

# PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

## *NARRATIVE PROJECT INFORMATION* *October 2011*

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**Project Sponsor:** *City of Kirkland*

**Project Name:** *Cross Kirkland Trail*

**Project Location:** **between Bellevue to the South and the City limits to the north at Totem Lake**

**What type of project is it:** Support Centers  X  Corridors Serving Centers  \_\_\_

**Plan Consistency:**

- Transportation 2040 project number:  4041
- Is the project consistent with the Transportation 2040: Yes  X  No  \_\_\_

**Project Description - No more than one full page -** (see evaluation criteria for information to include):

- Briefly describe the project
- What is the intended outcome & benefit

*Acquire, design and construct a multiuse trail along the Eastside Rail Corridor (ERC), formerly known as the Burlington Northern Santa Fe (BNSF) railroad. The eastside rail corridor runs from mile post 5, just north of Gene Coulon Park in Renton, up to mile post 38, at the City of Snohomish; approximately 13 miles long. When completed the eastside rail trail corridor will connect all other regional trails including: Burke Gilman Trail, Sammamish River Trail, East Lake Sammamish Trail, Cedar River Trail, Soos Creek Trail, Snoqualmie Valley Trail, and Green River Trail, Interurban Trail, and Centennial Tail in Snohomish County. Kirkland is proposing to purchase and develop approximately 5 miles in the center, of the ERC, between Bellevue (to the south) and Kirkland city limits to the North and will develop for use as a bicycle and pedestrian trail. Right of way is also essential to address surface water needs in the Totem Lake area (Kirkland's Urban Center). The right-of-way provides unprecedented opportunities as it is flat and cuts through the center of Kirkland. This corridor will form the centerpiece of the City's off street bicycle and pedestrian network connecting Houghton, Downtown Kirkland and Totem Lake; and also providing excellent regional*

*connections to the north and south. The route connects with the Sammamish river trail to the North and to numerous other transportation and utility projects providing multiple connectivity opportunities. The path would provide Class 1 bicycle/pedestrian facility; a 10 feet wide path will be constructed with the most clearance practical between the path and the existing track to preserve the corridor for potential future light rail use.*

*The Kirkland section of the trail corridor will create a pedestrian and bicycle network connecting Kirkland neighborhoods, and providing several options for connections to Woodinville, Redmond, Bellevue, and Seattle via planned 520 improvements; and can be used for both commuting and recreational purposes. Linkages along the trail and within the center will provide access to work, shopping, housing and transit. Connecting pedestrians and bicyclist to Kingsgate park n ride, transit center at Evergreen Hospital, transit freeway stations, and metro stops. This corridor bisects Totem Lake, Kirkland's designated Urban Center, and is identified in the Totem Lake Action Plan; a comprehensive downtown revitalization plan.*

*The development of the ERC supports the continued focus on initiatives and actions identified in the Totem Lake Action Plan to stimulate retail activity and redevelopment to meet long-term vision of achieving high intensity mixed use development in Totem Lake. The City anticipates more than doubling employment, and almost doubling the population and housing units within Totem Lake; adding approximately 4,000 people, 17,000 employees, and 2,700 housing units by 2031. Infrastructure improvements encourage redevelopments; in fact, there is evidence that trail and greenway systems can kick-start a stagnant economy and provide many economic benefits. The rail corridor provides essential connections to the transportation network; including, transit, metro, and local and regional bicycle and pedestrian networks. Infrastructure improvements that create an array of transportation options is key to encouraging mixed use development and supporting the planned growth. Acquisition and development of the trail will be one of many improvements planned to support housing and employment densities in the Totem Lake Urban Center.*

*One of the City's objectives for Totem Lake is the creation of a "center of the community"; to accomplish this objective the City consistently emphasizes the desire for a high quality pedestrian friendly mixed-use project that includes retail, housing, office and significant public space that will directly benefit the community. This important business district will create jobs in Kirkland's targeted growth sectors for Totem Lake; including, software development, medicine/medical technology and many other jobs in hospitality, restaurant and retail sectors. A cross Kirkland trail will encourage and support a greener commute, by offering an easily accessible and safe option for a large population. The 5 mile long corridor will reach and attract a variety of users; including, commuters biking, walking, or connecting to transit or other*

*commuting options, residents and families enjoying leisure activities, tourists and exercise enthusiasts.*

#### Project Status & Timeline

Where is the project at in development?

What is the timeline for this project from start to completion?

*(Please identify the major phases)*

*Project is in acquisition / ownership discussions. Public meetings have been held to gauge public support; Transportation Commission discussions and a statement of support has been obtained; acquisition is included within City Council work plan and goals for 2011/2012. This is a multi-phase/multi-year project. The acquisition of the former BSNFRR corridor for use as a multi-use trail, as one of Kirkland's highest priority non-motorized transportation projects (Goal G1 of the Active Transportation Plan), with the addition of possible future light rail and multiple utility uses.*

#### Additional Comments

*The project is identified in Transportation 2040 as the Eastside Burlington Northern Sante Fe Trail; Segment B, north Bellevue to Woodinville; Project 4041.*