

# Public Comments

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## EASTSIDE RAIL CORRIDOR REGIONAL ADVISORY COUNCIL

### May 2014 Update

#### **Peter Kittas**

##### **INTERESTS**

Bicycling, Hiking, Connections

##### **CONTACT**

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##### **COMMENT**

I hope that this rare opportunity is not lost. If we can develop this corridor for both recreation but also to be the spine of a regional transportation solution, it could help define the livability of the entire area. People want to get around by bike; many just need safe and convenient methods to make it a reality.

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#### **Bill Collins**

##### **INTERESTS**

##### **CONTACT**

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##### **COMMENT**

We read in the March 7, 2014 Renton Reporter that Puget Sound Energy wants to use the rail corridor between Gene Coulon Park in Renton and Redmond for their new 230Kv transmission line. The old railroad right of way is 100 feet wide, but most of the southern portion has only 15 feet of usable width because of the steep embankments on each side. How will the trail and the transmission towers work together and still allow PSE maint access. (The footings for the 100 foot tall towers will be almost as wide as the right of way access in this area, which will make construction interesting too)

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#### **Nick Ambrose**

##### **INTERESTS**

Bicycling, Rail, Transit, Hiking, Adjoining Uses

##### **CONTACT**

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##### **COMMENT**

Its currently very confusing to me exactly what the plans are for each section of the ERC. I live close to the rail lines in Woodinville and really wouldn't like to see a lot of freight and commuter trains traveling along these tracks but its very hard to see if anything like that is in the plans, or if the plan is for a hike/bike trail. I am strongly opposed to any extra rail traffic passing behind our house.

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## Mike Elliott

### INTERESTS

Rail

### CONTACT

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### COMMENT

In my opinion, the future viability of the Eastside Rail Corridor depends on a number of elements, variables, and challenges. One of the immediate challenges is in governance and the on-going development of a coordinated vision for the corridor. The Regional Advisory Council is definitely going to be the key and, hopefully, additional work toward a "comprehensive rail plan" for the Eastside Rail Corridor will continue this year. Once a plan exists, my other concern is with Class I's providing the needed service to operate the corridor in accordance with that plan. Over the years, the Class I business model has changed (partly due to deregulation) and, currently, we're getting a big dose of what they desire in that business plan - hook & haul unit trains (mostly fossil fuels today). As a sidebar comment, I asked the railroad to consider additional Local Freight Service to ease the congestion problems Boeing is currently experiencing due to traffic on I-405 and SR-167. To no ones surprise, that request fell on deaf ears. The fact the Class I's no longer have to provide certain types of customer service is problematic to smaller operations the Eastside Rail Corridor stakeholder group ultimately seeks. From rail labor's perspective, we'd like to see another public works project on the scale of a Sound Transit commuter service proposal. Those are the types of projects that provide the union jobs we as a labor group can get behind. In my opinion, the Class I's need to be re-regulated to some degree with regards to providing rail service to smaller customers. I like the idea of transporting I-405 excavation spoils by rail on the Eastside Rail Corridor and thus removing additional truck traffic from the already congested local freeway system. If the state will get behind such an idea, that certainly would help out the Eastside Rail Corridor's cause in terms of a viable transportation corridor.

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