



East Link Light Rail  
Route & Station Workshops Summary

FINAL

5 June 2007



*Sound Transit held five Route and Station Workshops in spring 2007 to solicit community input for conceptual engineering on East Link routes and station locations. Although many decisions are yet to be made, the East Link project team believes it is important to consult with community members early in the process to ensure a quality light rail system.*

*This Route and Station Workshops summary begins with an overview of light rail and the East Link project. Next, the Route and Station Workshops are discussed, including methodology, outreach materials and an overview of each workshop. Workshop highlights follow with public comment by themes for each workshop, along with quotes from workshop groups. Finally, next steps for public involvement with the Sound Transit East Link project are summarized. Public comments and all workshop materials can be found in the appendices.*

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# Overview of Light Rail & East Link

Sound Transit's Link light rail is a critical element of this region's long-term transportation network, which includes Sound Transit Express regional buses, Sounder commuter trains, local buses, ferries and roadways.

Central Link light rail is currently being constructed in downtown Seattle, south downtown Seattle (SODO), Beacon Hill, Rainier Valley, Tukwila and at the Seattle-Tacoma International Airport. University Link construction will begin in 2008/2009 and will extend light rail to Capitol Hill and the University of Washington.

An East Link light rail line is currently being studied as part of a regional proposal to extend mass transit from Seattle to Mercer Island, Bellevue, the Bel-Red Corridor, Overlake and Redmond.

## What is light rail?

Light rail is an electric railway powered by an overhead power source. Light rail is versatile and flexible enough to run at street level, through tunnels, or on an elevated right-of-way, depending on individual routes. It also can expand and grow with increasing demand. Sound Transit's Link light rail uses vehicles with level boarding (no steps required) and can operate as a single car train or be combined into two-, three-, or four-car trains.

Sound Transit's light rail trains will offer two-way, rapid service 20 hours each day, running frequently throughout the day. A line will serve residential and business areas, making fast, reliable travel a breeze. Light rail trains will operate in their own right-of-way, providing smooth and reliable service no matter what the weather or traffic conditions.

Light rail stations will be developed in collaboration with cities and neighborhoods to ensure transportation and community objectives are met.



Illustration of light rail on I-90



Illustration of a light rail system

# East Link

Sound Transit’s proposed East Link light rail project is part of a regional proposal to extend mass transit, called Sound Transit 2. East Link will tie into the light rail line currently under construction in the Interstate 5 corridor and will cross Lake Washington on the Interstate 90 bridge. Spanning 19 miles, it will connect the Eastside’s biggest population and employment centers, including Mercer Island, Bellevue, the Bel-Red Corridor, Overlake and Redmond. It will provide a congestion-free alternative for travel within east King County and the rest of the central Puget Sound region. Once Sound Transit 2 is completed, East Link will connect the Eastside to most of the region’s largest centers — from Lynnwood to Northgate, the University of Washington, downtown Seattle, Rainier Valley, Tukwila, SeaTac, Federal Way and Tacoma.

The need for additional transportation solutions is clear. The Eastside is a major economic engine in the central Puget Sound area and is home to global leaders in technology, manufacturing, retail and finance. **In east King County, population is expected to increase by approximately 30 percent and employment to double by the year 2030.** The East Link project is projected to move 40,000–45,000 people on the Eastside each day — 13 million per year — by 2030, taking thousands of cars off the road and providing an alternative to vehicle congestion in the most heavily traveled corridors.

## East Link Project Timeline

**Scoping period & public meetings**  
Fall 2006

**Sound Transit Board identifies EIS Alternatives**  
December 2006

**Prepare draft EIS**  
2007 – 2008

**Comment period for draft EIS**  
Fall 2008

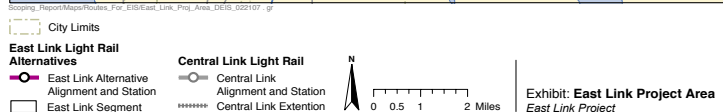
**Sound Transit Board identifies preferred alternative**  
Late 2008

**Prepare final EIS**  
2009

**Sound Transit Board adopts project**  
Late 2009

**Federal Transit Administration issues Record of Decision**  
Late 2009

*Public meetings & outreach is continuous throughout project*



For purposes of conducting analysis for the Environmental Impact Statement (EIS) of the light rail line, the project has been divided into five segments, each made up of several route alternatives. Below is a description of the delineation of each segment and its route alternatives beginning with Segment A in Seattle and ending with Segment E in Redmond.

### **Segment A: Interstate 90**

In Segment A, there is one route alternative between downtown Seattle and south Bellevue. The route begins in the Downtown Seattle Transit Tunnel and connects to the Central Link light rail system that is currently under construction at the International District/Chinatown station. It enters I-90 via the high-occupancy (HOV) roadway ramps at the International District/Chinatown Station and continues in the center reversible HOV lanes of I-90 across Lake Washington and Mercer Island. It will take three minutes to travel from the International District/Chinatown Station to a station on I-90 at Rainier Avenue and nine minutes to Mercer Island.

### **Segment B: South Bellevue**

Segment B contains five light rail route alternatives between I-90 and SE 6th Street. All routes leave the I-90 center roadway at Bellevue Way SE. Four of the alternatives follow Bellevue Way north and one alternative continues parallel to I-90 on a new bridge across the south edge of Mercer Slough.

### **Segment C: Downtown Bellevue**

Segment C serves downtown Bellevue with routes that travel from south of Main Street to the hospital area near Interstate 405. There are three tunnel routes, two elevated routes and one surface route.

### **Segment D: Bel-Red Corridor/Overlake**

In Segment D there are three main routes between downtown Bellevue and the Overlake Transit Center: State Route 520, NE 16th Street/State Route 520 and NE 16th Street/NE 20th Street.

### **Segment E: Redmond**

In Segment E there is one route between Overlake Transit Center and West Lake Sammamish Parkway NE (along State Route 520) and three route alternatives through downtown Redmond. The downtown routes all use a portion of the abandoned Burlington Northern Santa Fe (BNSF) Railway via Redmond Way, Marymoor Park and Leary Way. Segment E is the end of the line for East Link and the route terminates at either the Redmond Park and Ride or a proposed Park and Ride near the intersection of State Route 520 and State Route 202.

Segment maps are located in Appendix L.





# Route & Station Workshops

In December 2006, the Sound Transit Board identified the light rail routes, stations and maintenance facility alternatives that will be studied in detail in the East Link draft Environmental Impact Statement (EIS). In early 2007, the project team began working on the environmental analysis as well as advancing conceptual engineering on the draft EIS alternatives.

To gain valuable public input about the proposed routes, stations and maintenance facilities, Sound Transit held five workshops for interested members of the public. Two workshop formats were developed and used based on the level of information available for specific areas.

## Workshop Methodology

While early in the design process, the East Link team wanted to engage community members as active participants in shaping the regional light rail system serving Eastside communities.

## Goals and Purpose

- Educate participants about the East Link project, the environmental review process, opportunities and constraints of light rail, and draft EIS route alternatives and station locations.
- Obtain design feedback and community knowledge to help inform the project team as they develop station concepts, right-of-way requirements, routes and identify neighborhood specific issues such as bus, bike, walk and automobile access to stations.



**PROJECT UPDATE**

**EAST LINK** Route & Station Workshops

Sound Transit's proposed East Link light rail project is part of a regional effort to address transit needs. Initial Sound Transit 2 East Link will run from light rail to downtown Seattle and connect to the existing East Link light rail on the I-5 bridge. In 15 years, we will extend the line to the University of Washington campus, including Mercer Island, Bellevue and Redmond. Our goal is to provide a comprehensive alternative for transit users working in the corridor and the surrounding region. Once Sound Transit 2 is completed, East Link will connect the Seattle to the rest of the region's major centers — from Crossroads/Bellevue, the University of Washington, downtown Seattle, Redmond, Issaquah, Snoqualmie, Issaquah Valley, and the Port of Tacoma area.

The second additional transportation solutions study, technology, manufacturing, retail and finance in East Link corridor is expected to be completed by the year 2020. The East Link project is projected to cost about \$1.5 billion per year — by 2020, adding thousands of jobs to the area and providing new housing and transportation to the most transit-served corridors.

**40K - 45K daily riders** will travel on Link light rail from Redmond to Seattle.

**Part of a Comprehensive Roads & Transit Solution**

Sound Transit's East Link project is a key part of a broader effort to improve regional mobility, including King and Pierce counties. The Roads & Transit package has been under development for over two years, and is expected to be completed by the year 2020. The package includes transportation solutions for the region, including transit, roads, and transit. The package is designed to address regional transportation needs, including transit, roads, and transit. The package is designed to address regional transportation needs, including transit, roads, and transit.

Announcement Newsletter

## Public Notification

Citizens who live or work in the East Link corridor were notified of the East Link workshops through a variety of methods including the Sound Transit website, Sound Transit's electronic newsletter (E-Wave), news releases, CEO Report, direct mail, e-mail alerts, posters and display ads in local newspapers. Translators and multilingual materials were made available, as needed. A three-fold announcement newsletter was mailed to 87,000 addresses within a half-mile of all segments under study and the entirety of Mercer Island. A 7-by-11 inch display ad announcing the workshops ran in the following publications: Chinese Post, El Mundo, Seattle Times, Seattle Post-Intelligencer, Russian World, The Skanner, Bellevue Reporter, Redmond Reporter, and Mercer Island Reporter. An 11-by-17 inch poster with workshop description, dates and times was posted in the following locations:

- Seattle**
- Beacon Hill Library
  - Columbia City Library
  - Post Office, International District
  - Post Office, Columbia City
  - International District/Chinatown Community Center
  - Rainier Community Center
  - Rainier Beach Community Center

- Bellevue/Overlake**
- Bellevue Regional Library
  - Lake Hills Library
  - Crossroads Library
  - Post Office, Bellevue Way
  - Post Office, Midlakes
  - Post Office, Crossroads
  - Crossroads Community Center
  - Highland Community Center
  - North Bellevue Community & Senior Center

- Redmond**
- Redmond Regional Library
  - Post Office, Redmond
  - Old Redmond Schoolhouse Community Center

- Mercer Island**
- King County Library
  - Post Office, Mercer Island
  - Community Center at Mercer View

In addition to notifying the general public, Sound Transit requested participation from members of the public who submitted comments or asked to be on the mailing list, business owners in the corridor and stakeholder and neighborhood groups to participate in the workshops.

All workshop participants were asked to RSVP for the workshops, but an RSVP was not required to attend. Attendance at each of the five workshops surpassed the number of RSVPs received.

The notification mailer and poster (pictured left) are located in Appendix N and O, respectively. The display ad (also pictured left) is located in Appendix P.

**Sound Transit East Link Project Public Workshops - Please RSVP!**

Sound Transit's East Link project is requesting public participation in a series of route and station workshops. Please RSVP for the workshops by emailing [sa@soundtransit.org](mailto:sa@soundtransit.org).

Neighborhood	Date	Time	Location
Bellevue	March 27	6:00 p.m. - 7:00 p.m.	Bellevue City Hall, 400 110th Avenue SE, 98005
Seattle	March 29	6:00 p.m. - 7:00 p.m.	Seattle City Hall, 499 Smith Street, 98101
Bellevue/Overlake	April 4	6:00 p.m. - 7:00 p.m.	Crossroads Library, 15000 15th Avenue NE, 98006
Overlake	April 4	6:00 p.m. - 7:00 p.m.	Highland Community Center, 14424 4th Avenue NE, 98006
Redmond	April 19	6:00 p.m. - 7:00 p.m.	Redmond Regional Library, 1400 NE 8th Street, 98073

**Part of a Comprehensive Roads & Transit Solution**

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Display Ad

**EAST LINK** Route & Station Workshops

**Please Join Us!**

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**40K - 45K daily riders** will travel on Link light rail from Redmond to Seattle.

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**Part of a Comprehensive Roads & Transit Solution**

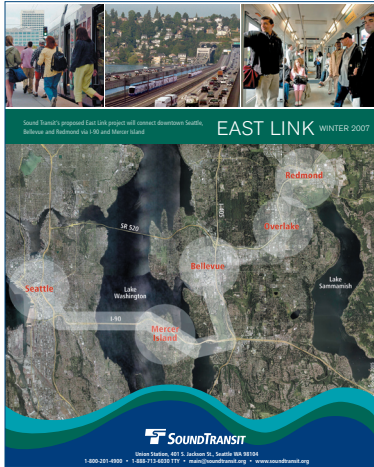
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Announcement Poster



# Workshop Outreach Materials

A number of outreach materials were developed to help inform the Route and Station Workshops.



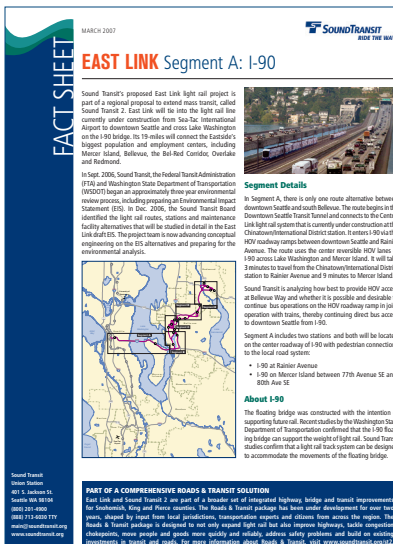
## Information Brochure

A general information brochure was created to inform the public about the East Link project. (Appendix K)



## "What is Light Rail" Fact Sheet

A one-page fact sheet on Link Light Rail was created to inform the public on the regional plan, benefits, travel times, and the East Link project timeline. (Appendix J)



## Segment Fact Sheets

One-page fact sheets were created to inform the public on the different project segments under study. (Appendix I)



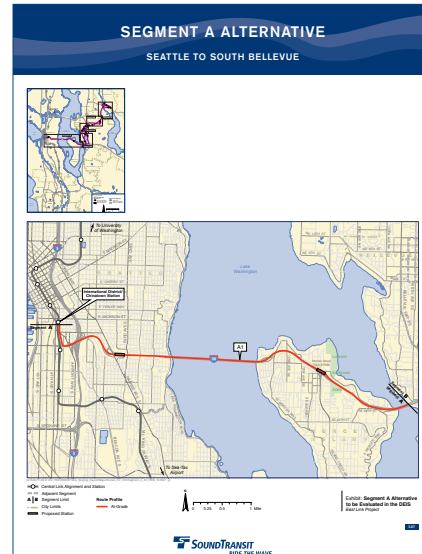
## Presentation

A one-hour presentation about the East Link project, light rail, different light rail configurations and a description of the routes under study. (Appendix H)



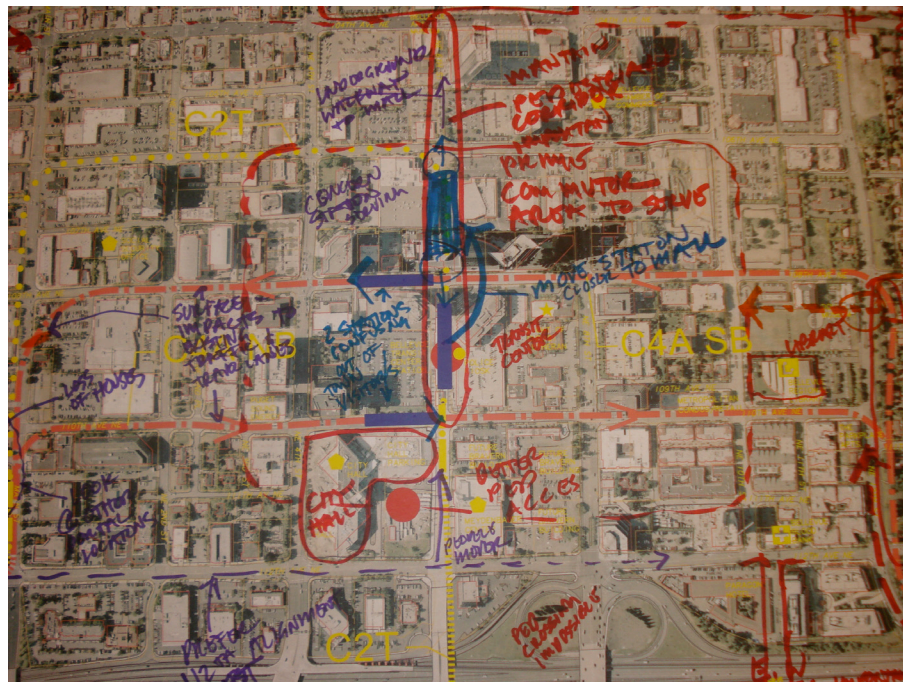
### Glossary

The glossary of light rail terms was provided to facilitate discussion on a more detailed level between design leads and community members. (Appendix I)



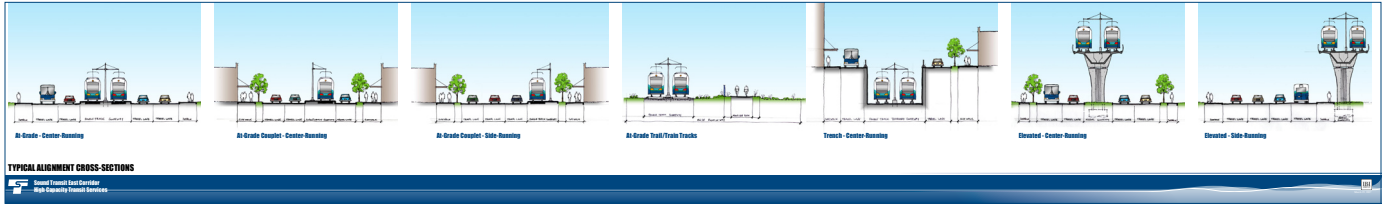
### Display Boards

Display boards showing each segment and project area, explaining light rail, and describing the benefits of light rail were created and displayed at each workshop, in addition to other Sound Transit display boards. (Appendix F)



### Aerial Maps

Segment maps were created that showed the routes under study in each segment overlaid on aerial photos of the segment. These maps were used during workgroup sessions to write comments on and note key features of neighborhoods.



### Profile Cross Sections

These illustrations depicted light rail trains running at-grade in the center of the roadway, at-grade as a couplet running on either side of the road, at-grade next to a trail or railroad tracks, in a trench in the center of the road and elevated both in the center of the road and on the side. (Appendix M)

### Workshop Format

Two workshop formats were created to best respond to the specific design feedback and community knowledge for each segment, Series One and Series Two. Series One workshops in Bellevue, Bel-Red Corridor/Overlake and Redmond sought input on both route and station locations and required detailed input from the public on a wide range of issues. Series Two workshops in Seattle and Mercer Island both covered the route option in Segment A and focused mainly on station access.



### Series One Workshops Overview

For the Bellevue, Bel-Red Corridor/Overlake and Redmond workshops, participants signed in and were assigned to groups as they arrived. Each participant was provided a name tag denoting their workgroup assignment. Every workshop included time to view displays, followed by an overview presentation, break-out group sessions and report-out presentations. An open house/gallery style display board area provided Sound Transit 2, general Link light rail and East Link project information before and after each workshop. In addition, other agencies and cities were offered space to display their own information regarding projects within the same area such as SR520 and I-405.



Each break-out group was assigned a design lead and facilitator to guide group discussion. The purpose of the workgroups was to obtain greater understanding of community needs and issues, and obtain input on design, engineering and environmental factors. Additional participants or participants unable to attend for the full length of the workshop could participate in an abbreviated workshop, which provided alignment maps, a design lead to answer questions and the opportunity to provide comment via comment form or flip chart.

At the close of the workshop, each workgroup facilitator reported back key points made during their group’s session. Sound Transit closed the evening by sharing next steps and how Sound Transit would use the workshop results.

The agenda for Series One workshops is located in Appendix G.

## Series Two Workshops Overview

The Mercer Island and Seattle workshops were two-hour interactive meetings with interested members of the public. The workshops began with an overview presentation followed by a question-and-answer session. In addition, other agencies and cities were offered space to display their own information regarding projects within the same area such as SR 520 and I-405.

An open house/gallery style display board area was provided to view East Link, general Link light rail and Sound Transit 2 information before and after the presentation. Participants could provide feedback via comment form, flip charts or base maps at interactive stations or verbally to project staff during the question-and-answer session.

The agenda for Series Two workshops is located in Appendix G.



# Workshop Highlights



## Common Themes

The Route & Station Workshops were designed to solicit route and station feedback specific to each segment. Workshop-specific information and materials varied by workshop.

The common themes and highlights on the following pages were developed by closely analyzing workgroup comments from each workshop to develop a list of consistently reported issues, concerns and suggestions for the proposed routes and stations. From those highlights, common themes among the five workshops emerged.

Summaries of the findings from each workshop will help the design team learn more about opportunities and issues associated with the various routes and specific issues to individual neighborhoods. Common themes that emerged among the workshops are:

- Most participants wanted to know more about how East Link fits into regional long-range planning. Some participants were also curious about opportunities for extending light rail beyond the current scope of the project, transit integration with local bus service and access improvements for transit, parking, pedestrian routes and bike paths.
- A number of community members cited key community and environmental resources like Mercer Slough, Mercer Slough Blueberry Farm and Winters House in Bellevue; red-tailed hawks and intermittent streams in the Bel-Red Corridor/Overlake area; Marymoo Park, Bear Creek and Sammamish River trails and the former heron rookery in Redmond.
- Many workshop participants cited the importance of preserving homes, businesses and the character of their neighborhoods and stated concerns about potential impacts by light rail.
- A number of community members stated concerns about potential noise and visual impacts of an elevated guideway.
- The majority of workgroups want light rail delivered quickly and cost-effectively. Some suggested transit-oriented development to offset station construction costs.
- Many workgroups want a fast system serving as many people as possible. Many participants cited the need to serve major centers of employment, shopping and residences.

A list of workshop attendees is located in Appendix A. Workshop public comments and public comments categorized by key themes are available for viewing in Appendices B and C, respectively.



## Series One Workshops

### Bellevue

Location: Bellevue City Hall

Date: March 27, 2007 | Time: 4:00 to 7:00 PM

Approximate Attendance: 160; 145 people signed in for the three-hour workshop

Participants signed in and had a chance to view display boards before a 45-minute presentation about the East Link project, light rail, different light rail configurations, and a description of the route under study in this area. Next, participants broke out into 10 different groups to discuss both key neighborhood features and a set of routes under study for both segments B and C. Each workgroup looked at four possible routes—two from each segment. After a lively discussion, the groups reconvened. Each workgroup facilitator reported back key points made during their group's session. Sound Transit closed the evening explaining that the design team would take the workshop participants feedback and apply it to the conceptual engineering and draft EIS. The draft EIS is scheduled for publication in fall 2008.

#### Bellevue Workshop Comment Highlights

The following are key highlights developed from feedback received during workshop break-out groups. Each workgroup consisted of four to 14 members of the public, one representative from the design team and a facilitator to scribe and keep time. Workgroups provided comments round robin, each person contributing several comments. The facilitator transcribed individual participants' comments on a flip chart in front of the group. Participants were asked to correct and confirm comments on the flip charts as facilitators scribed. Some individual participants also wrote their own comments directly on the flip charts. Workshop comments (in italics below) represent paraphrased and verbatim comments by individuals in each workgroup.

#### General Light Rail Planning

Minimize or avoid temporary or permanent neighborhood impacts.

*"Preservation of founding neighborhoods of Bellevue essential—no encroachment on Surrey Downs, Enatai and Woodridge."*

*"Surrey Downs Park - community very concerned that park remains."*

Most workgroups wanted an effective, cost-efficient light rail system.

*"Do it right the first time."*

*"Want effective project – fast, lowest cost, least impacts on neighborhoods and businesses."*

Discussion of growth and transit needs, some felt light rail is urgently needed and foresee growth in Bellevue, others felt that the area lacks the density needed for ridership.

*"Get people out of cars – more transit."*

*"Concern that there's not enough local access to light rail system for the potential amount of neighborhood disruption."*

Sound Transit should coordinate with developers and WSDOT.

*"Be sure to work with developers to allow for planning of building to accommodate light rail to eliminate impact."*

Transit should serve the downtown shopping district.

Support for a tunnel in downtown Bellevue with at least two stations in central location; also concern about costs, risks and length of construction.

### Comment Highlights Map

Workgroups discussed the route and station options shown on the two maps on the following pages. Participants provided comments that related to specific locations. These locations are marked on the maps with numbered circles that correspond to comments following the maps. Numbers show approximate location of comments.



341526.P1.09.01.EN\_TB072006007SEA\_Scoping\_Report/Maps/Routes\_For\_EIS/Segment\_B\_Alt\_DEIS\_031907 .gr

Source: King County (2006) modified by CH2M HILL

- Adjacent Segment
- A | B** Segment Limit
- - - City Limits
- ▬ Proposed Station

- Route Profile**
- At-Grade
  - - - Elevated

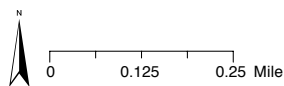
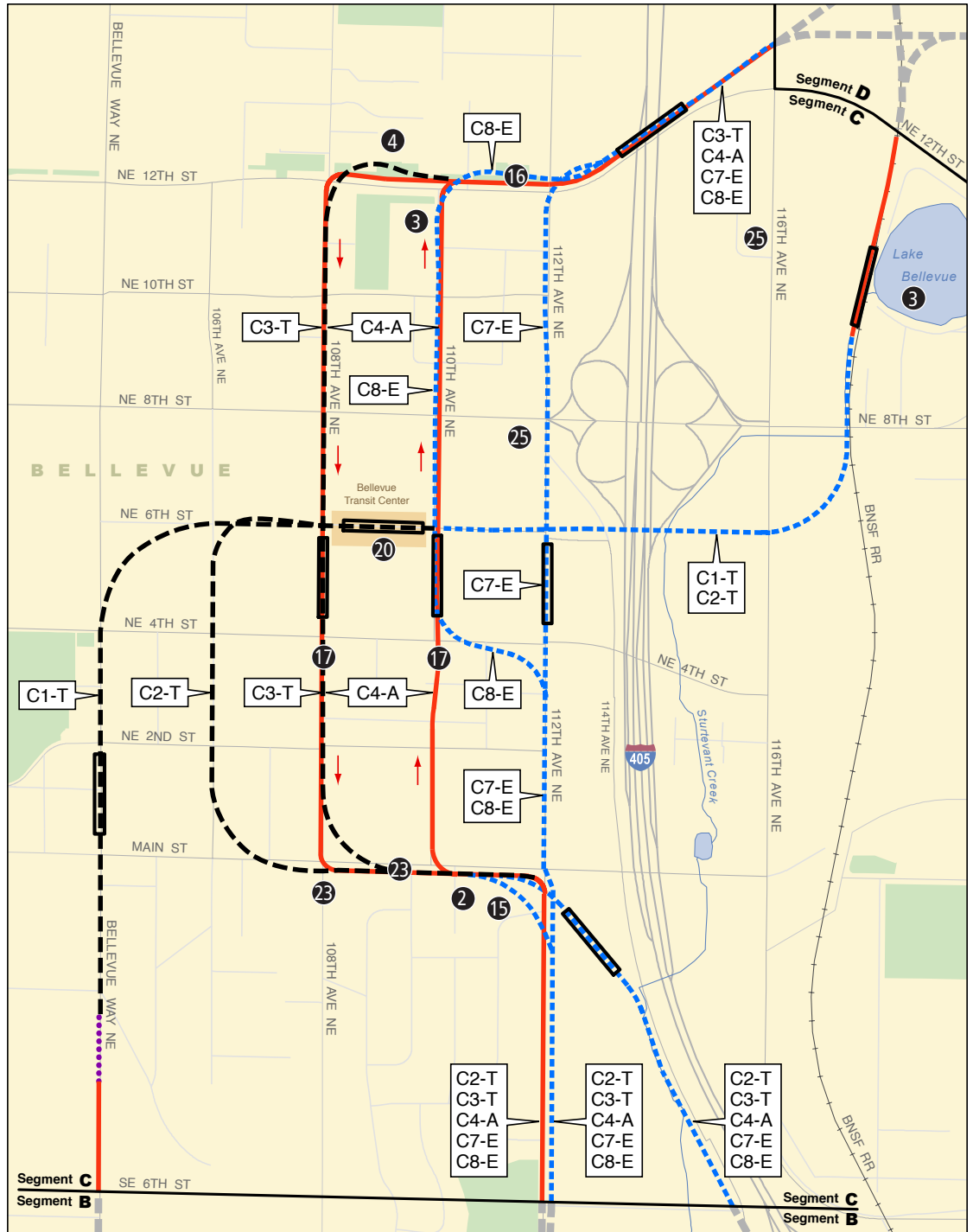


Exhibit: **Segment B Alternatives to be Evaluated in the DEIS**  
East Link Project



341526.P1.09.01.EN\_TB072006007SEA\_Scoping\_Report/Maps/Routes\_For\_EIS/Segment\_C\_Alt\_DEIS\_032007.gr

Source: King Country (2006)

- Adjacent Segment
- B | C** Segment Limit
- City Limits
- Proposed Station

- Route Profile**
- Tunnel
  - Retained Cut
  - At-Grade
  - Elevated

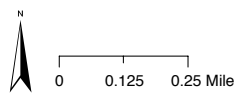


Exhibit: **Segment C Alternatives to be Evaluated in the DEIS**  
East Link Project



## Environment/Aesthetics

- ① Each group said Mercer Slough and Winters House are important environmental and community assets. A few groups also including Bellefields Trailhead.  
*"Protect every square inch of Mercer Slough – not just land, but quality, unique in an urban area."*  
*"Protect slough and Winters House."*
- ② Important to preserve the homes and character of the Surrey Downs, Enatai and Woodridge neighborhoods. Some participants were particularly concerned about the location of the tunnel staging area and portal, and any alternatives that could require acquisition of homes.  
*"We need the transit system but need to preserve neighborhoods, including downtown residents – 20 story buildings are a neighborhood."*  
*"Look at other places for 'Surrey Downs portal'."*  
*"Concern with condemnation of homes."*
- ③ The Mercer Slough Blueberry Farm, Bellevue Regional Library, Chaces's Pancake Corral and Lake Bellevue are important community assets.  
*"Worried about impacts to Bellevue Regional Library."*  
*"Pancake House – very busy, city monument."*
- ④ A few groups had concerns about potential impacts to McCormick Park.  
*"Concern: impacts to McCormick Park, also as neighborhood buffer & urban planning border."*
- 5 Most groups cited concerns about potential visual and noise impacts with elevated guideways.
- 6 One group of participants felt an important guiding principle should be that if trees are cut down for construction, they should be replanted.  
*"Don't cut down trees without replacing them."*

## Route B1

- ⑦ Some groups believed 112th Avenue offered advantages over Bellevue Way, thinking it would be less expensive and have fewer potential impacts.
- ⑧ Some groups felt South Bellevue Park and Ride needs higher capacity and an expansion, while others cited concern about expansion either through a garage with associated visual impacts or potential expansion into Mercer Slough with environmental impacts.
- ⑨ 108th and Bellevue Way is a busy intersection. It is also used by joggers and as a bike route.

## Routes B2A & B2E & B3

- ⑩ Concern about potential traffic, construction and neighborhood impacts along 112th.
- ⑪ Concern about potential impacts to Mercer Slough.  
*"Concern: Don't widen B3 by Mercer Slough"*

## Route B7

- ⑫ Many groups liked B7 because portions of it are located away from residential areas and use the existing BNSF right-of-way.
- ⑬ Station near I-405 should be closer to on- and off-ramps.

Bellevue workgroups discussed the route and station options shown on the Segment B and C maps on page 13 and 14. Participants provided comments that related to specific locations marked by circled numbers. These correspond with locations marked on the Segment B and C maps.

① : mapped  
16 : not mapped





- ⑭ Some groups expressed concern that B7 has less opportunity for pedestrian access to potential stations along that route and are concerned about pedestrian safety.

#### **Routes C3T & C8E**

- ⑮ Concern about size of staging area in the Surrey Downs neighborhood.
- ⑯ Move the proposed station at NE 12th/I-405 so it is between 112th and 110th on NE 12th.

#### **Route C4A**

- ⑰ Concern about potential impacts to traffic with a surface option on busy streets.

#### **Stations/Park & Ride**

- ⑱ The South Bellevue Park and Ride is important to commuters and already at capacity; a station in that location would need more parking capacity.  
*"Commuters park at S. Bellevue Park and Ride and ride bus to downtown Bellevue."*  
*"Need sufficient parking at South Bellevue P&R (in the future)."*
- ⑲ Stations should be located in densely populated areas, job centers and shopping areas.  
*"Lots of people moving to Bellevue. Need stations by residential density."*
- ⑳ Many groups wanted a station near the transit center.
- ㉑ Concern about whether stations affect neighborhood crime.  
*"Stations are crime centers."*  
*"Increase police presence on light rail routes."*

#### **Bike/Pedestrian/Transit Access**

- ㉒ All groups noted the importance of improved pedestrian and bike connections within Bellevue and to connect to light rail.  
*"Need good walking access at Bellevue P&R station. High residential density."*  
*"Bicycle paths to stations – maintain enlarge."*
- ㉓ Important pedestrian routes include: bike route along I-90; main walking routes along 108th and 112th; and Main Street to 108th and 110th.  
*"There is a pedestrian corridor along 112th and I-90."*  
*"Crosswalk at 112th SE and 8th St: only one until Main St."*
- ㉔ Trails along Mercer Slough/Bellevue Way near Winter's House are important.
- ㉕ Interest in light rail access to Overlake Hospital for the infirm.  
*"Concern: too far to walk from Overlake Hospital to BNSF station (C2T) for non-able bodies."*
- ㉖ Transit integration is important, particularly bus connections at stations, serving Overlake Hospital, shopping areas and employment centers.  
*"Bellevue is robust transit market. Access point to downtown Bellevue needs to be in the 'sweet spot' [transit center]."*

#### **Congestion**

- ㉗ Concern about traffic congestion at the "Y" at Bellevue Way and 112th.

# Bel-Red Corridor/Overlake

Location: Highland Community Center

Date: April 5, 2007 | Time: 4:00 PM - 7:00 PM

Approximate Attendance: 60; 49 people signed in to the three-hour workshop

Participants signed in and had a chance to view display boards before a one-hour presentation about the East Link project, light rail, different light rail configurations and a description of the routes under study in this segment. Next, participants broke out into eight different workgroups to discuss the four routes (D2-A, D2-E, D3, D5) under study in the Bel-Red Corridor/Overlake area. After a lively discussion, the groups reconvened and each workgroup facilitator reported back what they heard from their group. Sound Transit closed the evening explaining that the design team would take the workshop participants feedback and apply it to the conceptual engineering and draft EIS. The draft EIS is scheduled for publication in fall 2008.

## Bel-Red Corridor/Overlake Workshop Comment Highlights

The following are key highlights developed from feedback received during workshop break-out groups. Each workgroup consisted of four to 14 members of the public, one representative from the design team and a facilitator to scribe and keep time. Workgroups provided comments round robin, each person contributing one or more comments. The facilitator transcribed individual participants' comments on a flip chart in front of the group. Participants were asked to correct and confirm comments on the flip charts as facilitators scribed. Some individual participants also wrote their own comments directly on the flip charts. Workshop comments (in italics below) represent paraphrased and verbatim comments by individuals in each workgroup.

### General Light Rail Planning

Minimize or avoid temporary or permanent neighborhood impacts.

Light rail should serve high density areas with fast travel times.

*"Need to serve 'dense' areas, station planning/stops need to be looked at it to keep it an 'express' service."*

Many groups supported transit-oriented development.

*"Locate station near near-term redevelopment opportunities; provide redevelopment incentives."  
"Synergy between future land use and station locations."*

Some participants would like to see light rail on State Route 520 and requested that the East Link line be planned to connect with a line over the State Route 520 bridge.

Concerns about funding for light rail to reach Redmond.

*"Concern: don't want to pay for it twice. Want straight route that is cost effective."*

Most groups wanted light rail to be cost effective and efficient.

*"Limiting cost of construction to get to Redmond..."*

People had varying views on retained cut and grade-separated guideways; some felt that retained cut and grade-separated rails are safer and provide more reliability for the trains, while others felt that the retained cut would act as a barrier for pedestrians and cars.

*"Retained cut would severely affect community character. Want to serve the Sears/Safeway area-preferred but not if its in a retained cut."  
"Safety concern – need for total grade separation."*

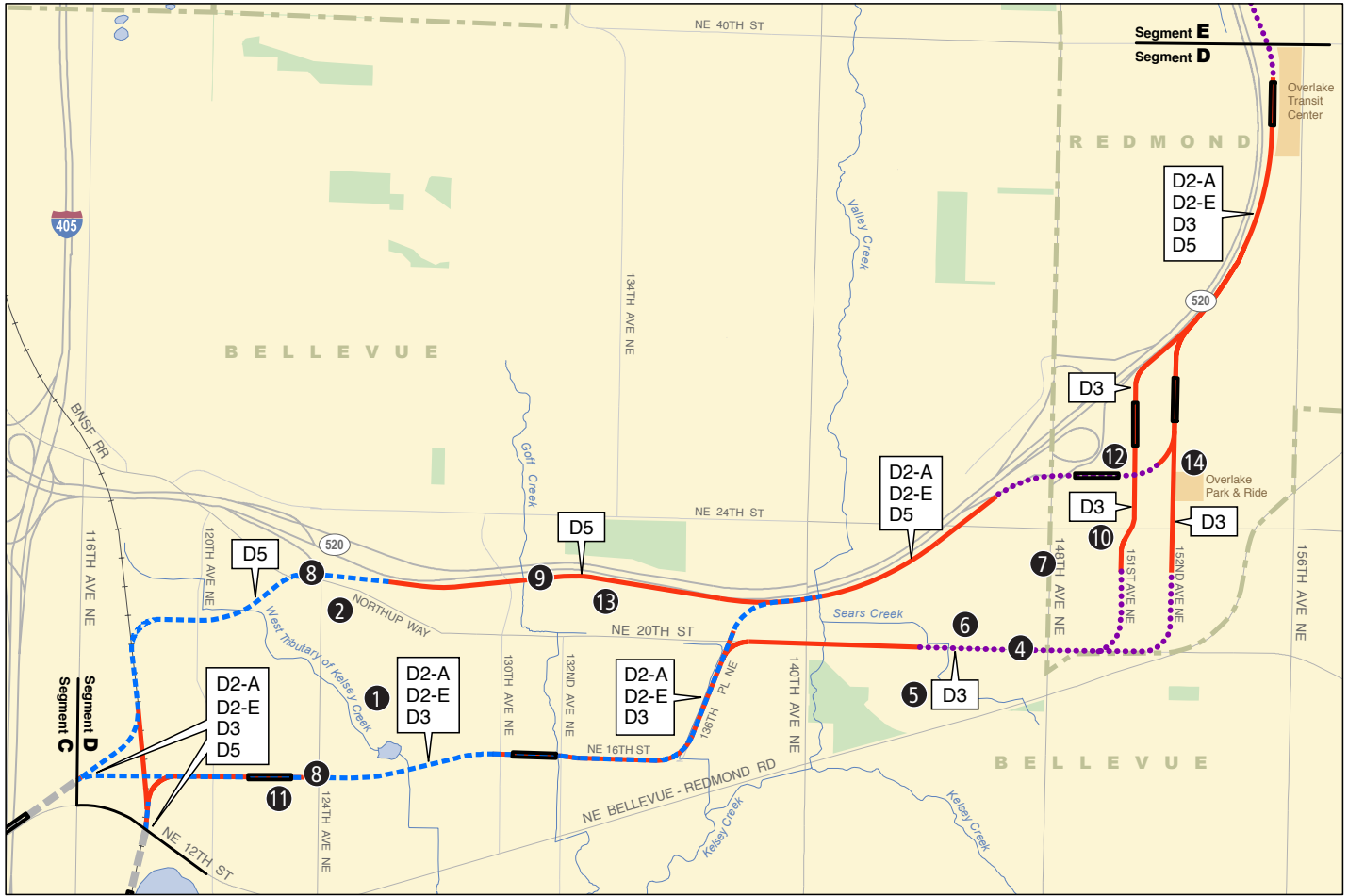
Perception that at-grade systems are slower than grade-separated systems.

*"Alignments conflict with auto traffic-especially at grade; limits access to businesses."*



### Comment Highlights Map

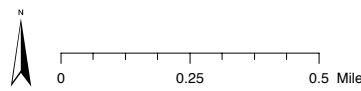
Workgroups discussed the route and station options shown on the map below. Participants provided comments that related to specific locations. These locations are marked on the maps with numbered circles that correspond to comments following the maps. Numbers show approximate location of comments.



341526.P1.09.01.EN\_TB072006007SEA\_Scoping\_Report/Maps/Routes\_For\_EIS/Segment\_D\_Alt\_DEIS\_032907.gr

Source: King County (2006)

- Adjacent Segment
- C | D** Segment Limit
- City Limits
- Proposed Station
- Route Profile**
- Retained Cut
- At-Grade
- Elevated



**Exhibit: Segment D Alternatives to be Evaluated in the DEIS**  
East Link Project

## Environment/Aesthetics

- ① A riparian area was cited by some participants Northeast of 124th Street and the Safeway Distribution Center.  
*"Preserve riparian corridor NE of 124th and Safeway Distribution Center."*
- ② Citation of Red-tailed Hawks in wetland area in vicinity of Northup Way and 124th Street.
- ③ General concerns about potential noise and aesthetics impacts by light rail tracks and trains.  
*"Concern about noise in neighborhoods."*

## Route D3

- ④ Concerns about a retained cut potentially acting as a barrier to pedestrians, by cutting the community in half and adversely affecting community character.  
*"D3 – trench? Concerned with access, prefer NE 20th against 520 alignment for ridership advantage."*
- ⑤ Some groups thought D3 may serve a larger population.
- ⑥ Locate a station across from Ross Plaza on D3.
- ⑦ Routes that cross 148th Avenue NE should be grade-separated since 148th is such a busy street.

## Route D5

- ⑧ Concern about trains and traffic conflicts on 124th Avenue NE.
- ⑨ Many workshop participants would like to see more stations on D5.
- ⑩ Proposed 24th Street route was popular with participants, some wanted a retained cut studied in addition to an elevated route and requested a station between 148th Street and 151st Street.  
*"Elevated over 24th, would greatly reduce impacts to businesses in Overlake."*  
*"NE 24th option, easier access to walk to Overlake Transit Center."*

## Station/Park & Ride/Maintenance Facility

- ⑪ Many groups liked the idea of a station at the former Safeway Distribution Center.
- ⑫ Most groups did not like a station behind the Safeway store in Overlake.  
*"Station behind Safeway is not good; low visibility."*  
*"Station at Safeway-hard to cross town very busy streets."*
- ⑬ Many groups liked the site of proposed Maintenance Base 3 and cited potential site impacts with the proposed location of Maintenance Bases 1 and 2.
- ⑭ Some groups felt that stations should be located near densely populated areas, with stations within walking distance of housing and shopping and with priority given to a station at the Overlake Park and Ride.  
*"Concern: How people use service and where stations are located – by stores. Stations should serve destinations."*

Overlake workgroups discussed the route and station options shown on the Segment D map on page 18. Participants provided comments that related to specific locations marked by circled numbers. These correspond with locations marked on the Segment D map.

① : mapped  
16 : not mapped



- 15 Many groups thought there should be ample parking at stations.  
*"Provide sufficient parking around stations."*  
*"Overlake Transit Center needs sufficient parking to serve all."*

### **Bike/Pedestrian/Transit Access**

- 16 Regional light rail should be integrated with local bus or shuttle transit systems.  
*"Need to focus on bus integration plan with light rail."*  
*"Make sure there is good local bus or shuttle service to local areas."*
- 17 Light rail should be integrated with bike and pedestrian improvements, including bike transport and small cargo transport, such as groceries or shopping bags.  
*"Need accommodations for pedestrians/bicyclists i.e. bike lockers."*  
*"[Want light rail to be] more bike/pedestrian friendly."*

### **Congestion**

- 18 Concern with potential congestion during construction of light rail and in already congested areas.  
*"Traffic congestion; during & after construction."*  
*"Keep flow of traffic moving as densities increase."*



# Redmond

Location: Redmond City Hall

Date: April 10, 2007 | Time: 4:00 PM to 7:00 PM

Approximate Attendance: 70; 64 people signed in to the three-hour workshop



Participants signed in and had a chance to view display boards before a 45-minute presentation about the East Link project, light rail and different light rail configurations. Next, participants broke out into seven different groups to discuss the three routes (E1, E2, E4) under study in Redmond. After a lively discussion, the workgroups reconvened and each workgroup facilitator reported back what they heard from their group. Sound Transit closed the evening explaining that the design team would take the workshop participants feedback and apply it to the conceptual engineering and draft EIS. The draft EIS is schedule for publication in fall 2008.

## Redmond Workshop Comment Highlights

The following are key highlights developed from feedback received during workshop break-out groups. Each workgroup consisted of four to 14 members of the public, one representative from the design team and a facilitator to scribe and keep time. Workgroups provided comments round robin, each person contributing one or more comments. The facilitator transcribed individual participants' comments on a flip chart in front of the group. Participants were asked to correct and confirm comments on the flip charts as facilitators scribed. Some individual participants also wrote their own comments directly on the flip charts. Workshop comments (in italics below) represent paraphrased and verbatim comments by individuals in each workgroup.

### General Light Rail Planning

Frequent and reliable light rail service including weekends and evenings is important.

Long-range planning extensions desired to the Novelty Hill area down Avondale Way, the Sammamish Plateau, along the BNSF/Willows Road and across State Route 520 to the University District in Seattle.

*"Extend past Novelty Hill; think to future and accommodate growth and housing."*

*"Any thought, give thought, to coming down Avondale?"*

*"Tie in Willows Road. Railway goes in that direction. Keep open. [Noted employment at Willows Road building and potential expansion to on E2]."*

Consider transit-oriented development in conjunction with light rail stations.

*"Transit oriented developments – leverage private side to work with station locations."*

Sound Transit should educate voters about their regional planning efforts.

*"Need to educate public about what it will cost if we don't do it, not just cost of project; i.e. ecologically, environmentally."*

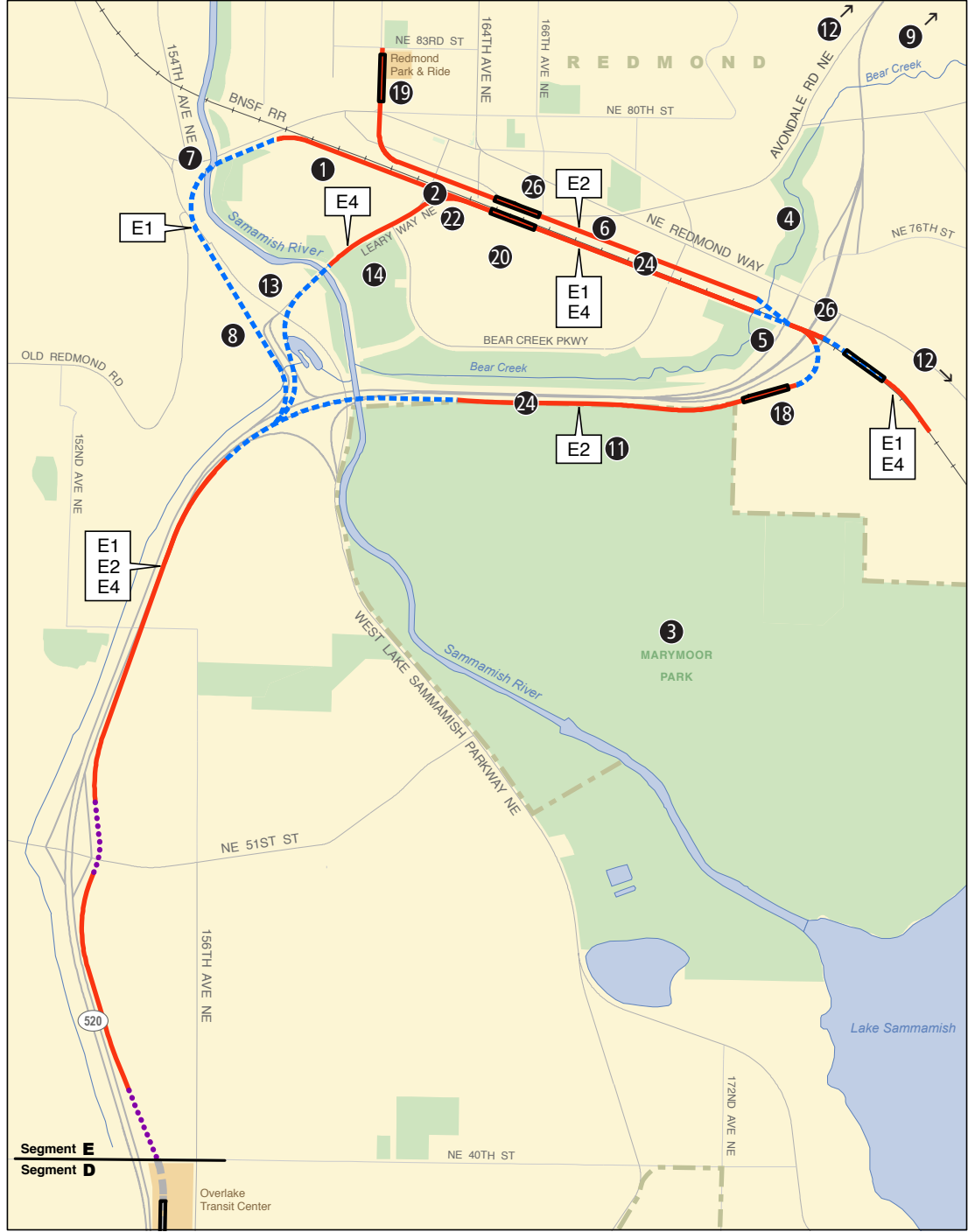
For most participants, it was essential that light rail be constructed to Redmond.

*"Frustrated that Redmond might not get light rail."*

*"Extend to Redmond because [you can] catch riders from outside downtown area."*

### Comment Highlights Map

Workgroups discussed the route and station options shown on the maps below. Participants provided comments that related to specific locations. These locations are marked on the maps with numbered circles that correspond to comments following the maps. Numbers show approximate location of comments.



341526.P1 09.01.EN\_TB072006007SEA\_Scoping\_Report/Maps/Routes\_For\_EIS/Segment\_E\_Alts\_DEIS\_012507 .gr

Source: King County (2006)

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>— Adjacent Segment</li> <li><b>D   E</b> Segment Limit</li> <li>— City Limits</li> <li>— Proposed Station</li> </ul> | <ul style="list-style-type: none"> <li><b>Route Profile</b></li> <li>● Retained Cut</li> <li>— At-Grade</li> <li>— Elevated</li> </ul> |
|---|--|

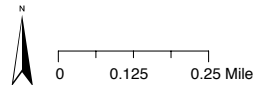


Exhibit: **Segment E Alternatives to be Evaluated in the DEIS**  
East Link Project



## Environment/Aesthetics

- ① Many groups noted a potential heron rookery and bald eagle nest near Leary Way.  
*"Potential heron rookery in green area north of Leary Way."*
- ② Farmer's Market and Justice White House are important community resources.
- ③ Marymoor Park is a regional recreation destination and care should be taken to minimize potential impacts to the park, particularly the new soccer fields, and to retain access to the park's facilities.  
*"Concerned about impacts to investments on soccer field at Marymoor Park."*
- ④ Some groups noted equestrian use of the Bear Creek Trail.
- ⑤ Concern about the water table near State Route 520.
- ⑥ Some groups noted a potential City of Redmond park along the BNSF.
- ⑦ A few groups noted local recreation and pedestrian facilities along Bear Creek and the Sammamish River at 154th Street.
- ⑧ Tree buffer along West Sammamish Parkway is considered a visual resource by uphill neighborhood.
- ⑨ Wetland noted north of 178th Place NE.
- 10 Concerns about potential noise and vibrations by light rail trains.

## Route E2

- ⑪ Most groups liked E2 because they think it best serves Redmond and has the most proposed stations.  
*"E2 most beneficial because of Redmond connections."*
- ⑫ It is important to serve the Sammamish Plateau and Avondale/Novelty Hill.

## Routes E1/E4

- ⑬ Concerns about potential visual and noise impacts of the elevated sections of E1 and E4.  
*"E4/E1 – elevated is visual blight."*
- ⑭ Concerns about E4 potentially impacting green area south of Leary Way.  
*"Move E4 north of Leary Way, not between green areas."*
- 15 Concerns about potential at-grade conflicts with cars and pedestrians.

## Station/Park & Ride/Maintenance Facility

- 16 Park and Rides are key to light rail access.  
*"Redmond Park and Ride is important to serve, because: a. [it would otherwise] miss people in north and b. these people create congestion getting to Bear Creek Park and Ride and c. serves more people, is better for commuters and has better Redmond connections."*
- 17 Park and Rides should have high capacity.  
*"In need of more parking. There is not enough (more employees than spaces)."*

*Redmond workgroups discussed the route and station options shown on the Segment E map on page 22. Participants provided comments that related to specific locations marked by circled numbers. These correspond with locations marked on the Segment E map.*

① : mapped  
16 : not mapped



- ⑱ Proposed station near Marymoor Park is important and would serve Redmond, Marymoor Park, the Sammamish Plateau and other areas, but there was concern among workgroups that the location could contribute to congestion.  
*"People who live West of Redmond would have to go through Redmond to get to Marymoor station on E2."*
- ⑲ Redmond Park and Ride is an important station location.
- ⑳ Redmond Town Center an important station location, some concern about light rail riders using Town Center parking as a Park and Ride.  
*"Redmond Towne Center is an essential station as a destination."  
"Parking is a problem at Redmond Town Center."*

### **Bike/Pedestrian/Transit Access**

- ㉑ Accomodations should be made for secure bike parking at station locations and secure bike transport onboard trains.  
*"If we get to Redmond Town Center, there is enough density for people to walk or bike, but there needs to be enough capacity to take their bike on the system and have secure bike parking."*
- ㉒ Maintain connectivity between the Justice White House and the Farmer's Market.  
*"Dividing Justice White and Farmers Market is issue. Need connectivity."*
- ㉓ Consider needs of the disabled in connectivity and accessibility, including design cues for the blind and partially sighted.  
*"Friendly Village. Senior Mobile – can use access, consider disabled needs."*
- ㉔ Many groups desired pedestrian and bike connections from the proposed stations to the Sammamish Trail (Burke-Gilman), across the BNSF and between Redmond Town Center and Marymoor Park across State Route 520.
- ㉕ Integrate transit with light rail system; bus to train integration is essential to the success of the light rail project.  
*"Bus integration very important to get people to/from Bear Creek Park and Ride."  
"Shuttle integration with bus and light rail."*

### **Congestion**

- ㉖ Some workshop participants expressed concerns about potential traffic congestion, particularly along Avondale Way and at the end of State Route 520, though it was noted that the planned Redmond Way flyover ramp will help that congestion.  
*"Heavy traffic along at terminus of SR 520 and backups along Avondale Way at peak commute hours."*
- ㉗ Light rail is a must-have to alleviate traffic congestion.  
*"More important to get commuters out of cars and lower congestion."*

## Series 2 Workshops

For the Series Two workshops, the main focus was station configuration and access. Participants signed in and had a chance to view display boards and get refreshments before a 45-minute presentation about the East Link project, light rail and different light rail configurations. The presentation was followed by a question-and-answer session. Participants visited four different tables where they could comment on station configuration and access, and talk with project architects and engineers about Segment A (see Appendix K for a map of segment A).

### Seattle

Location: Rainier Vista Neighborhood House

Date: March 28, 2007 | Time: 5:00 PM to 7:00 PM

Approximate Attendance: 19; 15 people signed in to the two-hour workshop

#### Seattle Workshop Comment Highlights

Most participants preferred station design with a pedestrian ramp from Rainier Avenue and stairs or escalators from 23rd Street to a center platform. Having a direct ramp from Rainier Avenue as access to the platform would allow for clearer sight lines, making it safer.

Some community members requested a glass sound barrier from the freeway and screening with lighting and foliage.

Many people did not like options with multiple elevators and bridges to gain access to the station.

### Mercer Island

Location: Community Center at Mercer View

Date: April 4, 2007 | Time: 5:00 PM to 7:00 PM

Approximate Attendance: 26; 23 people signed in to the two-hour workshop

#### Mercer Island Workshop Comment Highlights

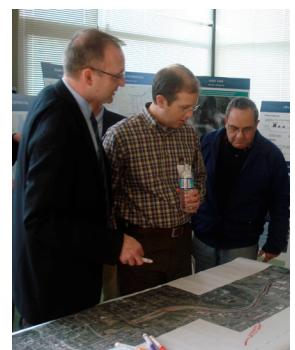
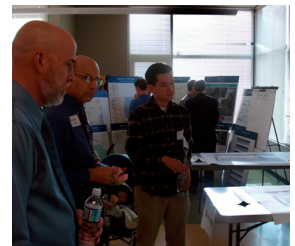
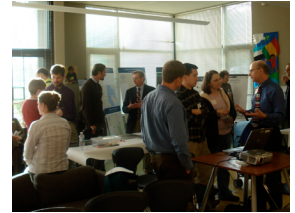
Many people were excited about having access to light rail, including access during ball games.

Several people have concerns about lane configurations on I-90 and the relocation of HOV lanes out of the center roadway.

Community members explained that people from other cities use the Mercer Island Park and Ride and that it has been at capacity.

Residents requested an integrated bus and light rail transit plan on Mercer Island, so they don't have to drive to the train.

Some participants wanted shelter from the weather and separation from the freeway noise at the proposed station location.



# Workshop Comment Form Summary

Number of Completed Comment Forms: 34

Comment forms were given out as part of workshop packets and participants could choose to fill them out and turn them in as they left or could mail them in to Sound Transit.

*Do you have comments to provide the project team?*

No main theme emerged from this question. Most respondents elaborated on issues and comments that came out of their workgroups.

*How will you access the light rail station?*

Respondents were asked to check as many as applied. Most respondents said they would take multiple modes of transportation to reach a light rail station. The results were:

Foot: 17

Bicycle: 9

Bus:6

Car: 20 (many respondents noted that they would prefer to walk)

Two respondents in Bellevue said they would not use the system. One respondent said they would take the train and another said they would take their scooter.

*What are important features and factors about the neighborhood that Sound Transit should consider?*

Bellevue Workshop

Many respondents stressed the importance of preserving the character of their neighborhoods. One respondent noted the importance of the environment and another stressed the need for pedestrian, bike and transit integration and improvements.

Overlake Workshop

Some Overlake area respondents said that they wanted light rail integrated with local transit, increased Park and Ride capacity and new and improved pedestrian corridors and bike lanes. In addition, respondents stressed the importance of protecting habitat, streams, wetlands and green spaces.

Redmond Workshop

Some respondents stressed the importance of bike routes, bike parking and the ability to bring bikes on trains. One requested a high-capacity Park and Ride near Marymoor Park, which was echoed in sentiment by a comment about Redmond acting like a funnel for commuters in outlying areas.

Mercer Island and Seattle Workshops

No comments were received for this question.

## *What are your thoughts and concerns regarding the proposed routes and station locations?*

### Bellevue Workshop

Two respondents wanted better transit integration and bike/pedestrian improvements. Two respondents preferred a route along the BNSF corridor, one respondent wanted light rail along major roadways and another doesn't want it along 112th. One respondent wanted stations close to neighborhoods to better serve them and two others want potential impacts to neighborhoods minimized.

### Overlake Workshop

Some respondents wanted proposed light rail train times to be faster and one respondent suggested keeping the train grade-separated to remove the need for signals that could slow down the trains. Some respondents were concerned about parking and street congestion. One respondent preferred D3 and another D2E, citing maximum ridership and minimum interference. One respondent wished light rail could be built sooner.

### Redmond Workshop

Many respondents at the Redmond workshop stressed the importance of extending light rail to Redmond, and many noted that they preferred the E2 route at this time. Some respondents also noted that the current timetable for construction is too slow and should take place sooner.

### Mercer Island Workshop

Some respondents think the proposed station location is straight forward and liked the idea of having a raised platform from traffic. Respondents noted potential noise from traffic, which may be unpleasant.

### Seattle Workshop

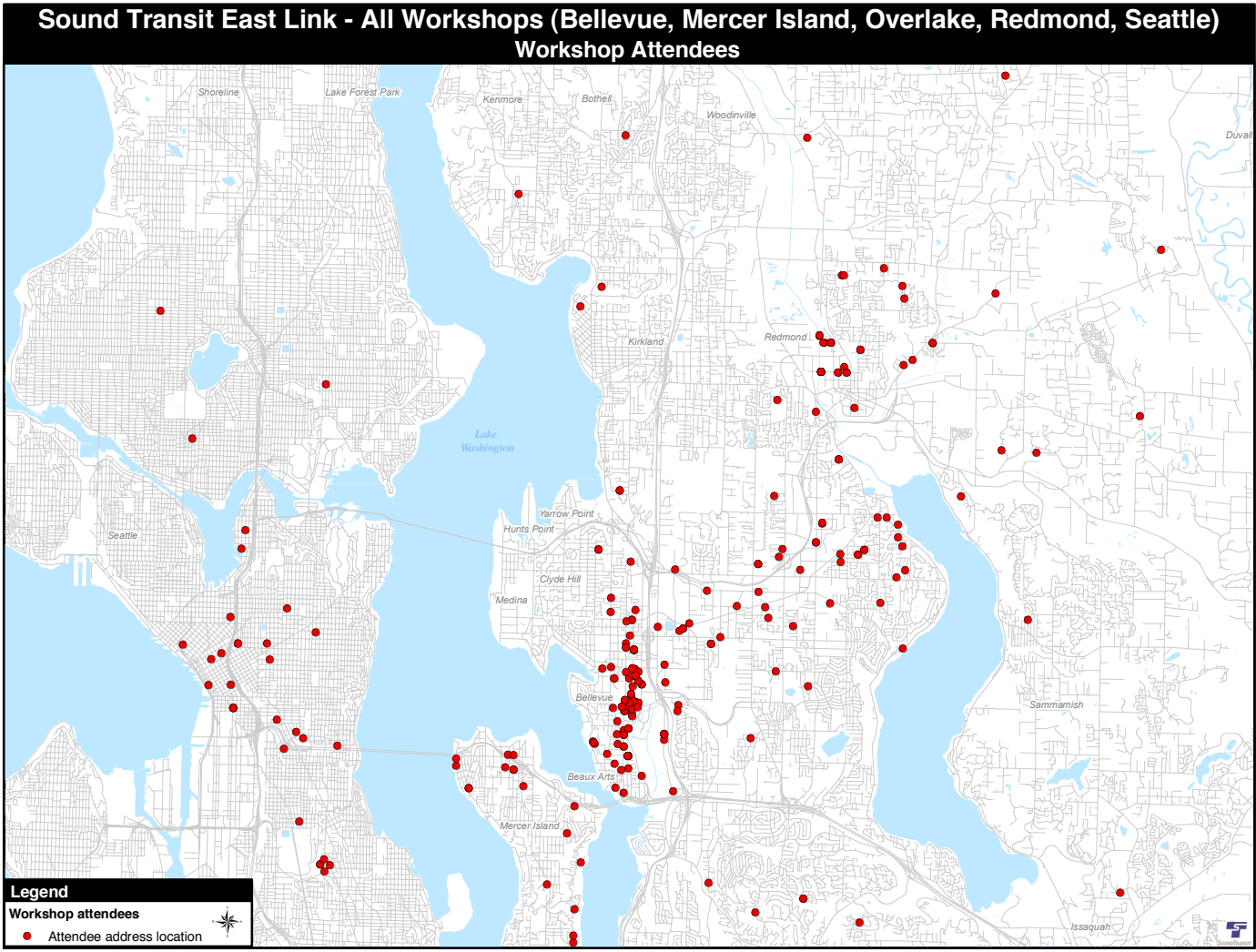
Most respondents preferred station design B.

## *Why did you come to the meeting tonight?*

Most respondents came to the meeting to get more information about the East Link project, to find out how it might affect their neighborhood and because they are interested in mass transit.

Workshop comment form verbatim comments are located in Appendix D.

# Geographic Location of Workshop Attendees



A map of workshop attendees' live/work locations by workshop location is located in Appendix E.

# Next Steps

Many workshop participants raised questions about station access. The project team will continue to work closely with King County Metro and Sound Transit service planners on bus and light rail integration plans and city plans for walking, bicycling and driving access to stations.

Sound Transit is proceeding with conceptual engineering and preparation of the draft Environmental Impact Statement. The draft EIS is scheduled for publication in Fall 2008. When the draft EIS is released, Sound Transit will hold a minimum 45-day formal comment period during which time there will be a series of open houses and public hearings. The draft EIS will be widely available during the comment period and the public, agencies and organizations will be able to comment on the document by letter, email or verbally at the hearings. Sound Transit will actively seek public comment during this time so that the Sound Transit Board fully understands the public response to the draft EIS and its findings.

A number of general questions about light rail benefits and impacts were raised at the workshops. Questions were also asked about light rail expansions beyond East Link. Sound Transit will continue to update the East Link website to address these and other questions.

Sound Transit is always interested in hearing your thoughts about the East Link project. Submit comments to Brooke Belman at (206) 398-5238 or [belmanb@soundtransit.org](mailto:belmanb@soundtransit.org).







# Appendices

Appendices F-Q are available by request only. Please contact Brooke Belman, Community Outreach Specialist at [belmanb@soundtransit.org](mailto:belmanb@soundtransit.org) or (206) 398-5238, 1-888-713-6030 TTY.

- A. Attendees & Affiliations**
- B. Public Comments**
- C. Public Comments by Key Themes**
- D. Comment Form Verbatim Comments**
- E. Attendees Live/Work Geographic Locations**
- F. Display Boards**
- G. Agendas: Series One & Two**
- H. Workshop Presentation**
- I. Resource Glossary of Light Rail Terms**
- J. Fact Sheets**
- K. Information Brochure**
- L. Segment Maps**
- M. Profile Cross Sections**
- N. Notification Mailer**
- O. Notification Poster**
- P. Display Ad**
- Q. Comment Form**