacking in the E-02 and E-03 projects. By using the CKC, Metro buses traveling from I-405 to Seattle via SR 520 could avoid the congested freeway interchange by using the direct access ramp to and from the west at 108th Avenue NE and SR-520 adjacent to the South Kirkland Park and Ride.

Route	Daily 2015 Ridership
255	6905
235	1140
234	1415
311	1075

The template for E-06 calls for one service with a 10 minute peak headway between buses. If the service plan above were implemented, a better frequency could be maintained. At a minimum, a frequency equal to that assumed in the E-03 template, 7.5 minutes should be used.

Travel time

The template shows an estimated travel time of 35 minutes from the Totem Lake Transit Center (TC) to the Bellevue TC on the BRT. The service that would travel from Totem Lake to Bellevue most closely mimics the existing 235 bus route. Currently, the trip on the 235 between Totem Lake TC and the Bellevue TC takes 37 minutes. Consultants working for the City of Kirkland conducted a travel time analysis and determined that the trip from Totem Lake TC to Bellevue TC would take roughly 27.5 minutes. This difference is important because ridership assumptions should increase if the trip time is decreased by 25%. The reasons for the difference in travel time have to do with operating assumptions around how long buses take to slow at a station, pick up passengers and accelerate away from the station. More importantly they have to do with the routing assumptions described below.

Routing

As described in the discussion around the template for project E-02c2, routing for project E-06 was considered on Central Way in curbside transit lanes with some mixed traffic to 3rd Street and Kirkland Way before rejoining the CKC/ERT. Kirkland prefers a more direct routing in median aligned, exclusive bus lanes between the CKC/ERT and 6th Street, with a station at Kirkland Urban (former Kirkland Parkplace). This location balances the needs of pedestrian access to downtown while also minimizing the diversion from the CKC/ERC for BRT vehicles and the additional delay caused by mixed traffic.

In the Totem Lake area, Kirkland asked that full BRT infrastructure throughout Totem Lake to the Kingsgate Park and Ride, including an elevated busway over 124th Street be assumed in the

template. The template assumed Business-Access-Transit (BAT)⁴ lanes through Totem Lake, subjecting the BRT to congestion delay between the Kingsgate Park and Ride, Totem Lake TC, and Totem Lake Mall, and signal delay at 124th Street. The assumption of operation in mixed traffic added to the travel time assumed for the route by ST. The elevated busway must be added to this option.

Costs

The ST template lists the total capital cost for the E-06 template as \$747 million. With 10 miles of new infrastructure, this averages out to \$74.7 million per mile. This is a much higher cost per mile than most BRT projects developed in the United States. For example, CTfastrak's BRT, built on a converted freight rail line like the proposed CKC/ERC BRT, is widely known to be a very expensive project. The cost for the CTfastrak BRT was \$567 million for 9.4 miles, or an average of \$60.32 million per mile, still less than the CKC/ERC BRT estimate. Los Angeles' Orange Line was similarly on an old rail line and cost around \$30 million per mile, and Pittsburgh's Martin Luther King, Jr. East Busway also cost around \$30 million per mile. Only Boston's Silver Line Waterfront, which averaged to \$80 million per mile, is more expensive and that is because it included a new tunnel under Boston Harbor. To allow for an accurate comparison across templates, and to establish a measure of benefit per unit of cost, the capital costs of the E-06 template should be revisited.

Vehicle costs should also be revisited. At \$1.8 million this is much higher than the industry norm cost of BRT vehicles. In order to mitigate the impacts of transit vehicles on the trail portion of the CKC, only quiet ultra low emission or zero emission electric buses should be operated. These buses may in fact have a higher cost than the average BRT vehicle, but this is not clearly described in the templates as a reason for the higher vehicle cost.

A summary of what we have heard from our community

The City of Kirkland has conducted a broad program of public outreach to gather comments concerning ST 3. Sound Transit staff have helped support and presented at the larger of these meetings. The most frequent concerns heard at public meetings include: safety for trail users, access across the corridor, preserving the natural environment, the need for a trail to coexist with transit—even in the narrower sections of the corridor, sound, odor and emission impacts of transit and construction impacts to the trail and surrounding properties. The City of Kirkland expects that Sound Transit will make an early commitment to the active mitigation each of these concerns in the planning, design, construction, operation and maintenance of ST 3.

Elements the City of Kirkland would require in ST 3 projects.

The following is a list of initial points that Kirkland would need included in an ST 3 project set. At this early stage in the review process a full or final list cannot be included, but this is a beginning point for our key requirements.

These requirements are built around two themes: one is thorough, accurate planning based on adopted policy that will lead to an effective transit system; the other is addressing concerns we have heard from the public. There is of course overlap between these two areas and they should be blended to reach the most effective conclusion. The following list draws from both areas:

⁴ BAT lanes allow transit to travel in them, and autos can use them to turn from at driveways and intersections but cannot travel extended distances in them.

1. Projects serving Kirkland must deliver capital and service components that significantly advance the structure of transit service in Kirkland. This will require both BRT on I-405 and the funding required to construct Light Rail on the CKC/ERC with the flexibility needed to fund and construct alternative High Capacity Transit modes such as Bus Rapid Transit on the CKC/ERC in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if light rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses.
2. Any transit on the CKC must address the community's concerns about noise, safety, visual impacts, and environmental impacts.
3. Any Sound Transit project constructing HCT on the CKC must include design and construction of a trail that implements the CKC Master Plan vision for the main trail.
4. Within the bounds of any existing easements, HCT on the CKC must generally be to the east of the centerline of the corridor unless a different alignment is needed to preserve the natural features of the corridor that enhance the trail experience. The need for HCT to be on the edges of the CKC is to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.
5. Accessibility across the corridor must be preserved. Numerous safe crossings, in addition to those at intersections, must be provided in keeping with the CKC Master Plan vision.
6. Only vehicles that are quiet and have zero or ultra-low emissions, such as electric vehicles, can operate on the CKC.
7. Any project for BRT on I-405 must include stops at NE 85th and at NE 112th Streets. It must also include an exclusive guideway transit solution to connect downtown Kirkland and the I-405/NE 85th Street interchange.
8. Sound Transit must work with the City of Kirkland to mitigate parking impacts from station locations.

If done correctly and in a way that solves community concerns, an approach to HCT in Kirkland that includes both BRT on I-405 and, most importantly, HCT on the Cross Kirkland Corridor, will best serve the needs of the City of Kirkland and the Eastside. Our precious opportunity to create one of the best multimodal corridors in the world was noted at the Eastside Rail Corridor Regional Advisory Council Summit on January 9, 2016. Keynote speakers and presenters from around the country participated in the event, which was attended by elected officials and other stakeholders from the communities that share an interest in the ERC. It was noted by one of the speakers that the ERC provided not just a once-in-a-lifetime opportunity for a world class integrated pedestrian, bike, and transit system; rather, this is a once-in-a-century opportunity. If implemented in a way that addresses the issues raised by Kirkland residents and businesses,

ST3 provides our community, the Eastside, and our region the means of grasping this once-in-a-century opportunity to improve our community and our quality of life.

Once again we would like to thank you for the efforts of the Sound Transit Board and the Sound Transit Staff to advance this very complicated program. We look forward to the successful passage of a package of transit projects that increases mobility in Kirkland and in the region.

Sincerely,
Kirkland City Council

Amy Walen
Mayor

January 19, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: Eastside cities' joint ST3 candidate projects comment letter

Dear Chair Constantine and Members of the Board,

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell appreciate the opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. The following shared comments reflect the interests stated in the "ST3 System Plan Joint Interest Statement" submitted to the Board on July 14, 2015, and are in addition to the city-specific comment letters that may be provided to Sound Transit by January 21, 2016.

The Eastside is a vital and growing area, and an integral component of the regional economic engine. Eastside cities are projected to reach nearly 700,000 regional residents and more than 550,000 jobs by 2040. Our cities are interconnected both geographically and economically, and have many common interests and goals. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers that need frequent and reliable transit service to sustain economic growth and viability.

ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. For ST3 to be successful on the Eastside, the Board must invest in projects that effectively meet the travel demands of both our current communities and those of the future.

It is imperative that the ST3 System Plan address the Eastside transit network in a comprehensive fashion to serve the substantial expected growth, and to maintain the principles of subarea equity as defined in ST2. Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package, and we look forward to seeing specific details about the Eastside projects in step with these funds. ~~Given the substantial tax investment into ST3 from the Eastside,~~ We request the Board fully fund the following projects, and related project adjustments early in the ST3 System Plan:

- **E-01:** Complete the East Link spine to Downtown Redmond.
- **E-02:** Fully implement Bus Rapid Transit (BRT) on I-405, from Lynnwood to SeaTac. Adjust the scope of the proposed low intensive capital project to provide sufficient access for the line to operate as an efficient BRT facility; the project components necessary to function as BRT and maximize service and ridership include:
 - Access improvements including, but not limited to, additional inline stations at NE 85th Street, relocation of the North 8th Street HOV direct access ramp in Renton as

discussed under project E-04, direct access to the Tukwila Sounder Station, and at least one additional location south of I-90;

- Expanded park-and-ride facilities:
 - Dedicated transitway with inline flyer stops;
 - Vehicles with multiple doors for entry/exit, designed to “dock” with stations to eliminate a step-up onto the bus;
 - Off-board fare collection;
 - Frequent, all day service, with intuitive maps and simple schedules;
 - Transit signal priority where applicable for faster, more efficient service; and
 - Sophisticated communication systems to track vehicle locations and provide arrival information directly to passenger cell phones or other kiosk displays.
- **E-03:** Light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service. The scope for this project ~~should~~ must provide flexibility in Segment A (Totem Lake to Bellevue) to allow for ~~alternative-any~~ High Capacity Transit alternatives available to Sound Transit, so that the Kirkland community can determine which mode best serves Kirkland’s needs. The HCT infrastructure must also enable joint use by transit providers. considerations on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if desired by the community.
- **E-04:** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
- **N-09 and N-10:** Build BRT on 145th Street and SR 522 to connect with North Link, in accordance with the plans of the local jurisdictions through which it passes, to provide HCT between the Eastside, including the University of Washington Bothell/Cascadia College Campus, and the greater Seattle area via the north end of Lake Washington.

In addition to the above projects, we urge Sound Transit to provide detailed information about investment plans for enhanced and expanded Regional Express Service (REX) between Eastside cities and the region. These investments should include adding service to overcrowded and high ridership routes, and implement capital investments that improve the quality of these services and the rider experience.

We also look forward to an in depth discussion about ST3 plans for non-motorized station access improvements, such as pedestrian and bicycle facilities, and leveraging transit oriented development opportunities.

The regional infrastructure investment represented in a potential ST3 package presents an extraordinary opportunity to synchronize plans from multiple agencies to achieve important regional growth, transportation and environmental policy goals. It is critical that we work in unison to address the important ties between land use and transportation in the early planning phases of the ST3 System Plan to realize the maximum potential of this regional investment. An effective transit system will also seamlessly integrate REX, BRT, light rail and local bus service. We look forward to seeing work products that demonstrate integration between Sound Transit and King County Metro planning efforts.

Thank you for considering our comments as we plan for our region’s future mobility. The projects in the final package presented to voters should be in step with local and regional plans.

We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,

XXX

DRAFT



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk
Michael Olson, Director of Finance and Administration

Date: January 11, 2016

Subject: Council Policy Regarding Petitions

RECOMMENDATION:

Council takes a formal vote to provide direction for next steps regarding Petition G-16-230. The motion may include any of the following options:

1. Accept the petition and refer the matter to a Council Committee for further study.
2. Accept the petition and refer to staff for follow up.
3. Accept the petition and determine that no further action is needed.

BACKGROUND DISCUSSION:

The recommendation is in accordance with section 3.08 of Council's Policies and Procedures, which were updated with the passage of Resolution 5145 in September 2015.

{From change.org website, authored by saveourtrail.org}

Petitioning Kirkland City Council and Sound Transit Board

Kirkland City Council: Vote for Buses on 405, Not for Buses on the Kirkland Trail

Sign this petition before January 12th to get the message to the Kirkland City Council!

Sound Transit has proposed multiple transportation solutions for its next generation of mass transit to support the growing population of Puget Sound. For the Kirkland area, the three possible solutions are:

- 1) Buses on 405 (E-02)
- 2) Rail on the Cross Kirkland Corridor (E-03)
- 3) Buses on the Cross Kirkland Corridor (E-06)

The Kirkland City Council is currently advocating for 3) Buses on the Cross Kirkland Corridor (E-06). Their plans would forever alter this pristine trail that is very popular with residents and visitors who use it for recreation and non-mechanized green commuting. The trail goes along designated Environmentally Sensitive Areas and crosses many residential streets that pose pedestrian and traffic safety issues.

The good news is that Sound Transit has a much better solution with 1) Buses on 405 (E-02).

Buses on 405 does a better job of reducing congestion at a more efficient cost and use of taxpayer's dollars than Buses on the Cross Kirkland Corridor Trail.

- Buses on 405 will **cost 40% less** to build per rider than buses on the Trail
- Buses on 405 will **cost 38% less** to operate per rider than buses on the Trail.
- Buses on 405 will **move riders 22% faster** than buses on the Trail.
- Buses on 405 will **support 27% more riders** than buses on the Trail.

*(note all data is based on Sound Transit's project information and can be found at: <http://soundtransit3.org>.)

On Tuesday, January 19, 2016, the Kirkland City Council will consider a draft response letter to be sent to the Sound Transit Board of Directors. This response is very important as it represents our city's opinion about the best transportation solution for Kirkland and the Eastside. ***This is why we need your support NOW!***

By signing this petition, we, the undersigned, request that the Kirkland City Council **vote to recommend for Sound Transit's proposal for buses on 405 (E-02)** and vote to recommend against Sound Transit's proposals for transportation development on the Cross Kirkland Corridor (E-03 and E-06)

For more information about this effort, go to to <http://saveourtrail.org/> .

Stay updated and like us on Facebook at <https://www.facebook.com/Save.Our.Trail.org/> .

Thank you!

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
4	Ann Habernigg	Kirkland	Washington	98033	United States	12/30/2015
5	Barbara Wilson	Kirkland	Washington	98033	United States	12/30/2015
6	Brian Brand	Kirkland	Washington	98033	United States	12/30/2015
7	Carlette Ichiki	Kirkland	Washington	98033	United States	12/30/2015
8	Cindy Smith	Kirkland	Washington	98033	United States	12/30/2015
9	Cynthia Kidrick Kidrick	Kirkland	Washington	98033	United States	12/30/2015
10	Dale Sunitsch	Kirkland	Washington	98033	United States	12/30/2015
11	David Greschler	Kirkland	Washington	98033	United States	12/30/2015
12	David Kiesel	Kirkland	Washington	98033	United States	12/30/2015
13	David Pickard	Kirkland	Washington	98033	United States	12/30/2015
14	David Wall	Kirkland	Washington	98033	United States	12/30/2015
15	Dede Renne	Kirkland	Washington	98033	United States	12/30/2015
16	Geordy Rostad	Kirkland	Washington	98033	United States	12/30/2015
17	Heidi Hendrickson	Kirkland	Washington	98033	United States	12/30/2015
18	Jan Young	Kirkland	Washington	98033	United States	12/30/2015
19	Joanie Dolsen	Kirkland	Washington	98033	United States	12/30/2015
20	John McCaslin	Kirkland	Washington	98033	United States	12/30/2015
21	Lisa Stewart	Kirkland	Washington	98033	United States	12/30/2015
22	Michelle Sailor	Kirkland	Washington	98033	United States	12/30/2015
23	Rob Butcher	Kirkland	Washington	98033	United States	12/30/2015
24	Susan Bella	Kirkland	Washington	98034	United States	12/30/2015
25	Susan Musi	Kirkland	Washington	98033	United States	12/30/2015
26	A Tran	Mountlake Terrace	Washington	98043	United States	12/31/2015
27	Abigail Steele	Kirkland	Washington	98033	United States	12/31/2015
28	Achim Dettweiler	Bellevue	Washington	98004	United States	12/31/2015
29	adam smith	Kirkland	Washington	98033	United States	12/31/2015
30	Agnes Prestoza	Woodinville	Washington	98072	United States	12/31/2015
31	Albert Hern	Kirkland	Washington	98034	United States	12/31/2015
32	Aldo and Laurie Basile	Kirkland	Washington	98033	United States	12/31/2015
33	Alexander Moshchuk	Kirkland	Washington	98033	United States	12/31/2015
34	Alie Miller	Kirkland	Washington	98033	United States	12/31/2015
35	Allison Morton	Kirkland	Washington	98033	United States	12/31/2015
36	Amy Flowers	Kirkland	Washington	98033	United States	12/31/2015
37	Amy Paulose	Seattle	Washington	98198	United States	12/31/2015
38	Andrea Havran	Kirkland	Washington	98033	United States	12/31/2015
39	Andrea McBeth	Kirkland	Washington	98033	United States	12/31/2015
40	Andrea Snetsinger	Kirkland	Washington	98033	United States	12/31/2015
41	Anjel Amend	Kirkland	Washington	98033	United States	12/31/2015
42	Anne Ryan	Kirkland	Washington	98033	United States	12/31/2015
43	Anthony Ambrose	Kirkland	Washington	98033	United States	12/31/2015
44	April Cotton	Kirkland	Washington	98034	United States	12/31/2015
45	April Wilson	Kirkland	Washington	98033	United States	12/31/2015
46	Ashley Kuhn	Kirkland	Washington	98033	United States	12/31/2015
47	Barb Avery	Kirkland	Washington	98033	United States	12/31/2015
48	Barbara Marks	Bellevue	Washington	98004	United States	12/31/2015
49	Bill Colvin	Bellevue	Washington	98004	United States	12/31/2015
50	Bill Scanlon	Bellevue	Washington	98004	United States	12/31/2015

	A	B	C	D	E	F
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3	Name	City	State	Postal Code	Country	Signed On
51	Bonnie Berry	Kirkland	Washington	98033	United States	12/31/2015
52	Brandon Sherman	Kirkland	Washington	98033	United States	12/31/2015
53	Bret Clement	Kirkland	Washington	98034	United States	12/31/2015
54	Brett Tocco	Kirkland	Washington	98033	United States	12/31/2015
55	Brian Bourgoin	Kirkland	Washington	98034	United States	12/31/2015
56	Bruce Butler	Kirkland	Washington	98033	United States	12/31/2015
57	Camerin Lashley	Kirkland	Washington	98033	United States	12/31/2015
58	Cami Ichiki	Kirkland	Washington	98033	United States	12/31/2015
59	Carl Thoren	Kirkland	Washington	98033	United States	12/31/2015
60	Carol Truex	Kirkland	Washington	98033	United States	12/31/2015
61	Carrie Goodrich	Kirkland	Washington	98033	United States	12/31/2015
62	Celia Pym	Kirkland	Washington	98033	United States	12/31/2015
63	Charles Pilcher	Kirkland	Washington	98033	United States	12/31/2015
64	Cherese Pastor	Kirkland	Washington	98033	United States	12/31/2015
65	Cheryl Kellerhals	Kirkland	Washington	98033	United States	12/31/2015
66	Chris Aronchick	Kirkland	Washington	98033	United States	12/31/2015
67	Chris Gaines	Bothell	Washington	98021	United States	12/31/2015
68	Chris Huybregts	Kirkland	Washington	98033	United States	12/31/2015
69	Chris Read	Kirkland	Washington	98033	United States	12/31/2015
70	Christina Roberts	Kirkland	Washington	98033	United States	12/31/2015
71	Connie Flores	Kirkland	Washington	98033	United States	12/31/2015
72	Connor Bergren	Kirkland	Washington	98033	United States	12/31/2015
73	Corey Regen	Kirkland	Washington	98033	United States	12/31/2015
74	Craig Elaine	Bothell	Washington	98012	United States	12/31/2015
75	Curt Carpenter	Kirkland	Washington	98033	United States	12/31/2015
76	D. Ellen Wilhelm	Kirkland	Washington	98033	United States	12/31/2015
77	Dan Fallon	Kirkland	Washington	98033	United States	12/31/2015
78	Dan Smith	Seattle	Washington	98198	United States	12/31/2015
79	Daniel Av	Kirkland	Washington	98033	United States	12/31/2015
80	David Banks	Kirkland	Washington	98033	United States	12/31/2015
81	David Crooker	Kirkland	Washington	98033	United States	12/31/2015
82	David Lundin	Kirkland	Washington	98033	United States	12/31/2015
83	david solaro	Kirkland	Washington	98033	United States	12/31/2015
84	David Whiteside	Kirkland	Washington	98033	United States	12/31/2015
85	debbie Brantley	FORT WORTH	Texas	76112	United States	12/31/2015
86	Debbie Callahan	Kirkland	Washington	98033	United States	12/31/2015
87	Debbie Halvorson	Kirkland	Washington	98033	United States	12/31/2015
88	Deborah Grauer	Kirkland	Washington	98033	United States	12/31/2015
89	Deborah Jennings	Kirkland	Washington	98033	United States	12/31/2015
90	Debra Sinick	Kirkland	Washington	98033	United States	12/31/2015
91	Devanshi Shah	Kirkland	Washington	98033	United States	12/31/2015
92	Doug Peterson	Kirkland	Washington	98033	United States	12/31/2015
93	Doug Tucker	Kirkland	Washington	98033	United States	12/31/2015
94	Doug Wohlman	Kirkland	Washington	98033	United States	12/31/2015
95	Enrica Zeggio	Kirkland	Washington	98033	United States	12/31/2015
96	Eric Feiveson	Seattle	Washington	98105	United States	12/31/2015
97	Erin Fitzpatrick	Kirkland	Washington	98033	United States	12/31/2015

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3	Name	City	State	Postal Code	Country	Signed On
98	Eva Ungvari	Seattle	Washington	98109	United States	12/31/2015
99	Fred Eager	Kirkland	Washington	98033	United States	12/31/2015
100	Frederick Harris	Kirkland	Washington	98033	United States	12/31/2015
101	Frederieke Adriaanse	Kirkland	Washington	98033	United States	12/31/2015
102	George Noble	Kirkland	Washington	98033	United States	12/31/2015
103	Geraldine Levet	Kirkland	Washington	98033	United States	12/31/2015
104	Greg Ensminger	Bellevue	Washington	98004	United States	12/31/2015
105	Hae Leem Lee	Kirkland	Washington	98033	United States	12/31/2015
106	Hae Sue Park	Kirkland	Washington	98033	United States	12/31/2015
107	Hans Ravnaas	Kirkland	Washington	98033	United States	12/31/2015
108	Haruko Inoue	Kirkland	Washington	98033	United States	12/31/2015
109	Heather McCaffrey	Philadelphia	Pennsylvania	19128	United States	12/31/2015
110	Heidi Monahan	Kirkland	Washington	98033	United States	12/31/2015
111	Helene Naulleau	Kirkland	Washington	98033	United States	12/31/2015
112	Irenr David	Kirkland	Washington	98033	United States	12/31/2015
113	Ivana Lichtscheidl Vukadinovic	Kirkland	Washington	98033	United States	12/31/2015
114	J NY	Kirkland	Washington	98033	United States	12/31/2015
115	Jacqueline J Brase	Kirkland	Washington	98033	United States	12/31/2015
116	Jan Kelley-Jones	Kirkland	Washington	98033	United States	12/31/2015
117	Janis Fields	Kirkland	Washington	98034	United States	12/31/2015
118	Jeanette Auramenko	Kirkland	Washington	98033	United States	12/31/2015
119	Jeff Fisher	Kirkland	Washington	98033	United States	12/31/2015
120	Jeff Heinz	Kirkland	Washington	98034	United States	12/31/2015
121	Jeff Roberts	Kirkland	Washington	98033	United States	12/31/2015
122	Jeffrey Bell	Kirkland	Washington	98033	United States	12/31/2015
123	Jeffrey Richter	Kirkland	Washington	98033	United States	12/31/2015
124	Jenna Todd	Kirkland	Washington	98033	United States	12/31/2015
125	Jennifer Carlson	Kirkland	Washington	98033	United States	12/31/2015
126	Jennifer Fournier	Kirkland	Washington	98033	United States	12/31/2015
127	Jill bakke	Kirkland	Washington	97033	United States	12/31/2015
128	Joan Lindell	Kirkland	Washington	98033	United States	12/31/2015
129	Joan Miller	Kirkland	Washington	98033	United States	12/31/2015
130	Joanne Pirret	Kirkland	Washington	98033	United States	12/31/2015
131	John Lelivelt	Kirkland	Washington	98033	United States	12/31/2015
132	John Ulvila	Kirkland	Washington	98033	United States	12/31/2015
133	Jon Paul Ramirez	Kirkland	Washington	98033	United States	12/31/2015
134	Jonathan Lewis	Kirkland	Washington	98033	United States	12/31/2015
135	Joy Aurand	Kirkland	Washington	98033	United States	12/31/2015
136	Judith Beto	Kirkland	Washington	98033	United States	12/31/2015
137	Julia Hay	Kirkland	Washington	98033	United States	12/31/2015
138	June Girolami	Kirkland	Washington	98033	United States	12/31/2015
139	Karen Burns	Kirkland	Washington	98033	United States	12/31/2015
140	Karen Lightfeldt	Kirkland	Washington	98034	United States	12/31/2015
141	karen meyers	Kirkland	Washington	98033	United States	12/31/2015
142	karen staudacher	Kirkland	Washington	98033	United States	12/31/2015
143	Karen Story	Kirkland	Washington	98033	United States	12/31/2015
144	Karen Tipp	Kirkland	Washington	98033	United States	12/31/2015

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3	Name	City	State	Postal Code	Country	Signed On
145	Karen Todd	Kirkland	Washington	98033	United States	12/31/2015
146	Kate Butcher	Kirkland	Washington	Wa 98033	United States	12/31/2015
147	kathleen duffy	somerville	Massachusetts	2143	United States	12/31/2015
148	Kathryn Ulvila	Kirkland	Washington	98033	United States	12/31/2015
149	Katrina Gery	Kirkland	Washington	98033	United States	12/31/2015
150	Kay Erickson	Kirkland	Washington	98033	United States	12/31/2015
151	Kelly Gilbert	Kirkland	Washington	98033	United States	12/31/2015
152	Kimberly Repass	Kirkland	Washington	98033	United States	12/31/2015
153	Kimberly Thomson	Kirkland	Washington	98033	United States	12/31/2015
154	Kristine Isaacson	Kirkland	Washington	98033	United States	12/31/2015
155	Laurie anna Kaplan	Kirkland	Washington	98033	United States	12/31/2015
156	Leslie Banks	Kirkland	Washington	98033	United States	12/31/2015
157	Leslie Jacob Jacob	Kirkland	Washington	98034	United States	12/31/2015
158	Leslie Morison	Kirkland	Washington	98033	United States	12/31/2015
159	Lisa Behrman	Kirkland	Washington	98033	United States	12/31/2015
160	Lisa Letang	Kirkland	Washington	98034	United States	12/31/2015
161	Lonnie Benson	Kirkland	Washington	98033	United States	12/31/2015
162	Lori Isch	Kirkland	Washington	98033	United States	12/31/2015
163	Lynn Geib	Kirkland	Washington	98033	United States	12/31/2015
164	MacKenzie Lockhart	Kirkland	Washington	98033	United States	12/31/2015
165	Marcy Sturdevant	Kirkland	Washington	98033	United States	12/31/2015
166	Marie Maddox	Kirkland	Washington	98033	United States	12/31/2015
167	Marie Nordlie	Kirkland	Washington	98033	United States	12/31/2015
168	Marilyn Starr	Kirkland	Washington	98033	United States	12/31/2015
169	Mark Quitugua	Mountlake Terrace	Washington	98043	United States	12/31/2015
170	Mary Higgins	Mountlake Terrace	Washington	98043	United States	12/31/2015
171	Matt Cholic	Kirkland	Washington	98033	United States	12/31/2015
172	Matthew Brock	Kirkland	Washington	98033	United States	12/31/2015
173	Matthew Hamblin	Kirkland	Washington	98033	United States	12/31/2015
174	Maureen Schroder	Kirkland	Washington	98033	United States	12/31/2015
175	McKenzie Russo	Kirkland	Washington	98033	United States	12/31/2015
176	Meera Mahabala	Kirkland	Washington	98033	United States	12/31/2015
177	Mel Carumbana	Bellevue	Washington	98004	United States	12/31/2015
178	melinda mathy	Kirkland	Washington	98033	United States	12/31/2015
179	Melissa Stone	Kirkland	Washington	98033	United States	12/31/2015
180	Michael Jackson	Kirkland	Washington	98033	United States	12/31/2015
181	Michael McCarron	Kirkland	Washington	98033	United States	12/31/2015
182	Michael Warga	Kirkland	Washington	98034	United States	12/31/2015
183	Michelle Mares	Kirkland	Washington	98033	United States	12/31/2015
184	mikal norman	Kirkland	Washington	98033	United States	12/31/2015
185	Nancy Gode	Kirkland	Washington	98033	United States	12/31/2015
186	Nancy Hopen	Kirkland	Washington	98033	United States	12/31/2015
187	Natalie Higgins	Kirkland	Washington	98033	United States	12/31/2015
188	Ned Randolph	Kirkland	Washington	98033	United States	12/31/2015
189	Neil Ichiki	Kirkland	Washington	98033	United States	12/31/2015
190	Nick Atalla	Kirkland	Washington	98033	United States	12/31/2015
191	Nolan Ichiki	Kirkland	Washington	98033	United States	12/31/2015

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
192	Patrick Cuff	Kirkland	Washington	98033	United States	12/31/2015
193	Paula White	Kirkland	Washington	98033	United States	12/31/2015
194	Peter Mastenbroek	Kirkland	Washington	98033	United States	12/31/2015
195	R. Gary Monnier	Kirkland	Washington	98033	United States	12/31/2015
196	Rachel Jackson	Kirkland	Washington	98033	United States	12/31/2015
197	rachwl beto	Kirkland	Washington	Kirkland	United States	12/31/2015
198	Rebecca DeSantis	Southgate	Michigan	48195	United States	12/31/2015
199	Reid Ichiki	Kirkland	Washington	98033	United States	12/31/2015
200	Richard Basnaw	Kirkland	Washington	98033	United States	12/31/2015
201	rick butzberger	Kirkland	Washington	98033	United States	12/31/2015
202	Robert Maddox	Kirkland	Washington	98033	United States	12/31/2015
203	Robert Wright	Kirkland	Washington	98033	United States	12/31/2015
204	Robin Gardner	Kirkland	Washington	98034	United States	12/31/2015
205	Ron Poborsky	Kirkland	Washington	98034	United States	12/31/2015
206	Ronita Shorey	Bellevue	Washington	98004	United States	12/31/2015
207	Rose Dennis	Kirkland	Washington	98033	United States	12/31/2015
208	Rosie Dalal	Kirkland	Washington	98033	United States	12/31/2015
209	Russell Allison	Kirkland	Washington	98034	United States	12/31/2015
210	Ruth Wright	Kirkland	Washington	98033	United States	12/31/2015
211	Ryan Corcoran	Kirkland	Washington	98034	United States	12/31/2015
212	Sandra Ahola	Bellevue	Washington	98004	United States	12/31/2015
213	Sandy Andrews	Bellevue	Washington	98004	United States	12/31/2015
214	sara stevens	Kirkland	Washington	98033	United States	12/31/2015
215	Sharon Kipersztok	Redmond	Washington	98052	United States	12/31/2015
216	Shoshi Cohen	קירקלנד	Washington	98033	United States	12/31/2015
217	Stepen Young	Kirkland	Washington	98033	United States	12/31/2015
218	Stephen Flowers	Kirkland	Washington	98033	United States	12/31/2015
219	Steve Isaacson	Kirkland	Washington	98033	United States	12/31/2015
220	Steve Mantle	Kirkland	Washington	98033	United States	12/31/2015
221	Steve Rinehart	Kirkland	Washington	98033	United States	12/31/2015
222	Steve Sauve	Kirkland	Washington	98033	United States	12/31/2015
223	Steven Kidrick	Kirkland	Washington	98033	United States	12/31/2015
224	Sue Beeson	Kirkland	Washington	98033	United States	12/31/2015
225	Susan Feldman	Kirkland	Washington	98033	United States	12/31/2015
226	Susan Schwartz	Kirkland	Washington	98033	United States	12/31/2015
227	Suzanne Welton	Kirkland	Washington	98033	United States	12/31/2015
228	Sylvia Scott	Kirkland	Washington	98033	United States	12/31/2015
229	T.K. Anand	Kirkland	Washington	98033	United States	12/31/2015
230	Tania Busch Isaksen	Kirkland	Washington	98033	United States	12/31/2015
231	Tara Whiteside	Kirkland	Washington	98033	United States	12/31/2015
232	Tatjana Menge-Vrankic	Kirkland	Washington	98033	United States	12/31/2015
233	Terri Butler	Kirkland	Washington	98033	United States	12/31/2015
234	Theanna Teodorovic	Kirkland	Washington	98034	United States	12/31/2015
235	Thu Mueller	Kirkland	Washington	98033	United States	12/31/2015
236	Tom Gaines	Bothell	Washington	98021	United States	12/31/2015
237	Tony Girolami	Kirkland	Washington	98033	United States	12/31/2015
238	Tracey Hamblin	Kirkland	Washington	98033	United States	12/31/2015

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
239	Travis Dougan	Kirkland	Washington	98033	United States	12/31/2015
240	Vafa Fourroohi	Kirkland	Washington	98033	United States	12/31/2015
241	Vicki Whitney	Kirkland	Washington	98033	United States	12/31/2015
242	Wendy Bryan	Kirkland	Washington	98033	United States	12/31/2015
243	wendy ramirez	Kirkland	Washington	98033	United States	12/31/2015
244	Willis Veazey	Kirkland	Washington	98033	United States	12/31/2015
245	Yvonne Vogelee	Kirkland	Washington	98033	United States	12/31/2015
246	Aaron Iefohn	Kirkland	Washington	98034	United States	1/1/2016
247	Alan Thuy	Kirkland	Washington	98033	United States	1/1/2016
248	Andrew Greenberg	Scottsdale	Arizona	85251	United States	1/1/2016
249	Angela Maeda	Seattle	Washington	98104	United States	1/1/2016
250	Anna Reichstein	Harrah	Washington	98933	United States	1/1/2016
251	Ashley Sessoms	Kirkland	Washington	98034	United States	1/1/2016
252	Barbara Doane	Kirkland	Washington	98033	United States	1/1/2016
253	Barbie Marks	Bellevue	Washington	98004	United States	1/1/2016
254	Beatrice Joe	Kirkland	Washington	98033	United States	1/1/2016
255	Beth Hirnle	Kirkland	Washington	98033	United States	1/1/2016
256	Bonnie White	Kirkland	Washington	98034	United States	1/1/2016
257	Brad Perry	Woodinville	Washington	98072	United States	1/1/2016
258	Brett Melton	Kittitas	Washington	98934	United States	1/1/2016
259	Brian Patenaude	Kirkland	Washington	98034	United States	1/1/2016
260	Brian Staples	Kirkland	Washington	98033	United States	1/1/2016
261	Briana O'Brien	Kirkland	Washington	98033	United States	1/1/2016
262	Bruce Danner	Kirkland	Washington	98033	United States	1/1/2016
263	Cariann Carlson	Kirkland	Washington	98034	United States	1/1/2016
264	Carita Osterback	Kirkland	Washington	98034	United States	1/1/2016
265	Carol Berkey	Kirkland, WA	Washington	98034-6704	United States	1/1/2016
266	Carolyn Yabui	Kirkland	Washington	98034	United States	1/1/2016
267	carrie bixel	Kirkland	Washington	98033	United States	1/1/2016
268	Cassandra Sage	Kirkland	Washington	98034	United States	1/1/2016
269	Cheri Parris	Kirkland	Washington	98034	United States	1/1/2016
270	Cheryl Sanders	Kirkland	Washington	98033	United States	1/1/2016
271	Chris Kuyper	Kirkland	Washington	98033	United States	1/1/2016
272	Christa Donahue	Kirkland	Washington	98034	United States	1/1/2016
273	Christiane Grove	Kirkland	Washington	98033	United States	1/1/2016
274	Christine Bayless	Kirkland	Washington	98033	United States	1/1/2016
275	Christine DePue	San Francisco	California	94123	United States	1/1/2016
276	christine holliday	Kirkland	Washington	98033	United States	1/1/2016
277	christopher halverson	Kirkland	Washington	98033	United States	1/1/2016
278	Christopher Meith	Kirkland	Washington	98033	United States	1/1/2016
279	claudine guignard	kirkland	Washington	98034	United States	1/1/2016
280	Concerned Citizen	New City	New York	10956-2406	United States	1/1/2016
281	Connie Vega	Kirkland	Washington	98033	United States	1/1/2016
282	Cory Dawson	Kirkland	Washington	98034	United States	1/1/2016
283	Craig Brown	Kirkland	Washington	98033	United States	1/1/2016
284	Curt Blake	Kirkland	Washington	98033	United States	1/1/2016
285	Dan Bui	Kirkland	Washington	98033	United States	1/1/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
286	Dave Moyer	Kirkland	Washington	98033	United States	1/1/2016
287	David Ballenger	Kirkland	Washington	98033-4205	United States	1/1/2016
288	David Liddle	Kirkland	Washington	98033	United States	1/1/2016
289	Debbie Long	Kirkland	Washington	98033	United States	1/1/2016
290	Debra Hatcher	Kirkland	Washington	98033	United States	1/1/2016
291	Donavon Claflin	Kirkland	Washington	98033	United States	1/1/2016
292	Doug Sayed	Kirkland	Washington	98033	United States	1/1/2016
293	Doyle Ravnaas	Kirkland	Washington	98033	United States	1/1/2016
294	Elysia Heller	Kirkland	Washington	98033	United States	1/1/2016
295	Emily Craig	Kirkland	Washington	98033	United States	1/1/2016
296	Erica Holley	Kirkland	Washington	98033	United States	1/1/2016
297	Gerald Hover	Kirkland	Washington	98033	United States	1/1/2016
298	Harrie Kessler	Kirkland	Washington	98034	United States	1/1/2016
299	Heather Andersen	Kirkland	Washington	98033	United States	1/1/2016
300	Heidi Donovan	Kirkland	Washington	98033	United States	1/1/2016
301	Heidi Friesen	Bothell	Washington	98011	United States	1/1/2016
302	Holly Kemo	Kirkland	Washington	98033	United States	1/1/2016
303	Ioan Leuca	Bellevue	Washington	98004	United States	1/1/2016
304	Ivan Ayala	Kirkland	Washington	98033	United States	1/1/2016
305	Janet Moore	Kirkland	Washington	98033	United States	1/1/2016
306	Janna King	Bellevue	Washington	98004	United States	1/1/2016
307	Jeanine Lewis	Kirkland	Washington	98033	United States	1/1/2016
308	Jim Morton	Kirkland	Washington	98033	United States	1/1/2016
309	Joanne Mcdaniels	Kirkland	Washington	98033	United States	1/1/2016
310	John Fletcher	Kirkland	Washington	98033	United States	1/1/2016
311	Jordan Roberts	Kirkland	Washington	98033	United States	1/1/2016
312	Julie Munko	Harrah	Washington	98933	United States	1/1/2016
313	Kaley Linton	Kirkland	Washington	98033	United States	1/1/2016
314	Karen Eschbach	Kirkland	Washington	98033	United States	1/1/2016
315	Karen Trenner	Kirkland	Washington	98033	United States	1/1/2016
316	Kathi Pierce	Kirkland	Washington	98034	United States	1/1/2016
317	Kathryn Colgan	Kirkland	Washington	98033	United States	1/1/2016
318	Kathryne Green	Kirkland	Washington	98033	United States	1/1/2016
319	Kathy Finney	Kirkland	Washington	98034	United States	1/1/2016
320	Kay Fleming	Kirkland	Washington	98034	United States	1/1/2016
321	kelleen storino	seattle	Washington	98033	United States	1/1/2016
322	Kelli Curtis	Kirkland	Washington	98033	United States	1/1/2016
323	Kelly Stevens	Kirkland	Washington	98033	United States	1/1/2016
324	Ken Doane	Kirkland	Washington	98033	United States	1/1/2016
325	Kent Green	Kirkland	Washington	98034	United States	1/1/2016
326	Kirk Newman	Kirkland	Washington	98033	United States	1/1/2016
327	Laura Kirkpatrick	Kirkland	Washington	98033	United States	1/1/2016
328	Laurie Hansen	Kirkland	Washington	98033	United States	1/1/2016
329	Laurie Hope	Kirkland	Washington	98033	United States	1/1/2016
330	Linda Chrappova	Kirkland	Washington	98033	United States	1/1/2016
331	Linda Morasch	Newcastle	Washington	98956	United States	1/1/2016
332	Linnea Norman	Kirkland	Washington	98033	United States	1/1/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
333	Loring Wells	Kirkland	Washington	98034	United States	1/1/2016
334	Lynda Hautala	Kirkland	Washington	98033	United States	1/1/2016
335	Lynne Robins	Kirkland	Washington	98034	United States	1/1/2016
336	Maria Sikorski	Kirkland	Washington	98033	United States	1/1/2016
337	Marjorie Ostle	Kirkland	Washington	98033	United States	1/1/2016
338	Mark Linton	Kirkland	Washington	98033	United States	1/1/2016
339	Matt Eschbach	Kirkland	Washington	98033	United States	1/1/2016
340	Maureen Burns	Kirkland	Washington	98033	United States	1/1/2016
341	Meriha Mantle	Kirkland	Washington	98033	United States	1/1/2016
342	Michelle Hipm	Harrah	Washington	98933	United States	1/1/2016
343	Milana Kuliyeve	Kirkland	Washington	98033	United States	1/1/2016
344	Monique Matty	Kirkland	Washington	98033	United States	1/1/2016
345	Nanette Bergdahl	Kirkland	Washington	98033	United States	1/1/2016
346	Nasir Ali	Kirkland	Washington	98033	United States	1/1/2016
347	Nat Ballou	Kirkland	Washington	98033	United States	1/1/2016
348	Neil Kells	Kirkland	Washington	98034	United States	1/1/2016
349	nicole th	Kirkland	Washington	98033	United States	1/1/2016
350	Nora Newman	Kirkland	Washington	98033	United States	1/1/2016
351	Pedro Ada	Kirkland	Washington	98033	United States	1/1/2016
352	Raci Oriona Spaulding	Kirkland	Washington	98033	United States	1/1/2016
353	Randi Teter	Redmond	Washington	98052	United States	1/1/2016
354	Rebecca Beals	Kirkland	Washington	98033	United States	1/1/2016
355	Remi Griffaton	Kirkland	Washington	98033	United States	1/1/2016
356	Rob Burns	Kirkland	Washington	98033	United States	1/1/2016
357	Rob Lowry	Orting	Washington	98360	United States	1/1/2016
358	Robert Colgan	Kirkland	Washington	98033	United States	1/1/2016
359	Russell Mahoney	Kirkland	Washington	98033	United States	1/1/2016
360	Russell Oyer	Kirkland	Washington	98033	United States	1/1/2016
361	Sally Otten	Kirkland	Washington	98033	United States	1/1/2016
362	sandra fredric	Kirkland	Washington	98033	United States	1/1/2016
363	Sarah Carr	Kirkland	Washington	98034	United States	1/1/2016
364	Sergio Rico	Kirkland	Washington	98034	United States	1/1/2016
365	Seth Pederson	Kirkland	Washington	98033	United States	1/1/2016
366	Sharen Bajema	Kirkland	Washington	98033	United States	1/1/2016
367	Sherri Bellefeuille	Kirkland	Washington	98033	United States	1/1/2016
368	Sid Dirstine	Kirkland	Washington	98034	United States	1/1/2016
369	Steve Marks	Bellevue	Washington	98004	United States	1/1/2016
370	Steven Beto	Kirkland	Washington	98033	United States	1/1/2016
371	storey hahn	Kirkland	Washington	98033	United States	1/1/2016
372	Susannah Phelps	Kirkland	Washington	98033	United States	1/1/2016
373	susanne canin	Kirkland	Washington	98033	United States	1/1/2016
374	Suzie Green	Kirkland	Washington	98033	United States	1/1/2016
375	Tad Fleshman	Kirkland	Washington	98033	United States	1/1/2016
376	Tana Carpita	Kirkland	Washington	98033	United States	1/1/2016
377	Thomas Cowin	Kirkland	Washington	98033	United States	1/1/2016
378	Tracy Squillace	Kirkland	Washington	98033	United States	1/1/2016
379	Vladimir Melnik	Kirkland	Washington	98033	United States	1/1/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
380	Zack Balser	Kirkland	Washington	98033	United States	1/1/2016
381	Adam Wanichkek	Kirkland	Washington	98033	United States	1/2/2016
382	AJ Wanichkek	Kirkland	Washington	98033	United States	1/2/2016
383	Alayna Brand	Kirkland	Washington	98033	United States	1/2/2016
384	Alysa Challman	Kirkland	Washington	98033	United States	1/2/2016
385	Amber Maurer	Kirkland	Washington	98033	United States	1/2/2016
386	Amy Mikkelson	Kirkland	Washington	98034	United States	1/2/2016
387	Amy Norman	Kirkland	Washington	98033	United States	1/2/2016
388	Amy Rice	Kirkland	Washington	98033	United States	1/2/2016
389	Amy Wang	Kirkland	Washington	98033	United States	1/2/2016
390	Andrew Allred	Kirkland	Washington	98033	United States	1/2/2016
391	Andrew Doane	Kirkland	Washington	98033	United States	1/2/2016
392	Anne Braun	Kirkland	Washington	98033	United States	1/2/2016
393	Anne Gauthier	Kirkland	Washington	98033	United States	1/2/2016
394	Anthony Cresci	Kirkland	Washington	98033	United States	1/2/2016
395	Austin Woods	Kirkland	Washington	98033	United States	1/2/2016
396	Barilyn Weaver	Kirkland	Washington	98034	United States	1/2/2016
397	Betty Jane Broman	Kirkland	Washington	98033	United States	1/2/2016
398	Brad Weaver	Kirkland	Washington	98034	United States	1/2/2016
399	Brandy Westmore	Kirkland	Washington	98033	United States	1/2/2016
400	brenda lane	redmond	Washington	98052	United States	1/2/2016
401	Brian Berg	Kirkland	Washington	98033	United States	1/2/2016
402	Brian Clouse	Coeur d'Alene	Idaho	83815	United States	1/2/2016
403	Brian Lockhart	Kirkland	Washington	98033	United States	1/2/2016
404	brian pohlman	Kirkland	Washington	98033	United States	1/2/2016
405	Brittney Hokanson	Kenmore	Washington	98028	United States	1/2/2016
406	Bryan Berkompas	Kirkland	Washington	98034	United States	1/2/2016
407	Cami Keyes	Redmond	Washington	98052	United States	1/2/2016
408	Carl Bradley	Kirkland	Washington	98033	United States	1/2/2016
409	Caroline Costa	Kirkland	Washington	98033	United States	1/2/2016
410	Casey Sibert	Kirkland	Washington	98033	United States	1/2/2016
411	Catherine Jeffris	Kirkland	Washington	98034	United States	1/2/2016
412	Charline Appleby	Kirkland	Washington	98033	United States	1/2/2016
413	Cheryl Sayed	Kirkland	Washington	98033	United States	1/2/2016
414	Chris Glassmoyer	Kirkland	Washington	98033	United States	1/2/2016
415	Christi Allison	Kirkland	Washington	98033	United States	1/2/2016
416	Christine Conradt	Monroe	Washington	98272	United States	1/2/2016
417	Cody Wanichkek	Kirkland	Washington	98033	United States	1/2/2016
418	Colin Cantrell	Kirkland	Washington	98033	United States	1/2/2016
419	Colleen Chandler	Kirkland	Washington	98033	United States	1/2/2016
420	Colleen Eyman	Bothell	Washington	98011	United States	1/2/2016
421	COLLEEN PROTZMAN	KIRKLAND	Washington	98033-6567	United States	1/2/2016
422	Cynthia Nuebel	Kirkland	Washington	98033	United States	1/2/2016
423	Dave Doane	Kirkland	Washington	98033	United States	1/2/2016
424	Dave Mckee	Kirkland	Washington	98033	United States	1/2/2016
425	Dave Wenke	Kirkland	Washington	98034	United States	1/2/2016
426	David White	Kirkland	Washington	98033	United States	1/2/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
427	Deanna Meyer	Kirkland	Washington	98033	United States	1/2/2016
428	Deb McFadden	Kirkland	Washington	98033	United States	1/2/2016
429	Deborah Crabbe	Kirkland	Washington	98033	United States	1/2/2016
430	Debra Esterling	Kirkland	Washington	98033	United States	1/2/2016
431	Deepti Shankar	Kirkland	Washington	98033	United States	1/2/2016
432	Dick Anastasi	Kirkland	Washington	98033	United States	1/2/2016
433	Doug Close	Kirkland	Washington	98033	United States	1/2/2016
434	Elizabeth Wange	Kirkland	Washington	98033	United States	1/2/2016
435	Emma Morris	Kirkland	Washington	98034	United States	1/2/2016
436	Erica Gamble	Kirkland	Washington	98033	United States	1/2/2016
437	Erik Noyd	Kirkland	Washington	98033	United States	1/2/2016
438	Farinaz Shokrani	Kirkland	Washington	98033	United States	1/2/2016
439	Farshad Ansari	Kirkland	Washington	98033	United States	1/2/2016
440	gary henderson	Kirkland	Washington	98033	United States	1/2/2016
441	Gene Barton Barton	Kirkland	Washington	98033	United States	1/2/2016
442	Gregg Truex	Kirkland	Washington	98033	United States	1/2/2016
443	Harrison Page	Kirkland	Washington	98033	United States	1/2/2016
444	Heather Scott	Kirkland	Washington	98033	United States	1/2/2016
445	Hobart Hani	Kirkland	Washington	98033	United States	1/2/2016
446	Jacqueline Ksbohm	Kirkland	Washington	98033	United States	1/2/2016
447	Jacquelyn Devich	Kirkland	Washington	98033	United States	1/2/2016
448	Jana Hobbs	Kirkland	Washington	98033	United States	1/2/2016
449	janene worthington	Kirkland	Washington	98033	United States	1/2/2016
450	Janet Libby	Kirkland	Washington	98033	United States	1/2/2016
451	Janet McBeth-Navarre	Kirkland	Washington	98033	United States	1/2/2016
452	Jason Chinchilla	Kirkland	Washington	98034	United States	1/2/2016
453	Jason Scovil	Kirkland	Washington	98033	United States	1/2/2016
454	Jeanne Leonard	Kirkland	Washington	98033	United States	1/2/2016
455	Jeff Parrish	Kirkland	Washington	98033	United States	1/2/2016
456	Jennifer Colachino	Nicholson	Pennsylvania	18446	United States	1/2/2016
457	Jennifer Goldsworthy	Kirkland	Washington	98033	United States	1/2/2016
458	Jennifer Loy	Kirkland	Washington	98033	United States	1/2/2016
459	Jennifer Sigl	Kirkland	Washington	98034	United States	1/2/2016
460	Jesse Allen	Kirkland	Washington	98033	United States	1/2/2016
461	Jessica Tiffany	Kirkland	Washington	98033	United States	1/2/2016
462	Jill Zimmerman	Kirkland	Washington	98034	United States	1/2/2016
463	Jodi Kusak	Bellevue	Washington	98004	United States	1/2/2016
464	Joe Dersham	Kirkland	Washington	98033	United States	1/2/2016
465	John Baxter	Kirkland	Washington	98033	United States	1/2/2016
466	Jonathan Stutz	Kirkland	Washington	98033	United States	1/2/2016
467	Juanita Braun	Kirkland	Washington	98033	United States	1/2/2016
468	Julie Barker	Kirkland	Washington	98033	United States	1/2/2016
469	Julie Baxter	Kirkland	Washington	98033	United States	1/2/2016
470	Julie Kaufman	Kirkland	Washington	98033	United States	1/2/2016
471	Karen Brender	Kirkland	Washington	98033	United States	1/2/2016
472	karen hogan	Kirkland	Washington	98034	United States	1/2/2016
473	Karen Macleod	Kirkland	Washington	98033	United States	1/2/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
474	Karl Haberl	Kirkland	Washington	98033	United States	1/2/2016
475	Karla Richardson	Kirkland	Washington	98034	United States	1/2/2016
476	Karyn Taggart	Kirkland	Washington	98034	United States	1/2/2016
477	Kate Johnsen	Kirkland	Washington	98033	United States	1/2/2016
478	Katherine Holten	Kirkland	Washington	98034	United States	1/2/2016
479	Kathleen Moss	Kirkland	Washington	98034	United States	1/2/2016
480	Kathryn Kay Tyllia	Kirkland	Washington	98033	United States	1/2/2016
481	KATHRYN WRIGHT	Woodinville	Washington	98072	United States	1/2/2016
482	Kathy Goodwin	Kirkland	Washington	98033	United States	1/2/2016
483	Katrin Fletcher	Kirkland	Washington	98034	United States	1/2/2016
484	Kelley Rose	Kirkland	Washington	98034	United States	1/2/2016
485	Ken Farquhar	Kirkland	Washington	98033	United States	1/2/2016
486	Kevin Clouse	Kirkland	Washington	98033	United States	1/2/2016
487	Kevin Colard	Kirkland	Washington	98033	United States	1/2/2016
488	Kicki Eriksson	Kirkland	Washington	98033	United States	1/2/2016
489	Kristin Trace	Kirkland	Washington	98033	United States	1/2/2016
490	Laura Close	Kirkland	Washington	98033	United States	1/2/2016
491	laurie topness	kirkland	Washington	98033	United States	1/2/2016
492	Leia Cumberland	Redmond	Washington	98052	United States	1/2/2016
493	Linda Henderson	Kirkland	Washington	98033	United States	1/2/2016
494	Linda Strom	Kirkland	Washington	98033	United States	1/2/2016
495	Lindsey Schwartz	Kirkland	Washington	98033	United States	1/2/2016
496	Lise Quinn	Kirkland	Washington	98033	United States	1/2/2016
497	Liz Hedreen	Kirkland	Washington	98033	United States	1/2/2016
498	Lori Sherwood	Kirkland	Washington	98033	United States	1/2/2016
499	Louisa Gauthier	Kirkland	Washington	98033	United States	1/2/2016
500	Marcos Vinicius Reale Freitas	Kirkland	Washington	98034	United States	1/2/2016
501	Margaret Etchevers	Kirkland	Washington	98033	United States	1/2/2016
502	Marilyn DeWitte	Kirkland	Washington	98033	United States	1/2/2016
503	Mark Duncan	Kirkland	Washington	98033	United States	1/2/2016
504	mark hedges	Kirkland	Washington	98034	United States	1/2/2016
505	Mark Toguchi	Kirkland	Washington	98033	United States	1/2/2016
506	Mark Worthington	Kirkland	Washington	98033	United States	1/2/2016
507	Martha Craig	Kirkland	Washington	98033	United States	1/2/2016
508	Marvin Scott	Kirkland	Washington	98033	United States	1/2/2016
509	Mary Farley	Kirkland	Washington	98034	United States	1/2/2016
510	Mary Horvitz	Kirkland	Washington	98033	United States	1/2/2016
511	Mary Joan Nash	Kirkland	Washington	98033	United States	1/2/2016
512	Mary Sakaguchi	Kirkland	Washington	98033	United States	1/2/2016
513	Meera Taneja	Kirkland	Washington	98033	United States	1/2/2016
514	Megan Fricke	Kirkland	Washington	98033	United States	1/2/2016
515	Megan Gardner	Kirkland	Washington	98033	United States	1/2/2016
516	Melissa Falarski	Kirkland	Washington	98033	United States	1/2/2016
517	Meredith Rasche	Kirkland	Washington	98033	United States	1/2/2016
518	Middleton A. Gilman	Kirkland	Washington	98033	United States	1/2/2016
519	Molly Schwartz	Kirkland	Washington	98033	United States	1/2/2016
520	Nancy B Anderson	Kirkland	Washington	98033	United States	1/2/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
521	Nathan Brand	Kirkland	Washington	98033	United States	1/2/2016
522	Nicole Gesli	Kirkland	Washington	98033	United States	1/2/2016
523	Niva Clark	Kirkland	Washington	98033	United States	1/2/2016
524	pAM tHOMAS	KIRKLAND	Washington	980934	United States	1/2/2016
525	Patricia (Patty) Tucker	Kirkland	Washington	98033	United States	1/2/2016
526	PAULA LAVIN	Kirkland	Washington	98033	United States	1/2/2016
527	Peri Greenberg	Harrah	Washington	98933	United States	1/2/2016
528	Pradeep Nair	Kirkland	Washington	98034	United States	1/2/2016
529	R. Dimayuga	Kirkland	Washington	98033	United States	1/2/2016
530	rebecca cooper	Kirkland	Washington	98033	United States	1/2/2016
531	Rebekah Ante	Kirkland	Washington	98034	United States	1/2/2016
532	Richard Hernandez	Kirkland	Washington	98034	United States	1/2/2016
533	Richard Mehlberg	Kirkland	Washington	98033	United States	1/2/2016
534	Rob Esterling	Kirkland	Washington	98033	United States	1/2/2016
535	Rob Gamber	Bothell	Washington	98012	United States	1/2/2016
536	Robert McConnell	Kirkland	Washington	98033	United States	1/2/2016
537	Rochelle Haberl	Kirkland	Washington	98033	United States	1/2/2016
538	Samantha Brender	Kirkland	Washington	98033	United States	1/2/2016
539	Sandy Campbell	Kirkland	Washington	98033	United States	1/2/2016
540	Santo Criscuolo	Kirkland	Washington	98034	United States	1/2/2016
541	Sarah Wolverton	Kirkland	Washington	98033	United States	1/2/2016
542	Shafeen Charania	Kirkland	Washington	98033	United States	1/2/2016
543	Shannon Rene	Kirkland	Washington	98033	United States	1/2/2016
544	Sharron Whitesel	Kirkland	Washington	98033	United States	1/2/2016
545	Shawn Etchevers	Kirkland	Washington	98033	United States	1/2/2016
546	Sheri Turner	Kirkland	Washington	98033	United States	1/2/2016
547	Sonja Tompkins	Kirkland	Washington	98033	United States	1/2/2016
548	Stephanie Thomas	Kirkland	Washington	98034	United States	1/2/2016
549	Steve Fogarty	Kirkland	Washington	98033	United States	1/2/2016
550	Steve Meza	Kirkland	Washington	98034	United States	1/2/2016
551	Steven Holcombe	Philadelphia	Pennsylvania	19146	United States	1/2/2016
552	Susan Hughes	Bellevue	Washington	98004	United States	1/2/2016
553	Susan Thornes	Kirkland	Washington	98033	United States	1/2/2016
554	Suzanne Grogan	Kirkland	Washington	98033-6600	United States	1/2/2016
555	Tami Wakasugi	Kirkland	Washington	98033	United States	1/2/2016
556	Tamir Izhaky	Kirkland	Washington	98034	United States	1/2/2016
557	Tania Errett	Kirkland	Washington	98033	United States	1/2/2016
558	Ted Granston	South Cle Elum	Washington	98943	United States	1/2/2016
559	Teresa Konyndyk	Kirkland	Washington	98033	United States	1/2/2016
560	Terri Bly	Kirkland	Washington	98033	United States	1/2/2016
561	Thomas Holt	Kirkland	Washington	98033	United States	1/2/2016
562	Timothy Brewer	Kirkland	Washington	98034	United States	1/2/2016
563	Tina Ensminger	Bellevue	Washington	98004	United States	1/2/2016
564	tina woodburn	Kirkland	Washington	98033	United States	1/2/2016
565	Todd Macomber	Kirkland	Washington	98033	United States	1/2/2016
566	Trace Boyd	Kirkland	Washington	98033	United States	1/2/2016
567	victor loehrer	Kirkland	Washington	98033	United States	1/2/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
568	Virginia Padden-Sollitt	Kirkland	Washington	98033-5410	United States	1/2/2016
569	Wendy Macomber	Kirkland	Washington	98033	United States	1/2/2016
570	Zosia Whittaker	Edmonton		T5P 1K5	Canada	1/2/2016
571	Abolfazl Sirjani	Kirkland	Washington	98033	United States	1/3/2016
572	Ada Agrait	Kirkland	Washington	98033	United States	1/3/2016
573	Amy Haag	Kirkland	Washington	98033	United States	1/3/2016
574	Andrea Losekann	Kirkland	Washington	98033	United States	1/3/2016
575	Andrea Park	Kirkland	Washington	98034	United States	1/3/2016
576	Andrew Haug	Seattle	Washington	98177	United States	1/3/2016
577	anne-marie rosen	kirkland	Washington	98033	United States	1/3/2016
578	Bernard Howard	Kirkland	Washington	98033	United States	1/3/2016
579	Blair Jordan	Kirkland	Washington	98033	United States	1/3/2016
580	Bob Isaacson	Kirkland	Washington	98033	United States	1/3/2016
581	Bobbie Alicen	Kirkland	Washington	98034	United States	1/3/2016
582	Bonnie Fletcher	Kirkland	Washington	98033	United States	1/3/2016
583	Brad Williamson	Kirkland	Washington	98034	United States	1/3/2016
584	Bret Britton	Kirkland	Washington	98033	United States	1/3/2016
585	Britt Domer	Kirkland	Washington	98033	United States	1/3/2016
586	Brittney Page	Kirkland	Washington	98033	United States	1/3/2016
587	bryan langley	Kirkland	Washington	98033	United States	1/3/2016
588	burnette bucknell	Kirkland	Washington	98033	United States	1/3/2016
589	Carolyn Hodovance	Kirkland	Washington	98033	United States	1/3/2016
590	Catherine liams	Kirkland	Washington	98033	United States	1/3/2016
591	Cindy Manheim	Kirkland	Washington	98033	United States	1/3/2016
592	Cole Verner	Kirkland	Washington	98033	United States	1/3/2016
593	Dale Rae	Kirkland	Washington	98034	United States	1/3/2016
594	Dan Norman	Seattle	Washington	98104	United States	1/3/2016
595	Danica Bloomquist	Kirkland	Washington	98033	United States	1/3/2016
596	Danielle Brown	Kirkland	Washington	98034	United States	1/3/2016
597	Danny Dalal	Kirkland	Washington	98033	United States	1/3/2016
598	Dave Lavin	Kirkland	Washington	98033	United States	1/3/2016
599	Deanna Mortensen	Kirkland	Washington	98033	United States	1/3/2016
600	Deb Nielsen	Kirkland	Washington	98033	United States	1/3/2016
601	Derek Satterfield	Kirkland	Washington	98033	United States	1/3/2016
602	Elizabeth Kerchinsky	Kirkland	Washington	98034	United States	1/3/2016
603	Elizabeth Repass	Kirkland	Washington	98033	United States	1/3/2016
604	Elizabeth Sirjani	Kirkland	Washington	98033	United States	1/3/2016
605	Ellen Klinck	Bellevue	Washington	98004	United States	1/3/2016
606	Erik Gordon	Kirkland	Washington	98033	United States	1/3/2016
607	Erika Lindsley	Seattle	Washington	98115	United States	1/3/2016
608	Eugene Chudin	Kirkland	Washington	98033	United States	1/3/2016
609	Eva Eagle	Kirkland	Washington	98033	United States	1/3/2016
610	Faniel Altmark	Kirkland	Washington	98033	United States	1/3/2016
611	Faye Sato	Seattle	Washington	98104	United States	1/3/2016
612	frank tyllia	Kirkland	Washington	98033	United States	1/3/2016
613	Gwen North	Kirkland	Washington	98033	United States	1/3/2016
614	Harold and Ethel Brende	Kirkland	Washington	98033	United States	1/3/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
615	Heidi Forrister	Kirkland	Washington	98033	United States	1/3/2016
616	Holly Kernkamp	Kirkland	Washington	98033	United States	1/3/2016
617	Howard Lieberman	Kirkland	Washington	98033	United States	1/3/2016
618	Hyeree Carpenter	Kirkland	Washington	98033	United States	1/3/2016
619	Irina Sinitsyna	Kirkland	Washington	98033	United States	1/3/2016
620	Jamie OCain	Kirkland	Washington	98033	United States	1/3/2016
621	Janine Heit	Kirkland	Washington	98034	United States	1/3/2016
622	Jessie Marrs	Kirkland	Washington	98033	United States	1/3/2016
623	Jillian Shields	Kirkland	Washington	98033	United States	1/3/2016
624	Jim Bosler	Kirkland	Washington	98033	United States	1/3/2016
625	Joan LaBow	Redmond	Washington	98052	United States	1/3/2016
626	Joan Patterson	Kirkland	Washington	98034	United States	1/3/2016
627	JoAnn Thompson	Kirkland	Washington	98034	United States	1/3/2016
628	Joe Kernkamp	Kirkland	Washington	98033	United States	1/3/2016
629	Jonathan Gibson	Kirkland	Washington	98033	United States	1/3/2016
630	Jonathan Harris	Kirkland	Washington	98033	United States	1/3/2016
631	Josephine Bolick	Redmond	Washington	98052	United States	1/3/2016
632	Juli Suyetsugu	Kirkland	Washington	98033	United States	1/3/2016
633	Juliet McGinnis	Kirkland	Washington	98033	United States	1/3/2016
634	Karen Forrest	Kirkland	Washington	98034	United States	1/3/2016
635	Karen Lamble	Kirkland	Washington	98033	United States	1/3/2016
636	Karen Lawrence	Kirkland	Washington	98033	United States	1/3/2016
637	Katharine Callahan	Kirkland	Washington	98033	United States	1/3/2016
638	Katherine Kearny	Kirkland	Washington	98034	United States	1/3/2016
639	Kathy Ansari	Kirkland	Washington	98033	United States	1/3/2016
640	Kathy Forgrave	Kirkland	Washington	98033	United States	1/3/2016
641	Kathy LePenske	Kirkland	Washington	98033	United States	1/3/2016
642	kathy terhune	Kirkland	Washington	98033	United States	1/3/2016
643	Keith Northrup	Kirkland	Washington	98033	United States	1/3/2016
644	Kelley Boone	Kirkland	Washington	98083	United States	1/3/2016
645	Ken Craig	Kirkland	Washington	98033	United States	1/3/2016
646	Kenneth Lin	Kirkland	Washington	98033	United States	1/3/2016
647	Kevin Beto	Kirkland	Washington	98033	United States	1/3/2016
648	Kevin Tisdell	Kirkland	Washington	98033	United States	1/3/2016
649	Kim Mulder	Kirkland	Washington	98034	United States	1/3/2016
650	Kitty Ballard	Kirkland	Washington	98033	United States	1/3/2016
651	Kristina Maltoni	Kirkland	Washington	98034	United States	1/3/2016
652	Kyle Ottosen	Kirkland	Washington	98034	United States	1/3/2016
653	Laura Bernard	Kirkland	Washington	98034	United States	1/3/2016
654	laura murray	Kirkland	Washington	98033	United States	1/3/2016
655	Laureen Miki	Kirkland	Washington	98033	United States	1/3/2016
656	Lee Ann Jarrett	Kirkland	Washington	98034	United States	1/3/2016
657	Leslie Breckel	Redmond	Washington	98052	United States	1/3/2016
658	Liesl Bohan	Kirkland	Washington	98034	United States	1/3/2016
659	Lisa Robberson	Kirkland	Washington	98034	United States	1/3/2016
660	Lynn Sanborn	Kirkland	Washington	98033	United States	1/3/2016
661	Lynne Pearson	Kirkland	Washington	98034	United States	1/3/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
662	Macgregor Miller	Kirkland	Washington	98033	United States	1/3/2016
663	Malinda Van Sant	Kirkland	Washington	98033	United States	1/3/2016
664	Mallory Harris	Riverside	California	92503	United States	1/3/2016
665	Marianne Francis	Kirkland	Washington	98033	United States	1/3/2016
666	marjorie sovey	oro valley	Arizona	85755	United States	1/3/2016
667	Mark Hanna	Kirkland	Washington	98033	United States	1/3/2016
668	Mark LeMaster	Kirkland	Washington	98033	United States	1/3/2016
669	Marla Buck	Kirkland	Washington	98033	United States	1/3/2016
670	Mary Ann Regan-Peterson	Kirkland	Washington	98033	United States	1/3/2016
671	Mary jo Holum	Kirkland	Washington	98033	United States	1/3/2016
672	Mary Weber	Kirkland	Washington	98033	United States	1/3/2016
673	Mason Buckles	Kirkland	Washington	98033	United States	1/3/2016
674	Maura Burnell	Redmond	Washington	98053	United States	1/3/2016
675	Maureen Baskin	Harrah	Washington	98933	United States	1/3/2016
676	Megan Chapin	Kirkland	Washington	98033	United States	1/3/2016
677	Mehri Kaufman	Kirkland	Washington	98033	United States	1/3/2016
678	Melissa Felker	Salt Lake City	Utah	84124	United States	1/3/2016
679	Mia Mickelson	Kirkland	Washington	98033	United States	1/3/2016
680	Michael Watkins	Kirkland	Washington	98033	United States	1/3/2016
681	Mikala Mikol	Kirkland	Washington	98033	United States	1/3/2016
682	Mike Terry	Kirkland	Washington	98033	United States	1/3/2016
683	Molly Murrah	Kirkland	Washington	98033	United States	1/3/2016
684	Nancy Lawrence	Kirkland	Washington	98034	United States	1/3/2016
685	Nancy Schoegg	Bellevue	Washington	98004	United States	1/3/2016
686	Nicholas Lewis	Kirkland	Washington	98033	United States	1/3/2016
687	Nick Brewe	Kirkland	Washington	98033	United States	1/3/2016
688	Pat Conniff	Kirkland	Washington	98033	United States	1/3/2016
689	patrice bahnsen	kirkland	Washington	98034	United States	1/3/2016
690	Paula Dime	Redmond	Washington	98052	United States	1/3/2016
691	Peggy Lotz	Kirkland	Washington	98034	United States	1/3/2016
692	Peggy Moniz	Coeur d'Alene	Idaho	83815	United States	1/3/2016
693	phyllis pierce	Kirkland	Washington	98034	United States	1/3/2016
694	Rachelle Steijn	Kirkland	Washington	98033	United States	1/3/2016
695	rafael sagula	Kirkland	Washington	98033	United States	1/3/2016
696	Rebecca Anderson	Kirkland	Washington	98044	United States	1/3/2016
697	Rich Holland	Kirkland	Washington	98033	United States	1/3/2016
698	Richard Thomas	Kirkland	Washington	98033	United States	1/3/2016
699	Rik Deskin	Kirkland	Washington	98034	United States	1/3/2016
700	robert wolverton	Kirkland	Washington	98033	United States	1/3/2016
701	robin bernard	Kirkland	Washington	98034	United States	1/3/2016
702	Roy Musil	Bellevue	Washington	98004	United States	1/3/2016
703	Ruth and Barry Van De Carr	Kirkland	Washington	98033	United States	1/3/2016
704	Ryan Snodgrass	Kirkland	Washington	98033	United States	1/3/2016
705	Sandra kawamura	Kirkland	Washington	98033	United States	1/3/2016
706	Sandy Thomas	Kirkland	Washington	98033	United States	1/3/2016
707	Savannah Bohart	Mill Creek	Washington	98082	United States	1/3/2016
708	Shahlo Talib	Kirkland	Washington	98034	United States	1/3/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
709	Simon Macpherson	Kirkland	Washington	98033	United States	1/3/2016
710	Stacy Mathers	Kirkland	Washington	98033	United States	1/3/2016
711	Stephanie Amoss	Kirkland	Washington	98033	United States	1/3/2016
712	Stephanie Whicker	Kirkland	Washington	98033	United States	1/3/2016
713	Steve Oroszlan	Kirkland	Washington	98033	United States	1/3/2016
714	steve rogers	kirkland	Washington	98033	United States	1/3/2016
715	Summer Mitchell	Kirkland	Washington	98033	United States	1/3/2016
716	Susan Fields	Kirkland	Washington	98034	United States	1/3/2016
717	Tad Brockway	Kirkland	Washington	98033	United States	1/3/2016
718	Teresa Regan	Kirkland	Washington	98033	United States	1/3/2016
719	Thomas Soltman	Seattle	Washington	98105	United States	1/3/2016
720	Tia Harvey	Seattle	Washington	98199	United States	1/3/2016
721	Tracy Lyon	Kirkland	Washington	98033	United States	1/3/2016
722	Tronda Quin	Kirkland	Washington	98033	United States	1/3/2016
723	william Shewey	Kirkland	Washington	98033	United States	1/3/2016
724	WS Foster	Bothell	Washington	98011	United States	1/3/2016
725	Yulia Ivashkova	Kirkland	Washington	98033	United States	1/3/2016
726	Aaron Cooley	Kirkland	Washington	98033	United States	1/4/2016
727	Agustina Reisman	Kirkland	Washington	98033	United States	1/4/2016
728	Alice Volpe	Kirkland	Washington	98033	United States	1/4/2016
729	Allison Hall	Kirkland	Washington	98034	United States	1/4/2016
730	Amanda Brown	Kirkland	Washington	98033	United States	1/4/2016
731	Andrea Fuentes	Kirkland	Washington	98034	United States	1/4/2016
732	Andrea Patzer	Kirkland	Washington	98033	United States	1/4/2016
733	Andrea Thompson	Kirkland	Washington	98034	United States	1/4/2016
734	Ann Ferguson	Kirkland	Washington	98033	United States	1/4/2016
735	Anna Ormsby	Kirkland	Washington	98083	United States	1/4/2016
736	Areti Mavromatis	Kirkland	Washington	98033	United States	1/4/2016
737	Arthur Gee	Kirkland	Washington	98033	United States	1/4/2016
738	Asli Celikyilmaz	Kirkland	Washington	98033	United States	1/4/2016
739	Audrey Asper	Kirkland	Washington	98033	United States	1/4/2016
740	Barbara Waltz	Kirkland	Washington	98033	United States	1/4/2016
741	Barry Broman	Kirkland	Washington	98033	United States	1/4/2016
742	Becca Snyder	Kirkland	Washington	98034	United States	1/4/2016
743	Bill Price	Bellevue	Washington	98006	United States	1/4/2016
744	Blue Andrews	Bellevue	Washington	98004	United States	1/4/2016
745	Bob Forgrave	Kirkland	Washington	98033	United States	1/4/2016
746	Bob Lafayette	Redmond	Washington	98052	United States	1/4/2016
747	Brian Shannon	Kirkland	Washington	98033	United States	1/4/2016
748	Bryan McIntosh	Kirkland	Washington	98033	United States	1/4/2016
749	Carl Anselmi	Kirkland	Washington	98033	United States	1/4/2016
750	Carla Brannen	Kirkland	Washington	98033	United States	1/4/2016
751	carleton bryant	Kirkland	Washington	98033	United States	1/4/2016
752	Carol Beman	Kirkland	Washington	98033	United States	1/4/2016
753	Carole Anastasi	Kirkland	Washington	98033	United States	1/4/2016
754	Caroline Bombar-Kaplan	Kirkland	Washington	98033	United States	1/4/2016
755	Cathy McNair	Kirkland	Washington	98033	United States	1/4/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
756	Char DeVore	Kirkland	Washington	98033	United States	1/4/2016
757	Cherie Skager	Kirkland	Washington	98033	United States	1/4/2016
758	Christina Limena	Kirkland	Washington	98033	United States	1/4/2016
759	Christopher Carlson	Kirkland	Washington	98033	United States	1/4/2016
760	Clara Hollin	Kirkland	Washington	98033	United States	1/4/2016
761	Craig Smith Smith	Kirkland	Washington	98033	United States	1/4/2016
762	Crystal Adams	Kirkland	Washington	98034	United States	1/4/2016
763	Dan Krehbiel	Kirkland	Washington	98033	United States	1/4/2016
764	David Bohan	Kirkland	Washington	98034	United States	1/4/2016
765	David Mangone	Kirkland	Washington	98033	United States	1/4/2016
766	David Obelcz	Kirkland	Washington	98033	United States	1/4/2016
767	De Ru	Belmar	New Jersey	7719	United States	1/4/2016
768	Debbie McKee	Kirkland	Washington	98033	United States	1/4/2016
769	Deborah Fukuma	Kirkland	Washington	98033	United States	1/4/2016
770	Dennis Kaplan	Mayfield Heights	Ohio	44124	United States	1/4/2016
771	Diane Millican	Seattle	Washington	98199	United States	1/4/2016
772	Doug Lewis	Kirkland	Washington	98033	United States	1/4/2016
773	Dyana Stevens	Kirkland	Washington	98034	United States	1/4/2016
774	E Burton	Kirkland	Washington	98033	United States	1/4/2016
775	Eleanor Herting	Kirkland	Washington	98033	United States	1/4/2016
776	Elizabeth Lie	Kirkland	Washington	98033	United States	1/4/2016
777	Elizabeth Molitor	Kirkland	Washington	98033	United States	1/4/2016
778	Elizabeth Sinclair	Kirkland	Washington	98033	United States	1/4/2016
779	Ellen Beeman	Kirkland	Washington	98033	United States	1/4/2016
780	Emily Tillman	Kirkland	Washington	98033	United States	1/4/2016
781	Erin Baker	Kirkland	Washington	98033	United States	1/4/2016
782	France Nelson	Kirkland	Washington	98033	United States	1/4/2016
783	Franklin Cohenour	Kirkland	Washington	98033	United States	1/4/2016
784	Fraser Suyetsugu	Kirkland	Washington	98033	United States	1/4/2016
785	Gabe Greschler	Kirkland	Washington	98033	United States	1/4/2016
786	Gail Alskog Alskog	Kirkland	Washington	Kirkland	United States	1/4/2016
787	Gaskill Michael & Lynne	Kirkland	Washington	98033	United States	1/4/2016
788	Gemma Aronchick	Kirkland	Washington	98033	United States	1/4/2016
789	Gordana Aleksov	Kirkland	Washington	98033	United States	1/4/2016
790	Greg Halverson	Kent	Washington	98042	United States	1/4/2016
791	Gurpreet Rawat	Kirkland	Washington	98033	United States	1/4/2016
792	Harold Nickel	Kirkland	Washington	98033	United States	1/4/2016
793	Harvey Trager	Renton	Washington	98059	United States	1/4/2016
794	heather griffiths	Kirkland	Washington	98033	United States	1/4/2016
795	hilarly lapke	Kirkland	Washington	98033	United States	1/4/2016
796	ILKER CELIKYILMAZ	Kirkland	Washington	98033	United States	1/4/2016
797	Ismene Papayianis	Kirkland	Washington	98033	United States	1/4/2016
798	James Reed	Kirkland	Washington	98033	United States	1/4/2016
799	James Waltz	Kirkland	Washington	98033	United States	1/4/2016
800	Janet Matney	Kirkland	Washington	98033	United States	1/4/2016
801	Janni Trenary	Kirkland	Washington	98033	United States	1/4/2016
802	Jason Flores	Kirkland	Washington	98033	United States	1/4/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
803	Jean Ederer	Kirkland	Washington	98033	United States	1/4/2016
804	Jeff Behrman	Kirkland	Washington	98033	United States	1/4/2016
805	Jeff Edwards	Kirkland	Washington	98033	United States	1/4/2016
806	jennifer burton	Kirkland	Washington	98033	United States	1/4/2016
807	Jennifer Schauer	Kirkland	Washington	98033	United States	1/4/2016
808	Jerald Herting	Kirkland	Washington	98033	United States	1/4/2016
809	Jill Singh	Bellevue	Washington	98004	United States	1/4/2016
810	Jim Teague	Kirkland	Washington	98033	United States	1/4/2016
811	Joan Kostal	Kirkland	Washington	98033	United States	1/4/2016
812	Joe Weisbeck	Kirkland	Washington	98033	United States	1/4/2016
813	Josh Arnold	Kent	Washington	98035	United States	1/4/2016
814	Josh Payne	Kirkland	Washington	98033	United States	1/4/2016
815	Justin Hagood	Kirkland	Washington	98034	United States	1/4/2016
816	karen massean	Kirkland	Washington	98034	United States	1/4/2016
817	Karen Mcglynn	Kirkland	Washington	98033	United States	1/4/2016
818	Karen Schickling	Bothell	Washington	98011	United States	1/4/2016
819	Karen Tollefson	Kirkland	Washington	98033	United States	1/4/2016
820	Katherine Nelson	Kirkland	Washington	98033	United States	1/4/2016
821	Kathleen Eglet	Kirkland	Washington	98033	United States	1/4/2016
822	Katie Stutz	Kirkland	Washington	98033	United States	1/4/2016
823	Kayla Henderson	Mountlake Terrace	Washington	98043	United States	1/4/2016
824	Keira Rogers	Kirkland	Washington	98033	United States	1/4/2016
825	Kelly Minnaar	Issaquah	Washington	98929	United States	1/4/2016
826	Ken Davidson	Kirkland	Washington	98034	United States	1/4/2016
827	Keri Schroeder	Kirkland	Washington	98033	United States	1/4/2016
828	Kevin Brett	Kirkland	Washington	98033	United States	1/4/2016
829	Kevin Lewis	Kirkland	Washington	98034	United States	1/4/2016
830	Kim Lowe	Kirkland	Washington	98033	United States	1/4/2016
831	Kim Nakanishi	Kirkland	Washington	98033	United States	1/4/2016
832	Kristen Sanger	Kirkland	Washington	98033	United States	1/4/2016
833	Kristin Olson	Kirkland	Washington	98033	United States	1/4/2016
834	Kristy Rudolph	Kirkland	Washington	98033	United States	1/4/2016
835	Kristyna Connop	Kirkland	Washington	98033	United States	1/4/2016
836	Kyle Kittoe	Kirkland	Washington	98033	United States	1/4/2016
837	Kyle Storck	Kirkland	Washington	98033	United States	1/4/2016
838	Laura Miller	Kirkland	Washington	98034	United States	1/4/2016
839	Laurie Corrin	Kirkland	Washington	98033	United States	1/4/2016
840	Linda Eames	Kirkland	Washington	98033	United States	1/4/2016
841	Linda Halverson	Kent	Washington	98042	United States	1/4/2016
842	Lindsey Halverson	Kirkland	Washington	98033	United States	1/4/2016
843	Lisa Leo	Kirkland	Washington	98033	United States	1/4/2016
844	Lisl Mortara	Kirkland	Washington	98034	United States	1/4/2016
845	Lizzy Ly Ly	Kirkland	Washington	98033	United States	1/4/2016
846	Luay Joudeh	Kirkland	Washington	98033	United States	1/4/2016
847	Lynn Anselmi	Kirkland	Washington	98033	United States	1/4/2016
848	Maari Swain	Kirkland	Washington	98033	United States	1/4/2016
849	Madeleine Bartlett	Kirkland	Washington	98033	United States	1/4/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
850	Madeleine Lapke	Kirkland	Washington	98033	United States	1/4/2016
851	Maialen Etchevers	Kirkland	Washington	98033	United States	1/4/2016
852	Marcia Beck	Kirkland	Washington	98033	United States	1/4/2016
853	Margaret Arends	Kirkland	Washington	98033	United States	1/4/2016
854	Marion Hautala	Kirkland	Washington	98033	United States	1/4/2016
855	Marjorie Walker	Kirkland	Washington	98033	United States	1/4/2016
856	Mark Albrecht	Kirkland	Washington	98033	United States	1/4/2016
857	Mark Hubbard	Kirkland	Washington	98033	United States	1/4/2016
858	Mark Patzer	Kirkland	Washington	98033	United States	1/4/2016
859	mary jo eldenburg	Kirkland	Washington	98033	United States	1/4/2016
860	Matt Flynn	Kirkland	Washington	98033	United States	1/4/2016
861	Meredith Goldstein	Kirkland	Washington	98033	United States	1/4/2016
862	Merle Robinson	Kirkland	Washington	98033	United States	1/4/2016
863	Michael Sartain	Kirkland	Washington	98033	United States	1/4/2016
864	Michael Tayebi	Kirkland	Washington	98033	United States	1/4/2016
865	Michele Petter	Kirkland	Washington	98034	United States	1/4/2016
866	Michelle Murray	Kirkland	Washington	98034	United States	1/4/2016
867	MIKE SCHROEDER	Kirkland	Washington	98033	United States	1/4/2016
868	molly becker	Kirkland	Washington	98033	United States	1/4/2016
869	Nancy edgers	Kirkland	Washington	98033	United States	1/4/2016
870	Nancy Wigren	Kirkland	Washington	98033	United States	1/4/2016
871	Naomi Hertel	Kirkland	Washington	98033	United States	1/4/2016
872	Nicole Knowles	Kirkland	Washington	98033	United States	1/4/2016
873	Nicole MacKenzie	Kirkland	Washington	98033	United States	1/4/2016
874	Nicole Meckel	Kirkland	Washington	98034	United States	1/4/2016
875	Omar Elseaidy	Kirkland	Washington	98033	United States	1/4/2016
876	Patty Leverett	Kirkland	Washington	98033	United States	1/4/2016
877	PAUL SECORD	Bellevue	Washington	98004	United States	1/4/2016
878	Pete Jensen	Kirkland	Washington	98033	United States	1/4/2016
879	Peter Wilson	Kirkland	Washington	98033	United States	1/4/2016
880	Rachel Cohenour	Kirkland	Washington	98033	United States	1/4/2016
881	Randy Gerth	Kirkland	Washington	98033	United States	1/4/2016
882	randy gray	Kirkland	Washington	98033	United States	1/4/2016
883	Renee Hartnett	Seattle	Washington	98103	United States	1/4/2016
884	Robbie Gehre	Kirkland	Washington	98033	United States	1/4/2016
885	Robert Appleby	Kirkland	Washington	98033	United States	1/4/2016
886	Robert Bersin	Kirkland	Washington	98033	United States	1/4/2016
887	Robert Burch	Kirkland	Washington	98033	United States	1/4/2016
888	Robert Hughes	Kirkland	Washington	98033	United States	1/4/2016
889	Ron Gery	Kirkland	Washington	98033	United States	1/4/2016
890	Sally Bair	Kirkland	Washington	98034	United States	1/4/2016
891	sarah ness	Kirkland	Washington	98034	United States	1/4/2016
892	Scott Pike	Kirkland	Washington	98033	United States	1/4/2016
893	Seda Terek	Kirkland	Washington	98033	United States	1/4/2016
894	Seth Broman	Kirkland	Washington	98033	United States	1/4/2016
895	Shanna Cooley	Kirkland	Washington	98033	United States	1/4/2016
896	Sharan Tisdell	Kirkland	Washington	98033	United States	1/4/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
897	Sharon Kettler	Kirkland	Washington	98034	United States	1/4/2016
898	Sharon Riddle	Kirkland	Washington	98033	United States	1/4/2016
899	Sheila Storrer	Kirkland	Washington	98033	United States	1/4/2016
900	Stacie Stutz	Kirkland	Washington	98033	United States	1/4/2016
901	Stefan Ahrensdorf	Kirkland	Washington	98033	United States	1/4/2016
902	Susan Ahrensdorf	Kirkland	Washington	98033	United States	1/4/2016
903	Susan Shin Robinson	Kirkland	Washington	98033	United States	1/4/2016
904	Susan Teague	Kirkland	Washington	98033	United States	1/4/2016
905	Suzanne Tocco	Kirkland	Washington	98033	United States	1/4/2016
906	Tami Grayevsky	Kirkland	Washington	98033	United States	1/4/2016
907	Thomas Ku	Kirkland	Washington	98033	United States	1/4/2016
908	Thomas Schauer	Kirkland	Washington	98033	United States	1/4/2016
909	Tiffany Reed	Kirkland	Washington	98033	United States	1/4/2016
910	tim wright	Kirkland	Washington	98033	United States	1/4/2016
911	Tony Eldenburg	Kirkland	Washington	98033	United States	1/4/2016
912	Tony Martin	Redmond	Washington	98053	United States	1/4/2016
913	Torrey Lynn Cohenour	Kirkland	Washington	98033	United States	1/4/2016
914	Travis Doot	Seattle	Washington	98117	United States	1/4/2016
915	Trudy B Robertson	Kirkland	Washington	98034	United States	1/4/2016
916	William Tormeu	Kirkland	Washington	98033	United States	1/4/2016
917	Young-Bum Kim	Kirkland	Washington	98033	United States	1/4/2016
918	Yurii Zubrytskyi	Bellevue	Washington	98005	United States	1/4/2016
919	Abani Heller	Kirkland	Washington	98033	United States	1/5/2016
920	Akiko Kennedy	Kirkland	Washington	98034	United States	1/5/2016
921	Alex Boyd	Kirkland	Washington	98033	United States	1/5/2016
922	Alexandra Valenti	Kirkland	Washington	98033	United States	1/5/2016
923	Alexis Christensen	Kirkland	Washington	98033	United States	1/5/2016
924	Alicia Graham	Seattle	Washington	98199	United States	1/5/2016
925	Alison Sheffer	Kirkland	Washington	98033	United States	1/5/2016
926	Allen Ashby	Kirkland	Washington	98033	United States	1/5/2016
927	Amanda Levine	Kirkland	Washington	98033	United States	1/5/2016
928	Amy Slate	kirkland	Washington	98033	United States	1/5/2016
929	Andrew Nelson	Kirkland	Washington	98033-7641	United States	1/5/2016
930	Annette Abraham	Kirkland	Washington	98033	United States	1/5/2016
931	Arash Ghaderi	Kirkland	Washington	98033	United States	1/5/2016
932	Ashley Mathews	Seattle	Washington	98105	United States	1/5/2016
933	Barbara Koster	Kirkland	Washington	98033	United States	1/5/2016
934	Benjamin Keim	Kirkland	Washington	98033	United States	1/5/2016
935	Bhowmik Davinder	Kirkland	Washington	98033	United States	1/5/2016
936	Bobby Wright	Kirkland	Washington	98033	United States	1/5/2016
937	Brady Lapke	Kirkland	Washington	98033	United States	1/5/2016
938	Brenda Valladares	Killeen	Texas	76549	United States	1/5/2016
939	Brian Crum	Kirkland	Washington	98033	United States	1/5/2016
940	Britton Georges	Kirkland	Washington	98033	United States	1/5/2016
941	Carl Atienza	Kirkland	Washington	98033	United States	1/5/2016
942	Carol Parker	Kirkland	Washington	98033	United States	1/5/2016
943	Carol Stevens	Kirkland	Washington	98033	United States	1/5/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
944	carolann castell	Kirkland	Washington	98033	United States	1/5/2016
945	Catherine Heffron	Kirkland	Washington	98033	United States	1/5/2016
946	Cathy Marsh	Kirkland	Washington	98033	United States	1/5/2016
947	Cathy Miyake	Kirkland	Washington	98033	United States	1/5/2016
948	Cathy Zenner	Kirkland	Washington	98033	United States	1/5/2016
949	Charleen Snapper	Kirkland	Washington	98034	United States	1/5/2016
950	Chris and Indy Behrman	Kirkland	Washington	98033	United States	1/5/2016
951	Chris Forrester	Kirkland	Washington	98033	United States	1/5/2016
952	Chris Phillips	Kirkland	Washington	98033	United States	1/5/2016
953	Chris Roark	Kirkland	Washington	98033	United States	1/5/2016
954	Christian Nichols	Kirkland	Washington	98034	United States	1/5/2016
955	Christiane Hulet	Kirkland	Washington	98034	United States	1/5/2016
956	Christine Jimenez	Kirkland	Washington	98034	United States	1/5/2016
957	Colette Perry	Seattle	Washington	98115	United States	1/5/2016
958	Craig Ball	Kirkland	Washington	98033	United States	1/5/2016
959	Craig Bevan	Kirkland	Washington	98033	United States	1/5/2016
960	Curtis Leo	Kirkland	Washington	98033	United States	1/5/2016
961	Cynthia Phillips	Kirkland	Washington	Kirkland	United States	1/5/2016
962	Dan Carr	Kirkland	Washington	98033	United States	1/5/2016
963	Daniel Doyle	Kirkland	Washington	98033	United States	1/5/2016
964	Dany Daher	Kirkland	Washington	98033	United States	1/5/2016
965	Darcy Luer	Kirkland	Washington	98033	United States	1/5/2016
966	Darcy Stubblefield	Kirkland	Washington	98033	United States	1/5/2016
967	David Banks	Kirkland	Washington	98033	United States	1/5/2016
968	David C. Mayer	Chicago	Illinois	60657	United States	1/5/2016
969	Deborah Maahs	Kirkland	Washington	98033	United States	1/5/2016
970	denise sparks-bowden	Kirkland	Washington	98034	United States	1/5/2016
971	Diane White	Kirkland	Washington	98044	United States	1/5/2016
972	Doug Bixel	Kirkland	Washington	98033	United States	1/5/2016
973	Doug Turner	Kirkland	Washington	98033	United States	1/5/2016
974	Douglas Love	Kirkland	Washington	98033	United States	1/5/2016
975	Dundeana Doyle	Kirkland	Washington	98033	United States	1/5/2016
976	Ella Reznitsky	Frisco	Texas	75034	United States	1/5/2016
977	Emily Staples	Kirkland	Washington	98033	United States	1/5/2016
978	Eric Larizadeh-Saito	San Francisco	California	94116	United States	1/5/2016
979	Erin Adamek	Kirkland	Washington	98034	United States	1/5/2016
980	Erin Crum	Kirkland	Washington	98033	United States	1/5/2016
981	Evelent Cox	Kirkland	Washington	98033	United States	1/5/2016
982	Fadi Banna	Kirkland	Washington	98033	United States	1/5/2016
983	Frances Church	Kirkland	Washington	98033	United States	1/5/2016
984	gary Hartnett	Kirkland	Washington	98033	United States	1/5/2016
985	Gary Roberts	Kirkland	Washington	98033	United States	1/5/2016
986	Guclu Seber	Huntington Beach	California	92648	United States	1/5/2016
987	Hailey Parker	Kirkland	Washington	98033	United States	1/5/2016
988	Harry Matthews	Kirkland	Washington	98033	United States	1/5/2016
989	Hayley Gash	Kirkland	Washington	98033	United States	1/5/2016
990	Heather Reuble	Bellevue	Washington	98008	United States	1/5/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
991	Henri Cohen	Kirkland	Washington	98033	United States	1/5/2016
992	J Scott Codespoti	Kirkland	Washington	98033	United States	1/5/2016
993	Jaeyeon Jung	Kirkland	Washington	98033	United States	1/5/2016
994	Jake Lubenow	Kirkland	Washington	98034	United States	1/5/2016
995	James Paulson	Bellevue	Washington	98008	United States	1/5/2016
996	James Tierney	Kirkland	Washington	98033	United States	1/5/2016
997	Jan Olson	Kirkland	Washington	98033	United States	1/5/2016
998	Jana Wakefield	Kirkland	Washington	98033	United States	1/5/2016
999	Janet Gilman	Kirkland	Washington	98033	United States	1/5/2016
1000	Jason Nelson	Kirkland	Washington	98083	United States	1/5/2016
1001	Jay Caldwell	Kirkland	Washington	98033	United States	1/5/2016
1002	Jay Hurwitz	Kirkland	Washington	98033	United States	1/5/2016
1003	Jean Ghanem	Kirkland	Washington	98033	United States	1/5/2016
1004	Jen tanner	Kittitas	Washington	98934	United States	1/5/2016
1005	Jennifer Greenberg	Kirkland	Washington	98033	United States	1/5/2016
1006	Jennifer Lauren	Bothell	Washington	98011	United States	1/5/2016
1007	Jennifer Mies	Everett	Washington	98203	United States	1/5/2016
1008	Jennifer Warren	Kirkland	Washington	98033	United States	1/5/2016
1009	JG Stevenson	Kirkland	Washington	98033	United States	1/5/2016
1010	Jill Chaffee	Kirkland	Washington	98033	United States	1/5/2016
1011	Jill Clay	Kirkland	Washington	98033	United States	1/5/2016
1012	Jill Haakenstad	Kirkland	Washington	98033	United States	1/5/2016
1013	John Koster	Kirkland	Washington	98033	United States	1/5/2016
1014	Jon Tellefson	Bellevue	Washington	98015	United States	1/5/2016
1015	Jonnel Bowser	Kirkland	Washington	98033	United States	1/5/2016
1016	Jordan Lafave	Kirkland	Washington	98033	United States	1/5/2016
1017	Julia Kay	Kirkland	Washington	98033	United States	1/5/2016
1018	Julianne Mcleod	Kirkland	Washington	98033	United States	1/5/2016
1019	Julie Lynch	Kirkland	Washington	98033	United States	1/5/2016
1020	Julie Pratt	Kirkland	Washington	98033	United States	1/5/2016
1021	Julie Voss	Kirkland	Washington	98034	United States	1/5/2016
1022	Justin Andrews	Kirkland	Washington	98033	United States	1/5/2016
1023	Karla Parker	Kirkland	Washington	98033	United States	1/5/2016
1024	Karrie Parr	Kirkland	Washington	98033	United States	1/5/2016
1025	Katharine Franzel	Kirkland	Washington	98033	United States	1/5/2016
1026	Katharine Holdsworth	Kirkland	Washington	98033	United States	1/5/2016
1027	Katie Brand	Kirkland	Washington	98033	United States	1/5/2016
1028	Ken Wickman	Kirkland	Washington	98033	United States	1/5/2016
1029	Kevin Green	Kirkland	Washington	98033	United States	1/5/2016
1030	Kevin Quille	Kirkland	Washington	98034	United States	1/5/2016
1031	Kimberly Taylor	Kenmore	Washington	98028	United States	1/5/2016
1032	Kris Solem	Kirkland	Washington	98033	United States	1/5/2016
1033	Kristi Kidrick	Bothell	Washington	98012	United States	1/5/2016
1034	Kyle Peterson	Kirkland	Washington	98033	United States	1/5/2016
1035	Laila Joudeh	Kirkland	Washington	98033	United States	1/5/2016
1036	Lara Joudeh	Kirkland	Washington	98033	United States	1/5/2016
1037	Laura Goggins	Kirkland	Washington	98033	United States	1/5/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
1038	Lauren Dichter	Bellevue	Washington	98006	United States	1/5/2016
1039	Lauri Johnson	Mukilteo	Washington	98275	United States	1/5/2016
1040	Lesla Epting	Bothell	Washington	98011	United States	1/5/2016
1041	LEWIS DUBUC	Kirkland	Washington	98034	United States	1/5/2016
1042	Lindsay Hellinger	Kirkland	Washington	98033	United States	1/5/2016
1043	Lois Love	Kirkland	Washington	98034	United States	1/5/2016
1044	Lola Staples	Kirkland	Washington	98033	United States	1/5/2016
1045	Londa Narmita	Kirkland	Washington	98033	United States	1/5/2016
1046	Luisa Lapke	Kirkland	Washington	98033	United States	1/5/2016
1047	Lynda Larsen	Kirkland	Washington	98034	United States	1/5/2016
1048	Magali wright	Vista	California	92084	United States	1/5/2016
1049	Maher Joudi	Kirkland	Washington	98033	United States	1/5/2016
1050	Mali Murphy	Kirkland	Washington	98033	United States	1/5/2016
1051	malia karlinsky	Kirkland	Washington	98033	United States	1/5/2016
1052	Margaret Nicoll	Kirkland	Washington	98033	United States	1/5/2016
1053	Marguerite Noblitt	Medina	Washington	98039	United States	1/5/2016
1054	Maria Celeste Hug	Kirkland	Washington	98033	United States	1/5/2016
1055	Marianne Clark	Kirkland	Washington	98033	United States	1/5/2016
1056	Marion Schutz	Kirkland	Washington	98033	United States	1/5/2016
1057	Mark Jeske	Kirkland	Washington	98034	United States	1/5/2016
1058	Mark Roughgarden	Kirkland	Washington	98033	United States	1/5/2016
1059	Mary Allison Maus	Kirkland	Washington	98033	United States	1/5/2016
1060	Mary Pund	Kirkland	Washington	98033	United States	1/5/2016
1061	Mason Gray	Kirkland	Washington	98033	United States	1/5/2016
1062	Matthew Lebedev	Kirkland	Washington	98033	United States	1/5/2016
1063	Maureen Kelly	Kirkland	Washington	98033	United States	1/5/2016
1064	MEKONEN MEKONEN	Seattle	Washington	98125	United States	1/5/2016
1065	Melissa Codespoti	Kirkland	Washington	98033	United States	1/5/2016
1066	Michael Gess	Kirkland	Washington	98033	United States	1/5/2016
1067	Michael Kerr	Kirkland	Washington	98034	United States	1/5/2016
1068	mike Dutton	Kirkland	Washington	98033	United States	1/5/2016
1069	Mike Hilfer	Seattle	Washington	98199	United States	1/5/2016
1070	Mike Mathers	Kirkland	Washington	98033	United States	1/5/2016
1071	Mithun Dhar	Kirkland	Washington	98033	United States	1/5/2016
1072	Mitra Ghaderi	Kirkland	Washington	98033	United States	1/5/2016
1073	Monica Chin	Kirkland	Washington	98033	United States	1/5/2016
1074	mutuko okada	Kirkland	Washington	98033	United States	1/5/2016
1075	Nadeem Khan	Kirkland	Washington	98033	United States	1/5/2016
1076	Nadia Tommalieh	Redmond	Washington	98052	United States	1/5/2016
1077	Nancy Gess	Kirkland	Washington	98033	United States	1/5/2016
1078	Natalie Gray	Kirkland	Washington	98033	United States	1/5/2016
1079	Nicole Parkhill	Kirkland	Washington	98034	United States	1/5/2016
1080	Nora Alexander	Seattle	Washington	98133	United States	1/5/2016
1081	Oleg Kharitonov	Kirkland	Washington	98034	United States	1/5/2016
1082	Olga Moshchuk	Kirkland	Washington	98033	United States	1/5/2016
1083	Ozben Evren	Kirkland	Washington	98033	United States	1/5/2016
1084	Patrice DiCasparro	Kirkland	Washington	98033	United States	1/5/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
1085	Patricia Barnhart	Kirkland	Washington	98033	United States	1/5/2016
1086	Patricia Dutt	Kirkland	Washington	98033	United States	1/5/2016
1087	Paul Valenti	Seattle	Washington	98104	United States	1/5/2016
1088	Paula Bentz	Kirkland	Washington	98033	United States	1/5/2016
1089	Pete Mangouras	Kirkland	Washington	98033	United States	1/5/2016
1090	R. Stephen Burns	Kirkland	Washington	98033	United States	1/5/2016
1091	Rachel Miller	Kirkland	Washington	98033	United States	1/5/2016
1092	Radhika Subdararaman	Kirkland	Washington	98034	United States	1/5/2016
1093	Rhya Joudeh	Kirkland	Washington	98033	United States	1/5/2016
1094	Richard Pirret	Kirkland	Washington	98033	United States	1/5/2016
1095	Rob Hay	Kirkland	Washington	98033	United States	1/5/2016
1096	Roger Marsh	Kirkland	Washington	98033	United States	1/5/2016
1097	Roma Petton	Kirkland	Washington	98033	United States	1/5/2016
1098	Ryan Douthit	Kirkland	Washington	98033	United States	1/5/2016
1099	Ryan Miller	Kirkland	Washington	98033	United States	1/5/2016
1100	Sally Lynott	Bellevue	Washington	98004	United States	1/5/2016
1101	Sally Maher	Kirkland	Washington	98033	United States	1/5/2016
1102	Sara Spelz	Kirkland	Washington	98034	United States	1/5/2016
1103	Sarah Redecker	Kirkland	Washington	98033	United States	1/5/2016
1104	Serena Xu	Seattle	Washington	98105	United States	1/5/2016
1105	Sergey Melnik	Kirkland	Washington	98033	United States	1/5/2016
1106	Shawn wilton	Kirkland	Washington	98034	United States	1/5/2016
1107	Sheila Otter	Kirkland	Washington	98033	United States	1/5/2016
1108	Soner Terek	Kirkland	Washington	98033	United States	1/5/2016
1109	Songul Atay Evren	Kirkland	Washington	98033	United States	1/5/2016
1110	Soora Kim	Kirkland	Washington	98033	United States	1/5/2016
1111	Sophie Rehel	Kirkland	Washington	98033	United States	1/5/2016
1112	Stephanie Hokanson	Kirkland	Washington	98034	United States	1/5/2016
1113	Steven Corey	Kirkland	Washington	98033	United States	1/5/2016
1114	Stuart Schechter	Kirkland	Washington	98033	United States	1/5/2016
1115	Susan Christian	Kirkland	Washington	98033	United States	1/5/2016
1116	Suzanne Lewis	Kirkland	Washington	98034	United States	1/5/2016
1117	Tali Roth	Kirkland	Washington	98033	United States	1/5/2016
1118	Tami Hurwitz	Kirkland	Washington	98033	United States	1/5/2016
1119	Tara Miller	Anchorage	Alaska	99577	United States	1/5/2016
1120	Taylor Andreozzi	Kirkland	Washington	98033	United States	1/5/2016
1121	Terance Maher	Kirkland	Washington	98033	United States	1/5/2016
1122	Terry Cox	Kirkland	Washington	98033	United States	1/5/2016
1123	Tessa Pratt	Kirkland	Washington	98033	United States	1/5/2016
1124	Tom Braaten	Kirkland	Washington	98033	United States	1/5/2016
1125	Vibeke Brinck	Kirkland	Washington	98033	United States	1/5/2016
1126	Vicky kotsakis	Kirkland	Washington	98033	United States	1/5/2016
1127	Violet Barhudarian	Kirkland	Washington	98033	United States	1/5/2016
1128	Wesley Andrews	Kirkland	Washington	98033	United States	1/5/2016
1129	Yumi Kagamihara	Kirkland	Washington	98033	United States	1/5/2016
1130	Zack page	Bellevue	Washington	98007	United States	1/5/2016
1131	Zain Joudeh	Kirkland	Washington	98033	United States	1/5/2016

	A	B	C	D	E	F
1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
1132	Adrianna Wesley	Kirkland	Washington	98033	United States	1/6/2016
1133	Ahmed Yossef	Kirkland	Washington	98033	United States	1/6/2016
1134	Alexander Gounares	Kirkland	Washington	98033	United States	1/6/2016
1135	Amy Reeve	Kirkland	Washington	98033	United States	1/6/2016
1136	Anna Piotrowicz	Kirkland	Washington	98033	United States	1/6/2016
1137	Anne Joutsenvirta	Kirkland	Washington	98033	United States	1/6/2016
1138	Annette Campana	Kirkland	Washington	98033	United States	1/6/2016
1139	Annette Cox	Kirkland	Washington	98033	United States	1/6/2016
1140	Anthony Hoag	Kirkland	Washington	98033	United States	1/6/2016
1141	Ashish Kaila	Kirkland	Washington	98034	United States	1/6/2016
1142	Ashley Warnken	Snohomish	Washington	98296	United States	1/6/2016
1143	Asli Turgut	Kirkland	Washington	98033	United States	1/6/2016
1144	Audrey Watanabe	Kirkland	Washington	98033	United States	1/6/2016
1145	Austin Longino	Seattle	Washington	98115	United States	1/6/2016
1146	Avi Gavlovski	Kirkland	Washington	98033	United States	1/6/2016
1147	Ayman Aldahleh	Redmond	Washington	98052	United States	1/6/2016
1148	Barry Burnett	Kirkland	Washington	98034	United States	1/6/2016
1149	Ben Hass	Kirkland	Washington	98033	United States	1/6/2016
1150	Ben Martens	Woodinville	Washington	98072	United States	1/6/2016
1151	Bernard Hymmen	Kirkland	Washington	98033	United States	1/6/2016
1152	Brandi Erbstoesser	Kirkland	Washington	98033	United States	1/6/2016
1153	Brittany Plumb	Kirkland	Washington	98033	United States	1/6/2016
1154	Bruce Kay	Kirkland	Washington	98033	United States	1/6/2016
1155	Candi Taylor	Woodinville	Washington	98077	United States	1/6/2016
1156	Candice Graafstra	Kirkland	Washington	98033	United States	1/6/2016
1157	Carly Lawhead	Bothell	Washington	98021	United States	1/6/2016
1158	Carrie Stanard-Barton	Kirkland	Washington	98033	United States	1/6/2016
1159	Catherine Ferrera	Kirkland	Washington	98034	United States	1/6/2016
1160	Caylie Pasat	Kirkland	Washington	98033	United States	1/6/2016
1161	Chitra Sriram	Kirkland	Washington	98033	United States	1/6/2016
1162	Christopher Burke	Seattle	Washington	98125	United States	1/6/2016
1163	Christopher Kanand	San Francisco	California	94114	United States	1/6/2016
1164	Claudia Popa	Bellevue	Washington	98006	United States	1/6/2016
1165	Cyndie Knoblauch	Monroe	Washington	98272	United States	1/6/2016
1166	Damon Coupe	Kirkland	Washington	98033	United States	1/6/2016
1167	David Kierans	Kirkland	Washington	98033	United States	1/6/2016
1168	David Miller	Kirkland	Washington	98034	United States	1/6/2016
1169	Deb Oroszlan	Kirkland	Washington	98033	United States	1/6/2016
1170	DeEtta Gray	Kirkland	Washington	98033	United States	1/6/2016
1171	Demet Bezmez	Kirkland	Washington	98033	United States	1/6/2016
1172	Devikalpa Kundu	Kirkland	Washington	98033	United States	1/6/2016
1173	Dmitri Leonov	Redmond	Washington	98052	United States	1/6/2016
1174	Donald Dresser	Kirkland	Washington	98033	United States	1/6/2016
1175	Dragos Margineanu	Kirkland	Washington	98033	United States	1/6/2016
1176	Elaine Sheard	Kirkland	Washington	98034	United States	1/6/2016
1177	Elizabeth Parkhurst	Kirkland	Washington	98033	United States	1/6/2016
1178	Elizabeth Schmidt	Renton	Washington	98055	United States	1/6/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
1179	Ellen Haertl	Kirkland	Washington	98033	United States	1/6/2016
1180	Elliot Phillips	Bothell	Washington	98011	United States	1/6/2016
1181	Erica Johnson	Kirkland	Washington	98034	United States	1/6/2016
1182	Erik Teutsch	Kirkland	Washington	98033	United States	1/6/2016
1183	Erin Beckham	Kirkland	Washington	98033	United States	1/6/2016
1184	Gabby Roppo	Bellingham	Washington	98225	United States	1/6/2016
1185	George Papanastasiou	Kirkland	Washington	98033	United States	1/6/2016
1186	Georgiana Ungur	Kirkland	Washington	98033	United States	1/6/2016
1187	Gorkem Yilmaz	Kirkland	Washington	98033	United States	1/6/2016
1188	Grace Higgins	Kirkland	Washington	98034	United States	1/6/2016
1189	Halle August	Bellevue	Washington	98004	United States	1/6/2016
1190	Happy Tsantilas	Redmond	Washington	98052	United States	1/6/2016
1191	Heather Maddox	Renton	Washington	98058	United States	1/6/2016
1192	Hege Watkins	Kirkland	Washington	98033	United States	1/6/2016
1193	Hilda Hager	Kirkland	Washington	98034	United States	1/6/2016
1194	Hillary Schmidt	Mercer Island	Washington	98040	United States	1/6/2016
1195	Howard Coleman	Kirkland	Washington	98033	United States	1/6/2016
1196	Ilgin Luks	Redmond	Washington	98053	United States	1/6/2016
1197	Iman Khalaf	Bellevue	Washington	98007	United States	1/6/2016
1198	Janna Lux	Kirkland	Washington	98033	United States	1/6/2016
1199	Jay Benham	Kirkland	Washington	98033	United States	1/6/2016
1200	Jean Anstett	Jersey City	New Jersey	7302	United States	1/6/2016
1201	Jeffrey Jenson	Bellevue	Washington	98008	United States	1/6/2016
1202	Jeffrey Staudacher	Kirkland	Washington	98033	United States	1/6/2016
1203	Jenelle Mullet	Kirkland	Washington	98033	United States	1/6/2016
1204	Jennifer Danielson	Kirkland	Washington	98034	United States	1/6/2016
1205	Jennifer Georges	Kirkland	Washington	98033	United States	1/6/2016
1206	Jim Knibb	Kirkland	Washington	98034	United States	1/6/2016
1207	JoAnne Peterson	Bellevue	Washington	98004	United States	1/6/2016
1208	John paul Mantey	Kirkland	Washington	98033	United States	1/6/2016
1209	josh brand	Redmond	Washington	98052	United States	1/6/2016
1210	Joy Brown	Kirkland	Washington	98033-3924	United States	1/6/2016
1211	Judi Harris	Kirkland	Washington	98033	United States	1/6/2016
1212	Julia Ednie	Kirkland	Washington	98033	United States	1/6/2016
1213	Kailey Bostic	Redmond	Washington	98052	United States	1/6/2016
1214	Karen Lee	Kirkland	Washington	98033	United States	1/6/2016
1215	Katherine Rafter	Kirkland	Washington	98033	United States	1/6/2016
1216	Kay Plimpton	Kirkland	Washington	98033	United States	1/6/2016
1217	Keith Johnson	Kirkland	Washington	98033	United States	1/6/2016
1218	Keith Lashley	Kirkland	Washington	98033	United States	1/6/2016
1219	Kelly Radcliff	Kirkland	Washington	98033	United States	1/6/2016
1220	Kendra Waltwrs	Kirkland	Washington	98034	United States	1/6/2016
1221	Kjerstin Ferullo	Kirkland	Washington	98033	United States	1/6/2016
1222	Klaus Schutz	Kirkland	Washington	98033	United States	1/6/2016
1223	Kristin Bohreer	Kirkland	Washington	98034	United States	1/6/2016
1224	Kristin Meier	Kirkland	Washington	98033	United States	1/6/2016
1225	Kristine Miller	Kirkland	Washington	98033	United States	1/6/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
1226	Leah Kliger	Kirkland	Washington	98033	United States	1/6/2016
1227	Lekha Joy	Kirkland	Washington	98033	United States	1/6/2016
1228	Leslie Amira	Kirkland	Washington	98033	United States	1/6/2016
1229	Lisa Brand	Redmond	Washington	98052	United States	1/6/2016
1230	Lisa Gray	Kirkland	Washington	98033	United States	1/6/2016
1231	Luciellen Camelia	Kirkland	Washington	98033	United States	1/6/2016
1232	Madeline Warnken	Everett	Washington	98208	United States	1/6/2016
1233	Malia Hass	Kirkland	Washington	98033	United States	1/6/2016
1234	Marcy Knott	Kirkland	Washington	98033	United States	1/6/2016
1235	Matt Huisinigh	Kirkland	Washington	98034	United States	1/6/2016
1236	Megan Saunders	Kirkland	Washington	98033	United States	1/6/2016
1237	Melinda Kanand	Kirkland	Washington	98033	United States	1/6/2016
1238	Melinda Platte	Kirkland	Washington	98033	United States	1/6/2016
1239	melissa stepp	Mountlake Terrace	Washington	98043	United States	1/6/2016
1240	Melissa Wirtz	Kirkland	Washington	98033	United States	1/6/2016
1241	meryem can	Seattle	Washington	98188	United States	1/6/2016
1242	Micah Marshall	Kirkland	Washington	98033	United States	1/6/2016
1243	Michael Crandall	Kirkland	Washington	98034	United States	1/6/2016
1244	Michelle Leung	Kirkland	Washington	98033	United States	1/6/2016
1245	mike rabas	Kirkland	Washington	98034	United States	1/6/2016
1246	Monica Futti	Kirkland	Washington	98033	United States	1/6/2016
1247	monica oropeza			73000	Mexico	1/6/2016
1248	Nancy Price	Medina	Washington	98039	United States	1/6/2016
1249	Nina Cantrell	Kirkland	Washington	98033	United States	1/6/2016
1250	Omar Aldahleh	Redmond	Washington	98052	United States	1/6/2016
1251	Osvaldo Noriega	Renton	Washington	98059	United States	1/6/2016
1252	Pamela Elliott	Bothell	Washington	98021	United States	1/6/2016
1253	Penelope Smith	Kirkland	Washington	98033	United States	1/6/2016
1254	Phil Sandifer	Kirkland	Washington	98033	United States	1/6/2016
1255	Rebecca Lymberis	Kirkland	Washington	98033	United States	1/6/2016
1256	Regena Williams	Kirkland	Washington	98083	United States	1/6/2016
1257	Rick Freedman	Kirkland	Washington	98033	United States	1/6/2016
1258	Robert Steiner	Kirkland	Washington	98033	United States	1/6/2016
1259	Robin Tzucker	Kirkland	Washington	98033	United States	1/6/2016
1260	Ron Rafter	Kirkland	Washington	98033	United States	1/6/2016
1261	Rose Ly	Lynnwood	Washington	98036	United States	1/6/2016
1262	Roya Pinski	Kittitas	Washington	98934	United States	1/6/2016
1263	Sadik Caglar	Kirkland	Washington	98033	United States	1/6/2016
1264	Samantha Wilmot	Kirkland	Washington	98034	United States	1/6/2016
1265	Scott Price	Kirkland	Washington	98033	United States	1/6/2016
1266	Scott roberts	Kirkland	Washington	98033	United States	1/6/2016
1267	Sereen Taher	Bellevue	Washington	98006	United States	1/6/2016
1268	Shannon Jones	Kirkland	Washington	98033	United States	1/6/2016
1269	Shawn Maddox	Renton	Washington	98058	United States	1/6/2016
1270	Sheila Bernstein	Kirkland	Washington	98034	United States	1/6/2016
1271	Shelley Hill	Bellevue	Washington	98006	United States	1/6/2016
1272	Sheryl Vincent	Kirkland	Washington	98033	United States	1/6/2016

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1	CROSS KIRKLAND CORRIDOR TRAIL PETITION - LIST OF 1,281 SIGNATURES					
2	As of January 6, 2016, 10:15 am				Source: change.org	
3	Name	City	State	Postal Code	Country	Signed On
1273	sJoan engle	Seattle	Washington	98102	United States	1/6/2016
1274	Sonja Kellen	Kirkland	Washington	98033	United States	1/6/2016
1275	Steven Boehm	Kirkland	Washington	98033	United States	1/6/2016
1276	Tara Hempstead	Kirkland	Washington	98033	United States	1/6/2016
1277	Taylor Knott	Kirkland	Washington	98033	United States	1/6/2016
1278	Teddy Overleese	Kirkland	Washington	98033	United States	1/6/2016
1279	Thomas Oliver	Kirkland	Washington	98033	United States	1/6/2016
1280	Todd Kilburn	Kirkland	Washington	98033	United States	1/6/2016
1281	Travis Wilkerson	Bellevue	Washington	98008	United States	1/6/2016
1282	Trisha Hubbard	Kirkland	Washington	98033	United States	1/6/2016
1283	Ty McNeill	Kirkland	Washington	98033	United States	1/6/2016
1284	Zaynab Tawil	Edmonds	Washington	98020	United States	1/6/2016

change.org

<http://saveourtrail.org/>

Recipient: Kirkland City Council and Sound Transit Board

Letter: Greetings,

Stop Bus Rapid Transit on the Cross Kirkland Corridor Trail

Comments

Name	Location	Date	Comment
David Greschler	Kirkland, WA	2015-12-30	I'm signing because Buses on 405 will solve the transport problem by reducing more congestion, at a lower cost, and will preserve the trail!
Brian Brand	Kirkland, WA	2015-12-30	I oppose using the CKC for bus rapid transit that would serve limited ridership and disrupt a major asset to our city for pedestrians and bikes. This area includes environmentally sensitive areas and to make the trail conducive to both pedestrians and buses would ruin the environmental character as well as costing a tremendous amount of money. I know Sound Transit has an easement for light rail (not busses) but it seems to me that this should be limited to as system that serves the entire eastside corridor. I strongly believe the best location for such a light rail line is the 405 corridor. Less cost better access to riders, parking, and integration with the metro bus system and Park and Rides.
rob butcher	Kirkland, WA	2015-12-30	Bus Rapid Transit (BRT) on the Cross Kirkland Trail makes no sense. BRT on the 405 (E-02) does a better job reducing congestion at a more efficient cost and use of tax payer's dollars than BRT on the Trail (E-06).
David Wall	Kirkland, WA	2015-12-30	Keep our neighborhoods, schools, wetlands and parks safe, green and a healthful option for people to recreate and breathe fresh air while getting needed exercise. I-405 is the natural choice for transit.
David Pickard	Kirkland, WA	2015-12-30	I believe the trail should stay for hiking, biking, and walking. It would not make a good bus route.
Dale Sunitsch	Kirkland, WA	2015-12-30	I'm not opposed to BRT, but lets keep it in an established (405) corridor. We don't need another noise corridor!!
Joanie Dolsen	Kirkland, WA	2015-12-30	I believe our wonderful trail should remain as it is f!
Cynthia Kidrick Kidrick	Kirkland, WA	2015-12-30	I feel buses belong on 405 and not on the CKC. The CKC trail is next to wetlands that must be protected just as the signs the City of Kirkland has posted signs all over the trail stating the wetland are an environmentally sensitive area. Now they change their minds and want buses on CKC? Buses belong on 405 not zipping through the town of Kirkland. There are safety issues involved as well. Families enjoy the trail along with cyclist, runners and walkers enjoying the beauty and tranquility it offers. No where in Kirkland do we have such a trail like the CKC to enjoy. The trail provides a haven from the traffic. I don't see how buses on the trail will alleviate traffic, if anything it will make matter worse as the trail crosses main streets going in and out of Kirkland. We have had various animals in our backyard that go in and out of the wetlands. Having buses on the trail will destroy their homes. I don't want my tax dollars being spent on BRT going from Totem Lake to Bellevue...really? I don't believe ridership is enough to warrant a irresponsible use of our tax paying dollars. I support E-02
Dede Renne	kirkland, WA	2015-12-30	I want the trail left as beautiful and quiet as it is right now.
Susan Musi	Kirkland, WA	2015-12-30	The area adjacent to the trail should remain as it is now, with natural Vegetation and small homes and parks. Busses should be on 405 freeway And trains should not be extended in that area.
Carlette Ichiki	Kirkland, WA	2015-12-30	I believe transit on the 405 rather than on the CKC will have a larger impact on reducing congestion and increasing ridership. It also comes with a far more affordable price tag for voters than the \$750 million proposed to transit on the CKC. Let's make the right investment for our future.

Name	Location	Date	Comment
Susan Bella	Kirkland, WA	2015-12-30	Keep the trail as is. There is no need for buses on the trail.
Cindy Smith	Kirkland, WA	2015-12-30	Kirkland Council and staff by pursuing buses and rail on the trail are, once again, ignoring the Comprehensive Plan set forth for Kirkland.
Lisa Stewart	Kirkland, WA	2015-12-30	I love walking on the trail with my dogs and having peace and quiet from walking on 108th. The path has brought so many locals together for fitness and community.
Geordy Rostad	Kirkland, WA	2015-12-30	Mass transit should entirely center around the freeway right of way not through an environmentally sensitive area. The people at the city have restricted land use on projects I've been involved with in absurd ways for FAR LESS environmental impact that this would cause. I have yet to meet anyone aside from a government employee who actually thinks putting buses down the CKC is a good idea.
Amy Paulose	Seattle, WA	2015-12-31	I use the trail and think it is an added benefit to the community
Karen Story	Kirkland, WA	2015-12-31	We need to preserve this priceless green space that provides critical habitat for human physical and psychological health. Especially as our city grows bigger, green space will become increasingly valuable. Once we lose it we can never get it back.
Dan Smith	Seattle, WA	2015-12-31	Because I care!
Willis Veazey	Kirkland, WA	2015-12-31	No buses and no light rail on the CKC ! Period !
Alie Miller	Kirkland, WA	2015-12-31	I do not want buses or rail on the CKC!
Carol Truex	Kirkland, WA	2015-12-31	It is not at all clear to me that benefits to Kirkland and the Eastside, if any, of developing the CKC justifies eliminating the open space, watershed and habitat. I understand traffic is a problem, as is it is in all cities where people want to live and work, but I have seen no real studies suggesting that this will meaningfully improve traffic or that this is preferential to improving transit on the existing roads or 405. Based on what I have read and the meetings I have attended, it seems we have put the solution before the analysis.
Mel Carumbana	Bellevue, WA	2015-12-31	It is a beautiful walking trail. A protected wildlife refuge. To destroy all that just so some local politicians can "appear" to be making short-term progress is irresponsible.
adam smith	Kirkland, WA	2015-12-31	This would affect the integrity of our neighborhoods. I bus all the time - i405 and current bus routes are sufficient alternatives that would save the overall cost of turning CKC into a paved road. A better solution is to lightrail or monorail east to west over 520.
Eric Feiveson	Seattle, WA	2015-12-31	The Cross Kirkland Trail is a rare gem where you can get away from the noise and fumes of motor vehicles, while still getting where you need to go. While the city of Kirkland does need more transit, routing buses down the trail is not the answer. Express buses that connect Kirkland and Bellevue, via the freeway, is a much better solution.
Patrick Cuff	Kirkland, WA	2015-12-31	Running METRO on the bike trail is not an option-period.
rachwl beto	Kirkland, WA	2015-12-31	I have a family that uses this trail and do not want buses running along side my three young children. I am also highly concerned about the environmental impact of destroying such a sacred greenbelt.
Tony Girolami	Kirkland, WA	2015-12-31	I think the CKC should get light rail not buses
Paula White	Kirkland, WA	2015-12-31	I would rather have buses on 405. It makes more sense Put the buses on 405 instead of creating a brand new infrastructure. Also, it costs less and will move more people.
V Stevenson	Kirkland, WA	2015-12-31	I want to keep the CKC kid friendly

Name	Location	Date	Comment
mikal norman	Kirkland, WA	2015-12-31	Because busses on Kirkland corridor would create gridlock on surface streets and destroy natural park setting. option is ridiculous to even consider.
Sylvia Scott	Kirkland, WA	2015-12-31	When the train tacks were taken out we were told this would be a perfect walking, biking, strolling and running area. I was skeptical but I now see how much my neighbors enjoy this trail. Keep busses on the 405 where they belong. I don't know who's bright idea this was but "shame on you". Wonder what the real agenda is? You need to schedule meetings at a time that most interested people can partake.
Tom Gaines	Bothell, WA	2015-12-31	I'm signing because I am a frequent user of the Cross Kirkland Corridor and I need it to be safe and peaceful.
A Tran	Mountlake Terrace, WA	2015-12-31	We have family in the Kirkland area, and every time we visit, which is 3-4 times a month, we use the CKC. This is where we get to know our neighbors and enjoy what Washington has to offer! A place of relaxation in a metropolis city. Save our trail!
David Banks	Kirkland, WA	2015-12-31	I am opposed to Bus or Rail transit On the Kirkland Corridor. (CLC) Put BRT on I-405.
Leslie Banks	Kirkland, WA	2015-12-31	I feel E-02 is the way to solve traffic congestion in the region.
Andrea Havran	Kirkland, WA	2015-12-31	Why would I want to take a nature walk or bike ride with buses zooming by? Or do you plan to do away with my nature walk all together? No we need trails that are safe for physical activities and enjoying nature! You don't take something beautiful and turn it into a bus route.
wendy ramirez	Kirkland, WA	2015-12-31	I oppose building mass transit on the trail. Who would want to walk along transit system. That is why you do not see this in other areas of Seattle!
Kristine Isaacson	Kirkland, WA	2015-12-31	It is so important to preserve and protect this community gem. Keep high density transit near the freeway.
Marcy Sturdevant	Kirkland, WA	2015-12-31	I believe that mass transit in the middle of our quiet Kirkland neighborhood would be extremely detrimental and the wrong choice for a congestion fix. The trail is an asset to many people and something that is needed for health and wellness.
Neil Ichiki	Kirkland, WA	2015-12-31	As a taxpayer, buses on the CKC are very fiscally irresponsible. Light rail is even more expensive. Keep the buses on 405 where it cost less per rider to build, less to operate and has higher ridership by far. I will NOT vote for ST3 on the Nov '16 ballot if it includes E-03 or E-06. I WILL vote yes to ST3 if it includes E-02. Let's do what makes fiscal sense and preserve our beautiful trail!
Jan Kelley-Jones	Kirkland, WA	2015-12-31	It's the right thing to do. Trail is a beautiful community assest; busses would ruin it.
Craig Elaine	Bothell, WA	2015-12-31	We don't need busses on the Cross Kirkland Corridor!!!!
Ivana Lichtscheidl Vukadinovic	Kirkland, WA	2015-12-31	Signing because corridor has a greater long term value for the residential real estate and overal well being of KIRKLAND citizens ...
Christina Roberts	Kirkland, WA	2015-12-31	Taking the quarter trail out would be a huge loss for the Kirkland community it is used by my neighbors friends family everyone loves it it's a gorgeous piece of Kirkland that would be a huge loss to the whole city
Kate butcher	Kirkland, WA	2015-12-31	Keep buses on the existing roads - keep the trail for walkers and cyclists, keep the greenway that we have only just created for future generations
Travis Dougan	Kirkland, WA	2015-12-31	405 makes the most financial sense

Name	Location	Date	Comment
David Lundin	Kirkland, WA	2015-12-31	This is ridiculous. Stop the bait and switch now or we vote you out of office
Jeffrey Bell	Kirkland, WA	2015-12-31	E-02 is smarter, and all other options destroy value and serve special interests.
Julia Hay	Kirkland, WA	2015-12-31	I love this trail. We use it daily for safe walking. I very much worry about safety issues if it were to be put in.
Steve Sauve	Kirkland, WA	2015-12-31	I want to keep the CKC as is....for walkers/cyclists, not vehicles
Erin Fitzpatrick	Kirkland, WA	2015-12-31	Not preserving this trail is against everything that the Kirkland I know and love is all about. Keep transportation on the roads and let the nature and pristine beauty of this area continue to thrive.
Denise Ellen Wilhelm	Kirkland, WA	2015-12-31	Do not put transit on the CKC.
Abigail Steele	Kirkland, WA	2015-12-31	I use the trail and want it kept as it is!!!
Doug Tucker	Kirkland, WA	2015-12-31	Buses on trail is idiotic and absurd. How could anyone have thought this would be a good idea? Can't imagine what they could have been thinking.
Theanna Teodorovic	Kirkland, WA	2015-12-31	Please keep the CKC for safe walking and keep the transit on the highway.
John Ulvila	Kirkland, WA	2015-12-31	The project will destroy quiet trail and disturb the slide prone areas along the corridor.
Brandon Sherman	Kirkland, WA	2015-12-31	I want to keep the CKC free of bus traffic and maintain as a nature trail.
Natalie Higgins	Kirkland, WA	2015-12-31	Buses belong on 405- just 0.2 miles from the trail. It makes no sense to pave over a highly valuable, well used and much loved green space when there are buses on roads and on 405 all around the trail. The city of Kirkland spent tons of our money to make the trail how it is now, and put up signs everywhere notifying users of "environmentally sensitive areas". Now they want to spend more money to pave over the trail and the wetlands around it? It's not a solution
Jeanette Auramenko	Kirkland, WA	2015-12-31	Considering Sound Transits East Link light rail line thru Bel-Red to connect downtown Seattle and Bellevue, having buses on 405 would be an easy answer to link Kirkland, Bothell to the light rail.
Karen Tipp	Kirkland, WA	2015-12-31	I love using this trail and the chance it gives to feel a part of nature. It is a quiet and peaceful place to walk and bike on. I do not feel that adding public transport on the trail would reduce any congestion in our area. In fact I think it would create lots of backup on 6th street south in Kirkland. The beautiful public area that Google put in would have to be removed. I think there are better places for public transport. Please save our trail!!!!
Suzanne Welton	Kirkland, WA	2015-12-31	I want to utilize the existing infrastructure and to keep transit on the 405. I do NOT want any transit on the trail.
Albert Hern	Kirkland, WA	2015-12-31	I do not want buses or light rail on the trail. Leave the trail as is.
Steven Kidrick	Kirkland, WA	2015-12-31	The busses need to stay on 405 and not on our beautiful trail and its protected wetlands.
Aldo and Laurie Basile	Kirkland, WA	2015-12-31	No need to disrupt quality of life offered by the current Trail when other, more economic and practical solutions are available (BRT on 405). Not convinced that BRT on Trail could solve transportation issues in/through town.
Barbara Marks	Bellevue, WA	2015-12-31	We love the trail!
Terri Butler	Kirkland, WA	2015-12-31	I don't believe there has been an appropriate exploration of alternatives for public transportation options on the Eastside and feel it's irresponsible to push for buses on the corridor at this time.
David Crooker	Kirkland, WA	2015-12-31	This trail is part of what makes Kirkland a great place to live. It ought not be compromised.

Name	Location	Date	Comment
Lori Isch	Kirkland, WA	2015-12-31	I agree NO buses on the Trail. I do think light rail type transit should have consideration
kathleen duffy	somerville, MA	2015-12-31	I love Aviary. It was one of the very first among very few establishments that helped me feel at home here in Austin!
Michael McCarron	Kirkland, WA	2015-12-31	I use the trail often. I believe it should be set aside as a no motorized vehicles area.
Corey Regen	Kirkland, WA	2015-12-31	Kirkland's City Council is a pack of fools. They are completely incompetent when it comes to representing their constituents.
Sandra Ahola	Bellevue, WA	2015-12-31	This is a ridiculous idea. We need to preserve our natural spaces. Politicians need to stop selling them out.
Chris Gaines	Bothell, WA	2015-12-31	My daughter and her family live along the trail. They and many others would be negatively impacted by losing part of their property and seeing property values decline. We are also concerned about the safety of our grandchildren and the loss of a recreational opportunity used by many in the Kirkland area. Using the 405 corridor is a more cost effective choice that is better for the community
Chris Read	Kirkland, WA	2015-12-31	The CKC has been the most positive received local public project in memory, bringing joy and serenity to thousands of users .. 2 legged, 4 legged, or wheeled. There are no age limits, with happy users from 9 months to 90 years old. Tarnishing this pristine environment with mass transit of any kind would destroy the very essence of the CKC. Please keep the CKC safe and serene.
Deborah Jennings	Kirkland, WA	2015-12-31	I'm signing because buses should not be a part of this serene nature trail!!!
Sara Stevens	Kirkland, WA	2015-12-31	I want to save our trail
Barb Avery	Kirkland, WA	2015-12-31	I own a condo right ON the tracks in Houghton, with water in the front yard at trackline. My entire front yard and view of city (sometimes lake) would be taken away. NO privacy would ever available again.
Chris Aronchick	Amherst, MA	2015-12-31	The Cross Kirkland Corridor is a wonderful resource for maintaining an active lifestyle, and I get to ride with my children to their school using it. Losing the CKC will have a serious impact on some of the outdoor activities that my family can participate in.
Connie Flores	Kirkland, WA	2015-12-31	I am active on the Kirkland Corridor and believe the buses belong on 405. Let's keep our pathway healthy and free from emissions and stress
Judith Beto	Kirkland, WA	2015-12-31	Preserving the walking and biking is essential to Kirkland; stunned the City is even considering and has spent \$250,000 to postulate! Let the residents speak, and we say "no, no, no"!
Leslie Morison	Kirkland, WA	2015-12-31	It's ridiculous!
Karen Lightfeldt	Kirkland, WA	2015-12-31	This trail is a real gem and a special place for the residents of Kirkland. Buses belong on 405.
Helene Naulleau	Kirkland, WA	2015-12-31	I oppose buses or trains on CKC
Greg Ensminger	Bellevue, WA	2015-12-31	I live in Kirkland and love the trail the way it is.
Fred Eager	Kirkland, WA	2015-12-31	The trail does not need rapid transit, busses or any other motorized vehicles.
Jeff Fisher	Kirkland, WA	2015-12-31	It's time to replace our elected officials. They are out of control.
lisa letang	Kirkland, WA	2015-12-31	I'd like the Kirkland trail to remain exactly how it is. It's a wonderful add to this charming community.
Rosie Dalal	Kirkland, WA	2015-12-31	Please keep our trail green and pedestrian friendly!

Name	Location	Date	Comment
Karen Todd	Kirkland, WA	2015-12-31	Safety issues involved when buses/trains are moving across already congested streets. Proximity to school. Feeling "tricked" by City installing beautiful trail for a couple of years then expecting everyone to understand that a train or bus was always planned for the corridor. How come so many citizens were unaware of this??
Jeff Fisher	Kirkland, WA	2015-12-31	I no longer have confidence in the Kirkland City Council. They are corrupt and need to go.
nicole th	Kirkland, WA	2016-01-01	I opposed public transit on the CKC.
Dan Bui	Kirkland, WA	2016-01-01	I oppose motorized public transit on the CKC. I would much prefer additional public transit on the I-405.
Julie Munko	Kirkland, WA	2016-01-01	Our community deserves to keep its trail free of vehicles. Too much money has already been used for 405 and there's no reason to have busses going thru Downtown Kirkland
David Ballenger	Kirkland, WA	2016-01-01	First, Buses on 405 sounds like a much better solution. Second, I live next to the CKC and walk on it most days. I don't see how buses on the CKC will coexist with the CKC's current uses.
Carita Osterback	Kirkland, WA	2016-01-01	So much development in this area keeping green spaces green is imperative for our well being and sanity. It is one of the key reasons Kirkland is such a great place to live. Great forethought in keeping most of the waterfront public and same should be done with this gem! Once gone, there is no turning back. Keep buses off the CKC!
Remi Griffaton	Kirkland, WA	2016-01-01	I am a regular user of the trail with my kids (ride bikes, hike, run), and we enjoy it is safe and quiet. Part of it --as my kids like to point out -- is also a protected wildlife area. We live in the Houghton neighborhood and feel the transit system inside Kirkland is good enough. High Speed Transit can take 405, which is already set up for that purpose. The trail as it is (quiet, natural) is a signature trait of Kirkland.
Janet Moore	Kirkland, WA	2016-01-01	Buses belong on the freeway NOT on a TRAIL! Putting vehicles on the CKC will forever destroy a unique, peaceful, clean and safe asset for our community. It was an important factor in buying our house. It is ridiculous to consider destroying it when other better options like I405 already exist in close proximity!
sandra fredric	Kirkland, WA	2016-01-01	Please, no bus on trail.
Nat Ballou	Kirkland, WA	2016-01-01	No buses on CKC!!!
Rob Lowry	Orting, WA	2016-01-01	I'm signing because as someone who works in Kirkland, and appreciates the trail for running, I would hate to see this amazing stretch of relative quite and beauty disappear. Leave the trail to the runners, walkers, families and others that find quiet moments, or just need a break from the rest of the city.
Sid Dirstine	Kirkland, WA	2016-01-01	I want light rail on the trail. Trains used the trail at one time so put light rail back in the corridor
Heidi Donovan	Kirkland, WA	2016-01-01	Based on intercity bus routes, I don't think even the most optimistic ridership projections for BRT on KCK justifies the cost or destruction of this natural resource.
Milana Kuliyeve	Kirkland, WA	2016-01-01	I strongly oppose buses on CKC!
Elysia Heller	Kirkland, WA	2016-01-01	I support buses on 405 in an effort to keep the Cross Kirkland Corridor a sanctuary for the community.
Emily Craig	Kirkland, WA	2016-01-01	I'm signing because I love walking the corridor with my dog and family. It is a great way to walk for a long period of time outdoors without being on a hiking trail

Name	Location	Date	Comment
Sarah Carr	Kirkland, WA	2016-01-01	I love walking and running on the trail -- what a great opportunity to get out in nature!
Brett Melton	Kittitas, WA	2016-01-01	I don't want buses on the corridor
Beatrice Joe	Kirkland, WA	2016-01-01	Buss and the light rail should not be on the Kirkland Corridor.
Thomas Cowin	Kirkland, WA	2016-01-01	This is a wonderful resource for the residents of Kirkland. Let's not lose it so soon after it's been put in place.
Curt Blake	Kirkland, WA	2016-01-01	We shouldn't put another barrier running through Kirkland. Since 405 is already there, lets use it for transit.
Kelli Curtis	Kirkland, WA	2016-01-01	I'm signing this petition, because I believe that the CKC should remain an open space and trail.
Andrew Greenberg	Scottsdale, AZ	2016-01-01	I support the trail! RIP Railroad Tracks, hello Trail!
Christiane Grove	Kirkland, WA	2016-01-01	Why would the City of Kirkland build such a beautiful trail only to ruin the tranquility of it 2 years later? Please leave the trail as is.
Kathryn Colgan	Kirkland, WA	2016-01-01	We need more safe places for outdoor activity, not fewer.
Neil Kells	Kirkland, WA	2016-01-01	I coach Cross Country at Juanita and we have our kids run the corridor for practice. Much safer for them then on running on the streets.
storey hahn	Kirkland, WA	2016-01-01	Put the busses on the roads, not our trail. Don't make out community a thoroughfare for commuters. Don't add noise, pollution and danger to the neighborhoods effected.
Sally Otten	Kirkland, WA	2016-01-01	From a financial standpoint, as well as logistical, the buses and/or rail on the Cross Kirkland Corridor makes no sense. Now that we have a trail through environmentally sensitive areas and usage has increased dramatically with walkers, bikers, singles, families, individuals working close to the trail, dog walkers, etc., it seems like the perfect outside gift to the Kirkland area. We do have transportation areas, especially I405 which would better handle the mass transit options. I would not vote for anything that would destroy the Cross Kirkland Corridor (trail).
Maureen Burns	Kirkland, WA	2016-01-01	I use this trail all the time. It's a wonderful gift to Kirkland residents. Buses would ruin this nature trail.
claudine guignard	kirkland, WA	2016-01-01	I am signing because this trail need to be protected. It provides a place for us to experience our connection to the Natural World which we are a part of it. It is essential for the health of our community. It is also important for families who have less resources to access to the great outdoor.
Ioan Leuca	Bellevue, WA	2016-01-01	1-Want to see people only on the trail 2- There is no economical/business case for public transportation along the trail. I challenge you to produce one.
Kathi Pierce	Kirkland, WA	2016-01-01	We just finished spending major \$ on this beautiful trail and now ST and the City want to wreak havoc on our neighborhoods by running busses through them and ruining this special place. We can't cut down a tree on our own property because Kirkland is concerned about air quality and the local environment, but ruining our streams, wildlife habitat, air quality and tranquility with busses is A-OK. Dudes, we tax payers just (mis)spent a fortune adding to the 405 HOV (transit?) lanes. Perhaps we ought to try using them?
Christopher Meith	Kirkland, WA	2016-01-01	Transit on trail will destroy its ambiance. Transit on trail cost exorbitant, benefit little.
carrie bixel	Kirkland, WA	2016-01-01	I'm signing because I don't want buses and transit taking up more of our natural environment.
Bruce Danner	Kirkland, WA	2016-01-01	Oppose to E-06. In favor of E-02.

Name	Location	Date	Comment
Loring Wells	Kirkland, WA	2016-01-01	I am hoping that that City of Kirkland actually listens this time too it's residents and sees how serious we are about NOT allowing buses on the new pathways. The City of Kirkland has a history of having an agenda, asking for the residents opinions or actually pays to have residents vote, but go ahead with the original agenda regardless the outcome or comments from the residents of Kirkland. Allowing buses to use the pathways is wrong and will be causing issues in our neighborhoods.
Loring Wells	Kirkland, WA	2016-01-01	City of Kirkland will do what it pleases. The council has an agenda and they will do what they want regardless what the residence want. Asking us our opinion is a placating move on their part. I will be very surprised if the paths don't end up being bus free.
Cheryl Sanders	Kirkland, WA	2016-01-01	I thoroughly enjoy walking along the Cross Kirkland Corridor and would hate to lose that to (or have to share it with) buses! Buses along 405 or the main surface streets of Kirkland make SO much more sense!
Carolyn Marie Bruno Yabui	Tacoma, WA	2016-01-01	Near community open space nature trails are no place for buses.
Mark Linton	Kirkland, WA	2016-01-01	The Corridor is a wonderful asset for the community, established just 2 short years ago. Why go ahead and ruin what we've built, to put bus routes in. Use the 405 instead, with the new express lanes now up and running. Preserve our natural trail for recreational and non-motorized commuting. It's a very unique part of the Kirkland community that we should cherish!
Zack Balser	Kirkland, WA	2016-01-01	I love the trail for people, not transit.
Seth Pederson	Kirkland, WA	2016-01-01	We love the corridor. Please keep mass transit away from it.
Doug Sayed	Kirkland, WA	2016-01-01	I'm signing because I'm opposed to transit on the CKC trail.
Debbie Long	Kirkland, WA	2016-01-01	The trail is keeping us healthy by avoiding the pollution of cars and busses and allowing us to walk and exercise without disruption
Jordan Roberts	Kirkland, WA	2016-01-01	I hate buses
Brad Perry	Woodinville, WA	2016-01-01	This trail should remain a trail and nothing more.
Sheri Turner	Kirkland, WA	2016-01-02	Preservation of a much needed green space for residents to enjoy.
Deb McFadden	Kirkland, WA	2016-01-02	I love the trail as it is....
Erica Gamble	Kirkland, WA	2016-01-02	Because my family uses the Kirkland corridor regularly and we do not want to lose it.
Jonathan Stutz	Kirkland, WA	2016-01-02	We need to protect the natural beauty and special public asset we have in the trail for ONLY bikes, walking and running. NO buses or rail on the Corridor!
Charline Appleby	Kirkland, WA	2016-01-02	I believe using the corridor should not be crowded with outdated and bulky forms of transport. We will find more use and joy from our current corridor or with lighter more friendly forms of transport.
Jeanne Leonard	Kirkland, WA	2016-01-02	Leave the trail as is was made to be - for people to walk, run, or bike. Not for any mass transit. It is a quite place to be away from all the business of the city around it. Put mass transit on it and you will ruin the peace and tranquility. Not to mention housing pricing will be affected by a noisy bus/train running through their front or back yards. Put it off of 405 where it belongs, not in our backyards. Besides, seems like more and more routes are being eliminated due to "cost" and "low ridership". So why add more mass transit that may not pay for itself if other routes are getting eliminated in the first place??
Linda Henderson	Kirkland, WA	2016-01-02	I want to keep the trail PASSIVE without any motorized vehicles.
Susan Hughes	Bellevue, WA	2016-01-02	Buses should remain in high traffic areas and not in bedroom neighborhoods. Main roads are more convenient for bus users anyway.

Name	Location	Date	Comment
Deepti Shankar	Kirkland, WA	2016-01-02	The trail is the local lungs of the community Keep it sane
Martha Craig	Kirkland, WA	2016-01-02	I love walking on the Cross Kirkland Corridor and do so regularly. It is the heart & soul of the community.
Susan Thornes	Kirkland, WA	2016-01-02	Buses belong on 405!
Steve Fogarty	Kirkland, WA	2016-01-02	BRT dissecting a quiet residential neighborhood makes absolutely no sense! Put the BRT where it belongs , along an existing freeway!
Mark Worthington	Kirkland, WA	2016-01-02	I would like to see the trail stay as it is. The trail is much improved since the days of train. Adding buses and any other motorized transit to the trail would be a mistake. Buses should utilize the 405 not the Kirkland Corridor trail.
Mary Sakaguchi	Kirkland, WA	2016-01-02	BRT along the 405 now makes more sense than BRT on the trail. I've seen no good reason for pushing BRT on the trail as interim transit before transit on the entire ERC happens. Let's keep it as trail only for as long as we can.
Chris Glassmoyer	Kirkland, WA	2016-01-02	I'm signing because I disagree with the Kirkland City Council E-06 position. E-02 has my vote. I've attended the city council meetings and the conclusion is they're out of touch on this important decision.
Doug Close	Kirkland, WA	2016-01-02	Cross Kirkland Corridor should remain a walking/biking trail and buses should use the 405 instead.
Kathy Goodwin	Kirkland, WA	2016-01-02	To save our trail and to maintain the peace and sense of community we have in Kirkland!
Bryan Berkompas	Kirkland, WA	2016-01-02	I use the trail to commute on my bike and my family uses it for Saturday family bike rides
Juanita Braun	Kirkland, WA	2016-01-02	It is our neighborhood trail!!!!!!!!!!!!!! Right by our house!!!
Dick Anastasi	Kirkland, WA	2016-01-02	The CKC is a well appreciated and well used addition to the community. It is one that most other cities would love to have. Adding bus lanes just because we can doesn't make sense. Placing the buses on 405 is a much more rational solution.
Pam Thomas	Kirkland, WA	2016-01-02	i LiveE IN KIRKLAND.! KEEP THE BUSES ON 405. dIDN'T metro MAKE IT A BUS OR TRANSIT LANE YEARS AGO? AFTER THE FACT!
Leia Cumberland	Redmond, WA	2016-01-02	I love walking/biking/running on the corridor.
Karl Haberl	Kirkland, WA	2016-01-02	the Cross Kirkland Corridor trail is a newfound and amazing asset to the community of Kirkland and it should be preserved as a means of keeping Kirkland special for generations to come
Gene Barton Barton	Kirkland, WA	2016-01-02	I am against transit on the CKC.
Dave Doane	Kirkland, WA	2016-01-02	I walk my dog and see my neighbors twice a day on this path.
Anthony Cresci	Kirkland, WA	2016-01-02	Buses on 405 is the best common sense solution.
Betty Jane Broman	Kirkland, WA	2016-01-02	I think the Cross Kirkland Corridor should be kept pristine and left for the enjoyment of generations to enjoy nature. It should not be contaminated by rapid transit or vehicles of any type.
Kathryn Kay Tyllia	Kirkland, WA	2016-01-02	I wish to keep the trail as a trail ONLY. And want the 255 bus for 108th.
Tania Errett	Kirkland, WA	2016-01-02	I enjoy the trail and want to keep it free from motor vehicles.
Amber Maurer	Kirkland, WA	2016-01-02	We love this trail!
Marcos Vinicius Reale Freitas	Kirkland, WA	2016-01-02	I love the trail!

Name	Location	Date	Comment
Gregg Truex	Kirkland, WA	2016-01-02	The trail is environmentally sensitive and ruining it with rapid transit is against the EPA standards. What's next ski lifts and gondolas? Put rapid transit where it belongs and where it makes economical and financial sense. There is not a single sound reason to put any rapidly moving vehicles on a trail.
Steve Meza	Kirkland, WA	2016-01-02	I use the trail to commute to work via bicycle. I also used it when I lived in Woodinville to commute and enjoyed it
Erik Noyd	Kirkland, WA	2016-01-02	Just because you can do something, doesn't mean it's a good idea. Converting the CKC into a transit pathway will cut a paved swath across our community, virtually eliminating a peaceful green space which is a rapidly disappearing resource. It would seem clear that this new transportation route would interrupt, or be interrupted by, all the intersections the trail encounters, significantly reducing any perceived "gain". It is an illusion to think that the trail will continue to get use as it does now, if transit is added.
victor loehrer	Kirkland, WA	2016-01-02	It is a BAD idea!!
Adam Wanichcek	Kirkland, WA	2016-01-02	I feel the trail is an asset to Kirkland. Any type of bus or mass transit is a detriment and giant step backwards for the community. Buses are NOT the answer, to get people walking and/or biking is the true future. Just Say No To SoundTransit!!!!
Rochelle Haberl	Kirkland, WA	2016-01-02	i use the CKC often & my kids do too. I want it kept pedestrian only & keep from transporting the public into our neighborhoods. I prefer we do that via 405.
Mary Farley	Kirkland, WA	2016-01-02	Please leave this beautiful trail as an avenue for pedestrians and bikers.
Richard Hernandez	Kirkland, WA	2016-01-02	Do not destroy the Cross Kirkland Corridor by putting buses or rail on it! Something beautiful was created that improves our community, let's keep it that way.
Kelley Rose	Kirkland, WA	2016-01-02	The trail has significantly enhanced our lives improving health fitness and well being I share with friends and promote daily a treasure for our community and supporting the environment against noise pollution. A respite and quicker to walk to downtown , totem lake and golds gym. I will not use it if share with buses or rail nor will I use the mass transit. I am on the trail at least five times a week.
COLLEEN PROTZMAN	KIRKLAND, WA	2016-01-02	If the trail is lost, it cannot be replaced.
Virginia Padden-Sollitt	Kirkland, WA	2016-01-02	KCC's proposal is too costly and goes against the original purpose of creating the CKC.
Robert McConnell	Kirkland, WA	2016-01-02	Trail is not the place for buses or light rail as there are too many grade crossings. Also the trail is too narrow for safe use by both transit and hikers and bikers.
PAULA LAVIN	Kirkland, WA	2016-01-02	We finally have a wonderful trail to use. Transit would ruin that. Pay attention to the people for once please. Use the money to pave the trail instead.
Brian Clouse	Coeur d'Alene, ID	2016-01-02	I like running on this Trail when I am in town visiting family.
Julie Baxter	Kirkland, WA	2016-01-02	Appreciate what the CkC has done for the enhancement of our community. Work with Sound Transit and WSDOT to make 405 the expressway it should be.
Kicki Eriksson	Kirkland, WA	2016-01-02	The Cross Kirkland Corridor is a environmentally sensitive area which humans and animals should enjoy and preserve. No rail or buses should run there.
Julie Kaufman	Kirkland, WA	2016-01-02	I want to save our trail
Peri Greenberg	Harrah, WA	2016-01-02	Transportation belongs on the 405 corridor!
Patty Tucker	Kirkland, WA	2016-01-02	I don't want to lose this beautiful part of Kirkland.

Name	Location	Date	Comment
Christine Conradt	Monroe, WA	2016-01-02	I am signing because the trails are a destination for runners and has put Kirkland on the map for races. To allow any type of vehicles on the trails will put all walkers, cyclists and runners at risk. Kirkland is known for it's awesome trails, don't ruin it, putting all who use them at risk.
Alysa Challman	Kirkland, WA	2016-01-02	Save our trees and trails in beautiful Kirkland!
Jeff Parrish	Kirkland, WA	2016-01-02	How could the Kirkland Council spend millions on a trail and then let Sound Transit tear it all up. What are you people thinking? It's our money.
tina woodburn	Kirkland, WA	2016-01-02	Tina Woodburn
Jason Scovil	Kirkland, WA	2016-01-02	Our family enjoys walking, running and biking on this trail - please no cars! Fix I-405 instead!!
Kevin Colard	Kirkland, WA	2016-01-02	We live next to the trail. It runs the along the back of our entire neighborhood that is quiet and peaceful with lots of children and pets.
Jessica Tiffany	Kirkland, WA	2016-01-02	I want to keep the Kirkland Corridor as a walking/biking trail. I also want to keep the buses away from the school grounds and recreational areas.
Timothy Brewer	Kirkland, WA	2016-01-02	I'm signing this petition because putting buses on 405 is more efficient, economical, environmentally sound while running buses or rail through the CKCT is not wanted by the citizens of Kirkland!
Tina Ensminger	Bellevue, WA	2016-01-02	I live at the south end where the trail begins. It hasn't been opened that long and is a wonderful support to family and community out in nature. I would hate to see it destroy the peace and calm of our neighborhood. Keep the buses on the freeway or main arterials where motorized vehicles already travel.
Meera Taneja	Kirkland, WA	2016-01-02	I'm signing because I think we should keep this trail pristine and maintain places in urban areas that are free from mechanized transport and noise pollution for everyone to enjoy. I run regularly on this trail and would like to keep it in its beautiful state.
Cami Keyes	Redmond, WA	2016-01-02	The city council needs to listen to citizens
Richard Mehlberg	Kirkland, WA	2016-01-02	I want the trail to stay safe for my kids.
Laura Bernard	Kirkland, WA	2016-01-03	I do not support bus rapid transit on the Cross Kirkland Corridor. There are many safety concerns with buses on the CKC: It is near many parks and schools It's used by many school kids It connects neighborhoods and has a lot of pedestrian cross traffic I will oppose ST3 if it includes transit on the CKC.
Janis Nevler	Kirkland, WA	2016-01-03	Environmental concerns, public safety issues and the loss of a wonderful amenity.
Simon Macpherson	Kirkland, WA	2016-01-03	This trail is one of the best things the city of Kirkland has built in the last 20 years. Converting into to mass transit is a bad idea.
Josephine Facio	Hickory, NC	2016-01-03	This is a lovely walking trail. Keep it that way! The buses should stick to the main roads and freeways
Jim Bosler	Kirkland, WA	2016-01-03	Putting transit on this route will ruin a special part of Kirkland.
Keith Northrup	Kirkland, WA	2016-01-03	I love to walk my new baby boy and dogs down this amazing lush green trail multiple time a week.
Brad Williamson	Kirkland, WA	2016-01-03	I am signing because Kirkland can improve transportation whilst saving our trail and preserving the nature that is left.

Name	Location	Date	Comment
Catherine Iiams	Kirkland, WA	2016-01-03	As a daily bus rider, I absolutely agree we need more busses, but as an almost daily CKC runner, the trail is a wonderful asset to the community. Please route the busses on or along 405 and save our trail!
William Shewey	Kirkland, WA	2016-01-03	The Cross Kirkland Trail is unique and should be preserved for future generations. Once it's gone it's gone forever. Besides a lot of public money has already been spent to establish the trail system. I strongly doubt that the ridership is there to support the cost, loss of private property values, damage to the environment, and loss of a unique public asset.
Nicholas Lewis	Kirkland, WA	2016-01-03	My house is right on the proposed route
Mehri Kaufman	Kirkland, WA	2016-01-03	I oppose buses on Cross Kirkland Corridor
Elizabeth Repass	Kirkland, WA	2016-01-03	I don't want transit on the trail
Danny Dalal	Kirkland, WA	2016-01-03	I love the trail as is, and our kids love it. We are not happy about this bait and switch!
Thomas Soltman	Seattle, WA	2016-01-03	I play with my young cousins on that trail. It's important that we have trails to get people outside.
Bernard Howard	Kirkland, WA	2016-01-03	The Cross Kirkland Corridor Trail is a unique addition to the Kirkland community which should be protected for its environmental benefits and its positive contribution to the lifestyle of Kirkland. Buses will add nothing but noise and pollution and will reduce land values throughout the corridor.
bryan langley	Kirkland, WA	2016-01-03	This idyllic haven is a pocket of sanity amidst a rapidly urbanizing area. Please, let's not run it over with a bus and squash it into Bellevue.
Michael Watkins	Kirkland, WA	2016-01-03	Transit should stay off of the trail.
Hyeree Carpenter	Kirkland, WA	2016-01-03	I do NOT want buses or light rails going into the Kirkland trail. Please put more buses on 405! Thank you.
Stephanie Whicker	Kirkland, WA	2016-01-03	Please keep transit off the CKC. It's such a valuable resource for the city. Transit will negatively impact it in multiple ways.
Paula Dime	Redmond, WA	2016-01-03	I walk the trails & enjoy the natural trails without extra tragic!!!
Ken Craig	Kirkland, WA	2016-01-03	Rapid transit should be dedicated to the I-405 corridor.
Deb Nielsen	Kirkland, WA	2016-01-03	Buses on the trail does not effectively solve the traffic problem yet causes additional (and not necessary) challenges for users, especially our children, of the Kirkland trail.
Mary Ann Peterson	Redmond, WA	2016-01-03	I would hate to see the trail destroyed by transit rail or buses. The trail is for the community; it promotes safety as it keeps us runners, walkers and bikes off the roads. It promotes healthy lifestyles as many are inspired to get outside and walk the trail; its location serves many in the community!!
Leslie Breckel	Bellevue, WA	2016-01-03	It is the most efficient option and I want to use those trails. Preserve the trail and keep the surface streets free from further conjection.
Laureen Miki	Kirkland, WA	2016-01-03	The trail is a jewel - it raises the quality of life index in Kirkland a great deal because it promotes health and is beautiful. Every trail user recognizes how lucky we are to have been given this - people have taken to it so quickly - they're happy on the trail, everyone greets others. The old, the young, joggers, cyclists, dog owners, even the out of shape...they all come to the trail. Keep the noise and mess of mass transit with other transit - on the 405 - and out of our neighborhoods. Don't ruin such a gift. Protect it!
Dave Lavin	Kirkland, WA	2016-01-03	the path is a special place amidst the chronic re-facing of Kirkland. Busy enough already.

Name	Location	Date	Comment
Howard Lieberman	Kirkland, WA	2016-01-03	The CKC needs to be preserved for the citizens of Kirkland as a peaceful place and a community amenity. It has become a community gathering place.
Kristina Maltoni	Woodinville, WA	2016-01-03	I'm signing because my family and I use this trail all the time. The CKC trail is such an invaluable addition to our community...it gives residents a safe, sheltered, beautiful place to get out and exercise and enjoy the outdoors. Keep the buses on the roads where they belong, not this beautiful trail!
Holly Kernkamp	Kirkland, WA	2016-01-03	This is not ok! There is a bus route in the same area! This is not good for our community!
Kitty Ballard	Kirkland, WA	2016-01-03	We just got the trail!! It's a wonderful way to exercise and gain some peace on the Eastside. Please do not take it away from all who use it!
JoAnn Thompson	Kirkland, WA	2016-01-03	the trail is one of the few places left to enjoy walking, jogging etc. keep the buses on the roads
Macgregor Miller	Kirkland, WA	2016-01-03	Saving an open space that provides recreation, transportation and great pleasure to so many citizens of Kirkland is the smart and right thing to do.
Andrew Haug	Seattle, WA	2016-01-03	Use this trail at my girlfriends house in Kirkland all the time. It would be terrible to see something so nice get taken away from those who use it so soon after it was put in. Spend less money; go 405!
Ruth and Barry Van De Carr	Kirkland, WA	2016-01-03	A lot of money has already been spent on improving transit on 405. Keep our trail a natural space for all to enjoy
Carolyn Hodovance	Kirkland, WA	2016-01-03	I use the trail all the time and take my grandkids on it. It crosses Lakeview Elementary School and Peter Kirk Elementary School and buses on the side of the trail would be dangerous and loud. Buses on 405 would be a much better solution!
Marianne Francis	Kirkland, WA	2016-01-03	I love the trail. Please no transit!
Elizabeth Sirjani	Kirkland, WA	2016-01-03	I don't want buses on the trail
Mallory Harris	Riverside, CA	2016-01-03	I am a frequent visitor to Kirkland. I stay in a house that borders the Kirkland Trail. The quiet and serene trail offers beauty and calmness to an ever increasing population growth. To allow buses on this trail would destroy its current beauty
Savannah Bohart	Mill Creek, WA	2016-01-03	Who the heck takes out a beautiful trail for us to have some wildlife and outdoor space left in Kirkland to put in a bus route? Whose terrible idea was this? Are you trying to fern gully anything we have left? Keep the trail the way it is you morons
robert wolverton	Kirkland, WA	2016-01-03	This trail brings the community together, please don't ruin it.
Rich Holland	Kirkland, WA	2016-01-03	The trail idea is so stupid I thought it was a joke. It JUST got finished. It encourages pedestrian and bicycle use. Why in the world do we need MORE roads through that area? It's absurd. I thought the Gondolla idea was barely palatable but that 'never got off th ground'. This is just stupid.
Roy Musil	Bellevue, WA	2016-01-03	I use the trail extensively and the proposal to add buses will not solve the transit issue and will ruin the trail
Maureen Baskin	Harrah, WA	2016-01-03	It's a very bad short term AND longterm idea to put transit on the KCC, economically, socially (for Kirkland residents) and environrmentally. Get it on the highway where you are currently punishing people to drive safely in all the lanes. We all pay taxes to drive the highway. All the lanes. If you want to reduce cars, get appropriate public transportation on the highway.
Bret Britton	Kirkland, WA	2016-01-03	We just spent a lot of money on this trail and it adds to the community. The last thing we need are buses going through this beautiful wildlife.

Name	Location	Date	Comment
Kevin Tisdell	Kirkland, WA	2016-01-03	Ruining such a great community asset would be a travesty and incredibly fiscally irresponsible.
Pat Conniff	Kirkland, WA	2016-01-03	The new trail has increased the popularity of Kirkland thus increases home values in the area. Adding transit to this recreation area will have a negative impact on the Kirkland community and will have a negative impact on house values along the trail.
steve rogers	kirkland, WA	2016-01-03	The Cross Corridor trail is an amazing addition to Kirklands' superior quality of life. Keep all vehicles away from it. Adding low level lighting would be a nice addition.
burnette bucknell	Kirkland, WA	2016-01-03	we need to preserve our hiking trails
Bob Isaacson	Kirkland, WA	2016-01-03	I like walking and biking on the trail
Rebecca Anderson	Kirkland, WA	2016-01-03	I want to keep the Kirkland trail as it is.
patrice bahnsen	kirkland, WA	2016-01-03	I was against tearing out the tracks to build the trail, but we did it and people are happy using it and it provides people as well as animal neighbors to get around without having to deal with traffic and result car fumes. To put buses on it totally negates all of it
Barry Broman	Kirkland, WA	2016-01-04	We need the trail.
Lynn Anselmi	Kirkland, WA	2016-01-04	Please don't put buses on our beautiful trail! My husband and I walk the trail several times a week. It's an amazing trail and needs to stay a trail, not a bus corridor. Please SAVE OUR TRAIL!
Suzanne Tocco	Kirkland, WA	2016-01-04	I live on the corridor and don't want buses around there
Nancy wigren	Kirkland, WA	2016-01-04	Busses are not appropriate on a pedestrian corridor. Bad for Kirkland's reputation and property values.
Marjorie Walker	Kirkland, WA	2016-01-04	To keep buses off the Kirkland Corridor! Buses do not belong on our trails, they belong on roads and highways! Thank you!
Kyle Kittoe	Kirkland, WA	2016-01-04	Use trail for recreation.
randy gray	Kirkland, WA	2016-01-04	No buses or light rail on the CKC!
Carol Beman	Kirkland, WA	2016-01-04	It is a great place for running, walking, biking. Also buses would supply more areas to be reached from our area.
Naomi Hertel	Kirkland, WA	2016-01-04	The Kirkland trail is my favorite place to exercise because there arent any motorized vehicles. It is a beautiful trail that inspires me to get out and run. It adds so much to the community. Buses belong on highways not on nature trails.
Jason Flores	Kirkland, WA	2016-01-04	Instead of wasting the resource by allowing transit on the trail they should pave it so bikers, hikers and walkers can use it even more.
Harold Nickel	Kirkland, WA	2016-01-04	It is obvious, buses have no business being on the trail.
Doug Lewis	Kirkland, WA	2016-01-04	I have lived in Kirkland most of my life (grew up here and moved back to raise a family) and have always valued the intentional plan the city has had to create a beautiful, livable and vibrant city. Replacing a peaceful trail that runs through the heart of the city with a bus or train route is so counter to the identity of Kirkland, to its very soul. I have lived beside the trail for 13 years now and would absolutely hate to see buses or trains put in. It would ruin my experience of living in Kirkland as it would for many other. I feel like this would be a major step away from who we are as a city and would like the 405 alternative to be chosen.

Name	Location	Date	Comment
Sharon Riddle	Kirkland, WA	2016-01-04	Bus rapid transit belongs on I405 - NOT on the Kirkland Trail. This trail is in a beautiful, natural setting and bringing in bus rapid transit would destroy this community gem.
Ron Gery	KIRKLAND, WA	2016-01-04	Buses on I405 will serve more riders and provide a more meaningful transit route than either of the CKC options.
Luay Joudeh	Kirkland, WA	2016-01-04	Public transit on the CKC is not a well throughout proposal. I trust our politicians will have the vision and courage to do right by the people that elected them to office. Save our trail.
Susan Teague	Kirkland, WA	2016-01-04	I vehemently do not want buses on the KCC
Allison Hall	Kirkland, WA	2016-01-04	Beautiful , only trail in Kirkland. Safe for recreation and enviroment
Katherine Nelson	Kirkland, WA	2016-01-04	I'm shocked by what is going on with the development in kirkland! I want a town NOT "URBAN"
Janet Matney	Kirkland, WA	2016-01-04	I do not want buses to ruin the CKC.
Sharon Kettler	Kirkland, WA	2016-01-04	The CKC should only be used as a trail!
Audrey Asper	Kirkland, WA	2016-01-04	Audrey Asper Why do you think every pc of land has to be ruined???
Gabe Greschler	Kirkland, WA	2016-01-04	Save our trail!
Michael Tayebi	Kirkland, WA	2016-01-04	I believe in preserving natural trails in kirkland
Robert Bersin	Kirkland, WA	2016-01-04	Put regional transit on 405 where it belongs.
Carleton Bryant	Kirkland, WA	2016-01-04	405 is our N-S transportation corridor. The CKC is our trail. The Council sold us a vision and the citizenry wants it preserved.
Justin Hagood	Kirkland, WA	2016-01-04	I ride ride my bike on the the trail. And I love It!
Robbie Gehre	Kirkland, WA	2016-01-04	Our city needs to stop destroying the beauty for a few transit dollars.
David Bohan	Kirkland, WA	2016-01-04	David Bohan
Andrea Patzer	Kirkland, WA	2016-01-04	We love our trail! Let's help save it from a mass transit road.
Sally Bair	Kirkland, WA	2016-01-04	I use the corridor to walk. Leave some nature trail s for us and our dogs please
Anna Ormsby	Kirkland, WA	2016-01-04	Please keep the buses and their pollutants on the road, not denigrating the CKC. The environmentally sensitive area is no place for buses!
Karen Tollefson	Kirkland, WA	2016-01-04	I'm signing because rapid buses belong on 405. Turning the trail into a bus route would not help people who live in Kirkland, but those passing through Kirkland. Our city streets would become more clogged (waiting for the buses to pass every 6 minutes??? disaster!). The trail has signs every 100 feet proclaiming Nature Preserve -- yet a RBT would pave over all of the that. Finally, the cost it would take to build this new freeway would not come close to justifying the ridership. Who would ride this new route vs who is currently riding the 255? We can't vote to build a Pool or a school -- how can we vote to build a road no one in Kirkland would use.
Carole Anastasi	Kirkland, WA	2016-01-04	Public transportation will totally disrupt the quality of life for homeowners and wildlife.
Arthur Gee	Kirkland, WA	2016-01-04	I enjoy walking and running on the trail and we just paid all that extra money to update 405 traffic lanes.
Bill Price	Bellevue, WA	2016-01-04	This trail relaxes, uplifts, and quietens the neighborhoods through which it runs. Wish the same for the Bellevue section. No need to replace it, revert it, to transport.

Name	Location	Date	Comment
Kyle Storck	Kirkland, WA	2016-01-04	We moved to our townhouse in Kirkland because of its proximity to the CKC. We love the trail for running, walking, and getting around town. It provides a natural greenway in Kirkland that promotes getting outdoors and being healthy. The trail already provides a way for bikers and walkers to get around Kirkland. It is not necessary to add transit to the trail when there is already a highway adjacent to it.
Robert Hughes	Kirkland, WA	2016-01-04	The trail has become a walking attraction for Kirkland. Why spoil it. Far too little is know or understood why the City Council would alter this attraction.
Ann Ferguson	Kirkland, WA	2016-01-04	I love the trail and the refuge it provides from stress. Safe place to walk dogs and children, and a jewel for Kirkland. Traffic belongs on the freeway, not next to our children.
Jeff Edwards	Kirkland, WA	2016-01-04	I believe the Kirkland Trail will more than pay for itself as an amenity and draw for high wage companies to move to Kirkland based on quality of life.
Jennifer schauer	Kirkland, WA	2016-01-04	I feel that light rail is even a better option then buses on the CKC. Buses would ruin the use. they are loud, require a lot of space and would completely ruin the "feel" of the beautiful green space that Kirkland has to fight so hard to preserve. More and more development has left us with very little of this left.
Jean Ederer	Kirkland, WA	2016-01-04	This is the best solution for mass transit.
Stacie Stutz	Kirkland, WA	2016-01-04	I use the trail every day for exercise, fresh air and walking my dog.
Thomas Schauer	Kirkland, WA	2016-01-04	Converting this trail into another street for buses is completely illogical.
Blue Andrews	Bellevue, WA	2016-01-04	This trail is a unique gift that promotes family, community, and health. Please do not ruin it with busses.
Jeff Behrman	Kirkland, WA	2016-01-04	I am signing because I believe it will add dangerous situations to the path and not address transportation issues.
Meredith Goldstein	Kirkland, WA	2016-01-04	I love the peace and tranquility and community building nature of the trail. It truly adds another layer of wonderfulness to living in Kirkland. Please preserve this treasure and don't add transportation to the trail.
tim wright	Kirkland, WA	2016-01-04	This trail is the only escape from the noise, and pollution of vehicles clogging central Kirkland.
James Waltz	Kirkland, WA	2016-01-04	To support issue.
Barbara Waltz	Kirkland, WA	2016-01-04	to support this issue
Young-Bum Kim	Kirkland, WA	2016-01-04	Keep buses on 405.
Josh Payne	Kirkland, WA	2016-01-04	Using the trail as a way to exercise and commute has been such a pleasure. I would hate to see this beautiful trail turn into a bus route that I feel will not solve any current issues that public transportation is facing. Personally until public transportation can figure out how to run an efficient system using the current roads and highways that were designed to have vehicles on them they should not be allowed to use the CKC.
Jim Teague	Kirkland, WA	2016-01-04	The CKC is a beautiful, peaceful place. It would be a shame to put rail or buses on it.
Christina Limena	Kirkland, WA	2016-01-04	We love our trail, do not ruin it with buses! They belong on the freeways where the infrastructure is in place for such vehicles and transit.

Name	Location	Date	Comment
Lindsey Halverson	Seattle, WA	2016-01-04	The Kirkland Corridor runs right behind my apartment. One of the major reasons I chose to live in this location was due to how quiet it is. Adding buses would be detrimental to my living there and I would be forced to move elsewhere. Additionally, this corridor provides a wonderful uninterrupted walking/running/biking trail. Rain or shine, it is always heavily frequented. Taking this away would create a ton of congestion on downtown and waterfront sidewalks, which are already quite crowded.
Gaskill Michael	Kirkland, WA	2016-01-04	No busses on walking trail!!!
Lisa Leo	Kirkland, WA	2016-01-04	I'm signing this petition as I believe the \$ are too great for the return.
Nicole MacKenzie	Kirkland, WA	2016-01-04	Putting transit on the CKC will not solve any of the problems City Council hopes it will solve and actually carries a high degree of risk of making traffic within Kirkland even worse. Putting BRT on 405 is more cost effective and makes a lot more sense. City Council should look to other more effective ways to solve inter-Kirkland traffic woes.
Linda Halverson	Kent, WA	2016-01-04	Leave the nature trails!!!!
Christopher Carlson	Kirkland, WA	2016-01-04	I'm a daily bus commuter, living in Kirkland and working in Seattle. Yet the planned BRT wouldn't help me at all, because I'd have to drive to the P&R to catch it. So if BRT on the CKC is not useful to a bus commuter who lives in Kirkland, then who is it for?
Greg Halverson	Kent, WA	2016-01-04	My daughter lives in an apartment complex that borders this trail. Making this a public road for buses will increase the noise level greatly, plus take away a valuable recreation trail. Do NOT let this happen!
Michelle Murray	Kirkland, WA	2016-01-04	<p>With the impending redevelopment of Totem Lake and Parkplace slated to be completed in the next couple years, the need for safer, greener commuting options is going to be needed more than ever. Population density will continue to grow and people will want to live closer to work because freeways will become even more congested than they are now. The Cross Kirkland Corridor is a safe, green commuting option for those of us who live and work in and around Kirkland. The thought of buses or light rail running through that space is tragic on so many levels: does anyone remember when the dinner train passed thru this space?!! I remember being at a friend's house, which backed up to the route and the whole place shook every time the train passed through. I would imagine the homeowners who live along the route were ecstatic to have a trail replace railroad in that space, to say nothing of their property values increasing. The trail runs through numerous areas of natural habitat and runs through neighborhoods! There is the issue of safety and pollution! There is also the point of all the money and work it took to make the trail what it is in its current state: a safe, green commuting option AND a place where people, families, dogs can meet and get outdoors and exercise. WHY is going BACKWARD even a consideration??</p> <p>This is a no brainer, in my humble opinion.</p>
Shanna Cooley	Kirkland, WA	2016-01-04	I live here and use this trail almost every day for walks with my dogs. I always see bikers, runners, walkers and children on this trail. Public transportation does not belong on this beautiful trail that Kirkland residents love and use everyday.

Name	Location	Date	Comment
Robert Appleby	Kirkland, WA	2016-01-04	The Kirkland trail is a widely used local amenity. Conversion to bus/tram vehicles destroys this amenity. The community accepts the reality of I-405 as the main transportation channel. Conversion of half available lanes to bus priority is already underway. Trail useage is constant in daylight hours - tram traffic peaks at morning and evening with very low utilisation mid parts of the day. Pedestrian and bikes provide healthy safe exercise but do not mix safely with buses....send the buses down 405 which can be managed to provide flexible tidal flows to meet variable demand flows...
Karen Schickling	Bothell, WA	2016-01-04	We don't need mass transit in this location!
Stefan Ahrensdorf	Kirkland, WA	2016-01-04	I want to see the cross Kirkland corridor preserved, and the 255 bus line still going down 108th Ave - I use it every day.
Caroline Bombar-Kaplan	Kirkland, WA	2016-01-04	It's hard enough to find an escape from the hubbub and the KCK provides some, at least. As it is now. With buses along side? It diminishes the experience. If Google wants more transport options for their employees, they can add a shuttle service like Microsoft does. Align new transport routes to existing ones, not our precious trail!
David Mangone	Kirkland, WA	2016-01-04	Keep buses on the roads... NOT on our Cross Kirkland Corridor.
Marcia Beck	Kirkland, WA	2016-01-04	Do not take the corridor away from this community! It is the only urban trail available to Kirkland residents for much needed peace and quiet. A place to enjoy the beauty of our area. Transit, i.e. buses and trains, belongs along the I-405 corridor not thru our city!
Tony Eldenburg	Kirkland, WA	2016-01-04	I love the trail
Clara Hollin	Kirkland, WA	2016-01-04	Buses do not belong on trails made for people to enjoy their city/town. Buses belong with the flow of traffic, not in nature.
Matt Flynn	Kirkland, WA	2016-01-04	Keep the trails! It's where we residents actually enjoy Kirkland.
Alice Volpe	Kirkland, WA	2016-01-04	Using a trail promised as a "nature space" for mass transit is dishonest but also foolish. I-405 makes more sense.
Kathleen Eglet	Kirkland, WA	2016-01-04	I oppose using buses on Kirkland trail.
Deborah Fukuma	Kirkland, WA	2016-01-04	We need to save the uniqueness of Kirkland. Please don't sell us out.
Robert Forgrave	Kirkland, WA	2016-01-04	Big decisions need to be made with public input, based on public data on costs & benefits.
Sheila Storrer	Kirkland, WA	2016-01-04	The corridor is a wonderful part of Kirkland. Please do not destroy it. Plus, it's too close to the elementary school.
Maialen Etchevers	Kirkland, WA	2016-01-04	The trail is a valuable addition to an active community. However, from a bus rider perspective, it's a nightmare. There are too few access points to the trail to allow a bus. The value of a rapid route of a bus doesn't outweigh the benefit of a trail for pedestrians and cyclists.
Tali Roth	Kirkland, WA	2016-01-05	We have lots of roads (and not enough busses that drive on them) - but we only have one trail. Keep the trail for families.
Jon Tellefson	Bellevue, WA	2016-01-05	I want the trail to stay. It is a gem for Kirkland.
Allen Ashby	Kirkland, WA	2016-01-05	By signing this petition, I the undersigned, request that the Kirkland City Council vote to recommend for Sound Transit's proposal for buses on 405 (E-02) and vote to recommend against Sound Transit's proposals for transportation development on the Cross Kirkland Corridor (E-03 and E-06)
Alexis Christensen	Kirkland, WA	2016-01-05	Please keep buses off of our beautiful trail!

Name	Location	Date	Comment
Frances Church	Kirkland, WA	2016-01-05	We need to preserve green space and trails. We should use existing roads for transportation solutions to congestion.
Jason Nelson	Kirkland, WA	2016-01-05	Kirkland congestion
Cathy Marsh	Kirkland, WA	2016-01-05	I want the trail to remain a pedestrian and bicycle corridor!
Cathy Marsh	Kirkland, WA	2016-01-05	I use the trail daily to walk and enjoy my dog. What a wonderful trail and to think it will no longer be available after all the improvements and money spent on it. BRT will ruin the environment.
Chris and Indy Behrman	Kirkland, WA	2016-01-05	I want to preserve the green space provided by the trail. The trail enriches the lives of local residents through its natural beauty. It helps create a sense of community by creating a natural space accessible to everyone in the community. We do not need buses on this trail. Buses can travel on I-405 or surface streets without disrupting the trail's natural environment.
Diane White	Kirkland, WA	2016-01-05	This corridor will be completely ruined with buses on it. Anyone who has used it would realize that and that it is essential to the quality of life in Kirkland to keep it as it is. Busses belong on 405!
Susan Christian	Kirkland, WA	2016-01-05	Want the trail left for walkers and bikers; keep it safe for that purpose only.
Patricia Dutt	Kirkland, WA	2016-01-05	I want to keep the trail for walkers ONLY
John Koster	Kirkland, WA	2016-01-05	We need open space and safe places to walk and ride bikes. There are better solutions to traffic than moving it to our back yard.
Barbara Koster	Kirkland, WA	2016-01-05	I live by the trail and want to keep the green space for my personal use, for my grandchildren to use and for my neighbors to enjoy. I do not want the noise and traffic. Please keep the trail as it is.
Rob Hay	Kirkland, WA	2016-01-05	Safety, traffic, kids, noise Doing this will destroy a lot of what Kirkland is and can be.
Andrew N	Vancouver, WA	2016-01-05	405 is a much better option and CKC development for transit will be a net negative for Kirkland.
Lauri Johnson	mukilteo, WA	2016-01-05	My friend lives along side the trail and we occasionally walk the trail. It is a nice trail and should stay that way.
Kristi Kidrick	Bothell, WA	2016-01-05	I grew up in Kirkland and lived along the railroad tracks that is now the walking trail. It was the greatest re for learning about making blackberry pies with my mom as we picked them along the trail at the base of the tracks. We caught tadpoles and watched them transform into frogs. This was the greatest play and learning environment for a kid. My family has lived along the old rail road tracks that is now the walking path for over 50 years. We do not need to look at buses or see an increased crime due to more people staring in the houses and back yards of those who enjoy the quiet. These residents enjoy and have paid for the wonderful views of Lake Washington, dont make them watch buses fly by or smell there exhaust or deal with higher crime. No New Buses!!!!
Michael Gess	Kirkland, WA	2016-01-05	I'm signing because I own a home next to this trail and I think that it would be criminal to put in this 2 Lane Bus where I walk with my dog every morning!
Nicole Parkhill	Kirkland, WA	2016-01-05	I'm whole heartedly opposed to buses on the cross Kirkland corridor. If we are go to invest dollars in new transit infrastructure it should be light rail. We are a family that uses the trail and my husband commutes to downtown Seattle from Finn Hill via the bus daily.
Alex Boyd	Kirkland, WA	2016-01-05	I want to see the CKC maintained in its current form. I also seriously question the value overall of buses on the CKC but I question the value far more the value of buses on the CKC to the residents of Kirkland. The City of Kirkland should be making decisions in the best interests of the residents of Kirkland.

Name	Location	Date	Comment
Acco Kennedy	Kirkland, WA	2016-01-05	I am sighting because the trails are good for the community for healthy activities and also recreational use.
Laura Goggins	Kirkland, WA	2016-01-05	I enjoy walking on the trail, and feel the peaceful, quiet atmosphere and clean air would be ruined if mass transit were included along the corridor. Can't imagine who ever thought this would be a good idea. And what about the property owners whose homes abut the CKC? I'm sure they never envisioned busses running so close behind their homes. Air quality, ambiance and property values will all suffer.
Julie Lynch	Kirkland, WA	2016-01-05	We don't want our wonderful, peaceful trail that we worked so hard for ruined with buses! This trail is beautiful and special to Kirkland. It should be expanded upon for pedestrians and bikes.
Hayley Gash	Kirkland, WA	2016-01-05	My family and I love the CKC just as it is. Buses belong on roads, not on our beautiful neighborhood trail!
Rhya Joudeh	Kirkland, WA	2016-01-05	I'm signing because I enjoy walking on that trail every weekend and it's important to preserve what's left of the very few trails we have in this area. Why destroy the trail and pollute the area around it when the buses could drive on our already paved roads?
Michael Kerr	Kirkland, WA	2016-01-05	We need this trail.
Benjamin Keim	Kirkland, WA	2016-01-05	I love ride bikes on the trail with my kids.
Bhowmik Davinder	Kirkland, WA	2016-01-05	I love walking on the trail.
Karla Parker	Kirkland, WA	2016-01-05	I walk the trail and do not want buses on the trail
Karrie Parr	Kirkland, WA	2016-01-05	I want to keep our walking path, what it was intended for - walking!
Dany Daher	Kirkland, WA	2016-01-05	Putting buses or rail on trail will damage the serene and quiet feel of Kirkland and will drop real estate value. Less people will be interested in living in Kirkland.
Colette Perry	Seattle, WA	2016-01-05	Nature should be preserved wherever possible!
Nora Alexander	Seattle, WA	2016-01-05	My friend's puppies love this trail!
Shawn wilton	Kirkland, WA	2016-01-05	By signing this petition, we, the undersigned, request that the Kirkland City Council vote to recommend for Sound Transit's proposal for buses on 405 (E-02) and vote to recommend against Sound Transit's proposals for transportation development on the Cross Kirkland Corridor (E-03 and E-06)
carolann castell	Kirkland, WA	2016-01-05	property values will decrease, bringing in less revenue; I'm proximate to the trail; we are not using I405 for buses and rapid transit; traffic will be impeded on the cross streets
Paul Valenti	Seattle, WA	2016-01-05	My daughter and her mom use this trail - no busses
Christiane Hulet	Kirkland, WA	2016-01-05	We need to preserve and expand green commuting options, especially non-mechanized where possible. Also, trails do a great deal to attract residents to healthful outdoor activity, and build community. More buses would be great, but not at the expense of our trails.
Vibeke Brinck	Kirkland, WA	2016-01-05	The Corridor is too narrow for bus transportation. Buses on the Corridor will destroy the relaxing atmosphere on the trail.
malia karlinsky	Kirkland, WA	2016-01-05	Put the busses on 405!
Richard Pirret	Kirkland, WA	2016-01-05	Transit on the trail offers no improvement in congestion, conflicts with the over-taxed arterials we have today, and destroys miles of the forest cathedral that exists today.

Name	Location	Date	Comment
David Banks	Kirkland, WA	2016-01-05	I'm signing because I don't want light rail on the trail. It should be preserved for pedestrians as a nature trail. Plus 405 already supports the infrastructure for light rail.
Daniel Doyle	Kirkland, WA	2016-01-05	I have not heard compelling rationale for the corridor options. Keep traffic where it already exists, on 405 and preserve the corridor.
Lynda Larsen	Kirkland, WA	2016-01-05	It is a better use of taxes to use the 405
Paula Bentz	Kirkland, WA	2016-01-05	Because we just built this trail and it contributes this trail benefits so much to this community - a place where people can walk/run/bike in a healthy, safe in a beautiful environment.
Rachel Miller	Kirkland, WA	2016-01-05	It makes no financial, social or ethical sense.
Alison Sheffer	Kirkland, WA	2016-01-05	Transit on the trails will not help traffic downtown Kirkland as it would not connect to any of the downtown businesses.
MEKONEN MEKONEN	Seattle, WA	2016-01-05	I work in Kirkland. I enjoy walking in nature. I want to protect our open space.
Ryan Douthit	Kirkland, WA	2016-01-05	The trail is a unique asset to the Kirkland area. It should be preserved for our children and future generations.
Kris Solem	Kirkland, WA	2016-01-05	I enjoy running and biking on the trail and putting buses on it would spoil the effect.
Katharine Holdsworth	Kirkland, WA	2016-01-05	I want to continue to have use of the fantastic resource that is the CKC and regular motorized traffic will significantly reduce its value.
Mark Roughgarden	Kirkland, WA	2016-01-05	Do we really need more streets through neighborhoods. Have a safe pedestrian corridor that is an attractive part of the city.
Stephanie Hokanson	Kirkland, WA	2016-01-05	I would like to see light rail on 405 as a priority. Trains running through quiet neighborhoods invites danger to children. Keep fast moving transit in the same place and near established park and rides.
Terance Maher	Kirkland, WA	2016-01-05	Buses belong on roads designed to accommodate them; not on walking paths designed for AND SOLD TO KIRKLAND RESIDENTS as walking paths.
charleen snapper	Kirkland, WA	2016-01-05	I love this trail! It is nice to have a soft beautiful, flat place to run!
J Scott Codespoti	Kirkland, WA	2016-01-05	I want to preserve our trail as a recreation corridor for current and future Kirkland residents and visitors.
Sally Maher	Kirkland, WA	2016-01-05	I love having the walking, biking path to enjoy our beautiful views and trees away from the traffic of Lake Washington Blvd. As we walk with our neighbors and friends into Kirkland for shopping or just a time for a little exercise.
Darcy Luer	Kirkland, WA	2016-01-05	I am signing because I love the corridor and how accessible it is for every level of fitness
Stuart Schechter	Kirkland, WA	2016-01-05	I'm signing because my kids walk to school on the CKC, and we rely on it as a safe vehicle-free means to get to school.
Wesley Andrews	Kirkland, WA	2016-01-05	I want to preserve a true treasure in our city and reduce regional traffic congestion.
Mary Allison Maus	Kirkland, WA	2016-01-05	I'm very disappointed with the Kirkland City Council and Sound Transit. I believe they have a total disregard for the residents of Kirkland and I will remember this when I vote.
Tom Braaten	Kirkland, WA	2016-01-05	Buses would be a disaster for our beautiful green trail
Brian Crum	Kirkland, WA	2016-01-05	We have roads. Don't trample a fantastic trail.
Melissa Codespoti	Kirkland, WA	2016-01-05	I strongly oppose buses on the Kirkland Corridor and believe riders and neighborhoods will be better served with putting the buses on the 405.

Name	Location	Date	Comment
Julia Kay	Bothell, WA	2016-01-05	We live by and use this beautiful trail all the time, (not sure why it says I am from Bothell) along with so many of our neighbors. Please, please do not do anything to spoil this when there are so many other options for bus traffic! How could the council even consider bus traffic on our trail??
Kimberly Taylor	Kenmore, WA	2016-01-05	Didn't you just remove the train tracks, now you want to put them back in? That, or smelly buses? Give our region another place to go be with nature and the outdoors within your city.
Magali Wright-Hudoba	San Marcos, CA	2016-01-05	I love walking the trail when I visit my brother and his family
LEWIS DUBUC	Kirkland, WA	2016-01-05	I'm sick of seeing my tax paying money go towards some stupid ill-founded bird-brained logic. Use the 405, that's what we just spent major money on fixing. You build this crap and I'm cutting every tree down on my property and Kirkland can go fuck themselves. They obvious have no intentions on keeping our area beautiful.
Chris Forrester	Kirkland, WA	2016-01-05	We only have one shot at this, so let's not blow it. Let's keep the jewel that is the CKC as it is now for current and future generations - it is the rare and precious gift we have that benefits us all. Whacking out 100 feet while destroying nature, the sights, the sounds and the air along the CKC to add noisy, stinky, polluting buses along a precious green space is absolute madness when you take a moment and consider an objective, non-biased cost-benefit analysis. We have the infrastructure already in the 405 and collector roads. The ST data says it is a better transit option - lower cost to build and operate, and moves people more efficiently. The CKC is priceless and benefits us all in ways that are immeasurable. It's a no brainer. The only question is: who needs to get fired for bringing this stupid idea forward?
Julianne Mcleod	Kirkland, WA	2016-01-05	I am signing for buses on 405
Katie Brand	Kirkland, WA	2016-01-05	I walk on the trail about 5 times/week and think it is great! I think we should wait till Bellevue and Redmond are on board so we can have some sort of light rail later. Buses don't make sense at all. Remember this is an environmentally protected area and should remain that way. We need this kind of land for the well being of our community.
Kristin Meier	Kirkland, WA	2016-01-06	The trail is such a wonderful asset to Kirkland and would be a terrible waste if turned into a transit corridor. I am also disappointed in the Council for hiding these plans from the Community.

Name	Location	Date	Comment
Christopher Kanand	San Francisco, CA	2016-01-06	<p>Let's actually take a look at the ST3 E-06 proposal. ST projects the cost of this project will be between \$700-\$750m to support 2500-3500 daily riders by 2040.* A simple cost-benefit is clearly not in favor of this project. To serve a paltry 3,000 riders a day, the city would destroy a walking path that serves 25,000 residents who live within half a mile of the corridor.</p> <p>And what would these 3000 lucky riders get at the expense of the 25k? In the best case scenario, the "benefit" is that they MIGHT get a slightly faster ride between Totem Lake and downtown Bellevue (conveniently, the 11.4.15 presentation to the KCC omits any estimates of travel times!). So, even in the upside case, it is completely unclear that this corridor will be faster for riders than alternate routes.</p> <p>So while the benefits are murky at best, the costs are real and staggering. While we don't know with any certainty that this is the optimal route for BRT, what we can reasonably know is the following: 1) BRT on the CKC will lower nearby property values, 2) it is effectively running a highway right through the heart of the Seattle area's most pedestrian-friendly city, and 3) it will cost at least \$700m to build (or, \$230k per daily rider!). And all the while, a massive interstate runs parallel to it just a half mile away.</p> <p>Going forward with this project is clearly not in the best interest of Kirkland residents.</p> <p>*Finally, I might add that traffic projections for 2040 are inherently absurd. All of the major auto manufacturers and ride-sharing services like Uber have all predicted autonomous vehicles by the early- to mid-2020s. Certainly, by 2040 they will be mainstream technology. The plan does not take this into account at all. Running BRT on the CKC may well address a problem that in all likelihood will not exist by the time the project is completed.</p>
Leah Kliger	Kirkland, WA	2016-01-06	Please put the buses on 405 and encourage sound transit put light rail on 405 also. New connections to the Kirkland transit center should be provided.
Erica Johnson	Kirkland, WA	2016-01-06	I love this trail as a non-motorized recreational outlet so that I don't have to drive over to the Burke-Gilman. I think it's preposterous to put motorized transport on this recreational path, given its proximity to environmentally sensitive areas and its distance from commuting thoroughfares.
Ellen Haertl	Kirkland, WA	2016-01-06	It's not going to help traffic or transit use
Dmitri Leonov	Redmond, WA	2016-01-06	I work next to the trail and run there twice a week and see many people running, walking and biking there. The trail is beautiful and it would be a shame if Kirkland loses such a jewel. Interstate 405 now has double HOV/toll lanes that should be used for transit.
Phil Sandifer	Kirkland, WA	2016-01-06	Because this is not the use anticipated for the trail and the cost will be overruns I am sure
Nancy Price	Medina, WA	2016-01-06	I use the trail to walk, bike, etc. It's beautiful and serene among a busy metropolitan area. Please keep it as a trail
Steven Boehm	Kirkland, WA	2016-01-06	This trail is a rare and important wooded setting adding to everyone's quality of life. Adding vehicles and destroying this environment is just nuts. Put buses on 405 only. If we need rail add it to the existing 405 right of way.
Janna Lux	Kirkland, WA	2016-01-06	We use this trail and want to maintain its tranquility and natural beauty as well as be a safe place for both people and wildlife.

Name	Location	Date	Comment
Alexander Gounares	Kirkland, WA	2016-01-06	Our community is fully built out--if we lose our green space, there is nothing to replace it.
Jim Knibb	Kirkland, WA	2016-01-06	The nature aspect of the trail would be ruined by fences, concrete, and vehicles.
Sereen Taher	Bellevue, WA	2016-01-06	I do care about our trails!
Jennifer Georges	Kirkland, WA	2016-01-06	I am signing because I want the trail to stay the gem it is and for walkers and bikers only.
Omar Aldahleh	Redmond, WA	2016-01-06	I'm signing because I use this trail frequently.
Carrie Stanard-Barton	Kirkland, WA	2016-01-06	I don't want transit on the CKC.
Howard Coleman	Kirkland, WA	2016-01-06	I love the trail. Walk my dog on it every week.
JoAnne Peterson	Bellevue, WA	2016-01-06	I use it regularly and live near it.
Marcy Knott	Kirkland, WA	2016-01-06	I use the trail for bike riding and running.
Kendra Waltwrs	Kirkland, WA	2016-01-06	We just spent crazy amounts of money on the 405 toll lanes and tearing up existing rail lines to build this trail. So now we are just going to put the rails right back to serve 3000 riders?? Stop appealing to the minority and start doing what's best for our community as a whole. Kirkland is a great place to live because it's both urban and natural. Please Keep our trails!
Shelley Hill	Bellevue, WA	2016-01-06	Work in Kirkland and run after work and the cross corridor is close and a nice soft surface
Jenelle Mullet	Kirkland, WA	2016-01-06	I'm signing this petition because I appreciate that my kids have a safe trail to walk and bike on! I appreciate the peaceful place to walk and enjoy nature.
Jennifer Danielson	Kirkland, WA	2016-01-06	Buses on 405 is the best solution!
Katherine Rafter	Kirkland, WA	2016-01-06	Cost - The multi-millions spent will only help few. Safety - Schools and kid crossings. Nature - preserve natural land where we can! Neighbor's - this would be very disruptive to homes along the trails. Baidaid - Fix 405 and existing arterial routes!!!!
Thomas Oliver	Kirkland, WA	2016-01-06	This is a detriment to the community and the environment. Please don't do this on behalf of kirkland.
Jay Benham	Kirkland, WA	2016-01-06	This is a cool jam of the Kirkland community it is heavily used by students and adults alike. It's a natural beautiful place that should be maintained and nurtured
Elaine Sheard	Kirkland, WA	2016-01-06	To save the trail
Bruce Kay	Kirkland, WA	2016-01-06	I am signing in because I use the CKC daily and live near it and would not like to lose it to busses or a train.
Luciellen Camelia	Kirkland, WA	2016-01-06	I enjoy the trail and use it at least once a week for commuting and for recreation. It would be a total shame to lose it to buses and concrete.
Kristin Bohreer	Kirkland, WA	2016-01-06	Take a walk on the trail: it's valuable for what it is - a trail and not another road. Keep it that way and preserve our investment in health and quality of life. Once it's gone it will be nearly impossible to restore.
Robert Steiner	Kirkland, WA	2016-01-06	I live near this trail. It is very peaceful. It helped me beat cancer because of the tranquility. Please do not make this into a road. PLEASE SPEND ON SPACE EXPLORATION INSTEAD.
Rick Freedman	Kirkland, WA	2016-01-06	Adding transit along the 405 corridor is the far more logical, efficient and cost-effective option. Consolidating transportation in one 405 corridor rather than splitting it along two corridors enables synergies of park n rides, easy movement between autos and public transportation, and preserves safe pedestrian and bike transportation along the cross Kirkland corridor.

Name	Location	Date	Comment
Kay Plimpton	Kirkland, WA	2016-01-06	The trail needs to be for pedestrians- no motor vehicles whatsoever!!
Keith Lashley	Kirkland, WA	2016-01-06	There is no demand for bus or train service along this 6 mile corridor that justifies spending this exorbitant amount of money, destroying a beautiful trail and wetlands and ruining peaceful neighborhoods when a major freeway is less than a quarter mile to the east. Empire building by the Kirkland mayor and city council.
Shawn Maddox	Renton, WA	2016-01-06	I'm signing because I grew up in Houghton and still visit my parents house often and do not want to see light rail or bus lanes take the place of the walking path when these can just as easily be put in next to I-405.
JP Mantey	Kirkland, WA	2016-01-06	I love the walking trail.
Elliot Phillips	Bothell, WA	2016-01-06	My doges walk on the trail yo, busses are wack
Hilda Hager	Kirkland, WA	2016-01-06	Buses on 405 is a good idea
Melinda Platre	Kirkland, WA	2016-01-06	I enjoy running and riding bikes with my children on the trail and want to save it! I voted for this trail for recreation uses not for mass transit!!!!!!
Anne Joutsenvirta	Kirkland, WA	2016-01-06	CKC as a recreation area is the best part of Kirkland. I would not like to make it less safe and convenient by allowing buses on it. Instead, it would be great if it was longer and properly linked to other recreation paths in area in such way , that all the trails would form a proper network.
Hillary Schmidt	Mercer Island, WA	2016-01-06	I love those trails and do NOT want to see busses or soundtransit to replace them. Keep the trails and nature where they are!
melissa stepp	Mountlake Terrace, WA	2016-01-06	I'm a former Kirkland resident. this trail is an essential feature of the community. As so many outdoor spaces are destroyed by the highest bidder for private development, the cross-Kirkland trail represents one community's respect for its citizens, both present and future.
Shannon Jones	Kirkland, WA	2016-01-06	I want a safe place to walk and bike. and why waste the dollars already spent To make the path in the first place
DeEtta Gray	Kirkland, WA	2016-01-06	I despise the idea of buses or rail on our quiet Kirkland trail. The trail is adjacent to our Cul De Sac an I do not want it to become a busy transit path. My home deserves privacy like we a Currently have!
George Papanastasiou	Kirkland, WA	2016-01-06	Kirkland is a very walkable city. The trail is a great addition that allows for a nature escape. Buses and Trains on Corridor will split the city in the same way I-405 splits the city.
Matt Huisinigh	Kennewick, WA	2016-01-06	I want our trails to stay pristine.
Klaus Schutz	Kirkland, WA	2016-01-06	I want to keep the CKC as a trail.
Ashley Warnken	Snohomish, WA	2016-01-06	The buses can stay on the freeway where they belong.
Malia McCabe	Kirkland, WA	2016-01-06	I love the quiet solitude of the trail - don't destroy it with busses! Use the 405 toll lanes for buses!!!

KIRKLAND CITY COUNCIL SPECIAL MEETING

Minutes

January 5, 2016

1. CALL TO ORDER

Mayor Walen called the Special Meeting of the Kirkland City Council to order at 5:30 p.m.

2. ROLL CALL

Members Present: Mayor Amy Walen, Deputy Mayor Penny Sweet, Councilmembers Jay Arnold, Dave Asher, Shelley Kloba, Doreen Marchione, and Toby Nixon.

3. TOURISM DEVELOPMENT COMMITTEE INTERVIEWS

- a. Troy Longwith
- b. Ardene Skraban

4. SELECTION AND APPOINTMENT OF TOURISM DEVELOPMENT COMMITTEE MEMBER

Following discussion of the applicants' qualifications, Councilmember Nixon moved to appoint Troy Longwith and Ardene Skraban to the remainder of unexpired terms on the Tourism Development Committee ending March 31, 2016. Councilmember Marchione seconded the motion, which passed unanimously.

5. ADJOURNMENT

The January 5, 2016 Special Meeting of the Kirkland City Council was adjourned at 5:55 p.m.

City Clerk

Mayor



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
January 5, 2016

1. CALL TO ORDER

Mayor Walen called the meeting to order at 6 p.m.

2. ROLL CALL

ROLL CALL:

Members Present: Councilmember Jay Arnold, Councilmember Dave Asher,
Councilmember Shelley Kloba, Councilmember Doreen Marchione,
Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor
Amy Walen.

Members Absent: None.

3. STUDY SESSION

a. City Hall Remodel Update

Joining Councilmembers for this discussion were City Manager Kurt Triplett, Deputy City Manager Tracey Dunlap, Facilities Services Manager Chris Dodd and Customer Service Program Lead Sara Waters.

4. EXECUTIVE SESSION

None.

5. OATH OF OFFICE

Kirkland Municipal Court Judge Michael Lambo administered the oath of office to re-elected Councilmembers Asher, Kloba and Nixon.

a. Councilmember Dave Asher

b. Councilmember Shelley Kloba

c. Councilmember Toby Nixon

6. ELECTION OF MAYOR AND DEPUTY MAYOR

Motion to Nominate Councilmember Amy Walen for the position of Mayor for a two year term.

Moved by Councilmember Doreen Marchione, seconded by Councilmember Dave Asher

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

Motion to Nominate Councilmember Jay Arnold for the position of Deputy Mayor for a two year term.

Moved by Deputy Mayor Penny Sweet, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

Mayor Walen thanked Council for their support and noted outgoing Deputy Mayor Penny Sweet's many accomplishments during her term and expressed her thanks on behalf of the Council.

7. HONORS AND PROCLAMATIONS

None.

Council adjourned for a short break.

8. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Rachel Beto
David Greschler
Bob Forgrave
Frank Dennis
Jeanne Large
Abigail Doerr
Lora Hein
Kara Durbin
Will Knedlik

c. Petitions

9. SPECIAL PRESENTATIONS

a. Google 2015 eCity Digital Capital Award

Google Head of External Affairs NW Darcy Nothnagle presented the City Council with the award.

b. Sustainability Ambassadors Program

Human Resources and Performance Management Director Jim Lopez introduced Leadership Coach Peter Donaldson, who addressed the Council and in turn introduced Sustainability Ambassadors Zach Benzaoui, Sanjana Sridhar, and Rayan Krishnan who shared information regarding program projects and activities.

10. CONSENT CALENDAR

a. Approval of Minutes: December 8, 2015

b. Audit of Accounts:

Payroll \$6,157,103.63

Bills \$6,198,515.92

run #1475 checks #567138 - 567139

run #1476 checks #567166 - 567344

run #1477 check #567345

run #1478 checks #567346 - 567364

run #1479 checks #567365 - 567414

run #1480 checks #567417 - 567593

run #1481 checks #567620 - 567795

c. General Correspondence

d. Claims

Claims received from Velma Kelly and Jacob Lubenow were acknowledged via approval of the Consent Calendar.

e. Award of Bids

(1) Cochran Springs/Lake Washington Boulevard Crossing Enhancement Project, KLB Construction, Inc., Mukilteo, WA

The construction contract for the Cochran Springs/Lake Washington Boulevard Crossing Enhancement Project was awarded to KLB Construction, Inc. in the amount of \$1,052,682.00 for Schedule A only, and the associated proposed limited duration detour plan was also approved, via approval of the Consent Calendar.

f. Acceptance of Public Improvements and Establishing Lien Period

(1) 4th Street Watermain Replacement, Kar-Vel Construction, Renton, WA

(2) 2015 Street Preservation Program:

a) Phase I - 2015 Curb Ramp and Concrete Repairs Project, Trinity Contractors, Inc., Marysville, WA

b) Phase II - 2015 Street Overlay Project, Watson Asphalt, Redmond, WA

c) Phase III - Slurry Seal Project, BlackLine Inc., Vancouver, WA

g. Approval of Agreements

- (1) Resolution R-5178, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A SECOND AMENDED AND RESTATED EMPLOYMENT AGREEMENT BETWEEN THE KIRKLAND CITY COUNCIL AND KURT TRIPLETT, ITS CITY MANAGER."

h. Other Items of Business

- (1) Resolution R-5179, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY AND THE KIRKLAND PARKS FOUNDATION AND AUTHORIZING THE CITY MANAGER, OR HIS DESIGNEE, TO SIGN."

(2) Sound Transit 3 Outreach Funding

Funding in the amount of \$35,000 from the City Council Special Projects Reserve for public outreach related to Sound Transit 3 issues related to the Cross Kirkland Corridor was authorized via approval of the Consent Calendar.

(3) Emergency Shelter Funding Request

Funding in the amount of \$15,000 from the City Council Special Projects Reserve for an additional Eastside emergency winter shelter for women and families with children was authorized via approval of the Consent Calendar.

(4) Report on Procurement Activities

Motion to Approve the Consent Calendar.

Moved by Councilmember Penny Sweet, seconded by Councilmember Dave Asher

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

Councilmember Kloba provided some remarks noting retiring Parks and Community Services Director Jennifer Schroder's many accomplishments and expressed thanks for her service to the City.

11. PUBLIC HEARINGS

None.

12. UNFINISHED BUSINESS

a. City Hall Renovation Project – Award Construction Contract

Motion to Award the City Hall Renovation Project construction contract to Bayley Construction of Mercer Island, WA in the amount of \$7,372,687, including the three bid alternates as described in the Study Session memorandum.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Jay Arnold

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

b. Sound Transit 3 Update

Public Works Director Kathy Brown provided an overview of the current status of activities to date and candidate ST3 projects and introduced consultant team members from BRT International Annie Weinstock and Walter Cook. Following the presentation direction was received from Council related to correspondence to the Sound Transit Board and community outreach in 2016.

Council adjourned for a short break.

c. Resolution R-5177, Authorizing the City Manager to Sign a Temporary License Agreement with KPP Development LLC for the Temporary Use of City Property for the Purpose of Access to Central Way During the Construction of the Parkplace Project and the Construction of Public Utilities to be Permanently Located in the Easterly Edge of Peter Kirk Park.

Development Engineering Supervisor John Burkhalter was available to respond to questions from the Council.

Motion to Approve Resolution R-5177, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO SIGN A TEMPORARY LICENSE AGREEMENT WITH KPP DEVELOPMENT LLC FOR THE TEMPORARY USE OF CITY PROPERTY FOR THE PURPOSE OF ACCESS TO CENTRAL WAY DURING THE CONSTRUCTION OF THE PARKPLACE PROJECT AND THE CONSTRUCTION OF PUBLIC UTILITIES TO BE PERMANENTLY LOCATED IN THE EASTERLY EDGE OF PETER KIRK PARK."

Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

d. Ordinance O-4510, Adding New Sections to Chapter 12.45 of the Kirkland Municipal Code to Regulate Parking.

Motion to Approve Ordinance O-4510, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND ADDING NEW SECTIONS TO CHAPTER 12.45 OF THE KIRKLAND MUNICIPAL CODE TO REGULATE PARKING."

Moved by Councilmember Dave Asher, seconded by Councilmember Penny Sweet

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

13. NEW BUSINESS

- a. Ordinance O-4511 and its Summary, Relating to the Waste Stream Reduction Plan and Amending Kirkland Municipal Code Section 16.08.012.

Motion to Approve Ordinance O-4511 and its Summary, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE WASTE STREAM REDUCTION PLAN AND AMENDING KIRKLAND MUNICIPAL CODE SECTION 16.08.012."

Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

14. REPORTS

- a. City Council Reports

- (1) Finance and Administration Committee

- Did not meet.

- (2) Legislative Committee

- Did not meet.

- (3) Planning, and Economic Development Committee

- Chair Arnold reported on marijuana regulation updates.

- (4) Public Safety Committee

- Did not meet.

(5) Public Works, Parks and Human Services Committee

Did not meet.

(6) Tourism Development Committee

Did not meet.

(7) Regional Issues

Councilmembers shared information regarding a recent Sound Cities Association Public Issues Committee meeting; Councilmember Kloba was appointed through the Sound Cities Association as an alternate on the King County Board of Health, Councilmember Kloba will be a judge at the upcoming Lake Washington High School Culinary Competition; the upcoming Eastside Transportation Partnership meeting and needed appointments; upcoming King County Regional Transit Committee meeting topics; a meeting of the Coordinating Board of All Home; several Councilmembers attended the Public Sector Economic Development Summit sponsored by the Sound Cities Association; the installation of "Crane in its Vigilance" at the Kirkland Justice Center; Councilmember Sweet is once again serving on the Association of Washington Cities nominating committee.

Motion to Retain Councilmember Asher and Deputy Mayor Arnold as representatives of the City of Kirkland on the Eastside Transportation Partnership.

Moved by Councilmember Penny Sweet, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

Motion to Retain Councilmembers Nixon and Kloba as representatives on the Sound Cities Association Public Issues Committee.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Penny Sweet, and Mayor Amy Walen.

b. City Manager Reports

(1) February 5, 2016 City Council Retreat Proposed Agenda

City Manager Kurt Triplett reviewed the current proposed topics and solicited any other topics for the retreat.

(2) Calendar Update

City Manager Kurt Triplett updated the Council on a proposed eminent domain ordinance, in connection to the fire station siting, coming forward at the January 19 Council meeting.

15. ITEMS FROM THE AUDIENCE

None.

16. ADJOURNMENT

The Kirkland City Council regular meeting of January 5, 2016 was adjourned at 10:53 p.m.

City Clerk

Mayor



CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Kathi Anderson, City Clerk
Date: January 7, 2016
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

It is recommended that the City Council acknowledge receipt of the following Claim(s) for Damages and refer each claim to the proper department (risk management section) for disposition.

POLICY IMPLICATIONS

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.040).

BACKGROUND DISCUSSION

The City has received the following Claim(s) for Damages from:

- (1) Ryan Toivola
535 18th Ave
Kirkland, WA 98033

Amount: \$4,106.82

Nature of Claim: Claimant states damage to property resulted from City-owned tree root intrusion.

Note: Names of claimants are no longer listed on the Agenda since names are listed in the memo.



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk
Michael Olson, Director of Finance and Administration

Date: January 13, 2016

Subject: Library Board Resignation

RECOMMENDATION:

That Council acknowledges receipt of Eric DeJong's resignation from the Kirkland Library Board and approves the attached draft response. These actions will occur through the adoption of the memo and letter as part of the approved consent calendar.

BACKGROUND DISCUSSION:

Mr. DeJong was appointed to the Library Board for a second term in March 2013 and his resignation was effective January 11, 2016. Recruitment to fill the vacancy for the remainder of the unexpired term (ending March 31, 2017) will be included with the upcoming annual Board and Commission recruitment.

From: Eric DeJong <dejong_e@yahoo.com>
Date: January 12, 2016 at 4:51:32 PM PST
To: <CityCouncil@kirklandwa.gov>
Cc: <KAnderson@kirklandwa.gov>
Subject: FW: Resigning from Library Board

Thank you, Kathy.

Dear Kirkland City Council,

Please find my notice of resignation to the Kirkland Library Board below effective immediately.

Thanks you,
Eric DeJong

From: [Kathi Anderson](#)
Sent: 1/11/2016 8:04
To: [Eric DeJong](#)
Subject: Re: Resigning from Library Board

Good morning Eric,
Sorry to hear this; resignations are properly addressed to the city council, as they appointed you.
Would you mind doing so, with an effective date, and cc-ing me?
CityCouncil@kirklandwa.gov
That would provide us with what we need to proceed with filling the vacancy.
Thanks,
Kathi

On Jan 10, 2016, at 11:07 PM, Eric DeJong <dejong_e@yahoo.com> wrote:

Hi Kathy,

Please accept this message as my resignation for my Kirkland Library Board post.

Thanks,
Eric DeJong

DRAFT

January 20, 2016

Eric DeJong
12425 95th Avenue NE
Kirkland, WA 98034

Dear Eric,

We have regretfully received your resignation from the Library Board.

The City Council appreciates your contribution to the Board, and we thank you for volunteering your time and talent to serve the Kirkland community.

Best wishes in your current and future endeavors.

Sincerely
Kirkland City Council

By Amy Walen
Mayor

**CITY OF KIRKLAND****Department of Finance & Administration**
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov**MEMORANDUM**

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: January 7, 2016

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF JANUARY 19, 2016.

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated or known to be in excess of \$50,000. The "Process" column on the table indicates the process being used to determine the award of the contract.

The City's major procurement activities initiated since the last report, dated December 17, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	ITS Implementation Phase 2	Invitation for Bids	\$1,300,000 - \$1,800,000	Advertised on 12/28 with bids due on 1/25/16.
2.	RRFB at 132 nd Ave and 97 th Street	Job Order Contract	\$68,280.51	Work Order issued to Burton Construction, Inc. of Spokane, WA.

Please contact me if you have any questions regarding this report.



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: January 7, 2016

Subject: Sound Transit 3

RECOMMENDATION:

It is recommended that the City Council approve two letters addressed to the Sound Transit Board concerning ST 3 as reviewed and edited during the Study Session portion of January 19 City Council Meeting. The first is from Mayor Walen, representing the City of Kirkland, and the second is co-authored and endorsed by a group of eastside cities including, potentially, the City of Kirkland. Both letters are due to the Sound Transit Board by Thursday, January 21st, 2016, so this is the last Council opportunity to formally review and approve the letters.

BACKGROUND DISCUSSION:

Background discussion and the proposed letters are included with the staff memo prepared for the Study Session. A separate item for approval of the letters is included on the Council agenda because Council cannot take action at a Study Session. The longer time available at a Study Session affords Council the opportunity for a thorough discussion of the proposed letters which have been requested by the Sound Transit Board Chair by January 21. Staff is seeking any final edits and a motion to approve the letters.



CITY OF KIRKLAND

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Lorrie McKay, Intergovernmental Relations Manager
Date: January 7, 2016
Subject: 2016 LEGISLATIVE UPDATE #1

RECOMMENDATION:

Council should receive its first update on the 2016 legislative session.

BACKGROUND DISCUSSION:

At its November 17, 2015 meeting, Council adopted the City's State Legislative Priorities for the 2016 legislative session (Attachment A). The regular 2016 legislative session is a short, 60-day session that begins on Monday, January 11 and ends on Thursday, March 10. The cutoff calendar for the 2016 regular session was not available at the writing of this memo. The legislature's adopted cutoff calendar for 2016 will be provided to Council once it is made available.

There is no significant update on session activities, as this first update on the City's legislative interests is being written January 7, while the session doesn't officially open until January 11. Staff will provide an oral update on legislative activities at Council's regular meeting on January 19.

Pre-Session Preparation

Since the adoption of the 2016 Legislative Priorities in November, Council's Legislative Workgroup, staff and the City's state legislative advocacy consultants have been working with stakeholders, legislators and committee staff on developing draft legislation associated with the City's adopted priorities. Beginning in mid-December, the City's subject-matter experts also began reviewing prefiled pieces of legislation. Finally, staff has been organizing logistics and details for the AWC's annual City Action Days that will be held on January 27 and 28.

Council's Legislative Workgroup

Beginning November 17 and ending January 11, the Council's Legislative Workgroup hosted its annual legislative coffees with the City's delegation members. These meetings provide an opportunity to thank delegation members for their service and past support and to discuss the City's 2016 legislative priorities before the start of the session.

Once the session opens, the Council's Legislative Workgroup (Mayor Walen, Councilmember Asher and Councilmember Marchione) will meet weekly on Friday's at 3:30pm throughout the session. In addition to the legislative breakfasts, the Council's Legislative Workgroup is scheduled to meet on January 8.

Kirkland's Legislative Review Process

Proposed legislative bills are introduced daily in the Senate, the House, or both through the first cut-off, which is anticipated in mid-February. The City's state legislative advocacy consultant flags and forwards relevant bills to intergovernmental staff for review with department(s) and subject-matter experts in an effort to determine potential impacts to the City. This process also includes staff making an initial recommendation on City's position (Support/Oppose/Neutral) on a given bill. Intergovernmental staff then bring bills, reports and recommendations to the Council's Legislative Workgroup for consideration, discussion and validation of staff recommendations. The Legislative Workgroup's decisions are guided by the legislative agenda's general principles, as well as the City Council's Goals. Intergovernmental staff then communicate the City's position on bills to out legislative lobbyist, Council Members and Department Directors.

Status Summary of the City's 2016 legislative priorities

- New policies and funding tools to address homelessness and create more affordable housing:
No update
- Capital budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector:
Both House and Senate capital budget request forms are completed.
- Allow both the state and local governments the option of replacing the property tax cap:
No update
- Facilitate greater access to rooftop residential and community solar installations by extending the timeframe for state solar incentives in the Renewable Energy System Cost Recovery program:
HB 2346, promoting a sustainable, local renewable energy industry through modifying renewable energy system tax incentives and providing guidance for renewable energy system component recycling, was prefiled on January 5 with Representative Morris (D-40th LD) as the prime sponsor.

If passed, the bill would reset the rates, ensure current payment to those customers already in the program, raise the cap and extends the program. It's not clear yet where all the interest groups are on this bill's language.

The installers (Solar Industry of Washington) are leading on this bill. HB 2346 is scheduled for hearing in the House Committee on Technology & Economic Development on January 12. The installers have asked the City to sign-in in support only at that hearing. The City's state advocacy consultants are prepared to do that. Assuming the bill is then referred to the House Finance committee, the City will likely be asked to testify at that hearing.

- Clarify records retention, disclosure, and use limitations of video and/or sound recordings made by law enforcement or corrections officers:
HB 1917, concerning video and/or sound recordings made by law enforcement or corrections officers, was reintroduced from last session. Representative Hansen (D-23rd LD) is the prime sponsor.

If passed, the bill would provide that video and/or sound recording, of any kind, made by uniformed law enforcement or corrections officers while in the course of their duty are not subject to provisions of the Privacy Act. Prohibits certain recordings from being made available to the public through a public records request, unless the request is for a specific incident and the request is made by either a person directly involved in the incident or a person with a court order. Amends the Privacy Act to allow law enforcement agencies to record private communications when the officer's presence is concealed if the officer has judicial authorization.

WASPC (Washington Association of Sheriffs and Police Chiefs) was the lead on HB 1917 in the 2015 session. At the Police Chief's recommendation, the City took a "neutral" position in 2015 to see how the issue played out in the legislature. HB 1917 is scheduled for hearing in the House Judiciary Committee on Thursday, January 14. Staff understands that a new version of the bill is being worked on. However, at the writing of this memo, the legislature's website links to the original bill. Thursday's hearing is an opportunity for the City to offer its stance on uses of body cams e.g., if they are used then what does a city need in order to be able to manage that record.

Bill Tracking and the Bill Tracker

Throughout the session, a bill tracker on positions that the City has taken will be attached to this memorandum. Matrices, updated on Fridays, of Kirkland's legislative priorities and the bill tracker will be emailed to Council in advance of regular council meetings.

If, during the session, a proposed bill (of concern to the City) is determined to be beyond the scope of the legislative agenda's general principles or not in sync with the Council Goals, then the Legislative Committee will bring the bill before the full Council for consideration and discussion at its next regular council meeting.

Week 1 (1/11 – 1/17)

The primary focus in week 7

1. City's subject-matter expert review of bills dropped
2. Preparing for AWC Lobby Day 1/27-28
3. Sign-in at hearing on renewable energy bill
4. Testify at hearing on body cams

Hearings and Correspondence

Bill	Short Title	Cmte	Dt/Time	City Rep.	Notes
HB 2346:	Promoting a sustainable, local renewable energy industry through modifying renewable energy system tax incentives and providing guidance for renewable energy system component recycling.	HTED	1/12	N/A	Sign-In Only
HB 1917:	Concerning video and/or sound recordings made by law enforcement or corrections officers	HJud	1/14	TBD	Testify

Cmte (Committee) Legend

HTED = House Committee on Technology & Economic Development

HJud = House Judiciary Committee

Correspondence

None – as of the writing of this memo

City's State Legislative Delegation

Three legislative districts (LD) – 45th, 48th and 1st – have significant portions within the City of Kirkland. The City is represented in Olympia by the following:

- Senator Rosemary McAuliffe and Representatives Luis Moscoso and Derek Stanford of the 1st LD.
- Senator Andy Hill and Representatives Larry Springer and Roger Goodman of the 45th LD.
- Senator Cyrus Habib and Representatives Joan McBride and Patty Kuderer of the 48th LD.

AWC ANNUAL CITY ACTION DAYS CONFERENCE:

The AWC's annual City Action Days conference is scheduled for Wednesday January 27 and Thursday, January 28. See the attached conference agenda (Attachment B). Staff has handled basic logistics such as conference registration and lodging. Meetings with all members of the delegation are scheduled as well.

DRAFT SUPPORT ITEMS AGENDA:

As noted in the staff memo for Council's November 17 regular meeting, an annotated DRAFT 2016 Support Item Agenda is provided here for Council's consideration (Attachment C). While many of the City's ally organizations are still finalizing their respective 2016 legislative priorities, the attached draft illustrates some items of support that adopted now. Staff welcome's Council feedback on this draft. Under the assumption that most allies will have adopted their priorities by the start of session, Staff will return with a proposed final 2016 Legislative "Support" Agenda for adoption at Council's February 4 meeting.

Attachments: A. City's adopted 2016 Legislative Priorities
 B. AWC's City Action Days Conference Agenda
 C. Proposed Draft (Annotated) 2016 Legislative Support Items Agenda



CITY OF KIRKLAND 2016 LEGISLATIVE AGENDA

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.

City of Kirkland 2016 Legislative Priorities

- Kirkland supports new policies and funding tools to address homelessness and create more affordable housing, such as:
 - Allow local jurisdictions the option to impose a demolition fee to be dedicated toward construction of affordable housing;
 - Allow local jurisdictions to impose up to an additional 0.25% real estate excise tax (REET) specifically for investments in affordable housing;
 - Allow local jurisdictions to authorize a local option tax exemption to preserve affordability;
 - Allocate additional resources for mental health and substance use disorder treatment;
 - Restore the Housing Trust Fund (HTF) to pre-recession levels;
 - Identify State-owned property to host authorized encampments, vehicle parking, emergency shelter, and housing; and
 - Ensure the rights of religious organization to host safe parking efforts for the homeless on property owned or controlled by the religious organization
- Kirkland supports capital budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector.
- Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.
- Kirkland supports facilitating greater access to rooftop residential and community solar installations by extending the timeframe for state solar incentives in the Renewable Energy System Cost Recovery program.
- Kirkland supports clarifying records retention, disclosure, and use limitations of video and/or sound recordings made by law enforcement or corrections officers.

2016 City Action Days

January 27 – Olympia Red Lion Hotel
 January 28 – Capitol Campus

Conference schedule

(Subject to change)

January 27 – Red Lion Hotel

7 am	Registration opens		
7:30 – 9 am	Newly-elected officials' welcome breakfast <i>This event is reserved for those who are new to city elected office in 2016.</i> AWC extends a warm welcome to our newly-elected mayors and councilmembers. This interactive breakfast offers an opportunity for you to meet one another, learn more about AWC's services and resources, and get tips on how to make the best use of your first days in office.		
Early start sessions 9 – 11:15 am <i>No charge</i>	Advocacy Academy 101 9 – 10 am Exploring exactly what "advocating" is and how to do it well. The session also provides an overview of the legislative process and how to make the best use of your time in Olympia.	Advocacy Academy 102 10:15 – 11:15 am Dig deeper into advocacy by learning how to adopt year-round advocacy goals. Get tips on how to build long-term legislative relationships, how to develop policies that reflect city and AWC priorities, and how to make the most out of programs and training already available to you.	Capitol grounds & AWC office tours <i>Available upon advance request by contacting Regina Adams at 360-753-4137 or reginaa@awcnet.org.</i>
Opening session 11:30 – 12:15 pm <i>Lunch provided</i>	Washington is 281 cities strong! In order for legislators to make informed policy decisions they need to know about the issues that affect you and your community. You are the voice of your city or town and together, we will ensure that every state policymaker knows that Washington is only as strong as its cities and towns. <ul style="list-style-type: none"> • Rally around your five city priorities. • Get insider information about what's happening in Olympia and what we can expect from this session. • Learn how to help legislators understand that strong cities make a great state. 		
General session 12:15 – 1 pm	Governor's address AWC welcomes Governor Jay Inslee to talk with city leaders about his agenda for the year and plans to work with cities. Submit your questions to hear the Governor's view on city issues.		
1 – 1:20 pm	Dessert break (desserts will be available in each of the breakout rooms)		
Breakout sessions 1:20 – 2:35 pm	Meet AWC's Lobbyists This jam-packed favorite is back by popular demand to bring you insights from the AWC Government Relations staff. <ul style="list-style-type: none"> • Take a seat in one of three breakout rooms and our lobbyists will come to you. • Get updates on the city-related legislation that stretches the spectrum from high profile to under the radar. • Find out which bills are likely to move and which are not. 		
2:35 – 3 pm	Break		

General session 3 – 4 pm	Crafting and partnering to find solutions to homelessness, affordable housing and human services issues Cities around the state, both urban and rural, are grappling with how to serve rising at-risk populations. Cities are seeing increases in homelessness, more affordable housing issues and strains in our mental health system, and we are struggling to deal with the impacts and costs related to these issues. This panel discussion will shed light on how cities can partner to enhance the provision of much needed human service programs and affordable housing.		
4 – 4:15 pm	Break		
Breakout sessions 4:15 – 5:15 pm	Working to strengthen the Public Records Act One of your city legislative priorities is to strengthen the Public Records Act in response to changing technology and burdensome requests. Learn what might be accomplished during this short legislative session and how your voice and data can help move the issue forward.	Providing tools for emergency response Washington State is reeling from two consecutive years of the worst wildfires on record, yet cities don't always have the needed tools to respond proactively. Find out about potential legislative changes that could help, or hinder, city operations in times of emergency.	The courts' impacts on legislative outcomes It seems newspapers are full of stories about how court decisions could impact where the Legislature devotes its time. But how might high-profile issues like McCleary and I-1366 impact cities? This session explores the possibilities.
5:30– 7 pm <i>Light appetizers and drinks provided; Dinner on your own</i>	Legislative Reception This popular legislative session provides an opportunity to network with legislators, cabinet members, and fellow local officials. Remember to personally invite your legislators and consider connecting with them afterwards for dinner and discussion.		

January 28 – Capitol Campus

We encourage you to make your appointments with legislators on this day. Shuttle services are available to and from the Red Lion and Capitol Campus throughout the day. Capitol Campus parking is limited.

7 – 8 am <i>Breakfast provided</i>	City networking breakfast Grab your AWC scarf, a cup of coffee in the Red Lion lobby, and hop on the shuttle to the Capitol Campus for a networking breakfast with your city colleagues and legislators. Event in heated tent on Capitol grounds. Tent open for networking until 1:30 pm.
Legislative Champion Check-In 8 – 8:30 am	Operation: Strong Cities – Preparing for a day on the hill <ul style="list-style-type: none"> Hear from several Legislative City Champions on how to help them help you, and tips on grooming more Champions in 2016. Queue up your questions for legislators and presenters that center on the most pressing city legislative issues. Learn about how to make the most of your time on the hill, including the key hearings to attend, and tips on how and where to meet up with legislators.
Leadership Panels 8:30 – 10 am	Conversations with legislators <ul style="list-style-type: none"> Majority and minority caucus leadership from both the House and Senate are invited to share their perspectives on what can and can't get accomplished in the 60-day session and how that impacts cities. Budget writers from the House, Senate, and Inslee Administration are invited to share their views on the state's fiscal health and what to expect on key funding and spending issues important to cities. Hear what's on the horizon to address, or not, infrastructure funding needs for cities of all sizes across the state, and discuss possible ideas to create stable and reliable infrastructure assistance accounts.

10 – 10:15 am	Break
On the Capitol Campus 10:15 – 12:15 pm	Take advantage of your time on the Capitol Campus. <ul style="list-style-type: none">• Attend a legislative hearing and consider testifying in support of city issues.• Meet with your legislators. Remember, it's best to schedule your meeting in advance or connect with them out in a hall if they're in a hearing.• Tour the capitol grounds.
Buffet Lunch 12:30 – 1:30 pm <i>Lunch provided</i>	This is a good opportunity to invite your legislator to chat!
1:30 pm – onward	Meet with your legislator, attend hearings, and final send-off.



CITY OF KIRKLAND 2016 LEGISLATIVE SUPPORT AGENDA

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

2016 Legislative Support

Select Legislative Support and carryovers from Kirkland's 2015 Support agenda

- Support vested rights legislation that keeps predictability and certainty for local governments, real estate developers and environmental and community advocates.
- Support legislation to enable local funding sources for multi-benefit watershed projects.
- Support providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.
- Support Hi-Tech Industry through the "Washington Tech Cities Coalition" (WTC²)

Support for Infrastructure Funding

- Public Works Trust Fund (PWTF) / Public Works Assistance Account (PWAA)
- Safe Routes to Schools & Complete Streets program Funding
- Transportation Investment Board Funding (TIB)
- Community Economic Revitalization Board (CERB)
- Washington Wildlife and Recreation Program (WWRP)
- Model Toxics Control Act (MTCA)
- Regional Mobility Grant Funding Program - Preserve
- Freight Mobility Strategic Investment Board Funding
- Support Healthy & Sustainable Communities Initiative

Additionally, Kirkland supports selected items from the 2016 legislative agendas led by the following ally organizations:

Association of Washington Cities

- **Infrastructure:** Halt the diversion from critical infrastructure programs to help cities grow and prosper.
- **Fiscal Sustainability:** Ensure sufficient and flexible revenue for essential city services.
- **Emergency Responsiveness:** Help cities prepare for and address impacts of natural disasters and other emergencies.
- **Public Records:** Strengthen the Public Records Act in response to changing technology and burdensome requests.
- **Human Services, Homelessness and Affordable Housing:** Enhance the provision of much needed human service programs to address issues that drive increased homelessness and public safety costs.

Transportation Issues

Transportation Choices Coalition *(The priorities below are TCC's DRAFT 2016 Legislative Priorities)*

With the passage of the 16-year, \$15 billion Connecting Washington Transportation package, our legislative efforts will be focused on:

- Maintaining commitments to the record level of multi-modal investments to fund important transit, bicycle, pedestrian projects and the Safe Routes to Schools program.
- Implementation of practical design concepts to realize project savings for important maintenance needs. The 2015 package set up new requirements around practical design that will create new flexible funding that should be prioritized for important maintenance projects over new capacity. These funds could also be used to address significant unmet transit capital needs around aging bus fleet replacement statewide.
- **405 Tolling: Oppose SB 6152 and HB 2312:** TCC strongly supports the implementation of the new Express Toll Lanes on Interstate 405 to manage congestion and improve traffic flow. We oppose efforts to reduce the number of express toll lanes or to limit the duration of tolling. Pricing is an effective way to manage travel demand in this highly congested corridor and efforts to limit or undermine the intent of these toll lanes will impact the efficient movement of people and goods.

Eastside Transportation Partnership *(ETP anticipates adopting a 2016 priorities Jan. 8, 2016)*

Washington Bikes -

- **Investments that get Washingtonians where they want to go**

Retain historic funding levels made by 2015 Legislature for the Safe Routes to School Grant Program, Bicycle Pedestrian Safety Grant Program, Complete Streets Grant Program, as well as the bicycle and pedestrian project list.

- **Protecting Trails Statewide**

Washington State has some of the longest and most iconic trails in the nation for biking, walking. Washington Bikes is committed to keeping trails open and accessible. Washington Bikes will monitor and explore the potential for additional investments that connect and improve trails for neighboring residents, visitors, and neighboring communities that benefit from the economic opportunities that trails bring via the \$3.1 billion that bicycle riders spend in Washington State.

- **Strengthen Washington State's Distracted Driving Laws**

Washington Traffic Safety Commission (WTSC) agency request legislation improves upon the current law by broadening the definition so that any person (with much narrower exceptions) operating a motor vehicle while holding a personal wireless communications device is guilty of a traffic infraction. It closes loopholes such as being able to use one's phone while stopped at an intersection or stoplight (currently legal), it also expands the definitions of handheld uses to ban texting and email use on smart phones. Additional violations receive twice the penalty, plus violations go on one's driver record for insurance purposes. Finally, distracted driving would be included in Department of Licensing exams (currently they are not).

* Note: The boards of directors of Washington Bikes and Cascade Bicycle Club have merged. As of Jan. 1, 2016, Washington Bikes, will serve as the organization's 501(c)4 arm and address statewide policy and outreach, selected statewide events and activities, and candidate endorsements. Cascade Bicycle Club

will serve as the 501(c)3 tax-deductible wing, focused on education, diversity and inclusion programs, most of the signature events, and other advocacy work.

Human Services Issues

Eastside Human Services Forum *City staff has inquired with EHSF for its 2016 Legislative Priorities*

Washington Low Income Housing Alliance *City staff has inquired with WLIHA for its 2016 Legislative Priorities*

Environmental Issues

King County-Cities Climate Collaborative

- **Colstrip and Puget Sound Energy (PSE)** - support efforts to accelerate Puget Sound Energy's complete transition from coal to clean renewable energy by 2025 while providing certainty to rate payers on timing and cost. Legislation authorizing increased ownership of Colstrip should include provisions to minimize ratepayer liabilities and accelerate GHG emissions reductions.

Environmental Priorities Coalition *WEC plans to finalize EPC Legislative Priority information by Jan. 8*

Northwest Product Stewardship Council (While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.)

- **Support Paint Stewardship legislation.**

Water Issues

WRIA 8

- **Capital Budget: During the 2016 Supplemental Legislative Session, communicate support for salmon recovery capital funding priorities, including:**
 - **Puget Sound Acquisition and Restoration (PSAR) Fund** – PSAR funds support implementation of the highest priority habitat protection and restoration projects throughout Puget Sound. The program includes two components: 1) Base funding allocated among Puget Sound watersheds for a habitat projects grant round, and 2) Funding for a prioritized list of specific large-scale, high-priority capital projects submitted by Puget Sound watersheds. Funds are derived from State general obligation bonds (RCW 77.85).
 - **Salmon Recovery Funding Board (SRFB)** grant program to protect and restore salmon habitat – SRFB funds are a combination of state and federal funds that support annual grant rounds for salmon habitat protection and restoration projects in watersheds around the state. This funding is a cornerstone of WRIA 8's annual grant round.

- **Policy Legislation: Support continued efforts to explore new watershed-based funding authorities to support multiple-benefit projects that address salmon habitat protection and restoration, water quality, stormwater management, and flood management.**

Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- **Improve the State's Mental Health System**

Mental health is quickly becoming Washington's greatest public safety challenge. Without an effective state mental health system, law enforcement officers will continue to be forced into violent confrontations with the mentally ill, and local jail beds will continue to be filled with those who suffer from mental illness. Sheriffs and police chiefs believe that individuals who suffer from mental health challenges deserve an effective state system that provides evaluation and treatment to all who need it.

- **Increase DNA Testing Capacity**

Technological developments continue to pave the way for more efficient and effective crime fighting techniques. This is particularly the case in the field of DNA testing, where justice in Washington is limited not by technology, but by the WSP Crime Lab's DNA testing capacity, and the Legislature's limitation on the offender samples allowed into the CODIS database.

- **Address Unintended Consequences of the Public Records Act**

The state of Washington's public records law enables and rewards blatant abuse and harassment. Furthermore, the law punishes, rather than encourages, the use of transparent and accountable technologies such as body-worn cameras. The current state of public records has far exceeded the intent and expectations of 1972. The Public Records Act is in need of an update to reflect the realities of today's technology and privacy expectations, and to remove provisions that reward harassment and abuse.

- **Ensure Sufficient Funding for Statewide Public Safety Programs**

WASPC administers a number of important public safety programs on behalf of the State of Washington, including Uniform Crime Reporting, Jail Booking and Reporting, Crime Victim Notification, Auto Theft Prevention, and Sex Offender Address Verification. These programs are essential public safety programs for state and local law enforcement and help those agencies provide community safety services. These programs are also widely used by the general public in their efforts to remain safe.

Washington Fire Chiefs Association

- **Sustainable Fire/EMS funding (examples)**

- Raise the E.M.S. levy cap to \$.75 /\$1000 of A.V.
- Change fire levy funding to mirror port authorities which are outside the \$10 constitutional limit
- Simple majority for RFA benefit service charge renewal
- Restructure the 1% Lid Limit
- Tax exempt facilities required to enter contract for fire protection

- **RFA structural equity with fire districts Statewide CBRNE response planning & funding Capital improvements for Fire Training Academy Support recommendations from volunteer recruitment & retention incentives committee (examples)**

- Volunteer FF's opt into employer medical insurance pool
- Employer tax credit for volunteer FF response during working hours

Parks Issues

Washington Recreation and Parks Association

- **Support Updates & Refinements to WWRP While Preserving Structure, Integrity of Program**

(Capital Budget/Policy Bill) WRPA played an active role in the legislatively-directed review that the Recreation and Conservation Office (RCO) undertook to update and revise the Washington Wildlife & Recreation Program (WWRP). The WRPA strongly supports recommended steps to update and improved this 25-year-old program – for example, with recommendations to push more local parks funding into development projects that will upgrade and renovate existing facilities. However, the WRPA will join other stakeholders in working to ensure that the basic structure and integrity of the WWRP remains intact through any 2016 legislative overhaul of the Program.

- **Boating Facilities Program -- Appropriation in 2016 Supplemental Capital Budget**

(Capital Budget) WRPA will strongly support a Recreation and Conservation Office (RCO) initiative to appropriate \$4.7 million in the Fiscal Year 2016 Supplemental Capital Budget from marine-fuel portions of the “Connecting Washington” gas tax package enacted by the 2015 Legislature. An FY 2016 supplemental appropriation of 2015-authorized tax proceeds would allow more state-operated and locally-operated boating facilities to be funded, sooner, under the Boating Facilities Program (BFP).

- **Clarifying and Reinforcing Recreational Liability Immunity for Multi-Purpose Trails**

(Policy Bill) WRPA will support 2016 legislation being promoted by the City of Mercer Island to reinforce recreational liability immunity for trails used by bicyclists. This issue has been clouded by the recent Camicia vs. Howard S. Wright Construction and City of Mercer Island case. WRPA will work to ensure that in any legislation, no current recreational immunity protection is undermined.

- **Governor’s “Healthiest Next Generation” Initiative**

(Operating Budget) The WRPA will support a 2016 Supplemental Operating Budget proposal from the Governor’s Office to add permanent funding for staffing associated with the “Healthiest Next Generation” initiative. However, the WRPA wants to ensure that for purposes of the 2017-19 budget, the Governor’s Office and the Department of Health are working toward “built environment” and parks/recreation investments that can enhance public health, guard against obesity, and improve access to the outdoors and to open space for those who need it most.

Planning Issues

Washington Chapter of the American Planning Association

Not finalized yet (as of 1/7/16)



CITY OF KIRKLAND

City Attorney's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3030

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Oskar Rey, Assistant City Attorney
Chris Dodd, Facilities Services Manager

Date: January 6, 2016

Subject: Authorization to Use Eminent Domain for Fire Station No. 24 Property Acquisitions

RECOMMENDATION:

It is recommended that the City Council adopt the attached Ordinance authorizing staff to proceed with acquisition of property by eminent domain for four parcels in connection with the Fire Station No. 24 Project.

BACKGROUND DISCUSSION:

The City annexed portions of the Juanita, Finn Hill and Kingsgate neighborhoods on June 1, 2011 ("Annexation"). Prior to Annexation, the City entered into an Interlocal Agreement ("Interlocal") with King County Fire Protection District No. 41 ("District"), which provided fire services in North Kirkland. The District was dissolved after Annexation, and the City agreed to continue and take over certain District projects intended to improve response times in North Kirkland.

One of those projects was construction of a new Fire Station No. 24 (at a new location) to replace the existing Fire Station 24. The Interlocal originally contemplated construction of a single fire station to replace Fire Station No. 24 and Fire Station No. 25. After Annexation, the City retained a consultant to prepare a Fire Strategic Plan. After extensive study and public input, the City Council determined that the most cost effective way to increase service and reduce response times in North Kirkland is to retain existing Fire Station No. 25 and construct a new Fire Station No. 24 near Juanita Elementary. The City Council also found that this approach was consistent with the purpose and intent of the Interlocal. See Kirkland Resolution No. 5156 (copy attached as Attachment A).

City staff has commenced negotiations with the four property owners for the proposed Fire Station No. 24 site. A map identifying the properties is attached hereto as Attachment B. The City has made considerable progress in negotiations with three of the four property owners. All of the owners are aware that City staff is seeking eminent domain authorization at this meeting.

It should be noted that the property owners may receive tax benefits from selling their property to the City under threat of eminent domain. Some of the owners have indicated that they intend to use the sale of their properties as part of a tax deferred exchange under Section 1033 of the Internal Revenue Code. One basis for eligibility under Section 1033 is when property is sold

under imminent threat of eminent domain. Whether these transactions would be eligible for Section 1033 is ultimately a matter between the property owners and their tax advisors. However, it appears that none of the property owners are philosophically opposed to the City's acquisition of their property through eminent domain.

RCW 8.12 authorizes and empowers Cities to condemn land and property for improvements such as those proposed for this project. Condemnation authority is not granted to public entities as a coercive measure. Rather, it allows for the acquisition of property for Projects deemed to be in the public's interest. The eminent domain statutes were written to prevent unreasonable demands from being placed on public entities and to afford property owners fair market value for their property.

Passing of the Ordinance by City Council at this time does not preclude agreements being reached with all property owners prior to the actual condemnation proceedings taking place, but it will enable the City to move forward in the event an impasse is reached with any of the property owners. City staff will use its best efforts to acquire these properties through negotiation and without commencing eminent domain proceedings.

Resolution R-5156

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELATING TO THE ACCOMPLISHMENT OF THE GOALS OF THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF KIRKLAND AND KING COUNTY FIRE PROTECTION DISTRICT #41 TO INCREASE THE LEVEL OF SERVICE TO THE FORMER FIRE DISTRICT TERRITORY.

1 WHEREAS, the City of Kirkland (the "City") and King County Fire
2 Protection District #41 (the "District") entered into an Interlocal
3 Agreement dated as of May 24, 2011 (the "Interlocal Agreement"),
4 describing the intent of the City and the District to ensure that certain
5 funds being provided by the District to the City would be used to
6 enhance levels of fire service and emergency medical response to the
7 former District territory; and

8
9 WHEREAS, the District provided \$5.2 million to the City,
10 consisting of approximately \$1.2 million of cash reserves and \$4 million
11 of bond proceeds, with which to enhance levels of fire service and
12 emergency medical response to the former District territory, and in
13 particular to the Finn Hill neighborhood, by undertaking the Fire Station
14 Consolidation Project; and

15
16 WHEREAS, at the time the Interlocal Agreement was entered
17 into, the Fire Station Consolidation Project contemplated the use of the
18 District's contribution to construct a new fire station potentially located
19 on public land, the consolidation of service previously provided by Fire
20 Stations 24 and 25, the resale of the properties vacated after the
21 consolidation of those stations, and the contribution of sale proceeds to
22 pay down debt service principal; and

23
24 WHEREAS, the Interlocal Agreement describes two possible
25 publicly-owned sites that were under consideration at the time for the
26 construction of the new station to replace Fire Stations 24 and 25, and
27 assigns responsibility for the final site selection to the City after further
28 investigation; and

29
30 WHEREAS, on June 1, 2011 (the "Annexation Effective Date"),
31 the entire territory of the District was annexed into the City and the City
32 became the successor to the District, assuming all assets, liabilities and
33 responsibilities of the District in accordance with state law and the
34 Interlocal Agreement; and

35
36 WHEREAS, since 2011, the City continued the siting process for
37 a consolidated Finn Hill fire station and, through that process,
38 determined that none of the previously-identified publicly owned sites

39 were ideally suited and/or available for the purposes of constructing a
40 consolidated fire station; and
41

42 WHEREAS, the Interlocal Agreement also provided that the
43 District would provide funding for a Strategic Plan for the Kirkland Fire
44 Department, which the City completed in September 2012, the results
45 of which included a recommendation that the City undertake
46 development of a Standard of Coverage and Deployment Plan; and
47

48 WHEREAS, the City temporarily suspended the siting process
49 while the City completed a Standard of Coverage and Deployment Plan
50 and adopted new standards for levels of service throughout the City,
51 including the former District territory; and
52

53 WHEREAS, the efforts to adopt a new Standard of Coverage and
54 Deployment Plan identified a new "dual station" option, involving
55 renovating Station 25 and constructing and staffing a new Station 24,
56 operating the two together as a "dual station" model; and
57

58 WHEREAS, the City subsequently restarted the station siting
59 process, including evaluation of both the consolidated "single station"
60 and "dual station" options; and
61

62 WHEREAS, in connection with this evaluation, it has become
63 apparent that the cost of either a consolidated single station option or
64 a dual station option, located on any of the sites that had been
65 previously identified, is likely to be between \$7.5 million and \$11.9
66 million, which is significantly more than the \$5.2 million provided by the
67 District; and
68

69 WHEREAS, in light of the new Coverage and Deployment Plan,
70 the City has determined that the dual station option is the most effective
71 way to provide improved response times to the residents formerly
72 served by Fire District #41, that the dual station option is the most cost-
73 effective alternative to increase the levels of service to the Finn Hill
74 neighborhood; and
75

76 WHEREAS, because the dual station option was not
77 contemplated at the time that the Interlocal Agreement was entered
78 into, the City determined that it would be appropriate to seek the input
79 of the former District Commissioners and of the residents of the Finn
80 Hill neighborhood, who are most affected by the selection of a new
81 option that was not previously contemplated; and
82

83 WHEREAS, to this end, the City Council held a public hearing on
84 October 20, 2015, in order to ensure that the current residents of the
85 former District have an opportunity to provide input into the use of the

District funds that were provided to the City to increase the levels of service to their neighborhood; and

WHEREAS, the City also conducted outreach to the former District Commissioners and publicly posted information about the public hearing on its website, listservs and other means of public communication; and

WHEREAS, the Deputy City Manager has contacted each of the former Commissioners (Rich Krogh, Jim Lloyd and Toby Nixon) to seek their input on behalf of the current residents of the former District and invited each to attend a public hearing on the topic; and

WHEREAS, the Deputy City Manager received written responses from two former Commissioners (Rich Krogh and Jim Lloyd), declining to participate and voicing no objection to the proposal, and the third former Commissioner (Toby Nixon) is now a member of the City Council and will participate in the public hearing in that capacity; and

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. In light of the facts and circumstances recited in this resolution and after due consideration upon public hearing and an opportunity for comment, the City Council finds that:

1. The goals of the Interlocal Agreement cannot reasonably and cost-effectively be accomplished by undertaking the Fire Station Consolidation Project as described in the Interlocal Agreement.

2. To continue to attempt to consolidate the two stations in a new location would frustrate the purpose of increasing service levels in the near-term and within the budget provided by the District, and such attempt would not be in the public interest.

3. The most cost-effective option that will increase service and response times the most quickly and effectively is the dual station option, including the use of the District's funds (1) to renovate existing Station 25, and (2) to acquire land to construct a new station at some time in the future that will replace Station 24.

4. The use of the District's funds for these purposes is the most reasonable and cost-effective way to accomplish the goals of the Interlocal Agreement.

133 5. Because ownership of the two properties is being
134 retained by the City solely to accomplish the goals of the
135 Interlocal Agreement, the provisions of the Interlocal Agreement
136 (specifically Section 6(d), which purports to require the sale of
137 both properties or to permit the City to retain only upon payment
138 of the fair market value of the property) are not applicable.
139 Those provisions are interpreted to apply only if the City retains
140 either property or both for a City use other than increasing levels
141 of fire service and emergency medical response within the
142 former District.

143
144 6. Consistent with the Interlocal Agreement, upon
145 completion of construction of a new station to replace Station 24
146 and sale of the existing Station 24 property, the City will
147 contribute the proceeds of any such sale toward the costs of
148 constructing that new station or to other allowable costs under
149 the Interlocal Agreement.

150
151 7. Upon the completion of renovations to Fire Station 25
152 and the purchase of property intended for the construction of a
153 new fire station in the former District territory, the Fire Station
154 Consolidation Project will be deemed to have been completed
155 and the goals of and obligations under the Interlocal Agreement
156 with respect to that project shall be deemed satisfied.

157
158 Section 2. In light of the foregoing, the City is authorized to
159 proceed to spend the amounts provided by the District to the City for
160 the Fire Station Consolidation Project by pursuing the most cost-
161 effective alternative for increasing service within the Finn Hill
162 neighborhood, including retaining Stations 24 and 25 notwithstanding
163 the provisions in the Interlocal Agreement requiring the sale of the
164 existing fire station sites.

165
166 Passed by majority vote of the Kirkland City Council in open
167 meeting this 20th day of October, 2015.

168
169 Signed in authentication thereof this 20th day of October, 2015.


MAYOR

Attest:


City Clerk



ORDINANCE O-4512

AN ORDINANCE OF THE CITY OF KIRKLAND AUTHORIZING AND PROVIDING FOR THE ACQUISITION OF INTERESTS IN LAND FOR THE PURPOSE OF CONSTRUCTION AND OPERATION OF FIRE STATION NO. 24 WITHIN THE CITY OF KIRKLAND, PROVIDING FOR THE COST OF PROPERTY ACQUISITION, AND AUTHORIZING THE INITIATION OF APPROPRIATE EMINENT DOMAIN PROCEEDINGS IN THE MANNER PROVIDED FOR BY LAW.

1 WHEREAS, the City annexed portions of the Juanita, Finn Hill
2 and Kingsgate neighborhoods on June 1, 2011 ("Annexation"); and

3
4 WHEREAS, prior to Annexation, the City entered into an
5 Interlocal Agreement ("Interlocal") with King County Fire Protection
6 District No. 41 ("District") in which the City agreed to continue and take
7 over certain District projects intended to improve response times; and

8
9 WHEREAS, on October 20, 2015, the City Council adopted
10 Resolution No. 5156 in which it found that construction and operation
11 of a new Fire Station No. 24 to replace the existing Fire Station No. 24
12 was consistent with the purpose and the intent of the Interlocal; and

13
14 WHEREAS, the City has identified a proposed site for Fire Station
15 No. 24 and is conducting negotiations with the owners of the four
16 properties that comprise the proposed site; and

17
18 WHEREAS, the City has provided notice to affected property
19 owners of this final action authorizing condemnation pursuant to RCW
20 8.25.290.

21
22 NOW, THEREFORE, the City Council of the City of Kirkland do
23 ordain as follows:

24
25 Section 1. The lands and property rights within the City of
26 Kirkland, King County, Washington, described in Exhibit A attached to
27 this Ordinance and which descriptions are hereby incorporated by
28 reference, necessary for the public purpose of construction and
29 operation of a fire station, are hereby condemned, appropriated and
30 taken for such public purposes, subject to the making or paying of just
31 compensation to the owners thereof in the manner provided by law.

32
33 Section 2. The expense of acquiring said property rights shall
34 be paid for from the bond proceeds from the debt issued by the District
35 prior to Annexation.

36
37 Section 3. The City Attorney is authorized and directed to begin
38 and prosecute legal proceedings in the manner provided by the law to
39 purchase, condemn, take, appropriate, and otherwise acquire the lands

40 and other property rights and privileges necessary to carry out the
41 purposes of this Ordinance.

42
43 Section 4. This ordinance shall be in force and effect five days
44 from and after its passage by the Kirkland City Council and publication
45 pursuant to Section 1.08.017, Kirkland Municipal Code in the summary
46 form attached to the original of this ordinance and by this reference
47 approved by the City Council.

48
49 Passed by majority vote of the Kirkland City Council in open
50 meeting this ____ day of _____, 2016.

51
52 Signed in authentication thereof this ____ day of
53 _____, 2016.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

EXHIBIT A

Tax Parcel No. 395570-0040

Lot 4, La Chaussee No. 3, according to the plat thereof recorded in Volume 69 of Plats, page 70, in King County, Washington.

Tax Parcel No. 395570-0050

Lot 5, La Chaussee No. 3 according to the plat thereof, recorded in Volume 69 of Plats, page 70, in King County, Washington.

Tax Parcel No. 395570-0060

Lot 6, La Chaussee No. 3 according to the plat thereof, recorded in Volume 69 of Plats, page 70, in King County, Washington.

Tax Parcel No. 395570-0070

Lot 7, La Chaussee No. 3 according to the plat thereof, recorded in Volume 69 of Plats, page 70, in King County, Washington.

PUBLICATION SUMMARY
OF ORDINANCE O-4512

AN ORDINANCE OF THE CITY OF KIRKLAND AUTHORIZING AND PROVIDING FOR THE ACQUISITION OF INTERESTS IN LAND FOR THE PURPOSE OF CONSTRUCTION AND OPERATION OF FIRE STATION NO. 24 WITHIN THE CITY OF KIRKLAND, PROVIDING FOR THE COST OF PROPERTY ACQUISITION, AND AUTHORIZING THE INITIATION OF APPROPRIATE EMINENT DOMAIN PROCEEDINGS IN THE MANNER PROVIDED FOR BY LAW.

SECTION 1. Authorizes condemnation of property necessary for the public purpose of construction and operation of a fire station.

SECTION 2. Provides that the expense of acquiring said property rights shall be paid for from the bond proceeds from the debt issued by King County Fire Protection District No. 41 prior to Annexation.

SECTION 3. Authorizes the City Attorney to initiate condemnation proceedings to acquire the property necessary for the public purpose.

SECTION 4. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2016.

I certify that the foregoing is a summary of Ordinance _____ approved by the Kirkland City Council for summary publication.

City Clerk



CITY OF KIRKLAND
Public Works Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director
Kari Page, Cross Kirkland Corridor Coordinator

Date: January 6, 2016

Subject: Naming the public improvements on the Cross Kirkland Corridor constructed and funded by SRM and Google: **Feriton Spur**

RECOMMENDATION:

It is recommended that the City Council, in accordance with the established policies and procedures for naming of public parks and facilities (Resolution R-4799), accept the Park Board recommendation to name 900 feet of the Cross Kirkland Corridor (CKC) between Google Phase I and II the **Feriton Spur**.



Public Improvements on the CKC
at Google

BACKGROUND DISCUSSION:

The City of Kirkland is extremely fortunate to benefit from a public/private partnership with Google and SRM Development (SRM) in the installation of close to \$3 million in public improvements on the CKC. A variety of new amenities is now available for the public: a full basketball court, sand volleyball court, TRX equipment, playground and



Public Improvements on the CKC at Google

children's zip line, as well as a 900 foot long, 16 foot wide paved portion of the CKC. Other features include a seating area, bicycle racks, and picnic tables and chairs. In addition, SRM will be maintaining all of the improvements except for the paved trail.

In August of 2015, over a thousand people helped celebrate the opening of this 900 feet of the CKC with music, volleyball and basketball games, strawberry shortcake and a beer garden. On December 4, SRM and Google invited the public to a spectacular holiday light and music show featuring 10,000 LED lights custom-programmed to holiday music by Google Kirkland engineers. Carolers from Lakeview Elementary School and Google performed as well. These festivals will continue and expand in the future as this location becomes the first "place" along the CKC to reflect the community's vision in the CKC Master Plan.

RECOMMENDATION:

As the sense of "place" grows, the need for a name has increased over the past few months. To this end, SRM, Kirkland Heritage Society, and a group of local historians began looking for a name that would help preserve the historical significance of the area and educate the public about the history of the rail corridor along the CKC. Based upon the historical name of the corridor at this location, their recommendation is to designate this segment as the Feriton Spur.



Caboose adjacent to the CKC

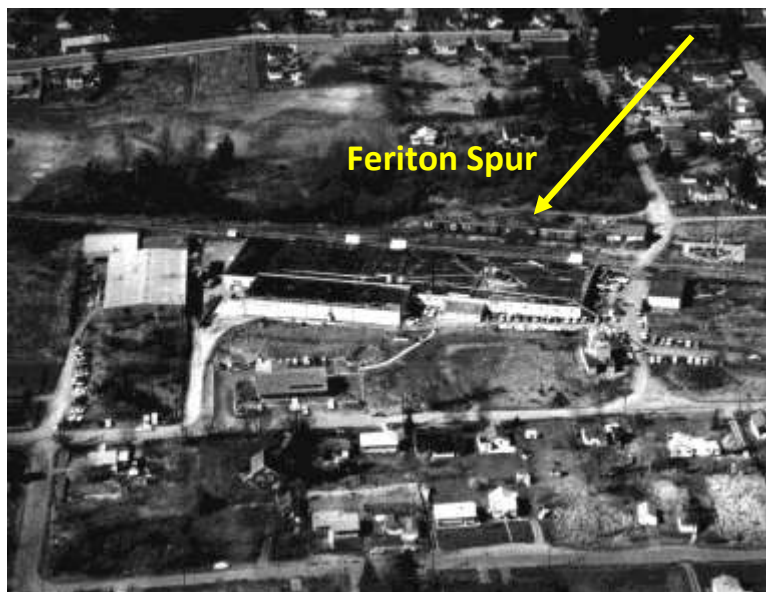
Feriton Spur was the name of the spur that left the Eastside Rail Corridor to deliver and pick up commerce. There is evidence that the spur was used as a rock bunker for King County, transport for the Lake Washington Shipyards, and of course later by Seattle Door.

The exact origin of the name is not known, even after months (if not years) of research by local historians. The name Feriton first appears on the Northern Pacific timetable in 1909. There is speculation that Feriton was related to Peter Kirk's dream of an

"Irontown" as Feriton could be related to ferrous. There also was a nearby land owner named W.B. Fehr (recorded in 1911) who may have named the area. The name continued to appear on maps all through the 1900s.

"Spur," by its nature is a tangent or tributary not unlike this park is to the main corridor. SRM and Google also recognize "spur" to mean motivate, catalyze or inspire, which relates to how the space is used now by Google.

Being the first area to implement the vision of the CKC Master Plan, the name "spur" also embraces the hopes that this park will spur places like this along the CKC in the future.



Historical air photo of the Feriton Spur

SRM/Google and the Park Board are recommending the name Feriton Spur to the City Council in accordance with established policies and procedures for the naming of public parks and facilities in Resolution R-4799. The policy states that the City Council considers suggestions for names received from organizations, individuals, or neighborhoods. Below are excerpts from the policy:

Section 1. It is the general policy of the City of Kirkland to choose a name for a public park or facility based upon the relationship of the land or facility to one of several criteria:

Section 1.5. A civic group or corporation whose mission statement is compatible with City goals and objectives and that has made a significant contribution of land, money or civic service to the Kirkland park system.

RESOLUTION R-5180

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND NAMING THE 900 FOOT PORTION OF THE CROSS KIRKLAND CORRIDOR BETWEEN THE GOOGLE PHASE I AND GOOGLE PHASE II CAMPUSES "FERITON SPUR."

1 WHEREAS, the City of Kirkland acquired the Cross Kirkland
2 Corridor ("CKC") in 2012 and installed an interim gravel trail along the
3 length of the Cross Kirkland Corridor in 2015; and

4
5 WHEREAS, SRM Development ("SRM") is the owner of the
6 property on which the Google Phase I and Google Phase II campuses are
7 located; and

8
9 WHEREAS, in 2013, the City of Kirkland and SRM entered into a
10 Corridor Use Agreement in which SRM, among other things, agreed to
11 install permanent trail improvements, recreational facilities and other
12 public amenities in a 900 foot portion of the CKC that passes between the
13 Google Phase I and the Google Phase II campuses ("Property"); and

14
15 WHEREAS, in accordance with City of Kirkland Resolution No.
16 4799 regarding naming policies and procedures for parks and public
17 facilities, the Kirkland Park Board has recommended to the City Council
18 that the Property be named the "Feriton Spur", and this name is also
19 supported by SRM/Google; and

20
21 WHEREAS, pursuant to criteria presented in Resolution No. 4799,
22 the Council has the authority to adopt this name upon the
23 recommendation of the Park Board.

24
25 NOW, THEREFORE, be it resolved by the City Council of the City
26 of Kirkland as follows:

27
28 Section 1. The Property is named the "Feriton Spur." In
29 accordance with Resolution 4799, the Parks Department or the Public
30 Works Department is directed to identify the Property with appropriate
31 signage specifying this established name.

32
33 Passed by majority vote of the Kirkland City Council in open
34 meeting this ____ day of _____, 2016.

35
36 Signed in authentication thereof this ____ day of _____,
37 2016.

MAYOR

Attest:

City Clerk



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Michael Olson, Director of Finance and Administration
Kathi Anderson, City Clerk/Public Records Officer
Amy Robles, Public Disclosure Analyst

Date: January 7, 2016

Subject: PUBLIC DISCLOSURE SEMI-ANNUAL PERFORMANCE REPORT

RECOMMENDATION:

City Council receives the semi-annual status report on the City's public records disclosure program pursuant to KMC 3.15.120.

BACKGROUND:

In accordance with KMC 3.15.120, this report presents the performance of the City's Public Disclosure Program during the second half of 2015. Pursuant to KMC 3.15.120 the semi-annual public record disclosure report shall include: (1) number of open records requests at the beginning of reporting period; (2) number of records requests received during the reporting period; (3) number of records requests closed in the period; and (4) number of open requests at the end of the reporting period. This information is represented in Figure A.

Figure A

Mandatory Reporting Information	
Number of Requests Open at Start of Reporting Period	52
Number of Requests Received During Reporting Period	2,098
Number of Requests Closed During Reporting Period	2,104
Number of Requests Open at End of Reporting Period	46

The City has continued to become more proficient in the use of the WebQA software. As previously reported, prior reports were skewed slightly. It was discovered that 10 requests had previously been entered with the incorrect receipt date. The reports have been reprocessed and the number of requests open at the start of this reporting period has been corrected from the previously reported 42 to 52. This was limited to a reporting issue and did not impact the processing of requests.

In 2014, the City implemented its records portal (WebQA) to streamline the public records request process. During 2015 continued attention was directed to refining the City's public records disclosure process with continued adjustments and customization of the software to address staff's needs and to provide better customer service to the public. Additionally, during

the current reporting period, a portion of the Public Disclosure Analyst's time was reallocated to development and implementation of staff training. Now that the implementation is well established, increased hours in the next two reporting periods will also be committed to that purpose.

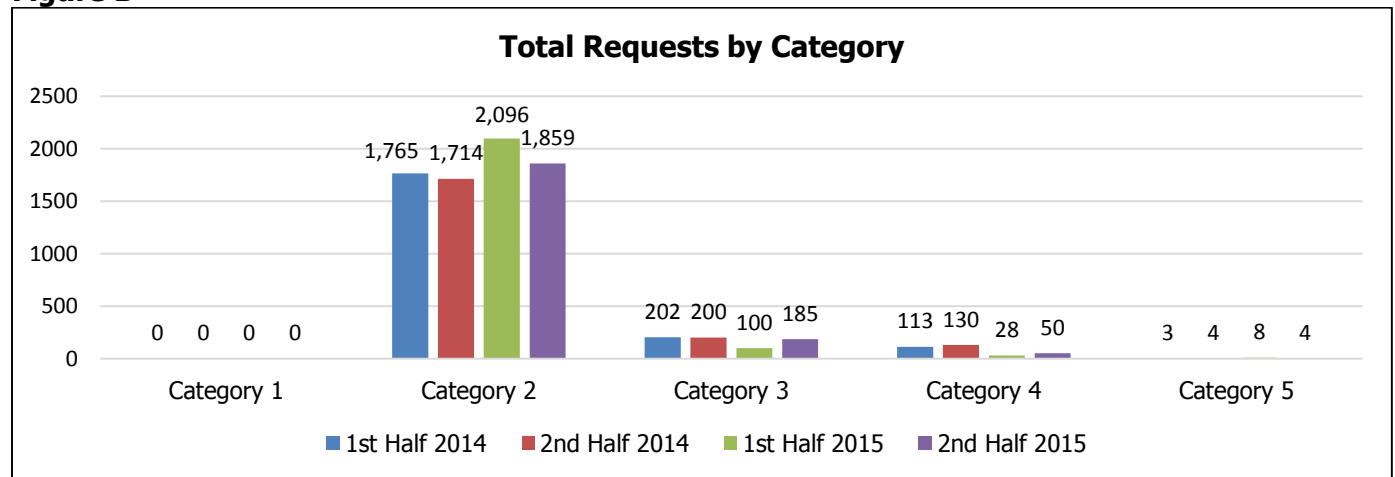
DATA-BASED ANALYSIS OF PERFORMANCE:

This report presents information reflecting the City's performance based on total requests received and evaluates performance in terms of processing time by category. Performance is presented as a comparison between the following four reporting periods: the first half of 2014, the second half of 2014, the first half of 2015, and the second half of 2015.

During the current reporting period, the City experienced a slight decrease in the total number of requests received. In comparing the total requests received in 2014 versus 2015, the City received a total of 4,131 requests in 2014 in contrast to 4,310 total requests in 2015. This comparison signifies an increase in the total number of requests received by the City in 2015.

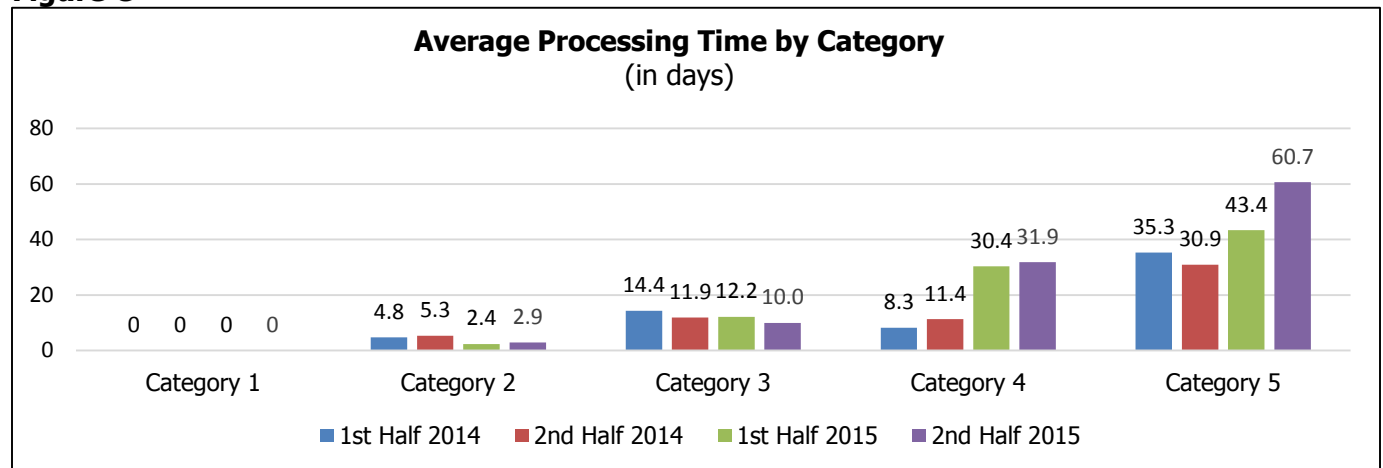
The City has also continued to experience an increase in the most complex category of requests. In 2014 a total of seven Category 5 requests were received. By way of contrast, in 2015, the City received a total 12 Category 5 requests. One of those requests is for inspection of every record maintained by the City of Kirkland (see attachment); that request alone will require years to complete at current staffing levels. The comparison of requests by category between the four reporting periods is presented in Figure B.

Figure B



The following table is an evaluation of the City's program by comparing the processing times for each category. Figure C presents data for the average processing time (in days) by category.

Figure C



The average processing time has increased overall in comparison to the last reporting period. The continued increase in processing times for Category 4 and Category 5 requests is due to the increased complexity involving the amount of data encompassed by the requests and the level of data review required prior to production.

While processing times have increased, all request categories continue to be managed simultaneously with daily management of all categories of requests.

Pursuant to the City's PRA Rule 080, the following goals for standard response time periods are established as follows (note that for categories 3, 4, and 5, the time is dependent on the nature and scope of the request):

- (a) Category 1 records requests - immediately or the next business day
- (b) Category 2 records requests - within five business days
- (c) Category 3 records requests - usually between 5 and 30 business days.
- (d) Category 4 records requests - may require several weeks to several months.
- (e) Category 5 records requests - may require several weeks to several months.

NEXT STEPS AND CONCLUSION:

The City continues to improve its ability to process public records requests efficiently with demonstrated success in processing requests within the parameters of the Public Records Act. It is anticipated that the City will continue to experience an increase in the volume and complexity of the public records requests it receives. Processing time for more complex requests is expected to increase though it will fluctuate somewhat due to the nature of these requests.

Continued development of training for staff regarding public disclosure and the Public Records Act is planned for 2016 and may impact overall processing times. It is anticipated that this focus on staff education will enhance customer confidence in the City's ability to efficiently respond to public records requests in accordance with state law.

This is a public records request to inspect ALL (all inclusive time frame) of Kirkland's public records with their associated meta-data except security video footage (do want all 911 calls/radio audio) that hasn't been retrieved for a specific incident. The purpose of my request is to make government as transparent as possible so that the public can fully control it and use its public records for good purposes without having to request it. I'm PDRing all local government agencies in the county. I expect that you will forward this to all of the public records officers at Kirkland. I also expect you to immediately have all retention schedules frozen to ensure all public records are preserved so they can be released to me. I will make my own copies of the records and publish them on insideyourgovernment.com I will not be selling the records. I will simply be posting them online and providing tools to use them for good purposes. For medical information please redact patient identities so I can have the substance. This records request is valid because it is not vague. "If a request is too vague, an agency can request a clarification. RCW 42.17.320. Here, it cannot be said that the request was vague. Rather, the issue is whether the request was overbroad." - See more at:

<http://caselaw.findlaw.com/wa-supreme-court/1034370.html#sthash.IxCe000z.dpuf>
The request was for "the opportunity to inspect all books, records, documents of every kind and the physical properties of the Elevated Transportation Company." I believe my request is similar to the one in *Hangartner v. City of Seattle*. The law was changed to allow overbroad requests which the court has reminded the State of Washington of: "Moreover, although DOT understandably is concerned about the time and expense it will incur in processing voluminous records requests, it would have been subject to the same burden had Mendoza de Sugiyama requested these records before any controversy with DOT was reasonably anticipated or had another member of the public made the same request under the PRA. The PRA specifically prohibits agencies from denying requests for public records solely on grounds that the request is overbroad. RCW 42.56.080. Accordingly, the vital government interests at stake here, based essentially on the breadth of the request, do not trump the mandate of the PRA and, therefore, RCW 42.56.290's exemption, which we must construe narrowly, does not apply."

https://scholar.google.com/scholar_case?case=6841039534803055512&q=overbroad+%22public+records+act%22&hl=en&scisbd=2&as_sdt=4,48 I request the first installment be provided no later than Feb 1st, 2016. For my first installment(s) I request the following: * All logs of public records requests * The badge photograph of each non-criminal justice employee with associated name. I believe the public should be able to see who works on their behalf. * All data in all HR databases. Please start with providing full name including middle name, hire date, position, income data. I want as complete as possible a history of who has worked for the county and as much data as the databases provide about what happened with them such as promotions and complaints. * All job descriptions For my second installments(s) I request the following: * All policies, procedures, guidelines, memos, and training materials For my third

installment(s) I request the following: * Lists of SQL databases (database administrators typically have lists of databases) * All data in all SQL databases * Names/dates/sizes of all files on computers and hard drives (data is there just needs to be translated) * All excel documents For my fourth installment(s) I request the following: * All public records already released in response to public records requests For my fifth installment(s) I request the following: * All call logs and text/instant messages on phones and computers that are even remotely related to work including messages about being sick and lunch invites For my sixth installment(s) I request the following: * All complaints * All thank yous, praises, etc For my seventh installment(s) I request the following: * All emails with meta-data sent to and from managers, executives, and council members For my eight installment(s) I request the following: * All computer source code where the code was written by county employees For my ninth installment(s) I request the following: * All formal project documents For my last installment(s): * Everything else in reverse chronological order Thank you, Tim



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk
Michael Olson, Director of Finance and Administration

Date: January 7, 2016

Subject: 2016 Board and Commission Interview Process

RECOMMENDATION:

That the City Council appoints three members to this year's Council Board and Commission Interview Selection committee.

BACKGROUND DISCUSSION:

Council adopted Resolution 4911 at their March 6, 2012 meeting which updated Council's procedures, reduced the maximum number of applicants to be interviewed per vacancy to three, and included the following:

Appointment Process:

Upon receipt of applications, the Council will review the applications and reduce the number of applicants for interview to three applicants for each vacancy. For example, if there were two vacancies on a board or commission, the Council would reduce the pool of applicants to be considered to six. In cases where the number of applicants for interview require a reduction from the number that have applied, an ad hoc committee of the Council will be appointed by lot to review and recommend to the entire Council those to be interviewed for each board or commission and those recommended not to be interviewed.

Council further updated their Policies and Procedures with the passage of Resolution 5145 in September 2015. Chapter 8, relating to Board and Commission appointments, includes section 8.08, pertaining to Appointment/Reappointment, which states, in part, "All advisory board members completing their term who are interested in and eligible for reappointment may be reappointed by the City Council for a second term without an open competitive process." Council's interview selection committee will be provided input from the board chairs for their consideration as to whether any such appointments without a competitive process should be recommended to the full Council.

The 2016 process will begin with a posting of upcoming vacancies during the last week of January. Council will need to select by lot the three members of the selection committee. The selection committee will need to meet during the last two weeks of February and will then forward on their recommendations of three candidates per vacancy to the full Council. The full Council will then take action to accept the recommendations, alter the recommendations, or add additional candidates to be interviewed for any of the positions. A special meeting date of Tuesday, March 29th has been scheduled to conduct interviews and make appointments for seats whose terms will end on March 31, 2016.