



# Eastlake Layover Facility **FINAL DESIGN OUTREACH REPORT** | JULY 2020

## Project Overview

After finishing a trip, Metro buses often wait for a few minutes before starting their next trip. These planned layovers are important. They help late buses start their next trips on time. Layovers also allow bus operators to take necessary breaks, helping them stay alert behind the wheel.

Today, some buses lay over along Eastlake Avenue East between trips. With the growing demand for other street uses, such as pedestrian access and bike lanes, and the desire to keep bus operators safe and comfortable, a layover facility is needed.

In fall 2020, Metro will begin constructing the Eastlake Layover Facility. The facility will be on the east side of Eastlake Avenue East on state-owned land next to Interstate 5, between Roy and Republican streets in the Cascade neighborhood. When built, the facility will accommodate 11 new bus layover spaces (six off-street and five on-street), as well as a comfort station for bus operators with secure restrooms and space for taking breaks and performing operations tasks. The project will also include multimodal transportation improvements along Eastlake Avenue East.

Since 2017, we have gathered feedback from the public that informed the final design. This report summarizes the outreach activities that Metro has conducted throughout the planning and design phases and outlines how public input has informed the final design of the Eastlake Layover Facility.



## Outreach Overview

Between November 2017 and January 2018, Metro conducted early planning outreach under the former Bus Hubs program, an initiative to create off-street facilities around the city, of which ELF would be the first site. We partnered with City of Seattle staff members to present to key stakeholders in north downtown neighborhoods. We also hosted an online open house and collected input on design through two surveys.

During this round of outreach, our goals were to:

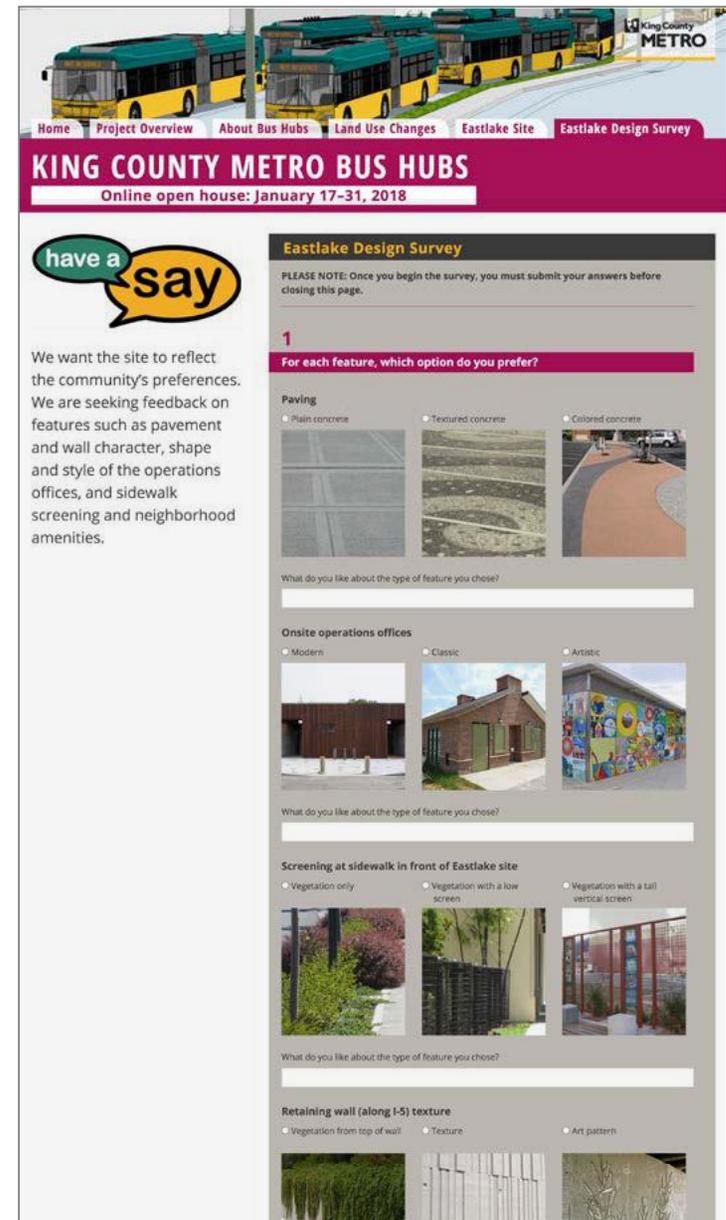
- ▶ build public understanding about the value and benefits of the Bus Hubs program.
- ▶ engage in a dialogue with the community to gather feedback about proposed layover sites, conceptual designs, and opportunity for multiple benefits through site improvements.
- ▶ support the public outreach process for the State Environmental Policy Act (SEPA) steps required by this project.

In 2018, the Eastlake Layover Facility became a standalone project (no longer associated with the Metro Bus Hubs Program). While the outreach we conducted in 2017 was focused on the whole Bus Hubs program, it still yielded many important insights for the facility design.

In 2019, in partnership with the Seattle Department of Transportation (SDOT), we presented the design and project update to stakeholder groups in the immediate project area through briefings, website and email updates, and door-to-door outreach.

Our goals during this round of outreach were to:

- ▶ introduce the facility designs (at the 60% design milestone) and report back on how community input influenced specific elements of the design.
- ▶ educate the public on the need for layover facilities.
- ▶ communicate that the Eastlake Layover Facility is a standalone project (as opposed to being part of the Bus Hubs program, RapidRide Roosevelt J line, etc.).
- ▶ communicate next steps.



Online open house with Eastlake Design Survey

## Equity and Social Justice

In accordance with King County's Equity and Social Justice Action Plan, we conducted a demographic analysis of the project neighborhood. This effort helped to ensure our outreach methods were tailored to reach stakeholders that are representative of the community, including those who may have been historically excluded.

Residents in the area include people with low incomes, people with disabilities, seniors, and people who are transit-dependent. The Census block areas affected by this project did not reach the threshold for King County's translation policy (5 percent or more of the population speaking a language other than English), but we offered translations upon request.

## City of Seattle Partners

Metro coordinated with several City of Seattle departments during outreach. We worked closely with Seattle Department of Construction and Inspection, Seattle Office of Planning and Community Development, and Seattle Department of Neighborhoods to consult about land use decisions and early design. Metro has also worked closely with the Seattle Department of Transportation on the design of the protected bike lanes along Eastlake Avenue East.



## DESIGN OUTREACH BY THE NUMBERS

**100+** businesses, organizations, and apartment buildings visited during door-to-door outreach

**218** respondents of the Eastlake survey

**78** respondents of Land Use Code survey

**19** presentations provided to key community groups

**33,000+** postcards mailed to project area addresses

Project email updates sent to **500+** community members

**1,500+** visitors to the online open house

*Residents in the Cascade Neighborhood attend a community briefing about the project*

## Community-informed design

### What we heard

Throughout our outreach, people told us they prefer bright, colorful concrete and structures that stand out rather than blend in. They also prefer vegetation and natural, plant-based screening over physical barriers or walls that are textured or painted.

In general, people told us it's important that Metro design facilities that are safe and secure as well as pedestrian- and bike-friendly. They want off-street layover facilities to provide comfort for bus operators, fit in with their surrounding neighborhoods, and minimize noise, environmental pollution, and congestion. People cited landscaping, lighting and screening as the most important features for future off-street layover facilities.

### Eastlake Layover Facility Design

Much of the feedback we heard was incorporated into the design you see today, such as the metal and wood panel exterior, colorful accents and native plants evoking the Pacific Northwest landscape, and the pedestrian- and bike-friendly design.

*Natural vegetation and plant-based screening*

*Shared use pedestrian and bicycle path with native landscaping*

*Protected bike lane (in partnership with Seattle Department of Transportation)*

*Bright colorful accents*



## What's Next

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### Schedule

We completed final design of Eastlake Layover Facility in summer 2020. Construction is expected to begin as soon as fall 2020 and last through late 2021 or early 2022.

### What to expect during construction

Work hours and specific construction impacts will be determined as we get closer to the construction start date. We will work closely with stakeholders in the immediate project area to ensure they are informed in advance of the start of construction via email updates, webpage updates and mailings. During construction, you can expect some noise, dust, vibration and truck traffic. You may also experience lane shifts or sidewalk detours.

## Learn More

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For more information, please visit:

[kingcounty.gov/metro/eastlakelayover](https://kingcounty.gov/metro/eastlakelayover)

### Contact us

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