



## East Link Extension



September 10, 2013

**Bel-Red 60 percent final design open house  
Public involvement summary**

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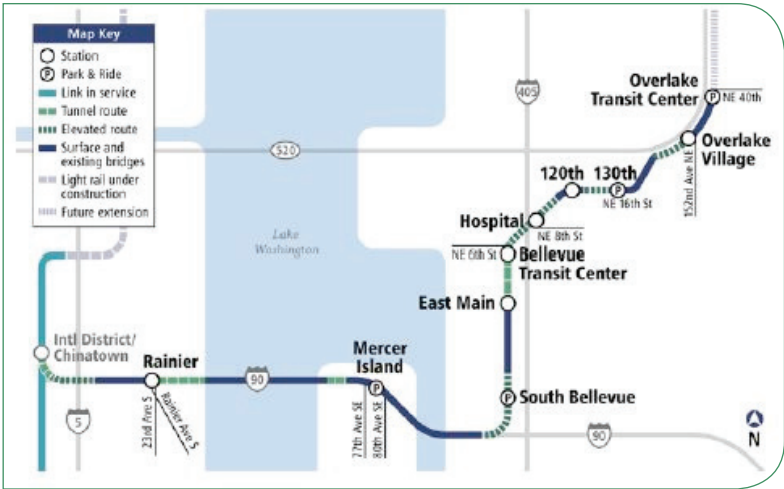
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# Background

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 Seattle to the Eastside’s biggest population and employment centers.

The project builds on the Central Link light rail system running between Sea-Tac Airport and downtown Seattle. East Link is part of the new light rail extensions being built north, south and east from Seattle. When East Link opens, with a targeted date of 2023, 10 stations, serving Seattle, Mercer Island, Bellevue, Bel-Red 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.

East Link is advancing in final design. During this phase project architects and engineers define the light rail system, determining the technical specifications for the stations, bridges, tracks and other elements as well as construction methods and sequencing. The Sound Transit art program, STart, also begins work to select station artists and artworks during final design. Sound Transit hosted a public meeting in March 2013 to welcome the Bel-Red community to final design and we have since advanced design to approximately 60 percent completion. There are multiple opportunities for the community to help influence design elements and stay informed as East Link moves forward.



## East Link Timeline



# Overview

On September 10, 2013, Sound Transit hosted an open house to update the public on design progress for the Bel-Red segment of the East Link Extension. The segment runs from the former BNSF rail corridor through the Bel-Red area with stations at 120th and 130th, transitioning to the Overlake segment along SR 520. The meeting served to present and gather comments on 60 percent design plans for the Bel-Red segment. In addition, project staff had an opportunity to brief the community on design progress, including what to expect and how to stay informed. The open house was held at the Highland Community Center in Bellevue from 5 to 7 p.m.

# Notification

The open house was widely publicized through the following channels:

- Display advertisements in the Bellevue Reporter, The Facts, Seattle Chinese Post, Seattle Chinese News, Korea Daily, Russian World, La Raza, Phuong Dong Times, Bellevue Patch, Cross Cut and the Seattle Transit Blog (280,000 page views)
- Postcards mailed to over 10,000 eastside residents and businesses
- A press release to local papers and blogs
- Email notification to approximately 5,400 subscribers of the East Link Extension listserv, 850 subscribers of the Bellevue Gov Alert, neighborhood newsletter, WSDOT's Eastside Transportation News and other agency or community group listservs
- Announcements on the Sound Transit and City of Bellevue project web pages

Postcards mailed to over 10,000 eastside residents and businesses.

## Bel-Red East Link Extension Open House



Sound Transit has reached an important milestone! Design plans for the Bel-Red segment and the 130th Station are 60 percent complete. The open house is your opportunity to review current designs, meet the East Link project team and provide feedback.

Come learn about:



### Please join us:

**Tuesday, Sept. 10, 2013**  
**5-7 p.m.** (presentation begins at 5:30 p.m.)  
**Highland Community Center**  
**14224 Bel-Red Rd., Bellevue**

Learn more and submit comments online:  
[soundtransit.org/eastlink](http://soundtransit.org/eastlink)

To request accommodations for persons with disabilities, call 1-800-201-4900/TTY Relay: 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

For more information: Visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink) or call Sound Transit at 206-398-1111, [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org). For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).



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Additional opportunities for public involvement will be available as design progresses. Sound Transit is committed throughout this process.

Sound Transit plan, build and operates regional transit systems and services to improve mobility for Central Puget Sound.



## Open house overview

Approximately 95 people attended the open house to learn about 60 percent design plans for East Link in the Bel-Red area and provide comments. Attendees were greeted by project staff, asked to sign-in and provided with a Community Guide to Final Design, Bel-Red fact sheet, and a comment form. Display boards and roll plots featured information about East Link, the final design process and updated design plans for the Bel-Red segment including the 130th station and track. Sound Transit also presented 30 percent design plans for the 120th station. Further design of the 120th station is currently on hold as Sound Transit explores a public private partnership with the site developer, Wright Runstad.

An overview presentation was held at 5:30 p.m., followed by an opportunity to ask questions. Project staff were available throughout the meeting to answer questions and explain design details to the public. Attendees were encouraged to share their thoughts on the design plans. 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 verbal feedback collected at the open house as well as 11 comments received between September 10 and September 24, 2013. Transcribed comments are italicized below to highlight the tone of public feedback. A full record of the comment transcription is included in Appendix B.

## Bel-Red segment design

- *OSC poles – add color and accents like MLK at stations and at at-grade segment.*
  - *Only one station is needed; it should be located in the “Spring District” development (ca 120-124 and NE 16th). The second station (at ca 132nd) is too close to the 120/124th station and should be eliminated.*
  - *These stations need to be designed for people on foot, on bike, and on bus, not for cars. Having 100’+ roads right beside the station is not acceptable. That is too far for pedestrians to cross safely. Having no protected bike facilities is not acceptable.*
  - *It would be great, awesome, inspired, if ST and City of Bellevue could work together to build a (car free) bike path along the route through Bel-Red. Yes, there are probably a million obstacles, and many more than a million dollars required, but creating two good non-car options at the same time for transportation through that corridor would be fantastic.*
  - *Nice design.*
  - *As much parks and trees as possible. Especially along North Section of 130th Park and Ride – so view of the area is made “Green” as one views south, from say 24th, near Pike’s Peak neighborhood.*
  - *Reroute the line north from the Hospital Station to SR 520; then run the line along SR 520 to the Overlake Station.*
  - *Interested in enhancements to road, track, OCS, lights, etc along corridor.*
- The public demonstrated a lot of positive interest in the project, and most were anxious for the system to commence service and operations.
  - There were one or two comments about enclosing the station from the weather more – like a second roof over the tracks.
  - Another comment or two about liking the bike cage and plaza but maybe there should be more bike lockers or space for more bikes in the cage.
  - There was a comment about if there were bathrooms. And if there could be a place (even to pay) for emergency toilet use. They understood why we don’t have them but thought it would be important to incorporate.
- **Interest in parking facilities:**
    - *Expand the parking as much as possible to enable people to utilize the station as a park & ride without overspill to the neighboring properties.*
    - *The rider catchment area for the 2 Bel-Red stations is huge. How are you going to insure that enough P&R places are available during the day for, say, a trip to shop, medical facility, or university (small u) for a few hours?*



## Related Transportation Improvements and Future Development

- Several questions and comments related to impacts to nearby businesses, City of Bellevue road improvements, and future development:
  - There were a lot of questions from off corridor businesses south of Bel-Red Road, along 116th Avenue NE, and Bridle Trail area. Most of the questions were about pedestrian and bike access and circulation to the Hospital, 120th and 130th stations.
  - Less interest in the impacts on the existing commercial and businesses, more interest in the future development.

- The public was interested in the City of Bellevue planned transportation improvements, along with pedestrian and bicycle circulation and connectivity to the stations.
- The public had a great interest in the City of Bellevue's planned growth in the area, and the developer's plans.
- Minimize the takings from the surrounding buildings with only the absolute essential elements included in the Right-of-Way.

### 120th Station design

- *It should include a park and ride facility (eliminate park and ride facility at 130th).*
- *Please provide entrances at both the east and west ends of the station to reduce walk distances and travel time.*



## 130th Station design

- *Add color – like the yellow and Cor-Ten. Use more of it and especially at the center canopy. Center canopy is too white!*
- *Why are there not more evergreen plantings? Landscape designs seem to have an abundance of deciduous trees.*
- *Why is there not a parking garage vs. surface lot?*
- *Could the surface parking be lidded with a park on the north portion?*
- *Eliminate this station; it is not needed.*
- *As much attention to the north side of park and ride idea as south side eg. Light rail side. If possible, north section “dug in” and “covered” for a park on top of the park and ride. More gardens and potentially cut and cover park and ride in part for more open space. Creates the proper values for business/condos to the north, more pleasant.*
- *Add cover to top of station above the power wires – to reduce rain. Not recommending an enclosed station, just covered.*

- *130th station looks too utilitarian.*
- *It appears there are not enough paths through the landscaping to get to the platform. Riders walking through your carefully selected native plant scape will add them. Provide roof space and power for the vending cart instead of making it an afterthought.*
- *There was a positive comment on the use of native plants for the site.*
- *Attendees liked the material choices and scheme. The rusted metal look was very well received.*
- *One attendee was concerned that the cor-ten looks a little too aged, too early. If it already has the aged look at installation, how will it look 10 years down the road?*

## Construction

- *Construction should respect that neighbors need to live normal lives.*

## Next Steps

Sound Transit is working to advance design of the Bel-Red segment to 90 percent completion. The next opportunity to provide formal public comment will occur at the 90 percent design milestone. Please continue to visit the project website for the latest news: [www.soundtransit.org](http://www.soundtransit.org) For more information or to request a briefing for your organization, please contact Sound Transit Community Outreach staff at [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org) or 206-398-LINK.







