CONNECTING IT ALL: The Cross Kirkland Corridor

- Interim Trail: Immediate use that enhances the quality of life of the City
- Transit and Trail - the ultimate vision
- Google and the CKC: Linking the workers of tomorrow, today
- A world class regional trail with spectacular views
- Linking neighborhoods to schools and parks
- Safe routes to schools
- S. Kirkland P&R: Linking housing, retail, transit and trails together
- A future paved path for kids and adults
FOR OVER 36 YEARS, Kirkland residents have envisioned a trail and tracks, running parallel along the rail corridor that stretches (north/south) through the city. Kirkland's leaders have taken many steps to realize this vision.

**CKC MILESTONES**

- **1977** – Land Use Policies Plan includes trail by tracks
- **1994** – Cross Kirkland Trail explored with BNSF
- **2009** – Active Transportation Plan top priority
- **Fall 2010** – Council authorizes talks with Port
- **February, 2011** – Council adopts 2011 City Work Program – includes evaluating purchase of corridor
- **2011** – Urban Land Institute Study & Recommendations for purchase
- **March, 2011** – Port and City reach tentative agreement for Kirkland segment at $5 million
- **March 9, 2011** – Park Board recommends corridor purchase/CIP reallocation
- **April, 2011** – Council adopts multi-modal vision for the corridor
- **December 7, 2011** – Transportation Commission recommends corridor acquisition/CIP reallocation
- ✭ **December 12, 2011** – Council unanimously approves purchase and sale agreement with the Port for the CKC
- ✭ **April 14, 2012** – Kirkland becomes owner of the Cross Kirkland Corridor
- **2012** – State awards $2M interim trail grant
- **2012** – PSRC awards $1M interim trail grant
- **November 2012** – Proposition 2: Parks Levy passed with 57% approval; Interim trail the single largest project in the levy
- **2013** – State awards $1.3M for pedestrian connection to South Kirkland Park and Ride and $500,000 for acquisition
- ✭ **June 28, 2014** – Ground is broken on construction of the Interim Trail.
KIRKLAND’S 5.75 MILE LONG SECTION of the Eastside Rail Corridor (ERC) is the most densely populated segment along the entire 42 miles. The federal Surface Transportation Board formally approved abandonment of the ERC in 2009. The Cross Kirkland Corridor directly connects to eight of the City’s 13 neighborhoods. At its southern end, the CKC is situated at SR 520 and I-405, providing easy access and connections to the cities of Bellevue, Seattle and Redmond. At its northern end, the CKC connects the Totem Lake Designated Urban Center to the rest of the City and to the region.

MAJOR CONNECTIONS

- **Park & School connections:** 14 parks and 7 public schools are within 2000 feet of the corridor
- **Bicycle connections:** the CKC connects to over 20 miles of bicycle lanes on Kirkland arterials
- **Multi-modal capacity to address future congestion from growth and tolling impacts**
Currently there are more than 1,813 businesses located within or touched by a 2,000 ft. buffer of the Cross Kirkland Corridor (CKC) with over 18,568 employees, including several of the larger businesses in Kirkland – Evergreen, Google, Nintendo, Astronics and Kenworth Truck (Paccar). With its planned multi-modal transportation capabilities, the CKC can be expected to serve as a magnet for new development, both residential and commercial, over the next 20 years. In the Totem Lake Urban Center alone, approximately 20,000 employees and 4,000 new residents are forecasted by 2035, many of whom are likely to be accommodated on property bordering or within easy access to the corridor.

Kirkland’s Business Centers
- Yarrow Bay Business District
- Light Industrial/Technology Zone
- Totem Lake Business District

New Google Campus (rendering)

Evergreen Medical Center
The Cross Kirkland Corridor
Connecting the Present to the Future

KIRKLAND IS FULLY FUNDING an interim trail and CKC Master Plan for trail and transit.

- Interim Trail: $3,600,000  ✔ funded
- CKC Master Plan: $500,000  ✔ funded
- Totem Lake Park Master Plan: $150,000  ✔ funded

Photo credit: Jersey Mike
CONNECTING KIRKLAND'S PAST AND PRESENT TO OUR FUTURE
The Cross Kirkland Corridor

Welcome to the Cross Kirkland Corridor

For more information
www.kirklandwa.gov
(425) 587-3800

STAY INFORMED AND GET INVOLVED.
FOR MORE INFORMATION VISIT:
www.kirklandwa.gov/crosskirklandcorridor

Alternate Formats: Persons with disabilities may request materials in alternative formats. Persons with hearing impairments may access the Washington State Telecommunications Relay Service at 711.

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To request an alternate format, file a complaint or for questions about Kirkland’s Title VI Program, contact the Title VI Coordinator at 425-587-3011 or titlevi coordinator@kirklandwa.gov.
### Trail Statistics

- **Trail Length:** 5.75 miles
- **Trail Width:** 10 feet (average)
- **Corridor width:** 100 feet (average)
- **Neighborhood connections:** 16 after trail construction
- **Land purchase cost:** $5 M
- **Rapid Flashing Beacons:** 7 locations
- **Retrofitted bridge crossings:** 2
- **User counts:** 10,000-20,000/month

### Rail Salvage Costs
- Administration: $105,580
- Design/Insp.: $153,830
- Total Soft Costs: $259,410
- Rail Removal: $451,463
- Salvage Credit: ($541,366)
- Net Salvage Credit: ($89,903)

### Interim Trail Cost
- Administration: $159,239
- Design: $535,978
- Permitting: $10,584
- Construction: $1,920,465
- Total Costs: $2,626,266

- **Linear Feet of Trail:** 30,360
- **Cost Per Linear Foot:** $87.00
  (includes road crossing removal/construction)
The Cross Kirkland Corridor was purchased by the City of Kirkland in April of 2012. The rails were removed in October of 2013 - the tracks and rail material were salvaged. The Interim Trail was constructed in 2014 and opened in January of 2015.

**Cross Kirkland Corridor Master Plan** — Kirkland’s ultimate vision is a multi-modal transportation facility with a paved trail next to a mass transit facility. The interim trail was constructed to create immediate use of the corridor.

**Interim Trail** — In 2014, Kirkland built a 10-foot-wide Interim Trail on the existing rail ballast. The Kirkland community celebrated the opening in January 2015.

**Rail Removal** — Total cost was $710,873 (not including salvage credit).

Certain track components have value and can be salvaged, with significant value. While many General Contractors can perform salvage work, a specialty firm will have purpose-built equipment and knowledge to perform the work faster, and have established re-sale markets, potentially recovering more value for the owner.

Due to the different equipment needed, Kirkland deferred road crossing removals to the trail construction portion.

Other states may have a department that re-purposes signal and other operable equipment to local short-line rail operators. They may ask for an inventory of available equipment intended to be removed and will arrange to get it into the right hands.

**Interim Trail Development** — Total cost was $2,626,266 (not including rail removal and salvage).

The City of Kirkland’s approach was to fund and construct an interim crushed surface trail, which provides for immediate use while design and funding of future improvements is programmed.

Staying within the established rail ballast footprint is key to quickly creating a trail and avoiding long-lead permitting and potentially costly mitigation for environmental impacts.

For the Kirkland trail, a custom ledge-rock surfacing at four-inch depth was used. Seven road/trail crossings were improved with the addition of ADA ramps, signage and Rectangular Rapid-Flash Beacons.

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