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**Eastside Rail Corridor
 Regional Advisory Council**

May 4, 2016

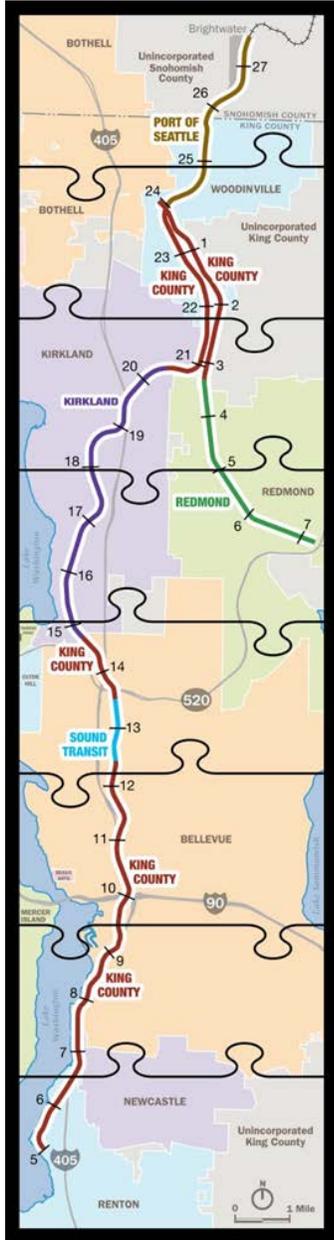
1:00 – 3:15 pm

Mercer Island Community Center
 236 SE 24th St, Mercer Island, WA 98040

- 1:00 **Welcome and Introductions** - Claudia Balducci
- 1:15 **Priority Proposal – ERC RAC Reorganization – Deb Eddy**
 - History of the ERC RAC
 - Exploring the form and function of the ERC RAC
 - Next steps
- 1:55 **I-405 Expansion – Lorena Eng, Bill James**
 - WSDOT Plans, Timelines
 - Impacts on the ERC
 - Discussion
- 2:20 **South Kirkland P&R to NE 8th – Significant Near Term Decisions – David St John, Ric Ilgenfritz**
 - Anticipated ERC projects and timelines
 - Integrating the Stakeholder Group and TOD
 - Discussion
- 2:50 **Owners’ Updates**
- 3:00 **Public comment**
- 3:15 **Next steps and adjournment**



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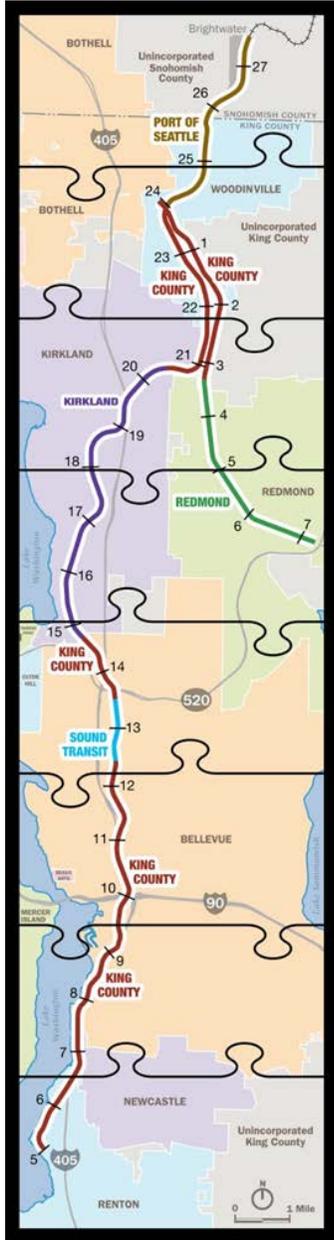


Eastside Rail Corridor Regional Advisory Council

Priority Proposal for 2016: Reorganizing the RAC

Deb Eddy
ERC Program Manager
King County Council
May 4, 2016





History: Motion 13801 – 2012

GOAL: Partner planning to include

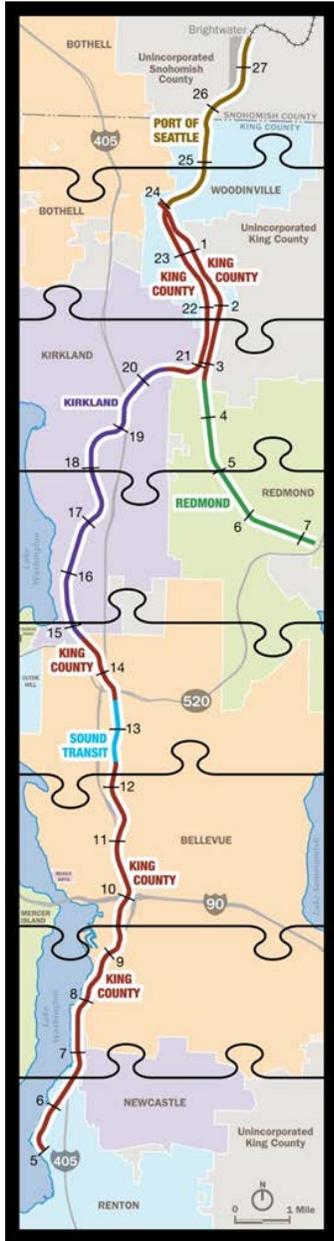
- coordinating the rail, trail and utility uses
- coordinating with the affected cities
- overseeing a technical staff work group

DELIVERABLE: Recommendations

MEMBERSHIP: 8 appointees

- 1 – King County Executive /designee
- 1 – King County Councilmember
- 1 – King County Councilmember
- 1 – King County Councilmember

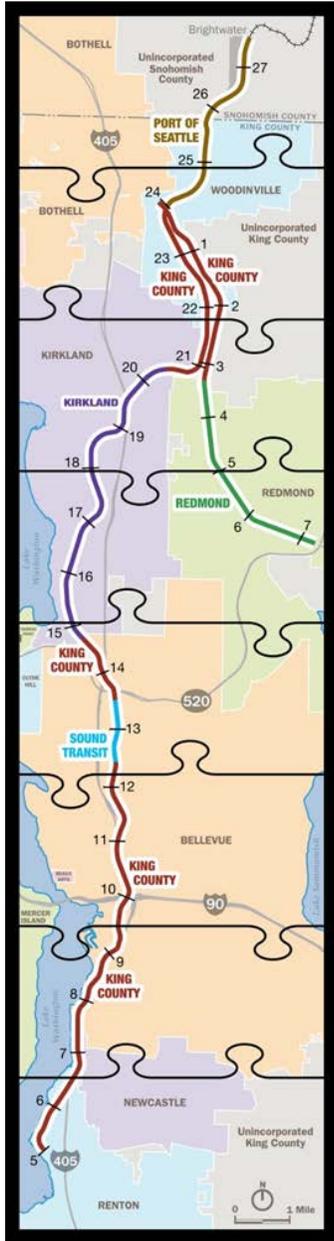
- 1 - City of Redmond
- 1 – City of Kirkland
- 1 – Puget Sound Energy
- 1 – Sound Transit



Motion 14105 - 2014

County Council receives RAC report with 35 separate recommendations realizing these principles

- Partnership
- Collaboration
- Connectivity and Mobility
- Economic Opportunity
- Heritage



2016 EASTSIDE RAIL CORRIDOR SUMMIT: REALIZING THE MULTI-USE VISION



Jan 9, 2016 – Meydenbauer Center, Bellevue
<http://www.kingcounty.gov/council/issues/erc.aspx>

2016 ERC Summit Break-outs

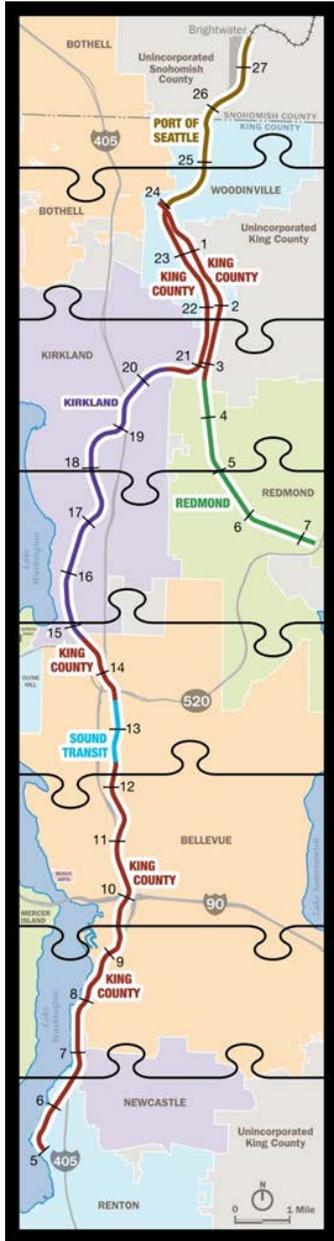
Development and land use planning

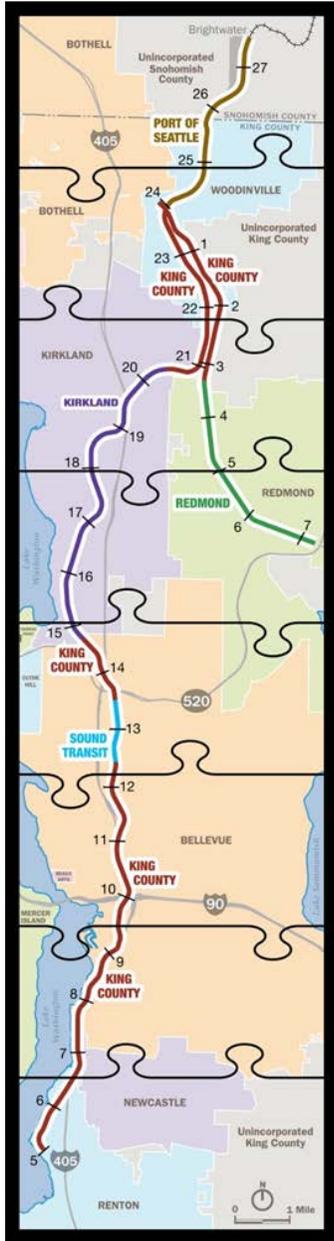
Year 1

- Consistent policies, regulations across jurisdictions
- Encourage mixed use (inc TOD, affordable housing)
- Integrate bike-ped and land use

Years 2 – 5

- Integrating ERC into the community (TOD, housing)
- Ensure funders collaborative
- Consider infrastructure needs





2016 ERC Summit Break-outs

Parks, recreation and cultural opportunities

Year 1

- Adopt consistent design principles for trail and parks
- Protect natural areas in close proximity
- Engage the community, build support for the ERC

Years 2 – 5

- Create a sense of place, make the ERC a destination
- Ensure that arts and culture are included

2016 ERC Summit Break-outs

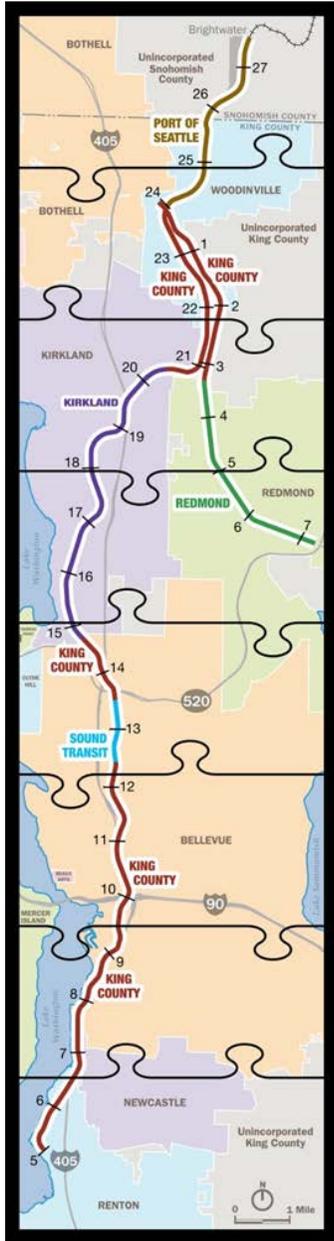
Multi-modal mobility

Year 1

- Work to strengthen access to transit from ERC
- Coordinate on federal funding opportunities
- Coordinate with WSDOT
- Prioritize public outreach and engagement

Years 2 – 5

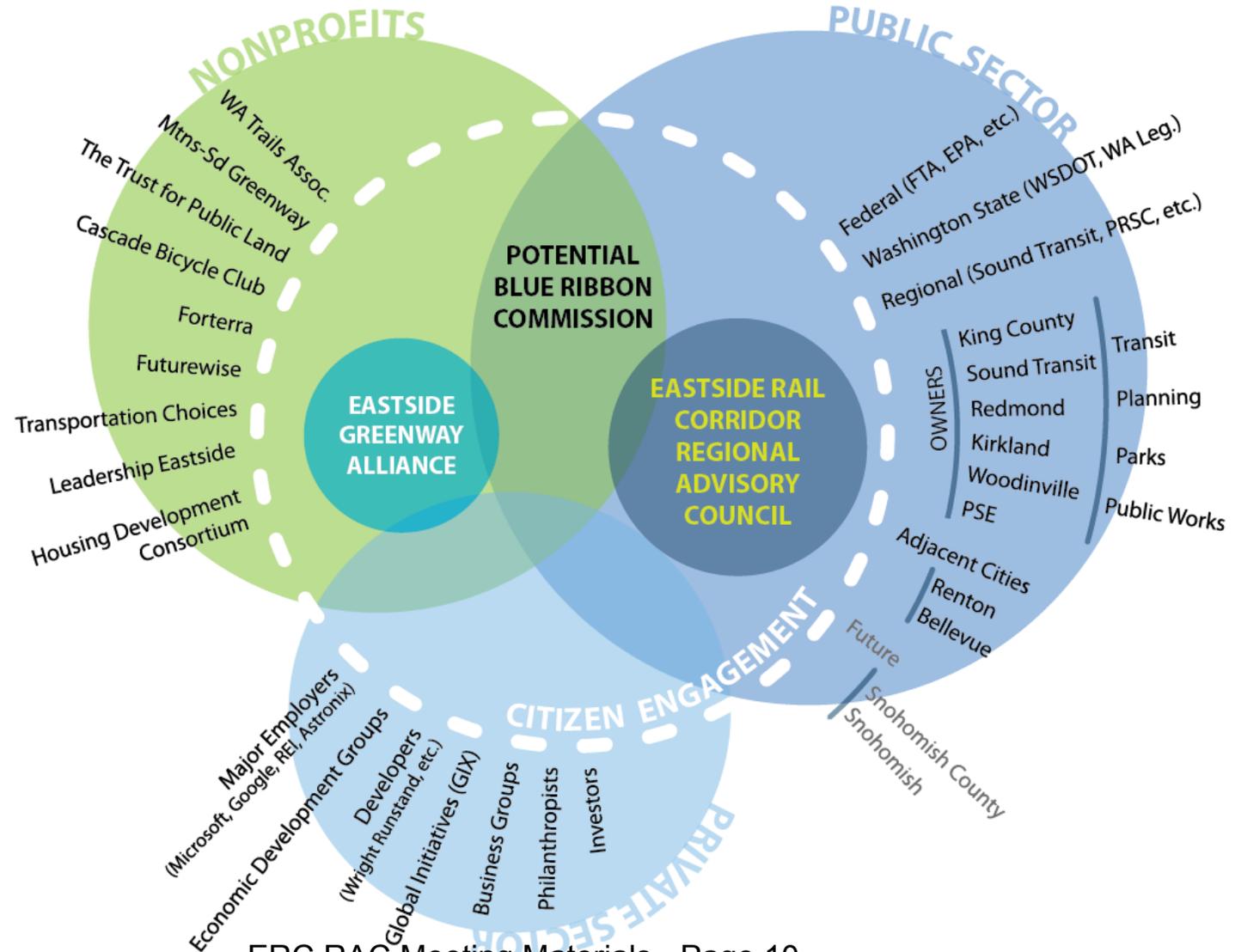
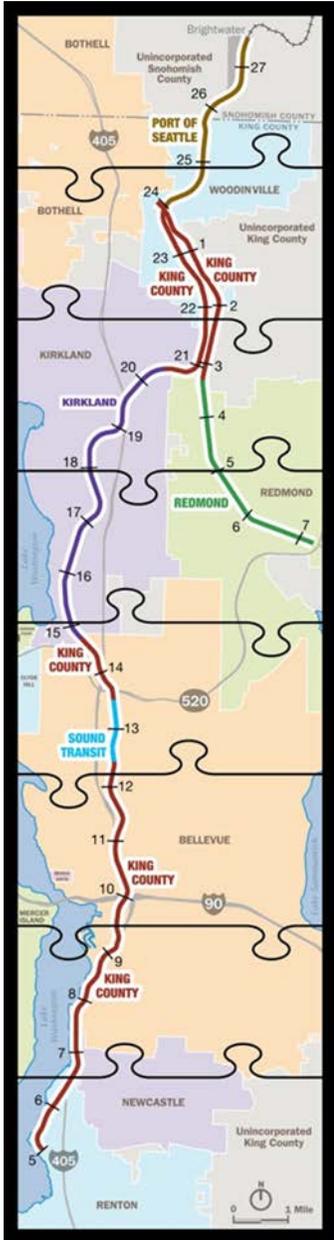
- Integrate local city bike-ped into trail, transit
- Continue to coordinate on federal funding
- Expand footprint of TOD
- Continue community engagement and education

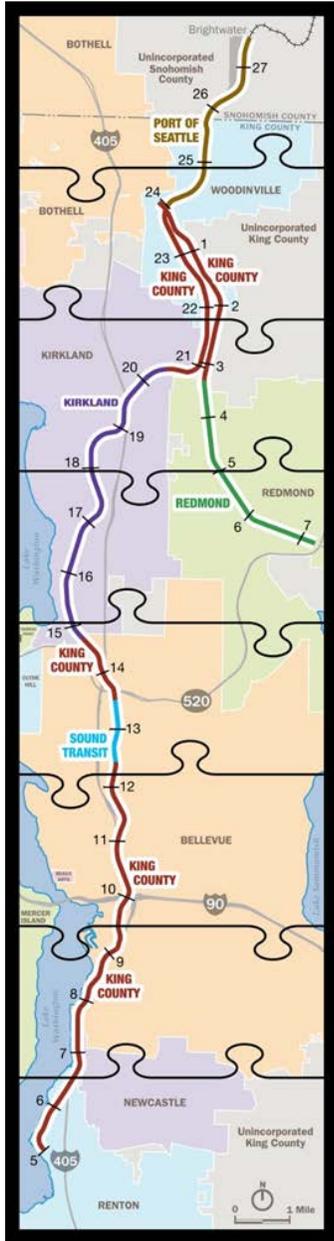


EASTSIDE RAIL CORRIDOR VISION

TRANSIT • TRAIL - DUAL USE

Parks ● Recreation ● Culture ● Economic Development ● Housing





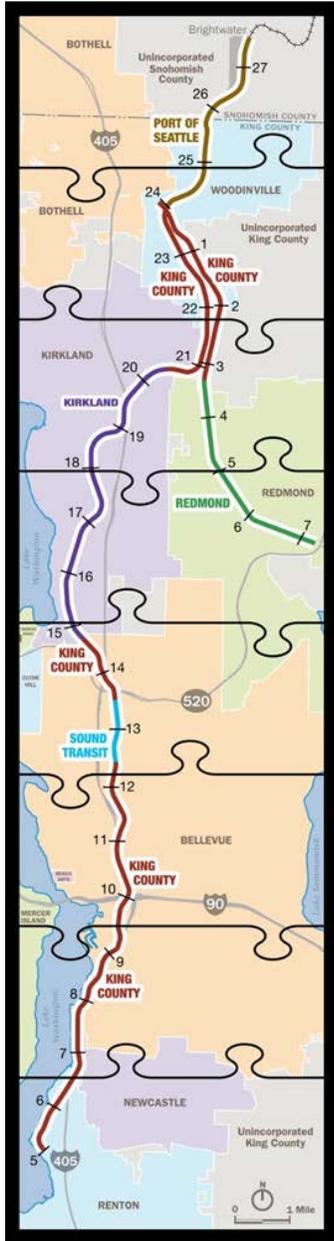
KEY QUESTION #1: **What do you want to do?**

- Information-sharing only, providing anecdotal collaboration and coordination
- Seek joint funding opportunities with NGO sector through project identification and prioritization
- Advocate for the broad vision of the ERC as an urban redevelopment opportunity (access to transit, TOD)
- Explore ways to collectively manage, develop or maintain portions of the corridor (see next slide)
- Provide joint outreach to the private sector in developing the ERC across jurisdictional lines

Spectrum of Private Management

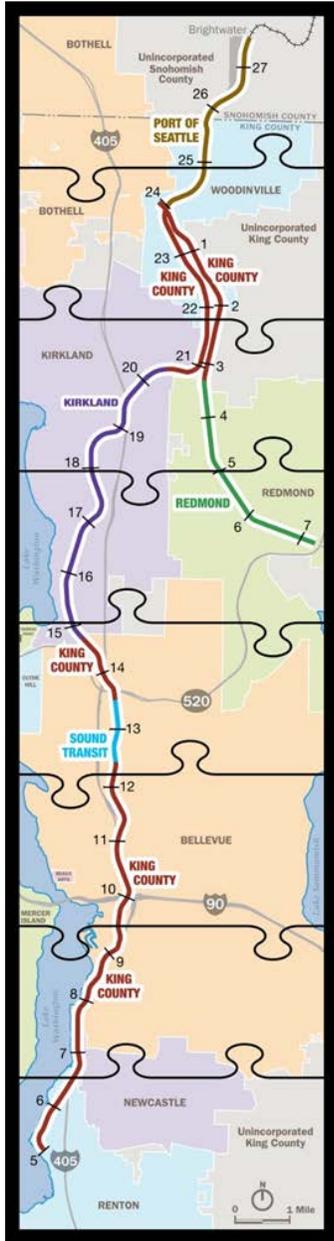


Credit: Adrian Benepe, The Trust for Public Land, for 2016 ERC Summit, Jan 9, 2016



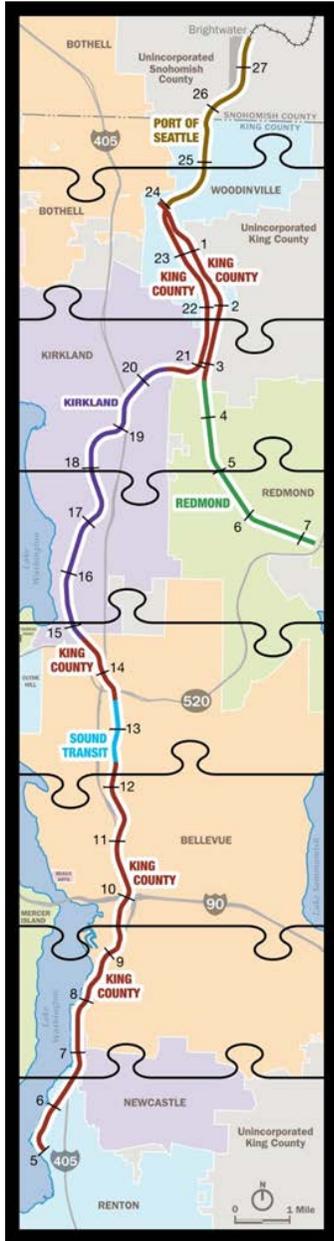
KEY QUESTION #2: How does the RAC relate to these sectors?

- Private sector – businesses, developers, employers, philanthropists
- Non-profit sector – including the potential of a 501(c)(3) being built out of the Eastside Greenway Alliance



Key Question #3: What level of formality do you want?

- County council motion
- Letter of agreement signed by staff executive
- Letter of agreement signed by policy executive
- More formal interlocal contract
- Creation of stand-alone sub-agency (by ILA)
- Other



Key Question #4: What is your advice to staff in next steps?

- What is your timetable for action? (July, September meetings currently being planned)
- How do you want to ‘vet’ options? Individual consultation, through the technical staff team, or by a subcommittee of this group?
- Other thoughts

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2013 Creating Connections Report

Recommendations for the Eastside Rail Corridor

	Recommendation	Principle
1	Develop a Shared Regional Policy Framework	
1a	Identify policies for <i>Vision 2040</i> that support ERC development	Partnership
1b	Identify policies for <i>Transportation 2040</i> that support ERC development	Partnership
1c	Incorporate policies on the regional significance of the ERC in the <i>Countywide Planning Policies</i>	Partnership
1d	Incorporate policies on the regional significance of the ERC in the <i>King County Comprehensive Plan</i>	Partnership
2	Develop a Federal Agenda	
2a	Engage federal officials and seek federal assistance to study optimum crossing and connections at <i>I-405/I-90 interchange</i> .	Connectivity and Mobility
2b	Engage federal officials and seek federal assistance to study optimum crossings and connections at <i>SR-520/I-405 interchange</i>	Connectivity and Mobility
2c	Re-establish the corridor's rail connection across I-405 at the former <i>Wilburton Tunnel Crossing</i>	Connectivity and Mobility
2d	Pursue resources to help with the development of the corridor.	Partnership
3	Develop a state agenda	
3a	Develop a plan for the reconnection of pedestrian and bicycle access across I-405 at the former <i>Wilburton Tunnel Crossing</i> .	Connectivity and Mobility
3b	Explore opportunities to address trail, high-capacity transit and utility improvements in the <i>parallel I-405 and ERC rights of way</i> .	Connectivity and Mobility
3c	Seek support to construct improvements to the <i>SR-520/SR-202 interchange</i> .	Connectivity and Mobility
4	Develop a Long-Term Regional Approach for Planning Together	
4a	Four of the owners review, discuss and comment on Sound Transit's <i>ERC high-capacity transit corridor study, the development of the Long-Range Plan, and the High-Capacity Transit System Plan</i>	Connectivity and Mobility
4b	Coordinate owner and adjacent jurisdiction planning and actions to foster implementation of the multiuse vision, and enhance or create mobility connections	Collaboration
4c	Discuss Sound Transit's <i>Operation and Maintenance Satellite Facility (OMSF)</i> , determine if owners want to provide comments, and work together to ensure public access and multiple uses consistent with owners' ERC vision	Collaboration
4d	Conduct all planning for the corridor consistent with the federal Rails to Trails Act requirements .	Collaboration.
5	Develop the Corridor's Regional Legacy	
5a	Mobility and Transportation Connections. Connect the Redmond Spur and the Main Line ERC. Complete the connection between the ERC and the Lake to Sound Trail, and the Lake Washington Loop Trail.	Connectivity and Mobility
5b	Economic Opportunity. Support economic growth in numerous ways, including addressing the potential timing and location of possible excursion service. Create zoning and development regulations to integrate ERC into	Economic Opportunity

	communities. Provide opportunities in this multiuse corridor for energy and utility infrastructure to support future growth and development.	
5c	Cultural Opportunities. Adopt design principles that articulate the importance of including art and cultural displays in the ERC’s development. Work with local residents to identify art, cultural and design features.	Heritage
5d	Natural Areas. Protect important natural areas within and in close proximity to the corridor. Plan improvements to integrate interactions between ERC users and the natural environment.	Heritage
5e	Scenic Vistas. Identify points along the corridor where scenic vistas can be maximized.	Heritage
5f	Historic Legacy. Identify historic locations and incorporate into the design and development of the corridor.	Heritage
5g	Public Health. Create seamless trail and transit connections; address crossings at major highway interchanges; consider appropriate locations for development of near-term trail development.	Connectivity and Mobility
5h	Public Safety. Develop strategies for safe crossings at major highway intersections; create principles and common standards for how arterial and local road crossings will be addressed.	Connectivity and Mobility
5i	Equity: Use strategic public investments to enhance corridor use for all King County residents, including completion of the connection to the Lake to Sound Trail.	Connectivity and Mobility; Economic Opportunity
5j	Sustainability. Continue the collaborative RAC planning process – continuing to work together toward a common vision.	Collaboration
6	Begin Identification of Shared Corridor Guidelines	
6a	Work together, and with adjacent jurisdictions, to adopt consistent policies, regulations and incentives to facilitate development of the corridor that is well integrated into communities.	Collaboration, Economic Opportunity
6b	Work together to strengthen the connections between the ERC and transit services (e.g., the South Kirkland Park and Ride)	Connectivity and Mobility
6c	Establish a framework for effective channels of communication among the owners’ respective maintenance and management staffs.	Collaboration
7	Provide Initial Guidance on Constraints and Opportunities	
7a	Plan for construction in the Bellevue Area . Plan for use of the corridor during construction of East Link light rail and the NE 4 th Street crossing.	Continuity
7b	Pinch points and topographic constraints. Support development of uniform setbacks along the ERC. Develop a baseline of natural and built features that constrain development.	Continuity
8	Enlist Community Support	
8a	Naming and branding. Development a strategy to brand the corridor that honors the work Redmond, Kirkland and Sound Transit have already done.	Continuity
8b	Funders Collaborative. Establish a funders collaborative to support phased development of the ERC.	Collaboration
8c	Stakeholder Jurisdictions. Continue to work closely with state, regional and local non-owner jurisdictions in the next phase of collaborative planning.	Partnership; Collaboration
8d	State and Federal Representatives. Reach out to state and federal officials to inform them about the first phase of the RAC’s work and the unified vision.	Partnership; Collaboration
8e	General Public and Interest Groups. Engage the general public and a diverse range of interest groups in planning the corridor.	Partnership; Collaboration

I-405 Project Update

Eastside Rail Corridor Regional Advisory Council

Lorena Eng, P.E., Northwest Region Administrator

Bill James, P.E., I-405/SR 167 Engineering Manager

May 4, 2016

Agenda

- I-405 Master Plan
- Next steps: Renton to Bellevue project
- Opportunities for partnership with ERC trail

I-405 Master Plan

Regional Consensus

- EIS Record of Decision, 2002

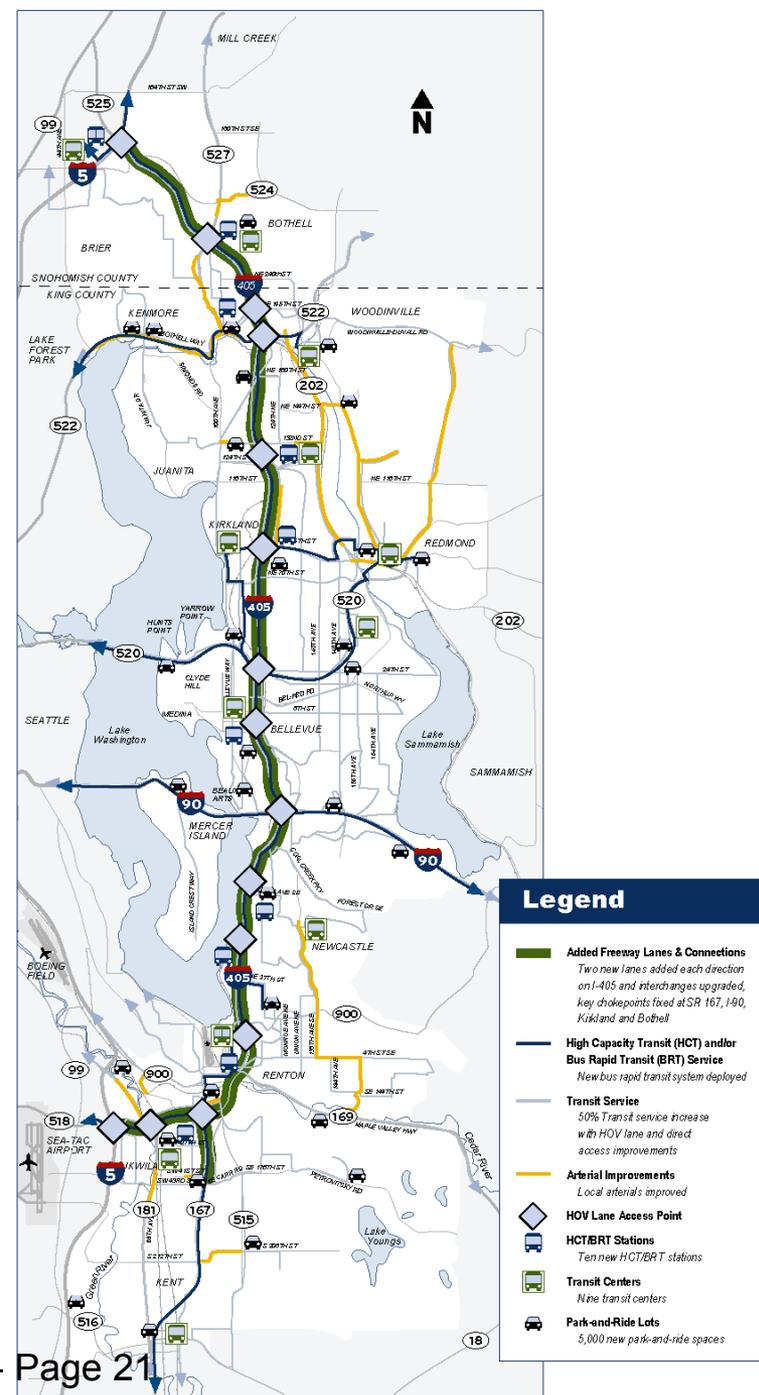
Roadways

- 2 new lanes in each direction
- Local arterial improvements

Transit & Transportation Choices

- Bus Rapid Transit system
- New transit centers
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

Environmental Enhancements



I-405 Master Plan: Multimodal and making progress

Park and Ride expansions
80% complete or funded



Transit center expansions
70% complete



Bus Rapid Transit stations
70% complete



Local arterial improvements
50% complete



Add 2 lanes in each direction
45% complete or funded



Transit service increase
40% complete



Direct Access
12% complete



Vanpool service increase
30% complete



Pedestrian/bicycle improvements
25% complete

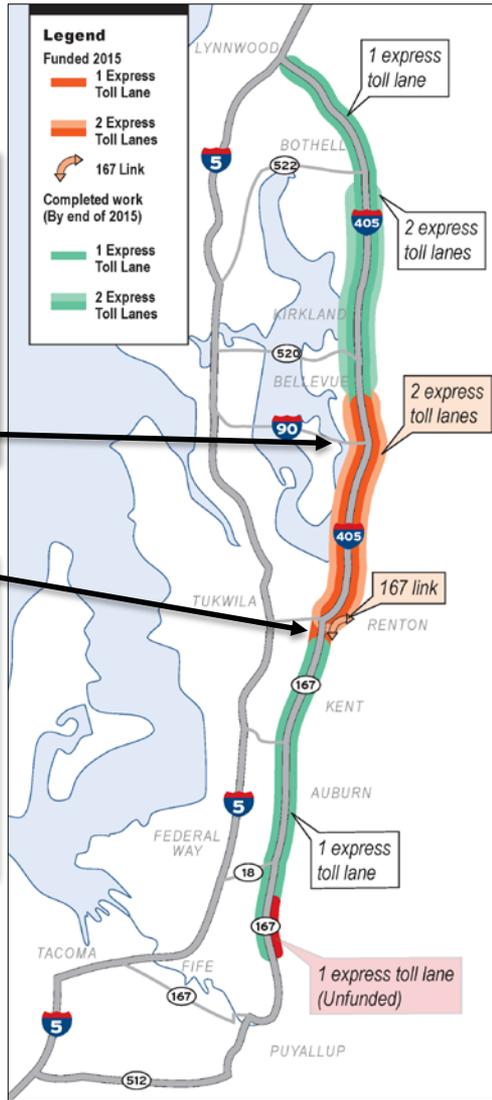


Renton to Bellevue:

The next phase of a 40-mile express toll lane system

Completing the missing link

- **Renton to Bellevue Widening and Express Toll Lanes** – \$890 m, open 2023
- **I-405/SR 167 Interchange Direct Connector** – \$285 m, open 2019



Stage 2: Renton to Bellevue Widening and Express Toll Lanes

Project Description:

Builds one additional lane from NE 6th Street to SR 169, paired with the existing HOV lane, to complete a 40-mile express toll lane system.

Environmental

- Environmental assessment re-evaluation in progress
- Open houses planned for summer/fall 2016

Preliminary Engineering

- Started July 2015

Right-of-Way

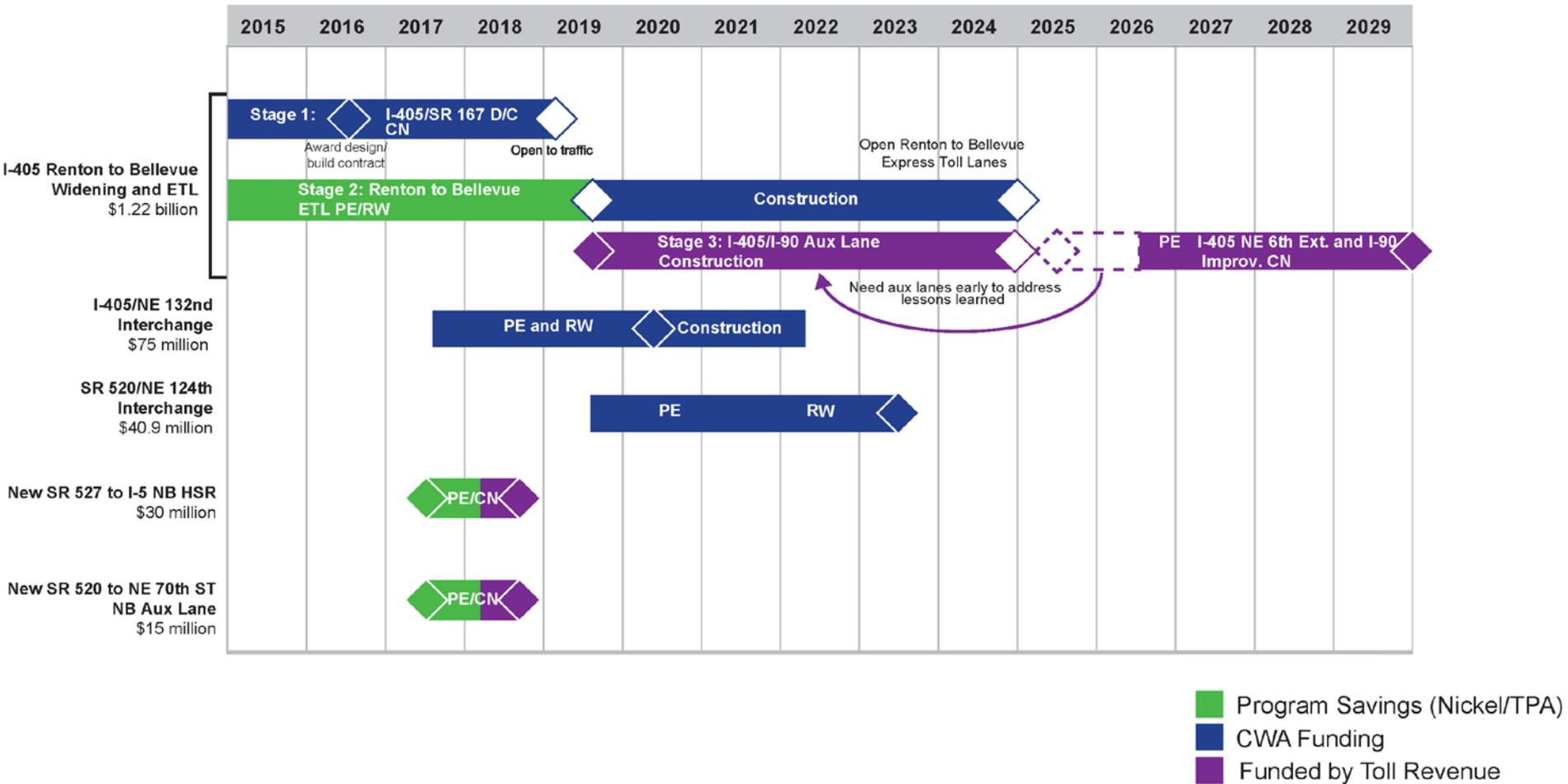
- Expected to start in summer 2016

Construction

- Scheduled to start in 2019



I-405 Delivery Schedule: Current Funding



Key Opportunities for ERC Collaboration

- Construction of new trail crossing across I-405 near downtown Bellevue (“Wilburton Gap”)
- Relocation of Lake Washington Loop Trail segments affected by future I-405 widening between Renton and Bellevue



Wilburton Crossing over I-405



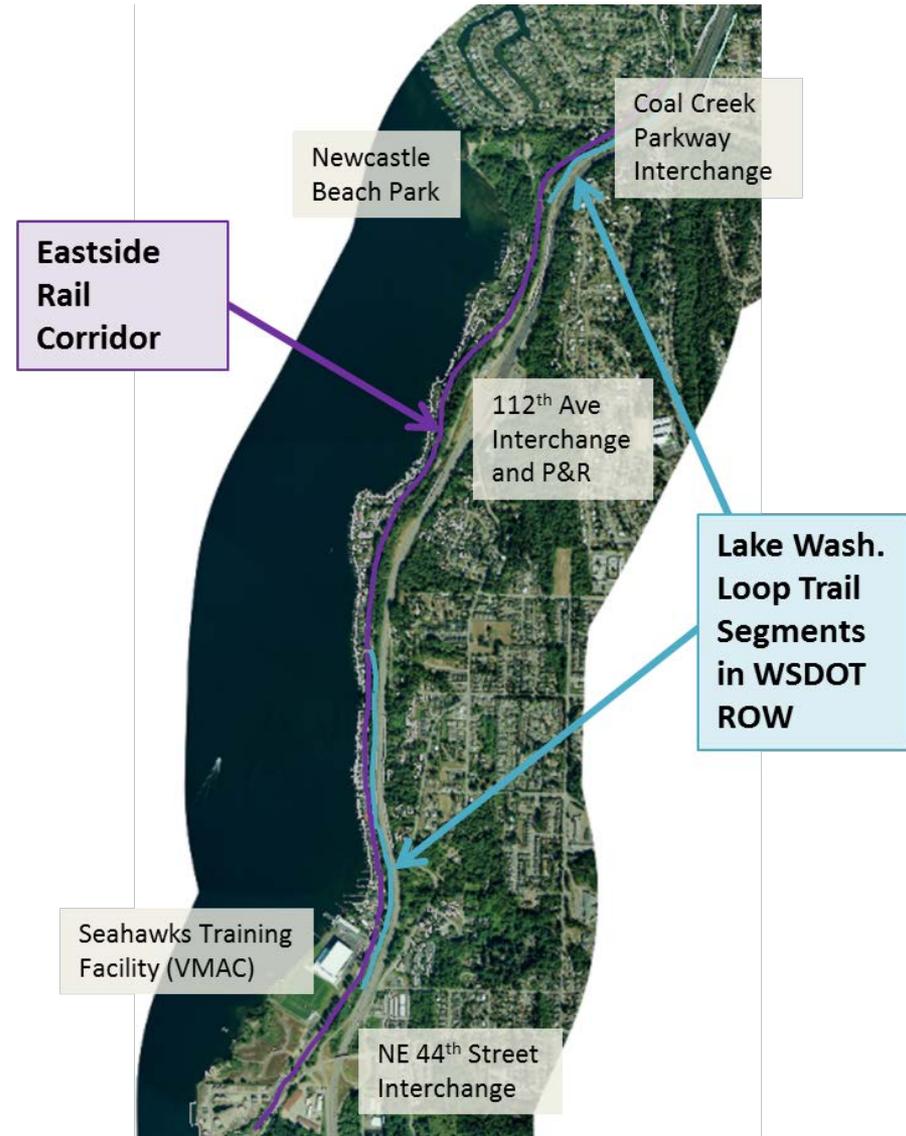
2007



2009

Lake Washington Loop Trail Relocation

- A 3-mile segment of the Eastside Rail Corridor is located between the Coal Creek Parkway and NE 44th Street interchanges
- Parts of Lake Washington Loop Trail (total distance: 1.3 miles) are located within WSDOT right of way and will need to be relocated as part of Renton to Bellevue construction



Next Steps

- Participate in Wilburton Gap Design Workshop
 - Establish design criteria and jointly determine best bridge type and geometry to meet objectives
 - Planned for late May/early June
- Evaluate opportunities for interim trail in the ERC as mitigation for impacts to Lake Washington Loop Trail during I-405 construction
- Discuss replacement of impacted LWLT sections in the ERC

Bill James, P.E.

Engineering Manager, I-405 Program
425-456-8638 or JamesW@wsdot.wa.gov

Kim Henry, P.E.

I-405 Project Director
425-456-8579 or HenryK@wsdot.wa.gov

NORTH WILBURTON PROJECTS COORDINATION

- City of Bellevue
- Kirkland
- Private
- King County
- Sound Transit
- WSDOT

THIS DOCUMENT IS A WORK IN PROGRESS, SUBJECT TO REVISION.



South Kirkland Park and Ride Elevator and bridge connection to Cross Kirkland Corridor 2017

SR 520 Trail West Connection to Points Communities - Existing Extension to Seattle 2017

Interim Trail, 108th to SR 520 2017

Northrup Way Improvements 2017

ST3 HCT Studies

ERC/Northrup Connector 2017

SR 520 Trail East Connection to Redmond

Spur Connector Trail MOU directs trail constructed consistent with City standards 2018?

OMSF 2021

120th Shared Use Paved Path MOU Element 2020? Need ped/bike accomodation during construction

ERC Interim Trail MOU Element 2021

OMSF Transit Oriented Design Site MOU Element (dates dependent on developer agreement associated with OMSF design-build process)

OMSF South Connector Trail (overpass) MOU Element - linked to TOD development

BEL-RED

WEST TRIB KELSEY CREEK

SPRING BOULEVARD

NE 12th ST

Spring Boulevard Shared Use Path 2023

Spring District TOD 2017- ongoing

Potential REI Headquarters Site 2020

NE 8th Crossing Planning and Design Development - Ongoing

DOWNTOWN

East Link 2023

NE 8th ST

120th Bike Lanes (2017)

Pine Forest Properties

NE 4th ST

Grand Connection-Vision Plan complete 2016

Wilburton Land Use Planning Area 2018

LEGEND

 Crushed Rock Trail Existing	 Crushed Rock Trail Planned
 Bike Lanes Existing	 Light Rail Existing
 Bike Lanes Planned	 Light Rail Planned
 ERC King County Ownership Sound Transit High Capacity Transit Easement	
 ERC Sound Transit Ownership King County Multi-Use Path Easements	
 Cross Kirkland Corridor	



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**THIS DOCUMENT IS A WORK IN PROGRESS,
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	Project Area	Project Description	Deliverable	Lead and Partner Agencies	Timeframe	Notes
1	South Kirkland Park and Ride @ south terminus of CKC	Construct elevator and pedestrian bridge from KC Metro-Transit Park and Ride to the Cross Kirkland Corridor	Elevator and pedestrian bridge	Kirkland (lead, funding); King County Metro-Transit and DNRP (funding, easments); state (funding)	Completion planned by spring 2017	
2	ERC ROW from 108th Ave NE to southern edge of SR 520 near Lowe's	Remove rails and construct 10-12' wide graded gravel trail surface on the rail bed, similar to the current condition on the Cross Kirkland Corridor, with a ramp up to the intersection of Northrup Way @ 116th Ave NE; includes ERC section that is part of WSDOT's recommended solution to long term SR 520 Trail connectivity	Gravel trail	King County (lead, funding); City of Bellevue (permitting, improvements associated with Northrup Way ped bridge); includes area in ERC WSDOT recommends for use as the long term SR 520 Trail connection @Northrup Way	Completion planned by May 2017	
3	South Kirkland Park and Ride to East Link Wilburton Station in the ERC	POTENTIAL additional project for the Draft ST3 System Plan, would extend the Issaquah-Bellevue light rail line north to the SKPR with construction of an ST station adjacent to the SKPR	Rail line extension	ST (lead)	TBD (depends on ST3 package elements and approval)	
4	Bothell to Bellevue ST3 Planning Study in the ERC	Complete project-level environmental review and conceptual engineering to determine the project alternative for the Bothell to Bellevue connection via the CKC	Study	ST (lead)	TBD (depends on ST3 approval)	
5	SR 520 Trail connection to the west from 108th Ave NE	Construct trail within Northrup Way ROW from 108th Ave NE to the west, extending across the new SR 520 bridge	Separated, paved shared use trail	WSDOT	Improvements on Eastside complete. Trail connection across bridge to open in 2017	
6	Northrup Way between 108th Ave NE to NE 24th St/SR 520 Trail endpoint	Rebuild Northrup Way roadway to include sidewalks and bike lanes; Improve/stripe the existing ROW to the east to accommodate a bike lane. Project will create a complete ped-bike connection between SR 520 Trail segments to the east and west; includes new ped bridge over the ERC just north of and connecting to Northrup Way	Sidewalks, bike lanes, and a pedestrian bridge over ERC	Bellevue (lead, funding); WSDOT (funding)	Completion in 1Q2017	
7	SR 520 Trail connection to the east from NE 24th St	Construct trail within SR 520 ROW east to Overlake and Downtown Redmond	Separated, paved shared use trail	WSDOT	Complete	
8	116th Ave NE south from Northrup Way to NE 12th St	Implement striping on the existing arterial to create bike lanes on either side	Bike lane	Bellevue	Complete	
9	North side of OMSF from ERC east to 120th Ave NE along existing spur/siding track	Acquire rail spur segment extending from the ERC mainline ROW east to 120th Ave NE; remove rails and construct trail on the rail bed.	Trail "consistent with City standards"	ST (lead)	Acquisition by end of 2017, construction TBD (2018?)	Element of ST/Bellevue OMSF MOU - section 20.2(g)
10	OMSF/TOD project area	Implement OMSF and associated TOD project plans	OMSF and TOD	ST (lead) with TOD developer	Through 2023	Ongoing coordination between ST, Bellevue, stakeholders on OMSF/TOD design/build RFQ/RFP development
11	ERC ROW mainline from southern edge of SR 520 to Wilburton Station/NE 8th, on western edge of OMSF/TOD project area	Facilitate, finance, and construct a gravel interim trail consistent with the CKC treatment	Gravel trail	ST (lead, funding); KC DNRP	Concurrent with OMSF development - open 2021-2023?	Element of ST/Bellevue OMSF MOU - section 20.2(h) - down to Wilburton Station
12	120th Ave NE on the western edge of OMSF	Construct a 14 foot wide asphalt or pervious pavement interim multipurpose, separated path	Paved, separated path(?)	ST (lead)	Completion earlier than or by 2023	Element of ST/Bellevue OMSF MOU - section 20.2(e)
13	Future roadway on southern edge of OMSF site/TOD parcels 1 and 2	New raised access roadway south of TOD parcels 1 and 2, will include ped and bike connection between ERC and 120th Avenue NE.	Bike/ped path associated with access road	ST (lead)	TBD - depends on TOD construction schedule	Element of ST/Bellevue OMSF MOU - section 20.2(i); connection to the west side of the ERC ROW may be explored as part of TOD project; lead on funding and construction of roadway unclear
14	Spring District (120th Ave NE to 124th Ave NE, north of NE 12th St)	Spring District TOD	TOD	Wright Runstad	Underway/ongoing	
15	Parcel within Spring District TOD	POTENTIAL Construction of new REI corporate headquarters	Headquarters facility	REI	TBD (2020?)	
16	New Spring Boulevard link from 116th Ave NE to 120th Ave NE	New roadway, to include a multipurpose, separated path on north side.	Paved, separated path	Bellevue	To be constructed in two phases; overall completion anticipated in 2021-2023 timeframe.	
17	120th Ave NE from Spring Blvd/OMSF south to NE 4th and west on NE 4th to 116th Ave NE	Rebuild, expand roadway, including sidewalks and bike lanes.	Bike lane	Bellevue	2017	
18	ERC crossing at NE 8th St	Develop 30% design for the elevated crossing	Design	King County (lead); ST; Bellevue	2016	Agreement in place for coordination on developing 30% design
19	Grand Connection - Future corridor extending from downtown area across I-405 to the ERC between NE 6th St and NE 4th St.	Construct and connect a pedestrian focused corridor from the ERC, through Downtown Bellevue to the Lake Washington waterfront	Bike/ped facility	Bellevue	TBD	Vision Plan due in 2016
20	Wilburton land use planning area - approximately bounded by I-405, Main St, ERC/120th Ave NE, and NE 12th St	Assess/advance new land uses and zoning	Updated land use/neighborhood/subarea plan	Bellevue	2018	

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Cross Kirkland Corridor Projects as of April 2016

DESCRIPTION	EXPENSES BY FUNDING SOURCE				EXPENSES TO DATE	BALANCE
	CITY	GRANT	PRIVATE	TOTAL		
COMPLETE						
Corridor Acquisition						
Repurposing Park Projects	\$ 1,539,328.51			\$ 1,539,328.51	\$ 1,539,328.51	\$ -
Repurposing Transportation projects (REET 2)	\$ 1,000,000.00			\$ 1,000,000.00	\$ 1,000,000.00	\$ -
REET Reserves (\$500K being reimbursed from Wash. Wildlife & Rec Program)	\$ 1,500,000.00			\$ 1,500,000.00	\$ 1,500,000.00	\$ -
Surface Water Utility	\$ 1,000,000.00			\$ 1,000,000.00	\$ 1,000,000.00	\$ -
King County Parks levy		\$ 210,845.75		\$ 210,845.75	\$ 210,845.75	\$ -
Subtotal Acquisition	\$ 5,039,328.51	\$ 210,845.75	\$ -	\$ 5,250,174.26	\$ 5,250,174.26	\$ -
Interim Trail (including rail salvage)						
Cross Kirkland Corridor Interim Trail (Grant INELIGIBLE) Includes credit of \$89,902.62 from rail salvage and \$247,800 from Park Levy	\$ 689,767.47	\$ 415,493.52	\$ 550.00	\$ 1,105,810.99	\$ 1,105,810.99	\$ -
Cross Kirkland Corridor (State PWB Grant Eligible)		\$ 1,393,905.89		\$ 1,393,905.89	\$ 1,393,905.89	\$ -
Cross Kirkland Corridor (CMAQ Grant Eligible)		\$ 1,024,347.69		\$ 1,024,347.69	\$ 1,024,347.69	\$ -
CKC Totem Lake Blvd Rail Removal	\$ 14,775.32			\$ 14,775.32	\$ 14,775.32	\$ -
Total Interim Trail (including rail salvage)	\$ 704,542.79	\$ 2,833,747.10	\$ 550.00	\$ 3,538,839.89	\$ 3,538,839.89	\$ -
Surface Water Projects						
Cross Kirkland Corridor (Srf Wtr) (SW Grant ELIGIBLE)	\$ 141,895.69	\$ 207,352.90		\$ 349,248.59	\$ 349,248.59	\$ -
Cross Kirkland Corridor (Srf Wtr) (SW Grant INELIGIBLE)	\$ 54,667.82			\$ 54,667.82	\$ 54,667.82	\$ -
Master Plan and Staff Coordination						
Cross Kirkland Corridor Master Plan (Includes \$252,000 from Parks Levy)	\$ 500,000.00			\$ 500,000.00	\$ 500,000.00	\$ -
Private Development						
SRM/Feriton Spur			\$ 3,200,000.00	\$ 3,200,000.00	\$ 3,200,000.00	\$ -
TOTAL COMPLETE	\$ 6,440,434.81	\$ 3,251,945.75	\$ 3,200,550.00	\$ 12,892,930.56	\$ 12,892,930.56	\$ -

DESCRIPTION	BUDGET BY FUNDING SOURCE				EXPENSES TO DATE	BALANCE
	CITY	GRANT	PRIVATE	TOTAL		
IN PROGRESS						
Surface Water Projects						
CKC Emergent Projects Opportunity Fund (Srf Wtr)	\$ 100,000.00			\$ 100,000.00	\$ 8,397.32	\$ 91,602.68
CKC Surface Water Drainage at Crestwoods Park	\$ 190,000.00	\$ 150,000.00		\$ 340,000.00	\$ 28,764.73	\$ 311,235.27
Total Surface Water Projects Costs	\$ 290,000.00	\$ 150,000.00	\$ -	\$ 440,000.00	\$ 37,162.05	\$ 402,837.95
Large Connections						
Cross Kirkland Corridor Connection - NE 52nd St Connection	\$ 100,000.00	\$ 1,036,900.00		\$ 1,136,900.00	\$ 14,304.89	\$ 1,122,595.11
S. Kirkland TOD - CKC	\$ 950,000.00	\$ 1,450,000.00		\$ 2,400,000.00	\$ 404,630.23	\$ 1,995,369.77
NE 124th St / 124th Ave NE Pedestrian Bridge Design	\$ 5,602,800.00	\$ 923,000.00		\$ 6,525,800.00	\$ 16,456.03	\$ 6,509,343.97
CKC Bridge to Houghton Shopping Center	\$ 175,000.00			\$ 175,000.00	\$ 61,167.87	\$ 113,832.13
Neighborhood Safety Program Connections	\$ 118,694.00			\$ 118,694.00	\$ 118,694.00	\$ -
CKC Emergent Projects Opportunity Fund	\$ 100,000.00			\$ 100,000.00	\$ 56,194.34	\$ 43,805.66
Subtotal Large Connections	\$ 7,046,494.00	\$ 3,409,900.00	\$ -	\$ 10,456,394.00	\$ 671,447.36	\$ 9,784,946.64
Non Interim Trail (Art Integration, Counters, Small Connections)						
CKC Non-Interim Trail (less Kalakala \$60,536)	\$ 103,437.21			\$ 103,437.21	\$ 66,746.73	\$ 36,690.48
TOTAL IN PROGRESS	\$ 7,439,931.21	\$ 3,559,900.00	\$ -	\$ 10,999,831.21	\$ 775,356.14	\$ 10,224,475.07
GRAND TOTAL (ACQUISITION & DEVELOPMENT)	\$ 13,880,366.02	\$ 6,811,845.75	\$ 3,200,550.00	\$ 23,892,761.77	\$ 13,668,286.70	\$ 10,224,475.07

Note: Council approved maintenance costs of \$170,000 per year (\$100K from the Park Levy and \$70K from REET Flexibility and Surface Water)

Note: \$923,000 in secured grant funding -- \$5.8M in additional grant funding being sought (purple)

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From: Taylor, Katherine [<mailto:Katherine.Taylor@pse.com>]
Sent: Thursday, March 31, 2016 1:54 PM
To: Eastside Rail Corridor Regional Trail Project
Subject: Puget Sound Energy Comment Regarding Draft Master Plan and EIS for Eastside Rail Corridor

Dear King County Parks,

Puget Sound Energy (PSE) is pleased to partner with King County, Sound Transit, Redmond, Kirkland, Bellevue, Woodinville, the Port of Seattle, and others in the ongoing conversation regarding King County's plans to build a new multipurpose regional trail in the Eastside Rail Corridor (ERC) to better connect communities that run through the heart of our service territory.

We appreciate that the draft master plan and EIS explore alternatives that would accommodate, rather than preclude, future utility infrastructure within the corridor as our region continues to grow. There are abundant reasons why a regional trail, transportation alternatives, and utilities can coexist within the same space. As growth continues throughout King County, PSE needs to keep up with our growing customer base's demand for energy and must be able to provide that energy reliably. We appreciate that King County also recognizes the need to preserve the ability of service providers to continue utility activity throughout the ERC.

PSE looks forward to working with the King County Parks Department in the development of the ERC and to learning more of the public's input regarding how to plan for and develop this multipurpose regional trail.

Sincerely,
Katherine Taylor
Sr. Local Government Affairs Representative PSE

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Public Comments

EASTSIDE RAIL CORRIDOR REGIONAL ADVISORY COUNCIL

January 2016 Update

Bill Kepler

November 10, 2015

INTERESTS

Bicycling

CONTACT

perrywalker@hotmail.com

COMMENT

1. The trail alignment, for either the interim trail or permanent trail, should utilize the existing railbed, not the off railbed option.

2. The existing north entrance to Coulon Beach Park should be permanently closed and a new entrance to the park should be built. This new entrance to Coulon Beach Park should be directly accessed from the existing railbed alignment into Coulon Beach Park at a point south of the existing north park entrance.

3. There should be no public access to the trail from Mountain View Ave N.

4. No trail use parking should be allowed along Mountain View Ave N.

5. Sight obscuring plantings and/or sight obscuring fencing should be utilized to separate the trail from Mountain View Ave. N.

Dave Kiesel

INTERESTS

Bus Rapid Transit on CKC

CONTACT

irvingsjr@yahoo.com

COMMENT

I do not support bus rapid transit on the Cross Kirkland Corridor (CKC).

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 and work hard to defeat ST3 at the polls if it includes Sound Transit bus rapid transit on the CKC.

I do understand that Sound Transit has an easement on the CKC, and that transit has always been part of long range plans for the corridor. Maybe someday we will need to use the corridor for intermittently elevated **light rail**, but I believe that time is a long way out.

Adam Isaacson

December 14, 2015

INTERESTS

CONTACT

COMMENT

Due to the location and the region's need for additional ways to move people I think this corridor should absolutely include mass transit. Interstate 405 has been in the news a lot lately for negative reasons. We need the ERC to supplement 405 (more than we need outdoor recreational space - there isn't a shortage of that). Building a rail corridor on the Eastside in a location other than the ERC would require hundreds, if not thousands, of easement purchases, probably many home and building demolitions and likely come at a price far, far greater than putting mass transit on a properly grade and aligned corridor that already exists. The greater good needs to take priority. This seems like a no-brainer. Let's not make this more complicated than it needs to be. Naysayers will kick and scream with NIMBY-type responses, but that will be the case no matter where mass transit is built. Let's put mass transit on the ERC.

Lisa McConnell

December 28, 2015

INTERESTS

CONTACT

Training opportunity

lisaamcc@hotmail.com

COMMENT

Use the Eastside Corridor as a training opportunity, for Renton Technical College, the Vet Corps, or other groups needing practical experience "boots on the ground". Other rail-trails have done so successfully. Win-win.

Joe Goeke

January 5, 2016

INTERESTS

CONTACT

Bicycling, Rail use on the ERC

joe_goeke@hotmail.com

COMMENT

We need the eastside rail corridor for both rail and trail. This needs to be the plan from the start, not some off in the future maybe....

Paul Pottorff

January 19, 2016

INTERESTS

CONTACT

Bicycle safety on the ERC

paul.pottorff@gmail.com

COMMENT

Any idea if there are groups working with WA-DOT, Renton, and Newcastle to ensure that when ERC becomes available that infrastructure (roads from exits 5-10 and bridges planned for replacement on 405) connects residential neighborhoods with kid safe bike/pedestrian access to ERC?

I live off of Exit 7 405, and I've tried getting through Hawks Landing to the lake loop towing my son. Last year and I was being as safe as possible, we were nearly run over. Since WA-DOT is already looking at replacing the bridges, I'd like to see how we make connectivity safer. I don't want to drive from home, the 3/4m to get on ERC.

INTERESTS

Bus Rapid Transit on CKC

CONTACT

irvingsjr@yahoo.com

COMMENT

Board Members:

The following letter regarding rapid transit on the Cross Kirkland Corridor was printed in the Kirkland Reporter, 2/19/16. Please read it and my response to the editor today, 2/20/16.

Original Letter:

"Four years ago, I went to "An Expert Panel discussion for the Kirkland Corridor" at the Kirkland Arts Center on Market Street, which featured planners, business managers and artists. There were a couple of dozen of us in the audience, whose main concern, it turned out, was about removing the tracks, for fear of losing the potential for rail transit in the corridor. However, the panel explained to us that: the tracks were too old to reuse and would have to be replaced anyway; since the corridor right of way is 100-foot wide, there would be adequate room for light rail, as well as a bike and walking trail; and the best case scenario would be to have Sound Transit partner with Kirkland on the light rail portion."

"There was federal money available to complete the first phase by a specified date, which resulted in the present gravel trail. However, this was always meant to be just the first phase. Kirkland is incredibly lucky to have Sound Transit agree to partner with the city on a light rail option for the next phase, and we should be celebrating and congratulating our city instead of standing in the way of progress. This is part of a contiguous corridor that would connect Sound Transit's new East Link in Bellevue to Kirkland and beyond to Woodinville. It is not a nature preserve for wildlife, unless you want coyotes roaming from Woodinville to Bellevue. For the young (who are not yet driving) and the elderly (who are moving to suburban cities like Kirkland and Bellevue), this would offer convenient and efficient transit; even the 30 year olds might consider using transit to commute to Google or for a night out at the Woodinville Wineries, leaving their car at home."

"As City Council member Penny Sweet said, "this is not for me, it's for our grandkids several decades from now."

I congratulate the City Council for moving forward with this wonderful plan. It is the right thing to do and I think there are many that would agree."

"Sue Amorosi, Kirkland"

RESPONSE TO AMOROSI LETTER ON CKC | LETTER

- Feb 22, 2016 at 10:11AM - Letters to the editor

Please consider this a response to the letter from Sue Amorosi that you published on Feb. 19.

This letter reflects a great deal of naivete about the substantive issues about Cross Kirkland Corridor (CKC) that have come to light since the meeting she attended a few years ago.

Some of these issues include: the impact on the wetlands and streams which the city has not correctly addressed because its master plan does not include the current setback and mitigation standards established by the state; the right-of-way is much narrower than 100 feet in scores of places along the corridor; there is good evidence that bus rapid transit (BRT) as advocated by the city is more likely to increase the current congestion on the multiplicity of streets that intersect the CKC; based on Sound Transit's own estimates, rapid transit on the CKC will cost more per mile than any other rapid transit system in the world that doesn't involve digging a lengthy tunnel; and, finally, if this system were built,

the city admits that it would only improve traffic congestion by one percent.

There are too many problems with this solution. Until innovation changes the alternatives available to us, the best shorter term solution is Bus Rapid Transit on I-405, which is Sound Transit's original proposal to speed up north-south mobility on the Eastside.

David Kiesel, Kirkland

Scott Woodman

March 14, 2016

INTERESTS	CONTACT
Bicycling	scott.woodman@arrayhealth.com

COMMENT

For those of us who have commuted through Bellevue going North/South and been near missed, honked at, run into, cut off, or run into the curb on 118th or 112th or at the corner of 8th or 12th, we salivate at the possibility that we would not have to compete with our 4 wheeled friends. Not that we don't appreciate the bike lanes which make it possible for us to commute at all - we do! But we can only imagine the number of people that would join us in our insane quest to reduce carbon dioxide if they could ride safely along a dedicated trail designed for the use of bicycle commuters. Count one more vote for a paved cycling and bicycle commuter friendly trail.

Howell Family

March 20, 2016

John Patrick Heily & Sunday Heily

March 28, 2016

Jeanne DeMund

March 29, 2016

Milt Reimers

March 30, 2016

INTERESTS	CONTACT
	howellrs@nmwa.com
	sunday.kyrkos@gmail.com
	jcdemund@gmail.com
	Milt.Reimers@cbre.com

Date: March 20, 2016

TO: ERC@Kingcounty.gov FR:

The Howell Family
2827 Mountain View Ave N.
Renton WA. 98056

RE: Comments about the Master Plan and Draft Environmental Impact Statement

ON-RAILBED IS THE PREFERRED OPTION:

I endorse the "On-Rail bed" Alternative based on the substantial environmental impact and the significant costs associated with the off-rail bed Alternative. I further believe this will allow the trail to be constructed more quickly for use by the greater community. The on-rail bed

alternative also eliminates most of the retaining walls and other unnecessary infrastructure that would need to be constructed with the off-rail bed alternative.

OTHER CONCERNS:

Our home is adjacent to the ERC trail. In general, our neighborhood supports a World Class Trail. But I have substantial concerns which I believe the interim trail plan does not adequately address:

1. The interim trail must form a pedestrian connection to the existing eastern-most pedestrian path within Gene Coulon Park. This path is quite close to the existing rail bed near the terminus of the ERC trail. In looking at the topography and proximity in this area, we believe this connection can be accomplished with minimal investment. Not only will this connection provide a seamless connection for daytime use to points south, it will allow the Park to permanently close the current daytime gate that empties foot traffic onto the already overloaded and unsafe narrow portion of Mountain View Ave N. We will be taking this request concurrently to City of Renton.
2. Bike linkage should and could be created from the interim trail to Lake Washington Boulevard (LWB). This could occur via signage at the 33rd street intersection with LWB and Mountain View Ave N.
3. Adequate signage, barriers requiring bikers and pedestrians to slow down at street grade crossings, and lighting must be installed at street grade crossings. Fast moving bicycles or even pedestrians in low light situations will be at risk if both trail users and trail crossers are not very cautious. The turn off from LWB on to Mountain View will allow no more than 1 car to make the turn before waiting for a break in trail user flow to cross the trail. We are concerned about the impact of backups on LWB, in light of the increasing number of speeders and illegal passing taking place on LWB at the present time.
4. Funding must be allocated for periodic cleanup of trash and litter that trail users do not place in provided trash bins. It is unreasonable to expect our neighborhood to provide cleanup service to a county facility, or to suffer a littered environment.
5. The large evergreen trees at the south end of Mountain View must be preserved. This is important for eagle habitat, water absorption/drainage, soil stability and aesthetic reasons.
6. Adequate parking must be provided at specific access points for trail users, many of whom will certainly arrive by car to use the trail. The parking at Gene Coulon Park and Kennydale Park are both full to capacity every fair weather day, not to mention the overflow situation that occurs many summer days.
7. Safety and privacy concerns of trail adjacent residents must be addressed. Although some studies show no increase in crime along recreational trails, other studies show the opposite. Signage, barriers, landscaping, and adequate patrolling by law enforcement (bicycle mounted police) must be budgeted to ensure the safety of users and residents.

8. It is vitally important that Mountain View residents retain use of the gravel parking strip, even if a user fee is required. Without resident control of this parking, not only is access/parking/egress of delivery vehicles, garbage trucks, service equipment impaired/limited, but also a creative and constant nuisance will be created. We would rather see no parking at all with enforcement than public parking. We have a long history on Mountain View of problems with folks parking along the street looking for access to the water. Years of diligence and effort have achieved a good equilibrium now, and it would be a tragedy to set this effort aside.

Thank you for the opportunity to comment on this Master Plan. I look forward to continuing to work with you to create a truly World Class trail within the Eastside Rail Corridor.

Thomas Skillman

March 25, 2016

INTERESTS

CONTACT

tskillman@gmail.com

COMMENT

I am glad there is planning for good public use of the ERC, and for future public transit. I am very concerned about running power lines along the lake front, a potential eye-sore for 50 years to come.