



## Olympia Office

620 Boundary Street Southeast  
Olympia Washington 98501-1636  
Phone: 360.943.8333 ▪ Email: washarp@q.com

February 28, 2012

Honorable President and Commissioners  
Port of Seattle  
PO Box 1209  
Seattle, Washington 98111

Dear President and Commissioners,

An original intent, as expressed by then Port Commission President John Creighton was to have the corridor be, "home to dual uses — rails and recreation." We at All Aboard Washington are not so much concerned with which public entity or entities own the corridor, but that it is:

1. Kept intact throughout its length; and,
2. Developed for both Rail and Trail purposes and uses throughout that same length, with no single use precluding the potential of other uses.

All Aboard Washington and the Cascadia Center for Regional Economic Development have developed a concept we've dubbed the Eastside TRailway (*sic*) that fulfills the original intent Creighton expressed of rail and trail development together, and have attached several sketches of what a TRailway could look like through Kirkland with this letter. We see the Eastside Rail Line as a unique and irreplaceable resource and opportunity to create a world-class transportation, recreation and even utility corridor that could serve not only residents, commuters and recreational users, but tourists and travelers as well.

Why couldn't people bike one way, and train back along the corridor — even go by train all the way to Snohomish to enjoy the scenic rural Centennial Trail there? Why couldn't Eastside visitors and even residents enjoy attractions like Woodinville's wineries by train as they can in California's famous Napa Valley, and soon the neighboring Marin-Sonoma region as well? Or why couldn't Kirklanders eventually take trains to Vancouver BC, Portland, Oregon or even SeaTac Airport right from Kirkland, instead of having to drive or bus into or through Seattle? And what might happen to the tourism industry of Kirkland and the rest of the Eastside if visitors could arrive in comfort and style by train? All this could be possible if the rails are kept. But all these possibilities could well be lost if they are removed.

As resolutions from Woodinville, letters of support from major employers like Google, and even a Statement of Principles for Dual Use signed among King County, the

Cascade Bicycle Club, Cascade Land Conservancy and Transportation Choices, have all stated along with All Aboard Washington and the Cascadia Center, rails and trails should go together. But All Aboard Washington and the Cascadia Center recognize and caution that of the 4,400 miles of railroads that have been railbanked and converted to what is called 'interim' trail use in the United States, only some three percent (3%) have been returned to even freight rail use, according to an assessment by the Rails-to-Trails Conservancy. While SR-522 through Kenmore and Bothell is increasingly congested, no one is even suggesting that the Burke-Gilman Trail become a rail line again, even though a single line of track with passing sidings could easily carry an additional 10,000 people or more per day.

With the Cascadia Center's assessment that this Eastside Rail Corridor is 100 feet or more wide in many places, why can't we get going and develop trail sections now where tracks do not have to be taken up? The photo attached of construction of the Dartmoor Cycleway in the UK shows that rail lines, even primitive ones, can be useful in constructing trails, allowing large quantities of both equipment and materials to be brought in potentially faster and cheaper with less disruption to surrounding neighborhoods than bringing it all in by road might.

We can have a world-class and people-pleasing rail and trail corridor right on the Eastside, with station and trailhead facilities shared, reducing and sharing development and operating costs between both train and trail uses. All Aboard Washington and the Cascadia Center stand ready to work with the Port of Seattle, the City of Kirkland, and other interested stakeholders and citizens to make it happen.

Sincerely,

Mr Loren A Herrigstad  
*President, All Aboard Washington*

Attachments: Eastside TRailway Totem Lake Station  
*Cascadia Center*

Eastside TRailway Kirkland Station  
*Cascadia Center*

Eastside TRailway South Kirkland Transportation Hub Concept  
*Cascadia Center*

UK Dartmoor Cycleway Construction from Rail  
*Dartmoor Railway via All Aboard Washington*

City of Woodinville Resolution 384

Google Letter of Support to City of Kirkland

Statement of Principles for Dual Use



CONCEPTUAL VIEW

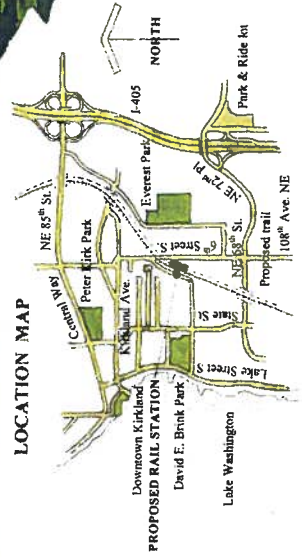
## KIRKLAND STATION

### PUGET SOUND REGIONAL RAIL

(LOOKING WEST ALONG 6<sup>TH</sup> STREET SOUTH)

- Showing - Typical 2-car Diesel Multiple Unit (DMU) train
- Connecting bus service
- Biking and hiking trail along the rail line
- Pedestrian connection to downtown Kirkland

### LOCATION MAP



CASCADIA CENTER  
DISCOVERY INSTITUTE

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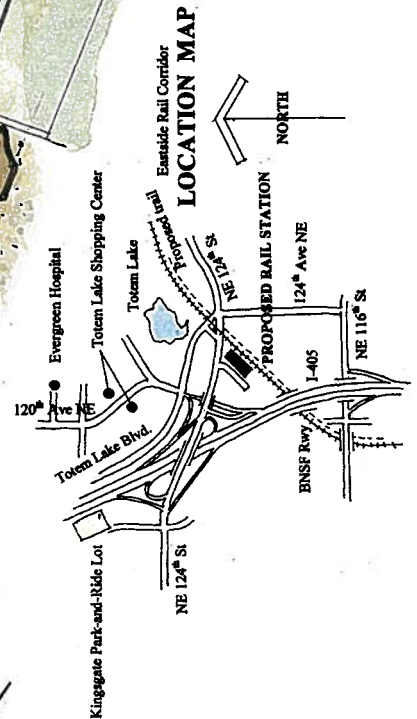
CONCEPTUAL VIEW

# TOTEM LAKE STATION

PUGET SOUND REGIONAL RAIL

(LOOKING SOUTH AT NE 124<sup>TH</sup> STREET)

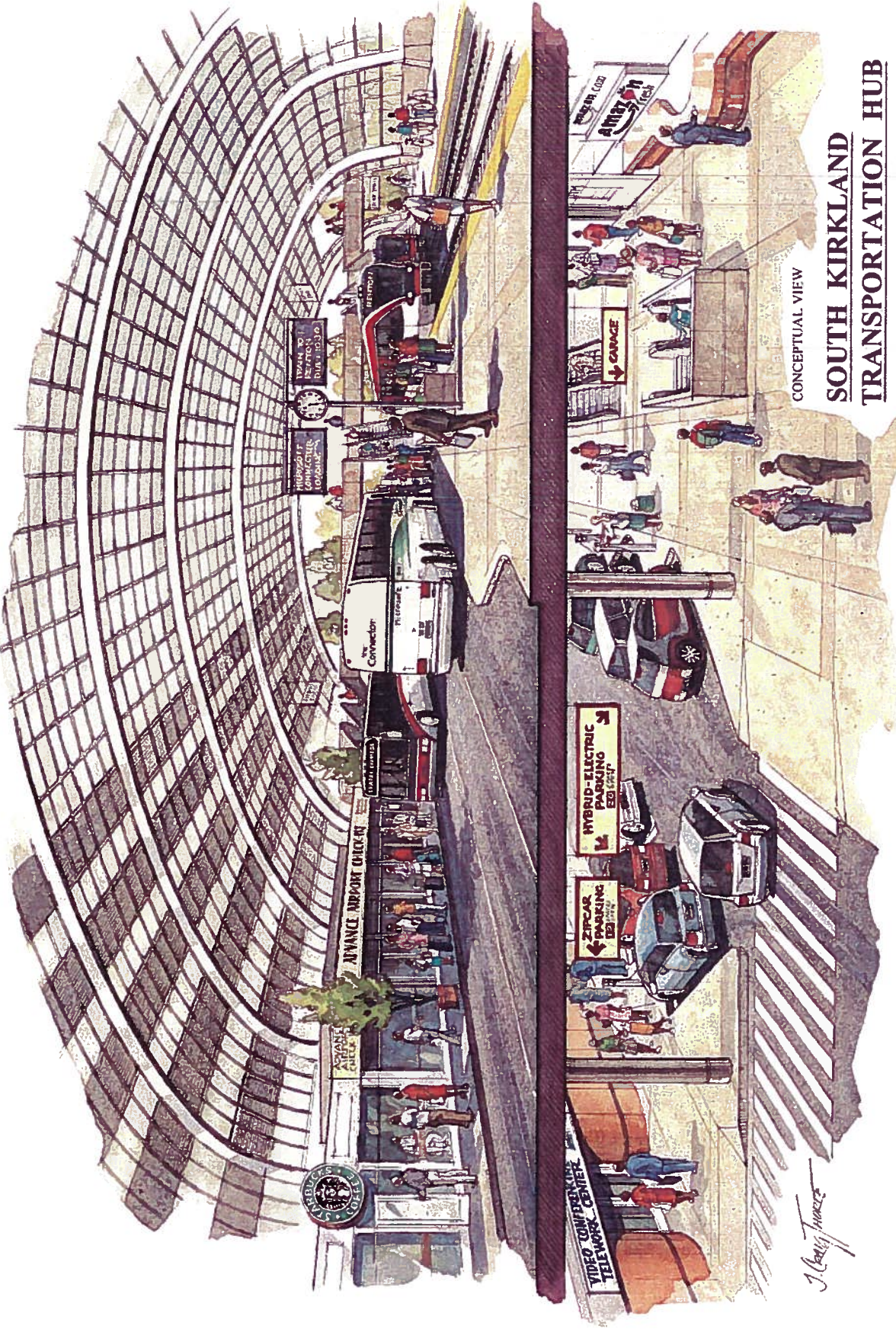
- Typical 2-car Diesel Multiple Unit (DMU) train
- Connecting shuttle bus services
- Trail for biking and walking



CASCADIA CENTER  
DISCOVERY INSTITUTE

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**This is a rendering of Cascadia's vision of the South Kirkland Park & Ride transformation to a multi-modal transportation hub, linking the BNSF eastside rail and trail corridor to local transit.**



CONCEPTUAL VIEW

## SOUTH KIRKLAND TRANSPORTATION HUB

- SHOWING:
- Swiss 2-car Diesel Multiple Unit (DMU) Train
  - Microsoft "Connector" Service
  - Sun-Tac Express Motor Coach
  - Advance Airport Check-In Service
  - Plug-in Hybrid Electric Vehicle Stalls
  - Zipcar Parking
  - Adjustable solar panels (on south side of canopy)
  - Video Conferencing and Telework Center
  - Typical Retail Vendors

**CASCADIA**  
Discovery Institute

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**RESOLUTION NO. 384**

**A RESOLUTION OF THE CITY OF WOODINVILLE, WASHINGTON SUPPORTING AND ENCOURAGING DUAL RAILS AND TRAILS USE OF THE EASTSIDE RAIL CORRIDOR AND SPUR.**

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**WHEREAS**, the Port of Seattle has purchased the 42-mile Eastside Rail Corridor, previously owned by the Burlington Northern Santa Fe (BNSF) Railway; and

**WHEREAS**, the highest and best public use of the corridor is dual "rails and trails", which could include commuter rail, excursion rail, and freight rail; as well as recreational trails for pedestrians and bicyclists; and

**WHEREAS**, dual use of this rail corridor, including the main line from Snohomish in the north, through Woodinville, to Renton in the south; as well as the spur between Woodinville and Redmond; is in the best long term interests of the region to ensure the quality of life for generations of citizens; and

**WHEREAS**, a number of independent studies have shown the such dual use of the corridor is financially and practically feasible in the very near term; and

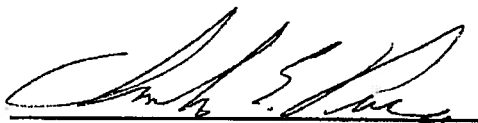
**WHEREAS**, communities along the Corridor should support dual use of the main line and the spur as a practical and cost-effective way to address our regional transportation and recreational needs.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DOES RESOLVE AS FOLLOWS:**

Section 1. Support of Dual Rails and Trails Use of the Eastside Rail Corridor. The Woodinville City Council supports dual rails and trails use of the entire Eastside Rail Corridor, including the main line between Snohomish and Renton; and the spur between Woodinville and Redmond.

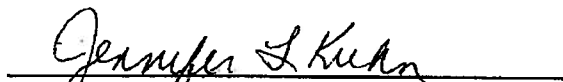
Section 2. Support of Dual Rails and Trails Use by All Communities. The Woodinville City Council encourages all agencies and communities along the Eastside Rail Corridor, including the mainline and the spur, to actively support dual rails and trails use of the corridor.

**RESOLVED this 6<sup>th</sup> day of April 2010.**



Charles E. Price, MAYOR

ATTEST/AUTHENTICATED:



Jennifer L. Kuhn  
City Clerk/CMC



## LETTER OF SUPPORT

Mr. Bob Ferguson, Chair  
Metropolitan King County Council  
516 Third Ave. Room 1200  
Seattle, WA 98104

Dear Mr. Ferguson;

We at Google Kirkland are proud to be a new resident of Kirkland, King County and the Sound Transit District. We have been steadily hiring in and populating our new Kirkland facilities; and look forward to being a productive corporate citizen.

We believe firmly in sustainable growth and environmentally sound facility development. We have corporately encouraged the use of transit, bicycling and the use of hybrid and alternatively fueled and propelled vehicles. To that end we applaud the region's public purchase of the Burlington Northern rail corridor here on the east side of King County. The corridor and rail right-of-way form the west property line to our Kirkland campus.

An affordable commuter rail & trail conversion of the existing tracks provides attractive eco-friendly alternatives to individual cars on I-405. We want to voice our support behind the rail & trail development option.

Sincerely,

A handwritten signature in cursive script that reads "Chee Chew".

Chee Chew  
chee@google.com  
Engineering Director  
Google, Kirkland



## LETTER OF SUPPORT

Ms. Joni Earl, Chief Executive Officer  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Dear Ms. Earl;

We at Google Kirkland are proud to be a new resident of Kirkland, King County and the Sound Transit District. We have been steadily hiring in and populating our new Kirkland facilities; and look forward to being a productive corporate citizen.

We believe firmly in sustainable growth and environmentally sound facility development. We have corporately encouraged the use of transit, bicycling and the use of hybrid and alternatively fueled and propelled vehicles. To that end we applaud the region's public purchase of the Burlington Northern rail corridor here on the east side of King County. The corridor and rail right-of-way form the west property line to our Kirkland campus.

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Sincerely,

A handwritten signature in black ink that reads "Chee Chew".

Chee Chew  
chee@google.com  
Engineering Director  
Google, Kirkland





## LETTER OF SUPPORT

Mr. Dow Constantine, County Executive  
Metropolitan King County  
King County Chinook Building  
401 5th Ave. Suite 800  
Seattle, WA 98104

Dear Mr. Constantine;

We at Google Kirkland are proud to be a new resident of Kirkland, King County and the Sound Transit District. We have been steadily hiring in and populating our new Kirkland facilities; and look forward to being a productive corporate citizen.

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Sincerely,

A handwritten signature in black ink that reads "Chee Chew".

Chee Chew  
chee@google.com  
Engineering Director  
Google, Kirkland



## LETTER OF SUPPORT

Ms. Joan McBride, Mayor  
City of Kirkland  
123 5th Avenue  
Kirkland, WA 98033

Dear Ms. McBride;

We at Google Kirkland are proud to be a new resident of Kirkland, King County and the Sound Transit District. We have been steadily hiring in and populating our new Kirkland facilities; and look forward to being a productive corporate citizen.

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Sincerely,

A handwritten signature in black ink, appearing to read "Chee Chew", is written over a light blue horizontal line.

Chee Chew  
chee@google.com  
Engineering Director  
Google, Kirkland



## LETTER OF SUPPORT

Mr. Aaron Reardon,  
Sound Transit Board Chairman  
c/o Snohomish County  
3000 Rockefeller Ave.  
MS 407  
Everett, WA 98201

Dear Mr. Reardon;

We at Google Kirkland are proud to be a new resident of Kirkland, King County and the Sound Transit District. We have been steadily hiring in and populating our new Kirkland facilities; and look forward to being a productive corporate citizen.

We believe firmly in sustainable growth and environmentally sound facility development. We have corporately encouraged the use of transit, bicycling and the use of hybrid and alternatively fueled and propelled vehicles. To that end we applaud the region's public purchase of the Burlington Northern rail corridor here on the east side of King County. The corridor and rail right-of-way form the west property line to our Kirkland campus.

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Chee Chew  
chee@google.com  
Engineering Director  
Google, Kirkland

# Connections for Our Future

## Statement of Principles for Dual Use

**WHEREAS**, we agree that this priceless corridor must be preserved in public ownership; and

**WHEREAS**, we agree that the future of this corridor is as a dual use transportation corridor that should ultimately be rails with trails; and

**WHEREAS**, we agree that any trail use, whether paved, gravel or other surface, before rail use is interim; and

**WHEREAS**, we agree that any trail before rail must be publicly marked as interim including with signage that clearly designates the corridor for future rail use; and

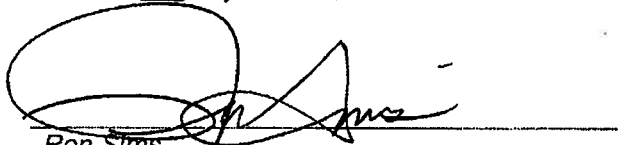
**WHEREAS**, we agree that when sufficient resources are found to fund modern rail use in the corridor, the trail shall be rerouted within the ROW to accommodate rail use; and

**WHEREAS**, we agree that while the Wilburton Tunnel must be removed to accommodate the widening of Interstate 405, a replacement structure sufficient to support rail with trail use across Interstate 405 should be restored; and

**WHEREAS**, we agree to advocate for funds for rail use at the local, regional, state and federal levels to accomplish these principles of dual use; and

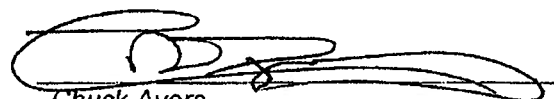
**WHEREAS**, we agree to reflect these principles of dual use in our future actions including legislative agendas, legal documents, MOUs and budgetary requests;

**NOW, THEREFORE**, we the undersigned do hereby commit to this statement of principles on this the 13<sup>th</sup> day of June, 2007.



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Ron Sims  
King County Executive



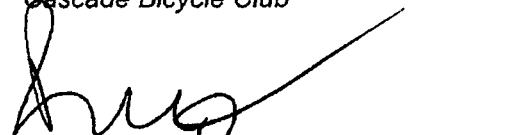
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Chuck Ayers  
Cascade Bicycle Club



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Gene Devernoy  
Cascade Land Conservancy



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Paulo Nunes-Ueno, Board member  
Transportation Choices Coalition



**Dartmoor Cycleway Construction (Dartmoor, UK)**

*Rails can even be useful in building trails.*