

Appendix C:

Workshop #2

Materials

Presentation

Comments

All comments in this section represent transcribed comments from flip chart notes and comment forms received at the workshop or submitted by mail before July 16, 2010. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

In addition to the materials provided in Appendix B, the displays in this section were available at workshop #2.

Welcome!

112th Avenue Community Workshop #2 June 29, 2010

Purpose

- Learn about the evaluation results in the Concept Design Report for the 112th Avenue options
- Submit comments about the evaluation findings and community priorities
- Ask questions of project staff
- Sign-up for electronic updates

Community Workshops and Open House

All meetings will be held from 6:30 to 8:30 p.m. at Bellevue City Hall.

Community Workshops

June 29

Topic: Evaluating the 112th Avenue Options

July 7

Topic: Identifying Community Preferences on 112th

Open House

July 14

Topic: 112th Avenue, South Bellevue Park-and-Ride, and Bellevue Way

Agenda

- | | |
|-----------|--------------------------------|
| 6:30 p.m. | Welcome |
| 6:35 p.m. | Agenda Overview |
| 6:45 p.m. | Concept Design Report Overview |
| 6:55 p.m. | Key Findings and Questions |
| 8:25 p.m. | Next Steps and Closing |
| 8:30 p.m. | Adjourn |

Room 108 will be open throughout the workshop where technical staff are available to help review the 112th Avenue options and take public comment.



Comment Form

The Sound Transit Board announced its preference for an East Link light rail route that utilizes 112th Avenue between Bellevue Way and downtown. While the Bellevue City Council prefers an alternate route (B7, next to I-405), the 112th Avenue alignment could be Sound Transit's final choice. Tonight's workshop is part of a series of outreach opportunities to ensure the community understands the various options for this alignment and has plenty of opportunities to comment.

Please use this comment form during the presentation tonight to share your feedback. The comment form corresponds with the presentation topics.

What are your thoughts about the feedback we heard at the June 15th community workshop?

Please share any general comments regarding the Concept Design Report.

Please share your thoughts about the findings from the Concept Design Report. What impacts matter most to you? What else do we need to consider?

Visual:

Cost:

Transportation

Displacements:

Noise:

Wetlands and Parks:

Construction:

Please share any general feedback related to East Link, outreach opportunities, and the new 112th Avenue options:



Evaluation of Options

Criteria and Measures

Criteria	Measures
Capital cost reduction	Estimated capital cost reduction as compared to the Alternative B3S-C9T approach to Downtown Bellevue (\$2007)
Transportation	Number of driveways converted to right-in/right-out (left turns are prohibited) or closed with alternate access available
	Number of side streets on 112th Avenue closed or restricted to right-in/right-out (where left turns are prohibited)
	Number of at-grade roadway crossings by light rail
	Number of study area intersections that fail to meet the City of Bellevue's level of service (LOS) standard before and after mitigation
Displacements	Number of residences displaced
	Number of businesses displaced
Transit Noise	Number of affected receivers before and after mitigation (receivers are defined as residences or other sensitive uses; each unit—hotel room, apartment, house—is counted as one receiver.)
Visual	No measure – see conceptual illustrations
Wetlands	Acres of wetland affected
	Acres of wetland buffer affected
Parks	Acres of parkland affected
Relative construction impacts	Qualitative comparison of construction disruption to those land uses along or using 112th Avenue, including utility relocation, general disruption, and street reconstruction
Relative construction duration	Qualitative comparison of construction duration

Summary of 112th Avenue Options Evaluation

Criteria	Measures	Tunnel: Main Street Portal		Tunnel: 2nd Street Portal		108th Avenue At-Grade	
		Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Capital Cost Reduction	Estimated reduction in capital cost compared to B3S-C9T (millions, \$2007) ^a	\$75-125	\$85-150	\$105-170	\$75-135	\$255-425	\$280-455
Transportation	Driveways converted to right-in, out or closed (with alternate access available)	15	2	15	2	15	6
	Changes to side streets (closed/converted to right-in, right-out)	0/2	1/0	1/2	0/0	2/2	3/0
	At-grade roadway crossings	4	3	4	2	2	3
	Intersections that do not meet City LOS standard (without mitigation/ with mitigation)	1/0	1/0	0/0	1/0	1/0	1/0
Displacements	Residences displaced	1	46	0	0	2	46
	Businesses displaced	7	7	5	5	7	7
Transit Noise	Impacts (severe/moderate)	21/107	6/42	21/98	1/31	3/116	9/87
	Impacts after mitigation (severe/moderate) ^b	0/0	0/0	0/0	0/0	0/0	0/0
Visual	No measure	See conceptual illustrations in separate Appendix C					
Wetlands	Wetlands affected (acres)	0	0	0	0	0	0
	Wetland buffer affected (acres)	1.3	2.0	0.4	2.1	0.4	1.3
Parks	Parklands affected (acres)	0.5	1.4	0.2	0.3	0.2	1.0
Construction impacts	Relative construction disruption on 112th Avenue	Moderate to higher	Lower	Moderate to higher	Moderate	Moderate to higher	Moderate to lower
	Relative construction duration	Intermediate	Shortest	Intermediate	Longest	Intermediate	Intermediate

^a Cost are presented in a range to reflect the uncertainty at this stage of design and estimating. Applying a similar uncertainty factor to the estimate of additional financing needed for updated preferred alternative with C9T in downtown Bellevue yields a range of \$255 to 415 million.

^b All interior impacts can be mitigated. There may be some residual impacts to outdoor areas.

If you would like to receive project updates, please provide the following:

Name _____

Mailing Address _____

City, State, Zip _____

E-mail _____

Telephone _____

Please check your preferred way of receiving project updates: E-mail Mail

www.soundtransit.org/eastlink



Please provide your completed workbook to staff. Comments may also be mailed or e-mailed:

Mailing address

East Link light rail
Sound Transit - Union Station
401 South Jackson Street
Seattle, WA 98104

E-mail address

eastlink@soundtransit.org

To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường hỏa xa nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهلی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت

112TH AVE - COMMUNITY WORKSHOP

SOUND TRANSIT EAST LINK LIGHT RAIL

Welcome!

Meeting Purpose

During tonight's workshop, you will have the opportunity to:

- Learn about the evaluation results in the Concept Design Report for the 112th Avenue options
- Submit comments about the evaluation findings and community priorities
- Ask questions of project staff
- Sign up for electronic updates



Agenda

6:30 p.m.

Presentation:

Recap of Workshop #1, overview of the Concept Design Report and key findings.

Question and Answer:

Ask questions of project staff about the evaluation and results.

8:30 p.m.

Adjourn

Room 108 will be open throughout the workshop where technical staff are available to help review the 112th Avenue options and take public comment.

WHAT WE'VE HEARD

SOUND TRANSIT EAST LINK LIGHT RAIL

On June 15, 2010, Sound Transit and the City of Bellevue hosted the first of three community workshops focused on the new alignments under consideration along 112th Avenue and into downtown Bellevue.

The following are key themes of what we heard at the workshop:

- Support for a retained cut along 112th Avenue
- Preference for NE 2nd Street portal into downtown
- Little support for an elevated track and center running alignment
- Opposition to at-grade crossings
- Mixed support for the proposed SE 8th Street Station
- Concerns about traffic, noise, and visual impacts to residences and businesses
- Desire for more information about cost and associated tradeoffs between different options
- Concerns about inadequate parking at stations
- Concerns regarding disruptions from construction
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued though not unanimous support for the B7 alternative.



Work group participants review 112th alignments



Work groups share questions and comments about the 112th alignments with staff

OPTION 1

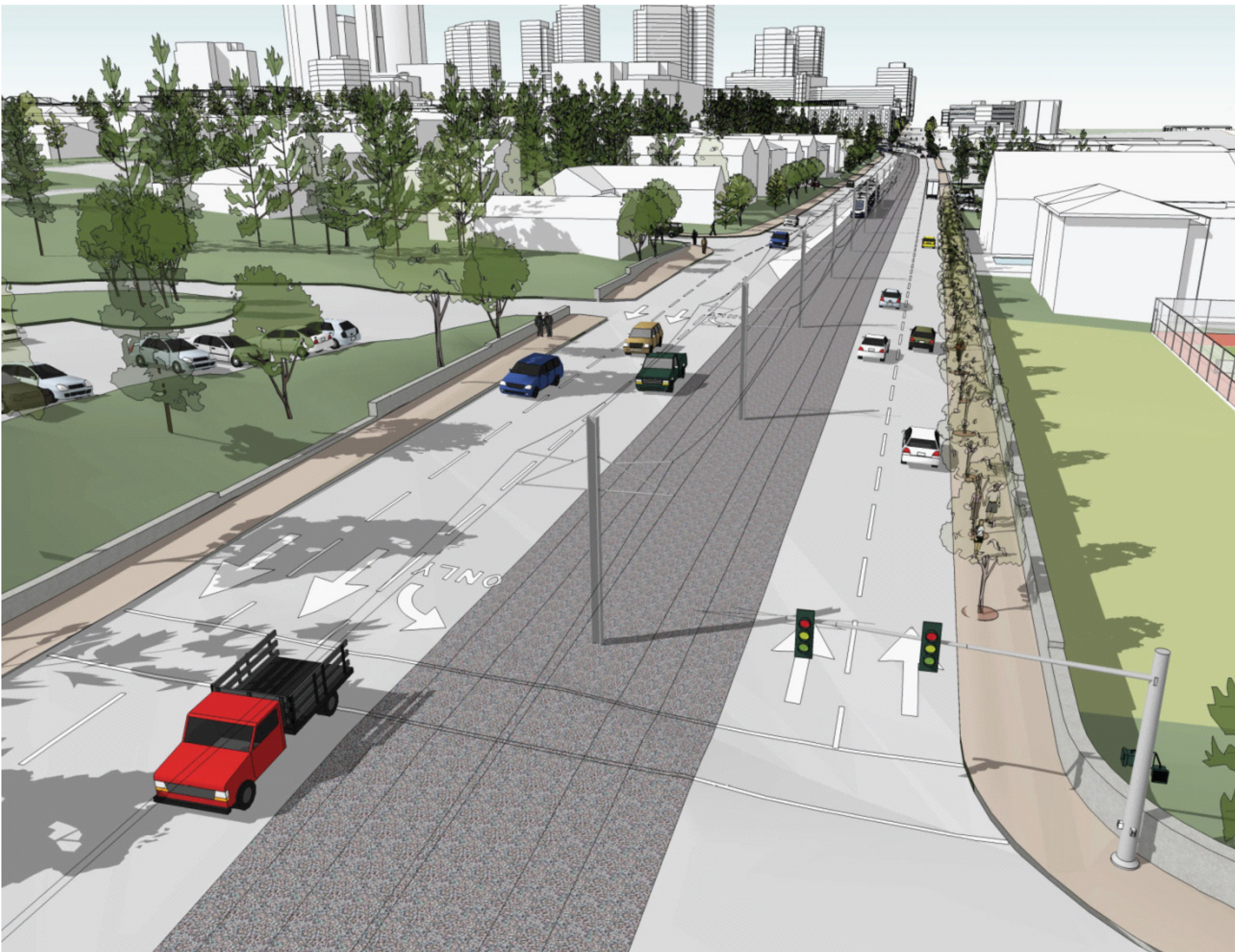
SOUND TRANSIT EAST LINK LIGHT RAIL



112th Ave SE and Bellevue Way: Side Running



112th Ave SE at SE 15th: Center Running



112th Ave SE and SE 6th Street: Center Running



Main Street Portal: From Center Running

OPTION 2

SOUND TRANSIT EAST LINK LIGHT RAIL



112th Ave SE and Bellevue Way: Side Running



112th Ave SE at SE 15th: Side Running



112th Ave SE and SE 6th St: Westside



Main Street Portal: From Westside

OPTION 3

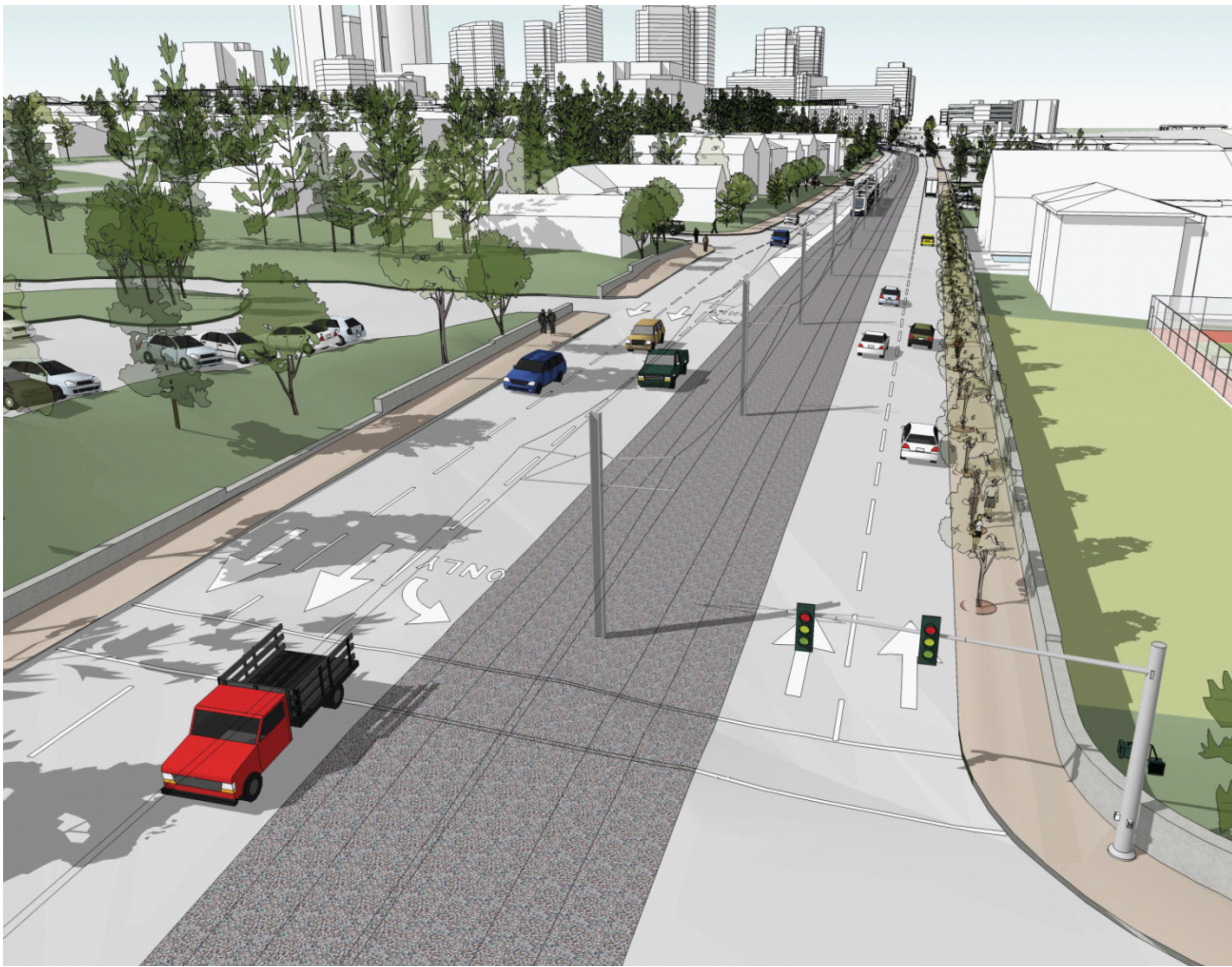
SOUND TRANSIT EAST LINK LIGHT RAIL



112th Ave SE and Bellevue Way: Center Running



112th Ave SE at SE 15th: Center Running



112th Ave SE and SE 6th Street: Center Running



2nd Street Portal: From Center Running

OPTION 4

SOUND TRANSIT EAST LINK LIGHT RAIL



112th Ave SE and Bellevue Way: Side Running



112th Ave SE at SE 15th: Side Running



112th Ave SE at SE 6th Street: Retained Cut



2nd Street Portal: From Retained Cut

OPTION 5

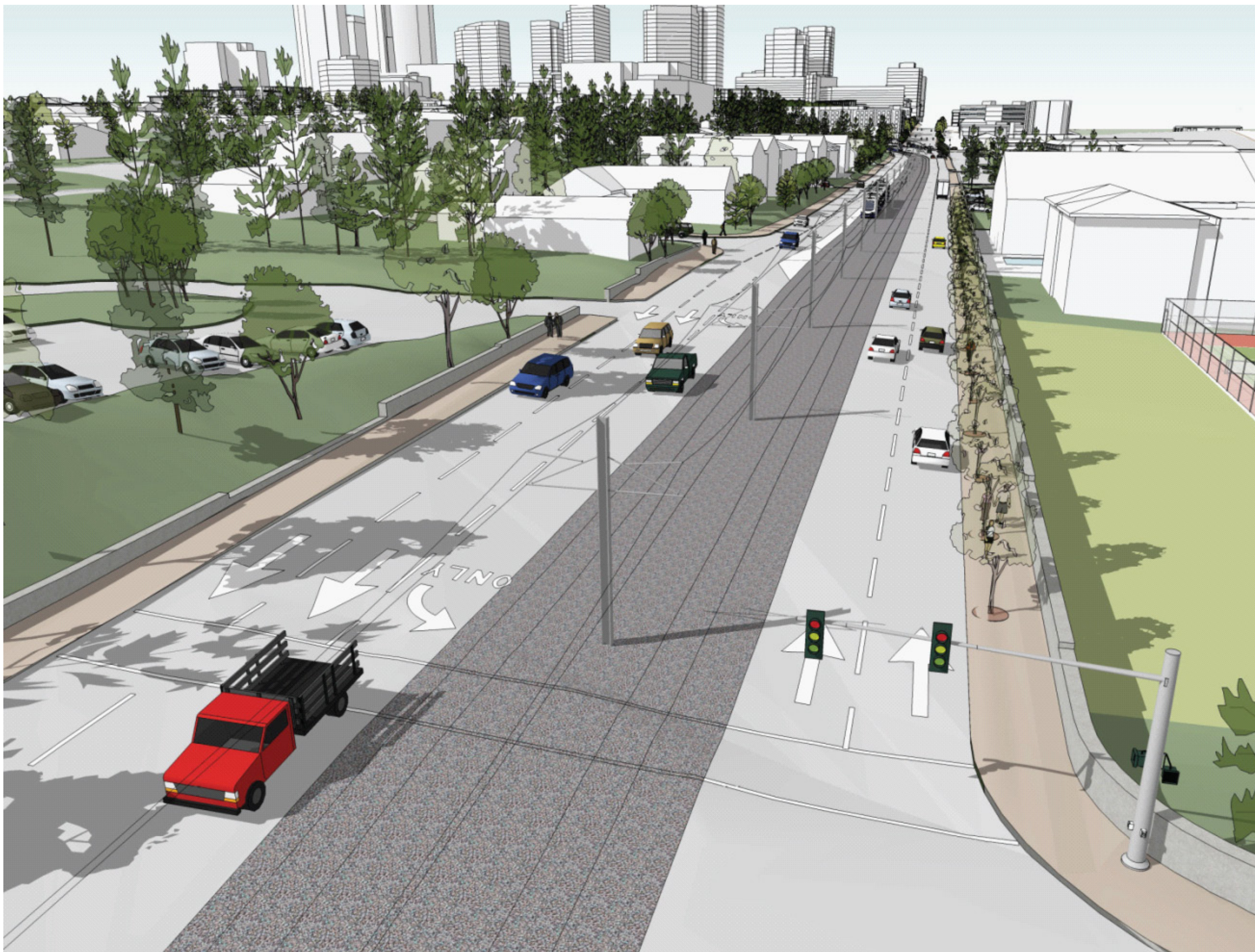
SOUND TRANSIT EAST LINK LIGHT RAIL



112th Ave SE and Bellevue Way: Center Running



112th Ave SE at SE 15th: Center Running



112th Ave SE and SE 6th Street: Center Running



Main Street to At-Grade Downtown: From Center

OPTION 6

SOUND TRANSIT EAST LINK LIGHT RAIL



112th Ave SE and Bellevue Way: Side Running



112th Ave SE at SE 15th: Center Running



112th Ave SE and SE 6th St: Westside (Option 2)



2nd Street Portal: From Center Running

East Link Light Rail

112th Avenue Community Workshop #2

June 29, 2010



Agenda

Open House – located in Room 108 (open throughout)

Opening Presentation – 6:30 p.m.

- I. Welcome
- II. Agenda Overview
- III. Concept Design Report Overview
- IV. Key Findings and Questions
- V. Next Steps

Adjourn - 8:30 p.m.

Workshop Purpose

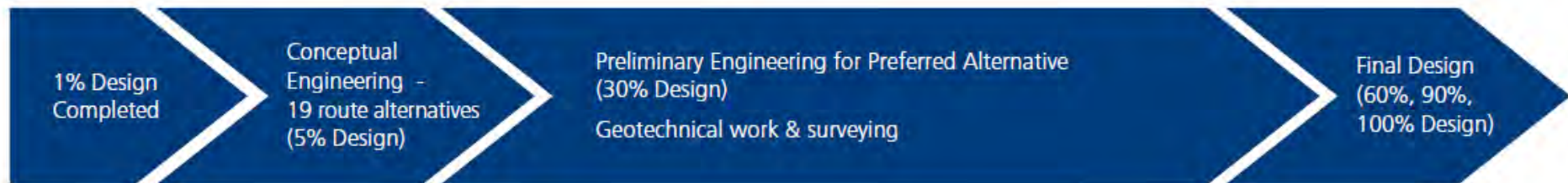
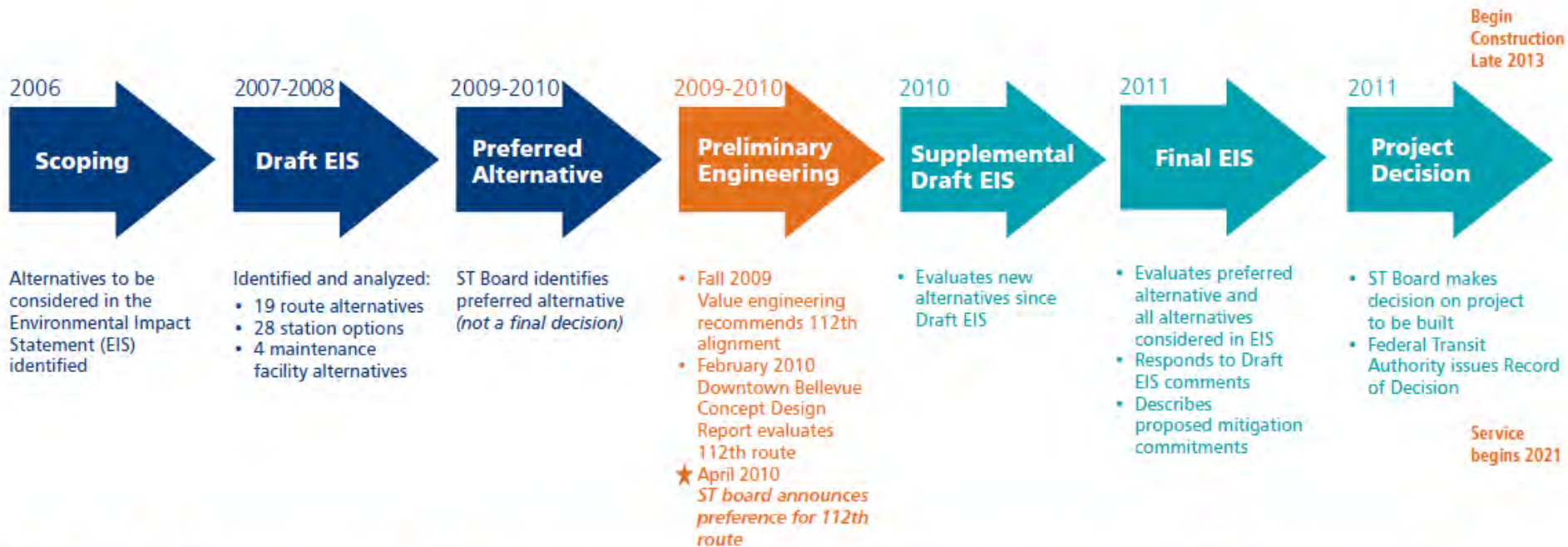


- Learn about the evaluation results in the Concept Design Report for the 112th Avenue options
- Submit your comments about the evaluation findings and community priorities
- Ask questions of project staff
- Sign-up for electronic updates
- Future public meetings on 112th Avenue Options

Project Developments

- April 22, 2010 Board Motion responds to:
 - Recession reduces ST revenue forecasts by 20%
 - Expert review recommends using 112th Avenue
 - Term sheet with City of Bellevue on funding a downtown tunnel includes ST identifying cost reductions
- Motion directs that:
 - “Design options on 112th will be studied further jointly with the City of Bellevue ...”

Decision Making Process



Decision Making Roles

- Sound Transit
 - Identifies preferred alternative
 - Following Final EIS selects the project to be built
- City of Bellevue
 - City Council makes recommendations regarding preferred alternative and project to be built
 - City issues permits during final design with mitigation for project selected by Sound Transit

Workshop #1 – What we heard



Door-to-door visit



Three drop-in stations



Three workshops



An open house

- Support for a retained cut along 112th Avenue
- Preference for NE 2nd Street portal into downtown
- Little support for an elevated track and center-running alignment
- Opposition to at-grade crossings
- Mixed support for the proposed SE 8th Street Station

Workshop #1 – What we heard

- Concerns about noise, traffic, and visual impacts to residences and businesses
- Desire for more information about cost and associated tradeoffs between different options
- Concerns regarding disruptions from construction
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued though not unanimous support for the B7 alternative



Door-to-door visit



Three drop-in stations



Three workshops



An open house

112th Avenue Concept Design Report

112th Avenue Light Rail Options Concept Design Report

JUNE 2010



PREPARED FOR



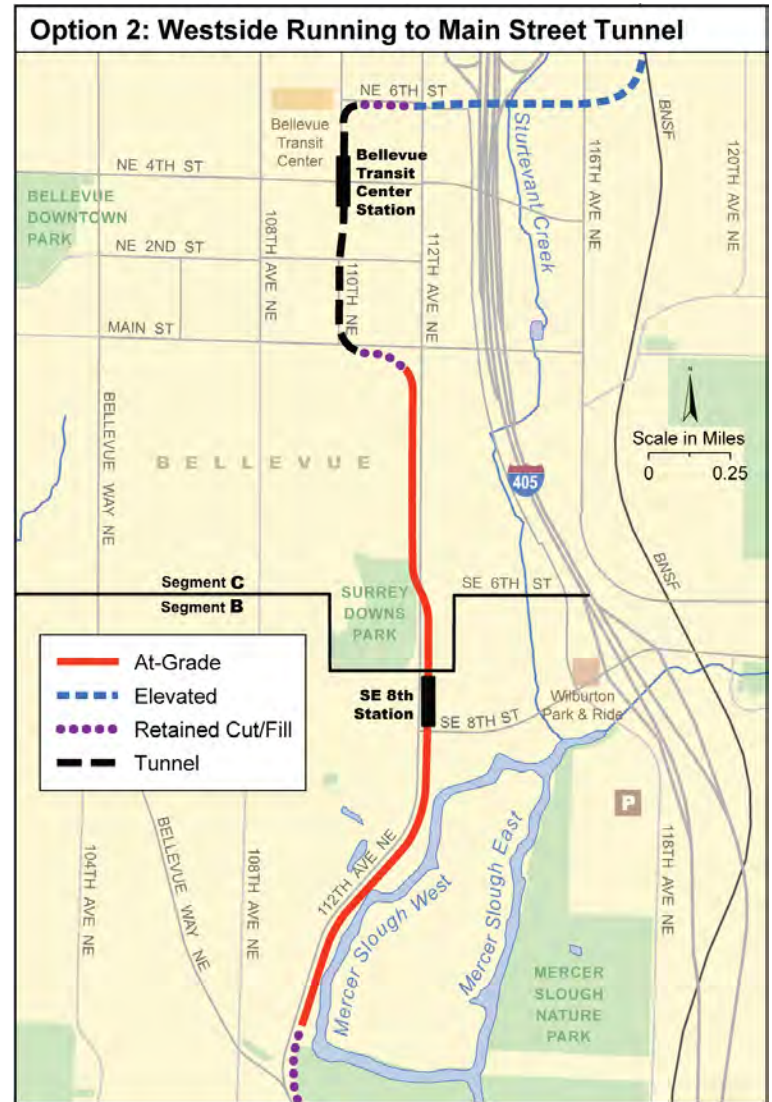
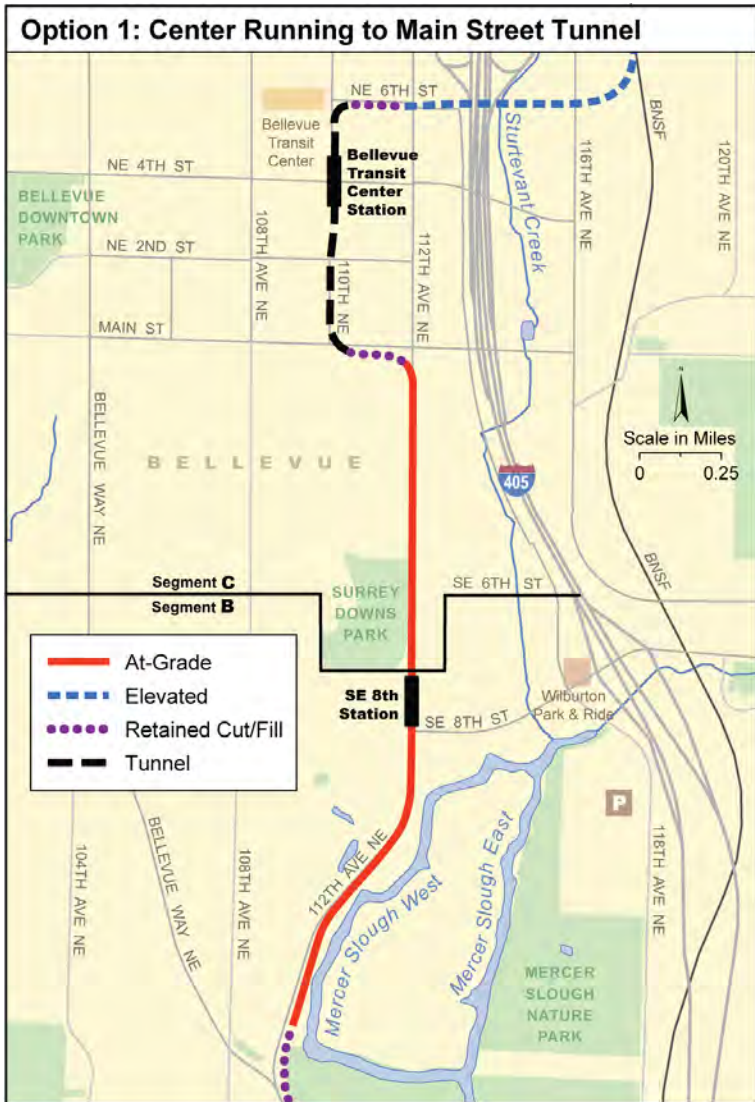
PREPARED BY



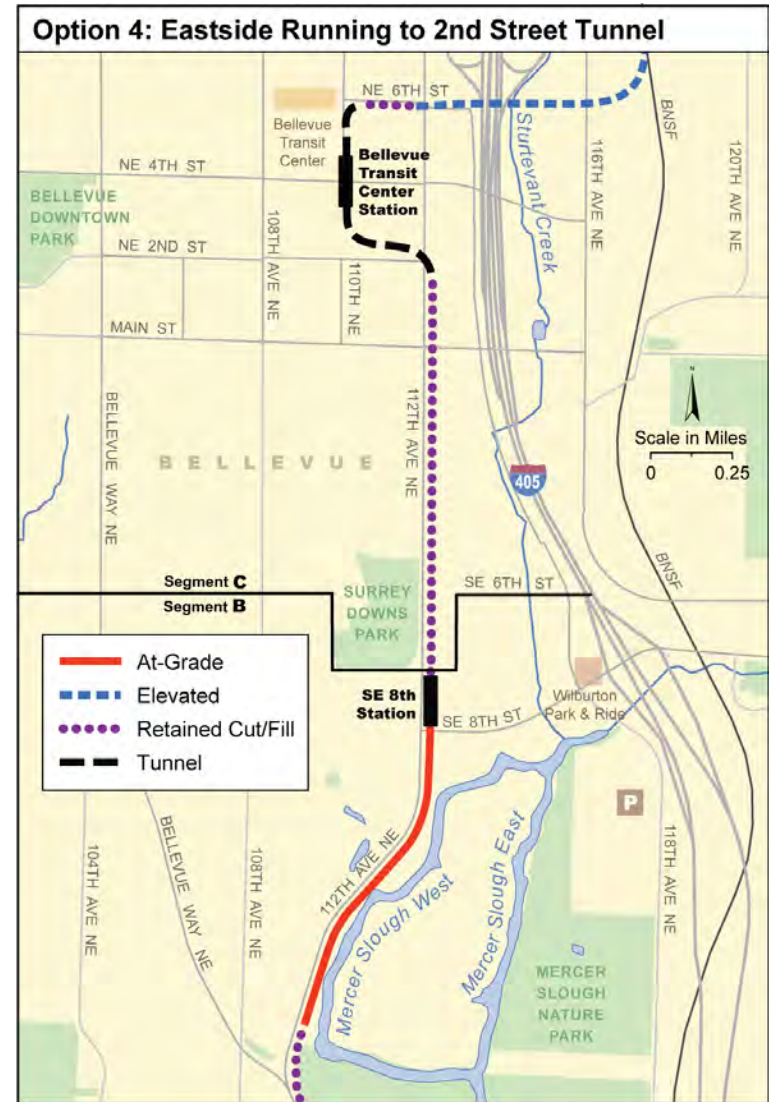
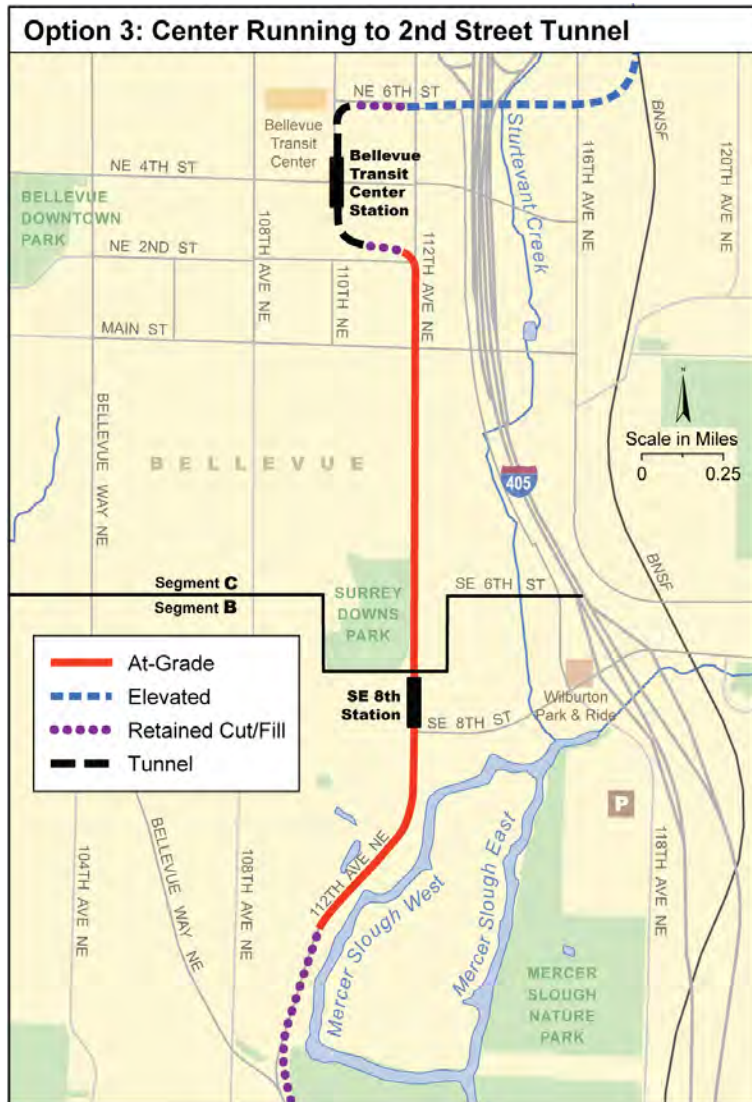
112th Compared to B3 Baseline



Options 1 & 2: 112th to Main Street Portal



Options 3 & 4: 112th to 2nd Street Portal



Options 5 & 6: 112th to Downtown At-Grade



112th Ave SE and Bellevue Way: Existing



112th Ave SE and Bellevue Way: Side Running

Options 1, 2, 4 and 6



112th Ave SE and Bellevue Way: Center Running

Options 3 and 5



112th Ave SE at SE 15th: Existing



112th Ave SE at SE 15th: Center Running

Options 1, 5 and 6



112th Ave SE at SE 15th: Side Running

Options 2 and 4



112th Ave SE and SE 6th Street: Existing



112th Ave SE and SE 6th Street: Center Running Options 1, 3 and 5



112th Ave SE and SE 6th Street: Center Running

Options 1, 3 and 5



112th Ave SE and SE 6th St: Westside (Option 2)



112th Ave SE and SE 6th St: Westside

Option 2



112th Ave SE at SE 6th Street: Retained Cut (Option 4)



112th Ave SE and SE 6th Street: Retained Cut

Option 4



Main Street at SE 1st: Existing



Main Street Portal: From Center Running

Option 1



Main Street Portal: From Westside

Option 2



2nd Street Portal at 112th : Existing



2nd Street Portal: From Center Running

Option 3



2nd Street Portal: From Retained Cut

Option 4



Main Street at SE 1st : Existing



Main Street to At-Grade Downtown: From Center

Option 5



Main Street to Downtown At-Grade: From Westside

Option 6



Evaluation Summary:

Cost Reduction compared to B3S – C9T

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Reduction in capital cost compared to B3S-C9T (millions, \$2007)	(-) \$75-125	(-) \$85-150	(-) \$105-170	(-) \$75-135	(-) \$255-425	(-) \$280-455

- 112th Design Options at a limited level of conceptual engineering
- Association for Advancement of Cost Engineering suggest that a -20% to +30% range applies at this stage of design
- Cost estimate for entire project will be updated at the end of preliminary engineering and a cost risk analysis performed

Visuals & Cost Reductions - Questions?

Evaluation Summary: Transportation

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Driveways closed/ converted to right-in, out	15	2	15	2	15	6
Changes to side streets (closed/right-in, right-out)	0/2	1/0	1/2	0/0	2/2	3/0
At-grade roadway crossings	4	3	4	2	2	3
Intersections not meeting City LOS standard (without mitigation/ with mitigation)	1/0	1/0	0/0	1/0	1/0	1/0

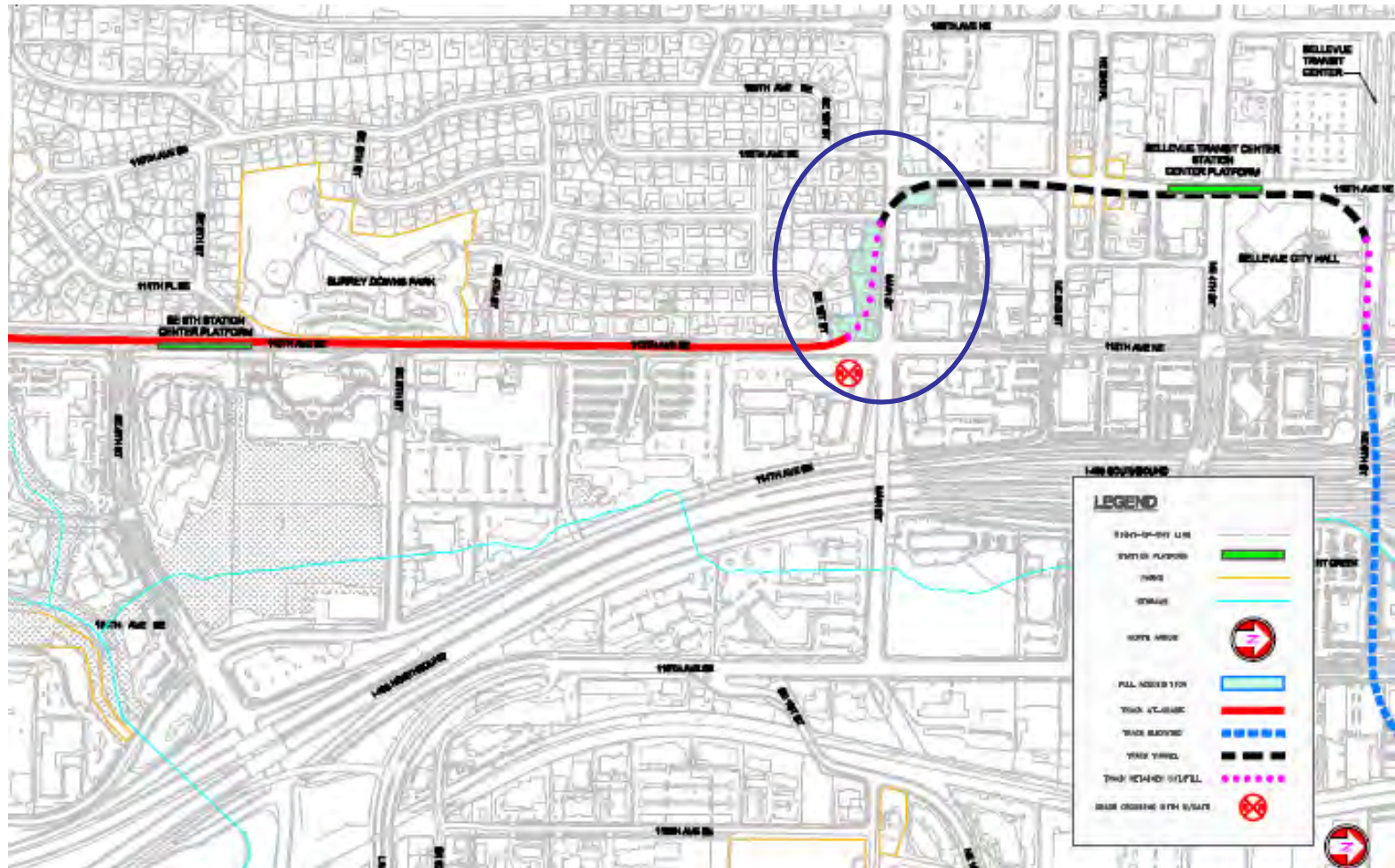
Transportation - **Questions?**

Evaluation Summary: Displacements

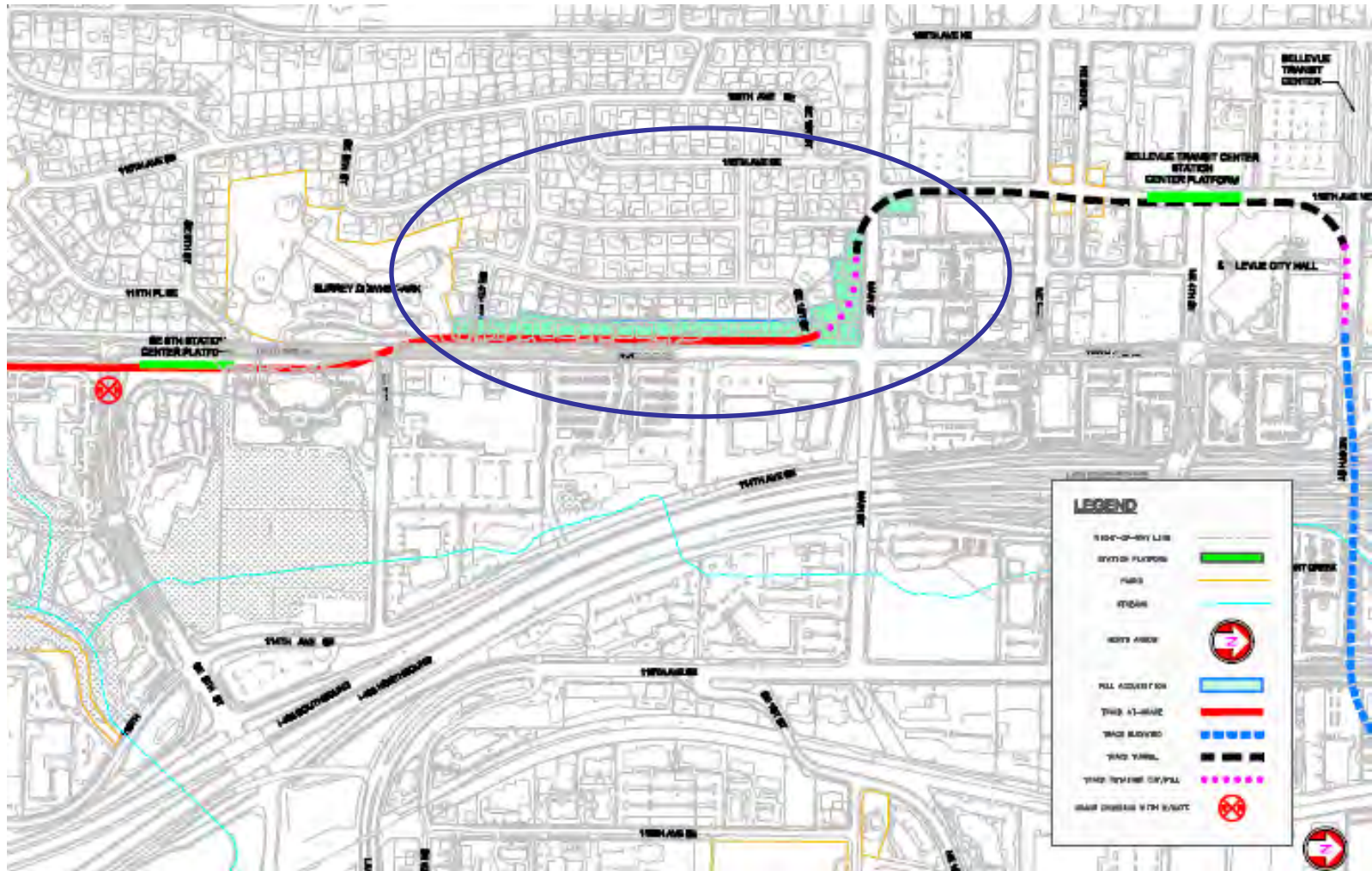
Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Residences displaced	1	46	0	0	2	46
Businesses displaced	7	7	5	5	7	7

**Maps
located in
Appendix
A (A-1)**

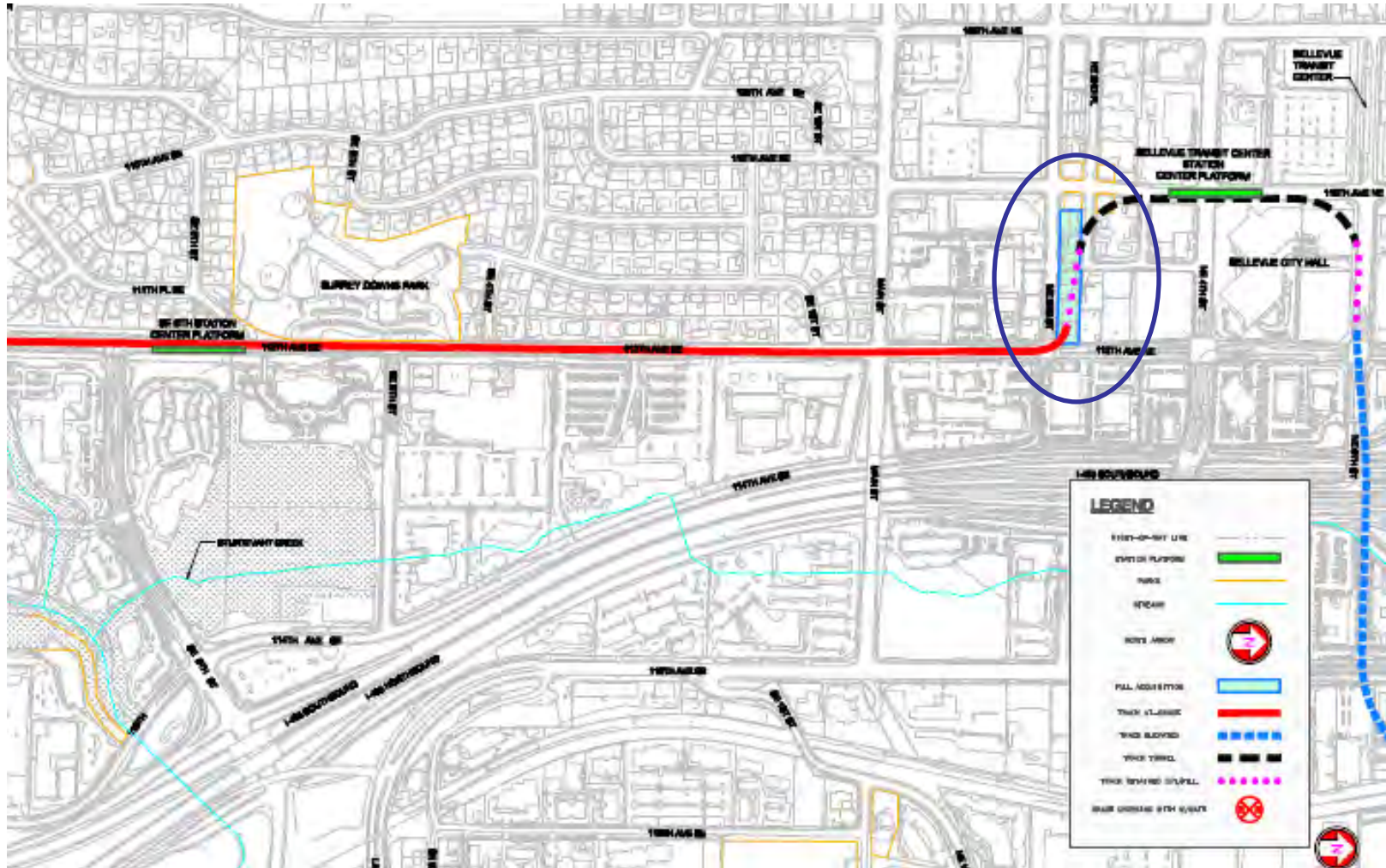
Displacements – Option 1: Center Running to Main St. Tunnel



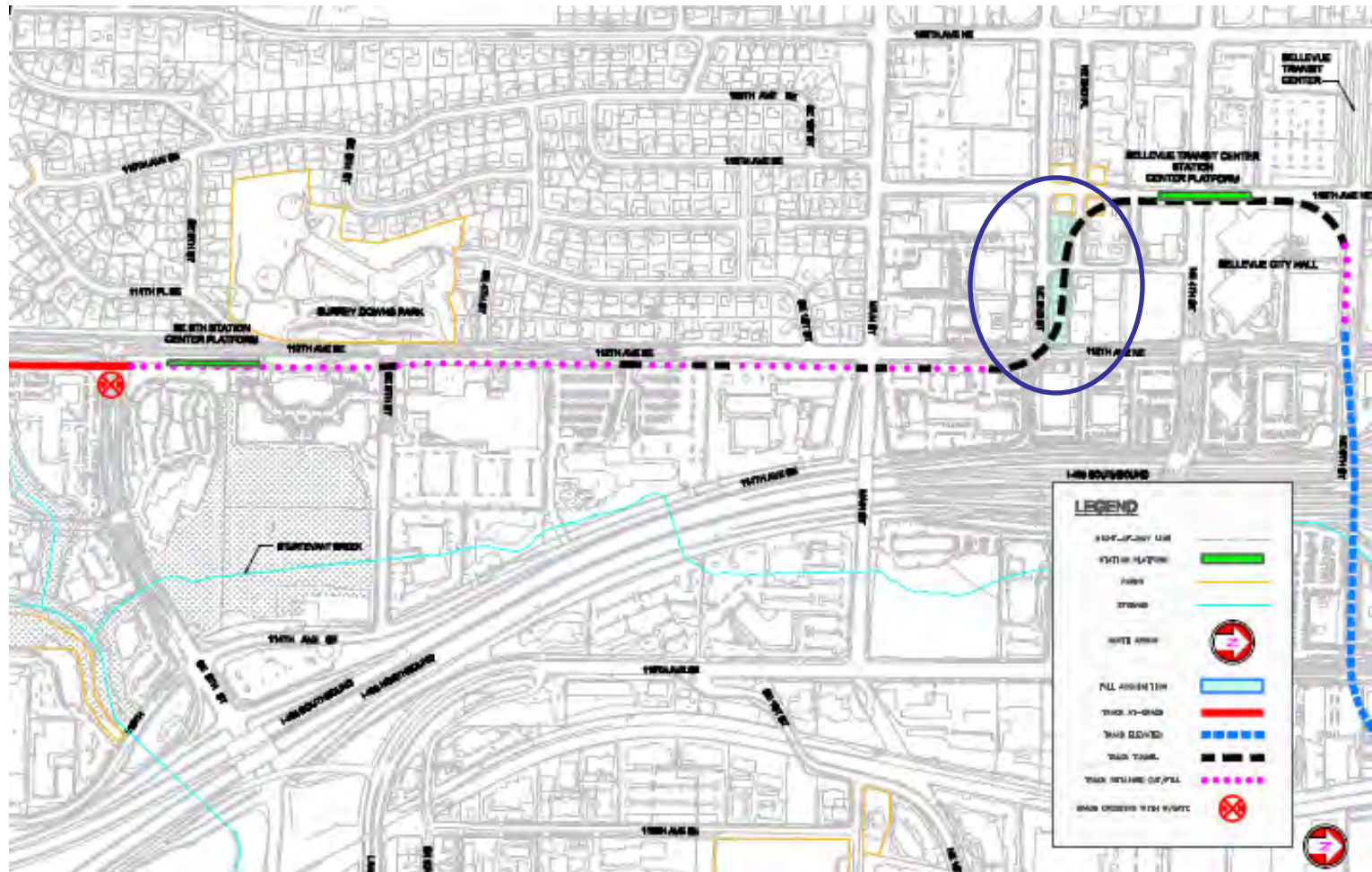
Displacements – Option 2: Westside Running to Main St. Tunnel



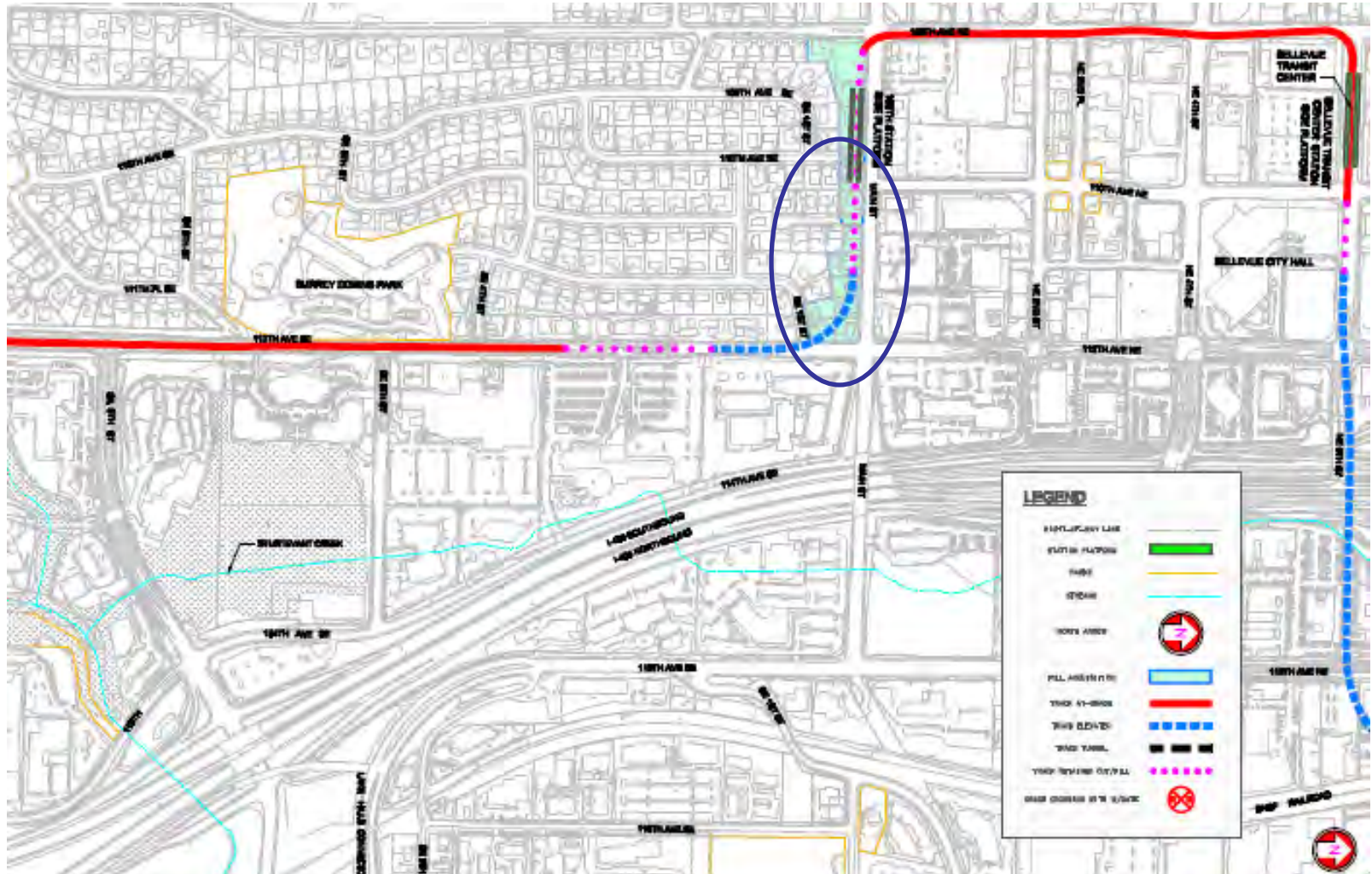
Displacements – Option 3: Center Running to 2nd St. Tunnel



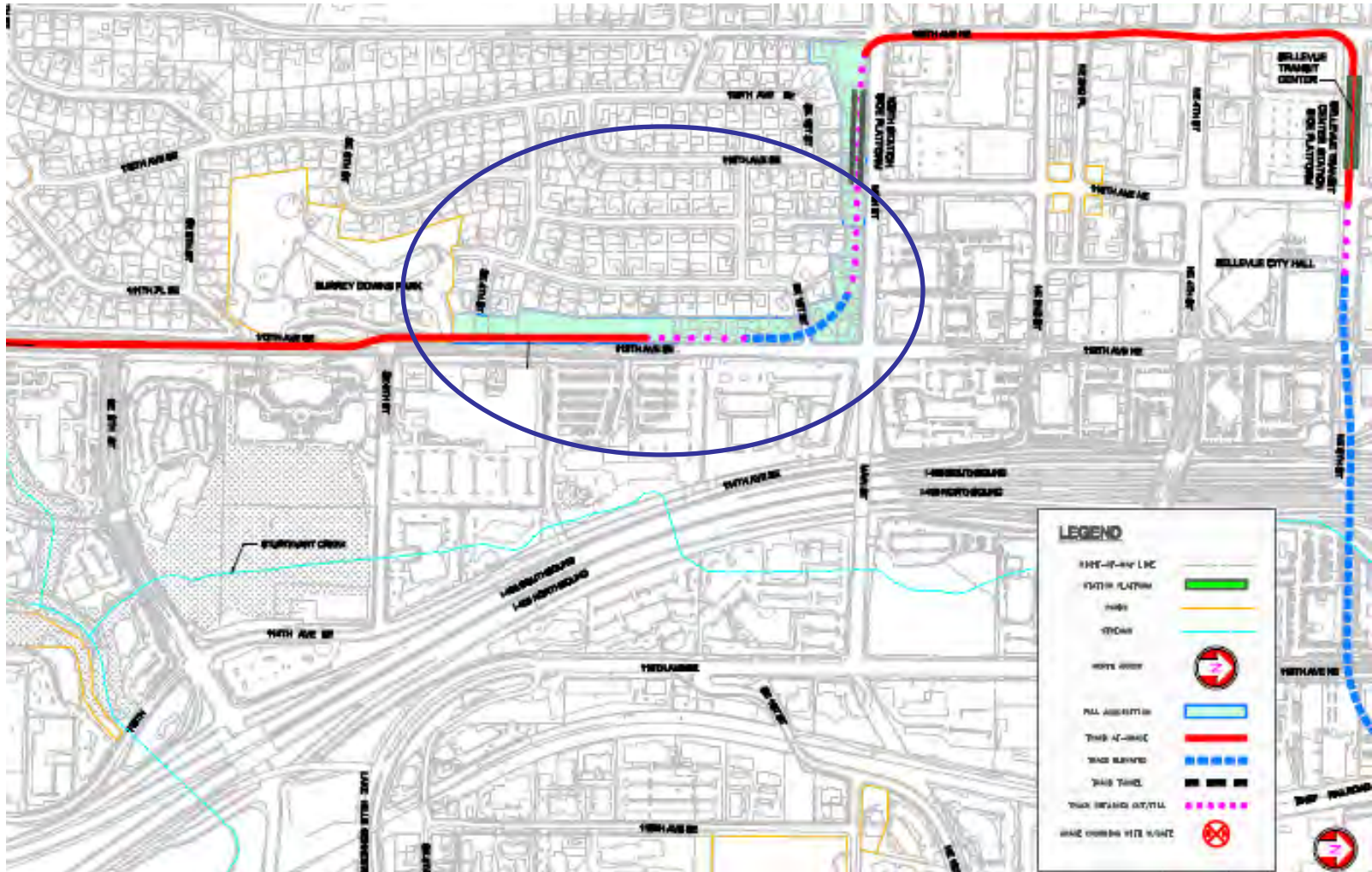
Displacements – Option 4: Eastside Running to 2nd St. Tunnel



Displacements – Option 5: Center Running to At-Grade



Displacements – Option 6: Westside Running to At-Grade



Displacements - **Questions?**

Noise Analysis



- Follow FTA analysis methodology and criteria
- Measured existing noise levels along 112th Avenue (May 2010)
- General description of mitigation measures

Central Link Noise Issues

- Train noise levels
- Train warning bells
- Crossover track noise
- Wheel Squeal



112th Avenue noise analysis reflects experience from Central Link

Noise Mitigation

Noise impacts would be mitigated through a variety of options, including:

- Sound walls
- Building sound insulation
- Special trackwork
- Lubrication

Mitigation would depend on site specific conditions and be determined later in the design process.

Evaluation Summary: Noise

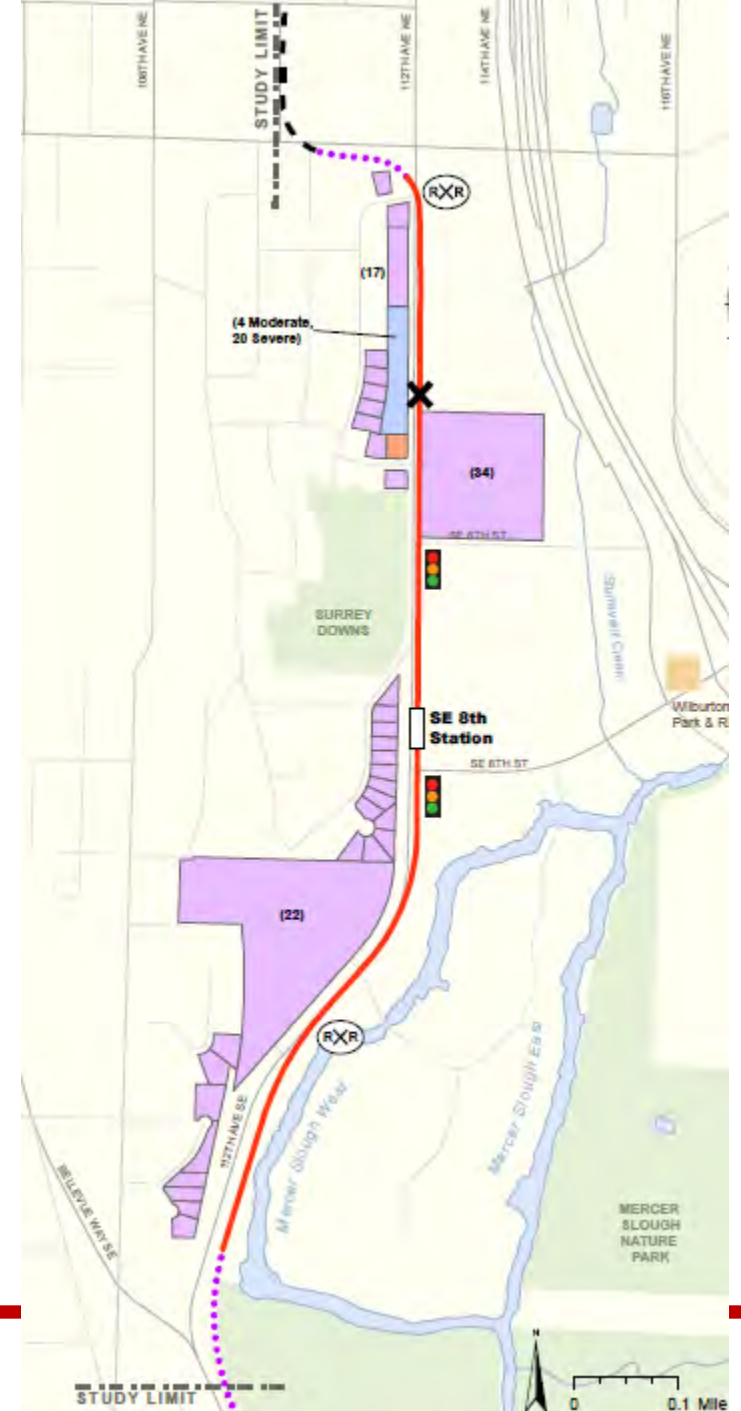
Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Impacts (severe/moderate)	21/107	6/42	21/98	1/31	3/116	9/87
Impacts after mitigation (severe/moderate)	0/0	0/0	0/0	0/0	0/0	0/0

Noise Impacts

Option 1: Center Running to Main Street Tunnel

East Link Project

Criteria	Option 1 (Center)
Impacts (severe/moderate)	21/107
Impacts after mitigation (severe/moderate)	0/0



Noise Impacts

Option 2: Westside Running to Main Street Tunnel

East Link Project

Criteria	Option 2 (Westside)
Impacts (severe/moderate)	6/42
Impacts after mitigation (severe/moderate)	0/0

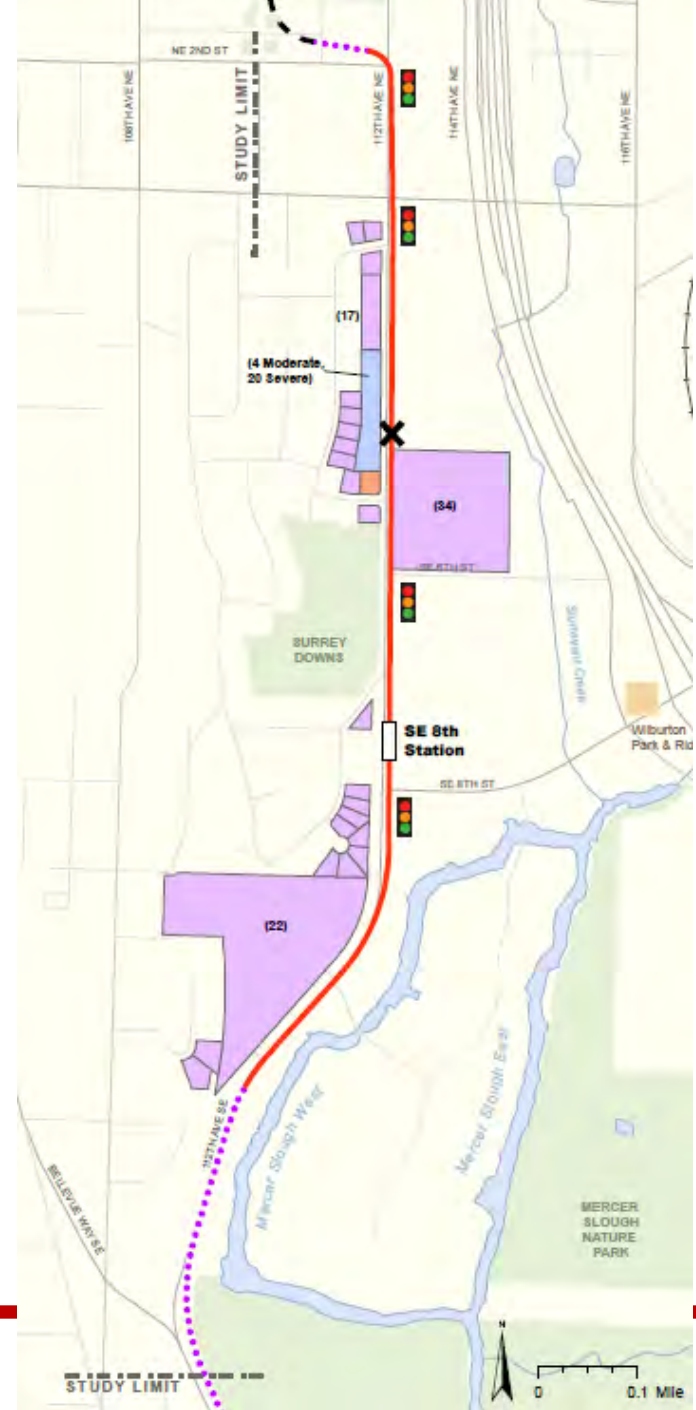


Noise Impacts

Option 3: Center Running to 2nd Street Tunnel

East Link Project

Criteria	Option 3 (Center)
Impacts (severe/moderate)	21/98
Impacts after mitigation (severe/moderate)	0/0



Noise Impacts

Option 4: Eastside Running to 2nd Street Tunnel

East Link Project

Criteria	Option 4 (Eastside)
Impacts (severe/moderate)	1/31
Impacts after mitigation (severe/moderate)	0/0



Noise Impacts

Option 5: Center Running to At-Grade

East Link Project

Criteria	Option 5 (Center)
Impacts (severe/moderate)	3/116
Impacts after mitigation (severe/moderate)	0/0



Noise Impacts

Option 6: Westside Running to At-Grade

East Link Project

Criteria	Option 6 (Westside)
Impacts (severe/moderate)	9/87
Impacts after mitigation (severe/moderate)	0/0

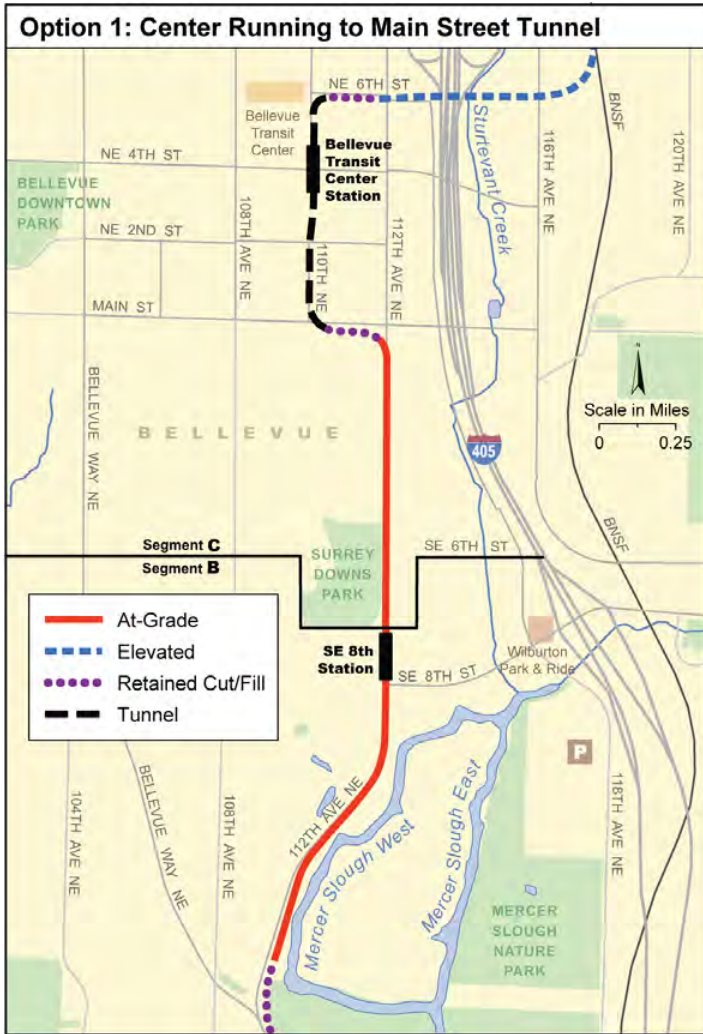


Noise -
Questions?

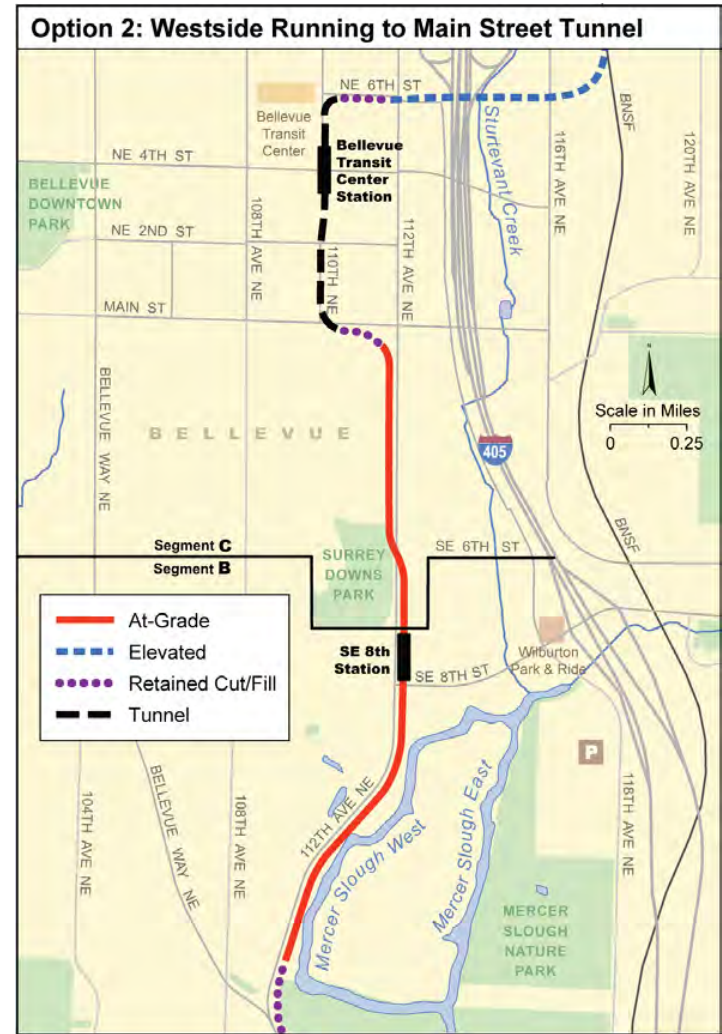
Evaluation Summary: Wetland Impacts & Parks

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Wetlands affected (acres)	0	0	0	0	0	0
Wetland buffer affected (acres)	1.3	2.0	0.4	2.1	0.4	1.3
Parks affected (acres)	0.5	1.4	0.2	0.3	0.2	1.0

Options 1 & 2: 112th to Main Street Portal



Option 1 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	0.2 acre

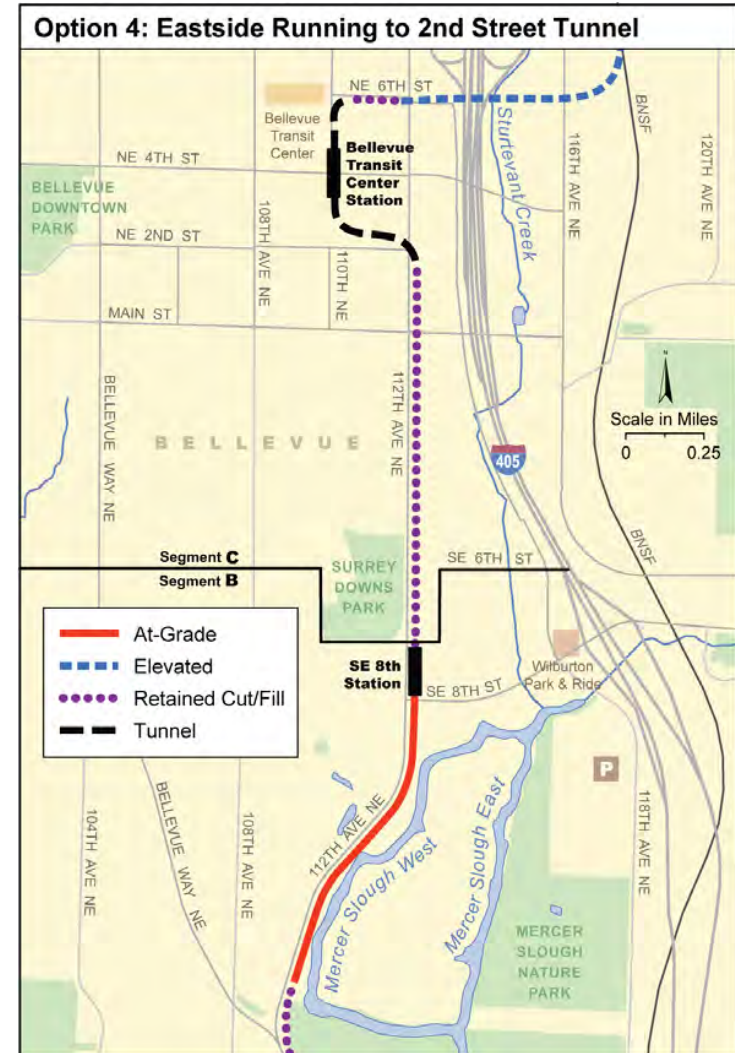


Option 2 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	1.1 acre

Options 3 & 4: 112th to 2nd Street Portal

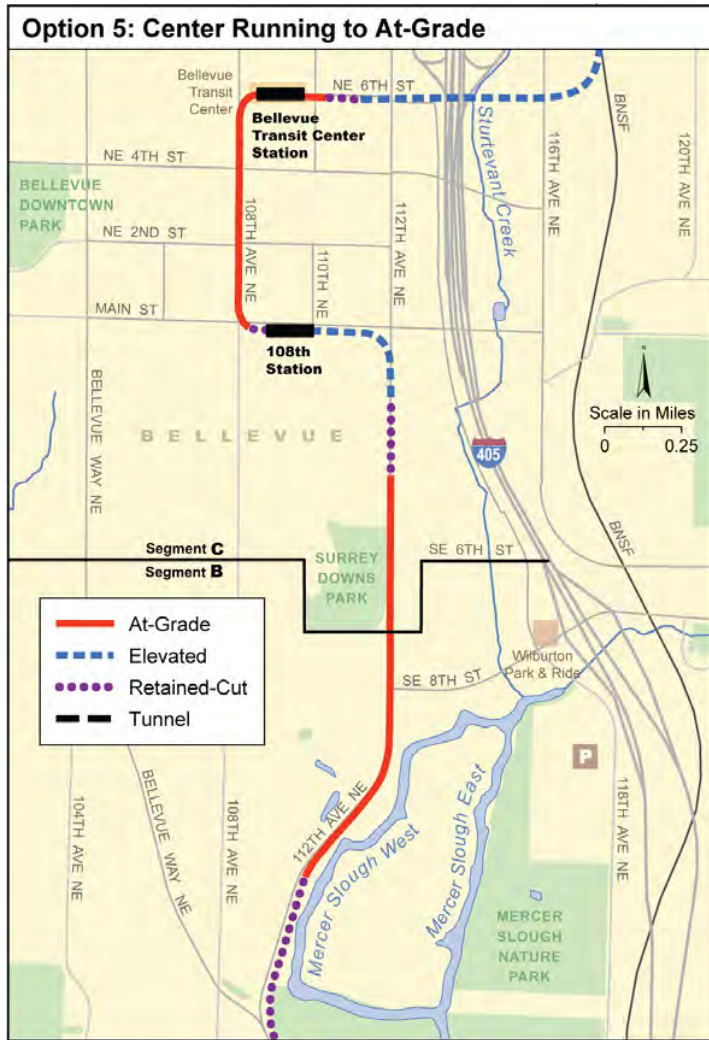


Option 3 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
< 0.1 acre	0.2 acre

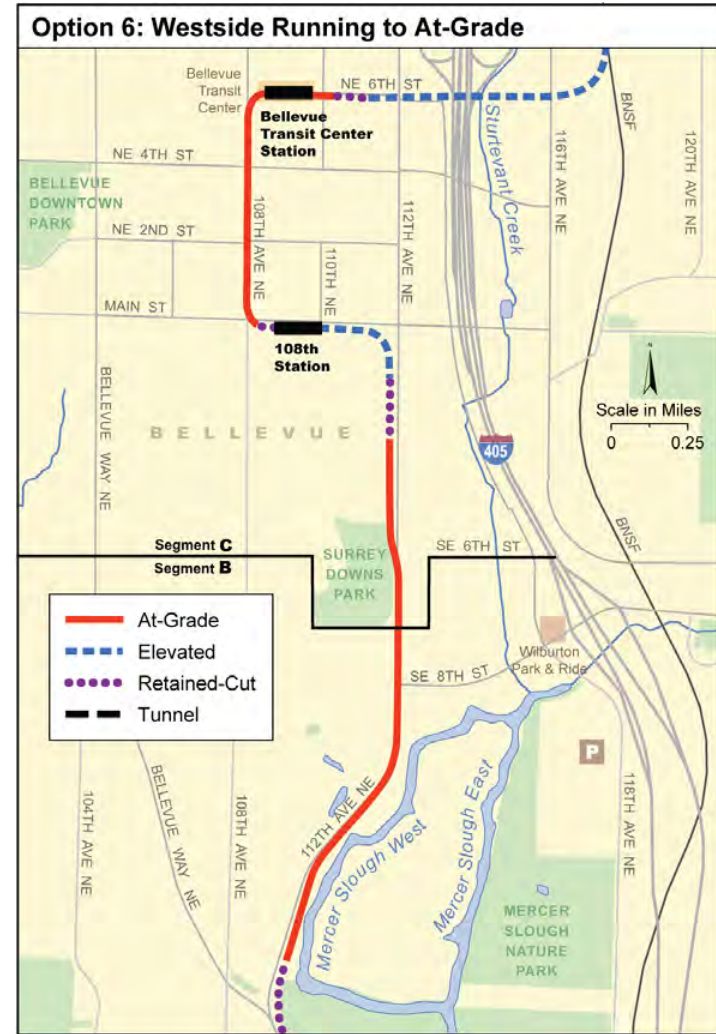


Option 4 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	No impact

Options 5 & 6: 112th to Downtown At-Grade



Option 5 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
< 0.1 acre	0.2 acre



Option 6 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	0.7 acre

Wetland Impacts & Parks - **Questions?**

Evaluation Summary: Construction Impacts

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Relative construction disruption	Moderate to higher	Lower	Moderate to higher	Moderate	Moderate to higher	Moderate to lower
Construction duration	Intermediate	Shortest	Intermediate	Longest	Intermediate	Intermediate

Construction Impacts - **Questions?**

112th Next Steps

- City Council briefing (July 6th and July 19th)
- Ongoing outreach and identification of community preferences for 112th Avenue
 - 3rd Workshop (July 7th): Community Preferences on 112th Ave.
 - Open House (July 14th): 112th Avenue, Bellevue Way, and South Bellevue Park-and-Ride
- Sound Transit Board identifies preferred 112th option (July 22)

112th Avenue – Community Workshop #2: Comment Form Transcriptions

Comment Form

For option 2, it should have SE 8th Station on the west side where the condo are taken. It will draw ridership from hotel employees.

Can Sound Transit study an option on the East side from the “Y” intersection to SE 6th then transition to the west side onto the condo and transition to the East side running from Main street to 2nd street tunnel portal.

Please include sound mitigation walls in the conceptual illustrations. This will be helpful to better understand the visual impacts.

Name: Anonymous

Comment Form

Alt 4 provides the least overall impacts.

Consider moving the “SE 8th/6th St station” further north (perhaps at the Hilton)

Name: Anonymous

Comment Form

Like all options with SE 8th Station because of Bellfield business park density can be increased by going up without causing additional environmental impacts, tax revenue improved it can be mixed-use.

Expansion of Wilburton Park and Ride to a multi-story garage, with covered walkways to SE 8th Station.

Additional parking can be built at Greenbaum property with covered walkway similar to Boeing parking lot.

Name: David Milot

Comment Form

East Link should not go past NE 8th because that will encroach upon the 520 route. Any further investment would be a bad business model. The EIS states that there would be no environmental impact by going along I-90 yet Sound Transit still is determined to take the Bellevue Way route. I think these meetings are nothing more than dog and pony shows and that Sound Transit has already made up their minds.

Name: Anonymous

Comment Form

Any light rail on 112th is in violation of the City of Bellevue's land use codes. It would destroy the character of one of the oldest communities of the City of Bellevue. The only possible way to avoid massive noise in Surrey Downs, Bellfield Condos and Enatai is a tunnel that went all the way from I-90 to NE 2nd. The line must run on the City of Bellevue's preferred alignment – B7,

What are your thoughts about the feedback we heard at the June 15th community workshop?

Haven't had any access on the feedback.

Please share any general comments regarding the concept design report.

1. Costs for each alternative/option should be expressed in discounted/present value 2009 \$'s not capitol cost reduction values!! And all such cost should be life cycle costs!!!

Please share your thoughts about the findings from the Concept Design Report. What impacts matter most to you? What else do we need to consider?

Location: The station for this route segment should be located approximately NE 12th Street and 116th Ave NE.

Cost:

Costs for all options/alternatives should be expressed in discounted/present-value 2009 \$'s of life cycle cost!

Please share any general feedback related to East Link, outreach opportunities, and the new 112th Avenue options:

Segment D should be located/routed along SR-520, not in the Bel-Red corridor center area.

Name: David F Plummer

What are your thoughts about the feedback we heard at the June 15th community workshop?

This appears to be thorough. You have dealt fairly well with the local negativity of NIMBIES.

Please share any general comments regarding the concept design report.

I recognize this is a political whipping-boy and we are pushed to Option 4, which is probably the most expensive. It suggests route B3 as a viable alternative. (Note: I favor B2 or B3)

Please share your thoughts about the findings from the Concept Design Report. What impacts matter most to you? What else do we need to consider?

Visual: Make the diagrams more gritty: show the litter and beer cans, so people won't think you are whitewashing anything.

Cost: Go with the best you can build within the cost. Don't try to save money beyond what we must.

Transportation: Sounds like these are all adequately handled in spite of complaints.

Displacements: Diagrams clearly indicate against west-side option.

Noise: No comment

Wetlands and Parks: Save Surrey Downs Park since it is a neighborhood park.

Construction: Impacts are temporary and should not greatly influence final decision.

Please share any general feedback related to East Link, outreach opportunities, and the new 112th Avenue options:

You do a good job dealing with all the negativity and being prepared for the loaded questions. Keep up the good work!

Name: Martin Paquette

112th Avenue – Community Workshop #2: Flip Chart Transcriptions

Open House - Room 108

- B7 is the way to go! Growth to Issaquah!
- There is one “green” area to get into Bellevue and Sound Transit wants to eliminate it. That is a no no!
- The 550 bus line serves Bellevue better than the link light rail will. The bus line has more stops in downtown area than the light rail will.
- The East side cut is preferred! Also the B7 is a poor choice.

Visual Sims and Cost

- Trench concerns – not accurate reflection on vis sim without barriers (suicidal tendencies) exact design still ongoing – 5% design.
- Board composition – conflict for Council Member Balducci?
- Comparison of B7 vs B3? \$10 million less (B7), comparing these options – about \$10 million decrease
- Disconcerting to hear about displacements.
- Subarea equity? 3 representatives for eastside subarea.
- Loss of capacity on 112th? None.
- SE 8th Station? On all tunnel alternatives; at-grade at Main.
- Request: Make rendering available of SE 8th

Transportation

- Is it considered dangerous to make U turns across tracks?
- Is SE 4th closed in any of the options?
- SE 1st? Will that remain open?
- Any statistics for any anticipated car/train accidents for at-grade alignments?
- Are you looking at emergency vehicle access in these scenarios?
- Commercial traffic input? With restricted turns?

Noise

- Original 112th center running in DEIS had 20 impacts – now 100. What changed since the original analysis?
- When you take sound measurements – do you take measurements from outside or inside?
- If a wall isn't possible, what do you do?
- Option 6 –most cost savings is criteria for noise mitigation just to a minimal federal requirement or might you use some savings for increased mitigation?
- So no added benefit in terms of noise mitigation if you save money on the options?
- What is the maximum allowable DB levels?

- What's the difference between moderate and severe?
- What is mitigation in Option 6 on 108th Ave?
- If you can't provide sufficient mitigation – what is the next step?
- How can you say impacts drop to Q in the options through mitigation when things are not working in Tukwila?
- Really essential to continue outdoor noise
- Noise levels are substantially higher in the winter months.
- What are the average noise levels on 112th?
- What times did you take measurements?
- 5 different bells on Option 1
- Frequency of trains running? 7, 10, 15

Displacements

- Considered cost of displacements in cost?
- Lost revenues and workers? Relocation?
- Can property owners opt-in? Criteria?
- Displacements along B7?
- Property owners in limbo? What happens to them during the process?
- Property owner – disclose to potential seller
- Why options for public if outcome will come elsewhere
- Option 2 closes all access to Surrey Downs
- Feels staff are not answering questions.

Wetlands and Parks

- What happens w/Winters House?
- Option 4: Make all sub-grade?
- Workshops on B7?
- Why not same level of detail?
- Explanation of City's work on B7.
- Single insulation is current at Hilton on rooms facing west.

Construction

- What is the difference in duration? Shortest vs. longest?
- If you put up sound wall and there is no sunlight – that should be measured – you have no impact.
- Disappointing to not see this compared to B7. Put yourself in our shoes. Quality of life diminishes.
- Please seriously consider B7.
- When will we discuss B7 like we're discussing 112th?
- You're not letting us have the facts of B7.

- Are you going to have workshops on B7 like you did for 112th?