January 2015 Status

- Work completed
- Work in progress
- What’s next
WHERE ARE WE NOW?  WHERE DO WE WANT TO BE?  HOW DO WE GET THERE?  REFINEMENT & ADOPTION

SPRING 2014  FALL 2016

INVESTIGATION
- CORRIDOR INVENTORY
- CORRIDOR ANALYSIS
- TRAIL CONNECTIVITY
- MAJOR GAPS & CROSINGS
- 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 scoping

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)
WILLS 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
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?**

1ST AND 2ND QUARTER 2015

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

**HOW DO WE GET THERE?**

3RD AND 4TH QUARTER 2015

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

**REFINEMENT & ADOPTION**

1ST AND 2ND QUARTER 2016

- 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)