

## CHAPTER 2



# EASTSIDE RAIL CORRIDOR REGIONAL TRAIL MASTER PLAN

It's very difficult to overstate how huge an impact the Eastside Trail will have on regional bikeability and livability.

Traveling through or very near city centers, neighborhoods and employment centers in Woodinville, Kirkland, Bellevue and Renton the trail itself will revolutionize nonmotorized transportation east of Lake Washington.

Add to that existing and future trail links to Redmond, the Burke-Gilman Trail, the Sammamish River Trail and across the 520 Bridge, and the regional trails will finally resemble and function like a real network...

- Tom Fucoloro, Seattle Bike Blog



*Aerial view toward Mercer Slough from the ERC*

## 2.0 OVERVIEW OF THE CORRIDOR

The ERC is set in a diverse and dynamic landscape. The corridor includes lakefront and river valley, forested hillsides and vibrant urban centers. This setting is the context for a trail and trail experience that will be like nothing else in the Pacific Northwest. The landscape surrounding the ERC sets the stage for the Master Plan. Where will the trail see the heaviest use? Where will the trail be the centerpiece of new urban centers? How can the trail connect to other existing and planned routes?

Great trails fit the landscape and provide connections to their surrounding region. They begin with a foundation of safety and predictability, and then provide memorable moments, connections and access, and integration with the surrounding community. This section of the Master Plan provides an overview of the corridor and its setting, and the considerations that will inform the design character of the trail as it is developed.

## 2.1 CONNECTING A GROWING REGION

The ERC passes through the cities of Renton, Bellevue, Kirkland, Woodinville, and Redmond. In 2015, the population in these five cities was approximately 387,000 (PSRC 2015a). Anticipated 2040 population for these communities is 496,200 (PSRC 2015b). Several neighborhoods near the ERC, including downtown Renton, Bel-Red, downtown Bellevue, the Spring District, and Totem Lake, are expected to be among the region's fastest growing over the next few decades.

Existing trails, transit routes, and roadways near the ERC provide various travel options throughout the central Puget Sound region. As the population in the region continues to grow, the popularity and use of public spaces such as trails is anticipated to increase. The ERC provides the region with new opportunities to connect Eastside communities with Seattle and each other (Figures 2-1 and 2-2).



### TRAILS AND NONMOTORIZED ACCESS

The ERC trail will become a key link between existing and planned regional trails, allowing access to broader areas of King County. The I-90/Mountains to Sound Greenway Trail, SR 520 Trail, and Tolt Pipeline Trail connect directly to the ERC. Development of short connecting routes will allow future connections to the Cedar River Trail, Lake to Sound Trail, Bellevue's Lake to Lake Trail, and the Sammamish River Trail (Figure 2-2).

In addition to regional trail connections, the ERC will be closely knit to the surrounding community. Although the trail will support many commute trips and long recreational bicycle rides, a common use for regional trails is for short trips by nearby residents. In some segments of the ERC where the corridor is adjacent to I-405 south of I-90, there is limited access to the corridor. However, in most locations there will be convenient access for neighbors to use the trail. Figure 2-3 shows typical distances trail users within neighborhoods will need to travel to reach the Main Line trail.

#### Intermodal Connections

Regional trails such as the one planned for the ERC are used for a wide variety of purposes. Although they are often thought of as recreational facilities, they are also critical parts of the region's transportation network for commuting, home-to-school connections, and everyday errands. Existing trails in King County's Regional Trails System support millions of active transportation trips throughout the county every year. Increasingly, commute trips include more than one mode of transportation, and the ERC will support many potential commute trips that combine trail use with other modes such as transit.

The ERC includes many locations with easy access to existing on-street transit stops. There are also strong connections from the corridor to transit centers and/or park-and-rides in nearly every community along the corridor. When complete, the ERC trail will be closely integrated with Sound Transit's East Link Wilburton

Station, and will also provide close connections to the South Bellevue and Spring District stations.

The three major highways that intersect the ERC create opportunities for connections and challenges for access. Between Renton and Bellevue, I-405 carries approximately 150,000 vehicles a day (WSDOT 2014). WSDOT is proposing to widen I-405 between Renton and Bellevue to add an additional HOV lane for the Express Toll Lanes project. Widening I-405 could present an opportunity to connect to the ERC, such as at NE 44th Street in the Lakefront Segment where there are bus stops on the ramps. Additional transit service in the vicinity of the ERC could connect more people with the corridor. The recent SR 520 project has improved access between the highway and the South Kirkland Park-and-Ride, in addition to providing a new trail connection. In the I-90 corridor, the addition of light rail will create nearby opportunities for bicycle and pedestrian access to transit.

### SERVING THE REGION WITH CRITICAL UTILITIES

The ERC's continuous intact right-of-way provides a unique opportunity to locate multiple utilities both today and in the future. Several major sewer lines and a fiber optic line are located in the corridor. The King County Eastside Interceptor—a 60 to 96-inch sewer line—carries flows south through portions of the corridor in the Lakefront and Wilburton segments to King County's South Plant at Renton. The York and North Creek force mains are located in portions of the Valley Segment. Also, there are hundreds of smaller water, sewer, gas, and power connections that either cross the corridor or use the corridor for short segments of their route. It is likely that portions of the corridor will be used for future power transmission in addition to expanded use for water, sewer, gas lines, and fiber optic lines.

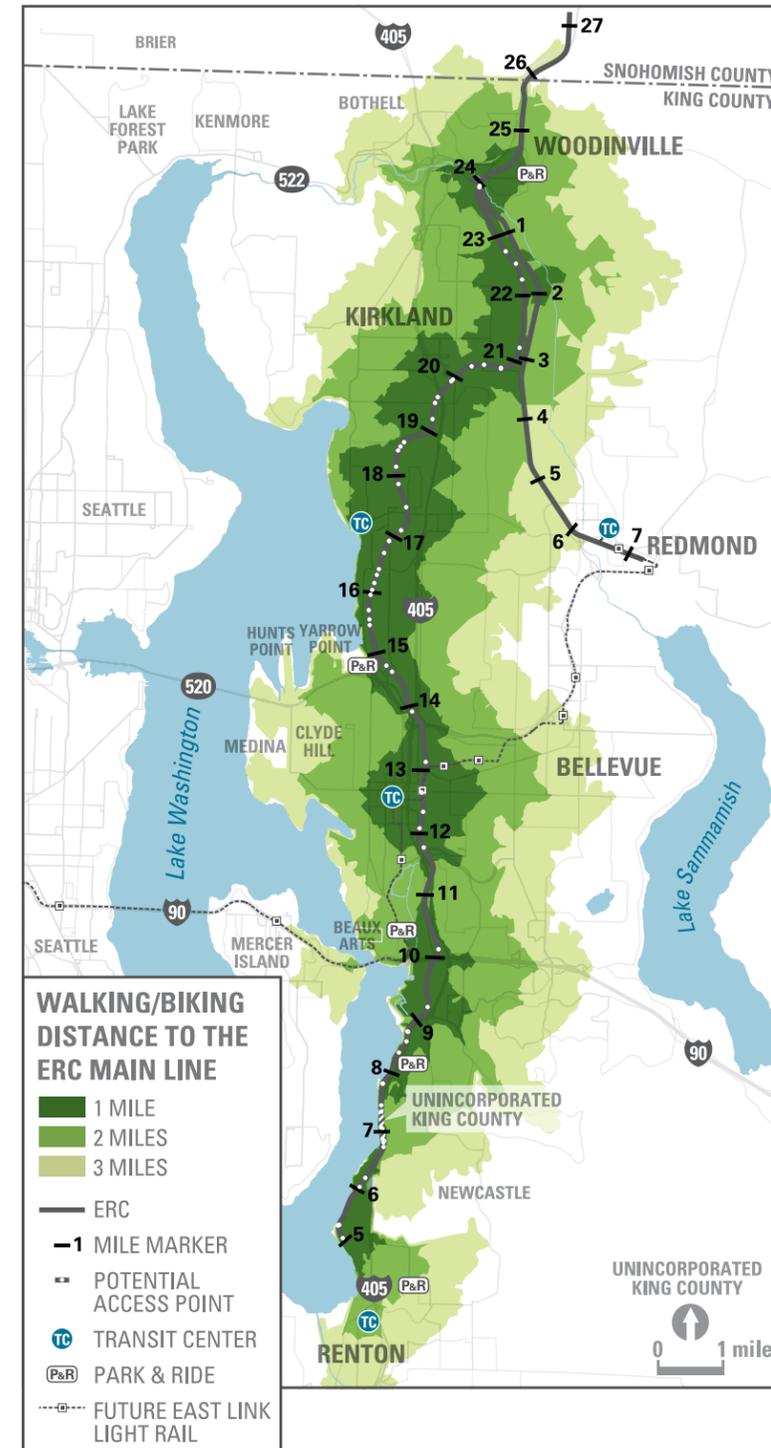
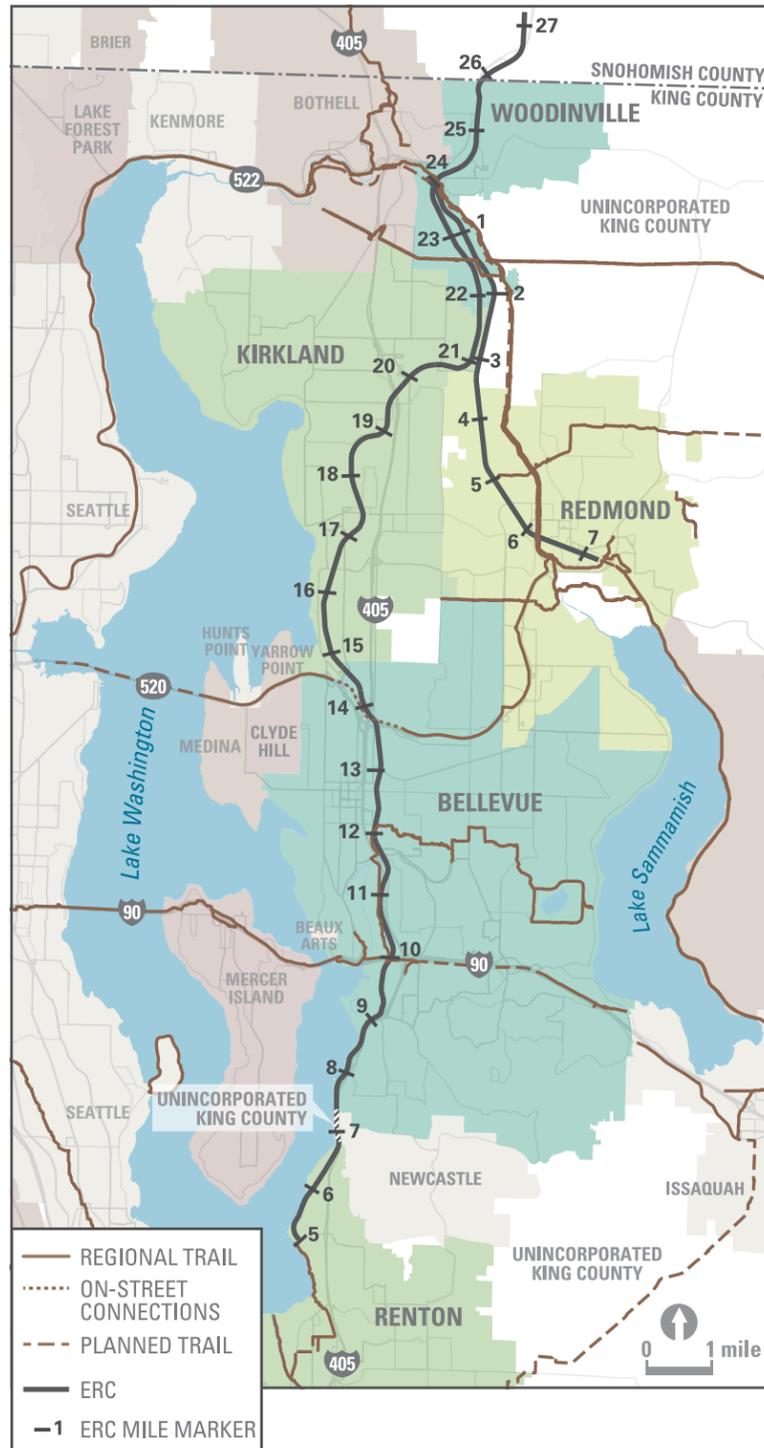
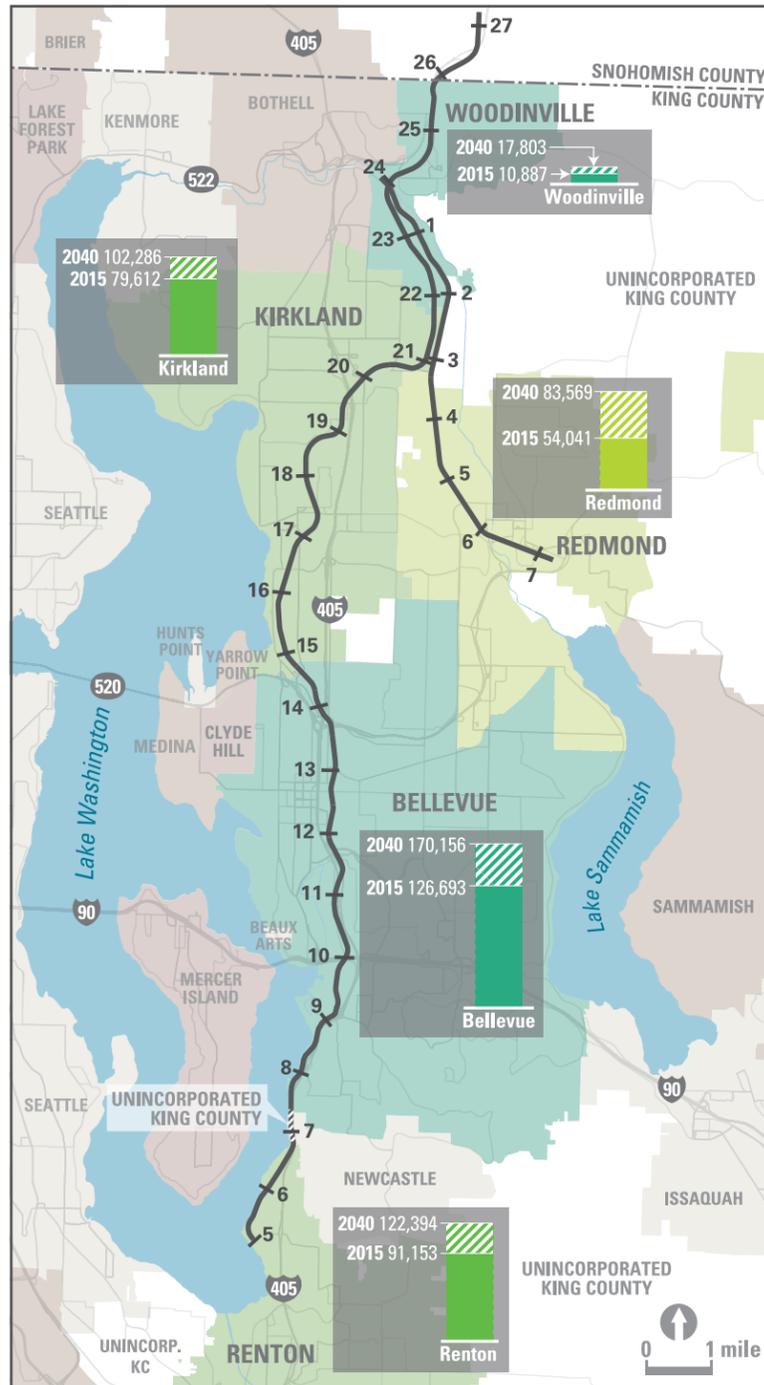


FIGURE 2-1. ANTICIPATED POPULATION GROWTH

FIGURE 2-2. REGIONAL TRAIL CONNECTIONS

FIGURE 2-3. ERC TRAIL DEMAND

## 2.2 THE SURROUNDING LANDSCAPE

### How wide is the ERC?

*The railbanked ERC right-of-way varies from less than 30 feet wide in some places to 100 feet wide. In the approximately 16.7 miles subject to this Master Plan, about one-third of the ERC is less than 75 feet wide. The railbed is typically located in the center of the ERC.*

When the right-of-way was established for the ERC over 100 years ago, the railroad corridor probably looked similar to the surrounding landscape. Today, looking at the railroad corridor from above, the ERC can be recognized as a ribbon of green winding through a landscape that is becoming more urbanized.

When the original Lake Washington Belt Line Railroad was constructed, the local topography was altered where the rail line traversed hillsides or crossed low or high areas. Several trestle and bridge structures were constructed, and cuts and fill were made to maintain the gentle grade of the railbed. Today, the railbed is flat and generally runs in the center of the corridor.

Structures in the corridor, including bridges and trestles, will have an important influence on the trail design. Many of the minor structures along the route can provide valuable grade separation between the trail and local streets. More significant structures, including the Wilburton Trestle and the I-90 railroad bridge, are critical to maintaining a connected travel corridor.

Key aspects of the corridor—including topography, natural resources, road crossings, and adjacent land uses—have been considered in the Master Plan.



— Trail Mileposts





## TOPOGRAPHY

The rail line runs across hillsides over most of the corridor. Often, the railbed is the only flat area within the ERC, and the railbed may not be wide enough to accommodate a regional trail. A trail alignment off the railbed may occur on a slope. In these instances, creating a flat surface or bench for a trail may require retaining walls and additional grading in long stretches of the corridor.

Cross slope is the change in elevation across the route of the rail line or trail. The cross slope of various sections of the ERC will influence the ultimate development of the trail.

### CORRIDOR CROSS SLOPE (Mileages are approximate)

- Moderate (0-10%) : 2.7 mi.
- Steep (10-30%) : 9.5 mi.
- Really Steep (30%+) : 4.2 mi.



## NATURAL RESOURCES

Natural areas in the corridor—including wetlands, stream corridors, and forests—will also be important considerations for trail planning. Because the ERC typically traverses hillsides cutting across the slope, the corridor intersects and interrupts many drainage channels leading to Lake Washington and the Sammamish River. Larger streams, such as Coal Creek and May Creek, are crossed by bridges, but there are many smaller drainages that will need to be considered in planning for a trail. Different potential locations for a trail within the corridor may have different impacts on wetlands, streams, threatened and endangered salmon species and habitat, or wildlife habitat and movement.

### WETLANDS & STREAMS

- 79 Wetlands
- 41 Streams
- 28 Regulated Ditches
- 30% of the Corridor Length Includes Wetlands
- 17% of the Corridor Includes Streams and Ditches



## ROAD CROSSINGS

Road crossings provide access to the corridor, and are also a safety concern. The Master Plan determines the general character and location of road crossings, but most of the careful work of ensuring safe crossings will be completed later during the design phase.

- 20 Roads (Including 10 arterials)
- 17 Driveways

### BUSIEST ROADWAYS (Average daily traffic):

- NE 8TH Street : Over 50,000 Vehicles
- NE 4TH Street : Over 30,000 Vehicles (Modeled Volumes When Complete)
- Woodinville-Redmond Road NE : Over 7,000 Vehicles



## ADJACENT LAND USES

The character of communities bordering the ERC—single-family neighborhoods, large apartment complexes, manufacturing districts, and commercial areas—varies widely along the corridor. Each of these land uses have different considerations for access, privacy concerns, and character of the corridor.

### LAND USES ADJACENT TO THE CORRIDOR (Mileages are approximate and include both sides of the corridor)

- Residential : 13.5 mi.
- Industrial : 10 mi.
- Commercial/Office : 5.3 mi.
- Agriculture : 1.5 mi.
- Parks and Open Spaces : 1.1 mi.

## 2.3 A CLOSER LOOK AT THE CORRIDOR

### Interested in more detail?

The Master Planning process included planning-level inventories of the corridor that describe corridor resources in more detail than the overview presented in the Master Plan.

The full inventory documents are available online at: [www.kingcounty.gov/erc](http://www.kingcounty.gov/erc) or on the CD included with this Master Plan.

### Inventories include:

- Ecosystems Resource Inventory
- Geological Conditions Inventory
- At-Grade Intersection Inventory
- Historic and Cultural Resources
- Corridor Right-of-Way Constraints
- Hazardous Material Inventory

The ERC is a diverse corridor, passing through communities, neighborhoods, and landscapes with distinctly different characteristics. In the Lakefront Segment between Renton and I-90, the corridor passes through mostly residential neighborhoods. Lake Washington is frequently visible to the west, and I-405 is often a prominent feature bordering the corridor to the east. In the Wilburton Segment between I-90 and Kirkland, the neighborhoods bordering the corridor are much more commercial, including the section just across I-405 from downtown Bellevue. In the Valley Segment, the northernmost section of the ERC, land use is mixed, including segments in both Kirkland and Woodinville. The Main Line includes long stretches of forested hillside and the Spur is a combination of light industrial and agricultural landscapes heading south towards Redmond.

This section of the Master Plan includes a closer look at each of these corridor segments shown in Figure 2-4. Regional trails play important roles for both long-distance and short-distance trips. When complete, it is anticipated that there would be a strong mix of commuters, recreational users, and nearby residents using the corridor. The maps and descriptions for the three segments of the corridor highlight many of the nearby destinations that would be served by the trail, significant natural features, and intermodal transportation connections.

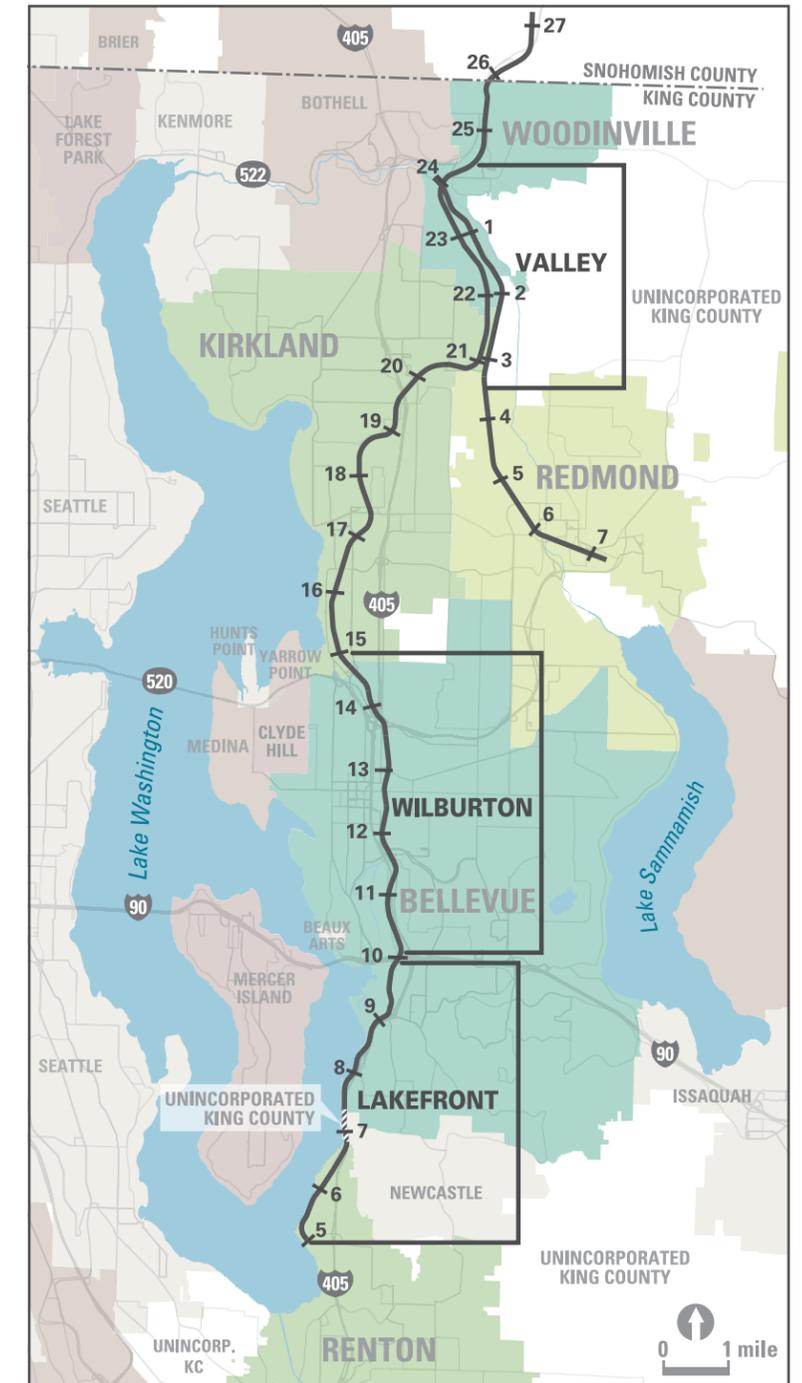


FIGURE 2-4. EASTSIDE RAIL CORRIDOR SEGMENTS

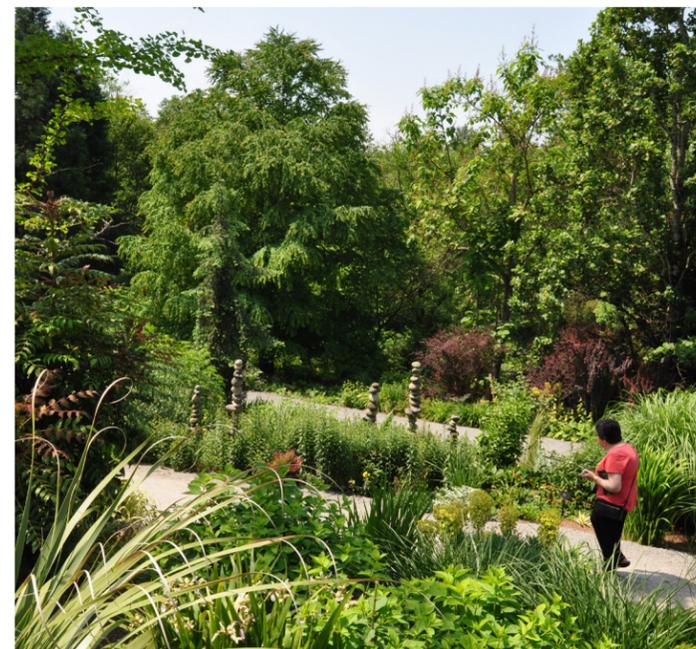




The ERC passes by the Ste. Michelle Winery and Woodinville's tourism district.



Wilmot Gateway Park is a popular access point for the Sammamish River Trail near the north end of the ERC.



The Bellevue Botanical Garden in the Wilburton neighborhood.



Renton's retail and employment center near the south end of the ERC corridor.



## 2.4 LAKEFRONT SEGMENT | RENTON TO I-90

The Lakefront Segment of the ERC is approximately 5 miles long between Gene Coulon Park and I-90. The southernmost part of the corridor feels connected to Lake Washington as it winds between Lake Washington Boulevard to the east and narrow strips of waterfront neighborhoods to the west. There are frequent views of the lake, Mercer Island, downtown Bellevue, and downtown Renton. The northernmost part of the corridor in this segment is more distant from the lake, and is more typically enclosed by native forest.

Nearby destinations that would be served by the trail, significant natural features, and intermodal transportation connections are shown in Figure 2-5.

I-405 often borders this segment of the corridor. While the highway is not typically visible, traffic noise is part of the experience along the Lakefront Segment.

The Lakefront Segment of the corridor passes by two of the Eastside's most popular lakefront parks—Renton's Gene Coulon Park and Bellevue's Newcastle Beach Park. Both of these destinations provide picnicking, swimming, and other recreational options. This segment of the corridor also crosses two of the most significant creeks along the entire length of the ERC—May Creek and Coal Creek. Both of these creeks support salmon, and are being planned as multi-purpose greenways, combining habitat protection and enhancement with local trails and open space. Other streams and creeks, such as Gypsy Creek, have been channelized, piped, or are located in culverts through this urban environment. Although there are few large or high-quality wetlands in the Lakefront Segment, there are extensive smaller wetlands, often where groundwater seeps to the surface as it flows from the east towards Lake Washington.

Sports fans will be interested in the section of the Lakefront Segment that passes by the Seahawks training facility (the Virginia Mason Athletic Center or VMAC). Other than the VMAC, the majority of neighborhoods surrounding the ERC are residential.

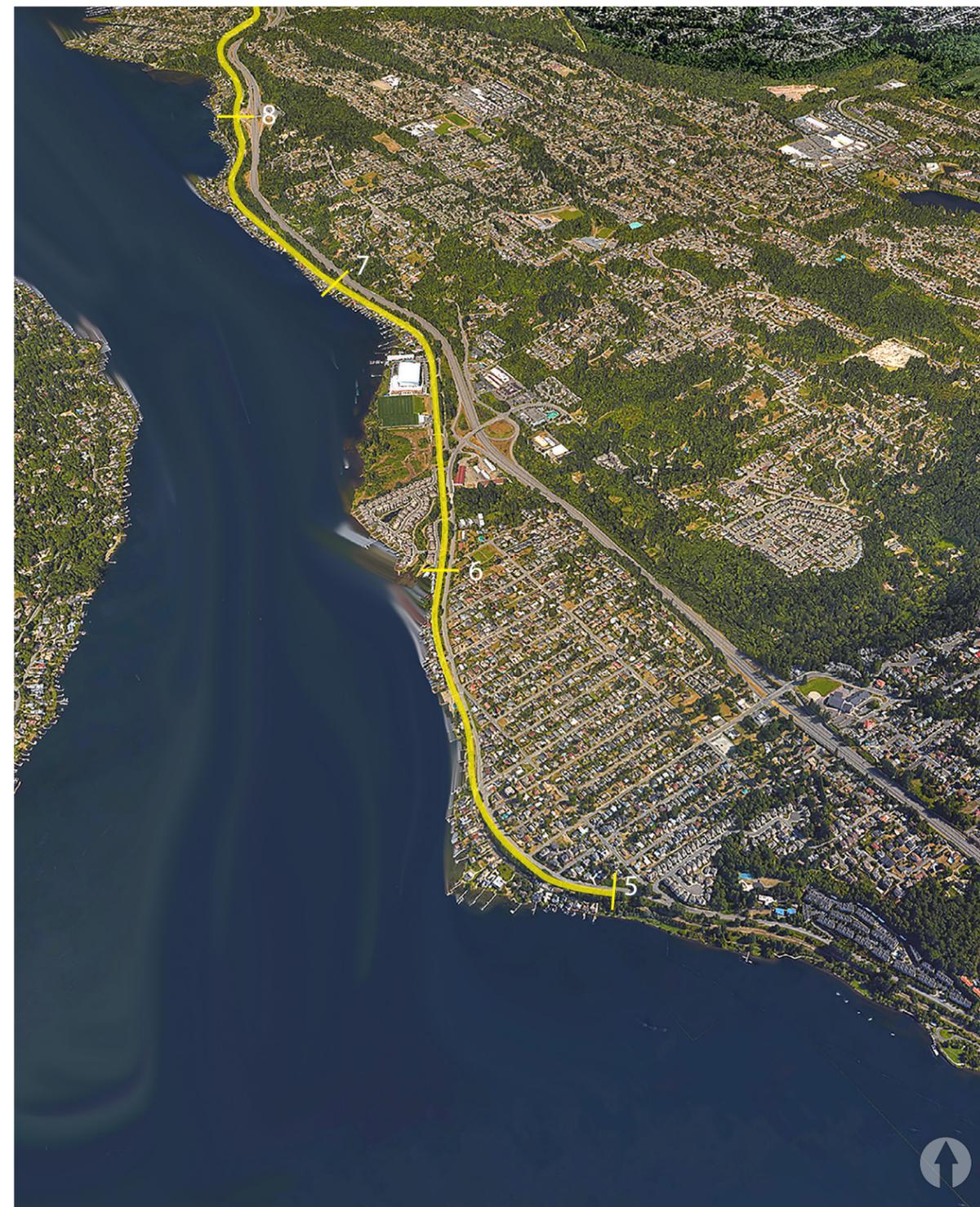
South of Newcastle Beach Park the residential neighborhoods between the ERC and Lake Washington have been developed on a narrow strip of available land. In many locations residents in these neighborhoods have previously used, and continue to use, parts of the ERC right-of-way for many uses including parking, landscaping, and access to expand the limited privately owned space available near their homes. These existing uses in the ERC corridor are a consideration in the planning process.

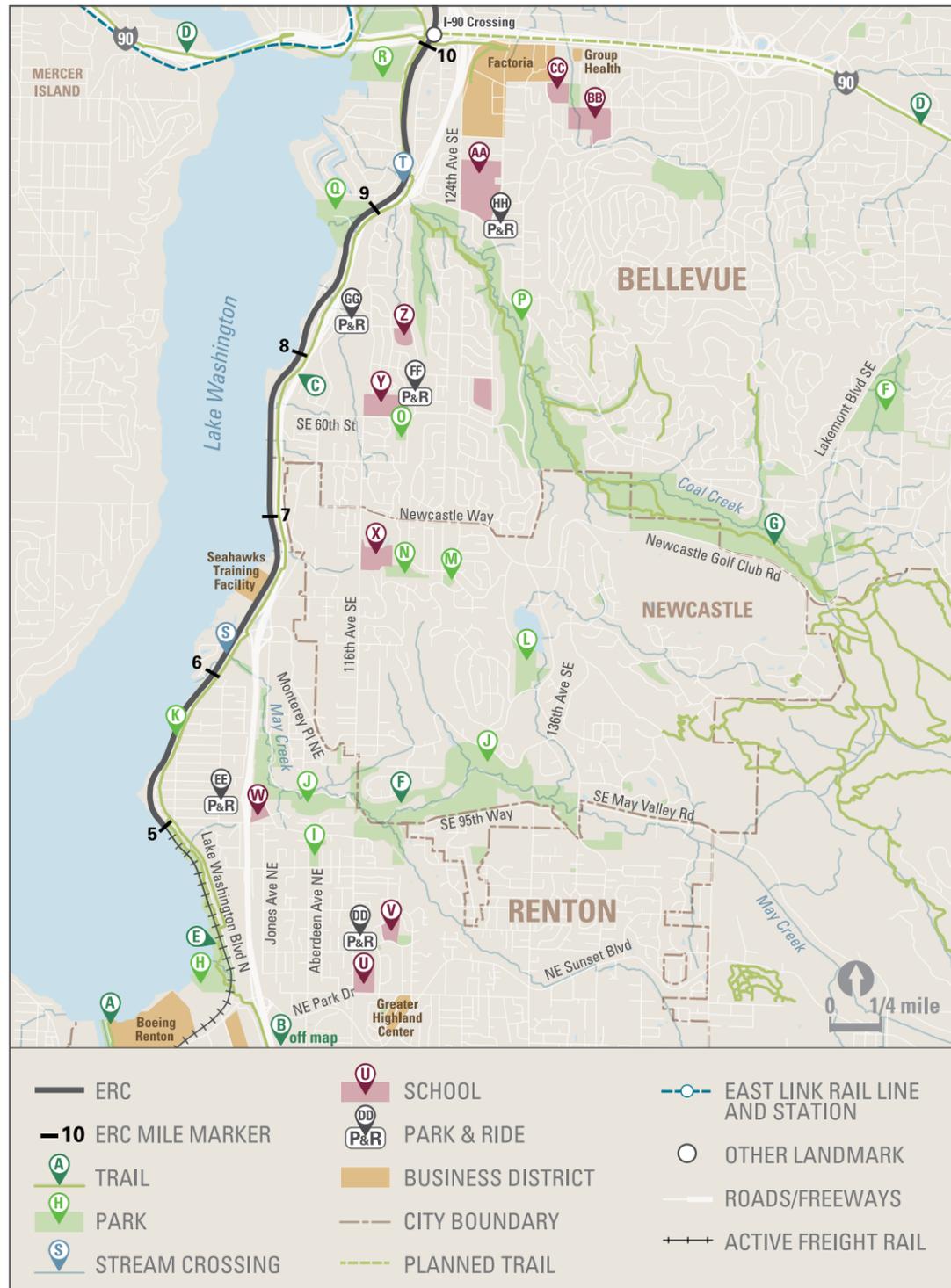
The ERC crosses I-90 on a railroad bridge. If the trail is developed to provide views from the bridge, there are broad vistas over I-90, Mercer Slough, and Lake Washington to the west.

The Cedar River Trail and Lake to Sound Trail are south of the ERC at its southern terminus. The City of Renton and King County have a strong mutual interest in connecting these regional trails in a network that will allow trail users to access the Green River Trail, Interurban Trail, and other destinations to the south.

Regional and local trails create connections that support and enhance recreation and commuting opportunities. Trail users in the Lakefront Segment could use the ERC to connect to nearby transit routes. Transit operates primarily on I-405 with bus stops located on the freeway on- and off-ramps and at the Newport Hills Park-and-Ride.

Nearby residential uses in the Lakefront Segment result in 14 at-grade crossings between roadways or driveways and the trail. Some of these intersecting roadways and driveways are steep and cross the ERC at skewed angles. In trail planning and design, these intersections require careful treatment to better ensure motorists and trail users can see each other.





## LAKEFRONT SEGMENT | RENTON TO I-90

### TRAIL CONNECTIONS

#### Regional

- A** Cedar River Trail
- B** Proposed Lake to Sound Trail (off map)
- C** Lake Washington Loop (bicycle route)
- D** I-90/Mountains to Sound Trail

#### Local

- E** Gene Coulon Park Trail
- F** May Creek Trail (proposed)
- G** Coal Creek Natural Area Trails

### PARKS

- H** Gene Coulon Memorial Beach Park
- I** Kennydale Lions Park
- J** May Creek Park
- K** Kennydale Beach Park
- L** Lake Boren Park
- M** Donegal Park
- N** Hazelwood Park
- O** Newport Hills Park
- P** Coal Creek Natural Area
- Q** Newcastle Beach Park
- R** Mercer Slough Nature Park

### STREAM CROSSINGS

- S** May Creek
- T** Coal Creek
  - Approximately 43 percent of the railbed is adjacent to a wetland or stream

### SCHOOLS

- U** Meadows Crest Early Learning Center
- V** McKnight Middle School
- W** Kennydale Elementary School
- X** Hazelwood Elementary School
- Y** Odle Middle School
- Z** Newport Heights Elementary School
- AA** Newport High School
- BB** Tye Middle School
- CC** Puesta Del Sol Elementary School

### PARK & RIDES

- DD** Matthew Lutheran Park & Ride
- EE** Kennydale United Methodist Park & Ride
- FF** Newport Hills Community Church Park & Ride
- GG** Newport Hills Park & Ride
- HH** Newport Covenant Church Park & Ride

### ROAD AND DRIVEWAY CROSSINGS

- Nine at-grade roadway crossings
- Five driveway crossings
- No high-volume road crossings



FIGURE 2-5. LAKEFRONT SEGMENT DESTINATION, FEATURES, AND CONNECTIONS

## 2.5 WILBURTON SEGMENT | I-90 THROUGH BELLEVUE

In the Wilburton Segment, the ERC travels approximately 4.8 miles through Bellevue from I-90 to the Bellevue-Kirkland border just north of SR 520 at 108th Avenue NE. Sound Transit owns 1.1 miles in this segment as it passes through the Wilburton area across I-405 from downtown Bellevue. Nearby destinations that would be served by the trail, significant natural features, and intermodal transportation connections are shown in Figure 2-6.

This section of corridor passes primarily through commercial neighborhoods, with office buildings, light manufacturing, and retail businesses. The Wilburton Segment includes the only existing physical gap in the ERC where the corridor crosses over the southbound lanes of I-405. While the ERC right-of-way includes this crossing, the former rail overpass was demolished to widen I-405 in 2008. In addition to the Wilburton Gap, this segment also includes the corridor's most dramatic landmark, the Wilburton Trestle.

There are extensive views from the corridor in the southern section of the Wilburton Segment, while the northern section is more enclosed by topography and forest. Just north of I-90, views open towards Mercer Slough with Lake Washington in the distance. The panoramic views from the Wilburton Trestle include most of south Bellevue and hillsides towards Eastgate. Looking north, views of the downtown Bellevue skyline predominate and this feature continues all the way through NE 8th Street.

The ERC connects two major east-west regional trails in this segment. When complete, the I-90/Mountains to Sound Greenway Trail and the SR 520 Trail will connect to Seattle and other Eastside destinations. The SR 520 Trail continues to Redmond while the I-90 Trail connects to Issaquah. Local trail connections provide access to Bellevue neighborhoods.

The ERC trail's most direct and important connection to regional transit will be found just north of NE 8th Street. Sound Transit's Wilburton Station will provide access to light rail serving Seattle, south Bellevue, Bel-Red, and Redmond. The South Bellevue Park-and-Ride, Bellevue Transit Center, and South Kirkland Park-and-Ride are also near the corridor, providing connections to local and regional bus service.

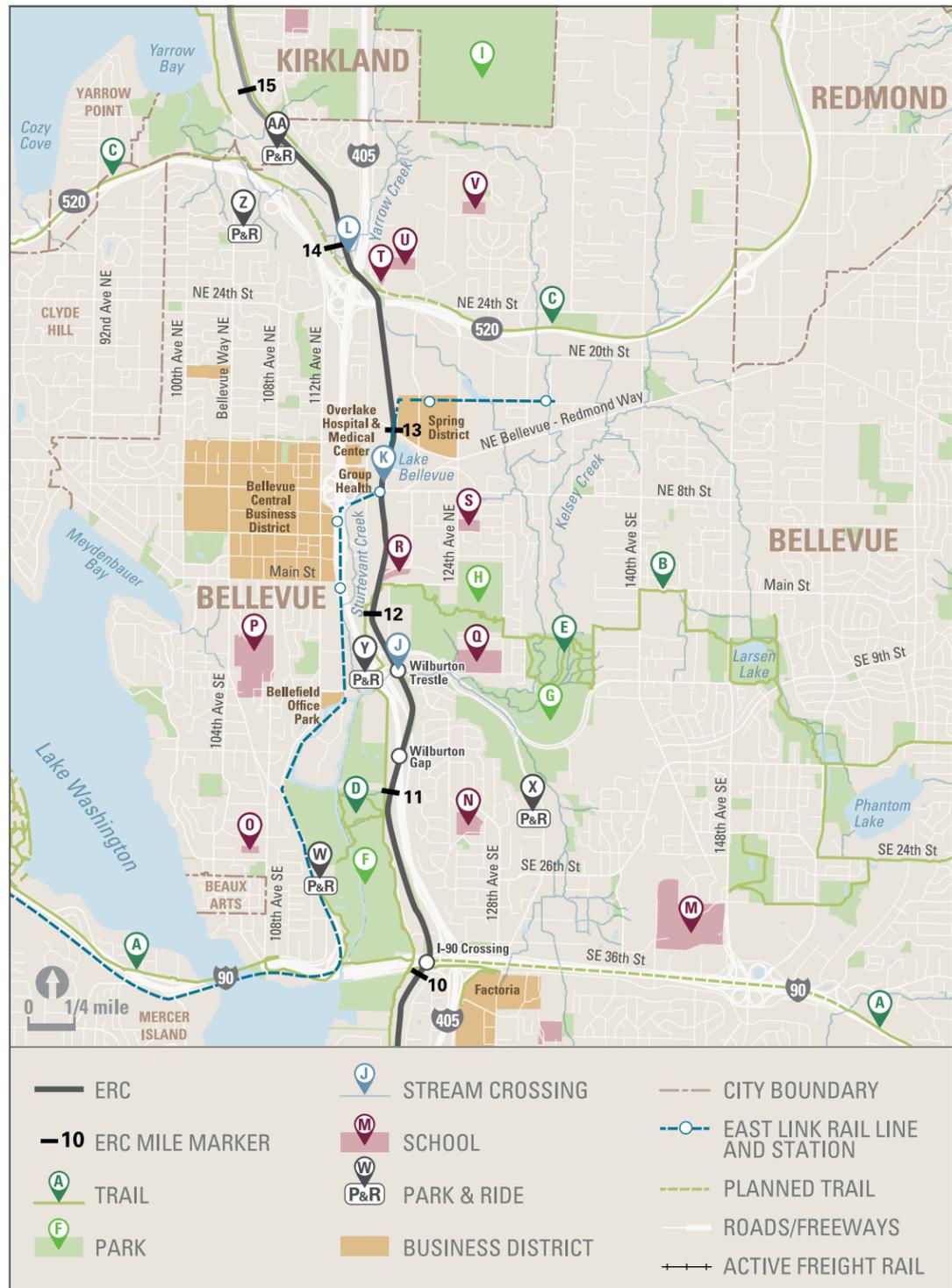
Wilburton Hill Park, which features the Bellevue Botanical Garden, is near the corridor at the north end of the Wilburton Trestle. If Bellevue chooses to develop a new park entrance here, there could be easy access from the ERC to one of the region's most exciting outdoor destinations. The most significant natural area in this section of the ERC is the large wetland complex associated with the west tributary of Kelsey Creek. The City of Bellevue is planning a connected system of open spaces following the creek through the Spring District that would eventually provide trail connections from the ERC into the neighborhood.

This segment of the corridor is likely to experience the most dramatic change in the surrounding land use in the future. Redevelopment of many of the low-density commercial properties surrounding the corridor in the Wilburton area is already beginning, and a planning project that will likely result in land use changes will begin in 2016 and be completed in a few years. King County anticipates that the comprehensive plan will emphasize mixed-use, transit-oriented development for the area around the Wilburton Station. Similarly, the corridor defines the western edge of the newly redeveloping Spring District, which is being planned around another light rail station in Bel-Red.

Growth is also likely in the vibrant Hospital District between the ERC and I-405 north of NE 8th Street. These facilities, including Group Health, Overlake Hospital, and Children's Hospital, serve and employ thousands of people in the community.



Trail Mileposts



## WILBURTON SEGMENT | I-90 THROUGH BELLEVUE

### TRAIL CONNECTIONS

#### Regional

- A** I-90/Mountains to Sound Trail
- B** Lake to Lake Trail and Greenway
- C** SR 520 Trail

#### Local

- D** Mercer Slough Nature Park Trails
- E** Wilburton Hill Park Trails

### PARKS

- F** Mercer Slough Nature Park (Bellevue)
- G** Kelsey Creek Park (Bellevue)
- H** Wilburton Hill Park and Bellevue Botanical Gardens (Bellevue)
- I** Bridle Trails State Park (Kirkland)

### STREAM CROSSINGS

- J** Kelsey Creek  
(potential for salmonid species)
- K** Sturtevant Creek  
(potential for salmonid species)
- L** Yarrow Creek  
• Approximately 25 percent of the railbed is adjacent to a wetland or stream

### SCHOOLS

- M** Bellevue College
- N** Woodridge Elementary School
- O** Enatai Elementary School
- P** Bellevue High School
- Q** International School
- R** City University
- S** Three Cedars Waldorf School
- T** Overlake Specialty School
- U** The Little School
- V** Cherry Crest Elementary School

### PARK & RIDES

- W** Matthew Lutheran Park & Ride
- X** Kennydale United Methodist Park & Ride
- Y** Newport Hills Community Church Park & Ride
- Z** Newport Hills Park & Ride
- AA** Newport Covenant Church Park & Ride

### ROAD AND DRIVEWAY CROSSINGS

- Five roadway crossings including the highest volume roadways in the corridor, some of which may be developed with grade separation (bridges)



FIGURE 2-6. WILBURTON SEGMENT DESTINATION, FEATURES, AND CONNECTIONS

## 2.6 VALLEY SEGMENT | NORTH KIRKLAND AND WOODINVILLE

The Valley Segment of the corridor includes two separate rail corridors—the continuation of the ERC Main Line between Renton and Woodinville, and the Spur that connects Woodinville and Redmond. The 3.5-mile Main Line stretches from Slater Avenue NE in Kirkland (where it connects to the Cross Kirkland Corridor Trail near milepost 20) to the Sammamish River near NE 175th Street in Woodinville. The Spur then runs south 3.4 miles from its intersection with the Main Line (the “wye”) to NE 124th Street, where it connects to the Redmond Central Connector.

Nearby destinations that would be served by the trail, significant natural features, and intermodal transportation connections are shown in Figure 2-7.

The Main Line begins in a commercial and light industrial neighborhood near the Totem Lake regional growth center, but enters a forested area as it traverses the steep hillside that separates the northeast edge of Kirkland and the Sammamish River Valley. Views in this area are framed by trees and second-growth northwest native forest. Breaks in the vegetation reveal views across the valley. The trail corridor is somewhat isolated from its surroundings on the steep hillside, providing a sense of immersion in the hillside forest, but also limiting access and connection to nearby destinations. This segment of the corridor passes close to Chateau Ste. Michelle Winery and near other popular destinations in Woodinville’s tourism district. Woodinville has experienced an upsurge as a unique destination for wine, beer, and spirits. Grade separation between the hillside trail location and the river valley makes connecting the Main Line with the river and attractions more challenging.

The Main Line gradually drops towards the valley floor at its north end, and begins heading northeast towards the Sammamish River near the intersection of Woodinville-Redmond Road NE with NE 175th Street. Historically, the railroad crossed Woodinville Redmond Road south of NE 175th Street to connect to the Spur at the wye on the east side of the highway. The railbanked portion of the ERC ends at milepost 23.8, west of the river.

The Spur is a separate rail line that heads south from the wye, with Woodinville-Redmond Road to the west and light industrial/warehouse buildings to the east. Near NE 145th Street, the Spur crosses next to the Columbia Winery property and is close to the entrances of the Columbia Winery, Chateau Ste. Michelle Winery, and Redhook Brewery. The character of the corridor changes south of NE 145th Street, as the rail line passes through an increasingly agricultural landscape until meeting the Redmond Central Connector at NE 124th Street.

Although there are no large established parks in the proximity of either the Main Line or Spur, the section of Main Line in Woodinville passes through a large designated open space, and has a natural, wooded character. There are extensive small wetlands along the Main Line and Spur, with wetlands adjacent to approximately 56 percent of the Main Line and 43 percent of the Spur.

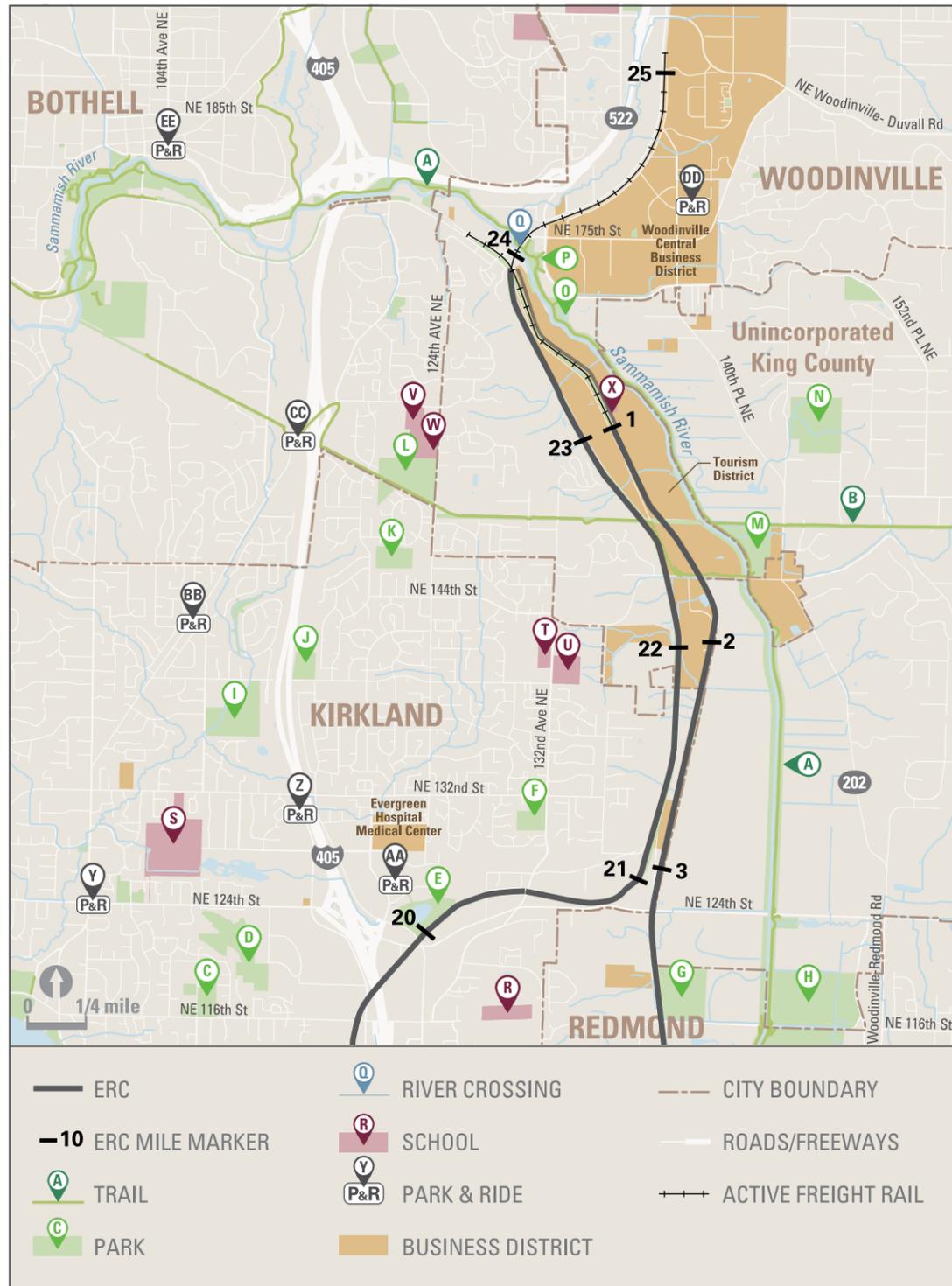
The Sammamish River Trail, one of the most popular trails in the King County system, is just east of the Sammamish River from the ERC corridor. Connecting between the ERC and Sammamish River Trail, which in turn also connects to the Burke-Gilman Trail north of Woodinville, is a high priority for the ERC trail project. The Tolt Pipeline Trail alignment also connects to both the Main Line and Spur.

There are limited opportunities to connect with transit in this segment. There are intermittent on-road bicycle facilities between the ERC and the Totem Lake Transit Center in Kirkland, and bus connections are available near Wilmot Gateway Park in Woodinville across the Sammamish River from the ERC corridor. The ERC could provide an option to connect neighboring communities and support mobility options to Woodinville’s tourism district, which can get congested on weekends especially during the summer months.

Road and driveway crossings are an important consideration in this segment. The Main Line crosses several higher volume streets, and trails on both the Main Line and Spur may need to cross Woodinville-Redmond Road. The Spur will need to cross more than ten driveways connecting commercial properties to Woodinville-Redmond Road.



Trail Mileposts



## VALLEY SEGMENT | NORTH KIRKLAND AND WOODINVILLE

### TRAIL CONNECTIONS

Regional

- A Sammamish River Trail
- B Tolt Pipeline Trail

### PARKS

- C McAuliffe Park
- D Heronfield Wetlands
- E Totem Lake Wetlands
- F 132nd Square Park
- G Sammamish Valley Park
- H Sixty Acres Park
- I Edith Moulton Park
- J Kingsgate Park
- K South Norway Hill Park
- L East Norway Hill Park
- M Northshore Athletic Fields
- N Gold Creek Park
- O Woodin Creek Park
- P Wilmot Gateway Park

### RIVER CROSSING

- Q Sammamish River
  - Approximately 56 percent of the Main Line is adjacent to a wetland or stream
  - Approximately 43 percent of the Spur is adjacent to a wetland or stream

### SCHOOLS

- R Lake Washington Institute of Technology
- S Juanita High School
- T Kamiakin Junior High School
- U John Muir Elementary School
- V Northshore Junior High
- W Woodmoor Elementary School
- X Chrysalis High School

### PARK & RIDES

- Y Holy Spirit Lutheran Church Park & Ride
- Z Kingsgate Park & Ride
- AA Totem Lake Transit Center
- BB Korean Covenant Church Park & Ride
- CC Brickyard Road Park & Ride
- DD Woodinville Park & Ride
- EE Bothell Park & Ride

### ROAD AND DRIVEWAY CROSSINGS

- Main Line – Four at-grade roadway crossings and one driveway crossing
- Spur – Two at-grade roadway crossings and eleven driveway crossings



FIGURE 2-7. VALLEY SEGMENT DESTINATION, FEATURES, AND CONNECTIONS