

Attachment A: Light Rail in Redmond Supplemental Information

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A. Redmond Stations and Station Access

As noted above, there will be four stations in Redmond: Overlake Village, Redmond Technology, Southeast Redmond, and Downtown Redmond. This section provides additional detail about each station and access to each station.

Facilities Common to All Stations in Redmond

Redmond's light rail stations will all include the following amenities:

- Waiting areas with seating
- Bicycle lockers and racks
- Ticket vending machines
- ORCA card readers
- Weather-protected platforms
- Design features to meet Americans with Disabilities Act (ADA) requirements, discussed in more detail below

Overlake Village Station

Overlake Village (OVS) is an at-grade, side-platform station located at the north end of 152nd Ave NE alongside SR 520. The station will be accessible by:

- Passenger pick-up/drop-off zone in front of station along new Da Vinci Ave;
- Pedestrian and bicycle access via 152nd Ave NE or the Overlake Village Pedestrian-Bicycle Bridge over SR 520, which will connect to the SR 520 Regional Bike Trail, and ultimately to 148th Ave. NE.;
- Bus transfer on 152nd Ave NE adjacent to station; and,
- Parking at Overlake Park & Ride 1/3 mile to south on 152nd Ave NE (203 stalls).

See Attachment B, slide 7 for a station site plan.

Redmond Technology Station

Redmond Technology Station (RTS) is a retained-cut, center-platform station located at what is known today as the Overlake Transit Center near 156th Ave NE and NE 40th St. The station will be accessible by:

- Passenger pick-up/drop-off zone under south end of RTS parking structure;
- Pedestrian and bicycle access via 156th Ave NE, NE 40th St, and the RTS Pedestrian-Bicycle Bridge, which spans SR 520 and 156th Ave NE;
- Bus transfer under the RTS parking structure adjacent to the station platform; and,

- On-site park-and-ride structure (320 stalls).

See Attachment B, slide 9 for a station site plan.

Southeast Redmond Station

The Southeast Redmond Station is an at-grade, center-platform station located at the west end of NE 70th St in Marymoor Village, adjacent to the Marymoor Park velodrome to the west and SR 520 to the north. The station will be accessible by:

- Passenger pick-up/drop-off zone on NE 70th St. near station entrance;
- Pedestrian and bicycle access with new facilities on NE 70th St., 173rd Ave. NE (new street connection), and a trail connection to Marymoor Park;
- Bus transfer under the Southeast Redmond garage; and,
- On-site park-and-ride structure (1,400 stalls).

The Southeast Redmond Station area includes several improvements for pedestrians, bicyclists, and vehicles:

- Right-turn lane from eastbound Redmond Way to westbound NE 70th St., improving station and neighborhood access;
- Left-turn lane from westbound Redmond Way to westbound NE 70th St., improving station and neighborhood access;
- Street connection, 173rd Ave NE, connecting NE 70th St to NE 67th Ct. to improve circulation in Marymoor Village;
- Traffic signal at 176th Ave NE and NE 70th St. to manage traffic flow to and from the parking garage;
- Sidewalk on the north side of NE 70th St. from Redmond Way along the entire station frontage and continuing south to NE 67th Ct.;
- Westbound cycletrack on the north side of NE 70th St. from Redmond Way to the station plaza;
- Eastbound bicycle lane on the south side of NE 70th St. from the station to Redmond Way;
- Pedestrian and bicycle path connecting the station plaza to Marymoor Park; and,
- Extension of the East Lake Sammamish Trail north from NE 70th St. through the SR 520-SR 202 interchange, connecting to the Redmond Central Connector.

In addition, Sound Transit is partially funding City-managed future intersection improvements at Redmond Way-E. Lk. Samm. Pkwy.-180th Ave. NE to improve intersection operations and reduce delay through the intersection. Design is projected to begin in 2020.

See Attachment B, slide 11 for a station site plan.

Downtown Redmond Station

The Downtown Redmond Station is an elevated, center-platform station located in the Redmond Central Connector (RCC) corridor and spanning 166th Ave. NE. The station will be accessible by:

- Passenger pick-up/drop-off zone on NE 76th St. near station entrance;

- Pedestrian and bicycle access from Cleveland St., 166th Ave NE, NE 76th St., and the RCC trail;
- Bus transfer from facilities on Cleveland St., 164th Ave. NE, and NE 76th St.; and,
- Parking at the Redmond Transit Center 0.4 miles to the northwest on NE 83rd St. (377 stalls).

See Attachment B, slide 13 for a station site plan.

ADA Elements at Light Rail Stations

All Sound Transit light rail stations are ADA accessible. At all stations this includes an accessible route from the station entry to the station platform defined by a tactile path. Paratransit facilities are provided at many light rail stations, including the Redmond Technology Station, Southeast Redmond Station, and Downtown Redmond Station. Key accessibility elements at Redmond stations include:

- Overlake Village. This is an at-grade side platform station with two accessible entries from the plaza located off 152nd Ave NE. The westbound platform at Overlake Village Station is accessed via a pedestrian track crossing.
- Redmond Technology. This is an at-grade center platform station with two accessible entries from plazas located off 156th Ave NE and NE 40th St. An elevator provides direct access from the garage onto the station platform. The garage includes accessible parking.
- Southeast Redmond. This at-grade, center-platform station can be accessed from an at-grade plaza via a pedestrian track crossing. There are two elevators included in the garage design: one providing direct access to the station platform, and the other providing direct access to the station plaza, bus facilities, and NE 70th St. The garage design includes accessible parking.
- Downtown Redmond. This station is elevated with stair, escalator, and elevator access from both sides of 166th Ave NE.

B. Complementary City Investments (Betterments)

The City is funding, and Sound Transit is building, several public improvements that are complementary to Sound Transit’s light rail project; these are known as betterments. Many of these improvements enhance station access or local mobility. Some are utility improvements that are co-located with the light rail project. These improvements are described briefly in the table below.

#	Betterment	General Scope
1	Overlake Village Pedestrian-Bicycle Bridge	Pedestrian-bicycle bridge over SR 520 linking the SR 520 Bike Trail to the Overlake Village Station
2	Overlake Village Regional Infiltration Vault	Regional stormwater vault with 1.4-million-gallon capacity located under street in front of Overlake Village Station

#	Betterment	General Scope
3	NE 51 st St. Pressure Reduction Valve (PRV)	Replace aging PRV and appurtenances near NE 51 st St and SR 520
4	NE 76 th St.-SR 202 (Redmond Way) Intersection Improvements	Add second left-turn lane from eastbound Redmond Way to eastbound NE 76 th St
5	NE 70 th St.-SR 202 (Redmond Way) Intersection Improvements	Add second left-turn lane from north/westbound Redmond Way to westbound NE 70 th St
6	East Lake Sammamish Trail North extension (<i>jointly funded with King County</i>)	Extension of East Lake Sammamish Trail north from NE 70 th St. through the SR 520-SR 202 interchange to the Redmond Central Connector.
7	Redmond Central Connector (RCC) Improvements (<i>jointly funded with Sound Transit</i>)	Rebuild RCC from 166 th Ave NE to the Bear Creek Trail in accordance with RCC Master Plan

Microsoft is also funding two complementary improvements that enhance station access and local mobility. The City will own both improvements and both will be publicly accessible. These improvements are described briefly in the table below.

#	Betterment	General Scope
8	Redmond Technology Station Pedestrian-Bicycle Bridge	Pedestrian-bicycle bridge over SR 520 linking the Microsoft West Campus, RTS station, and Microsoft East Campus
9	40 th St. Undercrossing	Pedestrian-bicycle undercrossing of NE 40 th St. connecting RTS to the Microsoft Building 50 area and the north side of NE 40 th St.

Separately, the City successfully competed for \$1.2 million in Sound Transit System Access Funds to complete funding for the 156th Ave. Cycletrack. The cycletrack will complement improvements that Microsoft is completing to improve access to RTS. This is shown as project “A” in Attachment C, which shows all of the above projects on a map.

C. Sound Transit Property Acquisition Overview

Sound Transit is acquiring property rights on 93 properties to extend light rail from Overlake to Downtown Redmond. This includes rights on 69 privately-owned properties, six county-owned properties, five state-owned properties and 13 City-owned properties. The City properties include seven parcels covered under the Transit Way Agreement executed in September 2019, two parcels near the Redmond Central Connector, two temporary construction easements, one partial fee take and one full fee take. The City Council authorized transactions involving City-owned land in June 2019 in Resolution

1521. As of February 2020, 31 property transactions are complete (45%) and the remainder are expected to be complete by the end of this year.

D. Bus Service after Light Rail Opens

Redmond light rail stations have been designed to facilitate convenient bus-bus and bus-rail transfers. This and other bus service topics are discussed below.

Future Bus Service

The Eastside's public transit network will undergo major changes in 2023, 2024, and 2025. East Link will open to Overlake in 2023 with ten stations in four cities; Downtown Redmond Link and Sound Transit's I-405 Bus Rapid Transit (STRide) will open in 2024, and Metro's RapidRide K Line from Totem Lake to Bellevue will open in 2025. Sound Transit, Metro and Eastside cities recognize that this will require a major service planning effort to create a transit network that takes advantage of new bus and rail service, connecting more people to more destinations. While not yet scoped, City staff anticipate this effort will commence as early as 2021 and will include robust community engagement.

Redmond's bus service priorities, as expressed in the Transportation Master Plan (TMP), are connecting Redmond neighborhoods to centers, and connecting Redmond to the region. City staff are often asked about future SR 520 express bus service. The TMP calls for continued SR 520 express bus service to Seattle. This is also mirrored in the most recent Sound Transit Service Implementation Plan, which looks-out five years into the future.

The Southeast Redmond and Downtown Redmond station designs assume that some future bus service from East King County will terminate at the Southeast Redmond Station, while other service will terminate at Downtown Redmond. Bringing all future service to Downtown Redmond would generate unacceptable congestion in Downtown. Thus, both stations include bus layover bays. Details about which routes terminate at which station would be part of future service planning efforts.

Bus-Rail Transit Integration at Stations

Redmond's light rail stations are being designed to incorporate lessons learned on bus-rail integration. For example, the Redmond Technology and Southeast Redmond Stations will have off-street bus-rail and bus-bus transfer centers with minimal walking distances between bus and rail platforms. This is convenient for passengers and reduces impacts to on-street vehicle circulation. In addition, the station designs provide Metro with certainty about bus layover capacity. At the Downtown Redmond Station, buses will stop eastbound on Cleveland St. and westbound on NE 76th St. so that boarding doors are directly onto the light rail station plaza.

Other Transit Connections

There are both public and private alternatives to bus transit to access light rail stations, and these alternatives continue to evolve. In the public realm, Metro has piloted several alternative transit services where traditional fixed-route service is not economical. Some of these pilots, such as the Redmond Loop and Ride2, did not meet performance metrics and were ended. Others, like Via to Transit, are continuing. Metro is currently working

with the Redmond community on an on-demand alternative transit service that could serve light rail stations and other Redmond destinations. City staff will have more information on that project later in 2020.

The private sector is also active in this area, with both ride-hailing services (e.g. Uber, Lyft) and micro-mobility services (e.g. Lime scooters) operating service in Redmond that could connect people to light rail or bus transit.

Reduced Fare Programs

Both Sound Transit and Metro operate multiple reduced-fare programs. All children age five and younger ride free, and all youth age 6-18 pay a reduced fare. Low-income households, defined as those earning up to 200 percent of the federal poverty level, qualify for the ORCA LIFT reduced fare program. In February 2020 the King County Council approved a proposal to offer fully-subsidized transit passes on Metro to those earning up to 80 percent of the federal poverty level; Metro plans to launch this program in mid-2020. Finally, seniors age 65 or older, riders with a disability, and riders with a Medicare card can participate in the Regional Reduced Fare Program. Specific fares vary depend on the agency and type of service.

E. Community Engagement

The City and Sound Transit have actively engaged the community in the planning, design, and construction of light rail to Redmond for many years. The City and Sound Transit's primary methods for sharing information with the community include:

- *Focus* newsletter articles quarterly by Sound Transit
- Sound Transit project updates and alerts (subscribe online at www.soundtransit.org)
- Web and social media updates
- Permit application notices, such as for site plan entitlements and shoreline permits

The City and Sound Transit participate in two-way engagement with the community. For example:

- Sound Transit staff regularly meet with neighborhood or other community groups about the light rail extension.
- City and Sound Transit staff bring project updates to the Parks and Trails Commission, Pedestrian Bicycle Advisory Committee, Arts and Culture Commission, and Planning Commission.
- Sound Transit conducts door-to-door engagement along the alignment during design and construction.
- Sound Transit engages community members in the context of property acquisition.

For the Downtown Redmond Link Extension, Sound Transit hosted two open houses during the preliminary design phase and incorporated that input into the request for proposals to design-build teams. Sound Transit will host a community open house on April 29 at 6:30-8pm at Redmond Elementary School to share design progress and begin sharing what to expect during construction.

F. Light Rail Construction Activities in 2020

East Link to Overlake

Civil construction will conclude in Overlake in 2020, and at the same time systems construction – communications, electrification, and other systems – will begin along the entire East Link alignment. In addition the City expects that the Overlake Village Pedestrian and Bicycle Bridge will open by the end of 2020.

Downtown Extension

While civil construction concludes up to RTS, it will ramp-up for the extension to Downtown Redmond. High-level milestones include:

- Winter and spring 2020: continued site investigation, including survey and geotechnical work;
- Spring and Summer 2020: clearing and grubbing and haul road construction along SR 520;
- Fall 2020: construction begins on cut-and-cover tunnels at NE 40th St. and NE 51st St. Sound Transit’s contractor will close half of each street at a time with traffic shifted to the other half of the street.
- Fall 2020: drilled shafts to support guideway construction

Sound Transit has identified up to 2500 trees to be removed that may require mitigation. Of these, up to about 1200 are within the City’s regulatory jurisdiction; others are within the jurisdiction of King County or the Washington State Department of Transportation (WSDOT). Sound Transit will clear and replace trees according to City, County, and WSDOT mitigation requirements. The City requires between one and six replacement trees for each significant or landmark tree removed, as memorialized in the Downtown Redmond Link Extension Development Agreement executed in August 2019.

Redmond’s expectation is that bus transit service will operate with minimal disruption during construction, based on experience so far in Overlake. The most significant impacts in Overlake have been closure of the Overlake Transit Center bus loop and parking lot. The bus loop re-opened in its permanent location in December 2019. The extension to Downtown will not require closing existing park-and-ride lots or bus transit centers.

G. City Council Actions in 2020

Staff anticipates bringing five light rail-related actions to Council in 2020:

1. Overlake Village and Redmond Technology Stations Easements. New easements must be established to meet utility (water, stormwater and wastewater) and non-utility (access) needs at these stations. Easements serving prior land uses must be released because the new station buildings cannot be built over existing unused easements. Removal of unused utility easements is governed by RCW 35.94.040, which requires that the City Council conduct a public hearing and adopt a resolution declaring that the easements are surplus to the City’s needs and can be released. The Council is scheduled to do this on March 17, 2020.

2. NE 70th St. Right-of-Way Vacation. A portion of the existing NE 70th St. is located where the Southeast Redmond Station is planned to be. Thus, Sound Transit will petition the City to vacate a portion of the NE 70th St. right-of-way, and will then relocate and rebuild that portion of NE 70th St. Anticipated timing: second quarter 2020.
3. First Amendment to the Transit Way Agreement. The Transit Way Agreement (TWA) is the mechanism by which Sound Transit's light rail system exists in City right-of-way. For example, when the light rail crosses under City streets, it does so with the permission granted in the TWA. Sound Transit built a retaining wall near the Overlake Village Station that exists partially within City right-of-way. The proposed amendment to the TWA will grant Sound Transit the necessary rights to exist in the right-of-way. Anticipated timing: second quarter 2020.
4. 40th St. Undercrossing Operations and Maintenance Agreement. Sound Transit is building, Microsoft is funding, and the City will own a pedestrian and bicycle undercrossing of NE 40th St. from RTS to the south edge of the Microsoft Building 50 property. Microsoft will grant a public access easement to the City so that the public can use the undercrossing to travel from RTS to the north side of NE 40th St. Anticipated timing for the operations and maintenance agreement is second or third quarter 2020.
5. 156th Ave. Cycletrack Funding Agreement. As described above, this cycletrack will complement improvements that Microsoft is completing to improve access to RTS. Anticipated timing for the funding agreement is third quarter 2020.