

East Link Cost-Savings Process Public Involvement Report



June 2012

Table of Contents

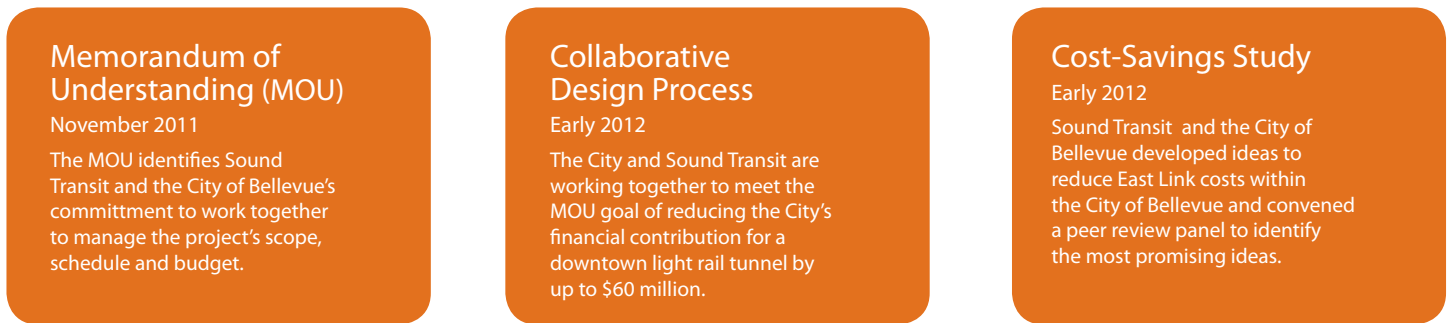
Background	1
Background, open house overview, and notifications of the cost-savings process	
Comment Summary	3
Key themes	
Open House #1	5
Purpose, format, public comment summary	
Open House #2	11
Purpose, format, public comment summary	
Stakeholder Briefings	17
List of briefings	
Appendix A: Notification	
Appendix B: Materials	

Background

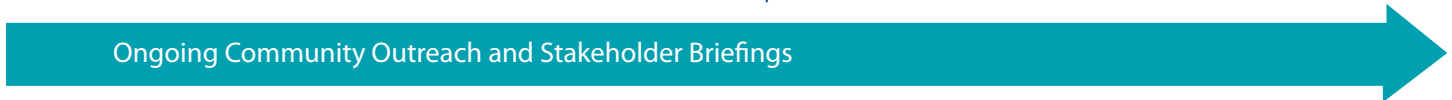
On November 15, 2011 the City of Bellevue and Sound Transit executed a Memorandum of Understanding (MOU) which establishes a collaborative framework for Sound Transit and the City to share the additional cost of a tunnel in downtown Bellevue. The MOU establishes a funding commitment from the City of Bellevue for up to \$160 million, identifies the City's preferred design for the alignment along 112th Avenue Southeast, and commits Sound Transit to review and consider cost-saving design changes.

The MOU charged Sound Transit and the City of Bellevue with identifying project cost-savings. Sound Transit and City staff worked collaboratively with an Independent Expert Review Panel to develop cost-savings ideas. This document highlights the public involvement opportunities during the cost-savings process and summarizes public feedback on the following cost-savings ideas with potential changes to the MOU project description.

What is the Cost-Savings Decision Making Process?



Key Decision Milestones



Overview

Sound Transit and the City of Bellevue co-hosted two open houses and over a dozen stakeholder briefings to inform the public of the cost-savings concepts and engage stakeholders in the decision-making process.

Public comments were accepted in-person at the open houses and stakeholder briefings, and by mail and email. Sound Transit and the City of Bellevue received approximately 370 comments throughout the cost-savings process, all of which have been forwarded to the Sound Transit Board of Directors and Bellevue City Council. The Sound Transit Board and Bellevue City Council will weigh public feedback along with environmental considerations and engineering findings to determine which ideas to advance for further development. All meeting materials and graphics are available on Sound Transit's East Link project website www.soundtransit.org/eastlink and linked from the City's website as well.

Notification

Sound Transit and the City of Bellevue collaborated to spread the word about the cost-savings process and opportunities for public involvement. For each open house there was broad notification through the following channels:

- Display advertisements in the Bellevue Reporter, Seattle Transit Blog, La Raza, Seattle Chinese Post, Publicola.net, and BellevuePatch.com
- Postcards mailed to 31,201 eastside residents and businesses
- A press release to local papers and blogs
- Email notification to 5,041 subscribers of the East Link project listserv, subscribers of the Bellevue Gov Alert, neighborhood newsletter, and other agency or community group listservs
- Announcements on the City of Bellevue and Sound Transit project web pages
- Sandwich boards displayed at key locations in Bellevue (Prior to the first open house)
- Posters distributed to community locations

Ideas That May Affect the MOU Project Description

Winters House

- 1a. Shift Bellevue Way west, At-grade light rail in front of Winters House
- 1b. Relocate Winters House, At-grade alignment

112th Avenue SE

- 2a. At-grade, closing SE 4th Street while extending SE 8th Street into Surrey Downs to provide new neighborhood access
- 2b. (Introduced at Open House #2). Raise 112th Avenue SE roadway over at-grade light rail and continue light rail at-grade, with changes to neighborhood access at SE 4th Street (Not included in Cost-Savings Report)

Downtown Station Design

- 3a. Eliminate mezzanine, station entrance in the outer travel lane of 110th Avenue NE
- 3b. Construct a stacked tunnel configuration with entrances in the outer travel lane of 110th Avenue NE
- 3c. Relocate station to NE 6th Street
- 3d. Relocate station to the City Hall Plaza

Downtown Tunnel Design

- 4a. Retained-cut from Main Street to NE 2nd Street

NE 16th Street & Light Rail Configuration

- 5a. Build a two-way road only on north-side of light rail alignment
- 5b. (Introduced at Open House #2) Build median light rail alignment with roadway on both sides

Comment Summary

The following is a summary of key themes that emerged during the cost-savings process. The key themes are arranged by potential cost-savings idea.

Winters House Idea 1a: Shift Bellevue Way west, At-grade alignment in front of Winters House

Public comments, particularly from Enatai residents and representatives from the Enatai Neighborhood Association, indicated concern for additional property acquisitions, noise and visual effects, impacts to wetlands, and maintaining access to Winters House. Comments identified disadvantages of the City of Bellevue's proposed HOV lane project on Bellevue Way. The Bellecrest Neighborhood Association expressed concern for increased noise and visual impacts. There were several comments that indicated benefits of this idea including the cost-savings potential and feasibility. The Bellevue Chamber of Commerce submitted a letter expressing support for Idea 1a for its cost-savings potential and ability to add capacity to Bellevue Way. Comments were also received in support of the adopted retained-cut alignment.

Winters House Idea 1b: Relocate Winters House, At-grade alignment

Comments identified disadvantages of relocating the Winters House, questioning the ability to move the Winters House and expressing concern for wetland impacts and risks to the historical character of the house. There were a number of comments in favor of Idea 1b, particularly at Open House #1, suggesting alternative relocation sites including Kelsey Creek and the Blueberry Farm. The Eastside Heritage Center Board indicated concern for the cost-savings ideas and a preference for the adopted project alignment.

112th Alignment at Surrey Downs Park Idea 2a: At-grade, closing SE 4th Street while extending SE 8th Street into Surrey Downs to provide new neighborhood access

Members of the public and the Bellecrest Neighborhood Association expressed concern for neighborhood cut-thru traffic, passenger drop off, changes to neighborhood character, visual impacts, increased noise, and park access. The Bellefield Residential Park Board expressed concern for access into the

Bellefield Residential Park. The Surrey Downs Community Club submitted a comment letter pointing to benefits of leaving the SE 4th Street entrance open with light rail in a trench; disadvantages of a new entrance at SE 8th Street and a station at 112th Ave SE and NE 2nd Street; and benefits of replacing the elevated portion of the track near Surrey Downs with a trench. Idea 2a was cited for its cost-savings potential.

112th Alignment at Surrey Downs Park Idea 2b: Raise 112th Avenue SE roadway over at-grade light rail and continue light rail at-grade, with changes to neighborhood access at SE 4th Street (Not included in Cost-Savings Report)

Comments identified benefits of Idea 2b at the second open house. Several participants requested access at SE 4th St to remain open and there was concern for noise generated by light rail bells with at-grade crossing at SE 6th Street. The Surrey Downs Community Club submitted a comment letter pointing to benefits of leaving the SE 4th Street entrance open. Several comments presented benefits of the MOU project alternative.

Downtown Station and Tunnel Design

The following organizations submitted comment letters citing benefits of the adopted project station and tunnel design:

- Bellevue Downtown Association
- Seattle Transit Blog

Downtown Station Design Idea 3a: Eliminate mezzanine, station entrance in the outer travel lanes of 110th Avenue NE

Comments showed a mix of benefits and disadvantages of this idea. Comments in favor of the idea cited cost-savings potential, practicality, and reasonableness. Several comments requested preservation of the southbound turn lane on 110th Avenue NE, pedestrian access and clear signage to the tunnel. Participants identified a variety of concerns, including station

access, multimodal connections, safety, and accommodating future expansions such as vending machines.

Downtown Station Design Idea 3b: Construct a stacked tunnel configuration with entrances in the outer travel lanes of 110th Avenue NE

This idea generated less public comment and included mixed benefits and disadvantages. Those in favor of the idea cited cost-savings potential, retained pedestrian access, preserving capacity, and minimized impacts on neighboring property. Those with concerns cited access, safety, and the complexity of the idea.

Downtown Station Design Idea 3c: Relocate station to NE 6th Street

Comments identified that benefits included cost-savings potential, convenience, and access to the Bellevue Transit Center and businesses. Disadvantages included concern for access and the location being too far from downtown. The Bellevue Chamber of Commerce submitted a letter expressing concern for loss of capacity on downtown surface streets and traffic impacts during construction. Meydenbauer Center submitted a letter citing benefits of Idea 3a, including maintaining street capacity and access to the Meydenbauer Center. The letter also expressed concern for potential noise and proposed construction mitigation measures.

Downtown Station Design Idea 3d: Relocate station to City Hall Plaza

There were a mix of benefits and disadvantages for Idea 3d. Those in favor identified the cost-savings potential and transit-oriented development opportunities. At the first open house, several people commented that Idea 3d is less optimal than Idea 3c, but achieves many of the same benefits. There was some concern about the location being too far outside of the downtown core, police access, and pedestrian access.

Downtown Tunnel Design Idea 4a: Retained-cut from Main Street to NE 2nd Street

In general, public comments conveyed skepticism for this idea due to loss of street capacity, visual impacts, and the potential for additional property acquisitions. At the second open house, comments were concerned about Idea 4a for its lack of cost-savings potential.

NE 16th Street Road and Light Rail Idea 5a: Build a two-way road only on north-side of light rail alignment

There were mixed benefits and disadvantages for Idea 5a. Many comments indicated that this was a reasonable idea. A few comments advocated for a grade-separated alignment and there was concern for at-grade crossing, driver confusion, and cost-savings potential.

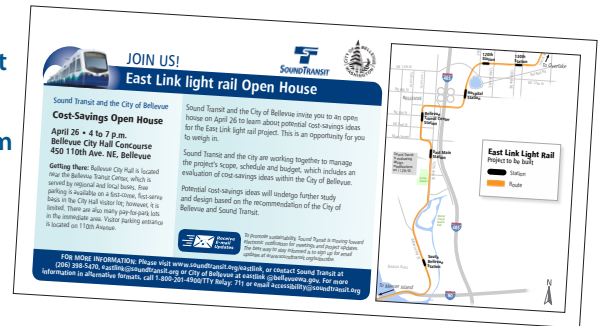
NE 16th Street Road and Light Rail Idea 5b: Build median light rail alignment with roadway on both sides

There were few public comments on Idea 5b. There was some concern for the lack of cost-savings potential and a few comments indicated benefits of a buffered bicycle lane.



Open House #1

On April 26, 2012, Sound Transit and the City of Bellevue co-hosted the first of two public open houses to introduce cost-savings ideas and provide an opportunity for public review and comment. The open house was held from 4 to 7 p.m. at Bellevue City Hall. Over 200 people attended the open house to learn about the cost-savings ideas and provide feedback.



Community members were asked to sign-in upon arrival and received an East Link project folio and comment form. Staff ambassadors greeted participants and explained the cost-savings process and ideas under consideration. Technical staff reviewed the ideas and invited participants to note their comments directly on design plans or comment forms provided. In addition to the ideas with potential changes to the MOU Project Description, ideas for further engineering review and ideas previously reviewed but not selected were also shared. Staff collected approximately 160 comments at the first open house.



Summary of Public Comments

The following is a summary of comments and key themes received at the first cost-savings open house. The comments are organized by potential cost-saving idea. Selected transcribed comments are included in italics to highlight the tone of public sentiment.

Idea 1a: Shift Bellevue Way west, At –grade alignment in front of Winters House

- Residents expressed concern with potential visual impacts and noise associated from an at-grade alignment:
 - *All of these proposals will exacerbate, not mitigate, the impacts of the system on Enatai, Surrey Downs, and the Mercer Slough Wetland Park. I cannot believe that these alternatives are even being considered.*
 - *This is a residential area, and huge concrete structures running along the perimeter, obstructing our view of the nearby wetlands, would be very damaging both to our quality of life, and to the value of our property.*
- Concern about additional property acquisitions:
 - *What about impacts on houses on west-side of Bellevue Way?*
 - *Bad idea because of wall that must then be put on the west side – taking more houses and leaving bad visual effects.*
 - *Bellevue Way at the bottom of an embankment – houses on the top will be removed.*
- Noise and visual effects:
 - *I hate this idea because of the loss of green space and the probable increase in noise in the neighborhood west of Bellevue Way.*
 - *Hideous uglification of neighborhood.*
 - *Please keep the Light Rail sunk in a trench by the Winters House. It will cut down on the noise in the Enatai neighborhood and over our jewel of a park – Mercer Slough.*
- Impacts to wetlands:
 - *Much more concerned about potential damage to the Mercer Slough wetlands than the Winters House.*

- Maintain access to Winters House:
 - *Access to Winters House currently is terrible. Moving access point will confuse people even more.*
 - *Accessibility to Winters House – access road, visibility, noise for users i.e. Weddings, field trips.*
- Cost-savings potential:
 - *Agree with running light rail at-grade and saving excavating and tunnel cost.*
 - *This makes good sense. We should try to stay out of parks property and the wetland as much as possible! Hopefully we can easily acquire the property to the west to enlarge the ROW.*
 - *Excellent idea to reduce grade to 2.98 percent.*
 - *Good idea. Trench is expensive.*

Idea 1b: Relocate Winters House, At-grade alignment

- Comments citing benefits of relocating the Winters House:
 - *Move the Winters House! It will still be intact as a historical house. A few months after it is moved people will forget where it was originally.*
 - *Good idea, maybe better to move Winters House to Blueberry Farm.*
 - *Great opportunity to move to a better location, improve gardens, get away from road noise.*
 - *Relocating Winters House to vicinity of Blueberry Farm/ store would have several advantages. Would be able to avoid building the new access road to existing Winters parking lot. Could allow City to develop pedestrian trail or boardwalk from north end of P&R to the Blueberry Farm.*
 - *If you relocate it, it seems like the downtown Bellevue Park would be a nice place.*
- Ability to move the Winters House:
 - *Is this really possible? Do federal regulations allow it?*
 - *Feasibility of moving Winters House – concern. Not advisable to move into the slough/peat/historic structure. Access concern. Historic registry status.*

- Concerns about the impacts of relocation on the historical character of the Winters House:
 - *No it will just make Winters House less usable and maybe ruin it.*
 - *We were told previously that it would destroy the house if an attempt to move was tried!*
 - *Don't move the house away from the historically designated land/site.*
 - *Concern about this being a historical structure.*
 - *This historic property provides an iconic gateway to Downtown and is part of the historic context of the Mercer Slough. It would be very difficult to find an appropriate relocation site.*
- Impacts to wetlands:
 - *Bad idea. Let's stay out of our limited parks spaces and as far from the wetland as possible.*
 - *Moving house seems to infringe on wetlands.*

112th Alignment at Surrey Downs Park

Idea 2a: At-grade, closing SE 4th Street while extending SE 8th Street into Surrey Downs to provide new neighborhood access

- Concerned for cut-thru traffic, noise and safety concerns in Surrey Downs neighborhood:
 - *Need traffic study to understand impact of additional cut-through traffic on Surrey Downs.*
 - *Will completely disrupt traffic pattern in Surrey Downs. Lots of cut-through traffic to get to Bellevue High School. Allows traffic exiting I-405 to go directly into Surrey Downs. At-grade alignment will increase noise and visual blight.*
 - *This one is more difficult. Concern for residents in the immediate area. Access, traffic and noise studies should be done for input to a decision.*
 - *Please provide sound barriers, landscaping and insulation for houses near 112th Ave SE.*
 - *I am worried about making a new access to Surrey Downs @ SE 8th. The intersection will become a 4-way intersection. This creates more traffic and will slow down the movement along 112th N/S. This street is used as an alternative to Bellevue Way by locals.*
 - *The proposed elimination of SE 4th access to Surrey Downs and replacement with SE 8th access will greatly increase traffic flow from 405 thru the neighborhood. Bad*

- *idea. Not mentioning noise, safety, concerns.*
- *The existing plans should be retained. No to this plan. Retained cut here is important for noise and visual mitigation for Surrey Downs. If at-grade is done here, it is at the expense of Surrey Downs. Please do not at-grade this section.*
- Safety for pedestrians was another prominent concern:
 - *No pedestrian access to Surrey Downs Park from 112th? Could be a safety issue if people decide to walk along tracks or across to access. Pedestrian access to the station also seems poor.*
 - *Currently, there are no sidewalks in the neighborhood. The increase in traffic to the neighborhood and the park and through the neighborhood may substantially increase safety risks to pedestrians. Can you create direct vehicle access from 112th to the park that allows for vehicles to enter neighborhood?*
- Comments identified benefits of this idea:
 - *As a resident at 111th Ave SE, I love this. No bells and crossing gates that would make me not want to live in Surrey Downs. We've lived w/traffic cutting through the neighborhood @ SE 4th St since 1959 and it isn't bad.*
 - *Good idea, please freeze it (design) and build it ASAP.*
 - *This is a positive change. Please reconsider moving the station back to the vicinity of SE 8th Street as well. This location would serve more people (including Bellevue High and Wilburton P & R) and be more feasible with the new design.*
 - *This is practical and cost-saving.*
- There were requests to open SE 8th to residents only:
 - *Open it only for emergency vehicles and for residents going out (similar to 110th and Main).*
 - *Opening SE 8th may increase traffic through neighborhood. Limit to residents only.*
- Concern for park access:
 - *Changing entrance to SE 8th and removing 4th SE street seriously compromises access to park.*
- Concern for emergency vehicle access:
 - *Consider SE 4th that the fire truck from SE 8th can get into Surrey Downs. Keep the train in the ditch!*
 - *What does proposed cost savings do to emergency response times with more limited access into Surrey Downs?*

Downtown Station Design

Idea 3a: Eliminate mezzanine, station entrance in the outer travel lanes of 110th Avenue NE

- Comments citing cost-savings potential and practicality as key factors:
 - *The elimination of the mezzanine seems to be highly practical. While the mezzanine is visually appealing, it is not necessary.*
 - *Seems to make good sense. I'm not a huge fan of the mezzanines in Seattle, anyway. I don't mind that it would narrow the surface streets.*
 - *Good idea. Mezzanines in downtown Seattle waste passenger time – I use the tunnel regularly.*
 - *Best idea, will reduce long term operating expense due to reduced curve radius.*
- Several comments indicated disadvantages of eliminating the mezzanine and station entrance in the outer travel lanes of 110th Avenue NE:
 - *Bad idea to narrow (110th Ave to 2 lanes)*
 - *Not in favor of this idea. Do not sacrifice future function for this savings.*
 - *Likes center platform for access. Likes mezzanine for movement and access.*
- There were requests to preserve the southbound turn lane on 110th Avenue NE:
 - *If 110th is narrowed down to two lanes, will there be room for pocket left hand turn lanes? This is important for the road between NE 4th and 6th traveling south on 110th.*
 - *Keep more NB/SB lanes, especially left turn, on 110th.*
 - *Acceptable. Please preserve a southbound turn lane from 110th to NE 4th.*
 - *Ensure pedestrian access and clear signage.*
 - *Seems reasonable. Need to ensure quick pedestrian access to/from the Transit Center*
 - *Good idea so long as access/signage is clear to users.*

Idea 3b: Construct a stacked tunnel configuration with entrances in the outer travel lanes of 110th Avenue NE

- Comments citing concern for wayfinding:
 - *This seems needlessly complicated and expensive.*
 - *Least favorite unless it's super cheap (last choice).*
 - *This seems like it would be confusing to riders – not sure I understand the access and engineering challenges, but I prefer 3 a if it is a choice.*
- Benefits of a stacked tunnel configuration, citing cost-savings potential:
 - *Excellent cost savings! Stacked tunnel.*
 - *My preferred option. Retains good pedestrian access, appears to minimize impacts on neighboring properties. Could potentially allow inter lining with another North/South set of tracks in the future (e.g., Kirkland/Issaquah route).*
 - *Good idea if it saves money.*
- Access was a key concern:
 - *Ok if station has good access to the bus transit center.*
 - *3b is worse than 3a because some people have to both take two escalators and go further to reach one direction.*
 - *Too long of a walk to BTC and downtown. 3a and 3b thumbs down.*

Idea 3c: Relocate station to NE 6th Street

- Comments noted cost-savings potential, convenience, and access to the transit center and business centers as key benefits:
 - *This seems like a good idea and actually preferable to an underground station.*
 - *This seems very reasonable and more straightforward. Bigger potential cost-savings, too!*
 - *Financially, practically and from a coherent "Transit Center" perspective this appears to be the best option.*
 - *3c is best of all the 3's because the station entrance is closest to the transit center buses and they're within line of sight. It's also cheaper than 3a and 3b which have the entrance the furthest from buses.*
 - *3c has practicality and convenience to city hall and*



Meydenbauer/transit center.

- *Very good idea, easy transfer from transit center to trains.*
- *I like the visibility of the station, less reliance on escalators/elevators than deeper station, and natural light/easy access to mobile phone signals (not so easy from underground tunnel)*
- Comments noted concern that this moves the station too far from downtown:
 - *I don't like that the station entrance has moved so far out of the heart of downtown with 3c and 3d. I prefer having two entrances that are separated, to give a wider area of access to the station.*
 - *No! Too far east!*
 - *Single entrance on 6th reduces access to the station, also requires riders to walk a full 4-car train length if they're in the east most car. Need to keep entrances close to downtown. Seems like a lot of impact on COB garage.*
- Concern for the tight curve radius.

Idea 3d: Relocate station to the City Hall Plaza

- Several people commented that Idea 3d is less optimal than Idea 3c, but achieves many of the same benefits:
 - *Almost the same as 3c, but less optimal utilization of the site and a little awkward placement.*
 - *I like 3c better than 3d, but like them both better than 3a and 3b. If 3d were substantially cheaper than 3c, my preference would change.*
- Concern that the location is too far outside of the downtown core:
 - *Too far north of 4th St. and Bellevue's south business growth area.*
 - *I don't like that the station entrance has moved so far out of the heart of downtown with 3c and 3d. I prefer having two entrances that are separated, to give a wider area of access to the station.*

- Comments expressed general benefits of Idea 3d:
 - *Best idea, will reduce long term operating expense due to reduced curve radius.*
 - *Best idea for saving money and reducing construction impact.*
 - *We like the shallower tunnel and the shorter construction time. This gets our vote!*

Downtown Station Design

Idea 4a: Retained-cut from Main Street to NE 2nd Street

- Public comments conveyed skepticism and the need for more information about Idea 4a:
 - *Questionable. A lot of fuss for little benefit.*
 - *Bellevue cannot afford to lose any surface street capacity. Movement west will result in claustrophobic feeling to the street & particularly pedestrians between the cars and the buildings.*
 - *This deserves more study. I'm not wild about it but I think it could be okay.*
- Concern for cost-savings potential due to additional property acquisitions and maintenance:
 - *Additional property acquisition may/will cancel out construction cost savings.*
 - *Great if it saves money, but seems like savings will be eaten away by property acquisitions. I'd probably vote no on this one.*
 - *Analyze long term cost savings associated with ventilation equipment maintenance and replacement.*
- Concern was expressed for visual impacts:
 - *Doesn't make sense because of noise, awkward road placement, and safety issues = visual blight.*
 - *If must cut open a trench, find creative solution to camouflage and make it look less industrial and more neighborhood friendly.*
 - *Open cut turns downtown into industrial appearance. Attractive nuisance for trash and trespass. Not worth savings.*

NE 16th Street Road and Light Rail

Idea 5a: Build a two-way road only on north-side of light rail alignment

- Comments indicated that Idea 5a seems like a reasonable idea:
 - *Not very familiar with this area. Seems reasonable. Important to minimize grade crossing wherever possible.*
 - *Seems reasonable. Plan for expansion later.*
 - *Good idea! Roadway and track would be at the same elevation, conducive to at-grade crossing streets and puts building entrance on either side the car-train traffic way at the same elevation. It better ties together the two sides.*
 - *Yes, this makes sense. Please investigate. For properties that are to be taken, please move appraisal/acquisition up and the timeline to save these people from misery of having their lives on hold.*
- Comments advocated for grade-separated alignment:
 - *132 and grade separated. No at grade crossings.*

Open House #2

Sound Transit and the City of Bellevue hosted a second cost-savings open house on June 5, 2012 from 4 to 7 p.m. at Bellevue City Hall. Approximately 160 people attended the open house to review the Cost-Savings Report, learn more about the updated cost-savings ideas including: new visualizations, updated cost figures and environmental screening results.

The meeting structure was similar to the first open house. Attendees received a copy of the Cost-Savings Report Executive Summary and a folio with background information and a comment form insert. Staff received approximately 152 comments at the second open house.



Summary of Public Comments

The following is a summary of comments and key themes received at the second cost-savings open house. The comments are organized by potential cost-saving idea. Selected transcribed comments are included in italics to highlight the tone of public sentiment.

Winters House

Idea 1a: Shift Bellevue Way west, At-grade alignment in front of Winters House

- Comments indicated a range of benefits including potential for cost-savings, feasibility, and ground stability:
 - *I like saving \$ by moving Bellevue Way- no trench, house stays*
 - *Good idea. More stable ground to west.*
 - *Long-term better for project to move street. Historical significance of Winters House will make moving it difficult. Speed and reliability is most important.*
 - *Much better than trench option in plan.*
 - *Bellevue Way will need expanding anyway in the future. Let's get a start on it.*
- Comments citing concern for visual impacts, construction, noise, and proximity to the Enatai neighborhood:
 - *Do not extend elevated track beyond MOU design at-grade alignment has more noise and visual impacts for Enatai neighborhood.*
 - *Please stick with approved trench plan. Horrible and ugly – visually and physically blocks one of the very few historic icons in Bellevue. Construction required on Bellevue Way....will be a literal train wreck.*
 - *Adamantly opposed! Brings light rail w/more visual and noise impacts and encroaches 30' further into the neighborhood by repositioning Bellevue Way (and more if HOV lane is built) too much neighborhood impact!*

Idea 1b: Relocate Winters House, At-grade alignment

- Comments cited disadvantages of an at-grade alignment and impacts to the historical character of the Winters House:
 - *Please keep approved (i.e., ROD) lidded trench design and focus efforts in this area on mitigation (pennywise and foolish). This is worse than 1a.*
 - *Absolutely disagree with any cost-savings measure that elevates the train. The entire train should be tunneled the entire length of Bellevue Way. Keep the trench! If you keep the train in the trench there will be no need for a retaining noise wall.*
 - *Risk of relocating this historical resource is too high. Am opposed to any extension of the elevated rail line adjacent to single-family neighborhood.*
 - *Do not move the Winters House. Its location is an integral part of its historical significance.*
- Comments suggested potential relocation sites for the Winters House:
 - *Relocate Winters house away from project area. Kelsey Creek Park suggestion makes sense.*
 - *Move Winters House to Kelsey Creek Park. Make a heritage center at Kelsey Creek. Good for education, etc.*
 - *Please move the Winters House back or preferably to Blueberry Farm area.*
- Comments indicated that Idea 1b has fewer impacts to private properties:
 - *Is better to move one house than negatively affect many homes along Bellevue Way.*
 - *Relocate Winters House – less impact to Enatai, better park-like setting.*
 - *Move Winters House. Less unknowns than trying to reconstruct Bellevue Way and buy properties.*



112th Alignment at Surrey Downs Park

Idea 2a: At-grade, closing SE 4th Street while extending SE 8th Street into Surrey Downs to provide new neighborhood access

- Comments indicating concern neighborhood traffic, noise, visual impacts, construction impacts, and park access:
 - *I prefer to see the full light rail in a tunnel along 112th especially nearing Surrey Downs and SE 4th to station. Even the tunnel cost more, it will help preserve the neighborhood and not sacrifice declining tax revenues long into the future for Bellevue. Preserve this priceless neighborhood!*
 - *Do not close SE 4th and do not extend SE 8th into Surrey Downs. Completely changes access and traffic through neighborhood. No flyover, which will be visually ugly. Modern cities are eliminating elevated roadways and tracks because they are ugly and block views (e.g. Seattle)*
 - *Terrible concept. Extension of flyover is atrocious – SE 8th seems problematic. Creates pass thru traffic and all park access through neighborhood provides additional traffic.*
 - *Will turn SE 8th on thru to downtown and Bellevue High School. No sidewalks- traffic thru residential area not designed for that kind of volume.*
 - *Suggest change 2(A) destroys the integrity of the neighborhood which contradicts the original promise.*
 - *MOU recommendation works for Bellevue Club Hotel but any alternatives that place gates, bells for crossings at SE 6th would devastate our hotel business at Bellevue Club.*
- Participants presented benefits of Idea 2a:
 - *Creates a grid pattern; improves accessibility, a great idea.*
 - *Decent idea*
- Requests to eliminate the station at East Main Street:
 - *Eliminate station at 112th and Main! Or move north.*
 - *Defer or delete East Main to save costs.*
 - *The Main St. station is six short blocks from the downtown station. We do not trust Sound Transit's projections that neighborhood residents will walk to Main St. but not to the transit center. Stopping the train three times in Bellevue Downtown is foolish.*

Idea 2b: Raise 112th Avenue SE roadway over at-grade light rail and continue light rail at-grade, with changes to neighborhood access at SE 4th Street (Not included in Cost-Savings Report)

- Comments indicated benefits of Idea 2b, with requested access at SE 4th St to remain open:
 - *Like 2b. The light rail is slightly sunk in the road bed – less noise. Constant low level noise of an elevated 112th is easier to deal with (like a white noise generator) than the sound being more intense with intervals.*
 - *Very doable idea. As it would make 112th SE one way towards Bellevue Way, keep or elaborate a u-turn at Bellevue Way along ways around to get back to SE 8th! We like both options –elevated or over-the-roadway.*
 - *Eliminating the flyover is good but SE 4th should remain open with the train in a trench as agreed in the MOU.*
 - *Excellent solution!*
 - *Yes! Road over rail solution #1. Very good idea.*
 - *Move double crossover to SE 8th to decrease cost. It is in same location just adjacent to roadway over on 112th Ave SE.*
 - *Road over light rail great way to eliminate flyover much less impactful than flyover. However must keep SE 4th access with train in trench. No SE 6th access with gates and bells and whistles. No at-grade crossing.*
- Participants also cited benefits of the MOU alternative and one comment cited disadvantages of the visual impacts of vehicle traffic:
 - *Prefer under 112th. Eliminates bells except at station.*
 - *Like trench under 112th.*
 - *No gates or bells on 112th except as train enters station. Take the \$ to trench under and do it right the first time. Fully grade separated.*
 - *Don't like this SE 6th with bells and whistles will kill our business. Use SE 8th.*
 - *112th Ave SE. Please leave this area alone except for focusing on mitigation.*
 - *Terrible idea. Road is too heavily used and will be an eyesore.*

Downtown Station Design

Idea 3a: Eliminate mezzanine, station entrance in the outer travel lanes of 110th Avenue NE

- Comments that found benefits in Idea 3a didn't cite specific reasons.
 - *Fully support. The mezzanine is useless.*
- Participants identified a variety of concerns, including station access, multimodal connections, safety, and accommodating future expansions:
 - *Mezzanine level needed for safe crossing between eastbound and westbound tracks.*
 - *3A: Need to keep pocket left turn for traffic bound to I-405. Do not eliminate right turn or straight thru. Please!*
 - *North end station entrance should be provided on West side of 110th Ave NE for ease of pedestrian connection to Transit Center on NE 6th St.*
 - *Negative impact to connectivity of transit systems by not having a station entrance at the transit center.*
 - *For an important train station like Bellevue, there should be a mezzanine for possible future expansion (vending machines, booths, etc.).*

Idea 3b: Construct a stacked tunnel configuration with entrances in the outer travel lanes of 110th Avenue NE

- Concerns included safety and passenger confusion. One comment identified preserving capacity as a benefit of Idea 3b and another said Idea 3b has less impact on the City Hall Plaza and garage:
 - *1 level for both trains: if you are not familiar with which train on which level to catch, you can miss 1-2 trains before you figure it out. 2 levels from a single female view point means mass security issues.*
 - *Preserving as much capacity on 110th is a key benefit to the stacked design alternative.*
 - *While 3b may not provide as much savings as others, it is a simple change that reduces construction costs and does not have as much impact on the City Hall Plaza and garage as 3c and 3d.*

Idea 3c: Relocate station to NE 6th Street

- Station access was a top concern:
 - *Seems like good idea to have station next to transit tunnel and result and savings used to maintain MOU on 112th.*
 - *Loss of 4th Street access seems like an issue for ridership. Proximity to existing transit center is good.*
 - *Leave station at 110th so convention center can expand.*
 - *Include underground connection from transit center to 6th St. station.*
 - *All way crossing please. Prefer 3c or d – station is visible from transit center – more direct walk.*
 - *Relocate downtown station option 3c or 3d are the only options that should be considered.*

Idea 3d: Relocate station to the City Hall Plaza

- Cost-savings potential and access were frequently mentioned as benefits:
 - *Very cool – better access save #14-23 m*
 - *This seems like a good idea and saves a significant amount of money.*
 - *First choice: The transit center should be as close as possible to station to make the station more effective*
- Concerns included police access, proximity to downtown core, and pedestrian access:
 - *Don't do this one (3d). The police need their parking garage. Also by bisecting the county property. It's needed for redevelopment (i.e. garage space)*
 - *3d does not achieve goal of getting train station to center of downtown. Eliminate tunnel and move train to 112th.*
 - *Loss of 4th Street access seems like an issue for ridership. Proximity to existing transit center is good.*
- Several comments encouraged Sound Transit to consider partnerships with private developers to achieve transit oriented development opportunities:
 - *Is it possible to work with a developer to build the station and a building at the same time?*
 - *Should consider an integrated building and station design. Don't waste this site for a stand alone station! Build apartments, hotel, office over the station. This would be a more urban solution and bring activity to the site.*
 - *Please consider an option that allows a building to be built over the metro site. That incorporates the station. This is an ideal property for TOD! Needs to happen prior to design.*

Downtown Tunnel Design

Idea 4a: Retained-cut from Main Street to NE 2nd Street

- Comments cited disadvantages of Idea 4a for its lack of cost-savings potential:
 - *It is disingenuous to show this, given that ST has concluded it offers no cost-savings.*
 - *Bad idea – no benefits.*
 - *It's the same cost, why not lid it?*
 - *Potentially dangerous ugly and visually unappealing, why even consider this?*

NE 16th Street Road and Light Rail

Idea 5a: Build a two-way road only on north-side of light rail alignment

- Comments citing concerns for driver confusion and at-grade crossing:
 - *Concern for at-grade crossing, driver confusion, and cost-savings potential.*
 - *I'm concerned with the grade crossing/U-turn at NE 16th. Could a dip in the roadway be made to go under the tracks?*
 - *No need to present this to the public as it has no savings.*
 - *Crossover is confusing. Drivers will go the wrong way*
 - *Don't like lack of bike lane.*

Several comments identified benefits such as potential savings:

- *Possible operational savings.*
- *Choose best for ped/bike/car movements and low cost.*

Idea 5b: Build median light rail alignment with roadway on both sides

- A few comments identified benefits of a buffered bicycle lane:
 - *I think this is the best option. In particular, having the dedicated bike lane with buffer is key to get cyclists safely past the station.... The density of this area will certainly drastically increase and bicycle access must be created first to stage the neighborhood as an active transportation area.*
 - *Like bike lane continuity. Provides route to other areas I can't bike to today.*



Stakeholder Briefings

Sound Transit and the City of Bellevue offered opportunities for community groups, businesses, residents, or other project stakeholders to learn more about East Link and the cost-savings ideas. The following groups or individuals received stakeholder briefings:

- Mariella Cadavid, Bellevue Way Resident
- Surrey Downs Residents adjacent to 112th Avenue SE
- Eastside Heritage Center Board
- Bill Thurston, Bellevue Club
- Meydenbauer Center
- Surrey Downs Community Club
- Bellecrest Neighborhood Association
- Bellevue Downtown Association
- Building Owners and Managers Association
- Bellevue Chamber of Commerce Transportation Committee
- Move Bellevue Forward Coalition
- Enatai Neighborhood Association
- Enatai Light Rail Committee
- Bellefield Residential Park Board
- Eastside Transportation Partnership



For more information, please visit: www.soundtransit.org/eastlink