



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**September 23, 2014**

**Motion 14233**

**Proposed No. 2014-0364.1**

**Sponsors Hague**

1           A MOTION relating to public transportation, accepting the  
2           SR 520 Eastside Transit and HOV Project: Community  
3           Outreach report.

4           WHEREAS, the Washington state Department of Transportation ("WSDOT") in  
5 interest of improving safety, reliability and mobility, is designing and constructing  
6 improvements along SR 520 from I-5 to SR 202 as part of the SR 520 Bridge  
7 Replacement and HOV Program, and

8           WHEREAS, WSDOT recognizes that the design and construction of the SR  
9 520 Bridge Replacement and HOV Program will impact existing transit facilities in the  
10 SR 520 corridor, and

11           WHEREAS, in July 2010, via Ordinance 17143, the project services agreement  
12 between King County and WSDOT for the reimbursement of services provided by King  
13 County for the design review of the SR 520, Medina to SR 202, Transit and HOV project  
14 transit stations was approved, and

15           WHEREAS, Ordinance 17388 authorized the executive to execute an additional  
16 project services agreement for King County to provide design review and project support  
17 for the SR 520, Medina to SR 202, Transit and HOV Project Station Design, including  
18 reconstruction of transit facilities at Evergreen Point Road and 92nd Avenue Northeast,  
19 and

20           WHEREAS, Ordinance 16893, Section 2, directed the executive to submit a  
21 report to the county council for acceptance by motion on the agreement and the county's  
22 communications with the cities of Clyde Hill and Medina and the towns of Hunts Point  
23 and Yarrow Point concerning the design, maintenance and operation and naming of the  
24 transit facilities, and

25           WHEREAS, transit division staff compiled the required information and  
26 developed a report discussing the county's communication with the cities of Clyde Hill  
27 and Medina and the towns of Hunts Point and Yarrow related the design, maintenance,  
28 operation and naming of the transit facilities in the SR 520 corridor;

29           NOW, THEREFORE, BE IT MOVED by the Council of King County:

30           The SR 520 Eastside Transit and HOV Project: Community Outreach Report,  
31 which is Attachment A to this motion, is hereby accepted.  
32

Motion 14233 was introduced on 9/2/2014 and passed by the Metropolitan King County Council on 9/22/2014, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague,  
Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr.  
Upthegrove  
No: 0  
Excused: 0

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON



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Larry Phillips, Chair

ATTEST:



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Anne Noris, Clerk of the Council

**Attachments:** A. State Route 520 Eastside Transit and HOV Project - Community Outreach Report

# State Route 520 Eastside Transit and HOV Project: Community Outreach

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*Prepared for:*  
King County Executive  
King County Council

*Prepared by:*  
Metro Transit Division

May 2014



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## Executive Summary

State Route 520 (SR-520) is a busy regional corridor that connects Eastside communities including Bellevue, Kirkland and Redmond to each other and to Seattle. The SR-520 Eastside Transit and High-Occupancy Vehicle (HOV) Project, scheduled for completion by the end of summer 2014, will improve the 8.8-mile HOV system from Evergreen Point Road to the State Route 202 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction.

King County Metro (Metro) and the Washington State Department of Transportation (WSDOT) have been working together throughout the design and construction of this project, which began in 2011. WSDOT and Metro entered into agreements for technical expertise and review throughout the design and construction process. Metro meets regularly with WSDOT and members of the contractor team to review and discuss the transit station designs and construction plans. This coordination has resulted in an operations and maintenance agreement between Metro and WSDOT, defining responsibilities of each agency for facilities included in the new SR-520 inline transit stations.

In addition to inter-agency coordination, Metro, WSDOT and partner agencies are regularly reaching out to communities and jurisdictions affected by the project to gather feedback and input. The earliest efforts specific to the SR-520 Eastside HOV Project began with the environmental process from 2007 to 2009. Additional efforts occurred from 2010 to 2014 during the design build process and construction of the project. Metro-specific outreach efforts included:

- Working with the City of Clyde Hill regarding the naming of the new transit station located at 92nd Avenue Northeast. The City of Clyde Hill expressed concern the current name of the facility (Yarrow Point freeway station) has led to confusion by transit users wishing to go to and from Clyde Hill. Therefore, the City of Clyde Hill suggested that the new transit station be named as Clyde Hill/Yarrow Point Transit Station and Metro agreed. This change will appear in Metro's published materials and on Metro signage. In addition, the station will be announced as Clyde Hill/Yarrow Point Freeway Station to riders on buses in the SR-520 corridor.
- Meeting with mayors and elected officials in the communities of Medina, Clyde Hill, Yarrow Point and Hunts Point to discuss options for transit service once the Route 271 is no longer able to serve the Evergreen Point Road Transit Station due to the limited distance between the freeway entrance and the freeway station. Metro will have special rider alerts on the route and bus stops, and Metro's Special Rider Alert for the June 2014 service change will include information about the changes in the SR-520 corridor. The change is proposed for September 2014 during the fall service change.

Thereafter, in developing the SR-520 operations and maintenance agreement, Metro and WSDOT worked cooperatively to airspace lease to address the concerns of the communities by memorializing the names of the inline stations to Clyde Hill/Yarrow Point Transit Station and Evergreen Point Road Transit Station. .

## Introduction

This report provides an overview of the communication with the cities of Clyde Hill and Medina and the towns of Hunts Point and Yarrow Point as required by Ordinance 16893:

*SECTION 2: Before approving an agreement that provides for King County's maintenance and operations of transit facilities within the SR-520 right-of-way at Evergreen Point and 92nd Avenue Northeast, the executive shall submit a report to the county council for acceptance by motion on the agreement and on the county's communication with the cities of Clyde Hill and Medina and the towns of Hunts Point and Yarrow Point concerning the design, maintenance and operation, and naming of the transit facilities.*

## Background

The SR-520 Eastside Transit and HOV Project, constructs the Medina to SR-202 portion of the roadway to reduce transit and HOV travel times and enhance travel time reliability, mobility, access, and safety for transit and HOVs in rapidly growing areas along this corridor. Some improvements included in this project are part of the SR-520 Bridge Replacement and HOV Program. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction. Specific improvements in this project include:

- A new eastbound HOV lane from Lake Washington to 108th Avenue Northeast.
- Relocation of the existing westbound HOV lane from the outside lane to the inside lane from Lake Washington to Interstate 405, which enhances safety by eliminating the need for merging vehicles to weave across the faster-moving HOV lanes to reach the general purpose lanes.
- New lids with inside transit stops over SR-520 at Evergreen Point Road and at 92nd Avenue Northeast.
- Reconfiguration of the existing interchange at Bellevue Way Northeast.
- New HOV direct access ramps at 108th Avenue Northeast. This improvement would create a more efficient connection for transit and HOV from SR-520 to the South Kirkland Park-and-Ride via local streets.
- New bike/pedestrian path from Lake Washington to approximately 108th Avenue Northeast. This improvement would facilitate non-motorized use of SR-520, provide transit connections for bikes and pedestrians and complement the existing non-motorized transportation network on the Eastside. In the future, this path will connect to the bike and pedestrian path planned for the new SR-520 floating bridge.

In addition, there are environmental enhancements such as noise reduction, fish habitat improvements, and storm water treatment included in this project.

WSDOT elected to construct this project using the design-build project delivery system. Metro was involved in the development of the Request for Proposal (RFP) for the project. The project began in November 2010 when WSDOT awarded the design-build contract to the Eastside Corridor Constructors (ECC). In early 2011, initial design and construction coordination work began. Metro staff has been active throughout the process, providing input and feedback into the corridor design and construction.

## SR-520 Design-Build Coordination

Metro has been working with the public, partner transit agencies and WSDOT throughout this project. Metro's involvement in the design and build process has been critical since Metro will be primary operator and user of transit facilities being constructed as part of the project.



To ensure coordination, the King County Council approved agreements in 2010 through Ordinance 16893, and in 2012, through Ordinance 17388, to designate staff and funding for a Metro project coordinator to work with WSDOT and their contractor throughout the design and construction of the SR-520 Eastside Transit and HOV Project. Metro staff provided technical expertise in the design and construction for transit stations in the corridor and attended public meetings and discussions with communities on these elements of the project.

### **Design Phase**

WSDOT, Metro and ECC staff met regularly throughout the design phase. Metro provided best practices to the design team to ensure the transit station design met transit requirements for operations and ease of maintenance. As the design progressed, Metro regularly reviewed and commented on design plans. The design build delivery system moves a project into construction prior to completion of the design; therefore, Metro remained involved throughout the construction phase.

### **Construction**

Construction of the SR-520 Eastside Transit and HOV Project began in summer 2011. Metro was involved during the relocation of existing bus zones several times during the project and worked to ensure safe boarding areas for customers and adequate distance for coaches entering and leaving bus zones. Additional examples of Metro's ongoing coordination include:

- Early in construction, stairs to the existing westbound bus stop at 92nd Avenue Northeast (near Clyde Hill and Yarrow Point) required removal for the contractor to perform work. Initially the contractor proposed to install a set of steep stairs to provide access to the bus stop. Metro worked with ECC to install an alternate design that included a path with a series of switchbacks to allow pedestrians to more gradually ascend to the bus stop.
- In a later phase of construction, ECC realized that they could not safely accommodate an eastbound bus stop at 92nd Avenue Northeast. This conclusion followed an extended collaboration with Metro and WSDOT on a variety of alternatives. Ultimately, it was jointly decided that ECC would run a shuttle between the Evergreen Point bus zone and the 92nd Avenue Northeast area for bus riders. The shuttle operated for a six-month period until the bus stop was restored.

Metro also worked with WSDOT and ECC on construction closures that ranged from the entire roadway over a long weekend to shorter and smaller closures such as a single bus zone during the late night hours. During the construction of the transit stations Metro reviewed the work, regularly checked in with the construction crews and visited the site as needed. As the transit stations neared completion, Metro staff also visited the site to prepare signage and wayfinding for the stations. The entire project will be completed by the end of summer 2014.

### **Community Outreach**

Since the project began in 2007, WSDOT, Metro and partner agencies have been reaching out to communities and jurisdictions affected by the project to gather input and

feedback on the project design. The earliest efforts specific to the SR-520 Eastside HOV Project began with the environmental process, led by WSDOT, from 2007 to 2009. Additional efforts took place from 2010 to 2014, during the design and construction phases of the project.

### **WSDOT Environmental Process and Design**

Since the environmental assessment process began in 2007, there have been many opportunities for communities to provide input and feedback into the project design through open houses, community meetings and jurisdictional briefings.

WSDOT hosted several program open houses on the Eastside and in Seattle throughout the project to share news and information about the entire SR-520 Replacement and HOV program, including the Eastside project. In addition to open houses, the WSDOT project team regularly engaged community members and jurisdictions to provide focused input into design including mayors and staff from the cities of Redmond, Medina, Bellevue, Kirkland and Clyde Hill as well as the towns of Yarrow Point and Hunts Point. The project's median transit stops were noted as key project features in all of these meetings.

Over the duration of the project, 2007 through 2014, the SR-520 Eastside project team has provided numerous briefings to cities and jurisdictions at city and town council meetings in Clyde Hill, Hunts Point, Medina and Yarrow Point. Topics have included project features and design, construction plans and updates, and responses to specific questions and requests. The new Evergreen Point Road and 92nd Avenue Northeast median transit stops have been discussed in the context of highway lids and other project features that will benefit the adjacent communities and regional users.

The design-build contract required ECC to hold urban design workshops with representatives from the local jurisdictions, including Clyde Hill, Hunts Point, Medina and Yarrow Point, to confirm final design of the corridor lids. These workshop sessions occurred in April 2011 and included elements of the lids above the transit plazas. This effort built on input received during previous design workshops with the jurisdictions from 2007 to 2009.

During construction, ECC continues to provide weekly updates to the local neighborhoods surrounding the project site, including Medina, Hunts Point, Yarrow Point, Clyde Hill, Bellevue and Kirkland. The outreach includes information about construction activities and details pertaining to any effects of construction on neighborhoods as well as information on any Metro service interruptions or temporary bus stop closures. For high-impact activities, such as the construction of the 92nd Avenue Northeast roundabout and the 84th Avenue Northeast roundabout, ECC has hosted public construction information sessions and invited corridor neighborhoods to learn more about the impacts.

Metro, WSDOT and ECC have been active partners in collaborating and sharing information with the jurisdictions and communities about the SR520 Eastside Transit and HOV Project.

### **Metro Coordination with Communities**

Metro has been engaging the communities of Clyde Hill, Medina, Yarrow Point and Hunts Point on transit issues throughout the SR-520 Eastside Transit and HOV Project. Metro has been active in discussions with the City of Clyde Hill regarding the naming of the new transit station located at 92nd Avenue Northeast being built as part of the SR-520 Eastside Transit and HOV Project. In its current form, this transit stop is referred to as Yarrow Point Freeway Station. In 2011, the City of Clyde Hill expressed concern that the current name of the facility has led to confusion by transit users wishing to go to and from Clyde Hill. The City of Clyde Hill suggested that the new transit station be named as Clyde Hill/Yarrow Point Transit Stop. Metro indicated support for naming the station in a manner that clearly gives residents and travelers an appropriate reference and agreed to the name change suggested. As project nears completion, Metro has worked to ensure the name change will appear in Metro's published materials, on Metro signage and that the station will be announced as Clyde Hill/Yarrow Point Freeway Station to riders on buses in the SR-520 corridor.

In 2012, Metro staff also met with mayors and elected officials in the communities of Medina, Clyde Hill, Yarrow Point and Hunts Point to discuss options for transit service once the Route 271 is no longer serving the Evergreen Point Freeway Station. Route 271 will be unable to transition from the SR-520 entrance at 84th Avenue Northeast to serve the Evergreen Point Freeway Station due to the limited distance between the freeway entrance and the freeway station. Riders boarding buses at Evergreen Point Freeway Station will still have a number of options to reach downtown Seattle, the University District and Northgate as they do today. Current riders of the Route 271 traveling to and from downtown Seattle and Northgate will have transfer options at the Bellevue Transit Center and the Montlake Freeway Station to complete their trips. Metro will have special rider alerts on the route and bus stops, and Metro's Special Rider Alert for the June 2014 service change will include information about the changes in the SR-520 corridor. The change is proposed for September 2014 during the fall service change.