



East Link Extension



February 25, 2014

East Main Station Segment 60% Design Open House Public Involvement Summary

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Background

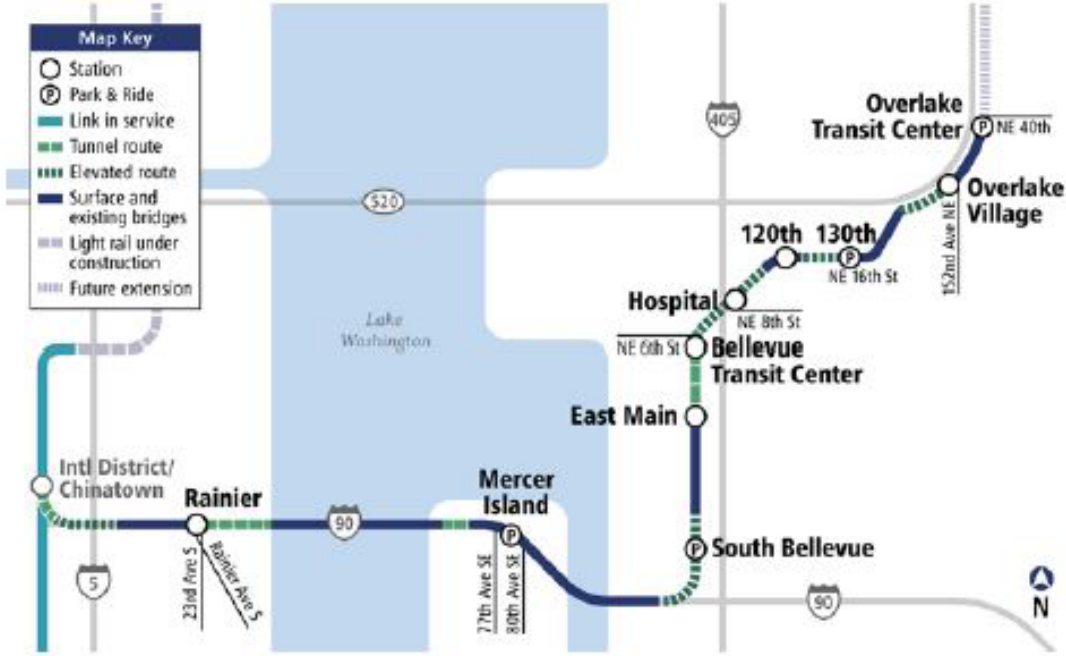
East Link Extension is a key element of the regional mass transit system approved by voters in 2008. This 14-mile light rail line will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting Seattle to the Eastside’s biggest population and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

The project builds on the Central Link light rail system running between Sea-Tac Airport and downtown Seattle 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, 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 May 2013 to share design plans 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 route map



Timeline



Overview

On February 25, 2014, Sound Transit and the City of Bellevue's Light Rail Permitting Citizen Advisory Committee (CAC) hosted an open house to inform the public of design progress on the East Main Station Segment of East Link Extension, from SE 4th Street to Main Street including the East Main Station. The meeting served to educate the community on design details, provide an overview of the project schedule, benefits, and final design elements; and present and gather comments on 60 percent design plans for the East Main Station Segment. The open house was held at the Red Lion Hotel Bellevue from 5 to 7 p.m.

East Link approaches the East Main Station on the west side of 112th Ave. SE under a new 112th Ave. SE overpass near SE 15th St. Light rail heads north to an at-grade East Main Station located south of the intersection of 112th Ave. SE and Main Street. Exiting the station, East Link continues on the west side of 112th at-grade north to Main Street where it enters the tunnel portal to Downtown Bellevue.

City of Bellevue Light Rail Permitting Citizen Advisory Committee

Appointed by the Bellevue City Council, the CAC is comprised of 9 Bellevue residents charged with representing community perspective on the design and mitigation process for East Link. All comments submitted to Sound Transit at the open house will be shared with the CAC. The CAC meets regularly and all meetings are open to the public. Visit www.bellevuewa.gov/light-rail-permitting-cac-meetings for more information.

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, and Phuong Dong Times.
- Postcards mailed to over 10,500 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, and other agency or community group listservs
- Announcements on the Sound Transit and City of Bellevue project web pages
- Announcement on the Sound Transit Facebook page



Open house overview

Approximately 100 people attended the open house to learn about updated design plans for the East Main Station Segment and provide comments. Attendees were greeted by project staff, asked to sign-in and provided with a Community Guide to Final Design, segment fact sheet, and comment forms. Display boards and roll plots featured information about East Link, the final design process and updated design plans for the East Main Station Segment, from SE 4th Street to Main Street, including the East Main Station.

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. 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 Light Rail Permitting Citizen Advisory Committee provided a stenographer at the open house to take public comment. All comments submitted were shared with Sound Transit and the CAC. The following section is a summary of verbal feedback collected at the open house as well as 12 comments received between February 25 and March 7, 2014. Transcribed comments are italicized below to highlight the tone of public feedback.

General comments:

- *Make the switch from 112th to 110th south of Main as straight as possible to allow higher train speed through the area and make the ride more comfortable.*
- *Request for grade separated crossing at Main Street Station and across 112th at 3rd SE.*
- *Keep on truckin'! Can't wait until 2023.*
- *I think this will be a big improvement to quality of life for people who live and work in Bellevue.*
- *The CAC should look at things from a consumer point of view. The composition of service materials will be very important to avoiding trips and falls. Even with the platform cover, there will be wet spots on platform. The materials should provide for a coefficient of 0.7. ADA requires 0.65 wet, but that should be the minimum when wet.*
- *Eliminate traffic light at SE 3rd at the south end of East Main Station, build a pedestrian/bike bridge instead. This will improve traffic and safety.*
- *Ensure platform surface material doesn't get slippery when wet.*

East Main Station Design

General comments on station design, features and amenities:

- *Is the station fully automated or staffed? If staffed, when/how many hours?*
- *Is it possible/feasible to have businesses like coffee shops/newsstands (or similar) at or right next to light rail stations? Especially with huge parking facilities?*
- *Should have path on west side of tracks from the station to 4th – would be in the buffer. No new properties acquired.*

Interest in natural design features and landscaping:

- *Avoid deciduous trees proximity to platforms; maintain slip-trip falls.*
- *Can retaining walls be more natural rock or "sculpted" concrete?*
- *The landscaping plan shows a lot of maples, which should be kept away from places where people gather because they tend to stay in the concrete and do not break down fast, the result of which is a slip, trip and fall hazard.*
- *Evergreen vegetation rather than deciduous vegetation should be used near platform.*

Comments on pedestrian access to the station and station amenities:

- Identify the ped path on west side of track.
- Provide for the opportunity to add ped gates if needed in the future, technology conduit.
- Lower rail on platform entrance ramp for children.
- Provide pedestrian/bicycle access to Surrey Downs Park from 112th (pedestrian bridge?).
- Retain ped connection through condos.
- Ped access along west side of tracks, say from SE 4th Street?
- A path from the station to the end of 111th would cut the walking distance in half.
- From a safety point of view, there should be a generous buffer to keep riders out of the dynamic envelope of the moving trains, and gates should be used to keep people from crossing the tracks at unsafe moments.
- Eliminate the need to cross rail tracks at East Main Station to improve passenger safety. Use pedestrian bridge/elevated walkway, ideally connected to pedestrian bridge across 112th Ave.
- Provide ped/bike access to Surrey Downs Park (using bridges across rail tracks).

- Pedestrian overpass on SE 4th: There are many SD residents that go to Bellevue Club; Bell High School students walk through Surrey Downs to Bell Club; all would like access to hotels & restaurants.

Comments related to the SE 4th St. emergency access gate:

- SE 4th Street: Who has priority, emergency or train?
- Residents of Surrey Downs tend to be older and emergency vehicles are called to the neighborhood often. Most come from Station 7. It would be good to know who will be given priority: the train or emergency vehicles at the SE 4th Street access point.
- A gate will be installed at 112th Ave. SE to allow only emergency vehicles through. With trains running both ways, who has priority? How will the gate be opened in all qualified vehicles? How close do they need to be to be activated? How about during the several years of construction?
- I live right beside SE 4th Street and that street is very useful because I-405 is very close. Currently I must go around and I was wondering if access there could be opened up.



Neighborhood parking and traffic concerns:

- On southbound 108th Avenue SE, crossing Main Street, drivers should be able to go straight.
- SE 4th St and SE 1st St along 112th Ave S will be closed, and the only access to Surrey Downs will be on 108th St. Provide a traffic light on 110th St and Main St so drivers can make a left turn to 110th St. Also, add a light at 108th St corner of Main St so cars can cross Main St at 108th St.
- Closure of SE 4th Street and SE 1st Street along 112th Avenue SE is concerning. This means all the traffic from Surrey Downs will be forced up onto 108th Avenue SE and into Bellecrest. Traffic along 108th Avenue SE is already terrible and it is creating serious safety problems.
- A study needs to look at whether there might be a shift in ridership using the Downtown Station as a terminus, to the East Main Station, from lack of parking. While Surrey Downs will be difficult to enter/exit, some cars will park or use the area to drop-off or pick-up ST riders.
- *My house will be kitty-corner to the south end of the East Main station. There is no park and ride planned for the station. What will happen if people will leave their cars inside the Surrey Downs neighborhood? Currently there is a requirement for residents to have a parking permit, but the reality is that the police never enforce it. It needs to be enforced.*

- *We are in a cul-de-sac and parking permits have been required for many years. People still park there and there is no enforcement. These are some of the things that need to be taken care of before construction starts. Parking permits for residents are required because of the entrance from Main Street; the development is not connected to Surrey Downs.*
- At 110th Avenue SE and Main Street, the intersection has a barrier drivers cannot make a left turn heading west on Main Street, which is difficult. Also, it should be possible to use 108th Avenue SE to access Main Street heading west.

Concerns about potential noise impacts:

- *When will height of "sound" walls be determined? The sound wall must be the height the height Sound Transit originally promised!*
- *Part of the mitigation prior and during construction for the house on east side of 111th should be the sound wall. This is a must!*
- *Regarding sound control: I invented a cementitious, low cost architectural wall finish material, in the stucco family, though without Portland cement. Instead, it is a "green" geo-polymer with similar strength, better durability and most important, it is an excellent sound absorber. The material can have any pigment or texture, repels moisture even underwater, easy spray onto concrete substrate.*

- *The power substation by the Main Street station will be noisy and will impact the neighborhood; it should be located closer to a commercial area.*
- *The power sub-station located in the proposed park at the NE corner of Surrey Downs will be noisy at least 20 hours a day. Why can't it be located across the street?*

Other concerns:

- *Leave no surface parking lots if possible-they're nasty.*
- *Work with hotels and Bellevue Club so that they can have room in potential new buildings.*
- *It looks like there could be a change in the terminus for Sound Transit into downtown Bellevue. The current downtown terminal has no parking and is difficult to access.*
- *Some people may be getting off at the Main Street station rather than going all the way because access there will be easier, certainly so by car. Has a study been done to show how many riders might choose to get off at the Main Street station? Bellevue is more car-oriented than Seattle is.*

Construction impacts

General comments:

- *Provide traffic impact bulletins.*
- *Noise abatement during construction?*
- *Construction times?*
- *Where will equipment be staged and what hours/days of construction allowed? 7 a.m. to dark, Monday through Saturday?*
- *Prior to temp construction of sound wall, any temp fence along property? What impact on private property?*
- *Where will buses go during construction?*
- *Be aware and plan for ped pathways during construction (especially 112th connecting to Slough).*

General comments on roadway access during construction:

- *110th PL SE needs access to Main St and 112th during construction.*
- *Potentially direct access to Surrey Downs from the station rather than at Main St, could be just a path between two houses. It could also be a path west of the tract to 4th and Main Street P&R.*
- *Will there be any detours on 112th during construction? If so, where will the detours be directed? What roads?*

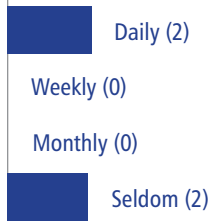


How do you plan to use East Link?

Do you live or work near a station?



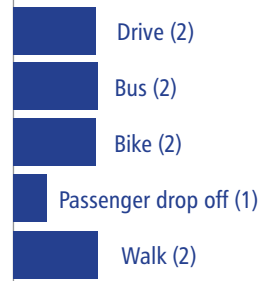
How often do you anticipate using the station?



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



How do you plan on accessing the station?

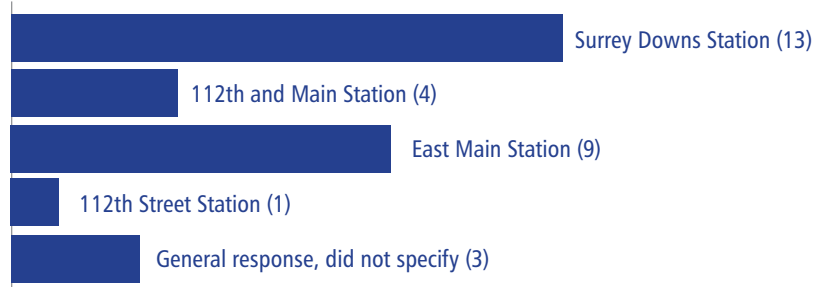


Permanent station naming comment summary

A separate comment form was provided to gather input on permanent station names for the East Main Station. Sound Transit requested that station names reflect the neighborhood environment, avoid commercial references, comply with ADA guidelines, and follow Board Policy requirements for station naming. Following the meeting, an online survey was posted to the project website. A total of 30 responses were received. The following is a summary of public feedback on permanent station names.

What is your preference for the East Main Station name?

Total comments: 30



Please indicate any comments or questions you have about permanent station names:

- *Should reflect the neighborhood – not just a street intersection.*
- *Remove the word “Station” from all the station names. It is redundant.*
- *Main Street crosses the whole city almost all the way to Lake Sammamish. Because of this, calling it East Main is misleading.*
- *Should probably put “NE” in the name.*

Next steps

Sound Transit is working to advance design of the East Main Station 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/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**.



