

Eastside Rail Corridor Regional Trail Master Plan Project

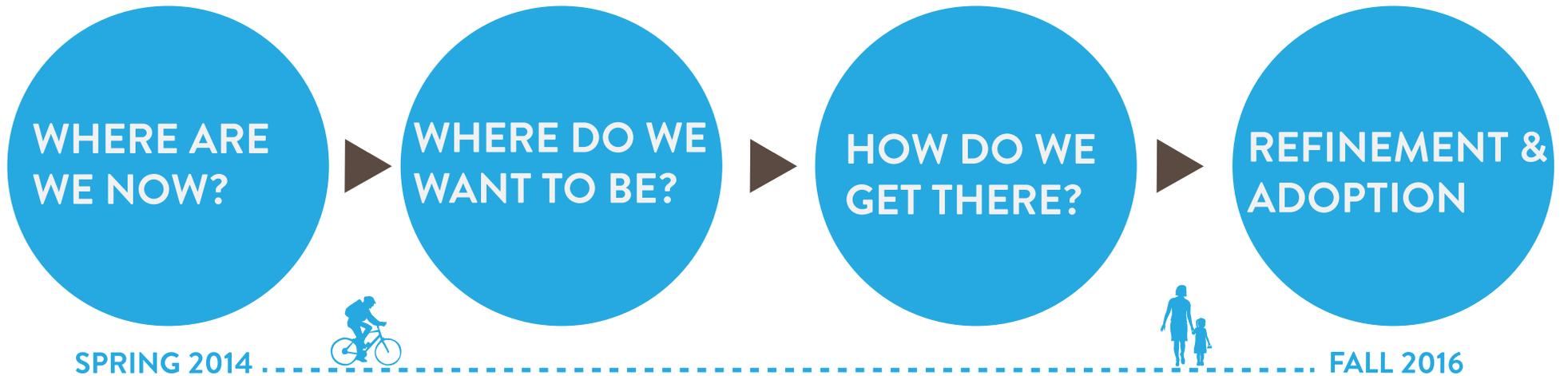
UPDATE | JANUARY 2015



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 scoping

Puget Sound Energy

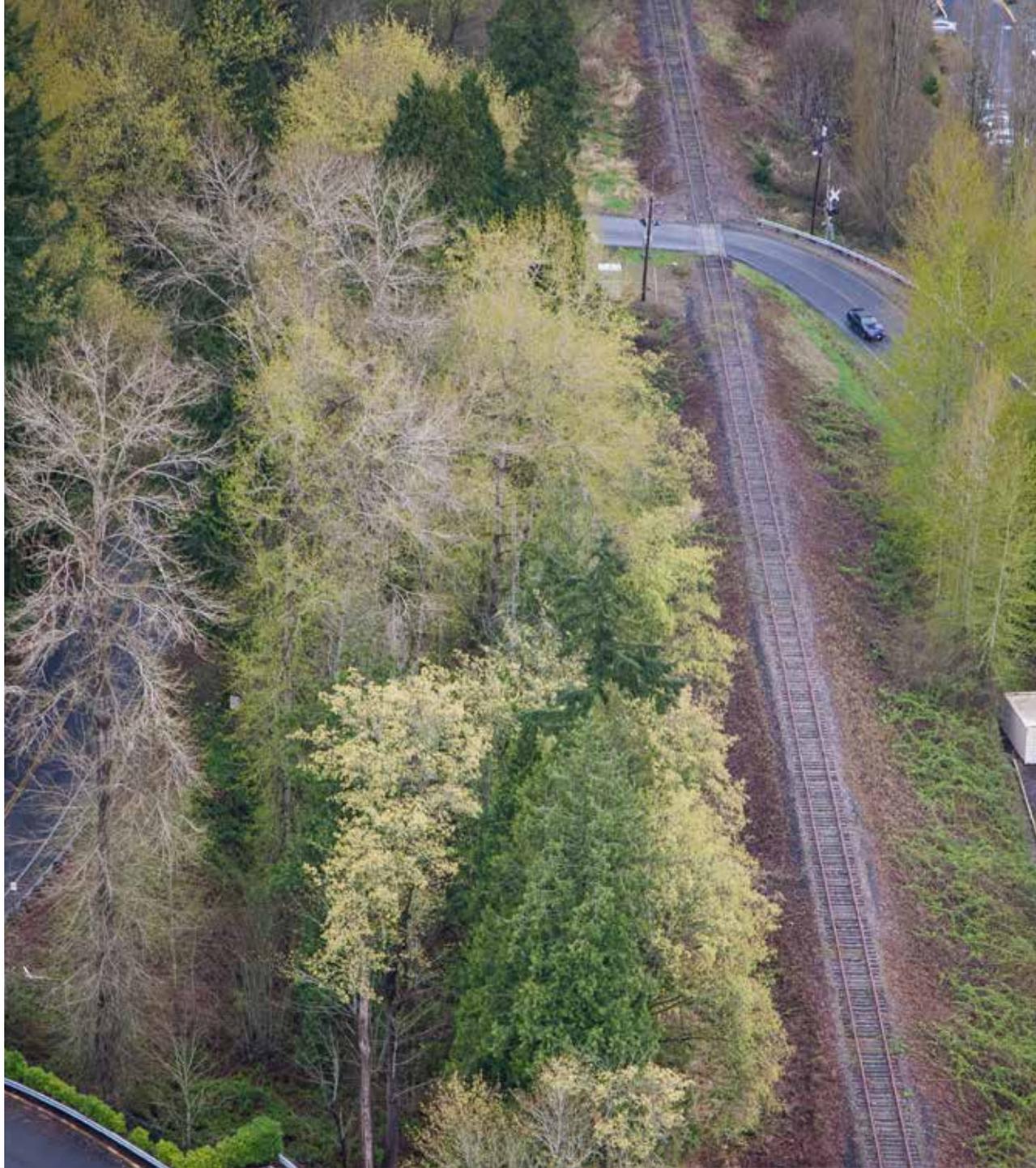
- Energize Eastside process

City of Kirkland

City of Redmond

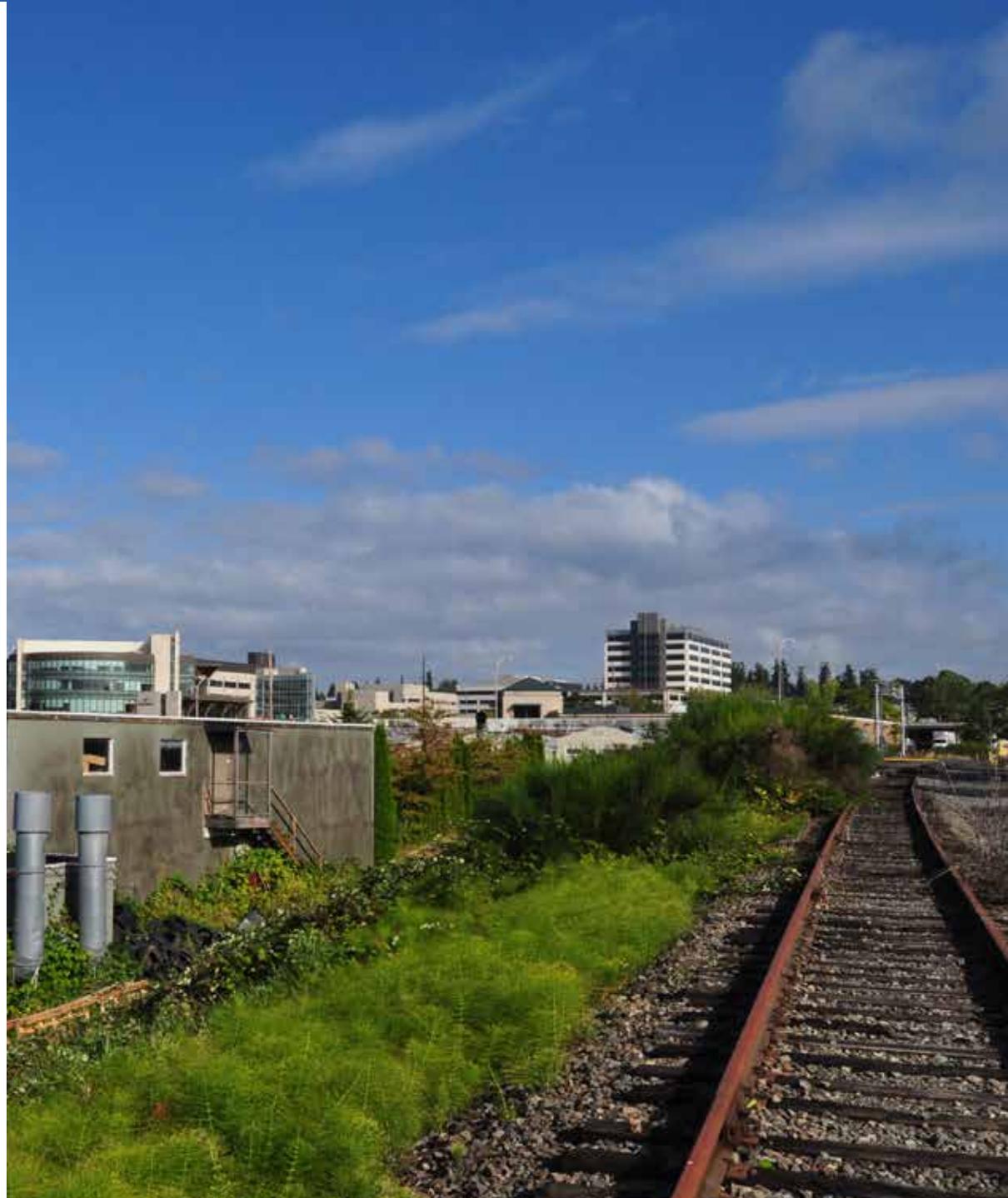
Washington State Dept. of Transportation

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



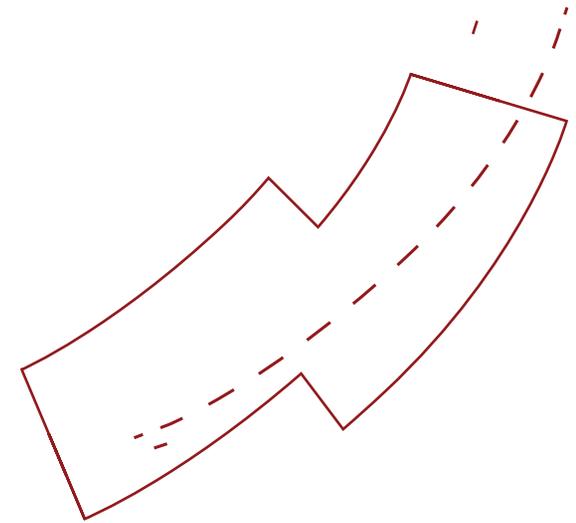
Narrow Right-Of-Way/ Encroachments

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

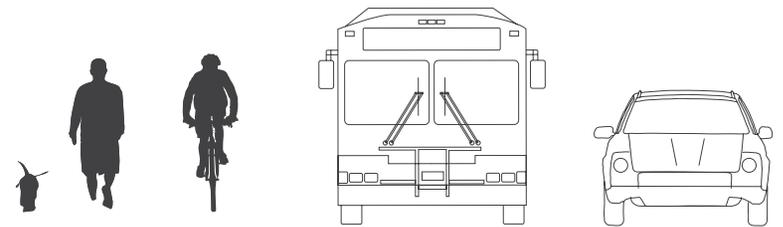
MAJOR ROAD CROSSINGS:

SE 1ST ST (BELLEVUE)

NE 6TH ST (BELLEVUE)

NE 8TH ST (BELLEVUE)

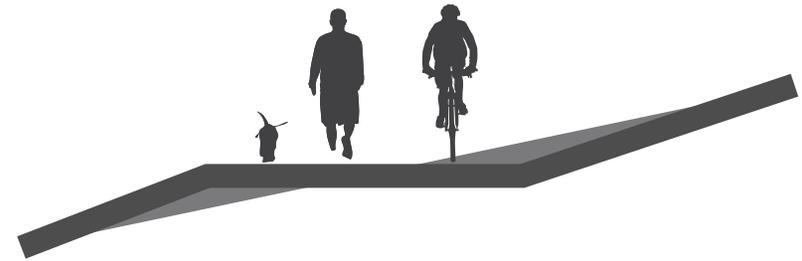
WILLOWS ROAD (WOODINVILLE)



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

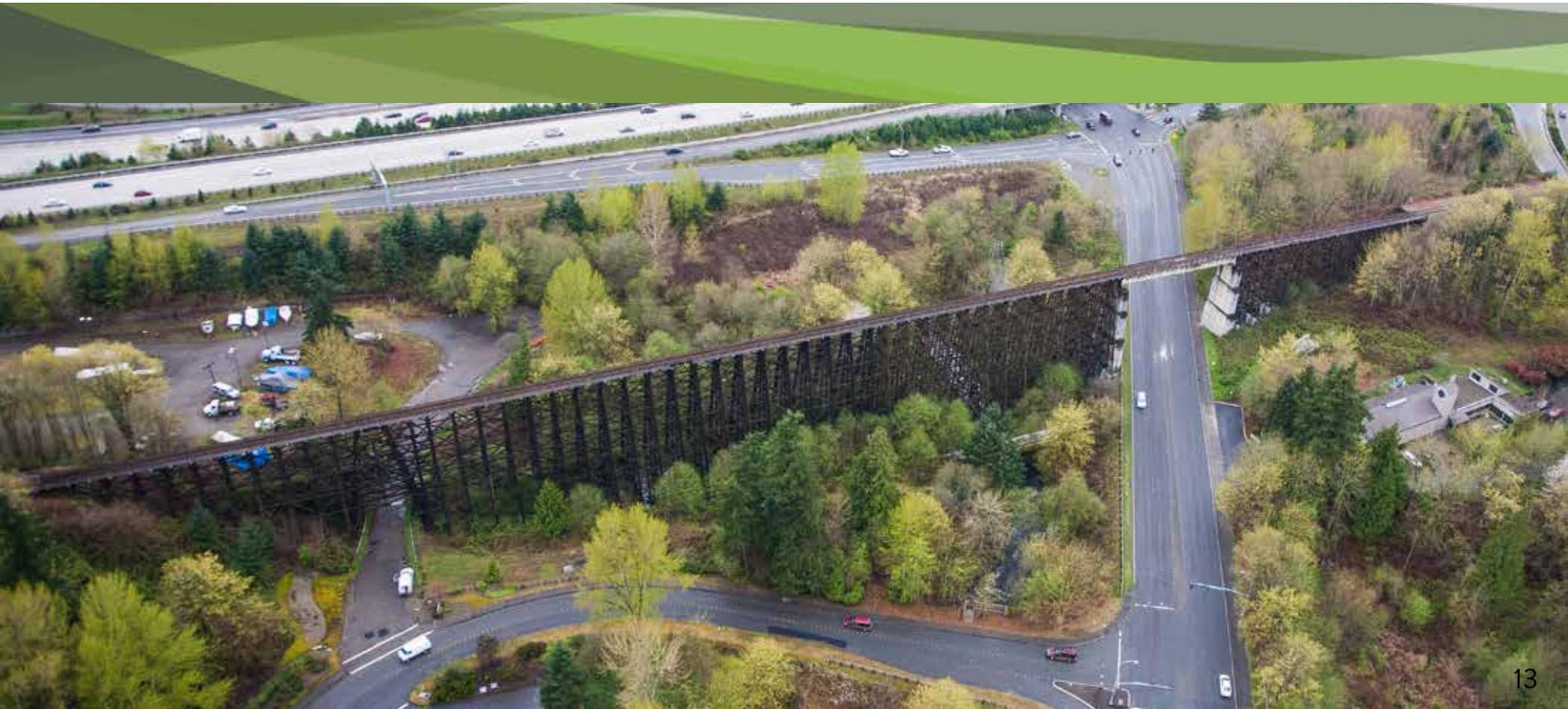
3.1 MILES UNCONSTRAINED CORRIDOR

(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



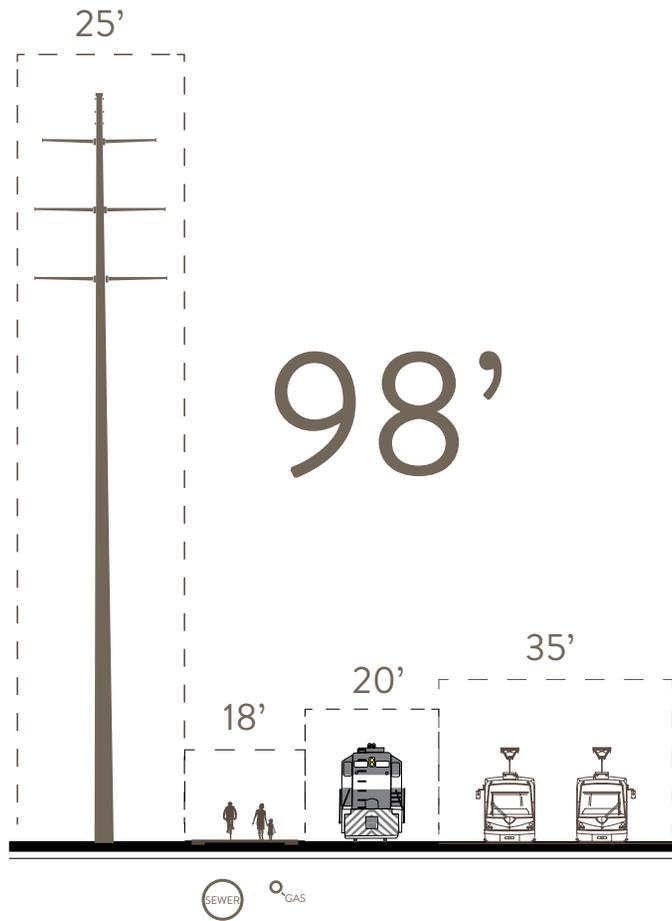
Opportunities:

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

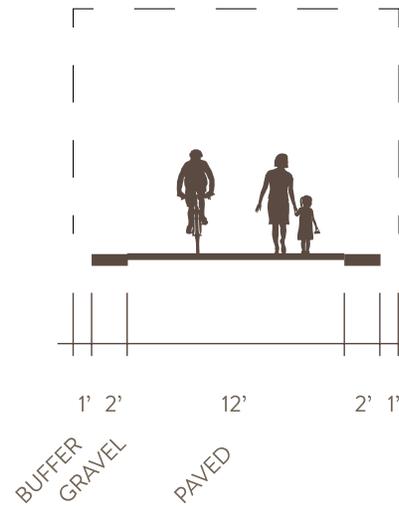
Guiding Principles:

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

Baseline Space Needs



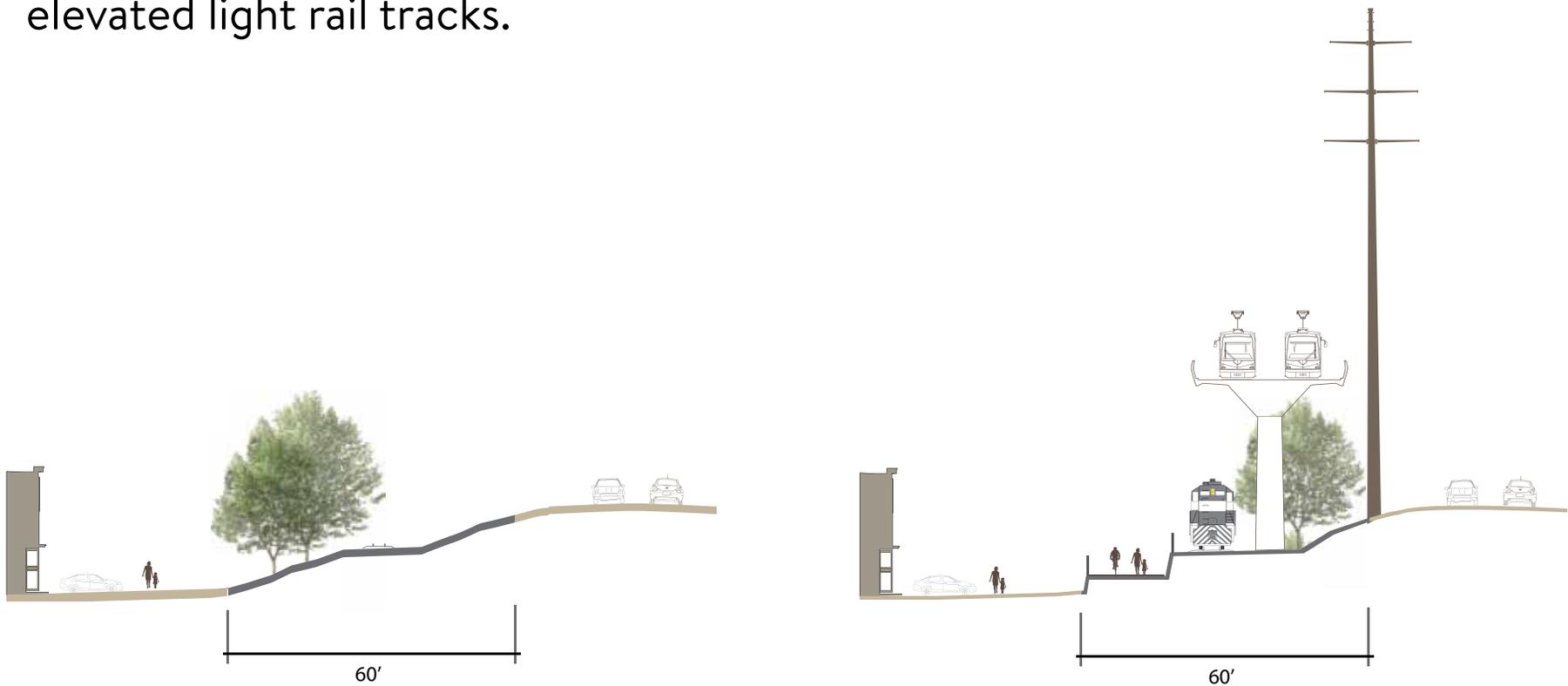
MULTIPLE USE PLANNING ENVELOPES



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.

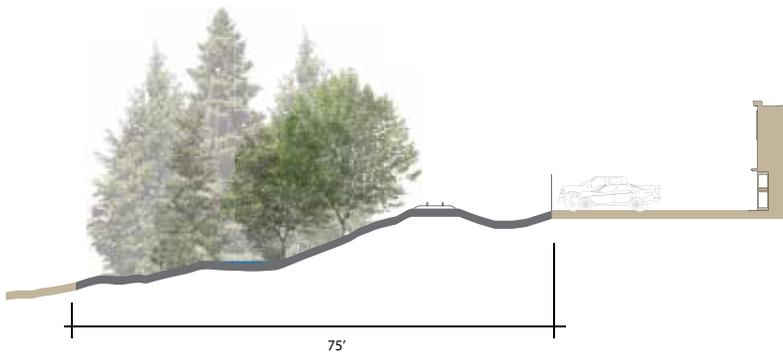


Trail on railbed would likely need relocation to allow other uses.



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)