
From: Benson, Charles <charles.benson@soundtransit.org>
Sent: Tuesday, February 26, 2019 9:15 AM
To: Holloway, Brian; Anne Tonella-Howe; Wilen, Anthony; Noll, Mark; Strand, Christina; Howard, Zachary; Eng, Paul; Kirsten Taylor; Griffith, Zak; Wright, Elizabeth
Cc: Lamon, Luke; Ambrose, Zack; Hoffman, Jemae; Crosley, Stephen; Haight, Douglas; Canser, Pierce
Subject: Mercer Island Transit Interchange, Tech Meeting on 80th Avenue SE bus stop
Attachments: Meeting Outcomes Summary_Feb 19 2019 draft.docx

Hello All,

Thanks again for attending and contributing at last week's meeting. I believe we found several good solutions moving forward. To that end, please review and provide any comments or corrections to the draft meeting outcomes memo attached and forward them to my attention by **Friday, March 1, 2019** if possible. As always, please let me know if you have any questions.

Sincerely,
Charles

Charles H. Benson, III, AICP

Project Manager – East Link

Pronouns: He/Him/His

Sound Transit

401 S. Jackson Street

Seattle, WA 98104

Office: 206.398.5392

Mobile: 917.407.4585



MEMO



February 25, 2019

TO: Project File
FROM: Charles H. Benson, III, AICP
SUBJECT: Meeting Outcomes/Summary from 80th Avenue SE Bus Stop Tech meeting at Mercer Island on February 19, 2019 at 3:30 PM

MEETING ATTENDEES:

Sound Transit (ST):	Charles Benson; Brian Holloway
City of Mercer Island (MI):	Kirsten Taylor; Anne Tonella-Howe
King County Metro (KCM):	Paul Eng; Mark Noll; Elizabeth Wright
Washington Department of Transportation (WSDOT):	Zak Griffith; Zachary Howard; Christina Strand
David Evans and Associates, Inc. (DEA):	Anthony Wilen

DISCUSSION OF KCM BUS ROUTING AND OPERATIONS ON MERCER ISLAND:

- **KCM** provided a detailed explanation on how buses would circulate along North Mercer Way via the proposed roundabout and access to/from I-90 via 80th Avenue SE. As envisioned in the Optimal Service Configuration (from the Transit Interchange Study), buses would drop off passengers on the north side of North Mercer Way near 80th Avenue SE, continue through the roundabout and pick up passengers on the south side of North Mercer Way near 80th Avenue SE or on 80th Avenue SE in front of the future light rail station entrance, with layovers occurring as needed on the north and south sides of North Mercer Way near the 77th Avenue SE roundabout. If no drop-off on north side of North Mercer Way, the proposed layover on the north side of North Mercer Way could not be used.
- **KCM** added that need to maximize the amount of available space at this location as this is most logical connection to the light rail for customers along the I-90 corridor.
- **KCM** also added that current restroom in the Mercer Island Park & Ride does not meet their restroom and layover requirements.

DISCUSSION OF POTENTIAL BUS STOP ON 80TH AVENUE SE:

- Paul Eng (PE) provided a diagram of potential bus movements along 80th Avenue SE with a bus stop in front of the future light rail station, noting that a bus stop at this location would require additional traffic control modifications, including stop signs for northbound 80th Avenue SE traffic at the I-90 on- and off-ramps, new transponder signal at the bus stop, and signal timing changes at the 80th Avenue SE/North Mercer Way intersection.
- Anne Tonella-Howe (ATH) stated that she did not like the idea of stop signs which affect traffic even when buses are not there.

- Christina Strand (CS) noted complications of bus movements from the proposed bus stop to the I-90 eastbound HOV on-ramp and potential traffic conflicts. CS added that an in-lane bus stop would most likely require a raised median at that location.
- Zack Howard (ZH) voiced concern for additional pedestrian traffic in the west crosswalk at the 80th Avenue SE/North Mercer Way intersection, and that a lead pedestrian phase at this intersection may be warranted.
- **City of MI** asked about the possibility of the 80th Avenue SE bus stop being used by local buses only.
- **WSDOT** stated that an in-lane bus stop downstream (south of the I-90 HOV on-ramp) could be the better option.
- **KCM** voiced no concerns with an in-lane bus stop along 80th Avenue SE, south of the I-90 HOV on- and off-ramps, reserved for local service.
- ATH asked how an in-lane bus stop would affect traffic movement, **KCM** responded that the potential impacts would be minimal due to the planned frequency of local service (approximately 4 buses per hour during the peak hour).

SUMMATION AND NEXT STEPS:

- All attending parties agreed that an in-lane bus stop south of the I-90 HOV on-ramp, reserved for local Mercer Island service, would be the better option when compared with a bus stop closer to the future light rail station entrance.
- **ST** will work with the project team to update the study to include an analysis of this agreed-upon change.
- **WSDOT** and **City of MI** will discuss potential signal timing changes at the 80th Avenue SE/North Mercer Way intersection.
- **WSDOT** and **City of MI** will also work on a new agreement for the maintenance and operation of landscaped areas on the 80th Avenue SE overpass.
- CS will research WSDOT bus stop location requirements and will forward any applicable information to the project team.
- **ST** and **KCM** will work together on addressing the restroom requirement at this location.