

# Eastside Rail Corridor Regional Trail

## King County Council, Committee of the Whole

### February 1, 2017

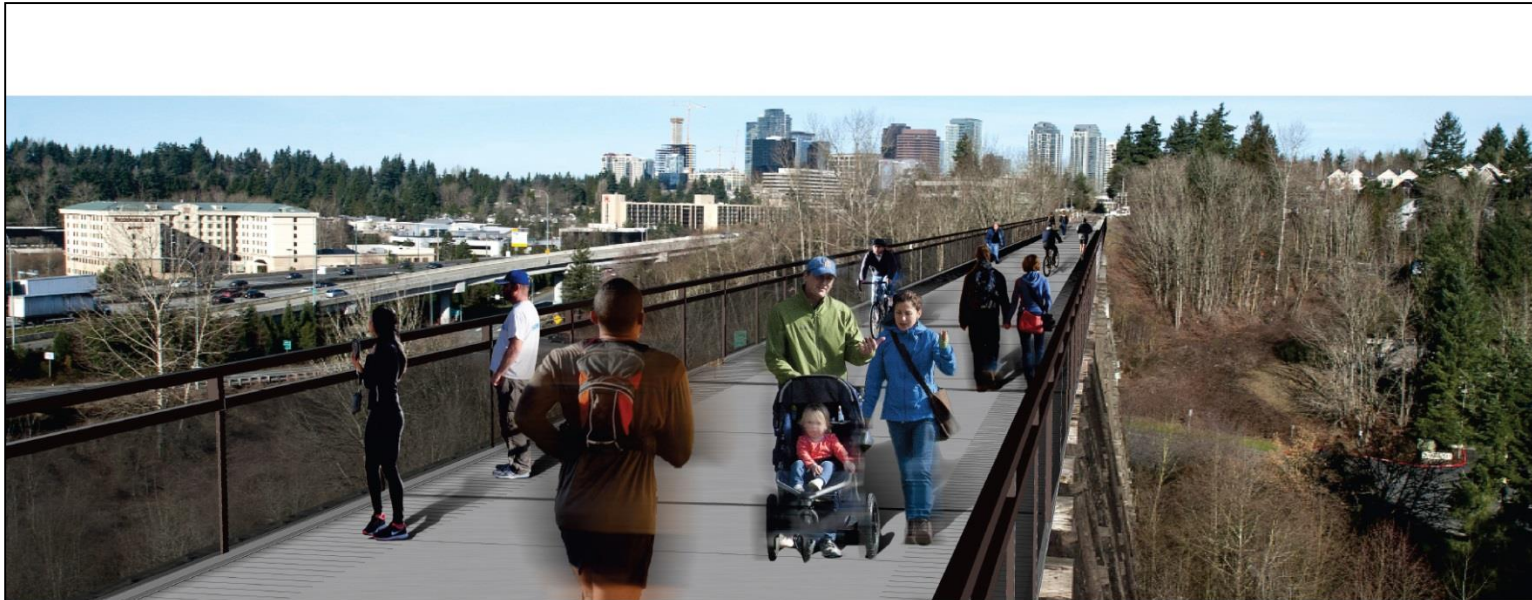


# Briefing Overview



- Trail Master Plan and Corridor Overview
- Trail Alignment Preferred Alternative by Segment
- Community and Stakeholder Involvement
- Next Steps
- Near-Term Implementation Priorities
  - Wilburton Segment Design
  - Rail Removal – Kirkland to Renton
  - Interim Trail
  - NE 8<sup>th</sup> Street Crossing
  - Wilburton I-405 Crossing and Wilburton Trestle
  - WSDOT Plans for Trail in ERC south of I-90

# Trail Master Plan



**EASTSIDE RAIL CORRIDOR REGIONAL TRAIL**  
**VOLUME 1 – FINAL MASTER PLAN AND ENVIRONMENTAL IMPACT STATEMENT**

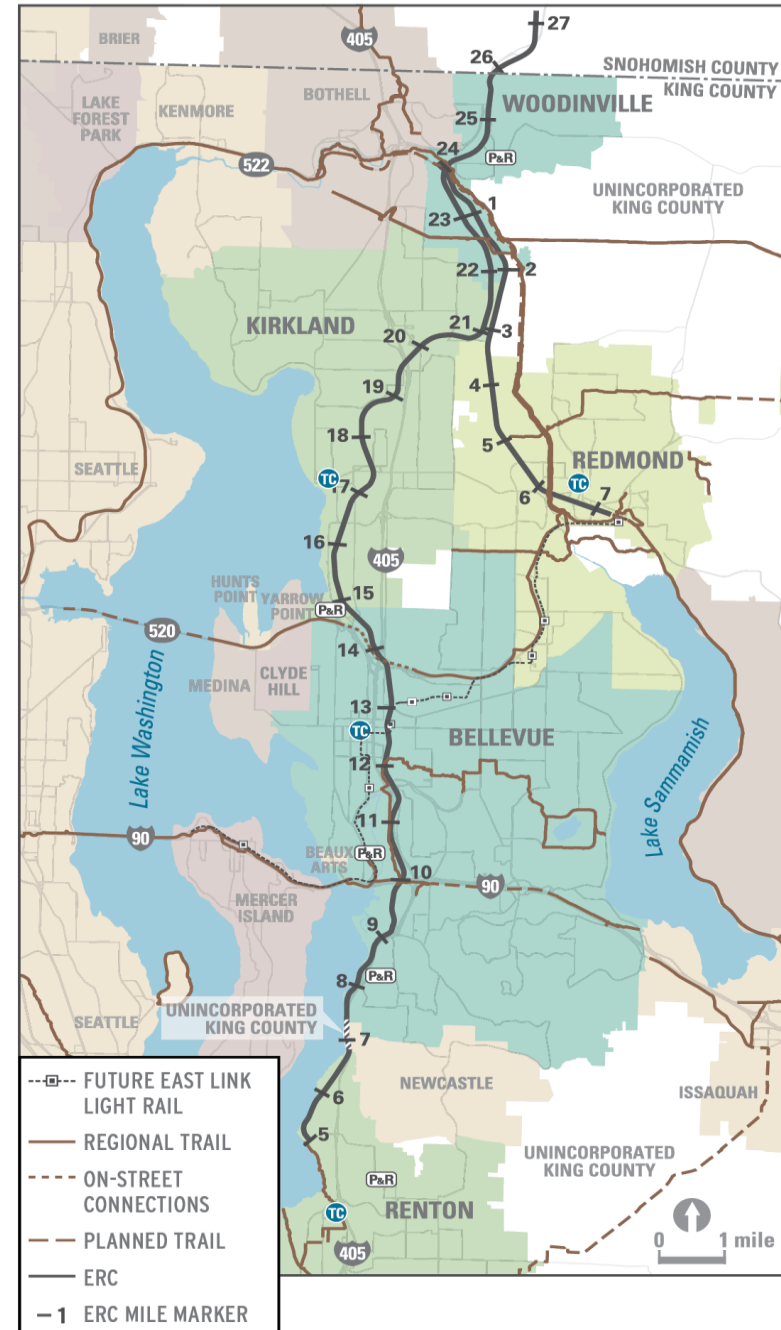
KING COUNTY PARKS AND RECREATION DIVISION  
JULY 2016

- Final Master Plan and Environmental Impact Statement (EIS) Published July 2016
- Pending Council approval, DNRP will issue Notice of Action, commences 30 day appeal period under SEPA
- Final Master Plan and EIS online at:  
[www.kingcounty.gov/erc](http://www.kingcounty.gov/erc)

# Opportunities: Connecting the Eastside

- ERC Trail provides a key link between existing and planned regional trails
- Creates a continuous network serving over 350,000 residents within Eastside, and over 1 million when considering connections across the lake
- Connections to core business districts of Renton, Bellevue, Kirkland, Woodinville, and Redmond
- Supports multimodal transportation options with numerous connections to transit centers and park and rides including connections to:
  - East Link Light Rail at Wilburton and Spring District
  - Rapid Ride on NE 8<sup>th</sup> Street
  - South Kirkland P&R

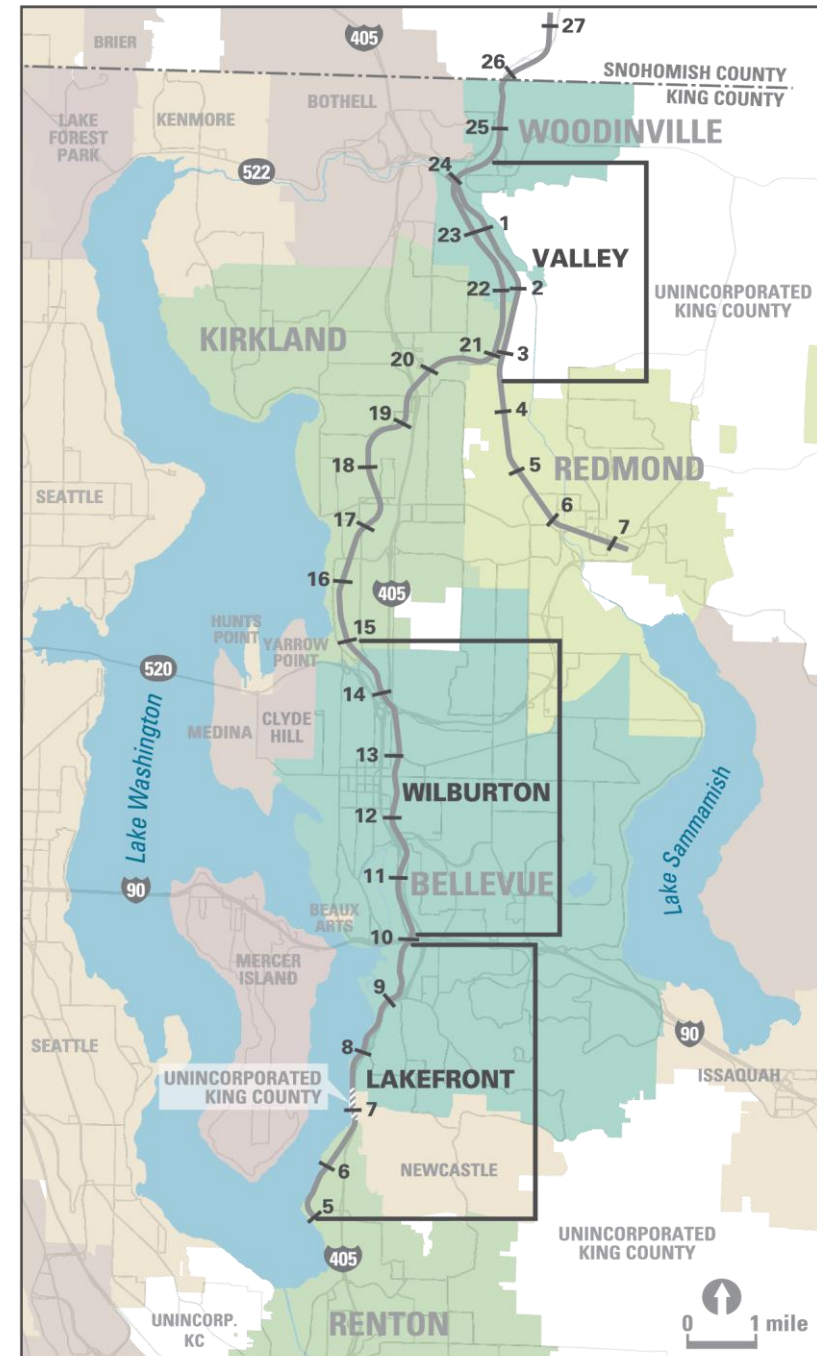
## REGIONAL TRAIL CONNECTIONS



# Corridor Segments

- **Lakefront** – Renton to I-90
  - Most residential segment
  - In Renton, opportunity to connect to Cedar River Trail and Lake to Sound Trail
- **Wilburton** – 1-90 to 108<sup>th</sup> Ave NE (Cross Kirkland Corridor)
  - Most urban and commercial, major redevelopments
  - Major bridge structures needed
  - Sound Transit ownership and East Link Light Rail
- **Valley** – Totem Lake to Woodinville, with Spur to Redmond
  - Connections between the Main Line, Spur, and Sammamish River Trail
  - Interest in potential excursion rail service
  - Most rural and passes through agricultural valley with numerous wineries

## EASTSIDE RAIL CORRIDOR SEGMENTS



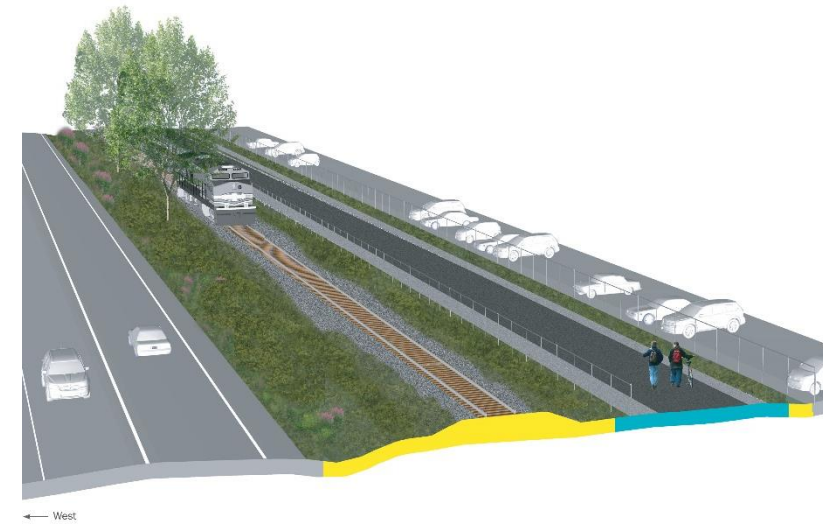
# Preferred Alternative by Segment



Lakefront Segment

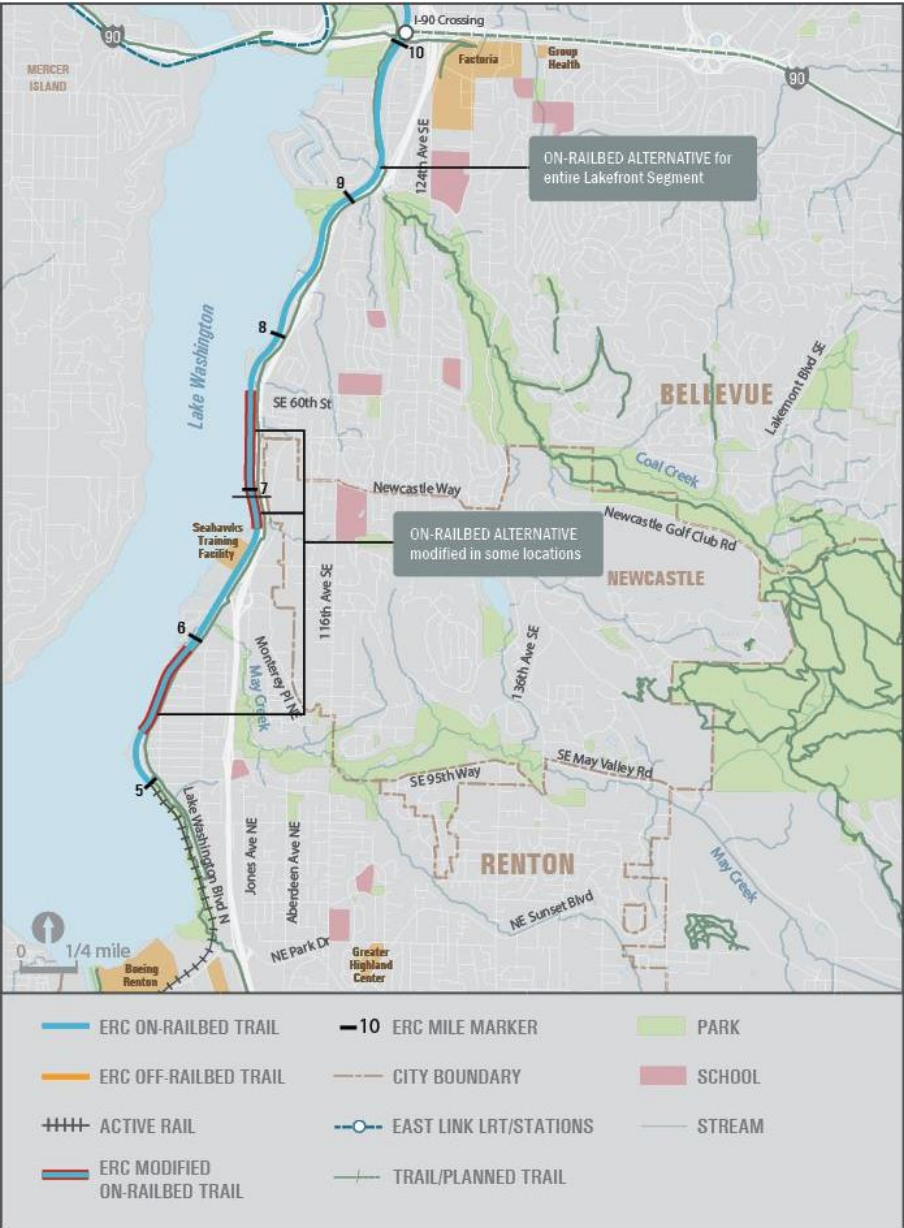


Wilburton Segment



Valley Segment

# Preferred Alternative – Lakefront Segment



- The **Lakefront Segment** extends from Gene Coulon Park at the south to I-90 at the north
- Community expressed strong preference for the on-railbed alternative, based on desire for the corridor to stay as natural as possible
- Throughout this segment, the alignment navigates some challenging cross-slopes and the width of the right-of-way is limited in several places.
- The Preferred Alternative is on the railbed, slightly modified in two locations to:
  - Avoid or minimize environmental impacts
  - Improve neighbor privacy and trail experience where homes would be in tight proximity to trail

FIGURE 4-11. LAKEFRONT SEGMENT PREFERRED ALTERNATIVE

# Preferred Alternative – Wilburton Segment

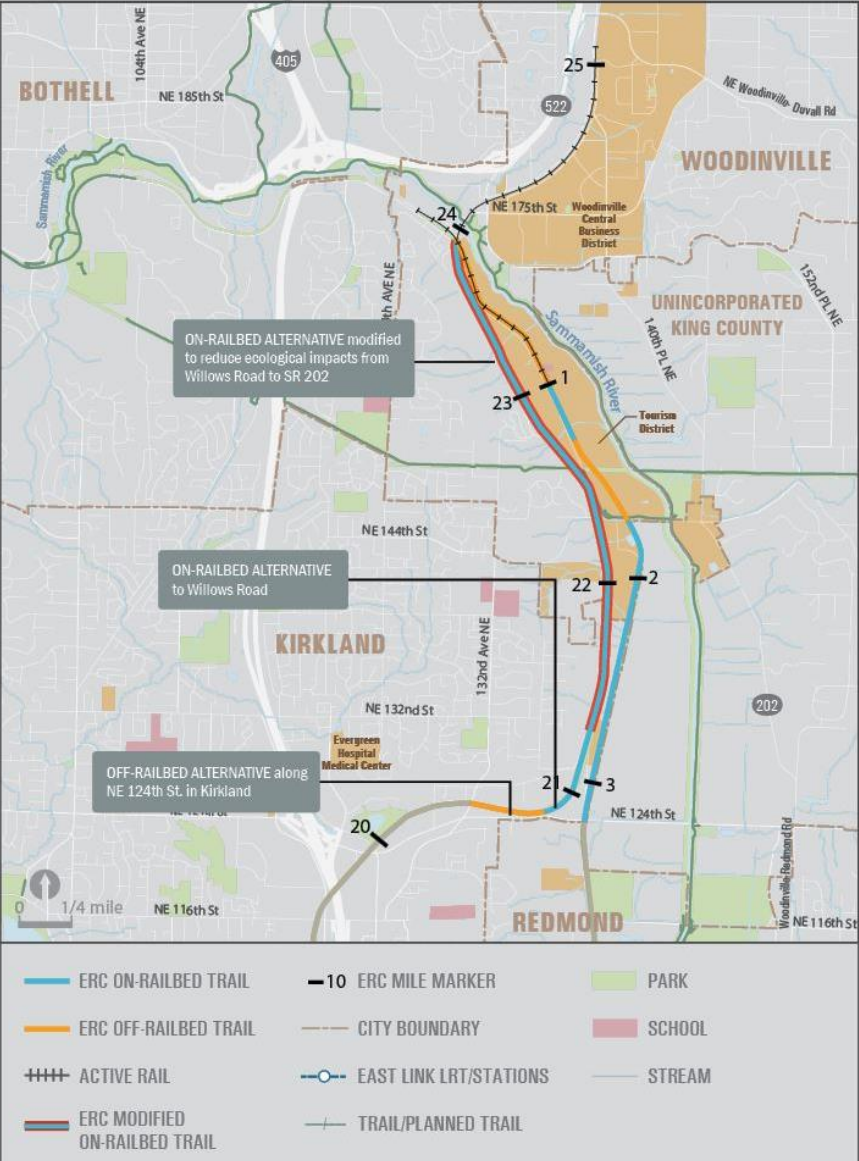


FIGURE 4-22. WILBURTON SEGMENT PREFERRED ALTERNATIVE

- The **Wilburton Segment** extends from I-90 to the Bellevue-Kirkland border just north of SR 520
- Key challenges are crossings with major roadways east of downtown Bellevue
- Sound Transit owns 1.1 miles of this segment, where the ERC trail would share the corridor with East Link
- Where the trail will share ERC with East Link (from south side of NE 8<sup>th</sup> Street to SR 520) the Preferred Alternative for trail is off-railbed
- North portion of segment (SR 520 to 108<sup>th</sup> Ave. NE) – Preferred Alternative is off-railbed in anticipation of ST3 light rail alignment
- For the rest of this segment, Preferred Alternative is on the railbed



# Preferred Alternative – Valley Segment



- The **Valley Segment** begins just east of Totem Lake and extends into Woodinville
- Includes two separate rail corridors: the ERC Main Line between Renton and Woodinville, and the Spur that connects Woodinville and Redmond
- Mainline:
  - Includes sensitive wetland areas and a lot of steep cross slopes - requiring high retaining walls regardless of alternative, but impacts and costs minimized significantly with on-railbed alignment of trail
  - Location of Puget Sound Energy power line project and wetlands led to selection of off-railbed Preferred Alternative in area east of Totem Lake
- Spur:
  - Interest in potential viability of excursion and/or freight operation continuance
  - There are still active rail operations in the Spur at north end of county ownership, therefore Preferred Alternative is off the railbed there
  - Elsewhere along this segment, the Preferred Alternative is off the railbed to avoid wetland and stream impacts, and for increased safety at commercial property driveway crossings
  - Between NE 124<sup>th</sup> St. and NE 145<sup>th</sup> St. on the spur, the Preferred Alternative is on the railbed due to corridor width constraints

FIGURE 4-28. VALLEY SEGMENT - MAIN LINE PREFERRED ALTERNATIVE

# Community and Stakeholder Involvement

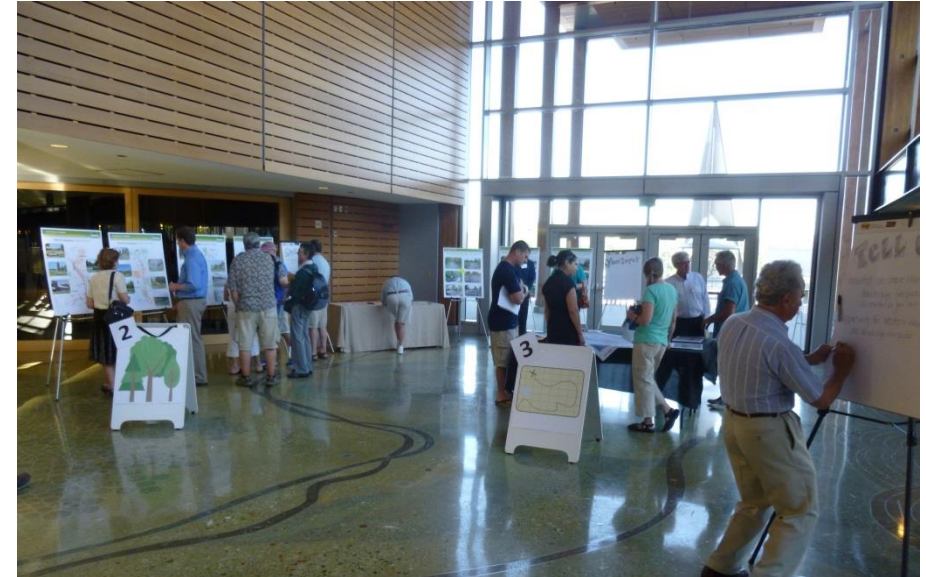
## Extensive Public Process:

- Multiple Open House community meetings, stakeholder and agency meetings during master planning 2015-2016.
- 159 comments received via mail, letter, or online.

## Common themes:

- **Environmental impacts** – keep natural, protect sensitive areas
- **Trail safety** – separation of uses, sufficient width, crossings
- **Local residential concerns** - privacy, security, parking impacts
- **Trail character and amenities** - gateways, art, community spaces
- **Trail design, width and surfacing** – paved and soft surface, accommodate all user types and volumes
- **Time to build the trail** – now, accelerate implementation

**Special Events:** Spike Removal Ceremony, Wilburton Trestle Press Events and Funding Announcements, ERC Summit, Trailside Café



# Next Steps

- Upon approval of Master Plan:
  - DNRP publishes Notice of Selection
  - 30-day Appeal Period on Final EIS
- DNRP advertising RFPs for design services (Wilburton Segment, NE 8<sup>th</sup> Street Crossing and other engineering services)
- Coordination with WSDOT on Wilburton Gap Bike/Ped Bridge and trail segment south of I-90
- Coordination with Sound Transit, PSE and all partner jurisdictions on ERC planning, design and development efforts
- Ongoing community and stakeholder engagement
- Pursuit of funding opportunities for trail implementation

# From Master Plan to Trail Design and Construction

Near Term Implementation Priorities

# Moving into Implementation

## 2017

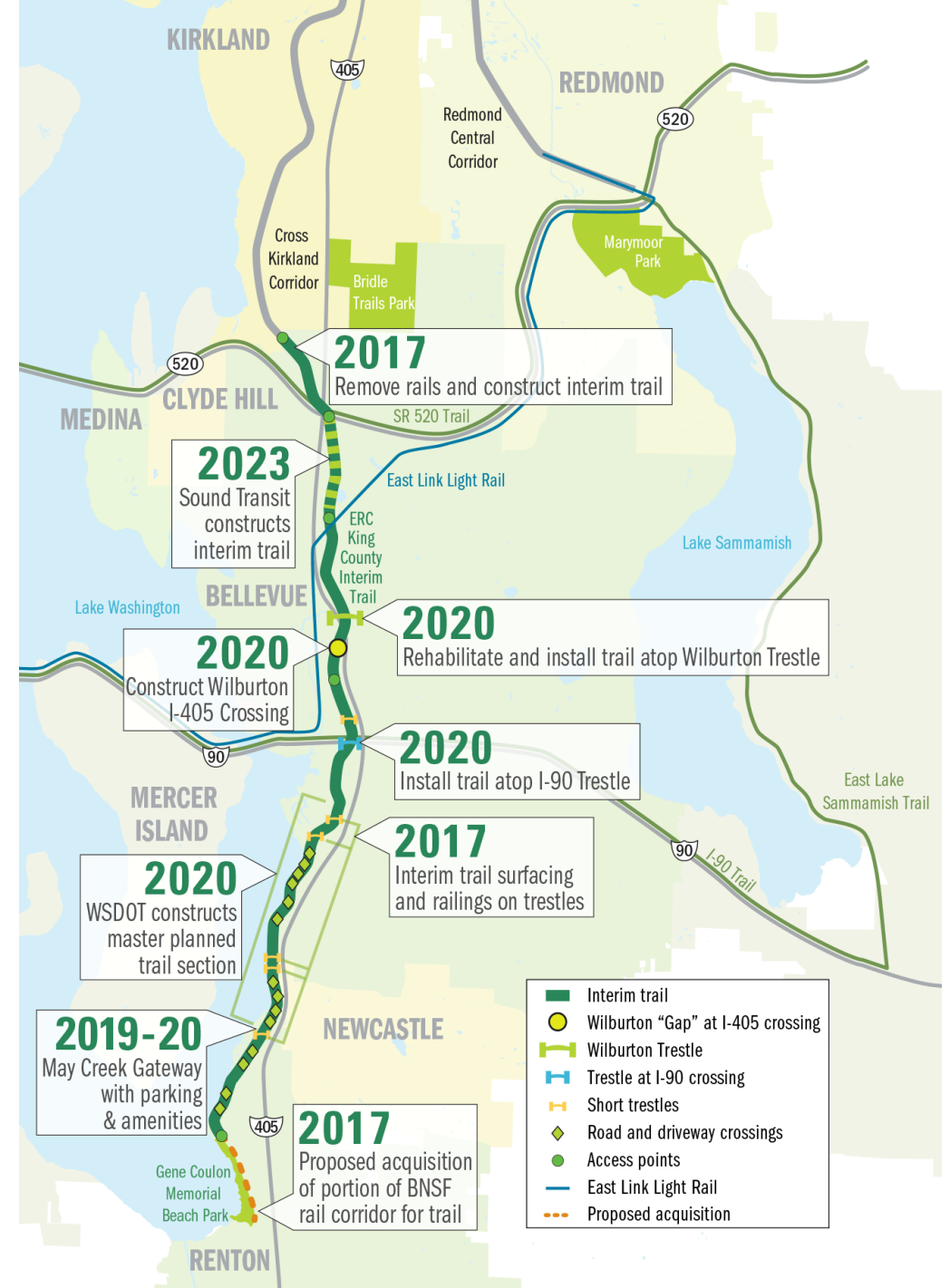
- Rail Removal from Kirkland to Renton
- Interim Trail Segment like Cross Kirkland Corridor
- Installation of interim trail decking and rails on all trestles
- Possible acquisition of BNSF property alongside Coulon Park for trail extension

## 2020

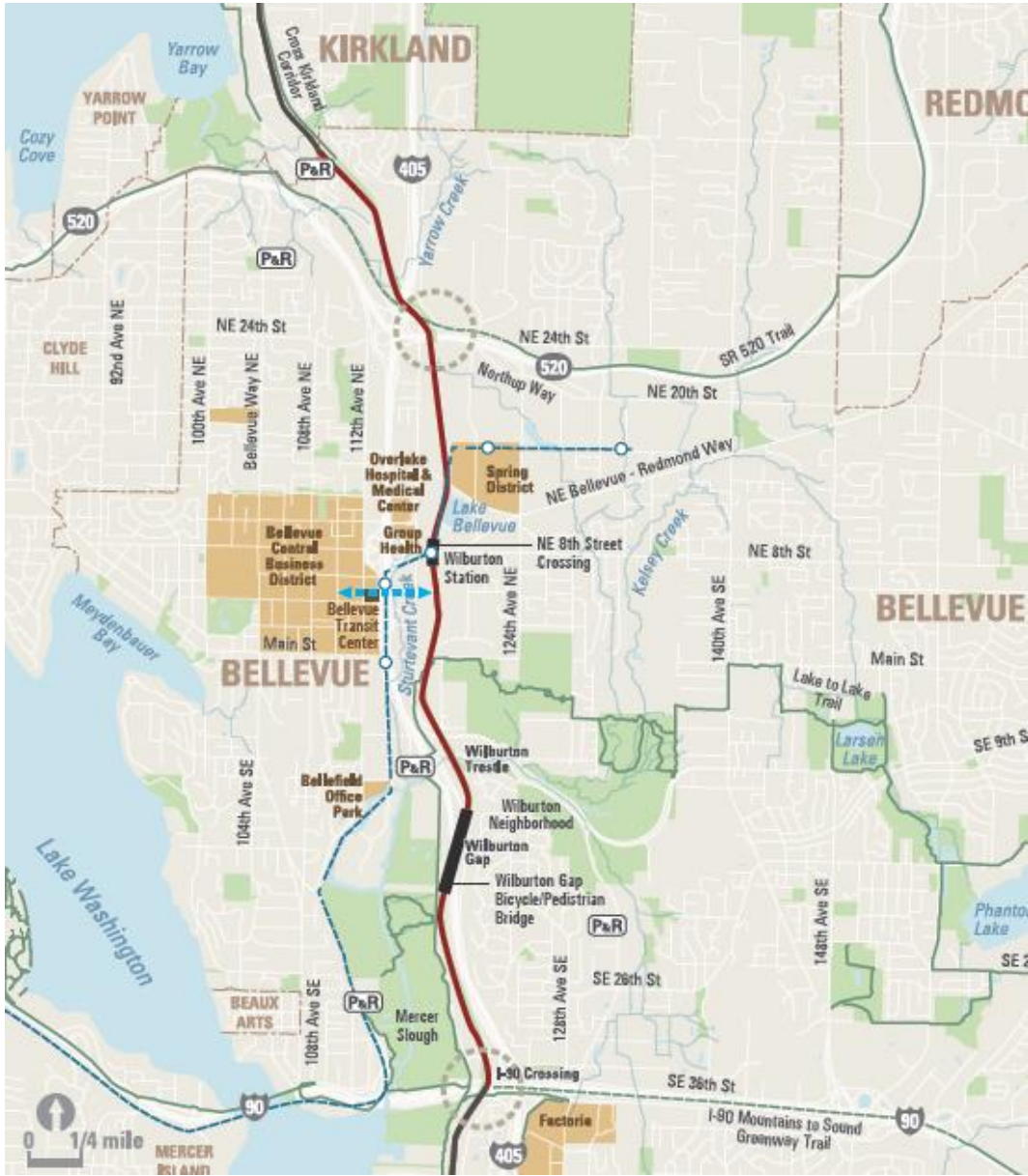
- Retrofit Wilburton Trestle with Trail
- WSDOT constructs Wilburton I-405 Bike/Ped Bridge
- WSDOT constructs trail section from Coal Creek to Ripley Lane
- Install interim trail on I-90 Trestle
- Construction of May Creek Gateway (trail parking and amenities)

## 2023

- Sound Transit constructs interim trail from NE 8<sup>th</sup> to SR 520



# Wilburton Segment Design: 2017-2019



# Rail Removal and Interim Trail

- Rail removal plans submitted for permits in 3 jurisdictions: Renton, Bellevue, King County
- Bid advertisement: **1<sup>st</sup> Quarter 2017**
- Construction schedule: **2<sup>nd</sup> -3<sup>rd</sup> Quarter 2017**
- Community outreach: **1<sup>st</sup> Quarter 2017**
- Interim Trail – 108<sup>th</sup> to SR 520, part of rail removal contract (does not include rail removal or interim trail in Sound Transit ownership area)
- Interim Trail south of Sound Transit ownership to Renton:
  - Gravel trail, interim crossings on trestles, I-90 bridge open, gaps remain at Wilburton Trestle and Wilburton Gap



# NE 8<sup>th</sup> Street Crossing Design



- Grade-separated trail crossing of NE 8th Street in Bellevue
- Provides connection from south side of NE 8<sup>th</sup> Street to East Link light rail Wilburton Station
- Overall Goal: Achieve best possible integration of trail with Wilburton Station and streetscape
- Design partnership with City of Bellevue and Sound Transit
- Art integration into bridge design: artist procurement underway





# Wilburton Trestle Funding Partners

- Total project cost for Wilburton Trestle: \$13.2 Million
- On October 18, 2016 Executive Constantine announced \$10 Million in funding commitments:
  - \$5 Million from State
  - \$2 Million from King County
  - \$2 Million from City of Bellevue
  - \$500,000 from Group Health
  - \$500,000 from Puget Sound Regional Council (federal grant)

*“The innovative and iconic Wilburton Trestle project will connect the Eastside like never before, through a multi-use trail corridor. I am pleased to announce the state's intent to provide capital funding for the project, and I can't wait to come back and be one of the first to cross the trestle when it opens.”*

*-Jay Inslee, Governor*

*“The Eastside Rail Corridor demonstrates what we can accomplish as a region when we work together.”*

*-John Stokes, Bellevue Mayor*

*“Group Health believes in partnering with communities to advance health on all fronts, including creating safe spaces for physical activity and connection. We are thrilled to be part of making the vision of the Eastside Rail Corridor a reality.”*

*-Diana Birkett Rakow,*

*Executive Vice President, Group Health*

# WSDOT Trail Installation in ERC in 2020

- Part of I-405 Renton to Bellevue Project will eliminate Lake Washington Loop Trail sections
- WSDOT will replace these sections within the Eastside Rail Corridor from Coal Creek Parkway to Ripley Lane (to trestle on north side of VMAC) by December 2020 (~2.5 mile section)
- King County Parks to partner closely with WSDOT during design and construction to ensure the trail is per Final Master Plan and EIS



# Questions?

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