

Attachment 7c: Lake Bellevue 20 Questions

Email correspondence between Sound Transit staff and Lake Bellevue neighborhood representatives dated April 30, 2014

In a message dated 4/30/2014 3:52:00 P.M. Pacific Daylight Time, luke.lamon@soundtransit.org writes:

Hello Gentlemen,

I hope that this email finds you all well and enjoying some sun. At our meeting at City Hall on the 16th, we promised a response to a number of concerns submitted by the Lake Bellevue community to Sound Transit. Paul and myself went back through three separate lists we've received, weeded out duplicates, and responded to the topics of concern. You'll see that the lists consists entirely of Sound Transit issues, there are no City of Bellevue-specific topics. The City is getting ready to launch their station area planning efforts, as you're well aware, and many of those issues that you've raised will be addressed through that process.

Please feel free to get back in touch for any further questions or clarifications.

Michael, I know that you had some questions about guideway height and where the alignment transitions from elevated to at-grade. I've obtained some additional information and visuals on that front, so maybe we could sit down again at some point to talk through them. And finally, because I know that some community members have concerns regarding personal safety and security at our facilities, I wanted to include a [link](#) to a press release sharing the news that Sound Transit's security program has recently been recognized by the Transportation Security Administration (TSA) as one of the top 6 agencies in the country, earning their highest rating of "Gold Standard".

Thanks again, and take care.

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4/30/2014

East Link Discussion Issues: Lake Bellevue & Hospital Station

1. Station location

- The future Hospital Station site is final, located on the north side of NE 8th. This configuration was based on feedback received from the public and submitted to the Sound Transit Board of Directors, as well as considerations of construction, traffic and cost implications of an alternative design spanning NE 8th. The current alignment along with existing station locations was approved unanimously by both the Bellevue City Council and Sound Transit Board in 2013. While the City of Bellevue and King County both have future projects (station area planning and the regional trail system) which could potentially look at opportunities for a grade-separated crossing of NE 8th, such a crossing is not a part of this project.

2. Construction impacts

- For construction of this portion of the alignment, Sound Transit is procuring a general contractor/construction manager (GCCM). This method brings the contractor onboard earlier than a traditional design-bid-build approach. This allows for early involvement of the contractor so that information regarding cost, schedule and constructability are discussed through design development. As the GCCM is brought onboard, significant design elements will remain on hold in order to maximize the benefit of early contractor involvement. Our current schedule calls for the East Link GCCM to be onboard by late 2014, at which point we will have more information on schedule, sequencing and general anticipated construction impacts. As soon as this information is available, we plan to come back out and share it with the community.

3. Sturtevant Creek

- As part of the project, Sturtevant Creek will be relocated to the west side of the future Hospital Station. The design will not alter the hydraulic operations of the creek or lake. The channel profile will remain exactly the same as it is today, the buffer planting will be improved and the vegetation carefully chosen so as not to choke the channel flow. It should be noted that the East Link alignment is outside of the 100-yr flood plain. The 100-year floodplain is mapped by FEMA, and shown in Final EIS Exhibit 4.9-3.

4. Signal house location

- As discussed at our meeting on City Hall on 4/16, there is a planned signal house location within Sound Transit right-of-way adjacent to condominium parking to the west and behind the proposed noise wall. We are currently planning to pursue an access easement through that lot, as our maintenance crews will need periodic access. While we cannot forecast exactly how often they will be onsite, generally speaking they need to be visited once a month for 1-2 hours. The maintenance crew will arrive in a standard sized pick-up truck. The building itself is 1- story pre-fabricated, and will be totally enclosed. The signal house will not require a cooling or heating system and generates little to no noise. The two main factors driving the signal house placement are its physical proximity to the track switch at approximately NE 12th controlling the movements between the East Link mainline and the storage tracks, and our ability to access it for the above-mentioned maintenance.

5. OMSF

- The OMSF project is currently in the environmental review phase, with four potential sites being studied. The Sound Transit Board is scheduled to select a preferred alternative in the summer/fall 2014 timeframe (please see the attached fact sheet for more OMSF project info). Regardless of whether either of the BNSF sites is ultimately selected, this portion of tail track has been identified since the planning phase of the project to serve as a storage site for up to 32 trains.

6. Permanent station naming

- The “Hospital” moniker which has been a working name for this station is a placeholder, it is not the permanent name. At the 30% design open house for this station, which took place in June 2013, and then again at the 60% design meeting in March 2014, we asked for the public’s feedback on permanent station names. The Sound Transit Board, based on a set of criteria established by them in 2012, will ultimately designate the permanent names for all of the East Link stations based in large part on feedback gathered from the community and other stakeholders. Based upon the feedback we have received thus far, there is not a lot of support for “Hospital Station” as the permanent name. Public feedback has been in favor of “Lake Bellevue Station”, “Sturtevant Creek Station” and “Wilburton/Midlakes Station”.

7. Security concerns at station

- Sound Transit’s uses a two-pronged approach to station safety and security, addressing the issue through both design and active security measures. Crime Prevention through Environmental Design (CPTED), calls for open, spacious and well-lit light rail stations that promote safety for all users. Attention is given to clear sight lines and visibility along with eliminating or minimizing dark areas that block visibility. In addition, there are CCTV and emergency phones at all stations with a direct link to the Link Control Center, coupled with intermittent rounds by Sound Transit security and fare enforcement personnel.
- As we approach opening day, Sound Transit security will work the City of Bellevue Police Department and integrate their knowledge of the area to identify area-specific behaviors of concern and tailor security protocols to address them.

8. Platform safety: audible & visual warning devices

- Rider safety is our highest priority when designing and operating the regional transit system. We employ a number of measures to ensure that passengers are aware of both the platform edge and approaching trains. These include:
 - Lights at platform edge and then again 4 feet back, to accent the platform edge to passengers
 - 2 foot yellow truncated dome warning surface the entire length of the platform
 - LED lights on doors as they open and close
 - Tactile path leading from entrance of station to fare vending area to location of train door entrance
 - Public address systems (speakers and variable message signs) stating:
 - Train will arrive in 2 minutes
 - Train is arriving
 - Warning to stand back from yellow pavers

- In the 5 years that the Central Link light rail system has been operating, there has not been an incident on the platform where inattentive behavior has resulted in a passenger being struck by an approaching or exiting train.

9. Access to hospitals from station

- As a response to public feedback, a pedestrian path connecting the northern station entrance to 116th Ave NE was incorporated into the design. This path will be ADA accessible and will include lighting and an emergency telephone system. This path provides a much more direct connection to the hospitals than having to navigate the sidewalk of NE 8th to 116th Ave NE. Sound Transit will not be operating a shuttle service between the station and the hospitals; however, the possibility of a joint venture between the hospitals to operate a circulator is one which they could choose to pursue in the future.

10. Height of light rail vehicle benches

- FTA requires Sound Transit to comply with ADA guidelines stating that the top of the bench seat surface shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum above the finish floor or ground.

11. Noise and vibration concerns

- Noise impacts for the project are based on the criteria defined in the FTA guidance manual *Transit Noise and Vibration Impact Assessment* (2006). The FTA noise impact criteria are founded on well-documented research of community reaction to noise and are based on changes in noise levels based on a sliding scale. The following concerns, specific to Lake Bellevue, have been communicated to Sound Transit.
 - Community comment: Fountain-generated white noise should be excluded from ambient noise levels. ST response: As mentioned above, the FTA has very specific criteria for how the agency assesses and mitigates for noise impacts. They do not allow us to purposely exclude specific noise generators from a noise measurement.
 - Questions about noise levels at Lake Bellevue Condominiums: Based on noise analysis performed during the environmental review, the ambient noise level was determined to be 58 dBA. With the proposed sound wall mitigation currently being proposed, the ambient level with East Link drops to a projected 55 dBA. As part of the final design process, an updated noise analysis is currently underway to study both construction and operational noise and vibration impacts. Those results will be shared with the public once they are finalized.
 - Vibration impacts to condominium pilings: The vibration analysis conducted during environmental review showed no impacts to the condos. As mentioned above, an updated analysis is currently being undertaken.
 - Noise impacts on wildlife: Sound Transit will comply with the Migratory Bird Treaty Act. We do not currently anticipate construction or operations to adversely affect the birds of Lake Bellevue.
 - Sound traveling across the water to residences: The FTA criteria equates water with a paved surface. Water does not necessarily absorb or deflect sound to a greater degree than pavement. The more important determining factor in sound level is whether there are any obstructions between the noise generator and receptor, not whether the surface is water or pavement.