

# Eastside Rail Corridor Regional Advisory Council

## AGENDA

**January 28, 2015**  
**2:00 – 4:30 p.m.**

Chinook Conference Center – Room 121  
401 Fifth Avenue  
Seattle, WA 98104

### MEMBERS:

Dow Constantine  
King County Executive

Jane Hague  
King County Councilmember

Larry Phillips  
King County Councilmember

Kathy Lambert  
King County Councilmember

David Namura, Puget Sound Energy  
Manager, Local Government Affairs &  
Public Policy

Joni Earl  
Sound Transit CEO

John Marchione  
Redmond Mayor

Amy Walen  
Kirkland Mayor

2:00 Welcome and Introductions (Jane Hague)  
▪ 2015-2016 RAC facilitation

### DISCUSSION

2:10 Brown Bag Follow-up (Jane Hague)

2:20 Owners' Updates (RAC Members)

2:35 Government Relations and Tour Update (David St. John)

2:45 WSDOT Presentation (Lorena Eng and Paula Reeves)

3:15 King County Trail Master Plan (Erica Jacobs)

3:45 2015 Work Plan (John Howell)  
▪ Conflict resolution strategy

4:15 Public Comment

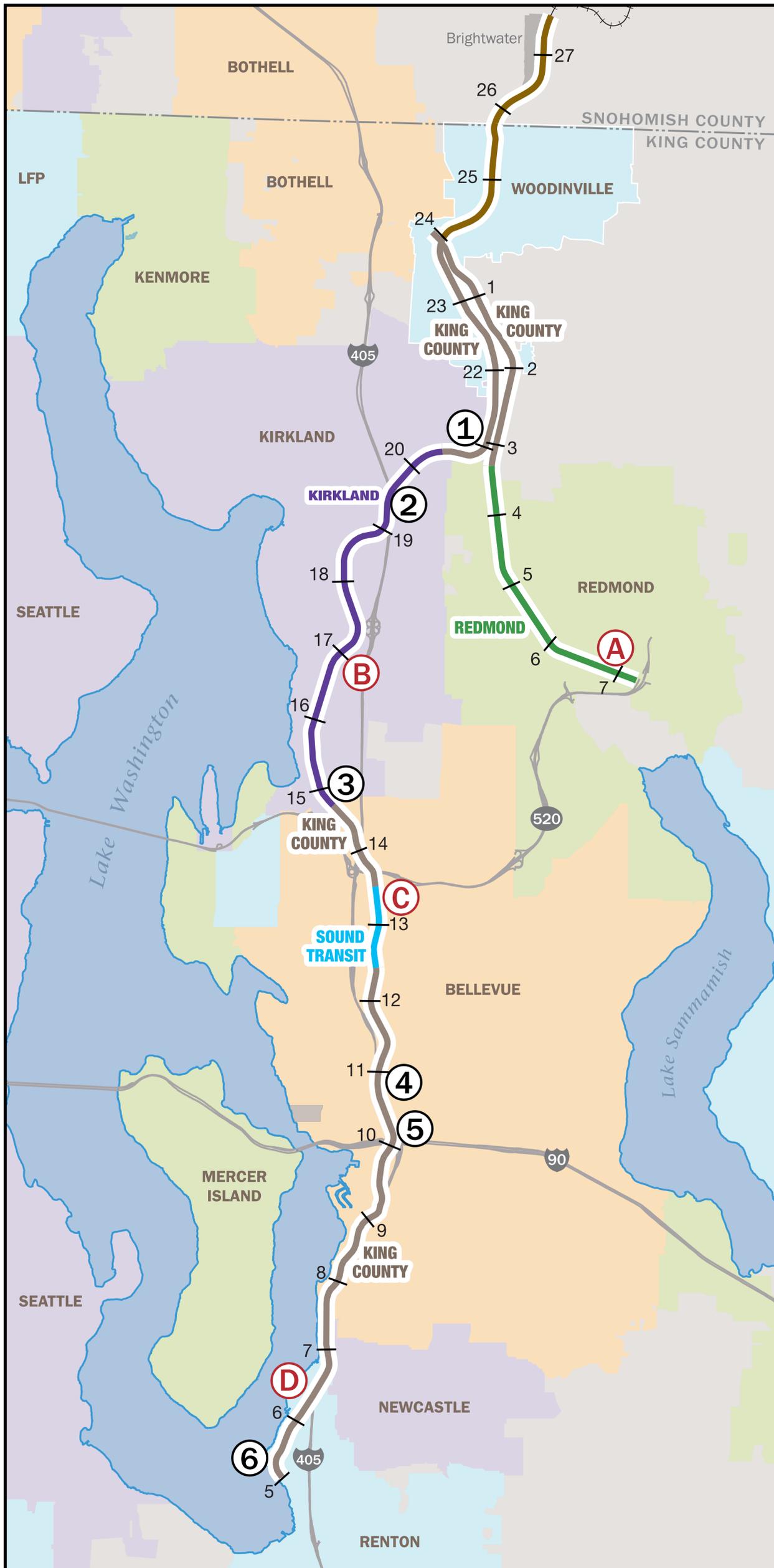
4:25 Wrap Up (John Howell)

4:30 Adjourn

NO ACTION ITEMS SCHEDULED

# Eastside Rail Corridor

## Tour Stop Locations – 12/18/14

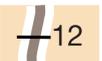


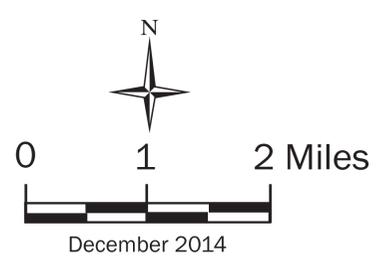
### TOUR STOPS

- (A) Redmond Central Connector Phase 1 – Future Sound Transit Redmond Station**
- (B) Cross Kirkland Corridor – Nytec and Google at SRM**
- (C) Sound Transit Hospital Station and OMSF**
- (D) NE 44th Street development and neighborhood connections**

### TOUR DRIVE BY HIGHLIGHTS

- ① Willows Road connection opportunity**
- ② NE 124th Street pedestrian and bicycle flyover proposal**
- ③ South Kirkland Park and Ride**
- ④ Wilburton Trestle**
- ⑤ Wilburton Gap**
- ⑥ Lake Washington Blvd neighborhood, Gene Coulon Park, Renton connections**

 12 Mileposts on Mainline or Spur



Note: Width of trail is exaggerated for information display purposes.

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# WSDOT Briefing Eastside Rail Corridor



**Lorena Eng**  
Northwest Region Administrator

**Lynn Peterson**  
Secretary of Transportation

**Eastside Rail Corridor RAC**  
Chinook Building, Seattle

January 28, 2015

# Presentation Overview

- **WSDOT Strategic Plan**
- **WSDOT Multimodal (Multi-jurisdictional) Corridor Studies**
- **I-405 Wilburton Gap**
- **Other ERC/WSDOT Connections**
- **WSDOT's Engagement Going Forward**

# WSDOT Strategic Plan: Goals



- **Strategic investments:** Effectively manage system assets and multimodal investments on corridors to enhance economic vitality.



- **Modal integration:** Optimize existing system capacity through better interconnectivity of all transportation modes.



- **Environmental stewardship:** Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.

## WSDOT Strategic Plan: Goals Cont.



- **Organizational strength:** Support a culture of multi-disciplinary teams, innovation, and people development through training, continuous improvement and Lean efforts.



- **Community engagement:** Strengthen partnerships to increase credibility, drive priorities and inform decision making.



- **Smart technology:** Improve information systems efficiency to users and enhance service delivery by expanding the use of technology.

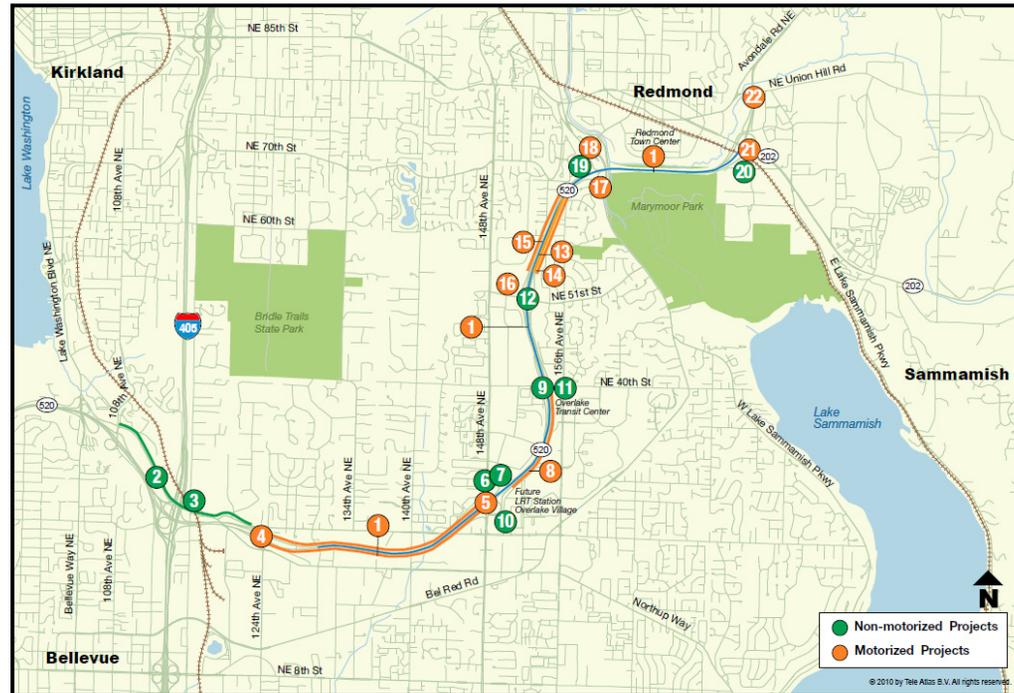
# WSDOT Multimodal Corridor Studies

## SR 520 Multimodal Corridor Planning Study

- I-405 to Redmond
- Completed in 2013
- 22 recommendations  
(9 non-motorized)
- Estimated cost range of  
> \$600 million

### SR 520 Multi-modal Corridor Planning Study Recommendations

Exhibit ES.5: Map of Recommendations



# WSDOT Multimodal Corridor Studies, Cont.

## I-405 Master plan

- Regional Consensus
- EIS Record of Decision, 2002

## Roadways

- *2 new lanes in each direction*
- Local arterial improvements

## Transit & Transportation Choices

- *About 150 multimodal projects*
- *Bus Rapid Transit system*
- 9 new transit centers added
- 50% transit service increase
- HOV direct access ramps and flyer stops
- *Potential managed lanes system*
- 5000 new Park & Ride spaces
- 1700 new vanpools
- *Bicycle and pedestrian improvements*

## Environmental Enhancements



# I-405 Wilburton Gap

## 2006 LOU with WSDOT, BNSF and King County

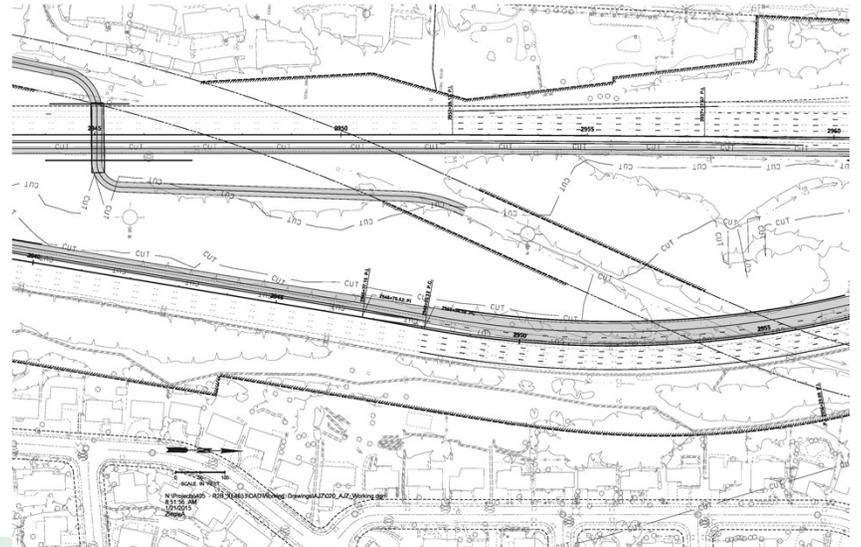
Commitments to allow removal of the Wilburton tunnel over SB lanes and future I-405 expansion

- WSDOT funded four railroad bridge improvements in Renton to enable BNSF to fulfill its common carrier obligations and allow travel from the south. Commitments to BNSF have been met.
- Future rail crossings at Wilburton will be the responsibility of the rail service provider.
- WSDOT is committed to construct or reimburse King County for the cost of a pedestrian/bicycle crossing at the former Wilburton Tunnel location to connect to King County's Regional Trails.
- WSDOT is committed to acquire property interests at the northbound and southbound Wilburton site and at westbound and eastbound I-90.
- WSDOT is committed to construct or reimburse King County for construction of regional trail sections between the Wilburton tunnel and NE 44<sup>th</sup> Street as mitigation if expansion of I-405 displaces the Lake Washington Trail.

# I-405 Wilburton Gap, cont.

## WSDOT and King County to supplement 2006 LOU

- Retire the 2006 three-party LOU commitments that have been fulfilled with BNSF.
- Write new two-party agreement to invest \$5 million with a 14-foot wide trail on the rail bed with a 90-degree crossing of I-405 at the south side of the previous Wilburton tunnel alignment.
- Describe current design assumptions and process to accomplish ped/bike structure over I-405 by WSDOT and trail connections to the structure by the county.
- King County anticipates receiving council approval of the ERC Regional Trail Master Plan in 2016.
- With Council funding authorization, King County anticipates trail construction will take place in the 2018-2019 timeframe.



# SR 520 Regional Trail Improvements

## 108<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE

Missing section of dedicated non-motorized trail between Seattle and downtown Redmond.

- WSDOT supports both interim and new alignment but does not have funding to move forward.
- WSDOT would support others in finding funding partners.
- WSDOT can participate in nominal practical design/least cost planning efforts.

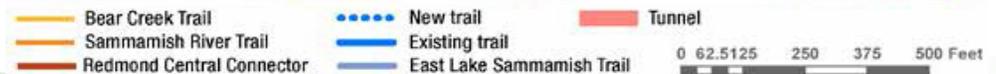


# SR 520/SR 202 Crossing

**Grade separated connection through the interchange and over Bear Creek**

Critical gap in connecting three regional trails: East Lake Sammamish Regional Trail, Redmond Central Connector, and Sammamish River Trail.

- WSDOT supports but does not have funding to move forward.
- WSDOT would support others in finding funding partners.
- WSDOT can participate in nominal practical design/least cost planning efforts.



# WSDOT's Engagement Going Forward

## WSDOT's Vision

To be the best in providing a sustainable and integrated multimodal transportation system.

## WSDOT's Mission

The Washington State Department of Transportation provides and supports safe, reliable and cost effective transportation options to improve livable communities and economic vitality for people and businesses.

- WSDOT will continue to work with other Eastside Rail Corridor jurisdictions to ensure multi-modal connectivity.
- WSDOT will continue to work with King County to fulfill the 2006 LOU commitments on I-405.
- WSDOT will support project champions in the application of funding grants to implement study recommendations.
- WSDOT will participate in practical design/least cost planning workshops.

## Questions?

Please feel free to contact:

Lorena Eng

Northwest Region Administrator

[Lorena.Eng@wsdot.wa.gov](mailto:Lorena.Eng@wsdot.wa.gov)

(206) 440-4706

# Eastside Rail Corridor Regional Trail Master Plan Project

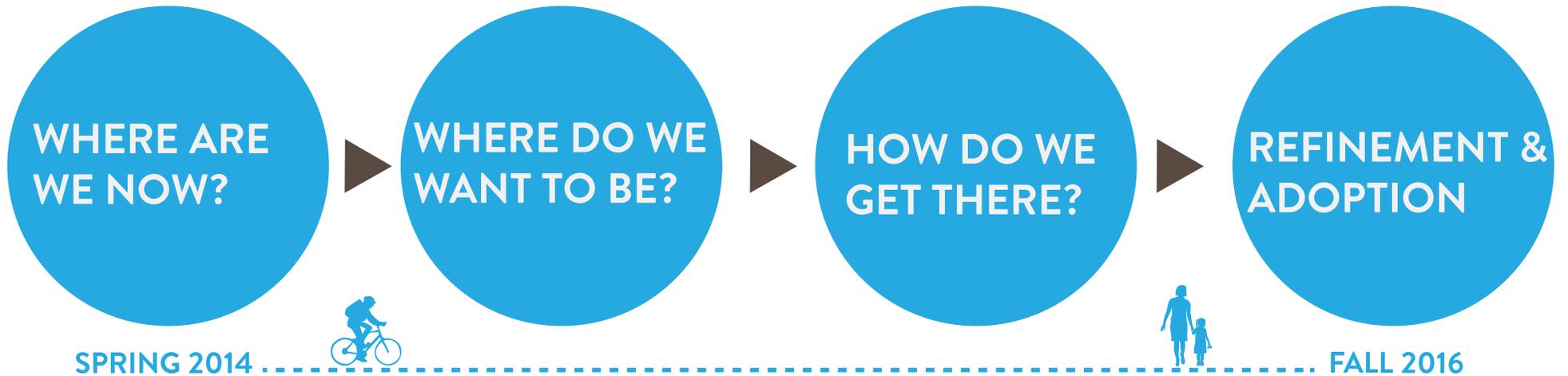
UPDATE | JANUARY 2015



# January 2015 Status

- Work completed
- Work in progress
- What's next





### INVESTIGATION

- CORRIDOR INVENTORY
- CORRIDOR ANALYSIS
- TRAIL CONNECTIVITY
- MAJOR GAPS & CROSSINGS
- PUBLIC EDUCATION

### VISIONING

- GOALS & OBJECTIVES
- NEEDS ASSESSMENT
- Trail Connections
- Corridor Gaps
- ENVIRONMENTAL STRATEGY
- TRAIL DESIGN GUIDELINES
- PUBLIC INVOLVEMENT

### ANALYSIS

- TRAIL ALTERNATIVES IDENTIFICATION
- TRAIL ALTERNATIVES EVALUATION
- SELECT PREFERRED ENVIRONMENTAL PROCESS
- PUBLIC INVOLVEMENT
- PRIORITIZATION
- IMPLEMENTATION PLAN

### DELIVERABLES

- TRAIL MASTER PLAN
- ENVIRONMENTAL DOCUMENT
- PUBLIC INVOLVEMENT

# EASTSIDE RAIL CORRIDOR

## REGIONAL TRAIL MASTER PLAN PROJECT

# Coordinating Efforts

## Sound Transit

- East Link light rail
- Operations and Maintenance Facility (OMSF) final design
- Sound Transit Phase 3 plan

## Puget Sound Energy

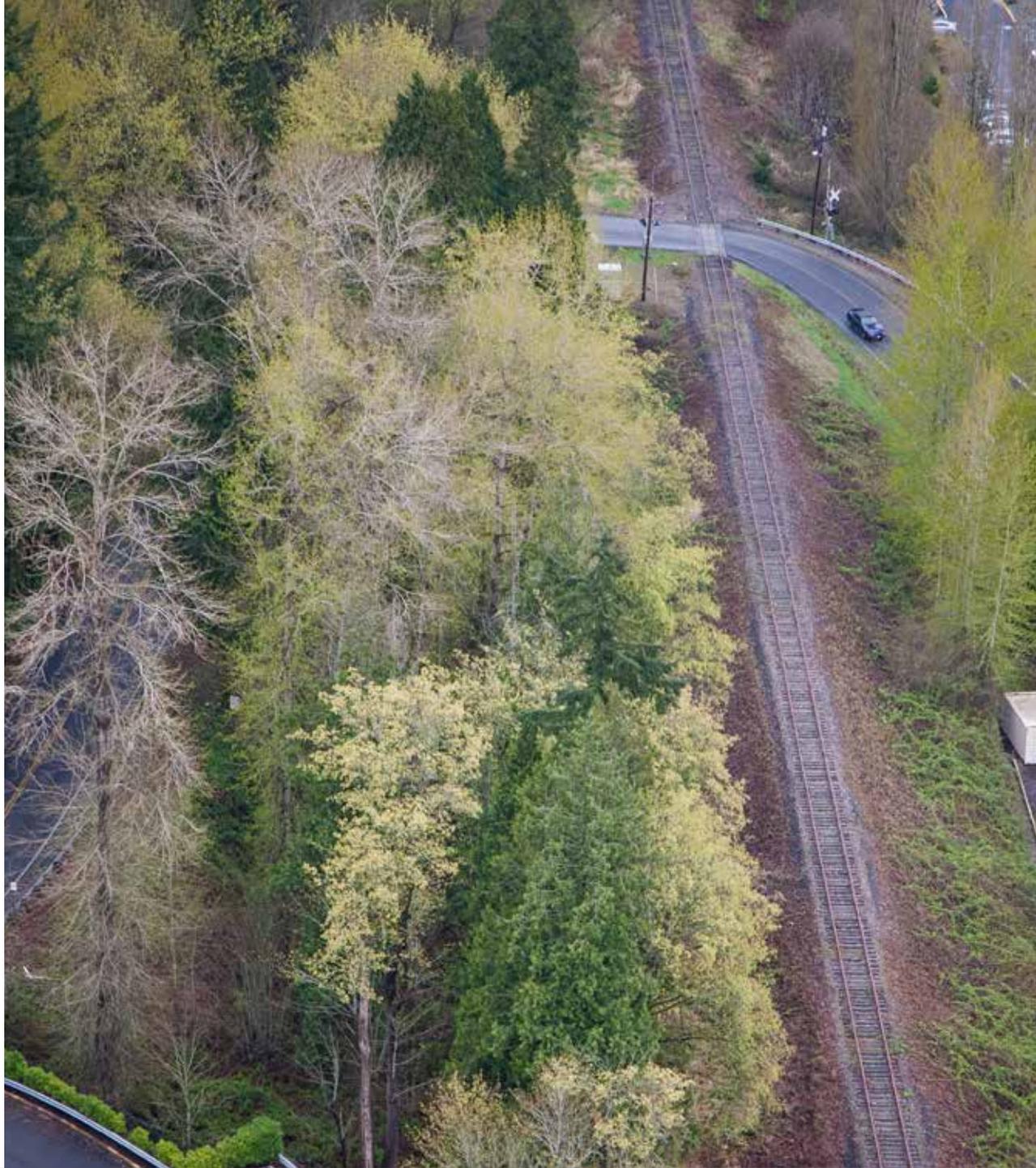
- Energize Eastside process

## City of Kirkland

## City of Redmond

## Washington State Dept. of Transportation

## Others



# Master Plan Progress

- Corridor inventories complete
  - Ecological resources
  - Narrow right-of-way/ encroachments
  - Intersections/crossings
  - Steep slopes
  - Historic resources
  - Adjacent land uses
- Coordinating with partner jurisdictions to finalize trail connection studies



# Ecological Resources

77 WETLANDS

37 STREAMS

28 JURISDICTIONAL DITCHES

## **MAJOR STREAM CROSSINGS:**

MAY CREEK

COAL CREEK

STURTEVANT CREEK

W.TRIB KELSEY CREEK



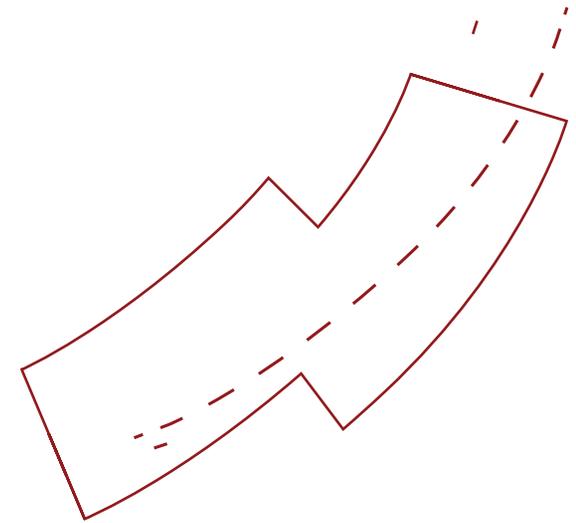
# Narrow Right-Of-Way/ Encroachments

3.1 MILES LESS THAN 50' WIDTH

2.3 MILES 50'-75' WIDTH

6.8 MILES 75'-100'

4 MILES 100'+



# Intersections/Crossings

19 ROADS  
(11 ARTERIALS, 8 LOCAL ROADS)

18 DRIVEWAYS

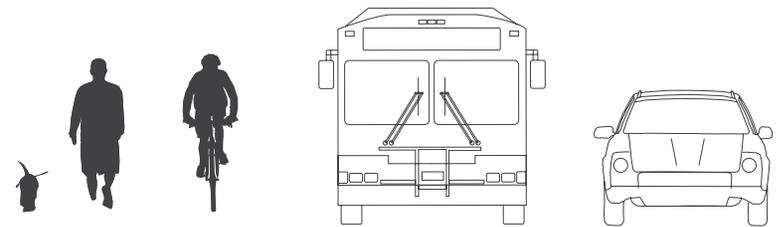
## MAJOR ROAD CROSSINGS:

SE 1ST ST (BELLEVUE)

NE 6TH ST (BELLEVUE)

NE 8TH ST (BELLEVUE)

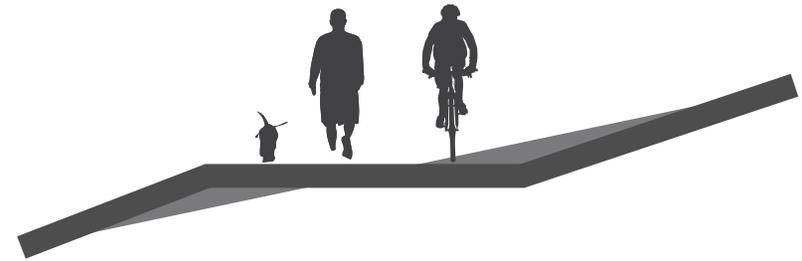
WILLOWS ROAD (WOODINVILLE)



# Steep Slopes

9.3 MILES OVER 20% SIDE-SLOPE

- 7.8 MILES 20%-40% SIDE-SLOPE
- 1.5 MILES OVER 40% SIDE-SLOPE



# Historic Resources

- Railroad artifacts throughout the corridor- signs, switches, signals, tracks and ties.
- Wilburton Trestle historically significant.
- Railroad story is an opportunity for interpretation and design expression.



# Adjacent Land Uses

(including both sides of ROW)

13.5 MILES RESIDENTIAL

10 MILES INDUSTRIAL

5.3 MILES COMMERCIAL/  
OFFICE

1.5 MILES AGRICULTURE

1.1 MILES PARKS & OPEN SPACE



# Combined Corridor Constraints

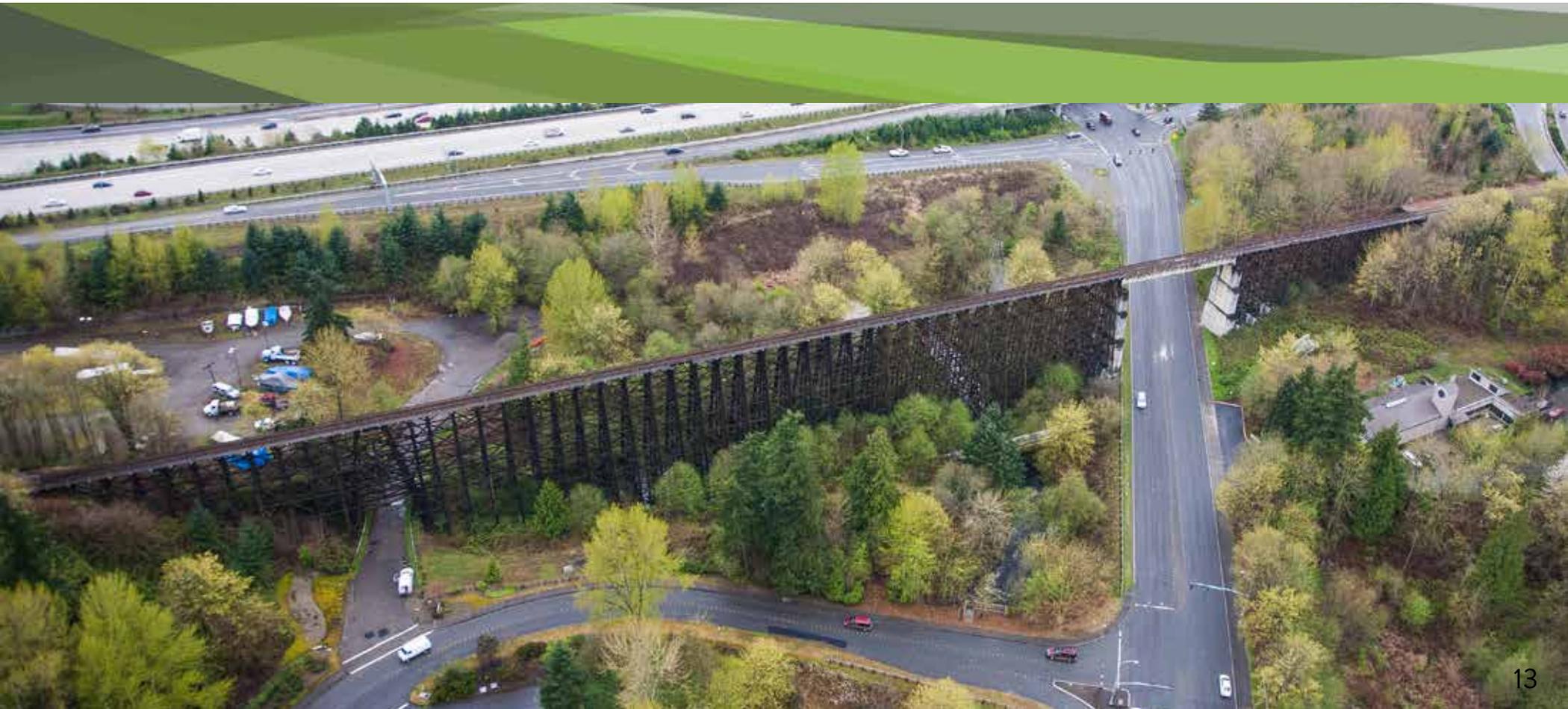
## **3.1 MILES UNCONSTRAINED CORRIDOR**

(Over 75' width, no water resources, under 20% slope)

- 3.1 miles less than 50' width
- 6.5 miles adjacent to water resources
- 6.6 miles over 20% side-slope



# Master Planning - Progressing from corridor inventory to an adopted trail plan.





## Master Plan Development

- Begins with RAC vision and goals
  - Long-term vision
  - Multiple uses
- Specific to Regional Trail Master Plan
  - Fits in corridor with respective multiple uses



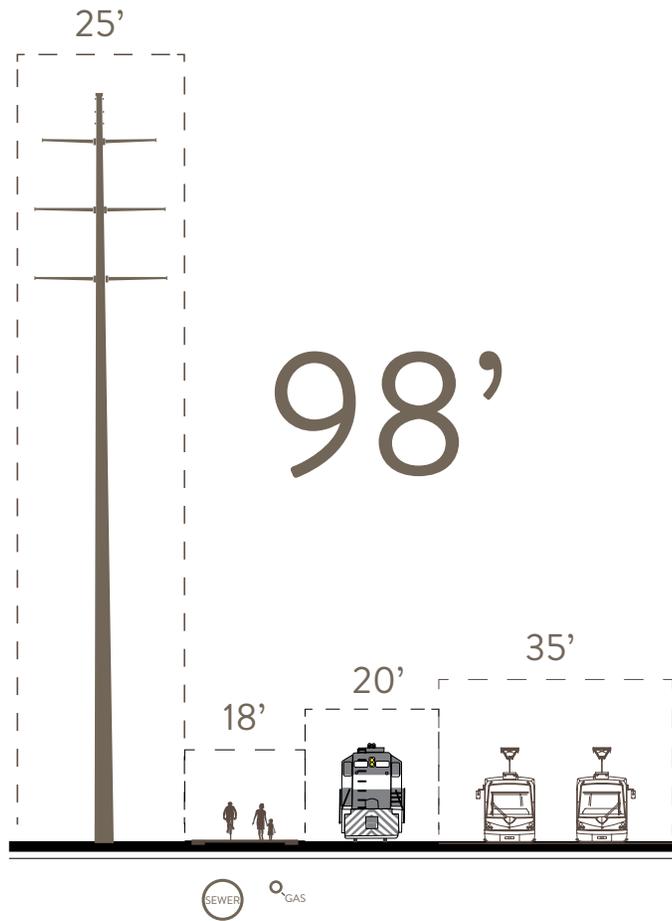
## Opportunities:

- Non-motorized transportation
- Recreational opportunities and equitable access
- Community economic development/ quality of life

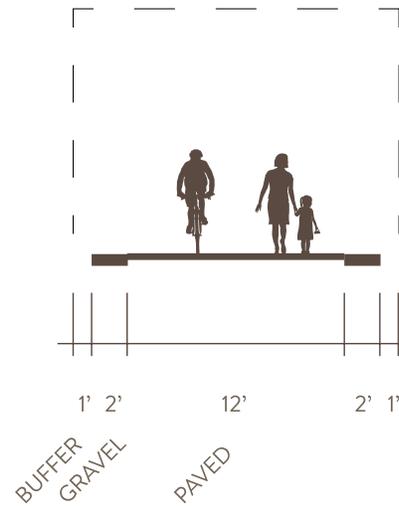
## Guiding Principles:

- Plan for a Regional Trail without Precluding Future Use for Transit and Utilities
- Meet Railbanking obligations

# Baseline Space Needs



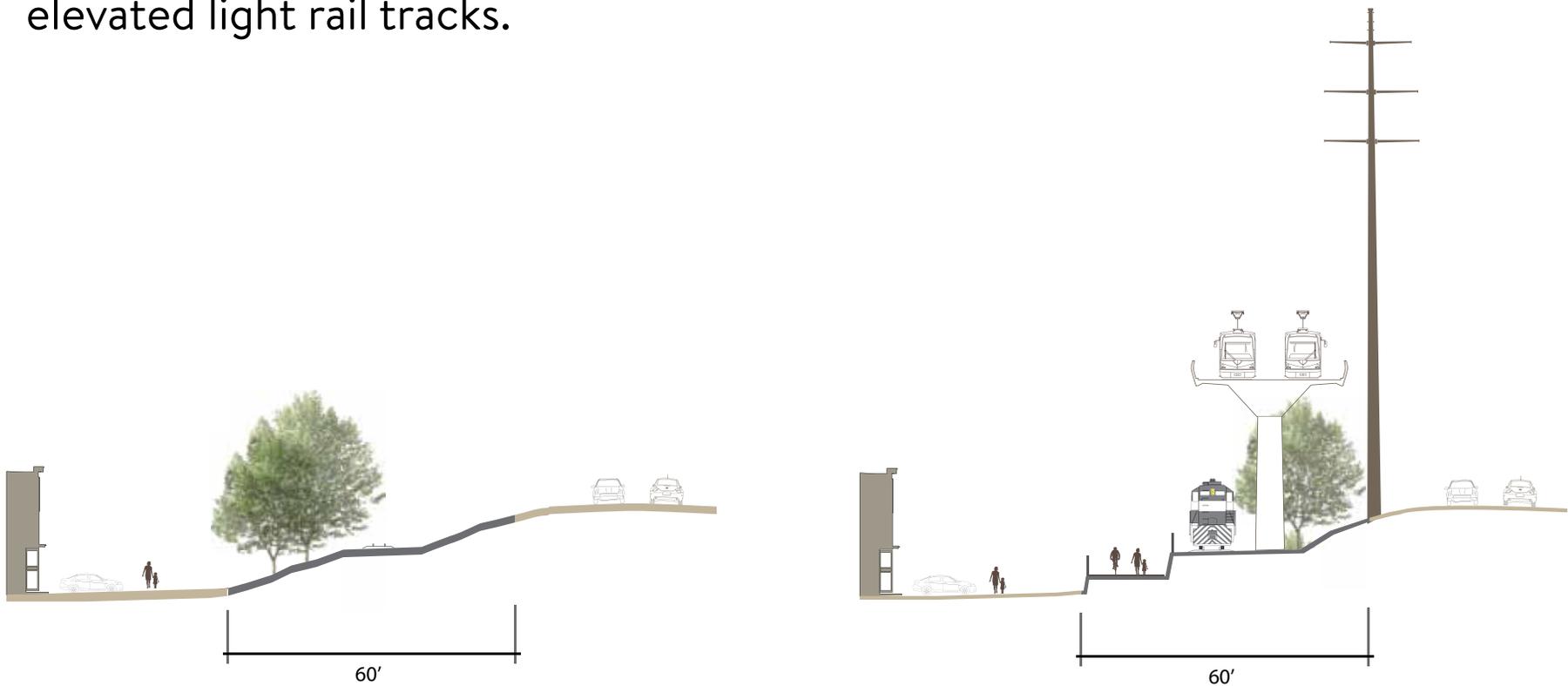
MULTIPLE USE PLANNING ENVELOPES



REGIONAL TRAIL  
MINIMUM STANDARD

# Narrow, Sloping Corridor

- In this narrow section, all uses can only be accommodated with elevated light rail tracks.



# Narrow, Sloping Corridor: Existing Condition

Existing section shows railbed with adjacent road and residences.



# Narrow, Sloping Corridor: Multiple Use Option

Elevated light rail may allow space for both heavy rail and utilities along with a trail.



# Narrow, Sloping Corridor: Trail Placement Alternatives

Trail off railbed may allow future uses without relocating trail.

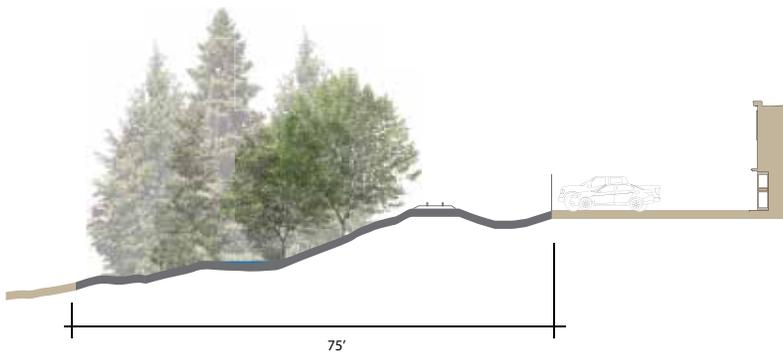


Trail on railbed would likely need relocation to allow other uses.



# Sloping Corridor with Wetland

Potential multi-use layouts locate a trail on boardwalk in the wetland area, with rail uses upslope and power lines downslope. It may not be possible to accommodate all uses with at-grade light rail.



# Sloping Corridor with Wetland: Existing Condition

Existing section shows forested wetland and adjacent commercial use.



# Sloping Corridor with Wetland: Multi-Use Option I

One multi-use scenario includes at-grade light rail and trail on elevated boardwalk along with power transmission.

Future reestablishment of freight rail may require relocation of trail or power lines.



## Sloping Corridor with Wetland: Multi-Use Option II

Elevated light rail could allow space for light rail, heavy rail, trail, and power transmission.



# Sloping Corridor with Wetland: Trail Placement Alternatives

Trail developed on boardwalk preserves railbed for potential future uses.



Trail developed on the railbed avoids wetland impacts prior to development of other uses.



WHERE DO WE WANT TO BE?

HOW DO WE GET THERE?

REFINEMENT & ADOPTION



1ST AND 2ND QUARTER 2015

3RD AND 4TH QUARTER 2015

1ST AND 2ND QUARTER 2016

#### VISIONING

- Engage public and stakeholders
- Communicate RAC Vision
- Develop and communicate KC Parks vision and goals

#### ANALYSIS

- Engage public and stakeholders
- Begin SEPA scoping
- Identify alternatives for achieving goals and objectives
- Evaluate tradeoffs and impacts

#### DELIVERABLES

- Engage public and stakeholders
- Issue Draft Master Plan/EIS
- Review comments
- Discuss implementation strategies and priorities
- Select preferred alternative
- Issue Final Master Plan/EIS
- Council adoption (Q3, 2016)

# Public Comments

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EASTSIDE RAIL CORRIDOR REGIONAL ADVISORY COUNCIL

January 2015 Update

## Perry Walker

### INTERESTS

Bicycling

### CONTACT

perrywalker@hotmail.com

### COMMENT

Everything I know of the plan so far sounds perfect....Keep up the good work!

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## Lisa McConnell

### INTERESTS

Trail

### CONTACT

kirby994@frontier.com

### COMMENT

I think the name should be changed to The Eastside Corridor or TEC. This name is more inclusive of its many uses (trail, utility, transit, community connector). Having Rail in the name limits citizens perception of all the things the Corridor could do. Plus TEC relates to many of the Corridor's neighbors: Nytec, Google, Astronics, Medtronic on the Redmond spur to name but a few.

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## Adam Isaacson

### INTERESTS

Rail, Transit

### CONTACT

a.isaacson@outlook.com

### COMMENT

What do we need to do to get this transit project going? There's no better time than now and the region needs this transit option. Let's make it happen.

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