



East Link Extension



November 6, 2014

South Bellevue Completion of Final Design Open House Public Involvement Summary

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Background

East Link Extension is a key element of the regional mass transit system approved by voters in 2008. This 14-mile light rail line will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting the Eastside's biggest population and employment centers to Seattle.

The project builds on the Link light rail system running between Sea-Tac Airport and downtown Seattle and the University Link and S. 200th Link Extensions that are scheduled to open in 2016. East Link is part of the new light rail extensions being built north, south and east from Seattle. When East Link opens around 2023, 10 stations, serving Seattle, Mercer Island, Bellevue, South Bellevue and Overlake in Redmond will become a part of a regional light rail system stretching more than 50 miles. By 2030, about 50,000 riders will use East Link every day.

During final design, project architects and engineers define the light rail system, determining the technical specifications for the stations and track. To keep stakeholders informed and empowered to provide input throughout this project phase, Sound Transit hosted 18 public meetings, multiple briefings with nearby businesses and property owners, and additional in-person and electronic outreach.

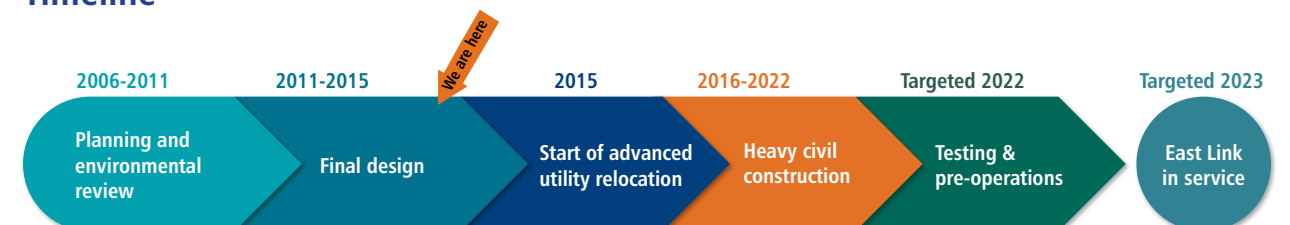
The East Link Extension project team actively sought public feedback at key design milestones. Public input was shared with the project team and considered with attention to feasibility, design guidelines and jurisdictional requirements. The South Bellevue station final design is the result of ongoing community conversations and stakeholder input since the segment final design kickoff in May 2013.

East Link route map



Visit the East Link document archive for a summary of outreach at each final design milestone at soundtransit.org/projects-and-plans/east-link-extension/east-link-extensiondocumentarchive.

Timeline



Overview

On November 6, 2014, Sound Transit hosted an open house to share final design plans for the South Bellevue portion of East Link Extension, including the South Bellevue Station. The meeting served to present the final South Bellevue corridor design plans, introduce the community to the art concepts selected for the South Bellevue Station and explain the construction planning work underway. The open house was held at Enatai Elementary School in Bellevue from 5 to 7 p.m.

Located on Bellevue Way SE at the current South Bellevue Park-and-Ride site, this station includes bus and paratransit transfer facilities and 1,500 parking stalls.

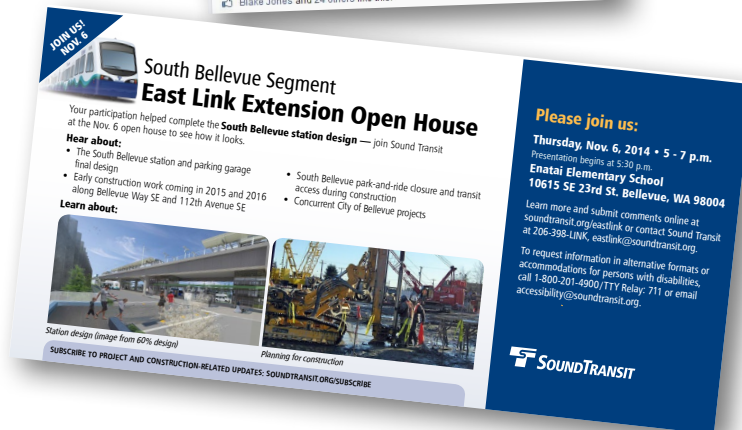
Final design has been a collaborative effort between Sound Transit and project stakeholders including:

- Community members and neighborhood groups
- City of Bellevue
- City of Bellevue Light Rail Permitting Citizen Advisory Committee
- Other jurisdictional authorities, such as the Washington State Department of Transportation, emergency service providers, King County, and transit providers

Notification

The open house was widely publicized through the following channels:

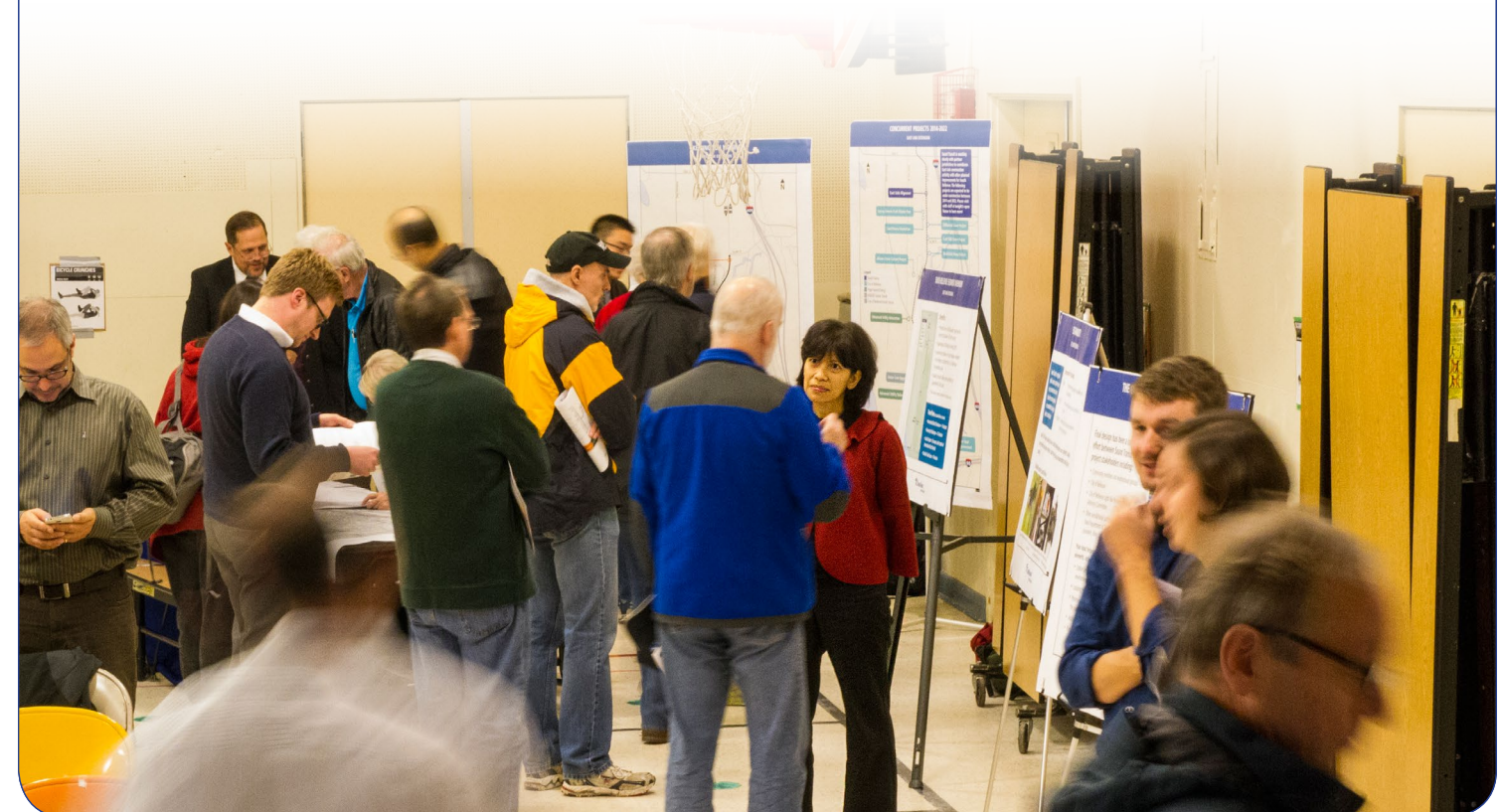
- Display advertisements in the Bellevue Reporter, Seattle Chinese News, Korea Daily, Russian World, La Raza, Seattle Transit Blog and Phuong Dong Times
- Postcards mailed to over 12,550 residents and businesses
- A press release to local papers and blogs
- Email notification to approximately 6,000 subscribers of the East Link Extension listserv
- Email notification to City of Bellevue CAC email listserv
- Announcement on the Sound Transit project web page
- Announcement on the Sound Transit Facebook page
- Flyers were distributed at the South Bellevue Park and Ride during the morning peak commute time on Oct. 31
- Announcement on the Sound Transit Twitter page
- Announcement in WSDOT's Eastside Transportation Newsletter to 3,300 subscribers



Open House Overview

Approximately 85 people attended the open house to learn about final design plans for the South Bellevue segment. Attendees were greeted by project staff, asked to sign in and provided with a Community Guide to Final Design, Community Guide to Construction, segment fact sheet and comment forms. Display boards and roll plots featured information about East Link, the light rail construction process and final design plans for the South Bellevue segment.

An overview presentation was held at 5:30 p.m. Project staff were available throughout the meeting to answer questions and explain design details to the public. City of Bellevue staff were also available to discuss concurrent projects taking place in the South Bellevue segment. All meeting materials and electronic versions of the comment forms were made available on the East Link project website following the open house.



Comment Summary

Sound Transit accepted public comments in person at the open house, and by mail, email and electronically on the East Link website. The following section is a summary of 18 comments received between November 6 and December 1, 2014.

South Bellevue Segment Design

General comments and questions about the South Bellevue Segment and light rail alignment:

- You are doing a great job! Great presentation! Nice art work! Can't wait for it to open!
- What options for languages (Korean) are there for non-native speakers in the community? Can literature or e-newsletters be available for distributions?
- Have they resolved the issue of getting the train across the bridge?
- The light rail on the street follows the speed limit. Does that apply to trains that are adjacent to the street?
- Your station design is beautiful, very functional and attractive. Thank you for requesting input and then acting upon it. Your task is difficult but you're doing an excellent job!
- This plan is the worst case scenario that could possibly be chosen. The impacts to homes, to the Mercer Slough, to wildlife, to noise, to visual blight, to traffic, to a beautiful and forested area are enormous and the paltry 'mitigation' thrown at us is insulting. Picking colors of concrete and pictures of trees to stamp on a 4 story parking garage is incredibly lame. There is nothing new here - nothing that shows what the people want.

Interest in natural design features and landscaping:

- Looks good for the most part. I like the "green/landscape" art/details integrated into the structure and sound/screen wall design.

Interest in parking garage design and features:

- The design of a parking garage is standard. The design of a train line has been done for 200 years - so much for cutting edge technology.

Comments on parking and traffic:

- ST should cancel and not build the garage; use the funds to run regional express routes 522 and 545 more often. ST would attract more riders with trips than with stalls. South Bellevue does not need more traffic congestion. Auto access riders already have many parking stalls to use.
- I'm unsure of how you plan to spread out where people will park, but if there was a bus that ran with the frequency of the 550 that stopped at the Eastgate Park and Ride there would be no reason for me to take up a space at the South Bellevue Park and Ride.

Concerns about potential noise impacts:

- I have huge concern about the disturbance the construction and the noise afterwards that will bring the Surrey Down Neighborhood. I live at the house just next to 112th Ave SE... And I am not sure how I can deal with the sound at all.

Construction Impacts

General comments:

- I would prefer that Sound Transit complete the construction project as quickly as possible. This is going to be a big disruption no matter what, so please get it done with.
- I am a strong transit supporter, but these construction documents make me doubt that Sound Transit understands the urgency of the East Link project. Five years is much too long to close the South Bellevue Park & Ride. And 2023 is too long to wait for the East Link to become real. The 550 bus is overloaded and way behind schedule every day, including weekends, right now.
- The HOV lane on Bellevue Way should be 100% funded by Sound Transit, not funded as a city project. Traffic impacts during construction will be probable, adverse and significant and have not been mitigated by the design.

General comments on bus re-routes and transit access during construction:

- How long will the Park and Ride be closed? Will the 550 bus still come down Bellevue Way?
- We live in Somerset. Please provide us with a way to access the 550, our lifeline to greater Seattle.

General comments on pedestrian/bicycle access during construction:

- How will you maintain pedestrian access to the Mercer Slough during construction? Vehicle noise and visual impact that doesn't exist today.



General comments and questions on parking and traffic during construction:

- *I think making Bellevue Way 3 lanes with a reversible lane "sounds" good, but may be a real nightmare in practice. I would suggest you encourage as many people as possible to take any other routes.*
- *How will Sound Transit deal with the thousands of cars along 108th from Main Street to Bellevue Way? How will Sound Transit pass the City of Bellevue's noise code when they can't even mitigate properties in MLK?*
- *Work with the City of Bellevue and get the traffic lights to sync. They are horrific now and reducing access on both 112th and Bellevue way will be a NIGHTMARE unless they keep traffic moving.*
- *I am concerned about the traffic detours that will happen during construction. We live in Surrey Downs and I am very worried we will have accidents due to increased traffic. It is my understanding that traffic will be re-routed down 108th Ave SE. Not a good detour. Please work with the city of Bellevue and have extra police manning the area and siting drivers for speeding. I am also concerned this will bring more criminal activity to the area.*
- *What is the city planning to do with 104th AVE south of main in respect to traffic? Even if you widen any parallel streets including 104th, the backup will continue to happen unless something is done to help with traffic flowing onto 90 - you may need a separate ramp so that things are not stopped and bottlenecked onto 90.*
- *Enatai, Surrey Downs and Bellcrest need to be considered as residential. People speed through this neighborhood - they need to do something about the increasing traffic. It is a residential with children and families.*
- *Traffic jams during construction period will be a big concern to me.*
- *There will be huge traffic on the 108th AVE SE as 112th AVE SE is no longer accessible. Also there will be lots of construction going, many different people will be around the neighborhood and that doesn't feel safe to me and my family anymore.*
- *How do you anticipate 108th will be affected by construction?*
- *Could you maintain 4-lanes of traffic on Bellevue Way?*
- *On weekends when Bellevue Way is closed, how will you divert traffic?*
- *Bellevue way left turns into 113th and 112th during evening rush hour (northbound).*
 - *You've eliminated turn into 113th but left turn pocket at 112th is too short today, traffic often backs up into left through lane. Design needs to accommodate more vehicles, 8 to 10!*
 - *When Bellevue Way becomes 3 lanes, even if just north of Park and Ride traffic light, how are you going to accommodate left turns into 112th? Need to lengthen turn pocket before.*



Next steps

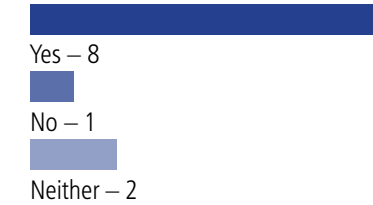
Construction planning is underway and Sound Transit will continue to engage the community early and often throughout construction. Sign up for our email listserv (see below) to receive construction updates. The next formal opportunity to learn more will occur at a pre-construction meeting, anticipated for the second half of 2015.

Please continue to visit the project website for the latest news: soundtransit.org/eastlink. For more information or to request a briefing for your organization, please contact Sound Transit Community Outreach staff at eastlink@soundtransit.org or **206-398-LINK**.

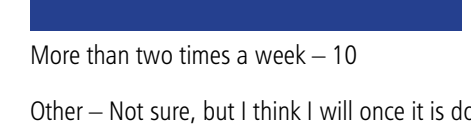


Tell us about yourself! How do you plan to use East Link:

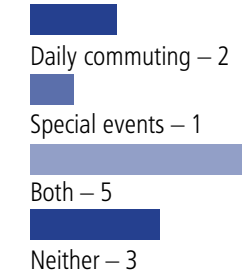
Do you live or work near a station?



How often do you anticipate using the station?



Do you intend to use light rail for daily commuting, special events, or both?



How do you plan on accessing the station?

