



Buses for Cottage Lake

16530 Avondale Road, Woodinville, WA 98072, stevellen95@comcast.net

12-23-2024

Michelle Allison, General Manager, King County Metro Transit,

201 South Jackson Street, Seattle

Dear Ms. Allison,

This letter is reaching out to you from Buses for Cottage Lake, a community group that has been working for three years to restore bus service to the Cottage Lake area of north King County,

We write to express complete support for the East Link project, and the many ways it will restore or improve transit service to the north King County area, coordinated with the launch of light rail service to downtown Redmond.

Buses for Cottage Lake came together before the September, 2023 halt of all transit service to the Cottage Lake area. Since then, we have been working with County Councilmember Sarah Perry, the Northshore School District board, and Metro leaders, to bring service back.

As you likely know, the Cottage Lake area, despite being unincorporated, is a busy crossroads of activity. The area around Cottage Lake contains 12 churches and two Buddhist centers that serve the entire region, plus the Woodinville Library, the Cottage Lake Shopping Center, and Cottage Lake Park.

Losing all bus service has been very difficult for local people who don't drive or can't due to old age, disability, or youth. In the summer, kids have been stranded here. Some employees of the local Safeway have to walk or use Uber, just to get to work.

For the Cottage Lake area, the advent of the new 222 bus, and 931 Dart bus, will work wonders by connecting us to the outside again. This will improve the lives of so many people, and will encourage those with cars to leave them behind, reducing our carbon footprint.

Thank you so very much for everything you have been doing to bring this plan to reality. Many people from Cottage Lake completely support you, excited about the return of transit to our community.

Sincerely

Dan Lillie, Minister Woodinville Unitarian Church, Brook McBride, Minister Bear Creek United Methodist Church; Steve Wilhelm, Teacher Eastside Insight Meditation.

December 23, 2024

Michelle Allison
General Manager
King County Metro Transit
201 South Jackson Street
Seattle, WA 98104

CC: King County Executive's Office
King County Council

RE: Support for East Link Connections Project

Dear Ms. Allison,

I am writing to express strong support for the proposed route changes associated with the East Link Connections project. This initiative represents a significant step forward in improving public transportation access for our community and beyond.

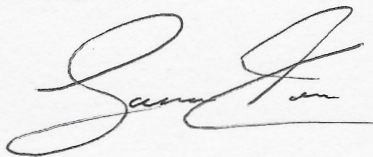
As a veterinarian serving the Cottage Lake area, I see firsthand how reliable transportation can be a barrier to accessing essential animal healthcare services. By including service to Cottage Lake in the East Link Connections proposal, King County Metro will provide much-needed transit options for residents who currently lack reliable transportation. This improvement will not only benefit individuals but also strengthen the well-being of their pets, which are often integral to family and community life.

The proposed project's focus on enhancing mobility aligns with the priorities of Cottage Lake residents, many of whom would greatly benefit from equitable access to transportation services. We commend King County Metro for considering underserved areas in this plan and for incorporating community input throughout the proposal process.

We also appreciate Metro's emphasis on creating an integrated transit network that complements Link expansion while addressing the unique needs of local communities. By fostering connections to essential services, businesses, and neighborhoods, this project reflects King County Metro's dedication to equity and accessibility.

Thank you for your commitment to improving public transportation and for including the Cottage Lake area in your vision for expanded transit services. We look forward to seeing this project advance and are optimistic about the positive impact it will have on our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Adam". The signature is fluid and cursive, with a large initial "J" and "A".

Dr. Jason Adam, Cottage Lake Veterinary Hospital
425- 420- 8377 / Jason.adam@wsu.edu



Northshore School District

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3330 Monte Villa Parkway
Bothell, WA 98021-8972
Phone: (425) 408-7701
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January 19, 2025

King County Council
King County Metro
c/o Brian Henry
Service Planning Lead
East Link Connections

Dear King County Council and King County Metro;

On behalf of the Northshore School District Board of Directors, I am writing to endorse the East Link Connections Plan (including Route 222) and to advocate for the expanded transit service to our Communities.

The Northshore School District Board of Directors is highly invested in the wellbeing of our community. We are a community of ~22,000 students and proud partners with our local municipalities and King and Snohomish Counties. That partnership is critical to supporting and sustaining our still growing population and the growing needs of our students and families, in and out of school. And this is a perfect example.

We have a great many students and families in the area that will be served by the East Link Connections and the availability of transportation to/from schools, local business and activity hubs, is vital. You may know that the ever-widening gap in state funding to public education has resulted budget cuts of 15% for the Northshore School District. And that includes activity busses. The district simply does not have the capacity to transport our

students after hours or on weekends, which negates a great many non-school-sponsored extra-curricular activities that are important to students and families, for their education, as well as community building. This exacerbates inequities in access across the region and directly impacts safety.

So, we urge you give due consideration as the Northshore School District Board of Directors stands in support of the East Link Connections Plan, in service to our community. Please feel free to reach out to discuss.

Sincerely,

A handwritten signature in black ink, appearing to read "J. McGourty". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Jacqueline L. McGourty, PhD
Legislative Representative, Northshore School District Board of Directors
sbdistrict1@nsd.org/425-422-5491

Michelle Allison, General Manager
King County Metro Transit
201 S. Jackson St.
Seattle, WA 98104

Re: Support for East Link Connections 2024 Final Proposed Network

Dear Michelle Allison,

This letter is the Eastlink Mobility Board's summary statement supporting adoption of the 2024 proposed transit network changes to the East Link Connections Final Proposed Network. Our board's process involved numerous conversations and compromises to optimize the greater good. We appreciate the efforts of the King County Metro and Sound Transit planners in researching and presenting multiple alternatives in response to community/board requests, while ensuring budgetary and resource constraints for the project were met. We appreciate the opportunity to weigh in on future priorities, routings, and deployments to best serve the Eastside community. On the whole, the Board is proud of our contributions to the network proposal, and we support its adoption. By expanding the system's geographic reach, providing more local connections, and enabling faster and more reliable service (especially for priority populations), this network proposal will make transit in our region a more viable option compared to driving.

The 2024 East Link Mobility Board is made up of 13 community members who live, work, and travel in King County's Eastside including, but not limited to Kirkland, Seattle, Medina, Issaquah, Bellevue, Woodinville and Redmond. This includes travel serving the I-405, SR 520, and I-90 corridors and travel to Seattle destinations, such as First Hill and the University of Washington, as well as local transit strengthening communities.

The Mobility Board is made up of people from diverse ethnicities, cultures, languages, income brackets, ages, levels of eyesight and physical mobility. We contributed the benefit of our different experiences using transit and our understanding of access to medical facilities, groceries, schools, jobs, malls, parks, tourist sites, arts, community centers and services to provide feedback about the changes proposed for the transit network on the Eastside after the Light Rail expansion to Northgate, Bellevue and Redmond.

All the 2024 Mobility Board members participated in the 2021-2022 East Link Mobility Board, therefore have the relevant knowledge, background and experience as well as history of the work. After participating on the 2021-2022 East Link Mobility Board, we chose to continue using transit systems to gather information for potential future improvements. As transit

riders, both dependent and non-dependent on public transit, our use of King County Metro, and other agencies, has proven to be of great insight in the contributions we made both in the 2021-2022 and 2024 Mobility Board meetings.

We held 3 virtual meetings between January and March 2024. We engaged in 2 meetings via small breakout rooms to focus on specific geographic areas (North, East, Central and South subareas). In accordance with the agendas, we studied and evaluated the routes identified for future discussion and examination during the 2021-2022 East Link Mobility Board meetings, as well as the new route changes proposed by Metro Transit in January 2024. Individuals were encouraged to commit to one sub-area breakout session per meeting for the first 2 meetings in 2024, but had the option to change breakout rooms to discuss different geographic regions based on their experience riding transit and based on known community needs.

The Metro service planning team generated alternatives based, in part, on suggestions from the East Link Mobility Board, community meetings in the 2021-2022 timeframe, as well as those identified by their in-house team. Metro clarified options for Board resolution, including benefits and costs of each alternative, with strong regard for the service planning priorities from 2021-2022, as revised by the East Link Mobility Board in 2024. Final decisions were made by the full group together in a democratic voting process at our meeting in March 2024. As part of the research this year, members rode on routes that were subject to suggested route changes to determine viability, accessibility and safety.

Throughout the project, we had to keep in mind the prioritization of needs coupled with limited funding. To arrive at a final plan, we had to come to a full-group agreement and find compromises. Among the needs we took into account at every meeting were:

- Title VI equity compliance
- Funding limitations
- Trip frequency per day
- Trip frequency during peak and off-peak hours
- Hours of weekend and weekday service
- Elimination of route overlap with the proposed light rail expansion
- Elimination of bus route overlap
- Shorter door to door trips in concert with the proposed light rail expansion
- Fewer single-seat trips (i.e., increased need to transfer to get to destinations)
- Metro bus connections with the proposed 12 new light rail stations
- Metro bus connections with proposed transit along the I-90 and I-405 corridors
- Reinstating transit in areas where it had been removed to address transit deserts

- Concerns for passenger safety, bus and bus stop accessibility, and passenger protection from inclement weather
- Taking advantage of safe transit stops already in place along routes

The vision of the East Link Connections Mobility Board is to encourage King County agencies, businesses, and our communities to take a holistic, proactive, and integrated approach to future planning (i.e., linking transit with housing, jobs, and other amenities). We are happy that our experiences could be used to contribute to a final network proposal that advances this vision.

Thank you very much for your consideration.

Sincerely,

2024 East Link Connections Mobility Board members [Names in alphabetical order by first name]:
Adria Moskowitz, Beabe Akpojovwo, Brandon Zuo, Chinua Iloabachie, Christopher Randels, Eric Jonsson, Ivy Xian, Linda Seltzer, Michelle Nelson, Michelle Reese, Shanying Zeng, Tianjiu Zheng and Zakaria Abdulrahman



March 13th, 2024

Michelle Allison, General Manager
King County Metro Transit
201 South Jackson Street
Seattle, WA 98104

Dear Michelle Allison,

Thank you for the opportunity to comment on the East Link Connections bus restructure to support transit access with the full opening of the 2 Line light rail in 2025.

Together Center is a nonprofit human services hub serving the Greater Eastside for over 30 years. The 20+ nonprofit providers located on our campus in downtown Redmond help 30,000+ people each year with a model that benefits both residents seeking services and the dedicated nonprofits who serve them. With one trip, community members can access a full range of supports including: health care; dental care; mental health counseling; case management; addiction support; behavioral health; advocacy services; childcare resources; disability services; therapies for children of diverse abilities; economic assistance; job training; and cultural navigation for immigrants, among others. In 2023 Together Center completed a campus redevelopment which created a new, expanded nonprofit human services hub and added 280 units of affordable housing on the upper levels. Sixty-two percent of the units are larger 2- and 3-bedroom sizes better accommodate families. Over 500 people now live onsite.

Together Center asks that you please consider adding an additional bus stop on Route 251 on 164th to directly serve the Together Center campus. It is critical to offer transit access that will take riders from the Downtown Redmond Link Station to the front door of the Together Center to bridge the last mile connection for clients, community members, staff, and residents. This bus stop would directly align with the priorities of the East Link Connections project to improve mobility for priority populations and improve connections to the light rail. This work will take coordination between service planning and capital projects adding the infrastructure for an additional bus stop and we recognize that effort and believe that it is worth the investment.

Thank you for your consideration.

In partnership,

Kim Sarnecki
CEO Together Center





ECO INFINITY NATION

Dear Michelle Allison, General Manager
King County Metro Transit
201 South Jackson Street
Seattle, WA 98104

RE: East Link Connections Letter of Support

Eco Infinity Nation is eagerly looking forward to the Link Light Rail service and the east link and the corresponding adjustments to bus services in the area to complement the new stations in 2024. The organization has actively engaged in surveys and consultations as part of the partner review board member for the Eastlink Link Connections Project, appreciating the transparent and inclusive process led by King County Metro. This message expresses support for the proposed service changes within King County, emphasizing equity, BIPOC communities, youth safety, and inclusive representation.

- The speed, reliability, and service of Metro Transit along the UW - to the joining Eastside corridor are vital for accessing students in Issaquah, Bellevue, Redmond along with then healthcare and other workers needing the transit service on a consistent basis, a significant regional destination and employer. Eco Infinity Nation voices its formal support for the final network proposal, of the Eastlink process.
- All-day and weekend services are crucial for reliable transportation in an area with limited options. The key role in connecting various Seattle Children's clinics and worksites, aiding in reducing single-occupancy vehicle commuting.
- The project's enhanced weekend and nighttime services are designed to offer more equitable access to workplaces and healthcare facilities, universities and daily commuters, addressing the needs of diverse commuters.
- Emphasizing equity, BIPOC representation, and youth safety, Eco Infinity Nation is dedicated to promoting inclusivity in transportation. The organization values the project's efforts to enhance access for BIPOC communities and ensure the safety of young individuals.
- Acknowledging the project's focus on creating better east-west transit connections, Eco Infinity Nation appreciates the inclusive planning process led by the Metro team to finalize the proposal, aiming to provide convenient access to healthcare and employment opportunities.
- Highlighting the project's efforts to improve connections between UW campuses for the safety of students and workers from Children's, UW & Northwest Hospital, Eco Infinity Nation encourages the King County Council to approve the proposed Lynnwood Link Connections Mobility Project service changes slated for implementation in 2024.

The organization commends the Metro team for engaging partners at every stage of the service proposal, ensuring that the network is designed to serve all riders and community destinations effectively. Thank you for considering our perspective.

Thank you,
Ali Lee
Executive Director

Eighteen Seeds

Letter of Support

**Michelle Allison, General Manager
King County Metro Transit
201 South Jackson Street
Seattle, WA 98104**

RE: Support for East Link Service

Dear Ms. Allison,

I am thrilled to convey our team's endorsement for the proposed King County Metro service, led by the entire East Link Connections team. As part of the outreach and engagement team, we actively engaged in the Metro network redesign process, under the guidance of Metro's Community Engagement and Transit Planning staff, with a special emphasis on equity. This collaborative effort incorporated insights from a diverse range of stakeholders, including:

- Community members from the Mobility Board,
- Our community-based organization and representatives from local municipalities involved in the Partner Review Board,
- Various members of the public who participated in the proposed changes and offered feedback across the three engagement phases, including input from small businesses.

We value our participation in this inclusive process and commend the agency's commitment to collaborating with community organizations and serving citizens and riders inclusively, as shown by the attention to accessibility in multiple languages in both written and verbal communications.

The upcoming light rail stations will resolve a long-standing transit connectivity challenge in our region by introducing vital East-West transit routes. By working with community partners to establish essential routes identified by the community, such as the link between the University of Washington and neighboring cities via light rail, we can benefit underserved youth and seniors in our community, ensuring that their voices are heard and valued.

While understanding that the proposal may not fully meet every individual's needs, we strongly believe it is a significant step toward enhancing accessibility and equity in mobility along the UW-Eastside link for students and service workers in King County. This initiative aligns with our regional goals concerning climate change and economic development, particularly during this critical period. Therefore, we eagerly await the approval and execution of this final proposal by Metro leadership, the County's Executive Office, and the County Council.

Best wishes,
Martha Lee
President
Eighteen Seeds

Move Redmond



Board of Directors

May 3, 2024

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Cascade Bicycle Club

Michelle Allison, General Manager
King County Metro Transit
201 South Jackson Street

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Carlos Cruz
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Seattle, WA 98104

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Dear Michelle Allison,

Angela Rozymn
Natural & Built Environments

Thank you for the opportunity to comment on the East Link Connections bus restructure to support transit access with the full opening of the 2 Line light rail in 2025. Move Redmond is a Transportation Management Association and nonprofit advocate for better streets, trails, and transit in Redmond. Our membership represents over 100,000 people who live, work, and go to school in Redmond.

Jeff Aumell
Microsoft

Move Redmond knows that station access is critical to increasing transit ridership and having a successful system. The East Link Bus Restructure provides opportunities for people to connect to and from the light rail system to get to the places they need to go. Throughout the process of outreach and engagement, King County Metro employees did a fantastic job of incorporating feedback and adapting to changing ridership trends. We saw this with the addition of a bus stop next to the Together Center, increased frequency of key routes, and weekend service. These kinds of service changes make it possible for more people to rely on transit and enhance mobility for the many transit-dependent people in King County.

Charles Duba
DigiPen

Sue Stewart
Redmond Resident

Phil Miller
Redmond Resident

Our transit system is only as strong as its weakest link. Move Redmond will be a tireless advocate for increased frequency, additional routes, trailhead direct on the Eastside, and more on-demand service for transit riders. We see the East Link Connections as a critical step in connecting more people across King County to our transit system. Moving forward with the East Link Connections is necessary, as well as continuing to support and increase funding for additional service and hiring more transit operators to meet the demand for transit in King County.

It is an exciting moment for transportation on the Eastside and the East Link Restructure is critical to the success of light rail on the Eastside. Move Redmond urges your support of the East Link Connections Ordinance.

Thank you for your consideration.

Sincerely,

Kelli Refer
Executive Director
Move Redmond



May 2, 2024

Michelle Allison, General Manager
King County Metro Transit
201 South Jackson Street
Seattle, WA 98104

RE: Support for proposed East Link Connections Mobility Project

Dear Ms. Allison,

This letter is to express support from the Seattle Department of Transportation (SDOT) for the proposed East Link Connections Mobility Project service changes (“East Link” project) in King County. SDOT participated in the project Partner Review Board, King County Metro’s service planning and capital development process, and in outreach to the community. We are proud to support Metro’s efforts in this new proposed service network.

Revised Service Network

SDOT appreciates the work that King County Metro put into this East Link Connections network and transforming the county’s bus network to optimize the fast travel times, capacity, and reliability brought by the extension of Link light rail across I-90 to the Eastside. By using Link light rail as the east-west transit backbone across King County, Metro is able to deploy frequent local services across the Eastside serving a variety of trips during all parts of the week, helping to create a holistic transit network that improves travel for riders throughout King County and the region.

SDOT is excited to see Metro’s proposal to revise Route 8 to directly serve the Judkins Park Station along 23rd Ave South, adding new connections from this future station to the Rainier Valley, Central District, and Madison Valley. While this change will result in a loss of frequent transit service along certain sections of Martin Luther King Jr. Way South, Metro engaged a series of local institutions to discuss these trade-offs directly, and conducted outreach to the public and local riders on the advantages and disadvantages of these changes. SDOT also supports consideration of rerouting Route 4, a zero-emissions trolley route, towards the Judkins Park Station using future overhead catenary system wire planned for construction along 23rd Ave South in the future, to add further connections to Link from the First Hill and Cherry Hill areas.

SDOT is supportive of Metro plans to streamline cross-lake bus services along the I-90 and SR-520 corridors. The proposed revisions to Route 630 will continue to connect Eastside riders at Mercer Island Station to the employment and medical destinations in Seattle’s First Hill neighborhood. SDOT also supports continuing to connect the University of Washington and the University District to Eastside destinations such as Bellevue, Redmond and Kirkland with frequent, all-day bus services provided by Metro or Sound Transit Express. Finally, SDOT supports Metro’s concept for the new Route 256 connecting the Woodinville and Kirkland areas to South Lake Union – using WSDOT’s recently completed 520-to-Mercer ramp connection – and retaining transit service to Downtown Seattle during the morning and afternoon peak commute times from an area of the Eastside without Link access.

Equity and Inclusive Outreach

SDOT is committed to delivering a transportation system that provides safe and affordable access to places and opportunities by partnering with communities to build a racially equitable and socially just transportation system. Through this lens, SDOT was excited to partner with King County Metro as they applied the equitable goals set out in King County's Mobility Framework, Strategic Plan, and Service Guidelines during their service planning efforts. The Metro team thoughtfully and intentionally built this network with the needs of underserved communities in mind. The East Link Mobility Board – from 2021-22 and again in 2024 – was also well-structured to seek authentic engagement from actual riders in the project area, and this partnership helped equitably co-create a bus network that improves travel for all passengers with the expansion of light rail service in East King County. In particular, Metro Community Relations staff continue to set new standards for engaging, multilingual, and interactive outreach. Further, their survey methods directly sought to lift the voices of priority communities, engaged local Community-Based Organizations to support Metro's outreach and build community capacity, and paid Mobility Board members for their expertise and their connections to their communities. Finally, as noted above, Metro actively recruited an additional focus group of local institutions in the Central District and Judkins Park areas on the trade-offs of rerouting Route 8, and did not shy away from having direct conversations about this challenging project choice.

Capital Delivery to Support Transit Operations

As asset owner and operator of the roadways within the City of Seattle, SDOT recognizes that the success of a new transit network relies on ensuring bus service is safe and reliable for riders. SDOT is already working closely with Metro and Sound Transit to design and deliver capital improvements to support the successful start of a revised bus network in 2025.

These improvements include signal upgrades, changes to roadway channelization, sidewalk and bus stop enhancements, pavement improvements where buses operate, establishment and maintenance of layover zones, and better bicycle facilities at new Link stations and existing bus stops. This work includes corridor enhancements along S Massachusetts St to allow Route 8 to serve Judkins Park Station, and necessary improvements added to the Martin Luther King Jr. Way South Safety Project, which is currently under construction by SDOT. Another partner project with Metro is the Route 7 Improvements Project, which will enhance transit facilities along Rainier Avenue South, as well as bus stop facilities on the Rainier Ave side of Judkins Park Station.

Ongoing Partnership

Our partnership with Metro is an opportunity to further SDOT's mission to enhance safe, climate-friendly and equitable transportation options for the traveling public. As Link light rail continues to expand and provide ongoing opportunities for Metro to reimagine and restore its bus network, SDOT hopes to build on our relationship to support a robust regional transit system that serves the many residents that live, work, and visit Seattle and the Puget Sound region.

We encourage the King County Council to adopt the proposed East Link Connections Mobility Project service changes with implementation starting in 2025, as it represents progress towards delivering frequent, reliable service, and all-day transit options for residents of the region. We look forward to continuing the work with King County Metro as the project moves forward to implementation.

If you have further questions, please do not hesitate to contact me.

Respectfully,



[Greg Spotts \(May 2, 2024 18:27 PDT\)](#)

Greg Spotts
Director, Seattle Department of Transportation

CC: Dow Constantine, King County Executive
Council Chair Dave Upthegrove
Francisca Stefan, Seattle Department of Transportation
Candida Lorenzana, Seattle Department of Transportation