



East Link Extension



November 19, 2013

Overlake Pre-Final Design Open House Public Involvement Summary

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Background

East Link Extension is a key element of the regional mass transit system approved by voters in 2008. This 14-mile light rail line will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting Seattle to the Eastside’s biggest population and employment centers.

The project builds on the Central Link light rail system running between Sea-Tac Airport and downtown Seattle. East Link is part of the new light rail extensions being built north, south and east from Seattle. When East Link opens, with a targeted date of 2023, 10 stations, serving Seattle, Mercer Island, Bellevue, Bel-Red and Overlake in Redmond will become a part of a regional light rail system stretching more than 50 miles. By 2030, about 50,000 riders will use East Link every day.

In 2011, Sound Transit completed environmental review and received a federal Record of Decision to build East Link. East Link began advancing to pre-final design in Overlake in 2012. During pre-final design, project architects and engineers define the light rail system, determining the technical specifications for the stations, bridges, tracks and other elements, as well as construction methods and sequencing. The Sound Transit art program, STart, also begins work to select station artists and artworks during final design. There are multiple opportunities for the community to help influence design elements and stay informed as East Link moves forward.

East Link alignment



Overview

On November 19, 2013, Sound Transit hosted an open house to present pre-final design concepts for the Overlake segment of East Link Extension. The meeting served to introduce Sound Transit's team of engineers, architects and community outreach staff to the community and neighbors and to present and gather comments on pre-final design plans for the Overlake segment. In addition, project staff had an opportunity to brief the community on the design-build process, including what to expect and how to stay informed. The open house was held at the Ardmore Elementary in Bellevue from 6 to 8 p.m.

Notification

The open house was widely publicized through the following channels:

- Display advertisements in the Bellevue Reporter, Crosscut.com, Korea Daily, Korea Times, La Raza, NW Asian Weekly, Phuong Dong Times, Redmond Reporter, Russian World, Seattle Chinese News, Seattle Chinese Times, Seattle Transit Blog, Seattleindian.com, Siete Dias, and the North American Post.
- Postcards mailed to over 24,000 Bellevue and Redmond residents and businesses
- A press release to local newspapers and blogs
- Email notification to approximately 5,600 subscribers of the East Link Extension listserv and the Sound Transit bicycle information listserv
- Email announcement in the City of Redmond's Neighborhood Newsletter
- Announcements on the East Link project web page
- Targeted outreach to major employers and social services providers
- Flyers delivered to 300 neighbors, transit riders, and businesses near the future stations

Overlake Village Station

Located adjacent to SR 520 north of the existing King County Metro Overlake Village Park-and-Ride on 152nd Avenue NE, riders will enter along 152nd Avenue NE, just south of SR 520. This station's design is consistent with the City of Redmond's 152nd Corridor Study and Overlake Village Neighborhood Plan.

Overlake Transit Center Station

Located along SR 520 at the current Overlake Transit Center site, this station is a major transit hub with connections between public transit and private transportation services. The station also provides increased parking for over 300 cars and covered facilities for over 100 bikes. This is the final station for the East Link Extension funded in ST2.

Potential Pedestrian and Bicycle Bridges

*Pending funding agreements, both stations will increase bicycle and pedestrian access from the east and west sides of SR 520 with added bicycle and pedestrian bridges.

Your input is needed

PLEASE JOIN US!

East Link Open House • Overlake in Redmond

The East Link Extension is being designed, and we want to hear from you before work advances. The Overlake open house gives future light rail riders, transit center users and community members the chance to look at design concepts and provide feedback on the **Overlake light rail segment and stations**.

Ardmore Elementary
 Tuesday, Nov. 19, 2013 • 6 - 8 p.m.
 16616 NE 32nd St., Bellevue
 Presentation at 6:30 p.m.

COME, LEARN MORE, AND COMMENT!

FOR MORE INFORMATION: Visit www.soundtransit.org/eastlink or contact Sound Transit at 206-398-LINK, eastlink@soundtransit.org. For information in alternative formats, call 1-800-201-4900/TTY relay: 711 or email accessibility@soundtransit.org.

Get involved!

There's plenty to do before construction begins. The Overlake segment open house gives community members an opportunity to:

- give feedback on design concepts
- learn about other projects and new pedestrian features
- meet project and city staff
- comment on station names.

Sound Transit is working with local jurisdictions and the community to deliver East Link Extension on time and within budget.

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Open house overview

Approximately 107 people attended the open house to learn about pre-final design plans for East Link in the Overlake segment and provide comments. Attendees were greeted by project staff, asked to sign-in and provided with a Community Guide to Design, segment fact sheet, and comment forms. Display boards and roll plots featured information about East Link, the design-build process and design plans for the Overlake segment, including the Overlake Transit Center and Overlake Village stations.

An overview presentation was held at 6:30 p.m., followed by an opportunity to ask questions. Project staff members were available throughout the meeting to answer questions and explain design and construction details to the public. Attendees were encouraged to share their thoughts on the design plans as well as permanent station names. All meeting materials and electronic versions of the comment forms were made available on the East Link Extension website (www.soundtransit.org/eastlink) following the open house.



Outreach staff recorded verbal comments at the design stations and encouraged attendees to provide written comments.



Open House attendees were invited to show where they live or work.

● = Live ● = Work



Comment summary

Sound Transit accepted public comments in person at the open house, and by mail, email and electronically on the East Link Extension website. The following section is a summary of verbal feedback collected at the open house, as well as 24 written and online comments received between November 19 and December 13, 2013. Transcribed comments are italicized below to highlight the tone of public feedback.

Overlake segment design

General comments on design, project schedule, and station features:

- *Please make the stations tech friendly. Ideas: public Wi-Fi (maybe through Microsoft outreach), power outlets, QR and/or NFC scan tags providing quick access to current schedule and current train location. With the stations in the heart of the tech community, let's ensure we reflect that and differentiate from others!*
- *Please prevent any segments that slow the train*
- *Why are Overlake Village and Overlake Transit Center stations so close together?*
- *Light rail will alleviate commute congestion*
- *I want light rail beyond NE 40th Street, with specific request that Sound Transit add or move one of the planned stops to NE 52nd Street*
- *Can you finish earlier? I'm excited for light rail!*
- *Please shorten light rail construction time. We need this sooner than 2023!*
- *How does this plan work with potential SR 520 widening?*

Support for design and station features:

- *I like the general design*
- *Everything looks quite reasonable*
- *Like the design*
- *Looks really great. We're very excited to have light rail coming to our neighborhood*
- *So far, so good*

Support for natural design features and green space:

- *Have the parking garage and station structure incorporate living or green walls since all the trees will be cut down in Overlake*
- *More trees needed (Overlake Village Station in particular)*
- *More park area/less hardscape*
- *This is a forested area, preserve the forest theme and connections to forested areas near the line*
- *Please use native varieties of trees and plants and provide updates on the planting and landscaping design*

Interest in parking at light rail stations:

- *Must have much, much, much more parking – at least 1,000 stalls. Cut budget somewhere else to afford more parking*
- *If the goal is to increase the number of people using the transit system, provisions have to be made for increased volume of people needing to park their cars at the transit station. The plans do not appear to provide sufficient parking spaces*
- *Parking? As much as we'd like to bike there, parking would be a necessity for the concentration of patrons intended to be using this transportation – This need may be exaggerated by the fact that this is the final stop. I.e. Eastsiders will need to get home. Overlake Transit Center parking is too far away. ½ mile walk or run to train*

- Why don't you have parking garages at your stations?
- 50,000 riders, only 300 new parking spots?
- Why don't you design parking garage to add additional levels or capacity in the future and if this is not possible, why?
- Concern that there will not be enough parking to accommodate demand
- More parking at the transit centers. Are you really wanting to limit ridership right out of the gate?
- Either eliminate the park & ride at the Overlake station, or the park & ride at the 130th St NE station; both are not necessary

Interest in bus service and connections to light rail stations:

- *Include a transit stop at NE 51st St. The Overlake Transit Station is too far to walk from the local neighborhood*
- *I hope more buses will run through the local neighborhoods to allow access without having to drive*
- *Work with Metro bus system for feeder buses from the whole Redmond area*
- Are there plans to increase transit to station?
- Interest in making sure the B-Line route goes directly to the station
- *How will the buses/routes change with light rail?*
- Strong interest in maintaining excellent cross-lake transit connections via 520 after light rail opens
- *How are you planning for connections to future stations from Overlake Transit Center?*

Interest in pedestrian and bicycle access and safety at the stations:

- Grade separated track crossings: safety concern
- *I like the bike cages*
- Concern that there will not be enough space for bikes & bikers in the rail car (4 bike hangers per car/70 person seating capacity)

- Having Puget Sound Bike Share bikes at the stations
- Consider making some elevators longer for better stretch care and convenience and longer bicycles
- The stations should include covered parking areas for bicycles. These facilities should incorporate security features such as CCTV and perhaps secure access using an Orca or credit card or enhanced driver's license or state ID. If riders feel confident in the safety of their bike they'll be more likely to use the garages

Interest in station accessibility:

- *Will ADA ramps be available at all entrances/exits of the stations?*
- *Like the wide ADA ramps*
- *Has anyone reviewed this initial design through the eyes of a disabled/cane user?*

Comments on weather protection:

- Cover ramps at stations
- *The designs appear to require a lot of traversing over open spaces. Would be wet during the rainy months*
- It rains a lot in Seattle. Having the pedestrian bridges and pathways covered will encourage use of the rapid transit option. Please cover the bridges and walkways so that people going through those areas do not have to bump into people with umbrellas, etc.

While not presented at the open house, comments were taken about the Operations and Maintenance Satellite Facility project:

- *No rail yards should be located in the Overlake Area of Bellevue. This is key commercial space and a large economically dead rail yard will ruin the character and sustainability of the neighborhood*
- *No rail yard in Overlake!*
- Rail yard not needed near neighborhoods

Construction impacts

General comments:

- Please try and not impact morning/evening commute traffic along that SR 520 corridor and NE 40th St.
- I hope there will still be parking at Overlake Transit Center during construction
- Where will temporary parking be provided?
- What is the interim parking plan?
- Please make light rail construction faster
- Make sure construction noise doesn't bother other businesses



Overlake Village Station entrance

Overlake Village Station design

General comments about the Overlake Village Station:

- Overlake Village location seems like an odd choice
- Overlake Village will cause negative impacts to an existing assisted living facility
- *What will the development of the Overlake Village station look like?*

Interest in design features and the look and feel of the station:

- I like the design
- *Nice design for the platforms*
- *Modern/clean/natural/practical – less uniform! Make images show a lot of vertical lines and shelter supports. Looking pretty nice*
- *Reflect non-integrated urban village*
- *Less hardscape / more park-like feel requested; ramp configuration good*
- Overlake Village Station: too urban, add NW concept/feel, seems not “Redmond”
- Trees and Forests should be prominent themes in the Overlake Village Station. It is right next to Bridle Trails State Park, the closest urban forest. Especially compared to Seattle, the Eastside is full of trees
- The current design for the Overlake Village train platform seems kind of standardized; I’ll be interested to see what art installations might be added to make it more visually interesting
- This is a very diverse community and it would be nice to see the station’s character reflect that
- It needs to be reduced in scope by about 250% - way too much concrete and other stuff. Just design/build a simple station without all the claptrap that your presentation suggests
- Very good community character. Maybe add more artwork

Interest in pedestrian and bicycle safety and connections:

- *Please install crosswalk on NE 28th St across Bel-Red Rd in Bellevue. There is a Bellevue pedestrian path on the east and a dirt path on the west. Would give direct access from Ardmore Park neighborhood to the station*
- More capacity for bicycles within the bike cage
- Why are at grade crossings being utilized vs. ramps/stairs to get down to platforms
- *Assisted living across street, lots of potential accessibility. Elderly, wheelchairs, low income, etc.*
- Overlake Village access ramps need to be not as steep

Interest in parking and connections to buses:

- Parking issues / station location too far from existing park and ride
- There should be park and ride accommodations
- There should be coordination with other transit agencies (bus stop locations near the entries)
- The existing parking garage in Overlake Village is at least 2 blocks from the Overlake Village Station
- Need parking at the Overlake Village Station
- The build out of the Overlake Village Station is going to cause heavy traffic and backups on road and in the vicinity

Overlake Village potential pedestrian-bicycle bridge

Comment themes for the bridge design and features include pedestrian/bicycle access, desire for an elevator and general comments on design:

Comments regarding pedestrian and bicycle access across the bridge:

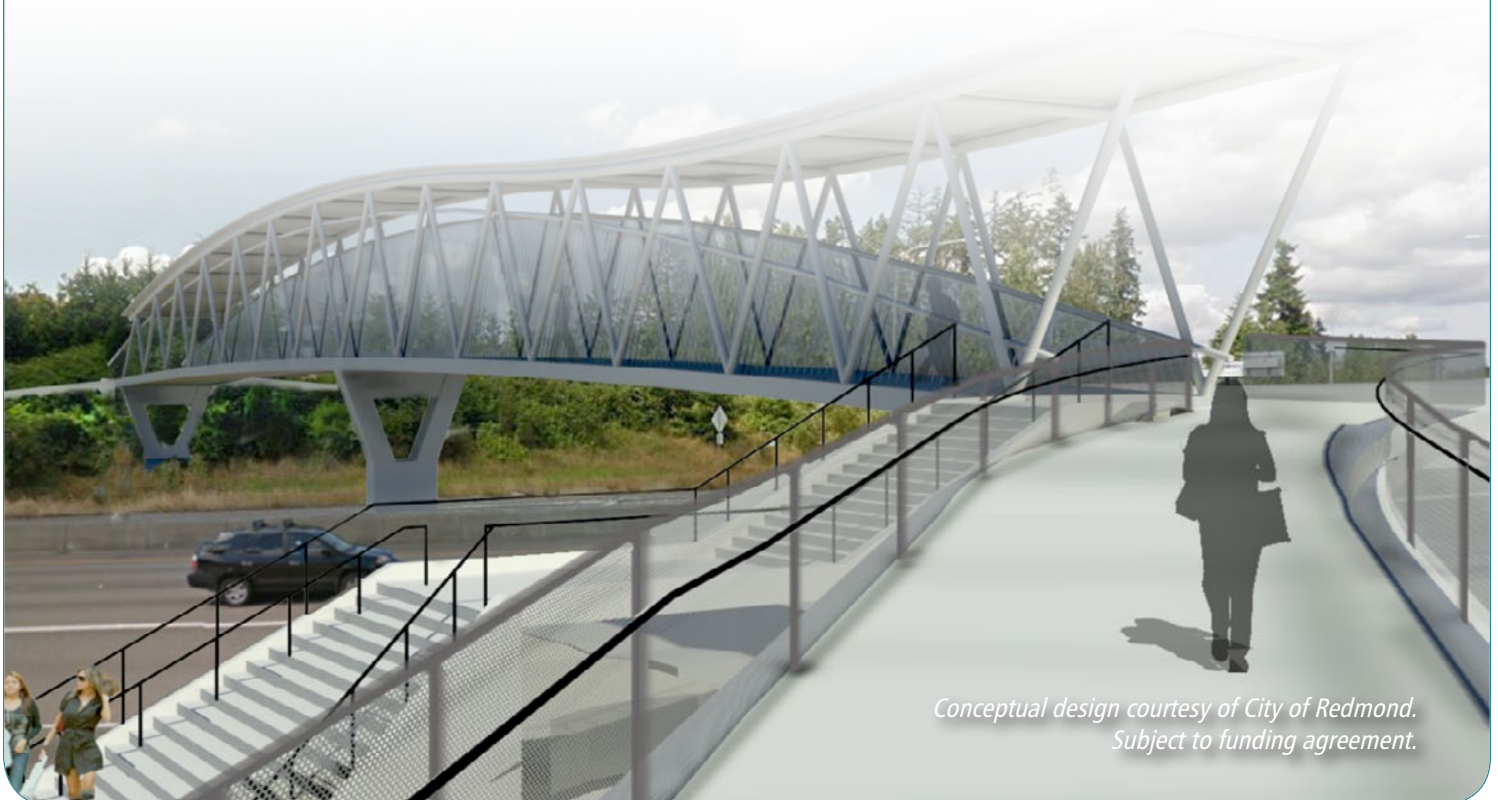
- Needs to be at least 16-18' wide and peds/bike must be physically separated
- Do you want people riding their bikes on the bridges?
- At-grade pedestrian crossing is a great concern. Bridge should offer direct access to station platforms
- Yes, highly in favor of bicycle access! Reduce commuters in cars. Provide connection for neighborhood
- Turns should accommodate longer bikes – tandem
- Separate bikes from pedestrians on bridge
- Ensuring that the pedestrian/bicycle bridges connect directly to the 520 Trail
- Eliminate all the bicycle provisions
- The concepts for pedestrian/bicycle bridges seem a little too cramped for safe cycling, particularly the tight turns on the descending ramp at the Overlake Village stop

Comments requesting a station elevator:

- Elevator access
- Why isn't there an elevator for the Overlake Village Station Pedestrian Bridge?
- Will there be an elevator at the Overlake Village Station pedestrian bridge?

Comments on bridge design and features:

- Make them look great – no bare bones or boring bridges, please! Interesting shelter or railing design
- I like the roof! The vicinity has no character whatsoever today, so I wish you luck in finding or creating some
- Good idea
- Build direct access from bridges to platforms
- Nice design
- Good
- Ensure this is built as close as possible to the station



*Conceptual design courtesy of City of Redmond.
Subject to funding agreement.*

Overlake Transit Center Station design

General comments on the Overlake Transit Center Station design features, future function of the station and reflection of the community character:

- *Give me something racy and futuristic. Look forward 100 years*
- *Ensure the design permits easy addition of a station entrance on the north without shutting down the line, when budget allows*
- *Overall design does not seem very appealing. Does not carry the degree of artistry evident in the Overlake Village Station*
- *Technology*
- Deepen retained cut at Overlake Transit Center
- Technology theme is good for the Overlake Transit Center
- I'm really glad you're keeping at least some of the current art installations at the Overlake Transit Center. Of course, the "community" surrounding that station consists almost entirely of Microsoft, so adding some more futuristic design elements couldn't hurt
- Good community character
- Technology should be a key characteristic of this design

Interest in bicycle and pedestrian connections to light rail stations:

- Why is there no access at the north end of the platform? Funneling all patrons through one entrance doesn't make sense
- *Bikes need a way to get from bridge down to station without riding through parking garage*
- *Ensure uninterrupted ped/bike access to and from the flyer stops*
- Relocate the light rail station just south to the Overlake Village park and ride
- Add north access to Overlake Transit Station
- Move Overlake Transit Center Station platform ~200ft south and make access to center of platform from above
- Overlake Transit Center station flyer stops and stairs need to be close together
- You'd be amazed how many people come to Overlake

Transit Center not in cars, especially Microsoft and Honeywell commuters

- It needs enough WIDE ADA spaces to allow me to find a space large enough to get a power wheel chair down a ramp. So often there are not enough wide spaces (or too many people who abuse the spaces)

Questions about the at-grade pedestrian crossing:

- How will we protect pedestrians crossing the tracks between the plaza and flyer stop? Anyone not paying attention risks getting hit by a train
- Concerned about the at-grade crossing from a safety standpoint, perhaps it can be modified with a retained-cut concept
- Access to both sides of station platform without at-grade crossings
- How do at-grade track crossings address new wheelchairs with small, scooter-size wheels that pivot?

Interest in station kiss and ride facility:

- Overlake Transit Center drop off set up is too inconvenient, needs to be near NE 40th Street
- Overlake Transit Center drop off will get congested; consider curb cut option for drop off
- There also needs to be better drop off point other than inside the garage. If its not easy or intuitive than people will do unsafe drop-offs elsewhere

Interest in parking and concern for existing vehicle congestion:

- Please provide sufficient parking at the Overlake Transit Center for the parking needs through year 2040
- *Please ensure the parking garage does not prohibitively impact traffic at these already packed intersections*
- *Inflation of the number of passengers by the time this is built may mean that the 320 ish parking spots will be insufficient. Today, spots fill up by 7:30 a.m. Need 600 spots. Please go below ground*
- *Please be sure there's enough parking for weekday mid-day use. I like the roof on the bridge. I often take the 545 to the UW*
- *Considering the lack of coordination between*

Metro and Sound Transit, parking may need to be reconsidered. If the intent is just to serve Microsoft, then 100 extra spaces will work

- The number of parking spaces at the Overlake Transit Center are too few
- I like the multistory parking garage
- Has Sound Transit considered renting existing parking space from Microsoft at Overlake Transit Center to help with parking congestion?
- Provide lots of parking
- Glad you are adding more parking to this facility
- It may be worth noting that Microsoft's intracampus shuttle fleet will probably constitute an even larger volume of traffic at Overlake Transit Center than it does today, bringing Microsoft employees from distant building to the station and vice versa
- As a current bus rider out of the Overlake Transit Center, it's important to me that I am still able to park my car and catch a bus from here



*Conceptual design
courtesy of Microsoft.*

Overlake Transit Center potential pedestrian-bicycle bridge

Comment themes for the bridge design and features include bridge connection to station, desire for stairs, and general comments on design.

General comments:

- Needs to be at least 16-18' wide and peds/bike must be physically separated
- Please ensure the bridge connects to the Microsoft driveway, the 520 bike trail, and the westbound flyer stop directly; currently you can't get between them. Also, provide a direct stairway from the station without going through the parking garage; people will use it to cross 520. Finally, build this as early as possible, even before rest of system!
- I like the roof
- Covered areas
- Eliminate all the bicycle provisions
- Build and open Overlake Transit Center Pedestrian Bridge sooner than station
- The design needs more work, this bridge needs to fit into the space better rather than overwhelm it

Interest in bridge amenities and connection to station:

- At-grade pedestrian crossing is a great concern. Bridge should offer direct access to station platforms. There should be a north access to what will be a very busy station
- Elevator access
- Need to have stairs and not just one elevator
- Would be great to have stairs that drop directly down to the transit center

- For the Overlake Transit Center ped/bike bridge, it will be very busy with both peds and bikes. 14' wide for 2-way ped and 2-way bike traffic is not wide enough
- Pedestrian and bike traffic on the bridge need to be clearly separated
- Separate bikes from pedestrians on bridge
- Overlake Transit Center Ped Bridge: Connect to bike trail and flier stop on Microsoft side
- Overlake Transit Center ped bridge needs to connect to flyer stops and bike path
- The idea of a covered bridge designed for cyclists as well as pedestrians will take some getting used to. I'd also observe that there's an existing useful pedestrian/bike path along the south side of the NE 40th Street bridge, which provides the same level of convenience access to the station and probably means this bridge will be hard to get funded. Perhaps a workable compromise would be to build a bridge over 156th but not over the freeway
- Build direct access from bridges to platforms
- Ensuring that the pedestrian/bicycle bridges connect directly to the 520 Trail

Support for bridge design and features:

- This bridge will help make this area much more efficient. I highly support this!
- Yes, highly in favor of bicycle access!

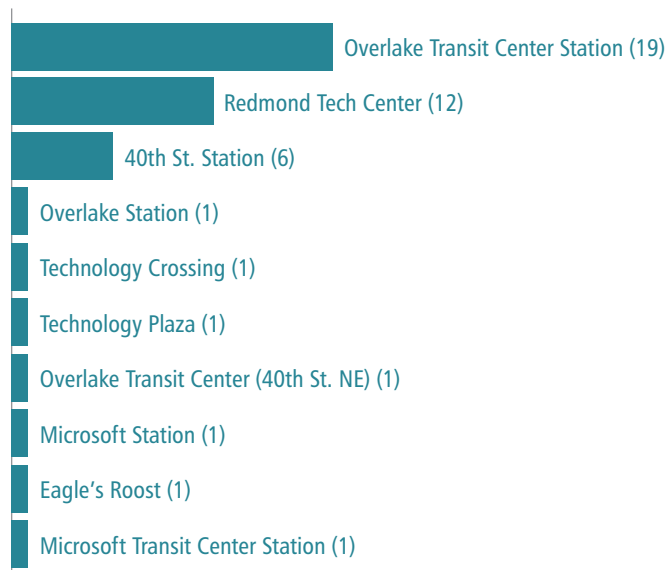
Permanent station naming comment summary

A separate comment form was provided to gather input on permanent station names for the Overlake Transit Center and Overlake Village stations. Sound Transit requested that station names reflect the neighborhood environment, avoid commercial references, comply with ADA guidelines, and follow Board Policy requirements for station naming. Following the meeting, an online survey was posted to the project website and generated 35 responses. The following is a summary of public feedback on permanent station names.

What is your preference for the Overlake Village Station name?



What is your preference for the Overlake Transit Center Station?



Please indicate any comments or questions you have about permanent station names:

- Both stations should not be called Overlake in title
- *Village implies a collection of residents or merchants, which the design does not accommodate yet*
- *It has always been confusing to have Overlake Village and Overlake Transit Center. The station should be "one word and station." A lot of the central link station names are too long*
- *The design of "Overlake Village" lacks parking, residential association or commerce/merchants – Overlake Landing seems more true to form*
- *I think it will be very confusing if we call the Overlake Transit Center Station anything else but that. Whether you are arriving by bus, driving, or biking people know where the Overlake Transit Center is. If East Link Extension gives it a different name for train travel, it wouldn't make sense "if you are arriving by bus, get off at the Overlake Transit Center, if you are arriving by train, get off at "x42" even though they represent the same location*
- *The stations should not both be named "Overlake" it is already far too confusing and would only become worse*
- *40th St. Station tells you exactly where you are and differently identifies it from Microsoft and the shopping and residential area of Overlake*
- *It's helpful to have street/avenue names as reference points, but given that 152nd Ave travels a distance, it's better to have a neighborhood home as the primary label*
- *Overlake Transit Center- This isn't the only tech center in Redmond! The City of Redmond designated this area "Overlake" a decade ago but historically it's not Overlake*
- *Do not name it "Redmond Tech Center"; I have never seen that name used before. It isn't ideal I know to start two station names with "Overlake" but I can't think of a better idea*
- The inclusion of the word "Station" at the end of every single station name is redundant and annoying. Almost no other system I know includes the word "Station"
- Work with Microsoft to sell them the naming rights to the "Overlake Transit Center station" to generate funds. This process has been done in Philadelphia...AT&T Station
- I think it would be a bad idea to use BOTH "Overlake Village" and "Overlake Transit Center" -I'm strongly in favor of "Overlake Transit Center" and strongly against "Redmond Tech Center" -Consider shortening "Overlake Transit Center" to "Overlake TC"
- The station by Microsoft should either be Microsoft Station or Redmond Tech Center Station
- Keep them short. What is the benefit of adding "village" or "transit center" after Overlake?
- Stay away from Overlake Transit Center since that name and the Overlake P&R at 152nd Ave N still confuse me. Also, Overlake Village and Overlake Hospital stations would be very far apart and yet have similar names. Keep them distinct

Supplemental outreach

Following the open house, the East Link Community Outreach team hosted four information tables at busy retail locations and large employers within the Overlake segment and reached approximately 80 individuals. The information tables provided an opportunity for community members to learn more about East Link, view design plans, and provide comments to project staff. In general, community members were interested in light rail, wanted to see the project schedule accelerated, and appreciated the informal opportunity to learn about the project.

Information tables:

Safeway in Overlake

December 9, 2013

4-6 p.m.

Microsoft – West Campus Location

December 11, 2013

11:30 to 1:30 p.m.

Starbucks in Overlake

December 16, 2013

3-5 p.m.

Crossroads Mall


December 17, 2013

1- 3 p.m.

East Link Extension

E-NEWSLETTER

December 6, 2013



Link light rail system map

Map labels include: Linkwood Link Extension, Northgate, University Link Extension, Downtown Seattle, Downtown Bellevue, General Link (in service), and 2005 Link Extension.

Join us to learn more about East Link in Overlake

Sound Transit staff recently hosted an open house at Ardmore Elementary to share design plans for the Overlake segment of the East Link Extension. We will continue to be out in the Overlake area in the coming weeks.

Stop by and see us on Monday, December 9 and on Tuesday, December 17.

[December 9, 4 – 6 p.m.](#), Safeway, 15000 NE 24th St. Redmond
[December 17, 1 -3 p.m.](#), Crossroads Mini City Hall (inside Crossroads Mall), 15600 NE 8th St. Bellevue

Mark your calendars; we hope to see you there!

If you can't make it and would like a closer look at the Overlake design materials, see the [East Link Extension document archive](#).

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請向 Sound Transit 東聯輕鐵有限公司 King County 東聯輕鐵 Link light rail 公共交通系统 | 聯絡電話 1-800-823-9230

Если вы хотите ознакомиться с проектом Sound Transit сани сообщением по поводу предлагаемого проекта линии общественного транспорта Link light rail в районе Overlake в King County, свяжитесь по телефону 1-800-823-9230 в рабочее рабочее время.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte

Next steps

Sound Transit is will consider public comments while preparing the contract specifications that will guide the design-builder in advancing design of the Overlake segment. The next opportunity to provide formal public comment will occur once the design-build contractor for the Overlake segment is hired. Please continue to visit the project website for the latest news: **[soundtransit.org/eastlink](https://www.soundtransit.org/eastlink)**. For more information or to request a briefing for your organization, please contact Sound Transit Community Outreach staff at **eastlink@soundtransit.org** or **206-398-LINK**.

