



## Eastrail Regional Advisory Council

Thursday, January 26, 2023

10:00 AM - 12:00 PM

### 10:00 AM – 10:05 AM **Introductions and Agenda Review**

- RAC Co-Chair/King County Councilmember Sarah Perry

### 10:05 AM – 10:10 AM **Approval of October 20, 2022 RAC Meeting Summary**

- RAC Co-Chair/King County Councilmember Sarah Perry

### 10:10 AM – 10:30 AM **RAC/PST Work Plan Priorities Update for 2023 (Consensus Item)**

- David St. John, King County Department of Natural Resources and Parks

### 10:30 AM – 10:55 AM **Arts Coordination Guiding Principles and Activation Approach (Consensus Item)**

- Jeff Aken, City of Redmond Parks Department
- Colin Petkus, Eastrail Partners

### 10:55 AM – 11:25 AM **2023 Major Capital Projects and Events Look Ahead (Information Item)**

- Joe Inslee, King County Parks
- Principals' Staff Team members

### 11:25 AM – 11:35 AM **Federal and State Engagement (Information and Discussion Item)**

- Katherine Hollis, Eastrail Partners
- Principals' Staff Team members

### 11:35 AM – 11:45 AM **Progress and Success Updates (Information Item)**

- RAC Members

### 11:45 AM – 12:00 PM **Public Comment**

### **Adjourn**



## **EASTRAIL REGIONAL ADVISORY COUNCIL**

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### **DRAFT MEETING SUMMARY**

October 20, 2022 | 10 AM – 12 PM

Zoom Meeting

**Regional Advisory Council (RAC) Members Present:** Jay Arnold, Kirkland Deputy Mayor (Co-Chair), Sarah Perry, King County Councilmember (Co-Chair); John Stokes, Bellevue Councilmember; Claudia Balducci, King County Councilmember; Christie True, Director, King County Department of Natural Resources and Parks; Jessica Forsythe, Redmond Council President; Luke Lamon, Sound Transit; Les Rubstello, Woodinville Councilmember; Tom Teigen, Snohomish County

#### **Welcome and Introductions**

Deputy Mayor Arnold called the meeting to order at 10:03 am, welcomed all in attendance to the final RAC meeting of 2022, and reviewed the agenda.

#### **Approval of July 12, 2022 RAC meeting summary**

Councilmember Forsythe moved to approve the July 12 meeting summary and Councilmember Perry seconded. **Members unanimously voted to approve the July 12 meeting summary.**

#### **Fiber Optic Project RFI Results and Next Steps**

Director True expressed appreciation for Darryl Hunt of King County Dept. of Information Technology (KC IT) and other Principal Staff Team members for hard work and collaboration on the fiber project concept over many years. Director True conveyed Executive Constantine's decision to not continue support for the proposed fiber project at this time. Darryl Hunt shared results of the RFI process as well as more details about King County's decision. The transmittal letter conveying the Executive's position to the King County Council and key findings from the RFI process were included in the meeting packet.

- The focus on exploring the potential for installing fiber in the Eastrail began in 2016 based on owners and other stakeholders' visions to transform Eastrail into a multi-use corridor. King County Council approved a workplan to understand the feasibility of fiber and other opportunities. King County issued an RFI in May 2022 to explore potential installation of fiber optics infrastructures within the Eastrail Corridor; it was advertised to over 30 vendors and private companies and shared with Fiber Broadband Association network.
- Responses included two telecom firms, one consultant, and one private service provider. Information received on business models did not meet solicitation's minimum requirements: there was no interest in a completely privately or publicly funded project. Three responses expressed an interest in a public-private model with varying levels of public ownership and another vendor suggested more engagement before providing recommendations on a business model. Responses indicated revenue generation from leasing excess conduit was unknown, and did not immediately deliver broadband in any areas adjacent to Eastrail, including to affordable housing.
- Preservation of public ownership control and sovereignty varied by responses, and business priorities detailed in RFI do not appear to be fully achievable, which together make it problematic to select a business model and move forward. King County Executive transmitted a letter to the King County Council to not support continuation of the project.

#### *Discussion*

- Members echoed recognition and appreciation for Darryl and other staff’s work on this process and agreed that while current market conditions make this infeasible without a new dedicated funding source, there may be future opportunities to revisit this idea and project.
- Members were interested in further discussing a “dig once” policy for trail development to be prepared for future demands and opportunities; Redmond already has a standard for laying conduit when building trails. While more details and discussion are needed given unknown and potential impacts on things like Parks Levies that fund trails, there could be options to achieve the intent of such a policy that also preserves flexibility.
- RAC co-chairs will continue to keep this as a discussion topic in future agenda planning.

### Arts Coordination Planning

Jeff Aken from the Redmond Parks and Recreation Department and Colin Petkus of Eastrail Partners shared updates on the arts coordination framework.

- RAC provided direction to develop guiding principles rather than a master plan to complement and amplify existing arts processes within jurisdictions. Principal Staff Team met with arts specialists from Bellevue, Renton, Redmond, and Kirkland to understand jurisdictional processes and review current city principles and other examples, then drafted current principles (included in the meeting packet). RAC will approve the final framework and principles at the next meeting.
- Eastrail Arts Principles goals:
  - Create a more unified user experience
  - Create a meaningful way for communities to be involved in Eastrail planning
  - Support arts coordinators and commissions to collaborate and incorporate trail-adjacent work
  - Help synthesize exciting public arts plans and programs from member entities and provide guidelines and strategies to expand the current vision for arts and cultural initiatives along the corridor
- Draft Principles include aspirational language rather than prescriptive recommendations and include:
  - **Equity:** rooted in equitable practices and removing bias
  - **Inclusion & belonging:** represent and reflect diverse communities and reduce barriers to access and involvement
  - **Context & interconnection:** engage with natural environment
  - **Collaboration:** intentional, proactive, complimentary collaboration
  - **Unique while cohesive:** entities engage own processes but find consistencies where possible
  - **Not just visual art:** visual arts (sculpture), gateways, wayfinding, placemaking, infrastructure, temporary and mobile installations
  - **Make the mandatory extraordinary:** (i.e., make the required inspired) for infrastructure like benches, bridge light fixtures, fences, signage and wayfinding, and include artists on design teams for capital projects

### Discussion

- Members appreciated having clear guidelines without being too prescriptive and noted that the principle to include an artist on design teams shouldn’t be too narrowly defined.
- Members recommended sharing with 4Culture as well as jurisdictional arts commissions to begin operationalizing.

### RAC 2023-2024 Shared Funding Proposal and Cost Allocation Update

David St. John of King County DNRP provided updates on proposed cost share items and draft jurisdictional contributions for the 2023-2024 biennial budget (included in the meeting packet) and solicited RAC member feedback on deliverables scopes and cost allocations to move forward. Total estimated cost for the biennium is **~\$320,000**.

- RAC previously agreed to three broad categories of deliverables, including:
  - **Co-creation and equity:** creation of community-informed and co-led planning and programming, furthering an Eastrail that is welcoming for all. Anticipated uses include further solidifying long-term relationship with CBOs, neighborhood groups, and other community members to inform programming, identify and build opportunities for communities to co-plan Eastrail efforts, implementation of community-informed education for trail use practices, and implementation of shared Eastrail communications informed by community partnerships and RAC entities.
    - Anticipated total cost: \$150,000 (~\$75,000 per year)
    - Plan to contract directly with Eastrail Partners to lead this work.
  - **RAC-convened event:** two-day event in Q2 2024 involving visits to Eastrail locations highlighting activities supporting achievement of multipurpose vision for corridor as well as assembly at a venue to participate in sessions. Sessions would highlight success and progress advanced by RAC and community partnerships, learn from perspectives of national leaders to inform future work, recognize and thank contributors from the community, and build strategy and support for tackling major near- and long-term corridor development challenges.
    - Anticipated total cost: ~\$50-80,000
  - **Eastrail trail use information management system** (already underway): implementation of the plan approved by the RAC in Oct. 2021 to collect data and measure impacts of connecting new trail segments, including installation and operation and maintenance of counters, as well as developing user interface.
    - Anticipated total cost: \$90,000 (allocations finalized)

### *Discussion*

- All members were in agreement that the scope and budget allocations were acceptable and staff can move forward with scope refinements and planning.

### **Federal & State Engagement**

Katherine Hollis of Eastrail Partners shared updates on federal and state engagement.

- Eastrail Partners held a celebration in Woodinville in August to celebrate the legislature's success in creating Move Ahead Washington funding and the \$29M coming to Eastrail projects. Move Ahead Washington funding for Bellevue and Renton projects will come through WSDOT's Active Transportation Program; WSDOT is still working on project prioritization. Funding for Woodinville's SR 202 bridge crossing in the corridor will come through the state's transportation capital program
- Representative DelBene included RCCIII and SR 202 trestle in community project funding requests for the federal House budget.
- Comprehensive Plan updates are underway in many jurisdictions; including Eastrail in Plan updates is an opportunity to highlight the multiple benefits of Eastrail and its ability to serve as a framework for trail-oriented development.
- Eastrail Partners will work with RAC staff to draft a letter from RAC Co-chairs detailing shovel-ready projects that should be prioritized for Move Ahead Washington funding in the next biennium and distribute to RAC members. They will also begin developing shared messaging and



legislative agendas for 2023 legislative session around the need for and collective benefits of Eastrail projects.

### **Progress and Success Updates**

Kirkland – first four spans of Totem Lake Connector bridge are in place, on track to open in first half of 2023. They are now looking at other safe crossing opportunities, including installing a hawk signal at 132<sup>nd</sup> and Slater crossing which will be part of Kirkland’s legislative agenda as a new state capital project.

Redmond – RCCIII will be at 30% design in November, also finalized PSE easement for Sammamish-Juanita transmission line where they will construct trail in 2024. There will be a groundbreaking for RCCIII on Thursday, Nov. 3 from 10:30 to noon. [Redmond Lights](#) will be Dec. 1 – Jan. 4, including evening celebrations on Dec. 2, 9, and 16 in Downtown Park from 6 – 9 pm and Winter Market on Dec. 3.

Snohomish County – continue to work on corridor development matters in the current freight area, including with Woodinville but are now at odds with State Transportation Board and working with attorneys to protect their property rights and ability to continue adding to trail system. The [Washington Trails Conference](#) will be held Oct. 27 – 29 in Everett. They are also discussing a potential trails bond and/or levy with trails advocacy groups.

King County – making progress on NE 8<sup>th</sup> bridge which is scheduled to open next year and have also installed a bridge across Bear Creek which connects East Lake Sammamish Trail to the Redmond Central Connector/Eastrail and will open in 2024. Making progress developing wayfinding design standards and will deploy some of them soon.

Woodinville – Washington State Supreme Court decision finally awarded corridor control to Woodinville after seven years. Held a design competition on the trail bridge over Highway 202 at the entrance of Woodinville and are now beginning design for this future landmark structure.

### **Public comment**

No public comment was registered.

The meeting recording is available here: [2022 Meetings - King County](#). Interested parties should send comments to [eastrail@kingcounty.gov](mailto:eastrail@kingcounty.gov). Joe Inslee will compile any additional comments received.

### **Next steps and adjournment**

The date of the next RAC meeting is January 26 at 10 am. Staff will send out meeting information soon. The meeting adjourned at 11:46 am.



## 2023 Proposed RAC/PST Work Plan Priorities and Anticipated Deliverables

### Ongoing work from 2022

#### A. Engage federal and state leaders to support priority projects

*Coordinated through the PST with varying roles for member entities and Eastrail Partners*

- Identified priority projects for federal and state funding opportunities
- Strategic and timely actions by RAC members, staff, and stakeholders to develop and take advantage of federal and state funding opportunities
- Supporting materials and communication tools to convey priorities and pursue funding
- Field visits, briefings, and/or other direct engagement with federal and state leaders to share information and encourage support

#### B. Finalize, promote, and operationalize the Arts Coordination Guiding Principles

*Eastrail Partners leads this project area and coordinates with RAC entities and arts-implementing entities*

- Final, RAC-approved Principles
- Actions to ensure external awareness and alignment with these Principles for arts projects in and near the Eastrail corridor

#### C. Implement the 2021 Eastrail Trail Use Information System Plan

*King County leads this work with support from additional funding jurisdictions*

- An operating central location for data storage, synthesis, and sharing
- Data collection from automated counters already installed at all long-term locations
- Installation and operation of the new automated counters at locations identified in the Plan
- Fourth annual manual survey in late summer 2023, and implement this survey if it is found to be useful
- Strategy and tools for implementing a qualitative survey

#### D. Communicate about major capital project progress/milestones

*King County leads on organizing and creating collateral in coordination with project implementers*

- Calendar showing major milestones (e.g., groundbreaking, significant construction activities, ribbon cutting, etc.) in 2023 for key capital projects
- Timely information sharing about these milestones with Eastrail stakeholders
- Common/shared messaging to highlight additional Eastrail objectives (including multiple use) when communicating about trail capital projects
- Involvement of RAC entities and stakeholders in milestone-driven events

#### E. Continue co-creation efforts to connect to and involve the diverse Eastrail community

*Eastrail Partners is 'hub' for co-creation efforts-in coordination with RAC entities*

- Scope and funding for co-creation deliverables for the 23-24 biennium
- Implementation of the scope for the 23-24 biennium deliverables
- Sustained and growing relationships with community-based organizations (e.g., attend their regular meetings to learn about their interests and priorities)



**F. Activate open segments**

*Coordinated through the PST with varying roles for member entities and Eastrail Partners*

- Communication and events to welcome the community to enjoy newly opened trail segments
- Integration with capital project planning timeline and co-creation efforts

**G. Plan/coordinate/implement quarterly RAC meetings and twice-monthly PST meetings**

*King County leads in conjunction with the PST*

- Quarterly RAC meetings and twice-monthly PST meetings

**H. Support development and implementation of wayfinding measures to support trail use**

*King County is project lead, including coordination with RAC entities and Eastrail Partners per the project scope*

- For King County as the project funder and lead, completion of the project scope as identified
- Engagement at RAC and PST to gather input on design development

**New Scopes of Work**

**I. Develop and implement a Coordinated Strategic Communications Framework for Eastrail**

*Eastrail Partners leads development with PST; implementation roles will be identified*

- Project plan to develop the Framework including goals and objectives, and specific tasks and roles to achieve them
- Common, consistent themes and messaging that meshes well with member communication objectives
- Unified/synchronized Eastrail webpage

**J. Advance the planning for the 2024 RAC-sponsored Eastrail event**

*Coordinated through the PST with varying roles for member entities and Eastrail Partners*

- Final project scope, including purpose and goals, event prospectus, target audience, timeline, roles for RAC members, and other key event planning elements
- Contracted consultant support as needed
- Completed actions to appropriately plan and prepare for this event, currently anticipated to occur in 2Q or 3Q 2024
- 

**K. Develop and/or compile demographic information describing Eastrail communities**

*Eastrail Partners leads in coordination with RAC entities*

- Consensus on key descriptors and/or characteristics of Eastrail communities that would be useful to understand better
- Compiled and synthesized data addressing those descriptors and/or characteristics
- Use of these data to tell the Eastrail story to build community and funder support
- A plan to periodically update this information to ensure it accurately describes the Eastrail community

**L. Share information about key cross-cutting corridor management issues at RAC meetings**

*Coordinated through the PST with varying roles for member entities and Eastrail Partners*

- Development and maintenance of list of key cross-cutting issues related to coordinate corridor management
- Briefings on and RAC discussion on prioritized issues at RAC meetings
- Background and supporting information and materials for these discussions at RAC meetings

## Eastrail Public Art Framework

Public Art along the Eastrail corridor can provide opportunities to link people to their city and to each other, and to create meaningful ways to ensure the Eastrail is welcoming for all. The Eastrail connects many different county, city, and private entities, each with their own processes and policies related to public art along the corridor. A shared approach for art along the entire Eastrail corridor connects many of the Regional Advisory Council's (RAC) goals for Eastrail, which are highlighted in the guiding principles outlined in this document.

### Goals:

- Create a more unified user experience;
- Create meaningful and impactful ways for communities to be involved in Eastrail planning;
- Support art coordinators and commissions from different jurisdictions to collaborate and incorporate trail-adjacent work that takes advantage of the linear nature of the corridor;
- Help synthesize existing public arts plans and programs from member entities;
- Provide guidelines and strategies towards expanding the current vision for arts and cultural initiatives along the corridor.

These different processes will continue to shape public art along the trail, and the RAC is excited to continue to see development of public art throughout the Eastrail. In the interest of continuity across the trail corridor, the RAC commits to the following principles as they continue to work within the Eastrail's respective communities on the development and implementation of public art along the Eastrail:

### Eastrail Public Art Guiding Principles

**Equity:** All processes for commissioning, obtaining, promoting, and activating public art along the Eastrail should be rooted in equitable practices. This requires intentionally disrupting unjust practices, rooting out bias, and engaging diverse communities in all processes related to public art.

**Inclusion and Belonging:** Art along the Eastrail should represent and reflect the diverse communities along the Eastrail corridor, and work to actively disrupt historical injustices by centering and encouraging the experiences of those furthest from justice. We will work to reduce barriers to access and involvement in arts along the trail.

**Context and Interconnection:** Art should engage with and complement natural environments; neighborhood and regional elements; and other location-specific attributes of the trail.

**Collaboration:** As Eastrail weaves through so many different jurisdictions, parks, schools, private businesses, and residences, we commit to intentional, proactive, complimentary collaboration wherever possible. We seek to share resources and engage with all communities and stakeholders outside of our regional jurisdictions.

**Cohesion:** We recognize that different entities will engage their own processes to create unique artwork in their respective jurisdictions. Where possible, we seek to find consistencies that will support trail users' identification of the Eastrail corridor.

**More than Visual Art:** Public Art for the Eastrail can include: visual arts, like sculpture and murals; gateways giving a sense of place; wayfinding; placemaking, such as stages or places for performing arts activation; infrastructure for public spaces and access, like trailheads; installations, including mobile or temporary work or events.

**Making the Mandatory Extraordinary:** When installing infrastructure like benches, bridges, light fixtures, etc., we should strive to "make the required inspired." As possible artists should be considered for inclusion on the team for significant capital projects.

### **Eastrail Public Art Processes**

Where possible, Eastrail RAC entities should seek to coordinate the planning of arts to ensure effective use of the Eastrail corridor as a welcoming, accessible, and inclusive place, using agreed-upon guiding principles.

RAC entities should coordinate the partner planning process for the trail, high-capacity transit, and utility uses in planning for public arts along the corridor. Where a RAC entity may be developing a portion of the trail in another jurisdiction, affected cities shall be involved with local planning and development of arts projects.

When there is the possibility of developing public art across multiple entities, we should seek to coordinate on design, development, and funding, to bring meaningful community engagement and public art opportunities with an eye on the complete Eastrail corridor.

Jurisdictions will follow their already-defined arts processes while keeping these principles as a lens in their work.

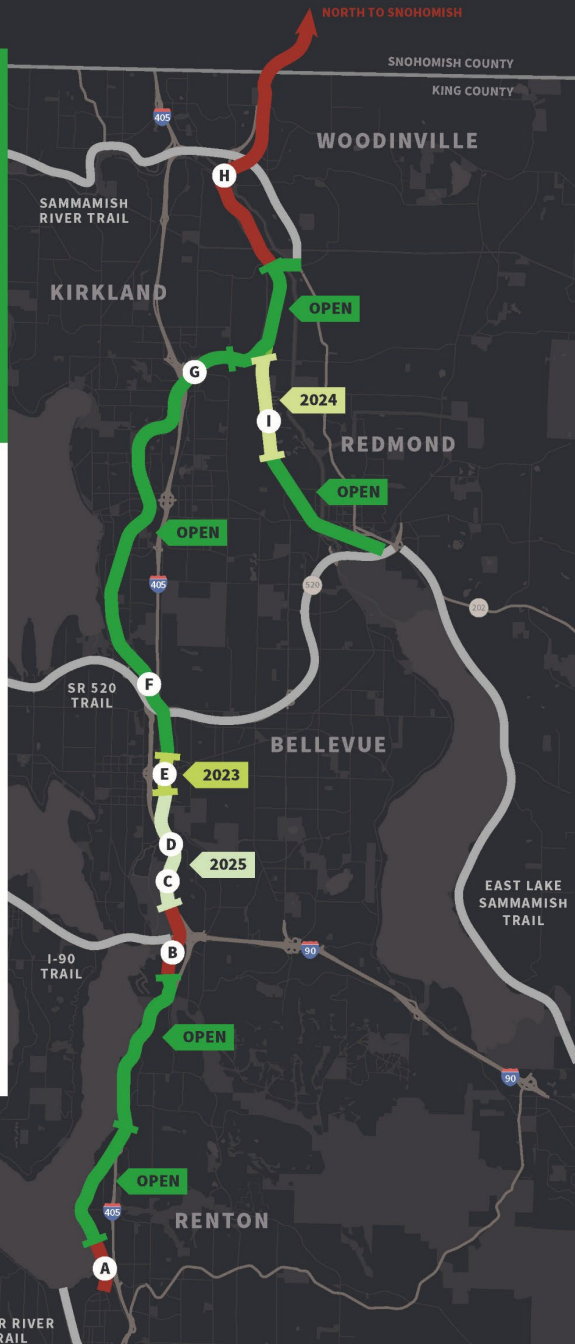


## Anticipated Trail Connections 2022-2025

Years shown reflect assumptions that are current as of September 2022 and are subject to change based on new information

- OPEN
- 2023 OPEN BY DEC 2023
- 2024 OPEN BY DEC 2024
- 2025 OPEN BY DEC 2025
- NOT YET FUNDED

- (A)** Extension to Renton (Partially funded)
- (B)** I-90 Crossing (Partially funded)
- (C)** WSDOT I-405 Overpass
- (D)** Wilburton Trestle
- (E)** NE 8th Street Overcrossing
- (F)** 520 Trail Corridor Connector (Construction starts 2023)
- (G)** Totem Lake Connector (Open 2023)
- (H)** SR 202 Trestle (Partially funded)
- (I)** Redmond Central Connector Phase III



# Eastrail Capital Project Updates

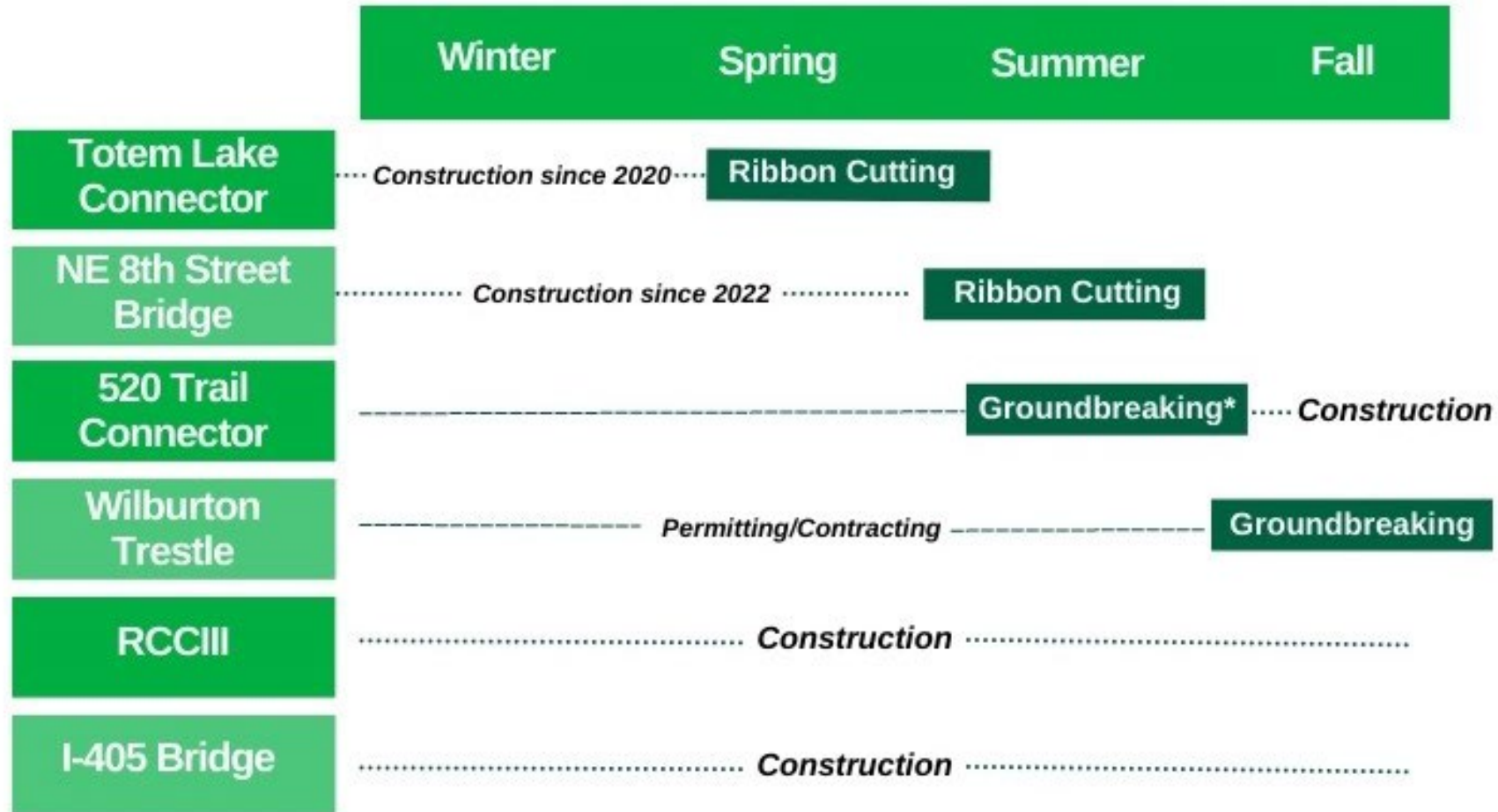
Eastrail Regional Advisory Council  
January 26, 2023

# An Anticipated Construction Outlook

Timeline and cost information is current as of January 2023 and is based on the best available information at this time.

Estimating standards vary between agencies and based on the extent of design work completed for each project. Contact Joe Inslee, King County Parks for questions or clarification, [jinslee@kingcounty.gov](mailto:jinslee@kingcounty.gov)

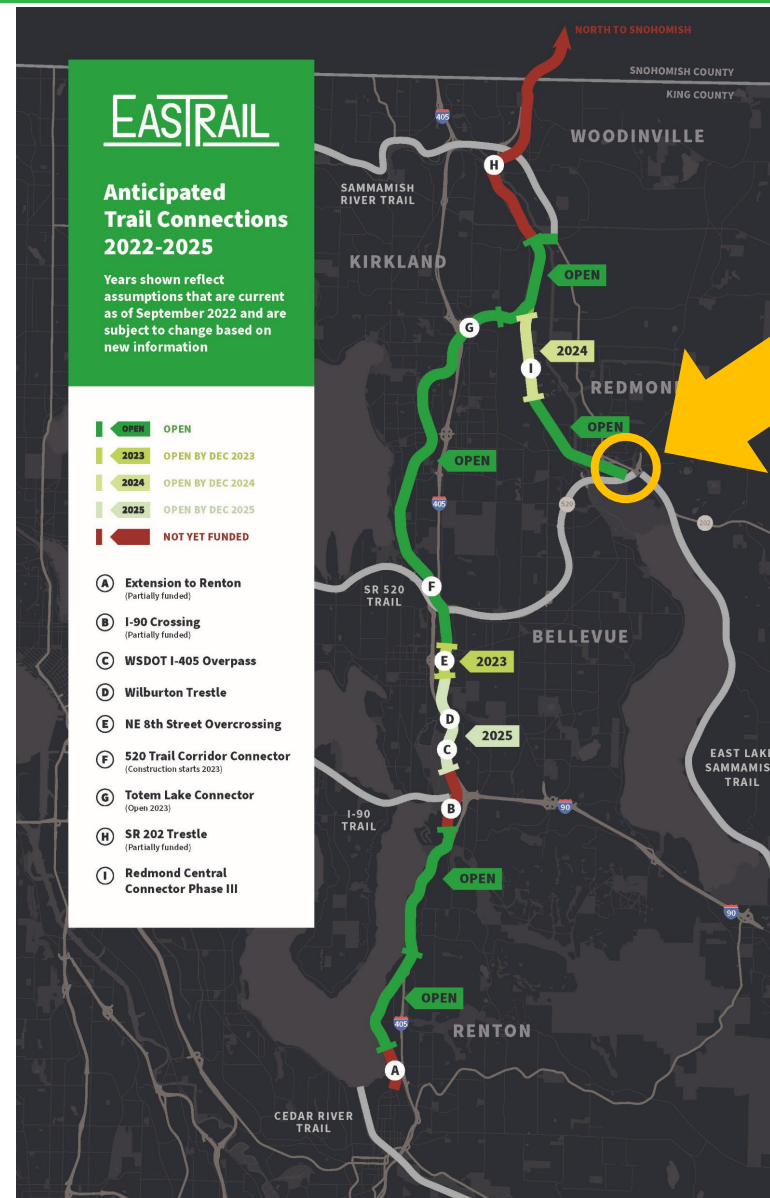
# 2023 Eastrail Milestones





# Connecting Redmond Central Connector to the East Lake Sammamish Trail

## KING COUNTY/ SOUND TRANSIT



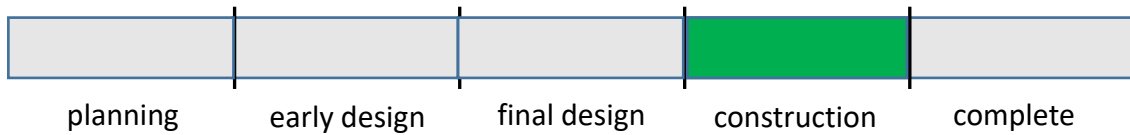
# Connecting Redmond Central Connector to the East Lake Sammamish Trail

## KING COUNTY/REDMOND/SOUND TRANSIT

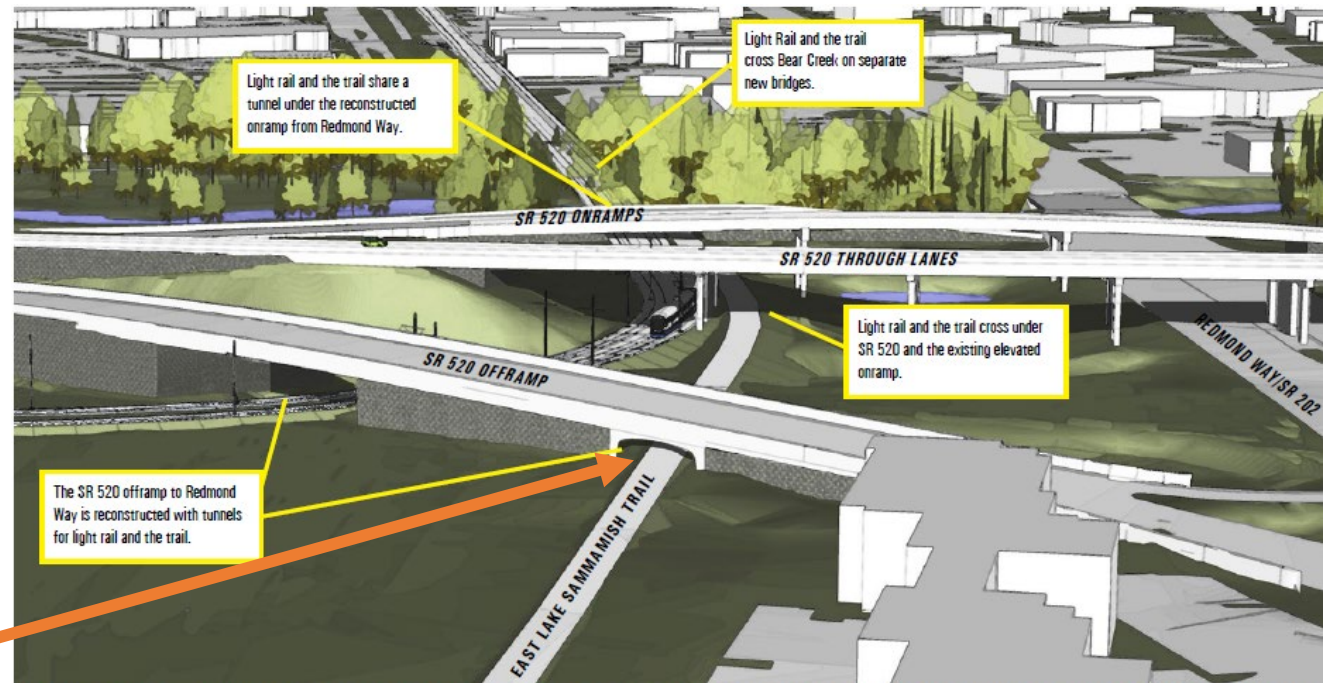
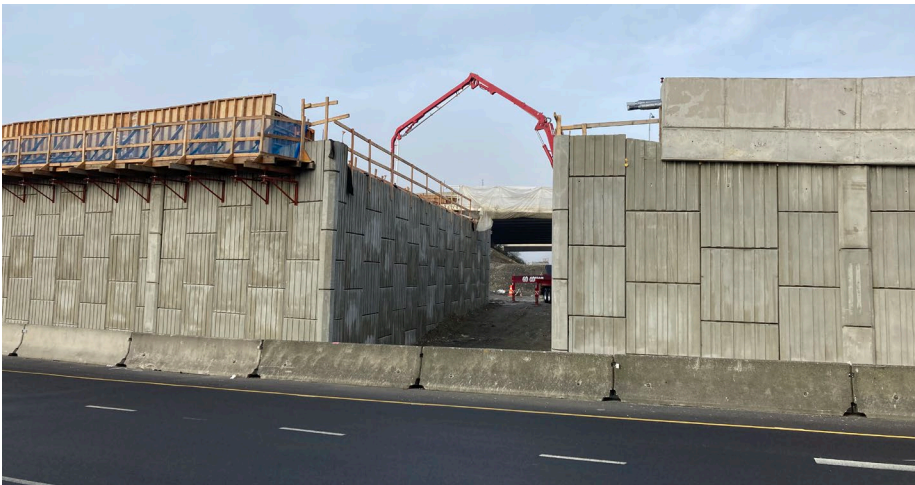
- The East Lake Sammamish Trail (ELST) North Extension will provide a long-sought connection between the RCC section of Eastrail in Downtown Redmond and the East Lake Sammamish Trail.
- Trail is being constructed in collaboration with the Sound Transit Downtown Redmond Link Extension (DRLE) Project



### East Lake Sammamish Trail – North Extension



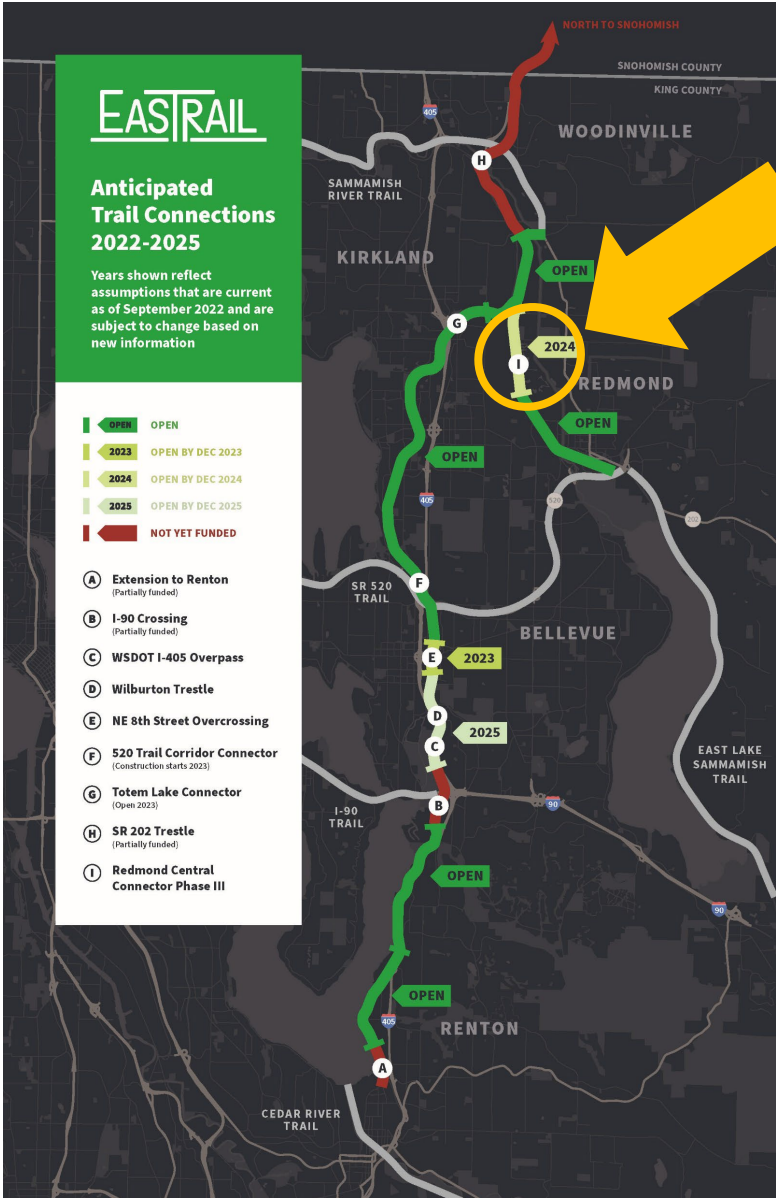
**ESTIMATED OPENING: 2024**



The light rail connection between southeast Redmond and downtown will create a corridor to extend the East Lake Sammamish Trail through the SR 520 interchange.



# Redmond Central Connector Phase III CITY OF REDMOND



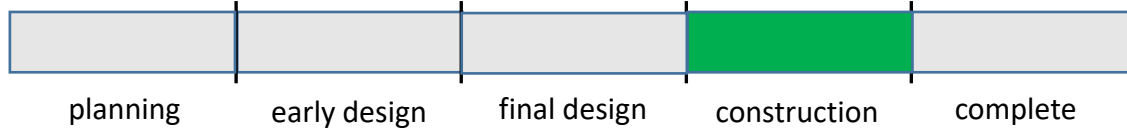
# Redmond Central Connector Phase III

## REDMOND

- RCC III is a 1.6-mile segment that will extend the RCC north to NE 124<sup>th</sup> street at the Kirkland border.
- The third and final phase of the Redmond Central Connector.



### RCC III PHASE



**GROUNDBREAKING:** November 2022

- PSE Sammamish-Juanita Project in 2023
- City of Redmond Trail Project in 2024

**ESTIMATED TRAIL OPENING:** 2025

# Kirkland to Woodinville Trail

## KING COUNTY/KIRKLAND/WOODINVILLE





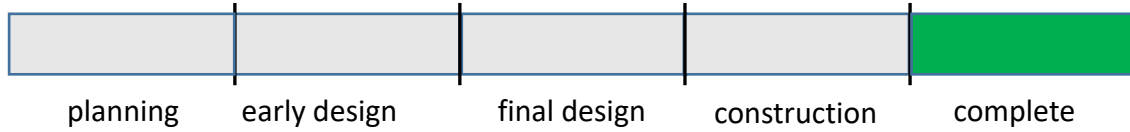
# Kirkland to Woodinville Trail

## KING COUNTY/KIRKLAND/WOODINVILLE

- Partnership to create 2.5 new miles new Eastrail connecting Kirkland and Woodinville.
- New crossing at NE 145<sup>th</sup> in Woodinville allows Eastrail visitors to connect to the Sammamish River Trail.



### PHASE



**OPENED:** Fall 2022

BEFORE

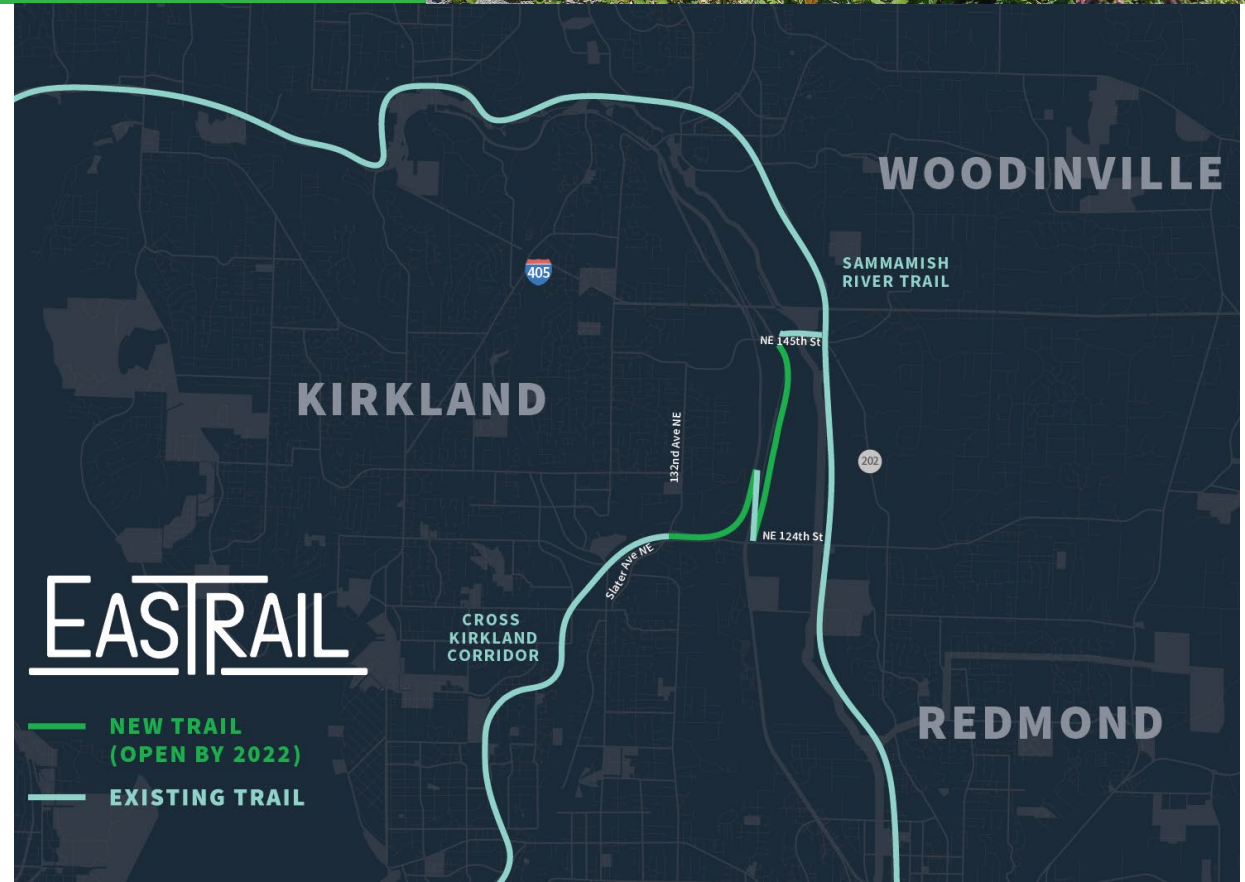


AFTER



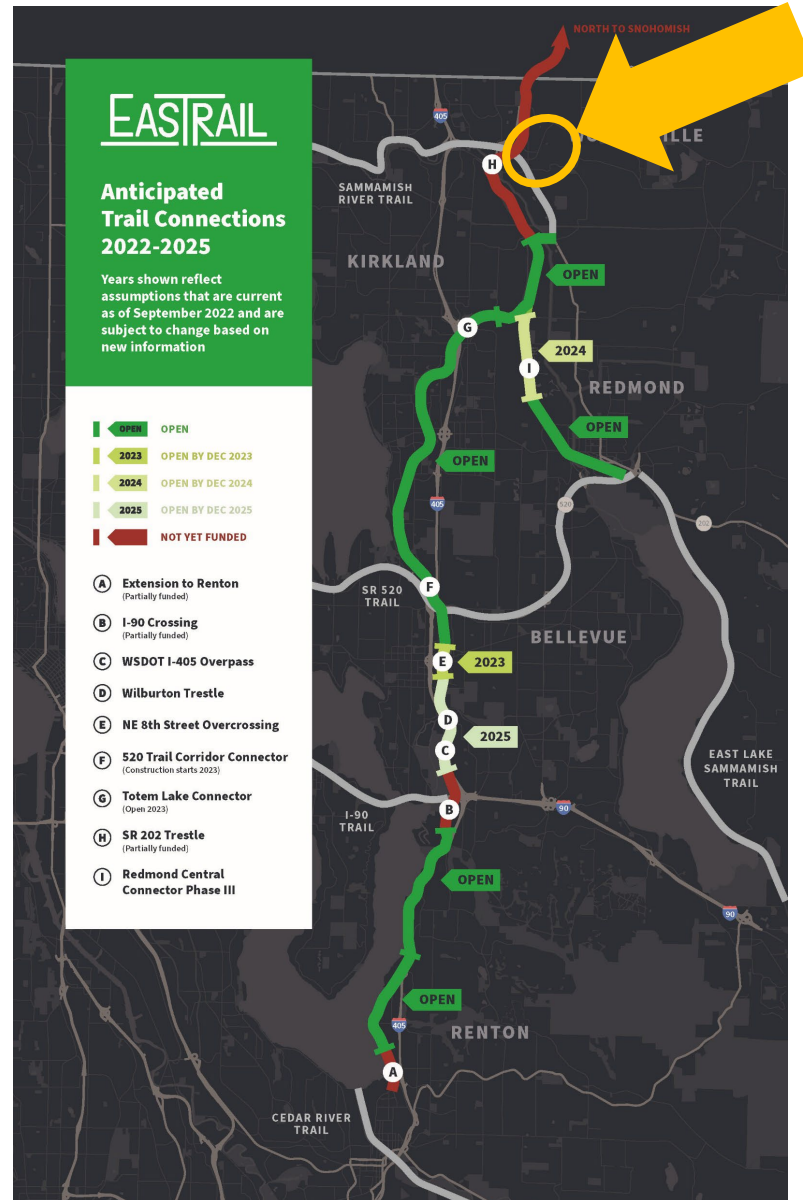
BEFORE

AFTER



# 202 Trestle

## CITY OF WOODINVILLE





# Woodinville 202 Trestle

## WOODINVILLE

- Improve where the Eastrail passes over State Route 202 at the entrance of downtown Woodinville.
- Implementing this project will kickstart the process towards the complete Woodinville section of Eastrail to the Snohomish County line



### PHASE



- Finalizing conceptual 202 bridge design
- Adding Eastrail comprehensive plan to City CIP for 2023

### Secured Funding

- \$2.5M Rep. DelBene Community Partnerships funds
- \$5M Move Ahead WA



# Slater/132 HAWK Crossing KIRKLAND



# Slater/132 HAWK Crossing KIRKLAND

- City of Kirkland has designed and is seeking funding for a direct, safe, at grade crossing which will be constructed in 2024
- Currently trail users must use existing crosswalk at 124<sup>th</sup>



## PHASE



**ESTIMATED CONSTRUCTION:** 2024



Current conditions at 132nd

# Totem Lake Connector

## CITY OF KIRKLAND





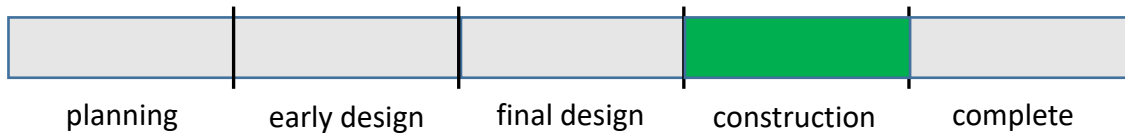
# Totem Lake Connector

## KIRKLAND

Bicycle and pedestrian bridge connecting the two ends of the 5.75-mile Cross Kirkland Corridor currently severed by one of Kirkland's most complicated intersections: Totem Lake Boulevard and Northeast 124th Street.



### PHASE



**ESTIMATED OPENING: June 2023**









# 520/Northup Connector

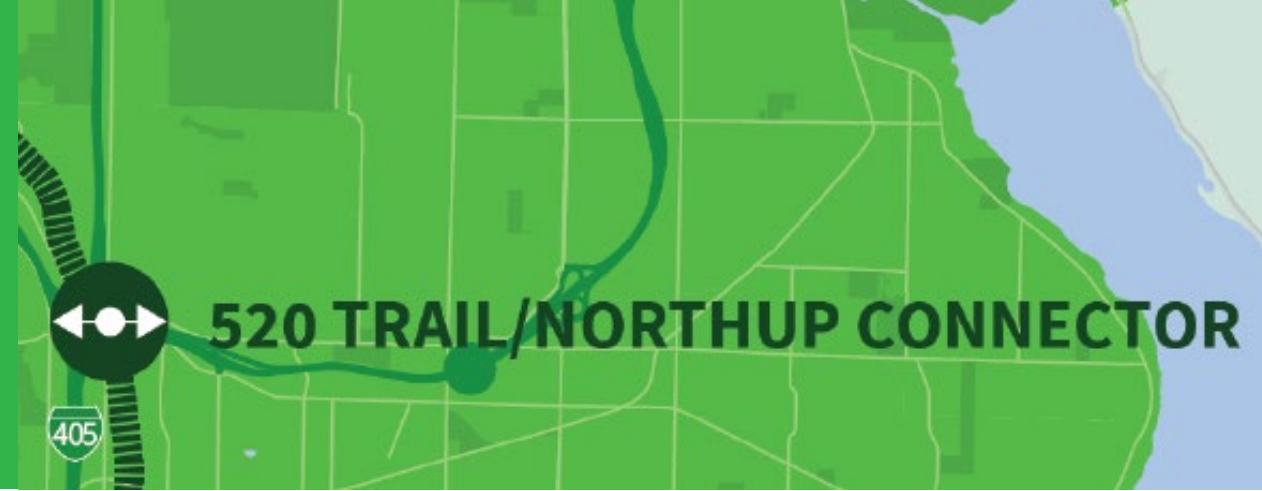
## EASTRAIL PARTNERS



# Northup Connector

## EASTRAIL PARTNERS/KING COUNTY

- Construction of a trail ramp to connect the Eastrail to the 520 Trail Corridor at Northup Way.
- Funding from REI and Meta (provided \$1 million each) secured by Eastrail Partners. King County contributing remaining.



### PHASE



**ESTIMATED START OF CONSTRUCTION: 2023**





# Eastrail to Spring Blvd Connector

## BELLEVUE

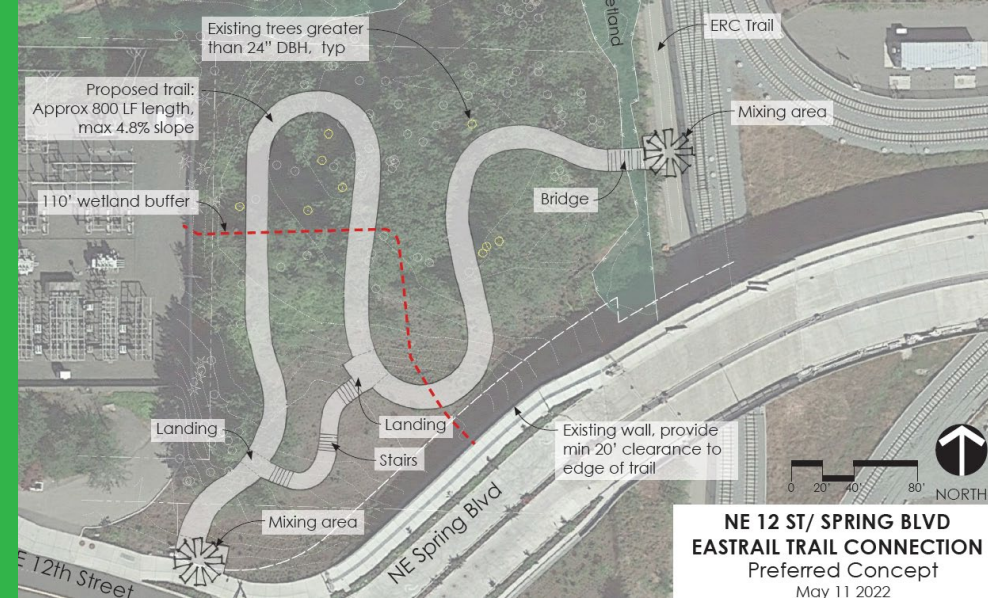




# Eastrail to Spring Blvd Connector

## BELLEVUE

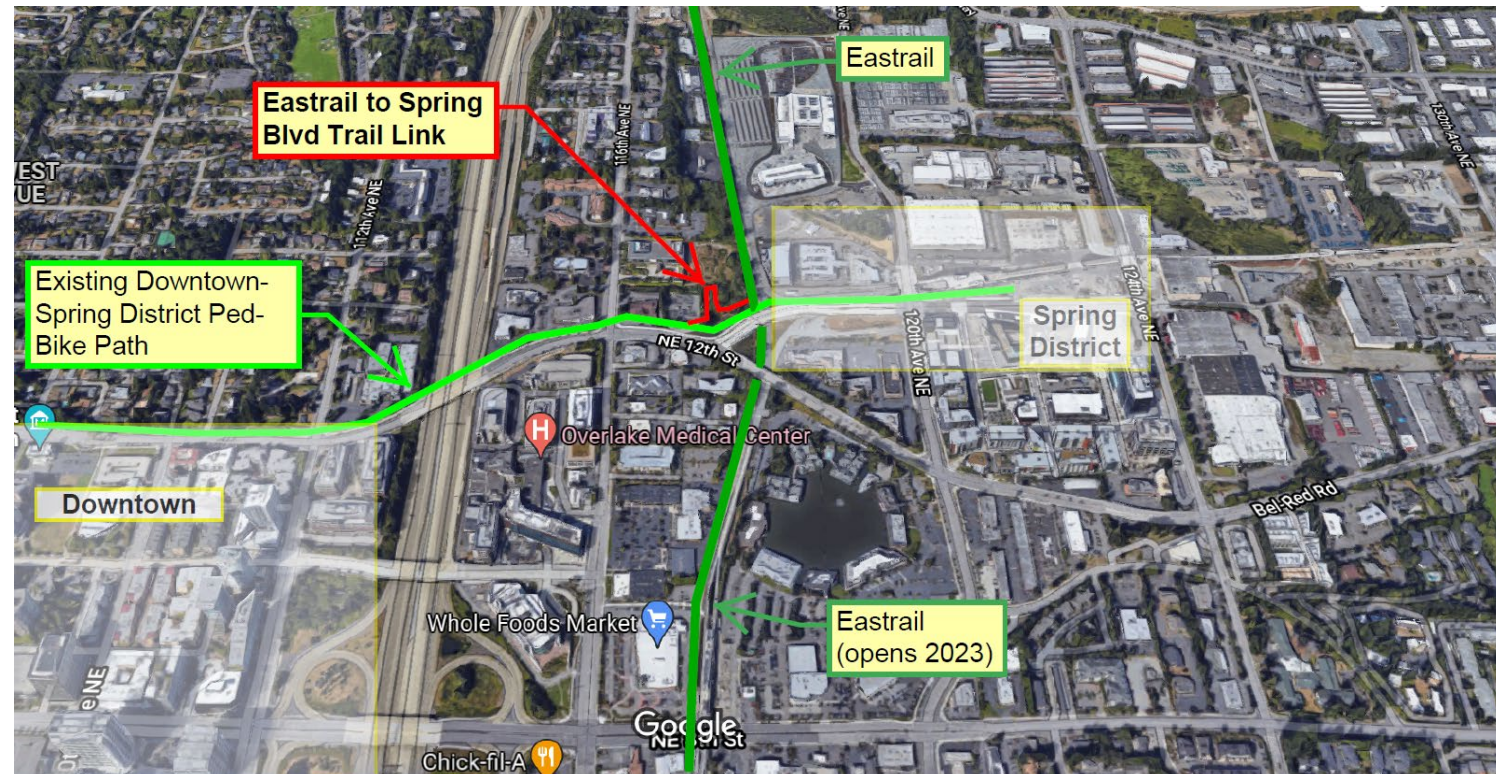
- Connects north-south Eastrail to east-west NE 12th St/Spring Blvd path
- Provides efficient route to Spring District (to the east) and Downtown (to the west)
- Traverses 34' grade difference



### PHASE



**ESTIMATED START OF CONSTRUCTION: 2024**



# NE 8<sup>th</sup> Street Crossing KING COUNTY





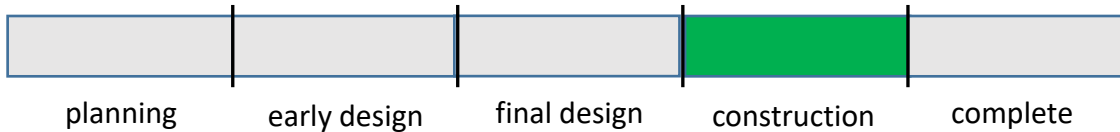
# Eastrail NE 8<sup>th</sup> St. Crossing

## KING COUNTY

- Provides critical connection to Wilburton Light Rail Station.
- Japanese American Agricultural Heritage art commemoration integrated into the design.



### PHASE



**ESTIMATED CONSTRUCTION:** 2022 - 2023

**Project Cost: \$31M**

### Funding Sources

- King County \$28M
- Sound Transit \$3M



*NE 8<sup>th</sup> St. crossing*



# Eastrail NE 8<sup>th</sup> St. Crossing Construction



# Wilburton Trestle KING COUNTY





# Wilburton Trestle

## KING COUNTY

- Iconic landmark and critical connection
- Reached 100% design
- Distinctive railing, benches, overlooks
- Historic railroad character



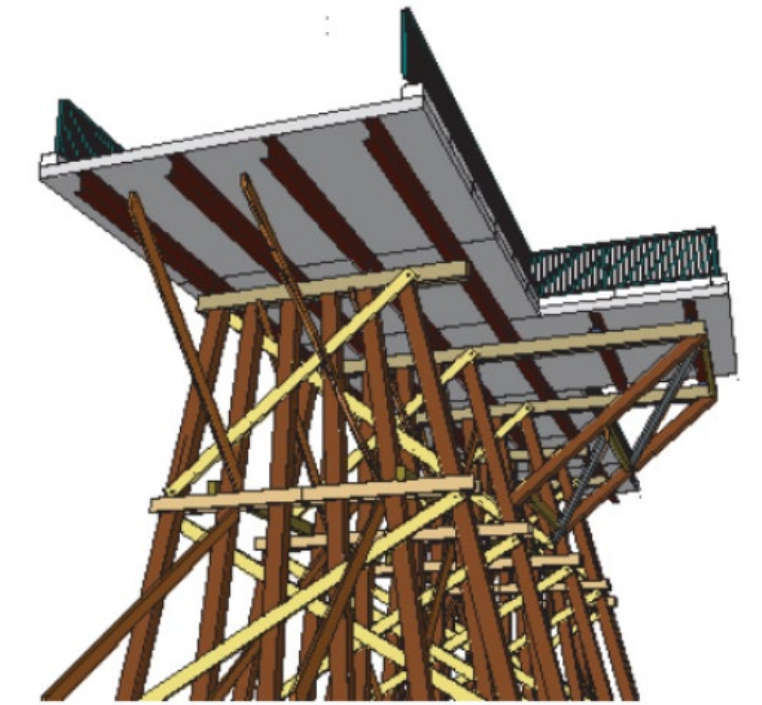
### PHASE



**ESTIMATED CONSTRUCTION:** 2023 - 2025

### Funding Sources

- King County -\$18M
- WA State \$9M
- Amazon \$5M
- City of Bellevue \$2M
- Kaiser Permanente \$500k



Overlook cross section

# I-405 Bridge KING COUNTY/WSDOT



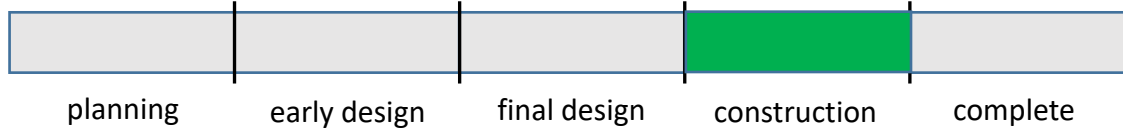


# I-405 Bridge

## WSDOT/KING COUNTY

- Paved 2.5 miles of wide paved trail opened November 2021.
- New I-405 crossing currently under construction.

### PHASE



*Construction of Eastrail bridge over I-405*

