### WELCOME

#### EAST LINK EXTENSION

### The purpose of tonight's meeting is to:

- Introduce parking concepts at the Mercer Island Community and Event Center
- Gather input on community priorities for the design and construction of a new parking facility
- Report back to the public on integrated transit service and present the 80th Ave. concept



### Agenda

### 5-7 p.m.

- Meet with Sound Transit and City of Mercer Island staff and view display boards and graphics on parking and transit integration.
- 6 p.m. Overview presentation
- 7 p.m. Meeting adjourns



### MERCER ISLAND COMMUTER PARKING STUDY

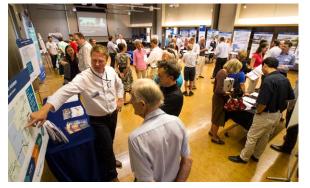
#### EAST LINK EXTENSION

# We heard you: Mercer Islander's want more parking

Throughout the planning and final design phases of East Link Extension, the Mercer Island community expressed strong interest in adding parking near the Mercer Island station. Sound Transit and the City of Mercer Island are working together to identify opportunities for additional parking. After evaluating several options, including private-public partnerships, the City identified the Mercer Island Community & Event Center.

### Below are some of the public comments related to parking on Mercer Island:

- "We need more parking on Mercer Island"
- "The largest hurdle for the station will be providing parking—the Mercer Island staff partnership will be crucial to light rail."
- "A portion of the community center should be designated for residents with permits."
- "Allocating parking for Mercer Island residents is essential to making this work for our community. We need allocated parking for our community!"
- "Please, work on a central parking area for Mercer Island residents only. Even now it is hard to find a parking spot during day."



Mercer Island Station 60% design open house (2014)



Mercer Island Farmer's Market (2014)



Mercer Island Station 30% design open house (2013)



### **MERCER ISLAND COMMUTER PARKING STUDY**

#### EAST LINK EXTENSION

Sound Transit is evaluating two parking expansion alternatives at the Mercer Island Community & Event Center with the following design considerations:

- Minimize disruption to the Mercer Island Community & Event Center and surrounding neighbors during construction and operation of the parking facility
- Provide separate and distinct entrances for transit and Mercer Island Community & Event Center customers
- Provide uninterrupted vehicle drop off in front of the Mercer Island Community & Event Center



#### Project Timeline (if the Community & Event Center proposal advanced)

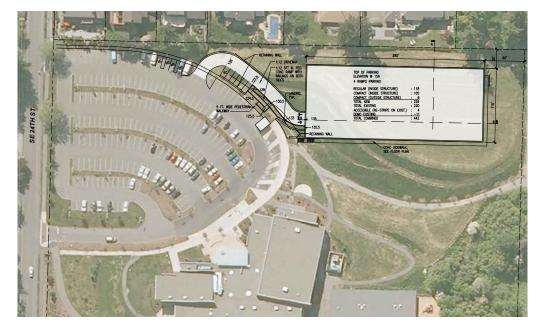




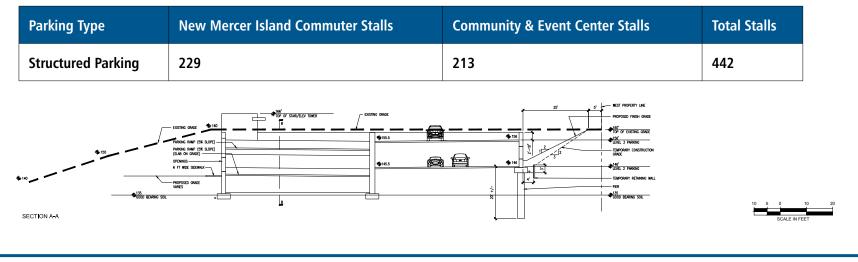
### **MERCER ISLAND COMMUTER PARKING STUDY**

#### EAST LINK EXTENSION

### **Concept 1: Parking garage**



- A three level parking garage located west of the Mercer Island Community & Event Center.
- Drivers enter from a new driveway connected to the existing lower parking lot.
- Parking garage top-floor height: 156 ft., approximately 4 ft. below the top of the existing hill.

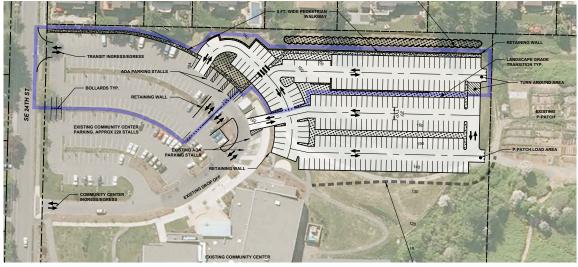




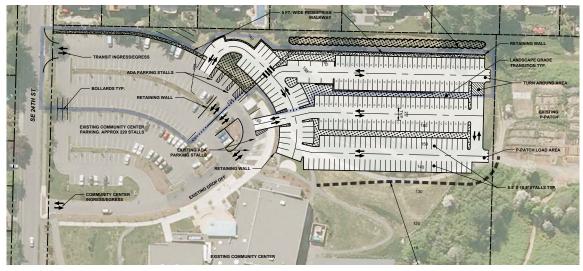
### MERCER ISLAND COMMUTER PARKING STUDY EAST LINK EXTENSION

- A surface parking design uses the existing hill near the Mercer Island Community & Event Center.
- Two way traffic lanes and 90 degree parking on each side.
- Drivers and pedestrians enter from SE 24th St. or a pedestrian walkway.
- Landscaping screens the parking lot from the nearby residences.

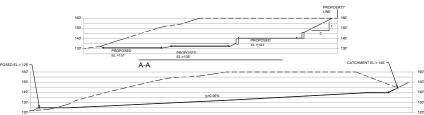
#### Concept 2a: Surface parking



Concept 2b: Surface parking (includes compact stalls)



Parking Type	New Mercer Island Commuter Stalls	Community & Event Center Stalls	Total Stalls
2a. Surface parking	203	224	427
2b. Surface parking	207	228	435





### **INTEGRATED TRANSIT SERVICE ON MERCER ISLAND**

#### EAST LINK EXTENSION

The East Link Extension, extending light rail to Mercer Island, Bellevue and Redmond, will start service in 2023. Providing for effective and efficient connections to the system is an important part of East Link's final design process. Sound Transit and King County Metro are working together to provide fast and reliable connections between Seattle and the Eastside.

Eastside riders traveling to Seattle would transfer from

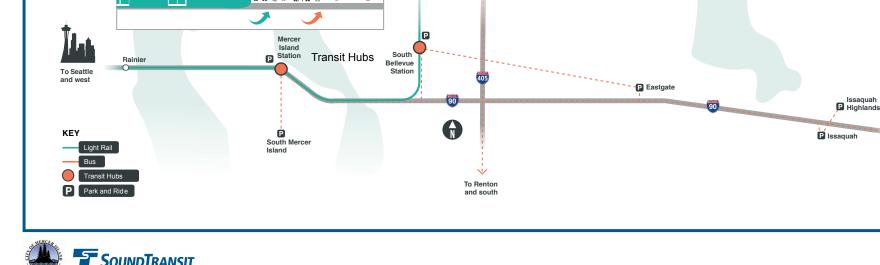
their local bus service on to East Link, connecting them

to the regional light rail system

Sound Transit and King County are designing changes to the way transit crosses I-90. Bus and light rail service will connect at regional transit hubs, including the Mercer Island and South Bellevue stations, where riders will transfer between modes.

## The light rail stations at South Bellevue and Mercer Island will:

- Smooth bus-rail transfers
- Help improve efficiency and cost-savings
- Provide more reliable and frequent service
- Enhance rider experience
- Help optimize transit operations



To Downtown Bellevue and north

To Snoqualmie North Bend and eas

### INTEGRATED TRANSIT SERVICE ON MERCER ISLAND EAST LINK EXTENSION

The four scenarios analyzed in the integrated transit study and presented to the community in July are shown below.



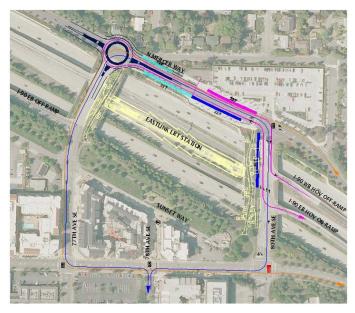
Scenario 1 represents existing conditions as described in the preferred alternative from the East Link Final Environmental Impact Statement document. It serves as the baseline and provides a comparison for the other scenarios.



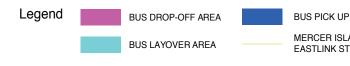
Scenario 4 represents a bus operating scheme that operates in a counter-clockwise direction from the westbound 80th Ave. HOV offramp to the 80th Ave. HOV on-ramp with a new roundabout at N Mercer Way & 77th Ave. SE.



Scenario 2 represents a bus operating scheme that operates in a clockwise direction from the westbound 80th Ave. HOV off-ramp to the 80th Ave. HOV on-ramp.



Scenario 3 represents a bus operating scheme that operates in a counter-clockwise direction from the westbound 80th Ave. HOV offramp to the 80th Ave. HOV on-ramp with a new roundabout at Sunset Highway SE & 77th Ave. SE.



MERCER ISLAND EASTLINK STATION



KC METRO ROUTE 216

SOUND TRANSIT ROUTE 554

November 2014



### INTEGRATED TRANSIT SERVICE ON MERCER ISLAND

### EAST LINK EXTENSION

Since July, The City of Mercer Island, Sound Transit, WSDOT and King County Metro have reviewed public feedback and developed a new scenario with these benefits:

- Does not impact local property owners
- Accommodates future growth of bus service
- Offers transit riders the shortest walking distance between bus and light rail service

This option comprises a bus operating scheme with an isolated transit facility on the 80th Ave. overpass. The majority of buses would remain in the facility and not circulate on Mercer Island streets. The buses would access I-90 using the HOV ramps.

