

Conceptual Engineering

Open House Summary

May 2017
(updated September 2017)



Downtown Redmond Link Extension

Contents

- 1 Background**
- 2 Overview**
- 4 Notification**
- 5 Open House Overview**
- 6 Comment Summary**
- 12 Next Steps**

Background

In 2016, voters approved funding to design and build Link light rail to downtown Redmond.

The Downtown Redmond Link Extension builds 3.7 miles of new light rail from the Redmond Technology Center Station, opening in 2023, to downtown Redmond by 2024. Light rail will travel along SR 520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

Project history and schedule

2007-11

East Link Record of Decision

- Sound Transit completed environmental review and identified a preferred alternative*
- At-grade stations in southeast and downtown Redmond
- Train storage tracks
- Public scoping meetings, Draft Environmental Impact Statement hearings, and comment periods



2013

Board selected project to be built

- Two at-grade stations
- 1400 parking spaces
- Train storage tracks

2016

Sound Transit 3 approved by voters

- Two stations
- 1400 parking spaces
- System access improvements
- Bus/rail integration



*The 2007-2009 Great Recession reduced the projected ST2 tax revenues by approximately \$4.2 billion. In response, the Sound Transit Board removed these two stations from the East Link Extension project until funding could be identified.

2017

City of Redmond bus/rail transit integration study

- The City of Redmond completed a bus/rail transit integration study
- Final report recommended an elevated downtown Redmond station
- Open house and comment period

Conceptual engineering

- Sound Transit refined conceptual design plans for the southeast and downtown Redmond stations and route from NE 40th Street to downtown Redmond
- Regular meetings with key stakeholders
- Community open house
- Sound Transit Board identified proposed project refinements (June)



2017-19

Design and real estate acquisition

- Sound Transit will advance preliminary engineering and design plans, including station and guideway design, right-of-way, trail connectivity, transit oriented development, and transit integration
- Real estate acquisition
- Community engagement

2019-24

Construction & systems testing

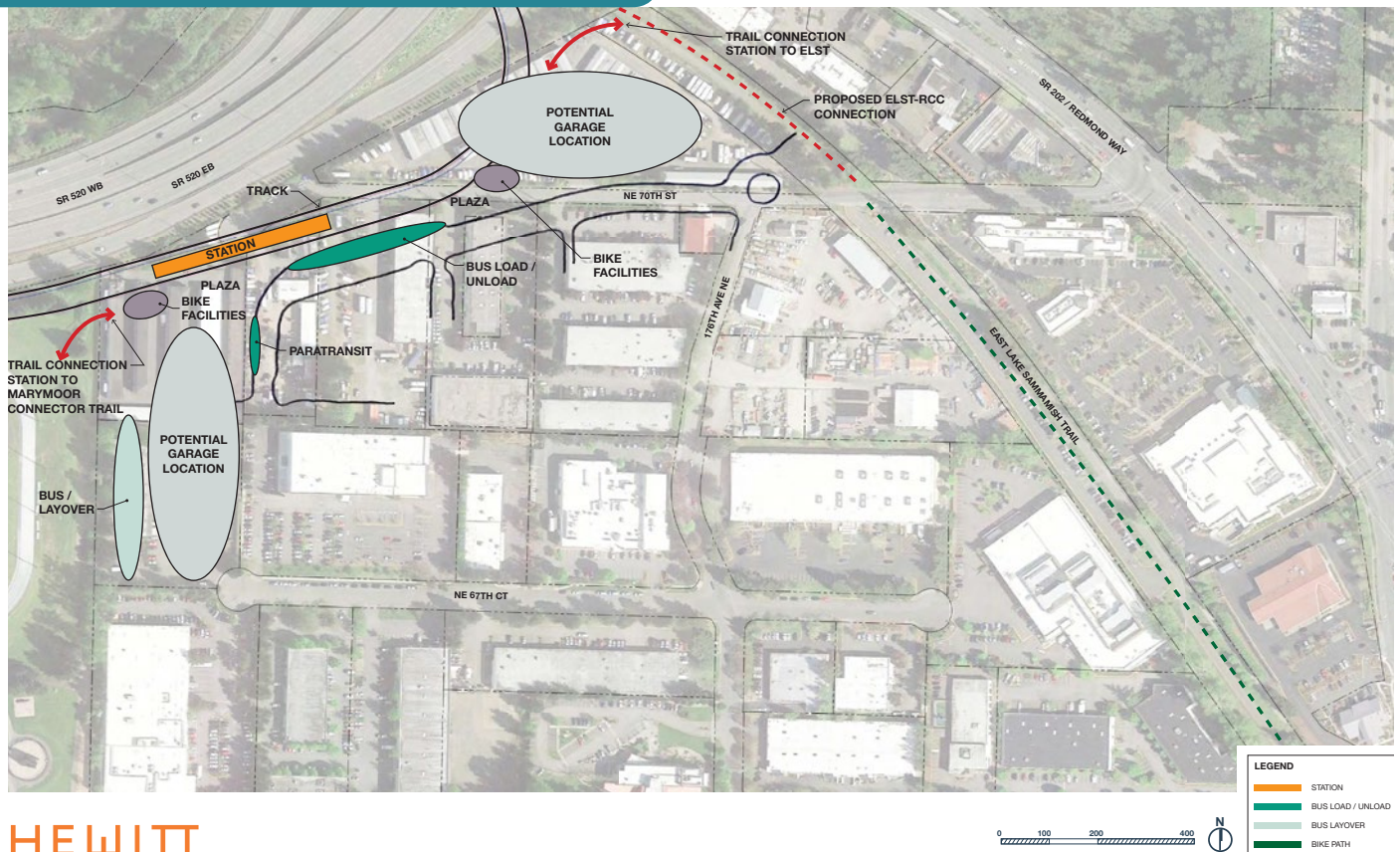
- Sound Transit will continue to share project updates and provide advanced notice of construction activity to project neighbors and stakeholders

Overview

On May 17, 2017, Sound Transit hosted an open house to introduce the Downtown Redmond Link Extension to southeast and downtown Redmond community members. The meeting served to educate the community on the project history, provide an overview of the current project status, and share and gather comments on design concepts for the southeast and downtown Redmond stations and track from NE 40th Street to downtown Redmond. Project staff were available to answer questions and explain tradeoffs, benefits, and decision making process. The open house was held at the Old Redmond Schoolhouse Community Center from 5 to 7 p.m.

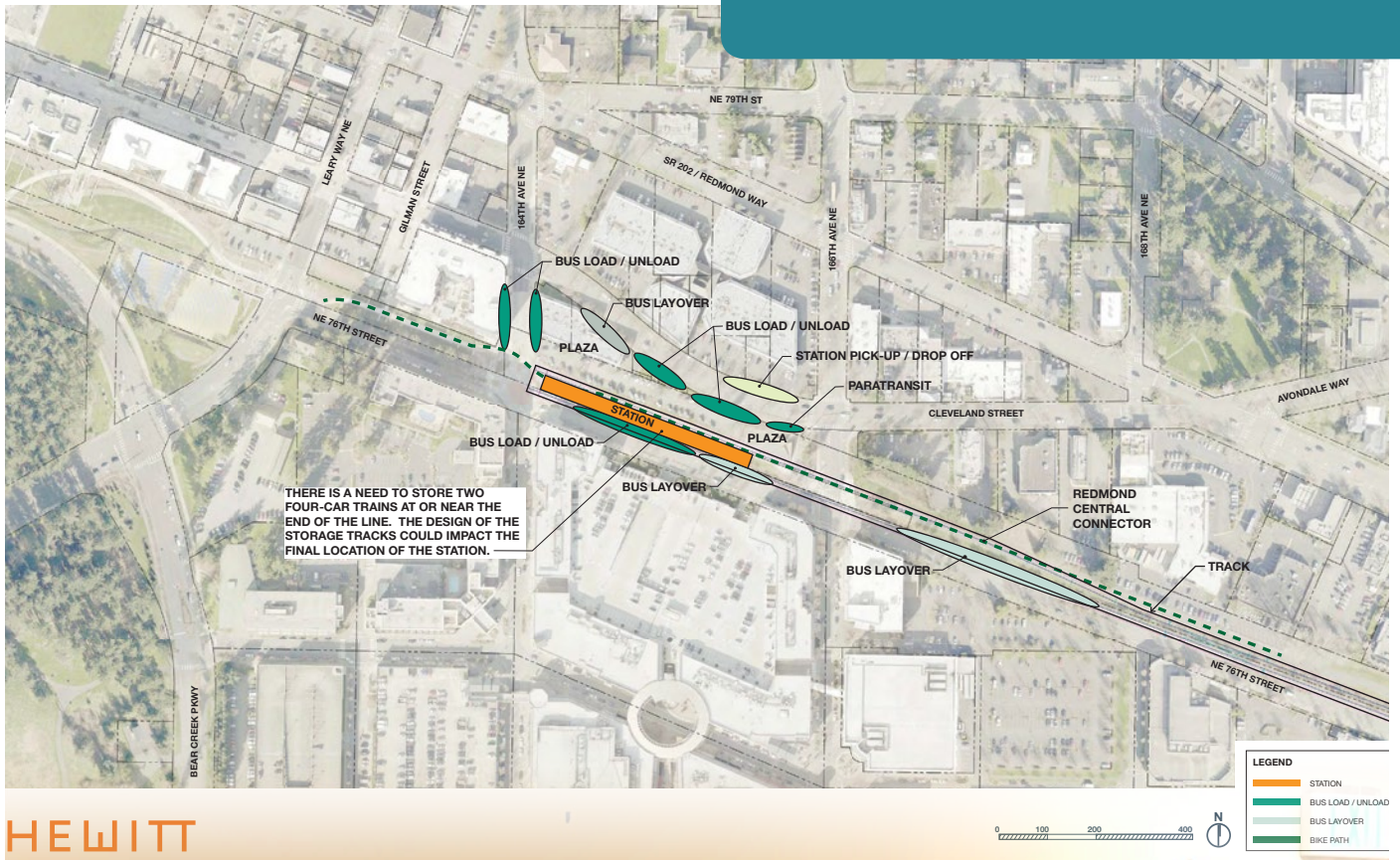


Southeast Redmond Station



HEWITT

Downtown Redmond Station



HEWITT



Notification




The open house was publicized through the following channels:

- More than 7,600 postcards mailed to residents and businesses within a ½ mile of the project alignment.
- Postcards hand delivered to 50 residents immediately adjacent to the project alignment and distributed electronically to social service organizations.
- Advertisements in local newspapers and online publications including La Raza, Seattle Chinese News, Seattle Chinese Times, SeattleIndian.com, Seattle Times, Seattle Transit Blog, and Redmond Reporter.
- Email notification to approximately 3,000 eastside subscribers of the East Link Extension listserv.
- Announcement on the Sound Transit Downtown Redmond Link Extension web page.
- Press release to local media outlets.

Attend an open house to learn about Downtown Redmond Link Extension

May 17, 5-7 p.m.
Old Redmond Schoolhouse Community Center • 16600 NE 80th St.

LEARN MORE ▶



SOUNDTRANSIT

Light rail is coming to downtown Redmond

Join us for an open house
Sound Transit is moving forward with plans to extend light rail to downtown Redmond. Attend an open house to learn and comment on:

- Conceptual design plans for the southeast and downtown Redmond stations.
- Route from NE 40th Street to downtown Redmond.
- The preliminary engineering process and project timeline.
- Upcoming opportunities to provide input and stay informed.

When:
May 17, 2017
5-7 p.m.
Presentation begins at 5:30 p.m.

Where:
Old Redmond Schoolhouse Community Center
16600 NE 80th St.
Redmond, WA 98052

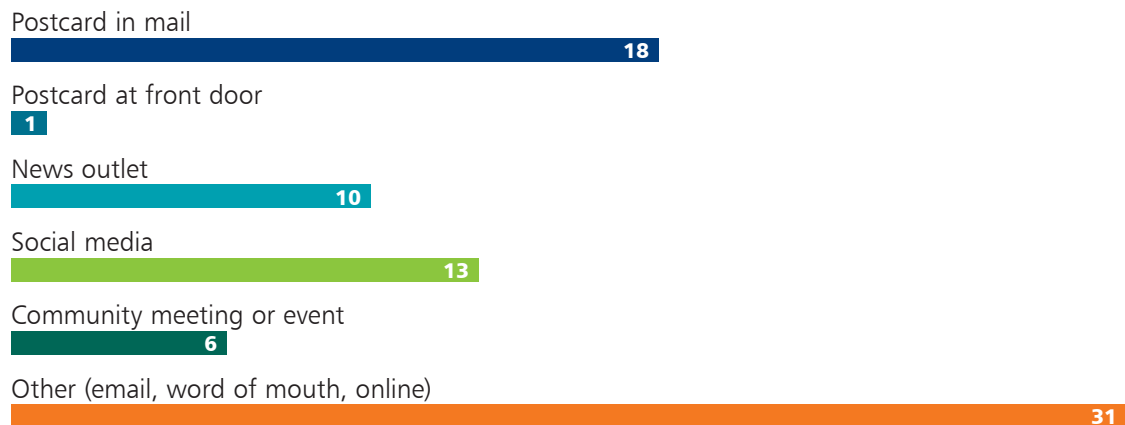
For more information, visit soundtransit.org/redmondlink

Open House Overview

Approximately 120 people attended the open house to learn about and comment on conceptual design plans for Downtown Redmond Link Extension. Attendees were greeted by project staff, asked to sign-in and provided with a project fact sheet and comment form. Display boards and roll plots featured information about project history, stakeholder engagement, and design concepts for the southeast and downtown Redmond stations and track.

City of Redmond Mayor John Marchione welcomed attendees and introduced Sound Transit CEO Peter Rogoff. Sound Transit staff provided an overview presentation and were available to answer questions and share information about design details with community members. Attendees were encouraged to share their thoughts on the design concepts. All meeting materials were made available on the project website following the open house.

How did you hear about the open house?



Comment Summary

Sound Transit accepted public comments in person at the open house and email. A summary of feedback collected at the open house as well as six written comments received between May 17 and 31 is provided below. Transcribed comments are included in italics below to highlight the tone of public comment.

General project interest and support

Several participants expressed support for the Downtown Redmond Link Extension and the conceptual engineering plans.

- *Just really want to say thank you for pushing forward with this project. As a young tech worker who recently moved from an area with little to no county or city transit connectivity, this vision for finally building public transit infrastructure is amazing and will benefit my generation and the community so tremendously.*
- *I am excited about your planned quick delivery of Redmond Link into town. We so need it. Thanks for speed!*
- *Very excited for light rail to come to the East side and make traveling to Seattle/West side easier.*
- *Great start! Good job so far!*

Southeast Redmond station

A few people commented on traffic near the southeast Redmond station.

- *I like the idea of the SE Redmond Station. I'm sure you will do your best to handle the increased traffic flows, especially on the east side access.*
- *Auto access to the SE Redmond location is very limited. The area is boxed in on 3 sides - by the lake, Marymoor Park and 520. I am concerned by increased traffic on East Lake Sammamish Parkway. More thought needed.*

Equestrian crossing

A couple of comments requested consideration for the equestrian crossing near NE 60th Street.

- *Mind the horse bridge over 520 at NE 60th. It carries a bridle trail that some riders still use.*

Marymoor Park

Participants encouraged Sound Transit to work with King County Parks to ease impacts to Marymoor Park.

- *What discussion has been had with King County Parks regarding additional traffic loads through Marymoor park?*
- *Work closely with King County to address issues of pressure on Marymoor Park, especially for people driving through park to get to parking garages at SE station.*
- *Please consider wildlife and pressure on it. Marymoor harbors bear and eagle habitat also Great Blue Herons.*

520 crossing

Several participants provided comments related to congestion and access at the SR 520 crossing.

- *Please inform WSDOT that SR-202 needs to be reduced from 3 eastbound lanes to 2 underneath the 520 intersection. This would allow traffic from 520 to exit onto dedicated lanes, greatly reducing backups. Of the presented options for the 520 ramps, I prefer option 1.*
- *A big win is bridge access under 520 from the East Lake Sammamish Trail and into Redmond.*
- *Major concerns about car access to parking garages and nightmare traffic at 520 exit ramp and thru next intersections heading east on RT 202. Need westbound on ramp to handle 2 lanes. One lane would create backups.*



Downtown station

Participants commented on the station location, profile, and design features.

- *Downtown Redmond should move further west if possible, to existing density ramp than directly across from an existing parking garage. In this case, use a pocket track E of station for storage rather than a tail track.*
- *The end of the line station should be located at the east location, and be elevated.*
- *I love the location, it's perfect. I love that it's elevated. Such a more positive impact than at-grade!*
- *Prefer at grade. Elevated rails thru Redmond will be an eyesore.*
- *Paying attention to the little details of making the station pedestrian - and community-oriented - will pay off. We don't want the station area to take on an empty, unsafe feel. Lighting underneath the platform, for example, will be okay.*
- *Please keep the downtown portion of the light rail above traffic at all crossings.*
- *Do not shift the downtown station location any further east, as this would cause the western and northern areas of downtown to be underserved and would cause an unacceptable walkshed overlap between the two stations.*
- *Please design the downtown station with an eye toward an eventual extension of the line in ST3 or ST5.*
- *Please elevate in downtown Redmond. Better for pedestrian and bike safety, as well as transit reliability from reducing at-grade crossings.*

Storage tracks

A couple of comments cited interest in the train storage tracks.

- *Tail tracks are preferable to a compromised station design.*
- *I'm concerned about the 400' "storage facility" for trains in downtown Redmond... solid plans, including pictures, are in order for future public comment.*

Parking

There was mixed interest in the parking garage options at the southeast Redmond station.

- *Fewer parking spaces would be less traffic through downtown Redmond.*
- *Please maximize park and ride spaces. 1,400 may not be enough.*
- *Where is the rationale for 1400 parking spots? Where did that number come from? How old is it?*

There were a few comments related to parking at the downtown station.

- *I would think more parking should be available at the end of the line (Downtown Redmond)*
- *The parking at the downtown station will be an issue. People will park in the Redmond Town Center structure...I think the best solution... is to turn the yellow and blue parking lot at Leary & Bear Creek into a giant parking structure.*

Bicycle connections and amenities

Comments shared widespread support for bicycle access, trail connections, and amenities at the stations.

- *Bike/pedestrian trails should not cross tracks.*
- *Light rail has very limited bike space. How can this be improved? I currently bike to Seattle in the morning and take 545 bus back to Redmond using the bus bike rack. Can't do that on light rail, only have 2 storage areas.*
- *Appreciate the effort to connect trails.*
- *I am very interested in the bike facilities at the link stations.*
- *How much on-rail bike space will there be? Will there be a park & ride for bikes?*
- *Love to hear focus on connecting bike trails.*
- *Please don't close bike trails during construction! Take a lane from Wlk. Samm. Pkwy. rather than closing the Samm. River Trail.*
- *Put in more bike storage at SE station. Consider some bike storage at Downtown Station.*
- *Good plan for bike trail connection but limited storage on the train, needs attention system wide not just Redmond (bike storage on rail).*

Street network

A few participants commented on the local street network.

- *If tracks are to be built over 169th, do not build them in a manner that would force Redmond to keep a roundabout at the intersection with 76th. Roundabouts are much less effective in areas with high pedestrian traffic, which this station will undoubtedly bring. I consider it likely that this intersection will need to become signalized in the near future.*
- *Does the Redmond Link interfere with traffic at any intersections or does it fly over or under?*

Transit oriented development

A few people commented on transit oriented development opportunities.

- *I would like to see commercial space available with the station. I think convenience stores, coffee shops, etc., would greatly enhance the passenger and resident experience. It would contribute to the economic engine of downtown Redmond and the vision for downtown as a vibrant center of urban culture.*
- *I don't care for parking. Please feel free to cut that. More TOD!*
- *City of Redmond should resist on maintaining low-income housing requirements in new development around SE station.*
- *Will light rail provide amenities like TOD.*

Transit

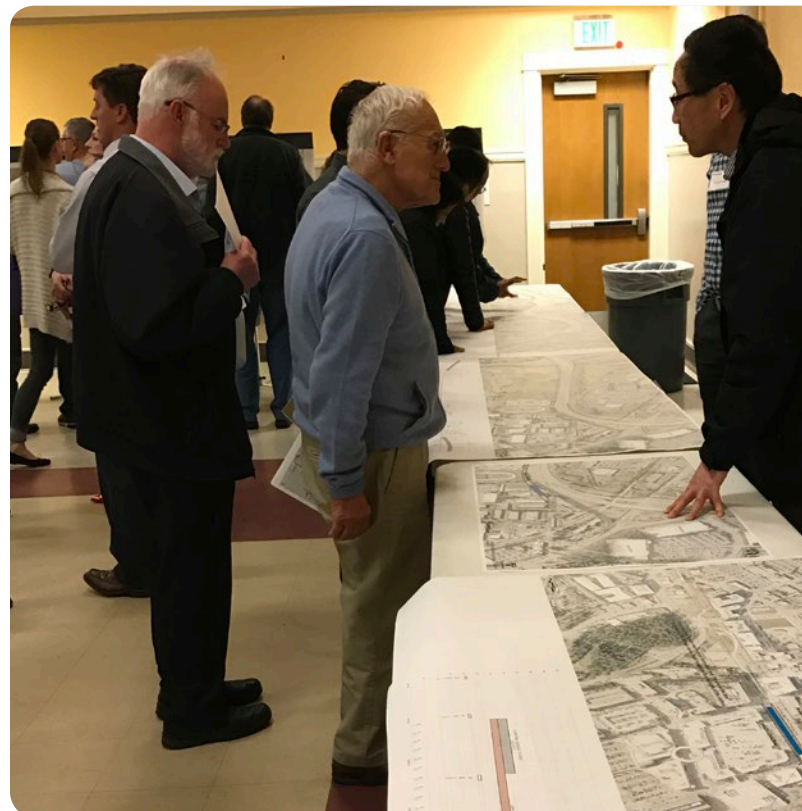
Participants shared questions and comments about transit access to the future stations.

- *Will buses from current Redmond TC go to the Redmond Light Rail Downtown Station or do we walk?*
- *I see bus facilities at both stations- I hope there is bus priority lanes to them. Our main concern is having enough parking and/or reliable and frequent bus service to get to the Redmond Technology Center Station from the Overlake area. My husband has been a transit rider for 30 years and would like to continue, but we have concerns about accessibility from our area.*
- *It seems that bus to link integration is still a work in progress, and I believe this is a great challenge that may require surface street configuration changes.*
- *Please keep in mind that our local buses are providing excellent public transport, and I don't see link as a replacement for any routes. In particular, the 541, 542, and 545 routes should absolutely be preserved.*
- *Would love to hear more details about bus integration. Specifically, which bus routes would serve the downtown station? How would the 545 be affected?*

Miscellaneous

Participants shared miscellaneous questions and comments about public art, plantings, and light rail service.

- *Please allow for some decent public art. Clearcut design seems to be in love with Brown. Gray, neutral shades. I find that trend ugly. Try to rise above trends.*
- *Please plant trees so this isn't all just more concrete.*
- *What will be the general cost for the light rail rides?*
- *Will trains run frequently?*
- *Will trains carry how many person?*
- *Will facilities have accommodations (restroom)?*
- *Will disabled be able to walk ten minutes from bus to light rail?*



Next Steps

Over the next year the project team will analyze and seek input on potential environmental. impacts, benefits, and design alternatives. Construction is expected to begin in 2020 with light rail open for service by 2024.





Stay Engaged

Visit the project website for updates:

soundtransit.org/redmondlink

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Connect with us:   

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound. For information about Sound Transit projects or services, visit us online at soundtransit.org or call 1-800-201-4900 / TTY Relay: 711.