Cross Kirkland Corridor (CKC) and Eastside Rail Corridor (ERC)

Kirkland memo re: Cross Kirkland Corridor Update

Bellevue memo re: Eastside Rail Corridor



MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director

Dave Snider, P.E., Capital Projects Manager Kari Page, Cross Kirkland Corridor Coordinator

Date: April 8, 2015

Subject: Cross Kirkland Corridor Update

The Cross Kirkland Corridor is the most transformational acquisition that Kirkland has made since the City purchased and developed its amazing string of waterfront parks decades ago. Despite being open for only a few months, the CKC is enhancing the community's quality of life as thousands of residents walk, run and bike on the Corridor each week. The CKC is also spurring economic development as shown by Google's decision to expand along the Corridor, the redevelopment of the Totem Lake Mall and the flurry of activity in the real estate market adjacent to the corridor since it opened.

The CKC officially became Kirkland's in April of 2012. Also in 2012 State Senator Andy Hill secured \$2 million dollars for the development of an interim trail on the CKC. The PSRC then gave Kirkland an additional \$1 million to complete the interim trail. In November of 2012 the voters of Kirkland passed the Parks levy which included money for the development of the interim trail and creation of a Master Plan for the CKC. In 2013 Kirkland was able to remove the rails and ties and grade the rail bed into a rough but serviceable trail. Kirkland completed the Master Plan and the construction of the Interim Trail in 2014.

The Interim Trail is providing balanced transportation, stimulating economic development and connecting parks, schools and neighborhoods. The residents and businesses of Kirkland have embraced the CKC with passion and excitement. This memo provides an update on the status of the Cross Kirkland Corridor improvements.

- **1. Interim Trail Construction:** Construction was completed (except work at 124th/Totem Lake Blvd—see below) in March of 2015 with only warranty work items and required contractor paperwork submittals remaining. The estimated final construction contract (with reduced material quantities and removal of the 124th/TLB Intersection work) is \$1,890,000, which is approximately \$200,000 under the original contract amount of \$2,099,175.
- **2. Waddell property connection:** The City is in the process of purchasing two properties adjacent to the CKC in the Houghton neighborhood, located at 6705 and 6711 106th Avenue NE. These properties will be used to provide connectivity from the CKC to the Houghton Shopping Center while preserving the property until the community Houghton/Everest Neighborhood Business Center update process is complete.

The CKC Master Plan identified connectivity to the Houghton Shopping Center along NE 68th Street as a high priority. Knowing this, the property owner, Doug Waddell, offered these properties to the City of Kirkland prior to his placing them on the open real estate market for sale. Seizing the opportunity to use the properties to further implement its long-term vision for the CKC, the City Council recently authorized the acquisition of two parcels.

Staff is in the process of creating concepts for connecting the CKC to the Houghton Shopping Center using the Waddell properties. The transaction with Mr. Waddell will include a Pedestrian Access Agreement that will provide the City with the option of making an interim connection over a portion of the property to the north. Other than construction of a connection to the CKC, there are no plans at this time to redevelop or alter the site.

- **3. Maintenance and Operations:** The 2012 Parks Levy included \$98,800/year for maintenance of the Interim Trail. Public Works is in the process of developing an ongoing maintenance plan for the Interim Trail to set standards and determine whether this funding is sufficient to meet those standards. Using the principles of maintenance management, the following steps are underway:
 - a) Feature Inventory: A complete inventory of all items to be maintained on the interim trail. Examples of trail feature inventory items include: trail surface, drainage ditches, backslopes, fencing, landscape, wetland areas, crosswalks, flashing beacons, paved approaches, and drainage culverts.
 - b) Maintenance Tasks: A list of tasks necessary to maintain each inventory feature. For example, tasks to be performed on the trail surface might include grading, patching, restoration, and litter cleanup.
 - c) Performance Standards: The standard crew, equipment and materials needed to perform each task on a daily basis, along with an estimated standard daily work accomplishment.
 - d) Service Levels/Effort Levels: The annual amount of work to be performed for each task. The effort level is usually expressed in terms of frequency. For some tasks, it makes sense to express the effort level in terms of quantities of material per amount of inventory (for example, surface patching may be expressed as "tons per mile").

Using the information above, an annual work program is developed for each maintenance task. Projected work quantities, budget, labor, equipment, and material are established for each task. This work plan is further divided into each month.

Public Works is in the process of implementing an automated Maintenance Management

System (MMS). Prior to the start of a functioning MMS, a maintenance management work program is being developed manually for the interim trail

- a) Garbage cans: Combination garbage and recycle recepticles were installed in March at all "at grade road crossings" including: 132nd Avenue NE; 128th Avenue NE; NE 124th Street/Totem Lake Blvd; 120th Avenue NE; NE 112th Street; NE 110th Street; NE 87th Street; Kirkland Avenue; 6th Street South; NE 52nd Street; and 108th Avenue NE. Waste Management services all locations weekly as part of the existing contract with the City of Kirkland with no additional costs.
- b) Mutt mitt dispensers: Seattle Veternary Specialists will be installing mutt mitt dispensers next to the garbage receptacles at 11 locations within the next month. Volunteers will be asked to adopt the receptacles to keep them filled with bags. Maintenance staff is ready to assist if the volume of use is higher than what the adoptees can handle.
- c) Counts on the corridor: As a pilot, in January a VideoLan Camera was purchased and placed on the trail to record images for counting users. The camera has a rechargable battery which is recharged every few days. Counts have been taken prior to the opening of the trail, the weekend of the opening and several weeks after the opening. The advantage of the camera (over infrared counters) is the ability to distinguish different types of users (bicycle, running, walking, dog walking, etc.). The video recordings will be reviewed and users tallied so an assessment can be made to determine if this is the most effective way of monitoring use of the trail over time.
- d) Americans with Disabilities Act (ADA) plan and access: ADA Dispenser access to the corridor is a high priority. Staff has been working on both a long range plan and opportunities for quick wins. Seven or eight sites have been identified along the corridor to provide parking and ADA access. Those locations include 128th Avenue NE, 120th Avenue NE, NE 112th Street, NE 110th Street, NE 87th Street, Kirkland Avenue, 5th Place S, and possibly the Waddell property connection. The topographical and access challenges on the southern quadrant of the corridor emphasizes the importance of the South Kirkland TOD CKC Multi-Modal bridge. Each parking and ADA location is estimated to cost roughly \$2-3,000. Staff will return to Council with a recommended plan and funding strategy for these quick ADA wins.



Garbage/recycle receptacle





Signs for donated Mutt Mitt

4. Outreach

a) Kudos: The City is receiving "fan mail" about the CKC almost daily. Staff would be remiss not to reflect this overwhelmingly positive feedback as part of the CKC update. Here are just a few comments:

"I never expected the day would arrive when the BNR corridor would become a multi-use trail for the people. I've lived in Kirkland 31 years. My family is already using the trail regularly. We intend to enjoy the honeymoon period to the max, i.e. before it's paved."

"The CKC is such a wonderful addition to the regional trail system in the Greenway—many thanks to all of you at the City of Kirkland for championing this through." Mountain to Sound Greenway

"It's the fastest way to get to work by bike vs sitting on 405 in a car. Thank you for all your hard work on this project!"

"Greetings -- yesterday I walked part of the cross Kirkland corridor for the first time---I LOVE it"

"I've been using the CKC to commute by bike from my house in North Bellevue to my office on NE 122ND Way in Kirkland. It is a joy to take the CKC. What a wonderful way to start and end the work day."

"Please extend my thanks and gratitude to any and all who responsible for having the foresight, motivation and persistence to see this project from concept through to completion. CKC is a superb resource. So well envisioned and so well executed."

"A big thanks goes to the City of Kirkland planners, the 520 highway planners, the voters, and of course me (since I voted for these projects and the funding). I recently had the most excellent commute. I live near 116th & 405 in Kirkland and I commute downtown Seattle most week days."

"This is so much better than commuting by car, or waiting for the chronically overflowing 255 bus."

"I had a wonderful commute that was nearly all on separated bike/walk paths. In 6 miles, I had about 4 intersections – 3 with user activated flashing yellow crosswalks. The car free trails almost felt like I was in Amsterdam!"

"I can hardly wait for summer and longer days — this commute will be truly incredible. Oh wait, don't tell anyone. Keep it a secret."

- b) Road show: CKC is being recognized and applauded on the regional level including presentations for Cascadia Eastside Branch Collaborative on February 17;
 - Washington Bike Summit on March 16; and Feet First Walkable Washington Symposium on April 2. In addition, two important tours were scheduled: the American Planning Association (APA) National Conference on April 20, and the International City/County Management Association (ICMA) Annual Conference on September 28.
- c) Police Utility Terrain Vehicles (UTVs): Police Officers are being trained and the vehicles are being licensed for street use. By later this spring these vehicles will be on the Cross Kirkland Corridor. The City is turning to 5th grade classes within the Lake Washington School District (LWSD) to name the vehicles. Fifth grade classes (including 4th/5th Grade combination classes) have been invited to submit suggested names for the UTVs by May 1, 2015. Participating LWSD elementary schools to date include: Peter Kirk, A.G. Bell, Ben Franklin, David Thoreau, Carl Sandburg and Juanita. A community online vote will occur from May 2 through May 15 with the winning name to be announced at a future City Council meeting and in City materials. Contest details can be found at www.kirklandwa.gov/crosskirklandcorridor.

Officers will be visiting participating schools as a way to display the UTVs and interact with students." On April 21, KPD Neighborhood Resource Officer Audra Weber will be at Sandburg, Thoreau and Juanita schools and on April 23, she will be at Franklin, Kirk and Bell schools.

d) Draft Map: A user map of the CKC is in progress and is anticipated to be printed and online by summer. The map includes trail connections, parking opportunities (possibly including ADA), restrooms, park amenities, nearby business/shopping/restaurant districts, and other landmarks.



City Manager Kurt Triplett and Chief Olsen with one of the UTVs



Photo by CKC user and neighbor Bea Stollnitz

e) Photo competition: CKC users are often sending in photos and videos of their favorite features of the trail. Instead of hiring a professional to take photos of the trail for the web site and other publications, staff is considering a photo competition.

5. Projects

a) South Kirkland TOD CKC Multi-Modal Bridge/Elevator: The South Kirkland Pedestrian Bridge project will provide a needed ADA-accessible pedestrian route between the Cross Kirkland Corridor (CKC) trail and King County Metro's South Kirkland Park & Ride facility and the nearby Transit-Oriented Development (TOD). There is approximately 50 vertical feet between the level of the parking lot and the level of the CKC trail where it intersections 108th Avenue NE. Current pedestrian access between the South Kirkland facility and the CKC trail is limited to a long and strenuous sidewalk along 108th Avenue NE.

The connection will incorporate an elevator and stair tower with access to the parking lot and the bottom level of the adjacent parking garage with an elevated pedestrian bridge that will connect to the trail. The 60-foot tower will enclose a passenger elevator and staircase within a steel-framed structure wrapped in a combination of glazing, architectural steel mesh, and perforated metal panels. The architecture of the project will be important, as this connection is located at the south terminus of the City of Kirkland's CKC trail, and so may be considered a "gateway" to the trail north.

The project is currently being designed and is approaching a 60-percent design and engineer's estimate stage. As much of the project represents an addition to an existing and fully-utilized Park & Ride facility, and the structure will be maintained by the City of Kirkland after construction, several aspects of the project require careful coordination with King County that is still underway. The "gateway" aspect of the project also has a significant influence on the 60-percent design and estimate. Initial project funds for the project came from a Washington State Capital Appropriations grant, with supplemental funds committed to the project by King

County. Additional funding necessary to the complete construction of the project will be evaluated based on the 60-percent design and engineer's estimate. Staff is evaluating options to balance the desire to make the structure an iconic feature with project affordability.

- b) SRM Development: The public improvements between Google Phase I and Phase II on the CKC are under construction and anticipated to be complete one month later than originally planned. The trail is expected to be open August 1st and a joint SRM Development, Google, and City of Kirkland opening celebration is being discussed for mid-August. More information will follow on this event.
- c) Kalakala Art: Roughly 30 pieces of the Kalakala have come home to rest in Kirkland after nearly 80 years (totaling \$59,000).
 - Wheel room (excluding the front section)
 - Two large doors where cars entered
 - Valve wheels (4)

One of the ten art deco railing (with brass hand rail)

- Hand railing (approximately 60 feet)
- Top silver section of the front of the boat with 6 port holes
- Window section of exterior with 3 port holes
- Rudder trim lever/wheel
- Rectangle brass window frames (5)
- Round top brass window frames (2)
- Small hatch with door
- Mooring line access hole

In July of 1935, the ship made its maiden voyage into Elliot Bay from the Kirkland Shipyard at Carillon Point. Within six years, the ship had carried over six million passengers and was later incorporated into the State's ferry system (1951). At the Worlds Fair in 1962, the Kalakala was voted the second biggest attraction after the Space Needle. The relevance of the iconic art deco ship to the history of the Pacific Northwest was reflected by the interest in seeing and acquiring pieces of the ship when Rhine Demolition began dismantling it in February of this year. Salty's

Restaurant and the City of Kirkland preceded hundreds of people and organizations who inquired and flocked to the salvage "garage sale" during the demolition.

The vision is to place the art in a way that will connect them visually to Carillon Point from the Cross Kirkland Corridor. A committee comprised of members from the Cultural Arts

Commission, Parks Board, Transportation Commission, and interested contributors



Kalakala Pieces being transported to Kirkland



Inside the Kalakala Wheel House

has been formed to develop an art concept for reuse of the salvaged Kalakala pieces. The first committing meeting is scheduled for April 20th and will include a visit to the storage area where the salvaged parts are located and an afternoon session for brainstorming ideas for the art. A Request for Qualifications will be developed later this spring to procure a renovation and installation consultant/artist.

- d) CKC Connections: Connections to the CKC are a high priority in the draft
 Transportation Master Plan. The interim trail on the CKC provides an important new
 corridor for pedestrians and bicycles, and City staff are making every effort to
 complete connections to the CKC, and to complete non-motorized networks that
 include the CKC. There are four general categories of connections underway:
 - Neighborhood Safety Program: This year's Neighborhood Safety Program (NSP) project list includes important connections to the CKC. Details are

included in the Neighborhood Safety Program memo for the April 21 City Council meeting.

- Capital Improvement Program (CIP): In preparing the 2015-2016 CIP, considerable effort has been put into creating a comprehensive approach to implementing the policies set forth in the draft Transportation Master Plan (TMP). The draft TMP places a high priority on CKC connections, which will be reflected in the proposed CIP budget for 2015-2016.
- Maintenance Work Program: In addition to the CIP, some CKC connection projects are small enough in scope to be completed by in-house Public Works crews.
- Volunteer Work: Some connections are being built by volunteer groups, under the oversight of Public Works and Parks staff.

6. Planning

- a) Eastside Rail Corridor Regional Advisory Council: The Regional Advisory Council April 22 meeting was held at Kirkland City Hall Council Chambers. The agenda included the 2015 Work Plan, Collaborative Funding, Branding, and an update on concepts and funding of the gap in the Eastside Rail Corridor at Wilburton created by the construction of I-405. Kirkland staff continues to participate on the Staff Team to coordinate efforts with the regional entities and Bellevue staff is now participating in these meetings.
- b) Sound Transit and City of Belleuve Memorandum of Understanding (MOU): On Monday, April 6, Sound Transit and the City of Bellevue reached an agreement for an amended memorandum of understanding that will allow East Link light rail construction to begin in Bellevue. The City of Bellevue will hold a public hearing on April 13 and the Sound Transit board will consider approving the MOU on April 23. If the maintenance facility is sited in Bel-Red, the MOU also calls for the construction of an interim trail within a one-mile stretch of the Eastside Rail Corridor to connect to a station at 120th Avenue Northeast.
- c) Special Events: The first special event is planned for the CKC on Mother's Day. For more than 10 years, the Mother's Day Marathon has been known for being one of the hilliest and most challenging half marathons in the Northwest. By using the CKC and turning the event into a point-to-point route, the marathan will be one of the flatest and event organizers anticipate having the fastest times in the region. The event will be the first of several that have been scheduled on the CKC.

The CKC will be a wonderful place to hold events, with the views, flat terrain and separation from the automobile. Anticipating a surge in special event requests, staff has developed a plan that will keep the trail safe and open to the community during events. Event guidelines include:

 No more than two events can be held on the CKC in one month (no matter how much of the CKC the event will use).

- No races will be "out and back" to enable the public to continue to use the trail during races.
- Off-duty Kirkland police officers are required for traffic control at each street crossing.
- Motorized vehicles are prohibited. Event staff shall lead participants and monitor course by mountain bike or other nonmotorized means.
- Timed events may not cross NE 124th Street in Totem Lake.
- Public notification signage is required at major access points with no less than 1 week prior notice.
- Larger events will not start on the CKC to allow time and spacing of participants before coming onto stretches of the CKC that are limited to 8-10 feet.
- Staff may limit the number of participants if over time there becomes a clear "carrying capacity" issue with the trail.
- d) Eco Charrette: The "Eco-Charrette" is scheduled for May 28, 2015 9:00 a.m. to 1:45 p.m. at the Kirkland Justice Center Totem Lake Room. The purpose is to build upon on the Cross Kirkland Corridor (CKC) Master Plan, further defining the Plan's goal to "Foster a Greener Kirkland." The interactive workshop will:
 - Engage experts from a variety of disciplines to explore opportunities towards the "greenest" corridor.
 - Identify green strategies and environmental themes for specific corridor segments.
 - Develop concepts to inform future design guidelines, projects and potential eco-certifications. Regional experts, regional partners and City staff will be invited to provide input on four geographic-based sections of the CKC.
 Opportunities and recommendations will be reported to the City Council later this summer.

City of Bellevue



MANAGEMENT BRIEF

DATE: May 11, 2015

TO: Mayor Balducci and City Councilmembers

FROM: Pam Bissonnette, Deputy City Manager

Paula Stevens, Assistant Director Transportation Planning Joyce Nichols, Director of Intergovernmental Relations

SUBJECT: Eastside Rail Corridor

Bellevue is an active participant in the regional process to plan for the use of the Eastside Rail Corridor (ERC). Regional coordination and planning for the corridor is proceeding under the auspices of the Regional Advisory Council (RAC). Primary members of the RAC are the five entities with an ownership stake in the corridor between Woodinville and Renton: King County, City of Redmond, City of Kirkland, Sound Transit, and Puget Sound Energy. Bellevue, which does not have an ownership stake in the corridor, is an "Associate member" of the RAC; in this role, Bellevue staff participate in the interagency staff workgroup for the RAC and help support the workplan, particularly for elements that relate to identified areas of interest to Bellevue. In 2013, Bellevue substantively participated in the development of the regional vision for the corridor, which was captured in the Creating Connections document, adopted by the RAC in October 2013. Bellevue is also engaged in the Trail Master Planning process that King County is pursuing for the segments of the corridor owned by the County and the segment owned by Sound Transit.

Bellevue priorities for the ERC are guided by the Rail Corridor Interest Statement adopted by Council on July 22, 2013 (see Attachment A). The Interest Statement acknowledges the significance of the corridor and the importance of preserving it for multiple public uses, including a pedestrian and bicycle trail, transit, utilities, and potential freight reactivation. The Interest Statement also recognizes the benefit of a regional governance structure for the ERC, as represented by the RAC, and the need to plan for the corridor – both near-term and long-term – under a regional framework.

Broadly, Bellevue and Kirkland are substantively engaged in supporting and advancing the regional workplan for the corridor through the work of the RAC, including coordination via the staff working group that supports the RAC. Specifically in the context of the two cities, there is mutual benefit in linking the Cross-Kirkland Trail, at 108^{th} Avenue NE adjacent to the S. Kirkland Park & Ride, to the trail improvements to be constructed by Sound Transit south of SR 520. Last month, Bellevue and Sound Transit approved an agreement in which Sound Transit will implement interim trail improvements on the segment it owns between the future Hospital Station (just north of NE 8^{th} Street) and SR 520 (see Attachment B). The City will be exploring options to connect the Sound Transit trail improvements to the Kirkland trail improvements, in coordination with King County, the owner of the intervening segment. **The City's FY**

2015-2016 Capital Investment Program budget includes \$1,000,000 as placeholder funding that could be used for "conceptual design, other amenities (such as plantings or gravel pathways) or purchases" along the ERC.



BELLEVUE INTEREST STATEMENT FOR THE EASTSIDE RAIL CORRIDOR

Adopted July 22, 2013 by Bellevue City Council

The City of Bellevue supports regional efforts to develop the Eastside Rail Corridor (ERC) for public use and benefit. The City has long supported preservation of this important public right-of-way for multiple public uses. This approach is consistent with regional organizations, local governments, and owners of the corridor. The development of the ERC within King County offers a significant step toward providing important north/south connectivity between local communities from Renton to Woodinville and points along this major public corridor. Over time, this connection provides a rare and unique opportunity to create a variety of benefits and uses for the public. The Bellevue City Council supports the following principles for future corridor design and implementation processes within the King County segment of the corridor:

- 1. Governance Structure and Implementation Plan. Following on the work of the 2013 ERC Regional Advisory Council, Bellevue strongly supports the establishment of a standing regional governing body, including a seat for Bellevue, to provide oversight of the planning, development and implementation steps among affected jurisdictions and parties. This body should be responsible for developing an interim and long-term conceptual plan for the corridor. Examples of the range of work should include the following priority objectives:
 - Advance the work of the ERC Advisory Council. Refine the vision developed by the ERC.
 - Plan for the future. Develop a roadmap for the design, management and implementation activities in the corridor vision.
 - Develop a phased, well-integrated plan. Ensure affected local intersections and state
 highway interchanges along the corridor are carefully analyzed, planned and phased,
 especially where there are overlapping or competing interests for uses of the ERC right-ofway in highly constrained locations.
 - Balance continuity and local interests. Ensure all efforts address continuity of design incorporating the diverse interests of communities along the corridor.
 - **Be strategic and transparent.** Develop the corridor in a highly collaborative, open and transparent manner that achieves multiple objectives and efficiencies in design, funding, construction and ongoing maintenance of the corridor.
 - **Engage the public.** Design and conduct a comprehensive public outreach program that ensures stakeholder involvement throughout the process.
- 2. Develop a Complementary, Comprehensive and Sustainable Financial Plan. The regional governing body and affected parties should work closely to secure financial support from a range of sources including state, federal and private organizations for capital and operating improvements. Specifically, the financial plan should:
 - Prioritize key investments along the corridor.
 - Provide guidance concerning specific funding alternatives.
 - Use innovative financing mechanisms.
 - Ensure that value engineering, cost containment and other mechanisms are used to optimize funding.

- 3. Implement Multiple Uses. Development of this corridor is an important component for the Eastside's increasingly multimodal transportation network as the Eastside, Bellevue and the region continue to grow. In addition to implementing a trail supporting pedestrian and bicycle uses and passenger rail uses, there are opportunities to achieve multiple policy objectives and efficiencies given the proximity of public utility uses within, under and adjacent to the corridor. As multiple uses are planned, consideration must be given to mitigating noise, mobility, visual and other impacts to residents and businesses along the corridor, improved mobility for pedestrians and bicyclists as well as investigating national and regional best practices and case studies for multimodal uses of the corridor that add capacity to the transportation system.
- 4. City Implementation Challenges. Bellevue has a number of key interests related to phasing and implementation intended to improve multimodal connectivity, help reduce congestion and maintain public safety where the corridor and other improvements overlap, including the following:
 - Grade Separation. The City has a number of intersections (NE 4th, NE 6th and NE 8th streets) that cross the corridor right-of-way. Of particular concern is the highly constrained area at NE 8th that will require careful planning and design and where grade separation must be explored.
 - Sound Transit Projects. The City and Sound Transit are working to deliver the East Link light rail project. Within the project envelope, there are a number of areas that will require special design consideration. For example, if the International Paper site is ultimately chosen for Sound Transit's East Link project operations and maintenance satellite facility, it must be carefully vetted and well integrated into the Region's vision for the Eastside Rail Corridor. Similarly, special care should be given to the multiple uses near the new East Link Hospital Station on NE 8th Street.
 - State Highways. WSDOT's future highway expansion also overlaps with the corridor in downtown Bellevue. The corridor design process must be fully integrated with affected state improvements, including all areas of over- and undercrossing at I-405 and I-90 (including the crossing that was removed as part of the recent I-405 widening project due north of I-90).
 - Public Access. Planning efforts must ensure optimal public access points along the corridor.
 - **Wilburton Trestle.** The Wilburton Trestle is an iconic structure and, to the greatest extent possible, should be optimized for public use.
 - Regional Trail and Other Major Destinations. The implementation plan should ensure
 quality connections to major destinations in Bellevue such as the Mountains to Sound
 Greenway, Mercer Slough, Coal Creek Park, Newcastle Beach Park, 520 Trail, Bel-Red
 redevelopment area, and Downtown Bellevue.
- 5. Ensure Planning Consistency and Innovation. Relevant regional and local transportation plans, including those developed by the Puget Sound Regional Council (VISION 2040 and Transportation 2040), Sound Transit (ST2 and related Long Range Plan and ST3). ST3, a new effort just getting underway, will provide a new list of high capacity transit improvements for a possible 2016 ballot measure. City Comprehensive Plans and other local improvement plans will require updates to reflect current ERC planning and corridor analysis.

Eastside Rail Corridor Coordination



