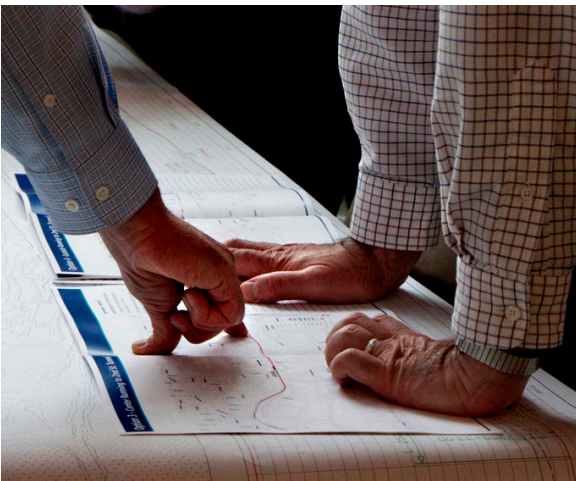
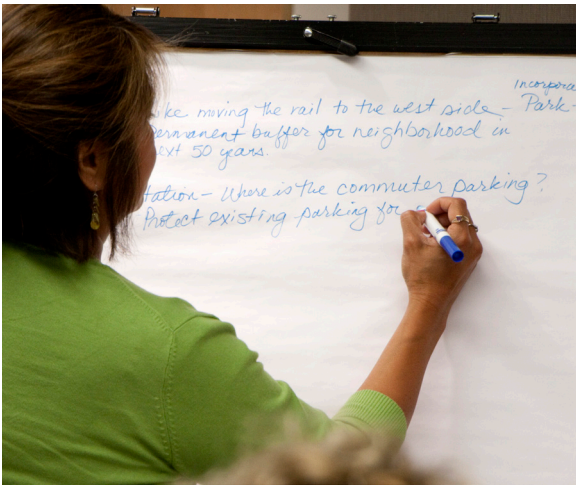


East Link light rail:

112th Avenue Options Evaluation

Community Outreach Report



July 2010

 **SOUNDTRANSIT**
RIDE THE WAVE



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112th Avenue Options

Overview

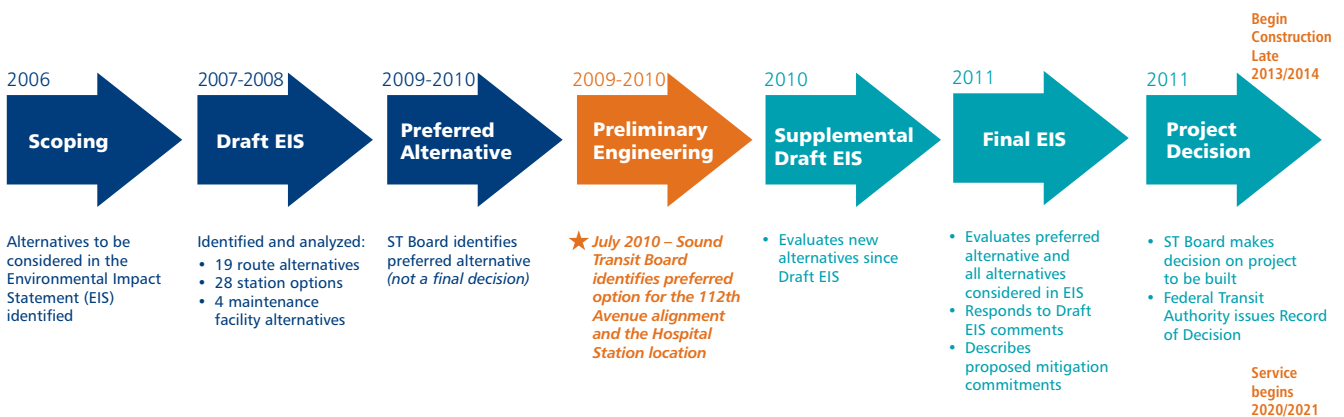
Sound Transit is studying an extension of the light rail system from Downtown Seattle east to Bellevue and Redmond. The East Link project would connect the Eastside’s biggest population and employment centers and serve 45,000 to 50,000 daily riders on one of the region’s most congested travel corridors. Currently, Sound Transit is preparing a Supplemental Draft Environmental Impact Statement (EIS) to address new or changed project alternatives. The Supplemental Draft EIS is anticipated to be issued in Fall 2010. A Final EIS for the East Link Project is scheduled to be issued in 2011.

The East Link project faces two sources of financial pressure. First, revenue forecasts for the ST2 plan, including East Link, have decreased by at least 20 percent. Second, funding for a tunnel in downtown Bellevue is not included in the ST2 plan. Project savings need to be identified to address both these financial pressures.

In the fall of 2009, Sound Transit conducted a value review that recommended the 112th Avenue alignment as a potential cost saving measure. The February 2010 Downtown Bellevue Concept Design Report reviewed

this alignment option, previously studied in the Draft EIS, and in April 2010, the Sound Transit Board of Directors identified a 112th Avenue alignment (known as the B2Modified Alternative) as the preferred alternative for Segments B and C, replacing Alternative B3S, identified as the Preferred Alternative by the Sound Transit Board in May 2009. The benefits of running the line on 112th Avenue include potential cost savings, reduced potential impacts on wetlands and streams, increased ridership, and potential faster travel times.

To further refine B2Modified, Sound Transit is considering six design options that generally follow 112th Avenue SE from Bellevue Way to downtown Bellevue. In order to understand preferences and concerns of the adjacent community, Sound Transit conducted a comprehensive outreach program from May-July 2010 to share information about the new options and gather input. This summary of the outreach and comments received during that process and the results of the technical analysis will help the Board as they evaluate the options under consideration and determine the specific option on 112th Avenue to move forward.



What are the 112th Avenue options?



Option 1: Center Running to Main Street Tunnel

- At-grade crossing from east to center of 112th Avenue south of SE 15th Street
- 112th Avenue widened east to create space for light rail in the median
- At-grade crossing of SE 112th Avenue at Main Street



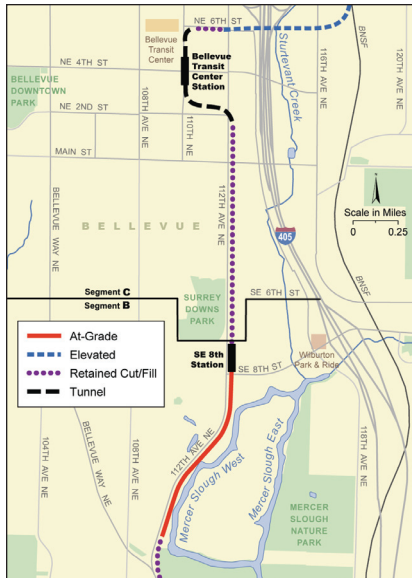
Option 2: Westside Running to Main Street Tunnel

- Eastside south of SE 6th Street
- At-grade crossing of 112th Avenue at SE 6th Street
- Westside north of SE 6th Street



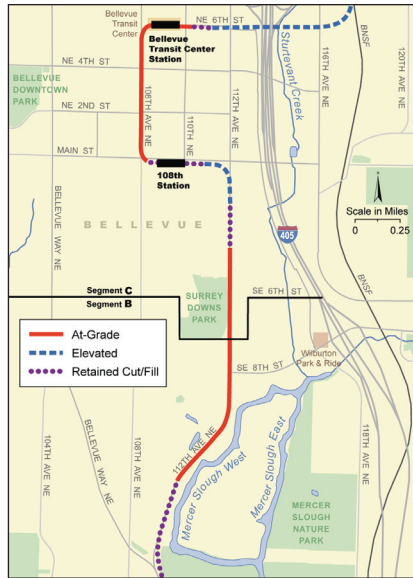
Option 3: Center Running to 2nd Street Tunnel

- Crosses under northbound lanes to enter center of 112th Avenue
- 112th Avenue widened east to create space for light rail median
- At-grade crossing of 112th Avenue at NE 2nd Street



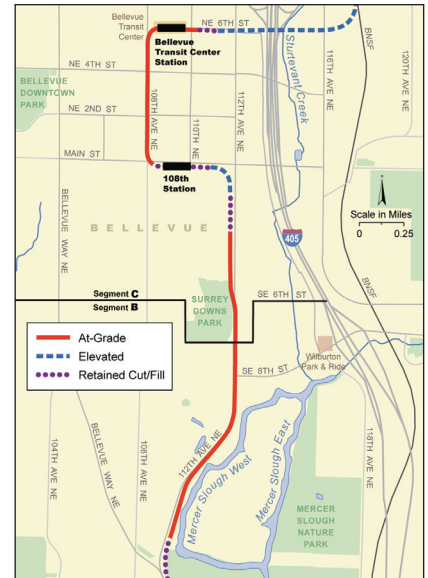
Option 4: Eastside Running to 2nd Street Tunnel

- At-grade south of SE 8th Street
- Depressed in a retained cut north of SE 8th Street
- Transitions to a tunnel along NE 2nd Street and 110th Avenue NE



Option 5: Center Running to At-Grade

- Crosses to center under 112th Ave at “Y”
- 112th Avenue widened east to create light rail median
- Elevated center running from Hilton Hotel to Main Street



Option 6: Westside Running to At-Grade

- At-grade crossing from east to center south of 15th Street
- 112th Avenue widened to east to create a light rail median south of SE 6th Street
- Crosses from center to west at SE 6th Street

112th Avenue Outreach Process

How did we involve the community?

Sound Transit, in coordination with the City of Bellevue, implemented a collaborative public involvement program to engage community members and affected property owners in identifying preferences for a potential light rail alignment on 112th Avenue.

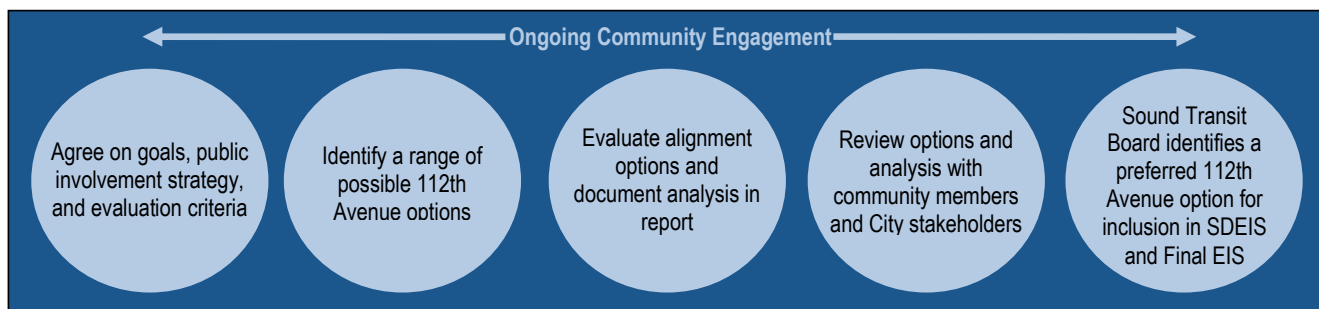
The public input received will inform the expected decision about a 112th Avenue alignment by the Sound Transit Board of Directors on July 22, 2010.

Who participated?

Participants at the workshops were from nearby neighborhoods such as Surrey Downs, Bellefield Residential Park, Bellecrest, Enatai, Carriage Hills Condominiums, Carriage Place Condominiums and businesses located along 112th Avenue, Main Street and 2nd Street. Others came from greater Bellevue and some were from outside Bellevue. A full list of workshop participants are included in the appendices.

Public involvement objectives

- Listen to community members to gain a greater understanding of their concerns and interests related to the 112th Avenue options.
- Inform community members about the trade-offs associated with the 112th Avenue design options.
- Gather input from a wide variety of community members, including directly affected property owners, about the trade-offs and potential mitigations of the various design options.
- Build understanding in the community about the schedule and budget constraints of the East Link project.



Build understanding - Phase 1

During this first phase of outreach Sound Transit and City of Bellevue staff listened to community members to understand concerns and ideas about the 112th Avenue design options and identify stakeholders in the process. Outreach activities included stakeholder interviews, door-to-door outreach, neighborhood drop-in sessions, and neighborhood briefings. The public was also invited to attend a series of three community workshops in June and July to review details about the 112th Avenue options and share early feedback.

Evaluate choices - Phase 2

After presenting an overview of the 112th Avenue design options, Sound Transit and the City of Bellevue published the ***Concept Design Report*** on June 24. The report evaluated each option in regard to the following criteria: capital cost reduction, transportation, displacements, transit noise, visual, wetlands, parks, and construction impacts. Sound Transit and the City then provided a detailed presentation of the results at the second community workshop on June 29. This workshop provided the opportunity for community members to ask questions about the results from a panel of technical staff and provide their input about the findings.

Identify preferences - Phase 3

The last step in the outreach process was to identify community preferences. The third workshop on July 7 provided an opportunity for participants to express their views about the trade-offs of the options in small group discussions or by providing input through an audience response system. Finally, Sound Transit and the City presented the preferences and gathered additional feedback about the community's views on the results of the outreach process and the 112th Avenue options at an open house on July 14.

The community reviewed visual simulations and evaluation data for 112th Avenue options and learned about next steps in the decision-making process. Information about light rail design plans for the South Bellevue park-and-ride and Bellevue Way were also available for review.



Neighborhood Outreach

Overview

Sound Transit and City of Bellevue staff reached out to residents and businesses along the 112th Avenue route to present the various options for the light rail alignment and allow opportunities for comment.

Door-to-Door Outreach

Sound Transit staff distributed a flier at over 400 homes along 112th Avenue to inform residents about the updated preferred route and let them know about upcoming opportunities to get involved.

Date	Total # of homes visited	Total # of residents spoke to personally
5/24	95	42
5/25	118	30
5/26	206	58

Briefings & Interviews

Neighborhood briefings and stakeholder interviews were conducted by Sound Transit and City staff to present the options and address questions. Including:

- Carriage Place Condominium Board members
- Carriage Hills Condominium owners
- Bellefield Residential Park owners
- Surrey Downs Community Club Board and East Link Committee
- Bellecrest Neighborhood Association Board members
- Citizens for Responsible Transit
- Friends of Enatai

Drop-In Stations

Staff hosted three informal opportunities for neighbors to see the 112th Avenue options, ask questions, and provide feedback at a convenient neighborhood location. The following are highlights of comments received:

- Preference for the 2nd Street approach into downtown
- Mixed preferences for east versus west running, but little support for center running
- Concerns about hide-and-ride on neighborhood streets
- Concerns about noise in residential neighborhoods
- Concerns about traffic impacts
- Importance of quality of life along 112th Avenue
- Concerns about impacts to property values
- Disruptions from construction, including impacts of noise, dust and vibrations
- Emphasis on maintaining the natural beauty and aesthetics of the area
- Opposition to at-grade crossings
- Recommendation to trench on the east side of 112th Avenue from Bellevue Way to downtown
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued support for B7 alternative

Date	Location
5/27	Tully's (108th Avenue and Main Street)
6/1	Tully's (108th Avenue and Main Street)
6/2	Tully's (108th Avenue and Main Street)

Advertising

Sound Transit broadly advertised the community workshops through display advertisements (*at right*) in community papers, distributing approximately 9,000 postcards (*example below*) to residences and businesses along 112th Avenue, posting meeting information on the East Link Web site and sending e-mail notifications to the project listserv on June 8, June 28 and July 6.

Display ads dates and publications:

Date	Publication
6/7	<i>Russian World</i>
6/10	<i>Seattle Chinese Times</i>
6/11	<i>Bellevue Reporter</i>
6/11	<i>La Raza Del Noroeste</i>



LINK LIGHT RAIL East Link Project

The Sound Transit Board has announced its preference for an East Link light rail route that runs on 112th Avenue between Downtown and Bellevue Way. 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.

Sound Transit and City of Bellevue staff are meeting with residents and businesses along the potential 112th Avenue light rail route to make sure they understand the design options and to identify community preferences.

Due to the structure of these meetings, we want to ensure we are prepared to accommodate everyone that wants to attend. **Please RSVP for the workshops to eastlink@soundtransit.org or 206-398-5438. RSVPs are not required, but appreciated.**

Please visit www.soundtransit.org or eastlink.org, or contact Community Outreach at 206-398-5438 or eastlink@soundtransit.org for more information.



Can't attend the meeting?
Sign up for e-mail updates at www.soundtransit.org/subscribe.



Please attend:

Community Workshops and Open House

All meetings will be from 6:30 to 8:30 p.m. at Bellevue City Hall, 450 110th Ave NE

Community Workshops

June 15
Topic: Understanding 112th Avenue Options and Community Interests

June 29
Topic: Evaluating the 112th Avenue Options

July 7
Topic: Identifying Community Preferences on 112th

You are encouraged to attend all three workshops to learn, comment and participate most effectively, but attendance at all three is not required.

Open House

July 14 • 6:30 to 8:30 p.m. at Bellevue City Hall
Topic: 112th Avenue, South Bellevue Park-and-Ride, and Bellevue Way

Non-English interpretive services can be arranged with sufficient notice by calling 1-800-823-9230 during normal business hours. To request accommodations for persons with disabilities, call 1-800-201-4900 / TTY Relay: 711 or e-mail_accessibility@soundtransit.org.

Please attend:

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All meetings will be from 6:30 to 8:30 p.m. at Bellevue City Hall, 450 110th Ave NE

Community Workshops

June 15
Topic: Understanding 112th Avenue Options and Community Interests

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East Link Light Rail

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Sound Transit and City of Bellevue staff are meeting with residents and businesses along the potential 112th Avenue light rail route to make sure they understand the design options and to identify community preferences.



Public Workshop #1: Understanding 112th Avenue Options and Community Interests

Overview

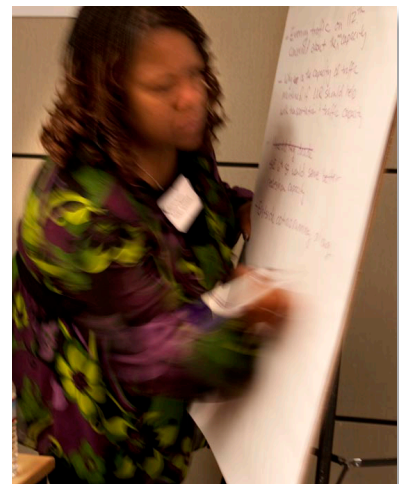
On Tuesday, June 15, 2010, Sound Transit and the City of Bellevue hosted the first in a three-part series of community workshops to present information and gather community input on the six design options for light rail on 112th Avenue in Bellevue. The workshop was held from 6:30 p.m. to 8:30 p.m. at Bellevue City Hall. A total of 102 community members attended the workshop.

The workshop began with a 30 minute open house for participants to view drawings of the options, speak with staff and provide initial comments. Next, Sound Transit and the City provided a presentation describing the decision process, reasons for re-evaluating the preferred alternative, a brief overview of the six 112th Avenue options and highlighted next steps. After the presentation, attendees participated in break-out sessions. During these sessions, technical staff from Sound Transit and the City of Bellevue reviewed the options and took questions and comments on flip charts.

Workshop Purpose

Learn about the East Link light rail system and new alignments under consideration along 112th Avenue and into downtown Bellevue

View in-progress conceptual engineering plans, talk to project staff and share thoughts about the new options for 112th Avenue and into downtown Bellevue



Public Comments-Workshop #1

The following comments are key themes identified from all the comments provided during the workshop, workgroups, e-mails and in comment workbooks:

- No clear preferred alignment, but common likes and dislikes included:
 - Support for a retained cut / grade separation along 112th Avenue (Option 4), though some concerns exist about safety and visual impacts
 - Support for a westside running alignment, though there are some concerns regarding property acquisitions (Option 2)
 - Preference for NE 2nd Street approach into downtown (Option 3 and 4)
 - Little support for the at-grade alignment on 108th (Options 5 and 6)
 - Little support for an elevated track (Options 5 and 6)
 - Little support for a center-running alignment (Options 1, 3, 5)
- Opposition to at-grade crossings
- Mixed support for proposed SE 8th Street Station
- Concerns about traffic impacts, especially with at-grade alignments
- Concerns about noise in residential neighborhoods, especially from warning bells and from track “wheel squeal,” especially on elevated structures
- Concerns about access restrictions to and from streets connecting with 112th Avenue
- Desire for more information about cost and associated trade-offs between different options
- Concerns about impacts to community assets such as the Mercer Slough and to businesses along the alignment
- Concerns about inadequate parking at stations and therefore, parking impacts on surrounding neighborhoods
- Concerns about visual impacts to homes and businesses on 112th Avenue
- Concerns regarding disruptions from construction, especially noise
- Some interest in creating a hybrid alternative with the best features of the six options under consideration
- Notwithstanding Sound Transit’s preference for the 112th Avenue route, continued though not unanimous support for the B7 alternative

Public Workshop #2: Evaluating the 112th Avenue Options

Overview

Sound Transit and the City of Bellevue hosted the second community workshop on Tuesday, June 29, 2010 from 6:30 p.m. to 8:30 p.m. at Bellevue City Hall. A total of 96 community members attended.

During the workshop, Sound Transit and City of Bellevue staff presented the key findings of the *112th Avenue Alignment Options Concept Design Report*. Presentation topics included cost, visuals (illustrations), transportation, displacements, noise, wetlands, park, and construction impacts. A question and answer session followed the presentation of each topic area. Information boards were on display for the duration of the meeting in an adjacent room in an open house format. Technical staff were available to help review the 112th Avenue options and take public comment throughout the duration of the workshop.

What is the Concept Design Report?

The Concept Design Report provides information about each of the six design options being considered for 112th Avenue and will help decision-makers identify an option that balances costs and potential impacts. The Concept Design Report is available for review on the East Link Web site.



Workshop 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

Public Questions and Comments

The following comments are key themes identified from all the comments provided during the question and answer portion of the meeting and through comment forms submitted at the workshop. They are categorized by the criteria listed in the *Concept Design Report*:

Visual

- Interest in seeing rendering of stations, SE 8th Street Station in particular
- Desire for analysis of visual impacts of noise walls
- Questions about safety and visual impact of barriers with retained cut options

Cost

- Interest in cost comparison between the 112th Avenue and B7 options
- Request for cost information to be presented as absolutes instead of as cost reductions

Transportation

- Questions about capacity/level of service on 112th Avenue
- Concerns about neighborhood access as a result of right-in/right-out restrictions (specific questions asked about SE 4th Street, SE 1st Street)
- Concerns about safety at track crossings and along at-grade alignments
- Concerns about emergency vehicle and commercial vehicle access on 112th Avenue

Displacements

- Concern about level of uncertainty for property owners until final decision on alignment
- Concerns about negative impact on property values, especially on homes that Sound Transit will not acquire for the project
- Legal questions about disclosure requirements for property sales
- Questions about impact of business displacements on city tax revenue
- Questions about the property acquisition process and Sound Transit communication with property owners regarding property acquisitions

Noise

- Questions about frequency of trains and resulting noise
- Questions about noise measuring methodology, estimates and allowable noise levels
- Desire for information about available mitigation strategies and effectiveness
- Interest in using cost savings from less expensive options for additional noise mitigation
- Request for indoor and outdoor noise measurements, as well as measurements during winter months

Wetlands and Parks

- Concerns about impacts to Surrey Downs Park and wetlands
- Questions about effect of high water table on construction

Construction Impacts

- Questions about duration of construction, especially the differences between alignment options

General Comments

- Interest in workshops focused on B7
- Questions about the decision-making process and coordination between Sound Transit and the City of Bellevue
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued though not unanimous support for the B7 alternative
- Questions about City of Bellevue representation on the Sound Transit Board
- Interest in an alignment that best supports future expansion of light rail



Public Workshop #3: Identifying Community Preferences on 112th Avenue

Overview

The third in the three-part series of community workshops provided the public an opportunity to compare and analyze key features of the East Link 112th Avenue design options, share preferences for light rail options on 112th Avenue, and engage in small group discussions with project staff and community members on the trade-offs for each option under review. A total of 105 community members attended.

The workshop utilized a combination of formal presentation and small group discussions. During the presentation, Sound Transit staff presented a slide show containing illustrations of different sections and viewpoints of the 112th Avenue options. Participants indicated their preferences at each viewpoint using an Audience Response System. After responding to a set of questions through the Audience Response System, participants discussed key features, trade-offs and preferences in small groups. The system was employed as another way of gathering input and taking the pulse of community views.

Information boards were on display in the concourse throughout the workshop where technical staff were available to help review the 112th Avenue options and take public comment.



Compare and analyze key features of the East Link 112th Avenue design options

Share preferences for light rail options on 112th Avenue

Engage in small group discussions with project staff and community members on the key features and trade-offs for each option under review

Public Comments

The following comments are key themes identified from all the comments provided during the workshop through small group discussions and from preference polling using the Audience Response System. Participants also submitted written comments using comment forms and the public submitted comments via e-mail and mail to project staff members. All forms of comments are weighted equally, so the results of the Audience Response System should be viewed and compared in relation to the other comments provided:

Tunnel options (Options 1-4)

- Support for an east-running alignment in general, although some requested constructing the retained cut south of SE 8th Street in order to mitigate SE 8th Street traffic impacts. Supporters of Option 4 indicated that their preferences were due to the following:
 - Fewer residential, business, noise, visual and traffic impacts
 - Preserves vegetation in median on 112th Avenue
 - Support of below-grade/retained cut design
- Support for a westside running alignment (Option 2). Those in support commented it would have fewer impacts to the Bellevue Club and hotel properties along 112th Avenue
- While there are concerns regarding high number of displacements, there is support from residents living in the condominiums along 112th Avenue to acquire their property for westside option

- Least support for a center-running alignment (Options 1 and 3), though cost-savings of Option 3 was viewed as a benefit by some
- Some opposition to proposed SE 8th Street Station

At-grade options

(Options 5 and 6)

- Little support for the at-grade option
- Concern regarding segment of elevated track
- Concern about traffic impacts
- Concern about pedestrian safety
- Concern regarding the high number of displacements and access impacts at SE 4th Street (Option 6)
- While there are concerns regarding high number of displacements, there is support from residents living in the condominiums along 112th Avenue to acquire their property for westside option

Tunnel Location

(Main Street or 2nd Street)

- More support for a NE 2nd Street approach into downtown. Supporters indicated their preference for the 2nd Street Approach due to the following:
 - Fewer impacts to neighborhoods, businesses, and parks
 - Less disruptive to traffic
 - Provides for a better pedestrian experience
 - Avoids impacts to Main Street character and access
- Those in favor of the Main Street location commented that it was a less costly option and that it allowed for a westside running alignment

General Comments

- Concerns about traffic impacts on 112th Avenue and neighborhood access
- Concerns about noise, safety, and visual impacts
- Concerns about crossing gates, bells, and signals
- Concerns about impacts to wetlands from stormwater runoff
- Requests for full noise mitigation, including noise insulation and window replacement, use of quieter trains or rubber wheels, sound absorbing barriers, and below grade track design
- Some interest in considering an alignment on 116th Avenue instead of 112th Avenue
- Residents at Carriage Hills and Carriage Place Condominiums expressed specific concerns with any center or east side running alignment due to visual, noise and access impacts as well as the affect to property values
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued though not unanimous support for the B7 alternative



Audience Response System Results

Sound Transit staff presented a slide show containing illustrations of different sections and viewpoints of the 112th Avenue options. Participants indicated their preferences at each viewpoint using an Audience Response System. However, some participants indicated that the choices were not presented clearly enough in order to make an informed response, while others declined to participate in the exercise. Other considerations include that the results should be viewed as representing only a small segment of the community and not a community “vote.” The system was employed as another way of gathering input and taking a pulse of community views. The following is a summary of participant responses:

1. Looking Northeast from Bellevue Way and 112th Ave SE, which option do you prefer?

	(percent)	(count)
Side Running	62.24%	61
Switch to Center Running	21.43%	21
No preference	16.33%	16
Totals	100%	98

3. Looking North at 112th Ave SE from SE 6th St, which option do you prefer?

	(percent)	(count)
West Side Running	37.11%	36
Center Running	7.22%	7
Retained Cut	53.61%	52
No preference	2.06%	2
Totals	100%	97

2. Looking South at 112th Ave SE and SE 15th St., which option do you prefer?

	(percent)	(count)
At grade to Center Running	7.37%	7
Side Running	66.32%	63
Grade Separated to Center Running	15.79%	15
No preference	10.53%	10
Totals	100%	95

4. Looking North East from SE 1st Place, which option do you prefer?

	(percent)	(count)
Center Running to At Grade Downtown	27.91%	24
Westside Running to At Grade Downtown	47.67%	41
No preference	24.42%	21
Totals	100%	86

5. Which At-Grade option do you prefer?

	(percent)	(count)
Center Running to At Grade Downtown	25.81%	16
Westside Running to At Grade Downtown	54.84%	34
No preference	19.35%	12
Totals	100%	62

6. Looking Northeast from SE 1st Place, which option do you prefer?

	(percent)	(count)
Center Running to Main St Tunnel	33.33%	24
Westside Running to Main St Tunnel	56.94%	41
No preference	9.72%	7
Totals	100%	72

7. Looking Northeast from SE 1st Place, which option do you prefer?

	(percent)	(count)
Center Running to 2nd St Tunnel	16.25%	13
Retained Cut to 2nd St Tunnel	73.75%	59
No preference	10%	8
Totals	100%	80

8. Looking Northwest at 112th Ave and NE 2nd Street, which option do you prefer?

	(percent)	(count)
Center Running to 2nd St Tunnel	11.11%	8
Retained Cut to 2nd St Tunnel	80.56%	58
No preference	8.33%	6
Totals	100%	79

9. Do you prefer...

	(percent)	(count)
Main Street Tunnel	30.38%	24
2nd Street Tunnel	67.09%	53
No Preference	2.53%	2
Totals	100%	79

10. Which Tunnel option do you prefer?

	(percent)	(count)
Center Running to Main St Tunnel	4.82%	4
Westside Running to Main St Tunnel	37.35%	31
Center Running to 2nd St Tunnel	3.61%	3
Retained Cut to 2nd St Tunnel	54.22%	45
No preference	0%	0
Totals	100%	83

Public Open House

Overview

Sound Transit and the City of Bellevue hosted an open house on July 14 to present the results of the 112th Avenue public process and share information about the South Bellevue Station, Bellevue Way and the 112th Avenue options. The open house was another opportunity for the community to provide input on the trade-offs of each option and submit comments for consideration of the Sound Transit Board.

Information boards were on display in the concourse throughout the open house where technical staff were available to help review each of the topics noted above and take public comment.

A total of 112 community members attended.



Public Comments

The following comments are key themes identified from all the comments provided through comment forms, e-mail and flip charts during the open house.

Option 1

- Little support for Option 1
- Some concern about the number of street crossings and impacts to traffic patterns

Option 2

- General support for Option 2
 - Least impact to businesses and traffic at Main Street
 - Shorter construction and low risk
 - Provides mitigation for residents
 - Reduced impacts to Bellevue Club and hotels
- Many condominium owners at Carriage Place and Carriage Hills support the option and are willing to relocate
- Concern about the number of residential acquisitions



Option 3

- Some support for Option 3, due to reduced traffic crossings
- Preference for 2nd Street portal location to reduce property impacts and tunnel costs
- Concern that it doesn't allow pedestrians to safely cross Bellevue Way

Option 4

- More support for Option 4
 - Trench acts as a sound barrier and addresses noise concerns
 - Minimizes impacts on residents
 - Mitigates view impacts
 - Minimizes traffic impacts
- Support for 2nd Street portal location
- Suggestion to address impacts to Bellevue Club by covering more of the cut and allowing tennis courts on top
- Concern about visual impacts of barrier wall/fence adjacent to trench
- Least disruptive option

Option 5

- Concerns about at-grade option
- Too close to residential area
- Concerns about station location due to its proximity to homes

Option 6

- Concerns about at-grade options
 - Opposition to crossing traffic at-grade
 - Too many residential acquisitions
- Many condominium owners at Carriage Place and Carriage Hills support the option and are willing to relocate
- A few comments in favor of Option 6
 - Minimizes impacts to hotel/club
 - Prefer at-grade downtown to save money and apply to 112th

Winters House

- Mixed views about current plans
 - Suggestion to extend lid further
 - Some felt moving the house is better, potentially to Surrey Downs Park
 - Some support for current plans (cut and cover)
- Bellevue has invested in developing and renewing this historical landmark
- Some comments that Sound Transit should do as much as possible to avoid impacts
- Concerns about vibration impacts to structure

South Bellevue Station

- Support for serving south Bellevue with light rail station
 - Preserve current location
 - Station allows people to park at South Bellevue park-and-ride

- If there was no station in south Bellevue, would have to drive to Mercer Island to access service
- Support for current design plans
 - Design plans are good synthesis of previous options
 - Like additional parking
 - Like bicycle parking and suggest adding on-demand bike lockers
 - Like design, but concerned people won't drop off passengers in "drop-off area"
- Suggestion to keep the current location for buses and create a new one for light rail
- Add artwork or design elements to soften parking garage
- Concern about size of station
- Concern about wheel squeal as train descends into trench
- Consider moving station south and connecting with B7 alternative route
- Provide consolidated pick up/drop off stop for Access van
- Local and I-90 traffic must have parking in order to transfer to rail

Bellevue Way

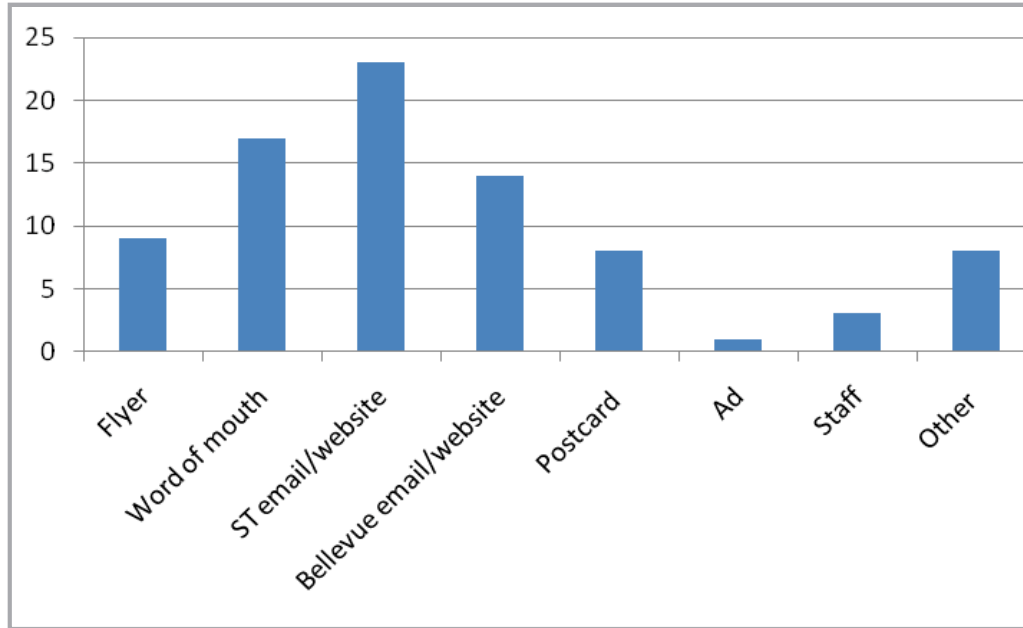
- Mixed views about light rail service on Bellevue Way
 - Bellevue Way is an existing transportation corridor and is the best choice
 - Design looks fine on Bellevue Way
 - Light rail should not go down Bellevue Way and cut through Enatai and Surrey Downs
- Provide good access to Blueberry Farm
- Concerns about visual impact

- Appreciate existing travel lanes are maintained
- Concern about vibration, noise and loss of privacy due to elevation of tracks, especially to houses across the street from Blueberry Farm

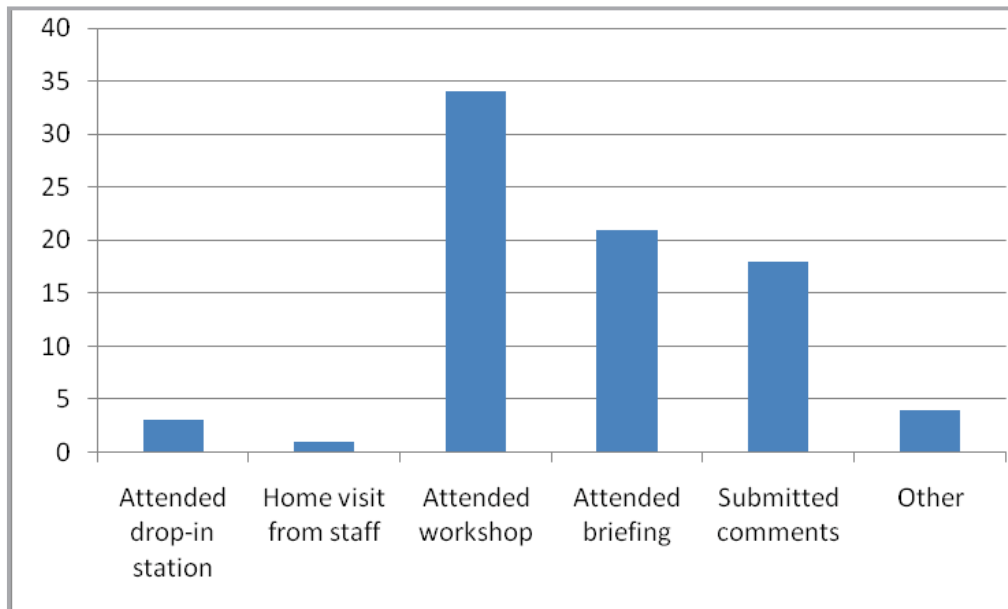
Other

- Bellevue alignment should provide access to people who live along the alignment, access to shopping and to work places
- Concerns about impact of traffic reroutes on 108th Avenue during light rail construction, and safety of pedestrians/children walking to school
- Bellevue would lose out on economic benefits if light rail went along I-405 since people wouldn't have convenient access to shopping downtown
- Hold separate public process for B7
- Sound Transit should move forward with preferred alternative-select option with highest ridership and fewest impacts on residents
- Concern about noise and providing adequate noise mitigation
- Concern about removal of trees and landscaping
- Concern about environmental impacts to Winters House, wetlands and Mercer Slough
- Some support for alignment on 112th Avenue
- Support for more transit options in Bellevue
- Appreciate public involvement efforts since the process is important to those who are affected
- Concern about visual impact of tall posts and wires
- No need for SE 8th Street Station
- Use tunnel cost savings to minimize noise and traffic impacts for 112th Avenue residents
- Notwithstanding the Sound Transit Board's preference for 112th Avenue, continued though not unanimous support for B7 alternative

How did you hear about East Link 112th Avenue public involvement opportunities?



Please indicate the ways you were involved.



Next Steps

The Sound Transit Board of Directors will use both public comments and technical report findings to identify a preferred tunnel and at-grade light rail option for 112th Avenue at its meeting on July 22, 2010. Sound Transit will continue working with the neighborhoods along 112th Avenue to respond to the interests and concerns raised during this public process.

Sound Transit will also host a public meeting and take public comment when the East Link Supplemental Draft Environmental Impact Statement (EIS) is issued in fall 2010. The Supplemental Draft EIS will evaluate the new alternatives developed since publication of the Draft EIS in late 2008. The Supplemental Draft EIS will include only the 112th Avenue design options selected as preferred by the Sound Transit Board.

Sound Transit will release the Final EIS in 2011. The Final EIS evaluates the preferred alternative and all alternatives considered in the Draft and Supplemental Draft EIS, responds to Draft EIS and Supplemental Draft EIS comments and describes proposed mitigation commitments. The Sound Transit Board will make a decision on the project to be built in 2011. Construction will begin in 2013/2014, with service beginning in 2020/2021.

