

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

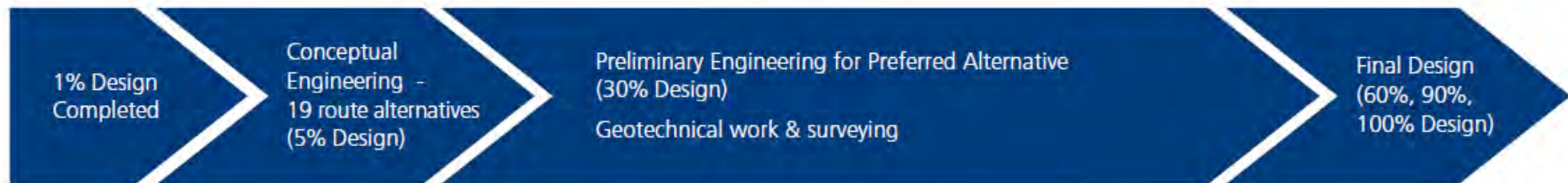
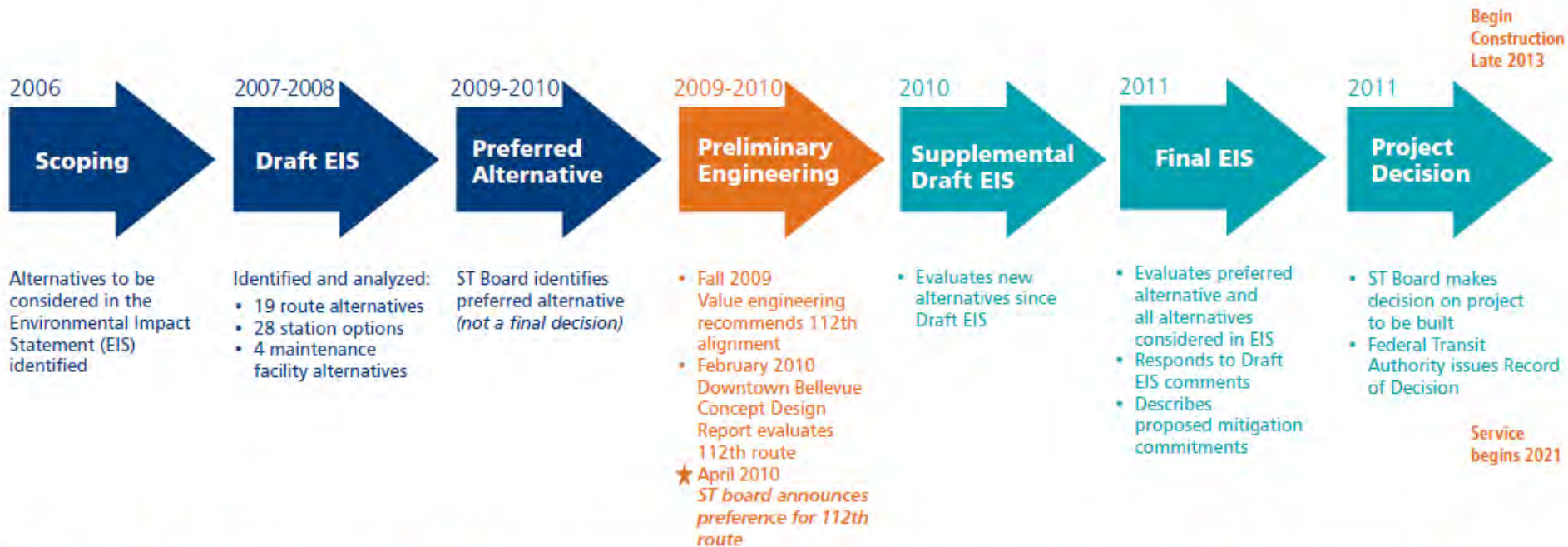


- Learn about the evaluation results in the Concept Design Report for the 112th Avenue options
- Submit your comments about the evaluation findings and community priorities
- Ask questions of project staff
- Sign-up for electronic updates
- Future public meetings on 112th Avenue Options

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



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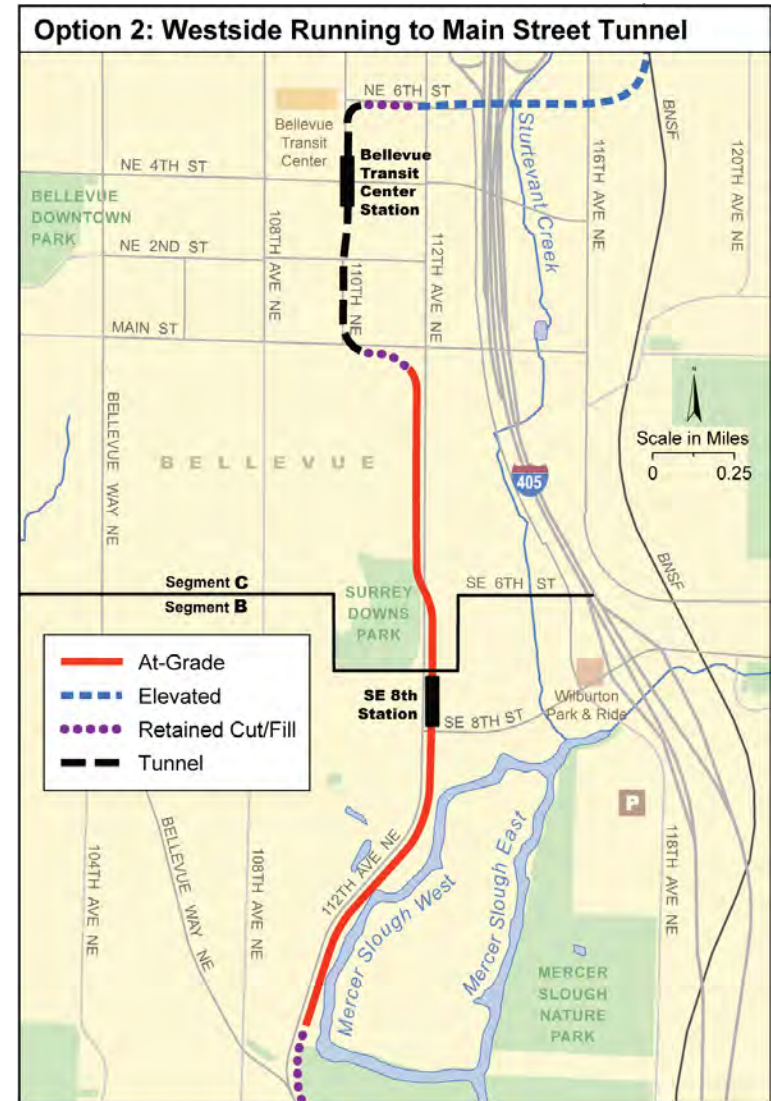
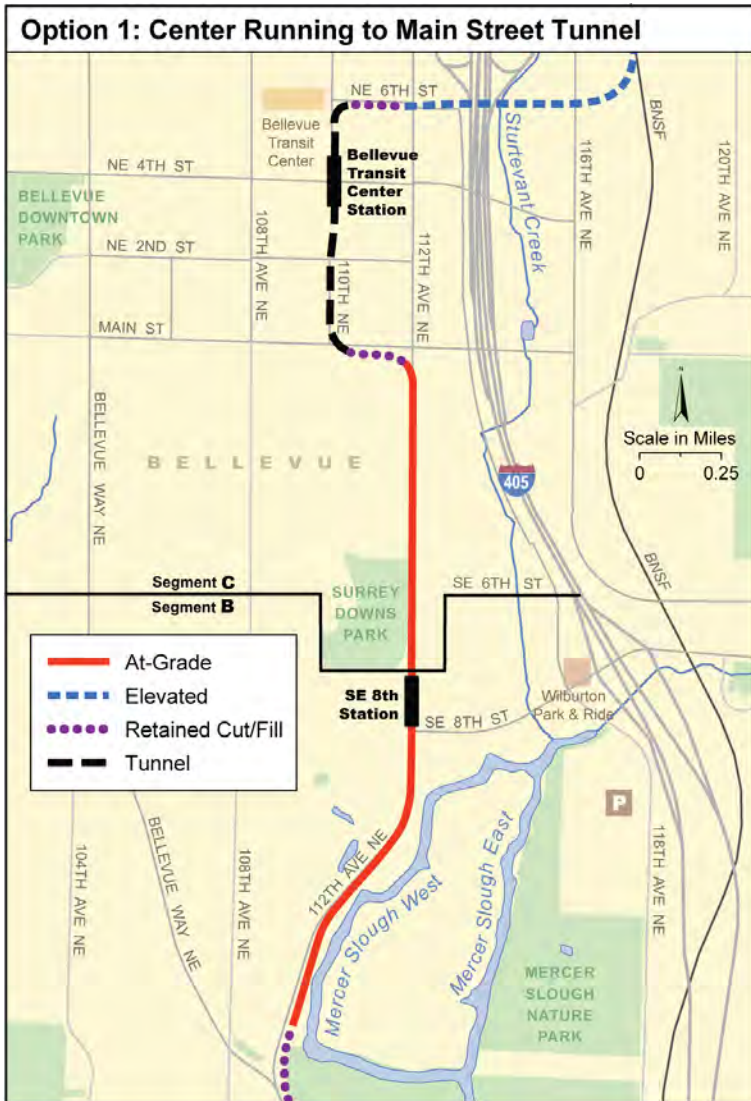
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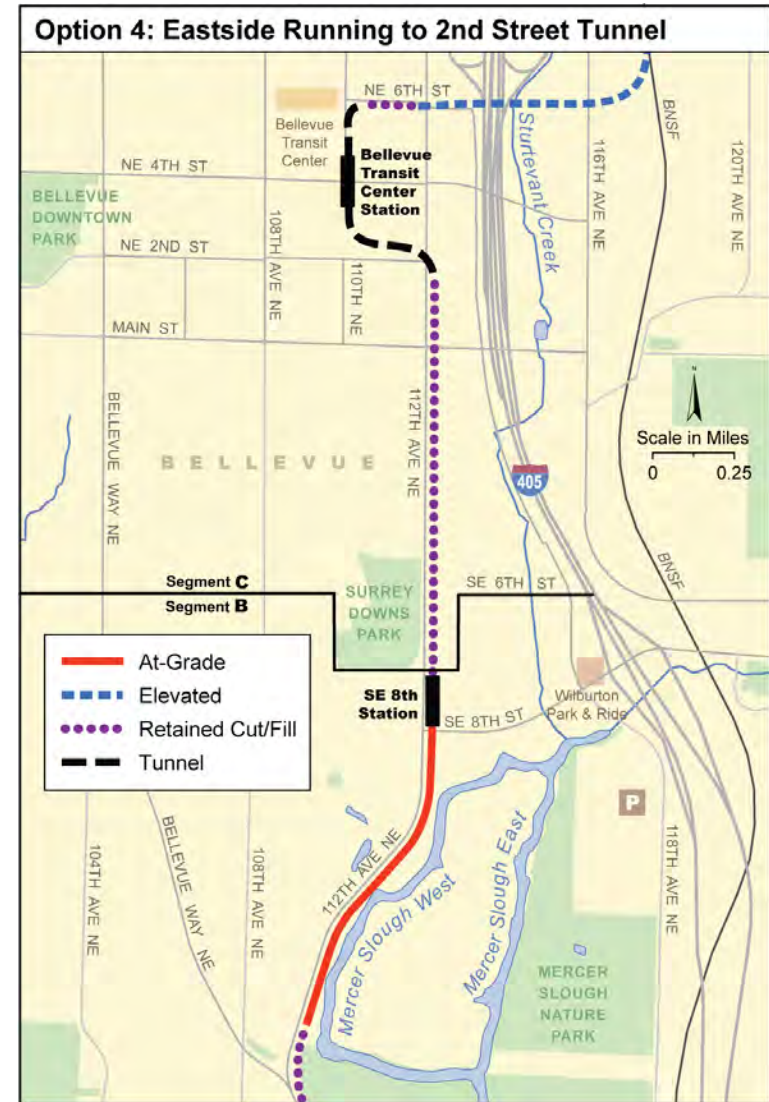
112th Compared to B3 Baseline



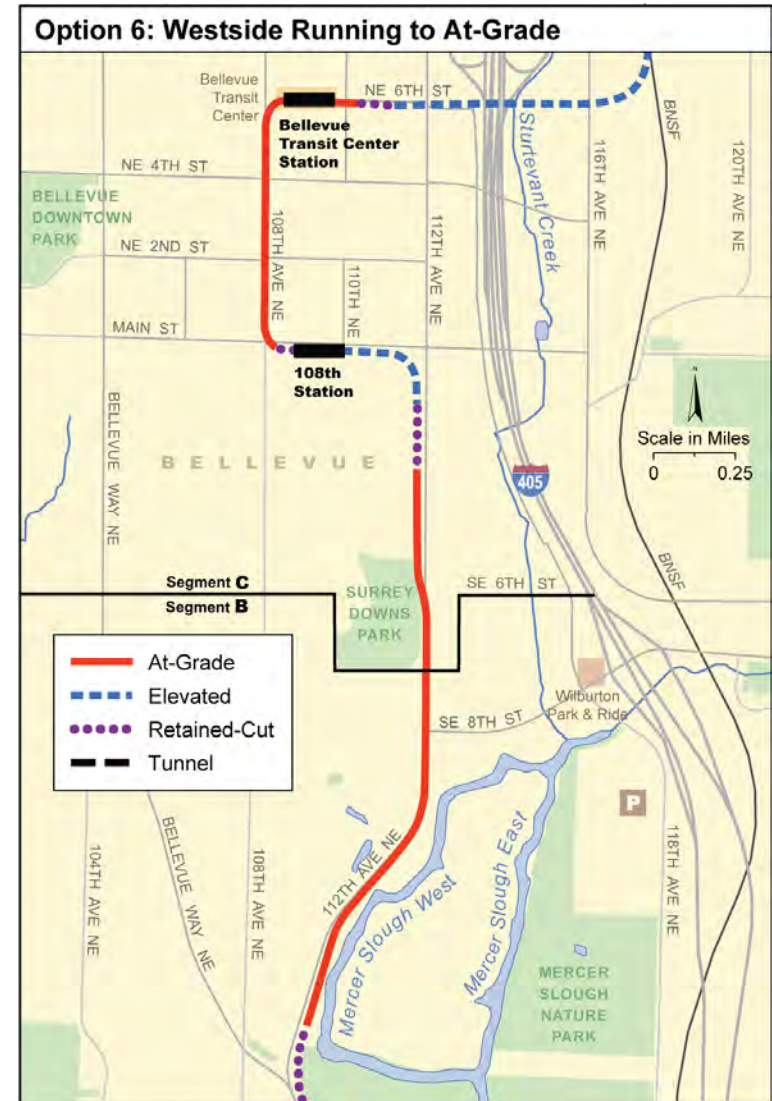
Options 1 & 2: 112th to Main Street Portal



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

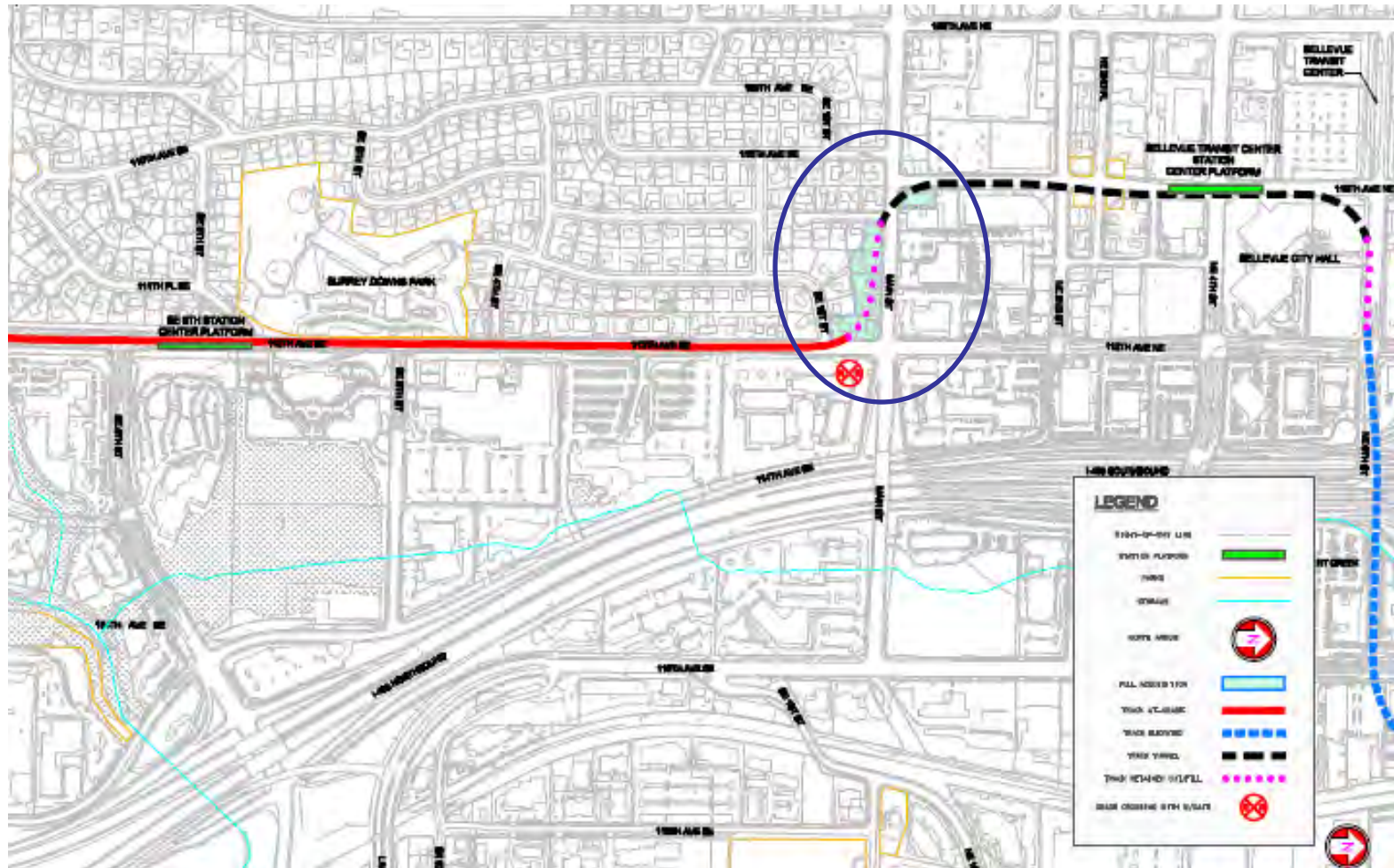
Transportation - **Questions?**

Evaluation Summary: Displacements

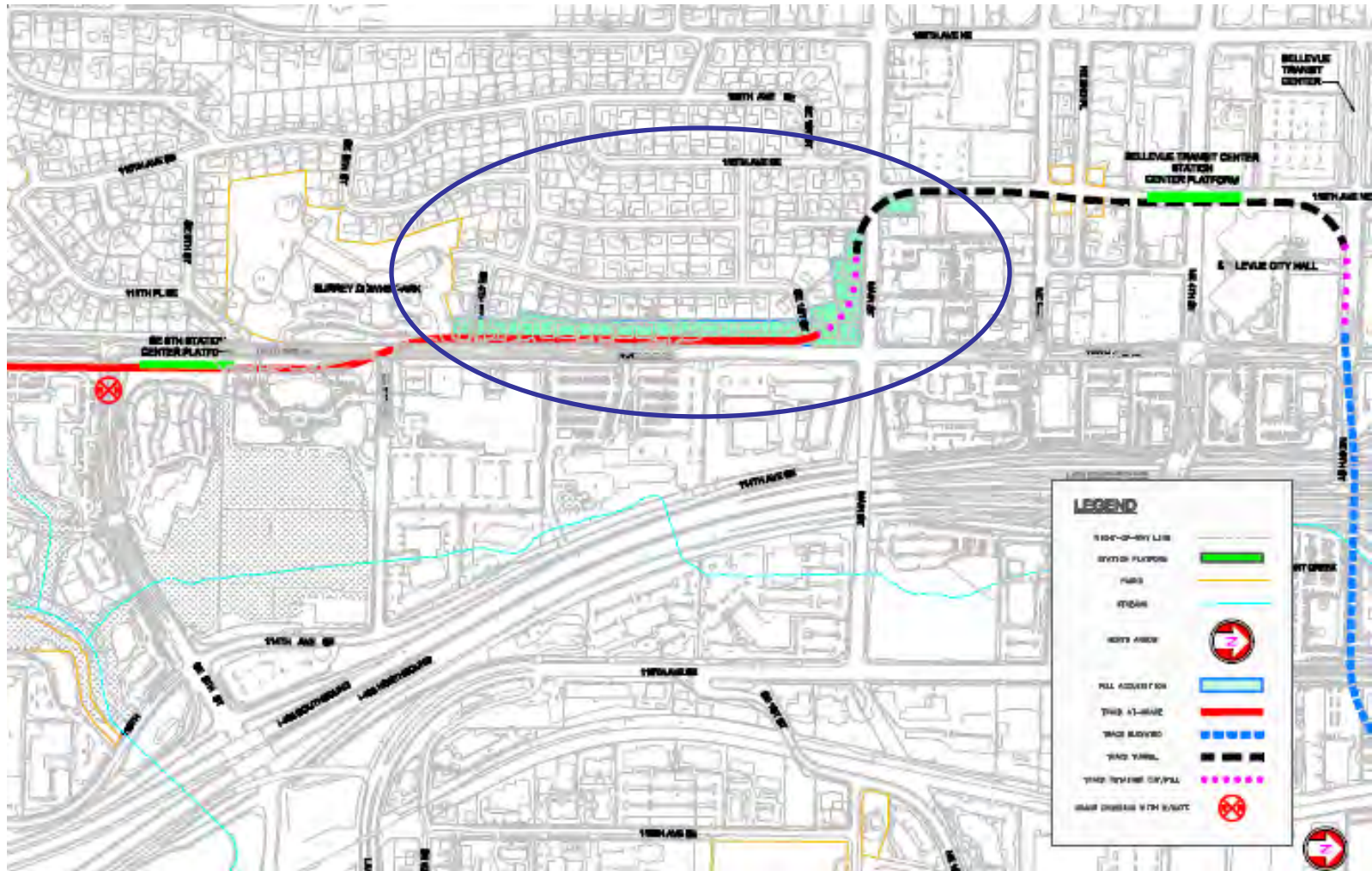
Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Residences displaced	1	46	0	0	2	46
Businesses displaced	7	7	5	5	7	7

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

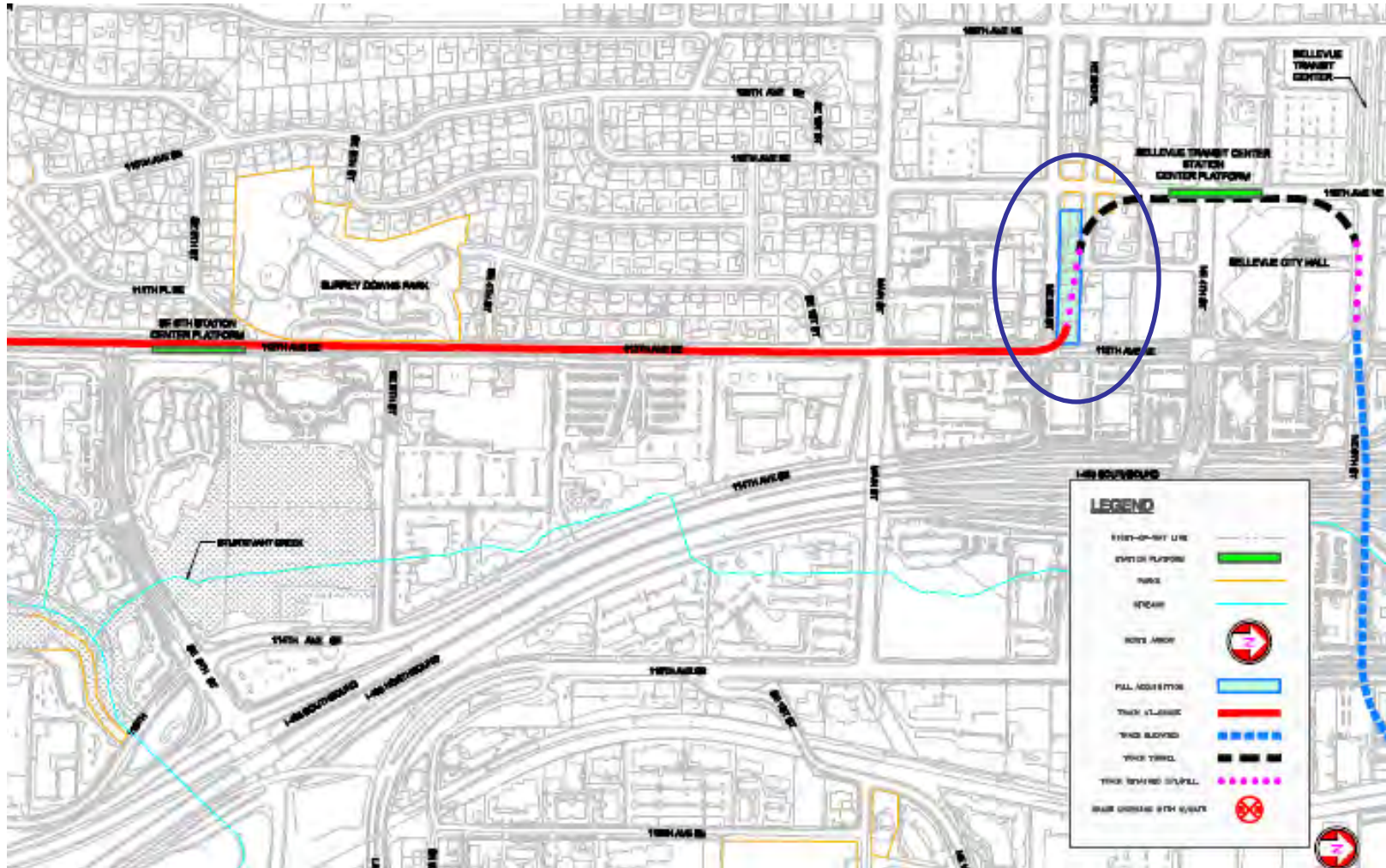
Displacements – Option 1: Center Running to Main St. Tunnel



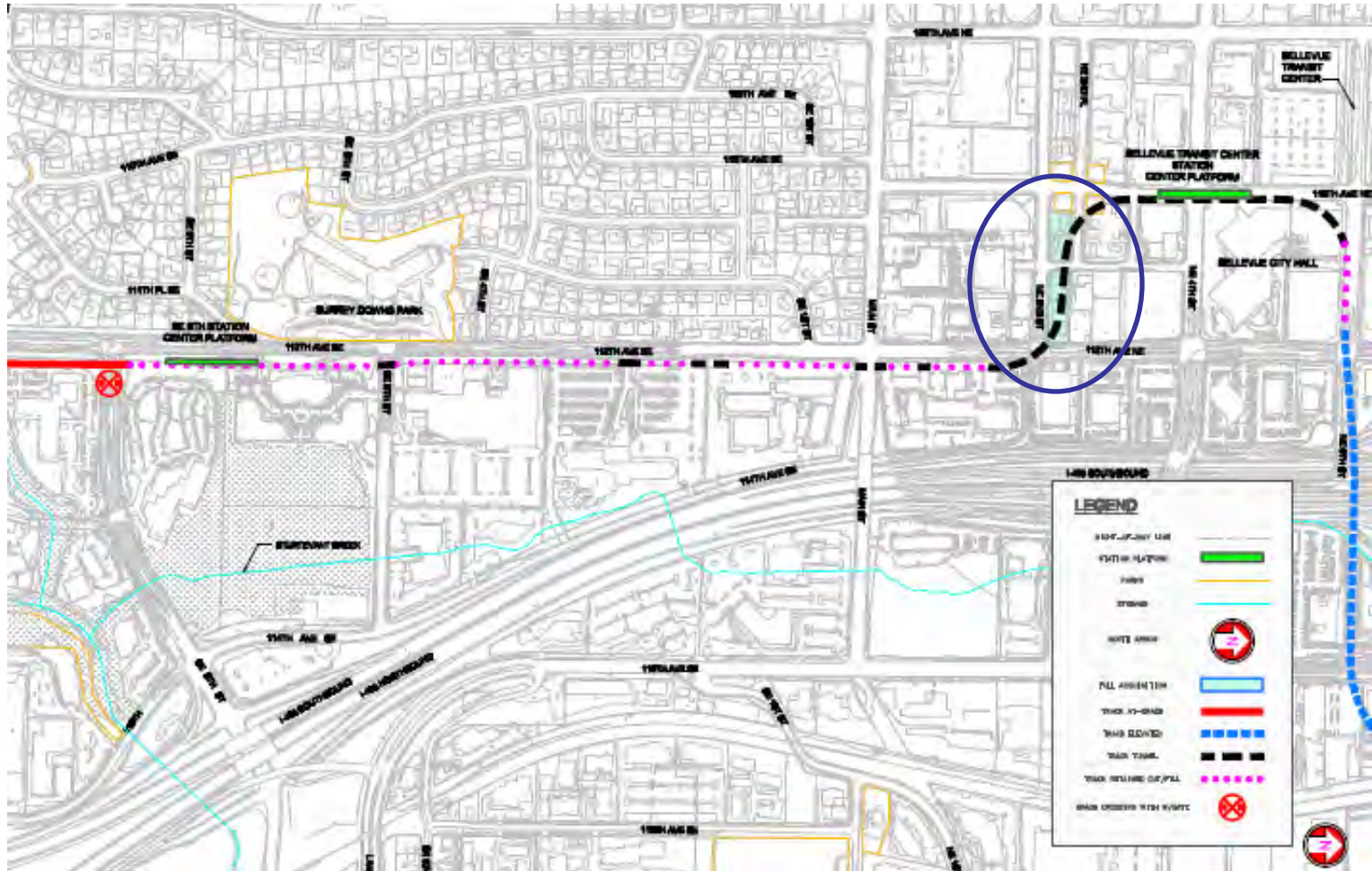
Displacements – Option 2: Westside Running to Main St. Tunnel



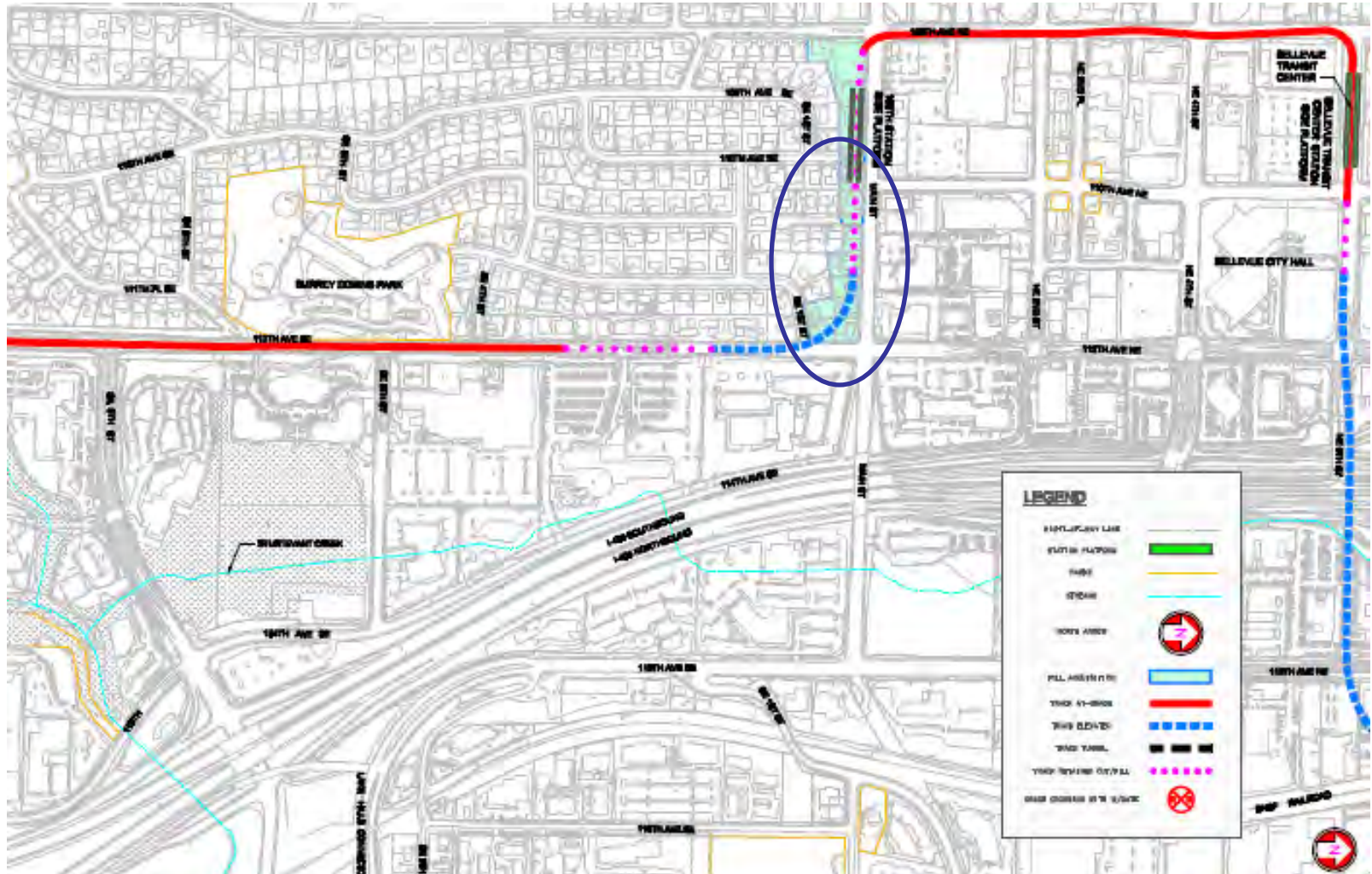
Displacements – Option 3: Center Running to 2nd St. Tunnel



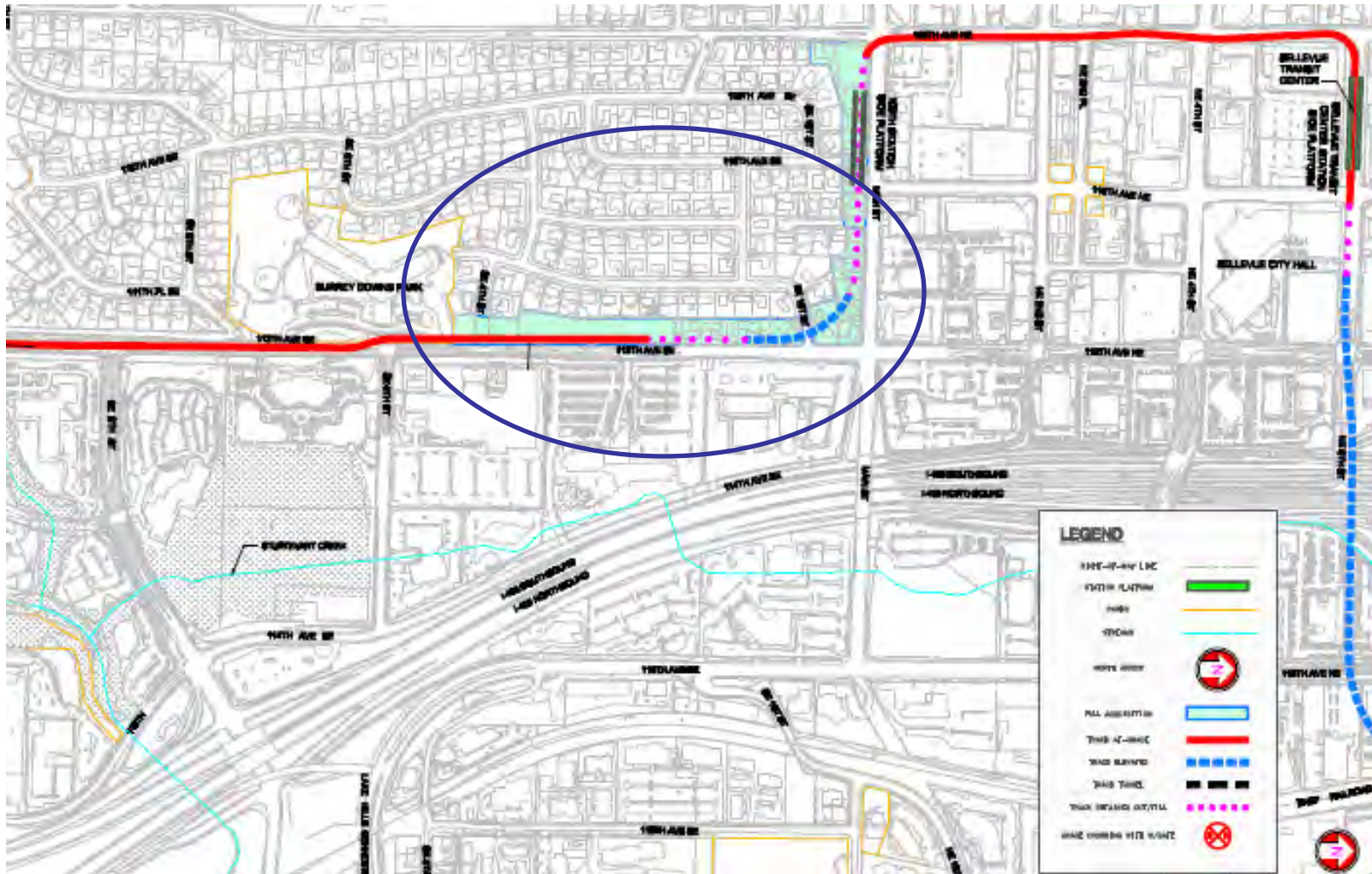
Displacements – Option 4: Eastside Running to 2nd St. Tunnel



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

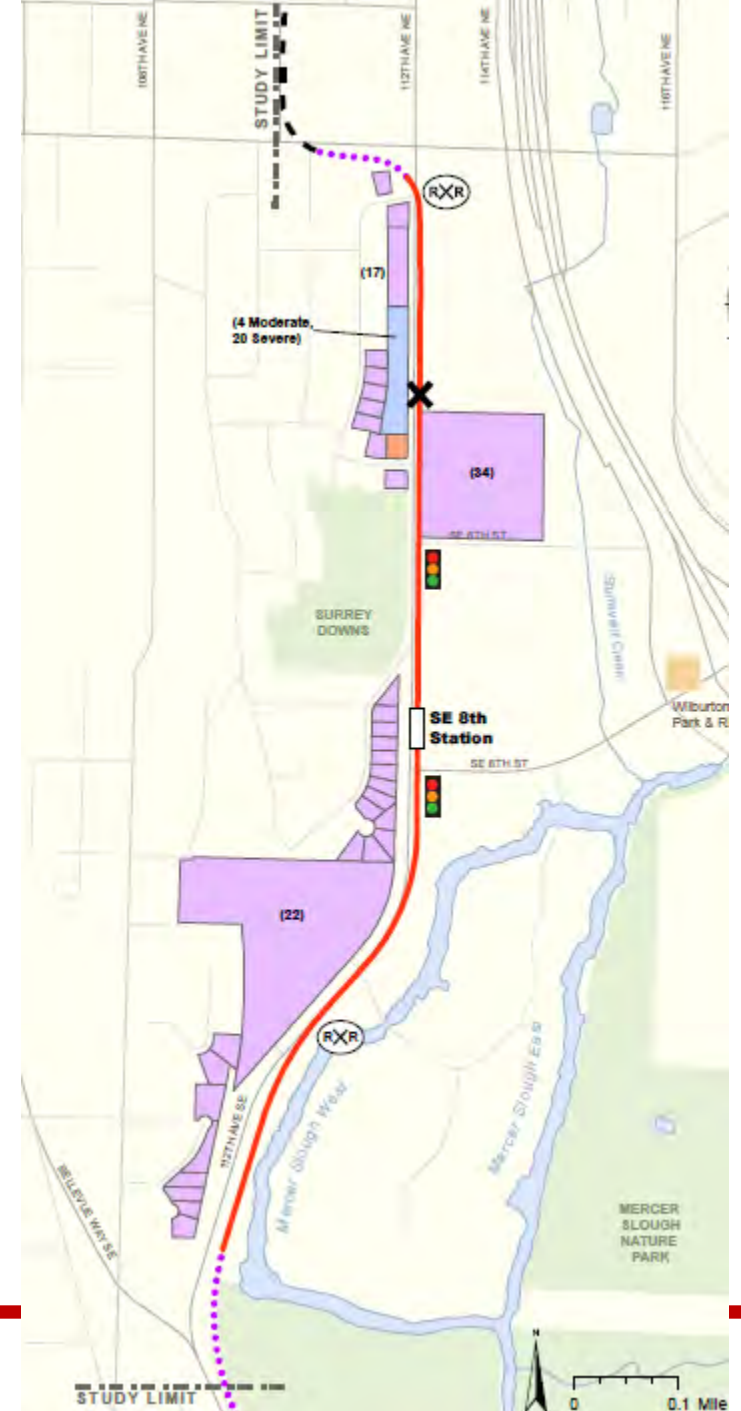
Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Impacts (severe/moderate)	21/107	6/42	21/98	1/31	3/116	9/87
Impacts after mitigation (severe/moderate)	0/0	0/0	0/0	0/0	0/0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

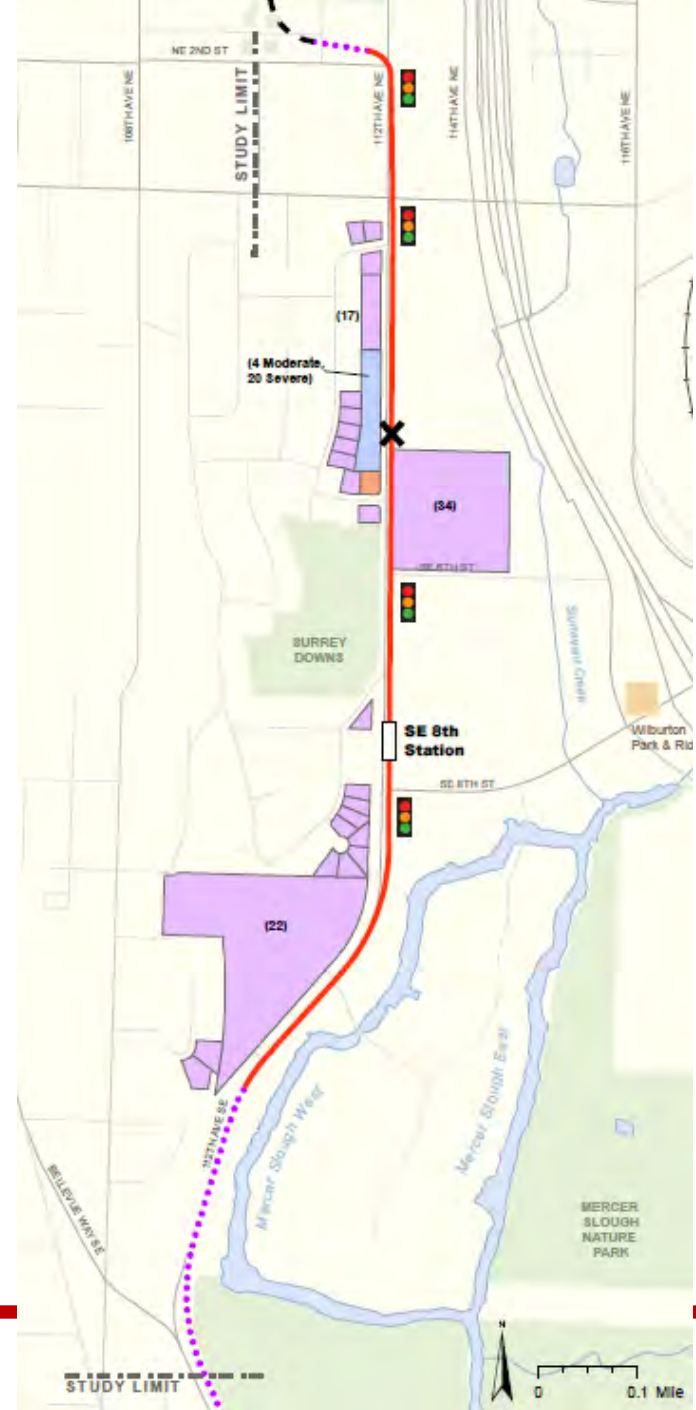


Noise Impacts

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

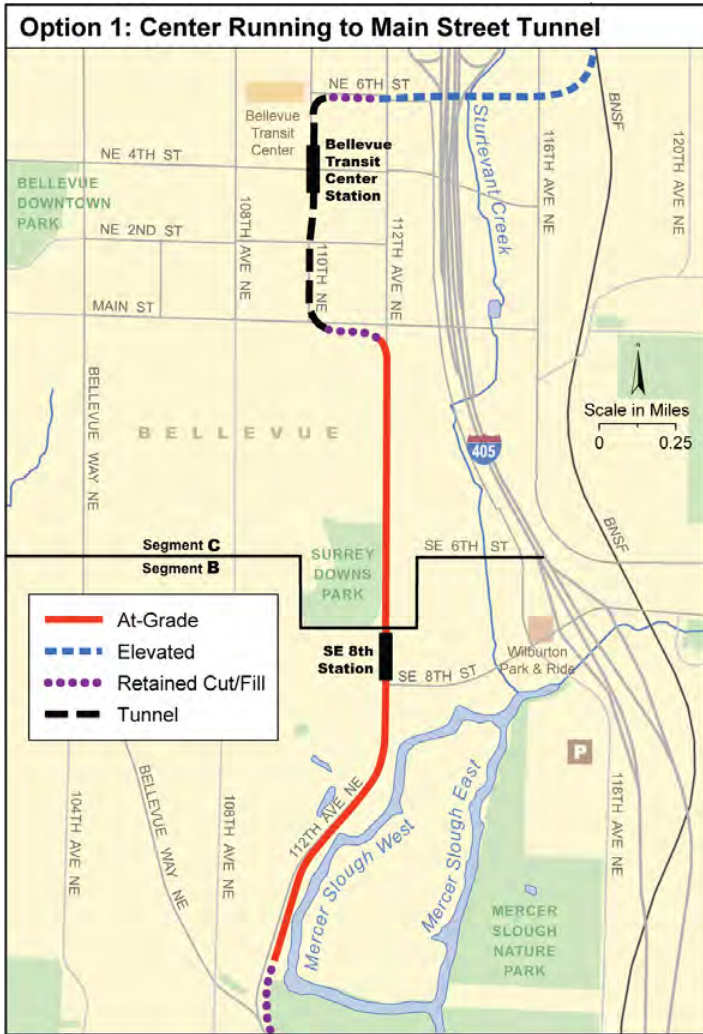


Noise -
Questions?

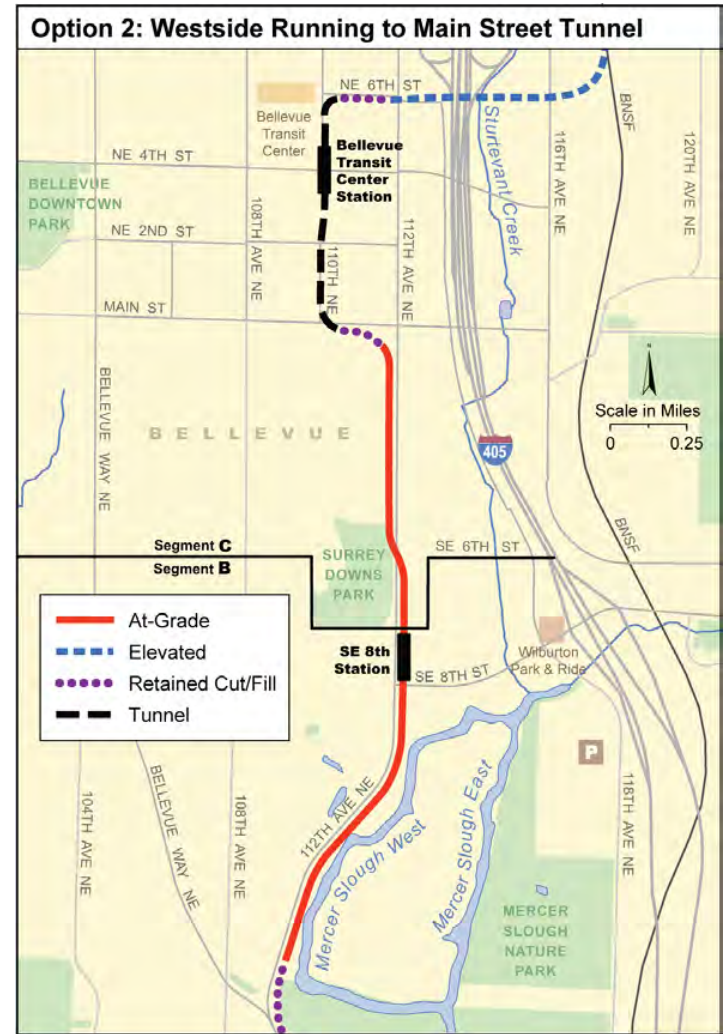
Evaluation Summary: Wetland Impacts & Parks

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

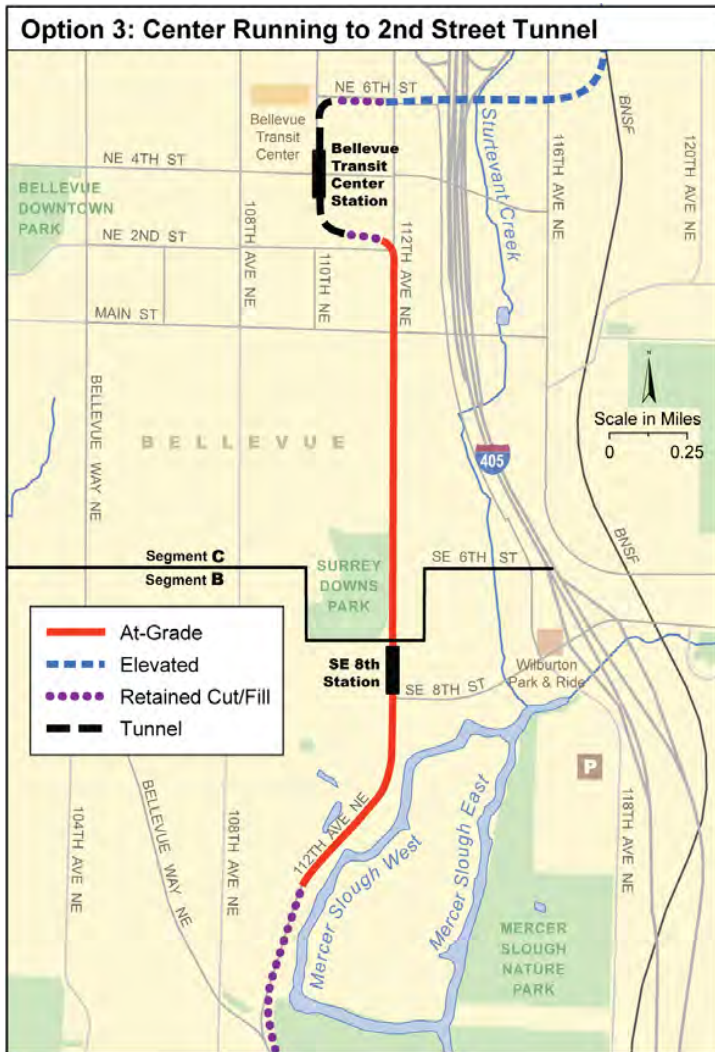


Option 1 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	0.2 acre

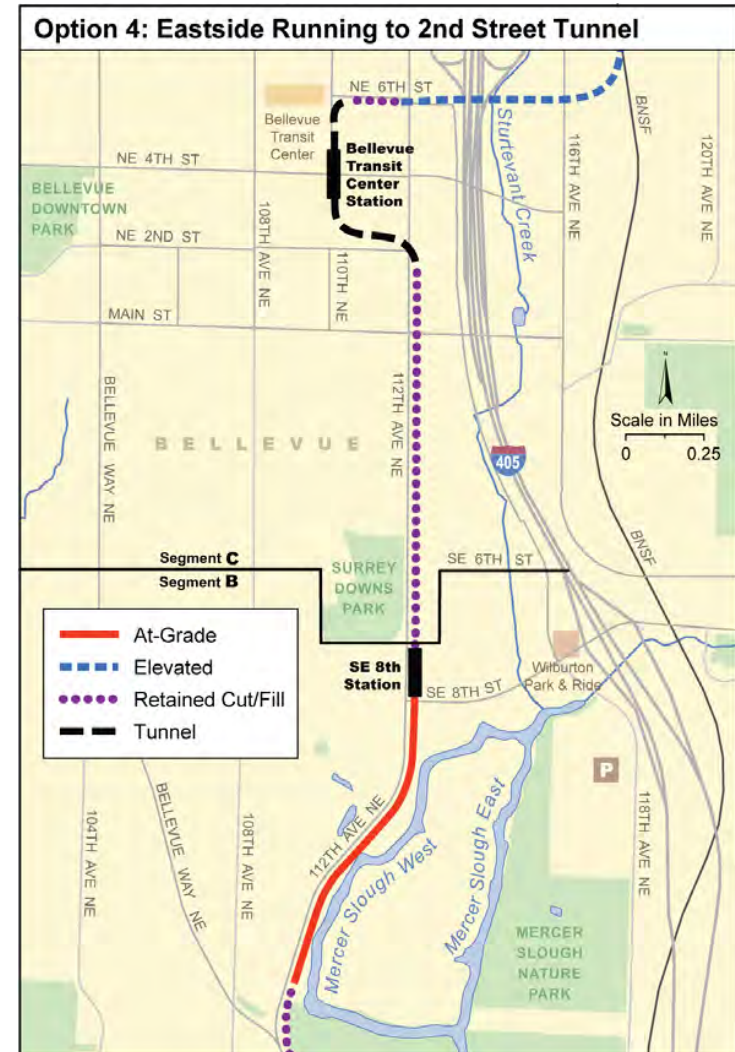


Option 2 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	1.1 acre

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

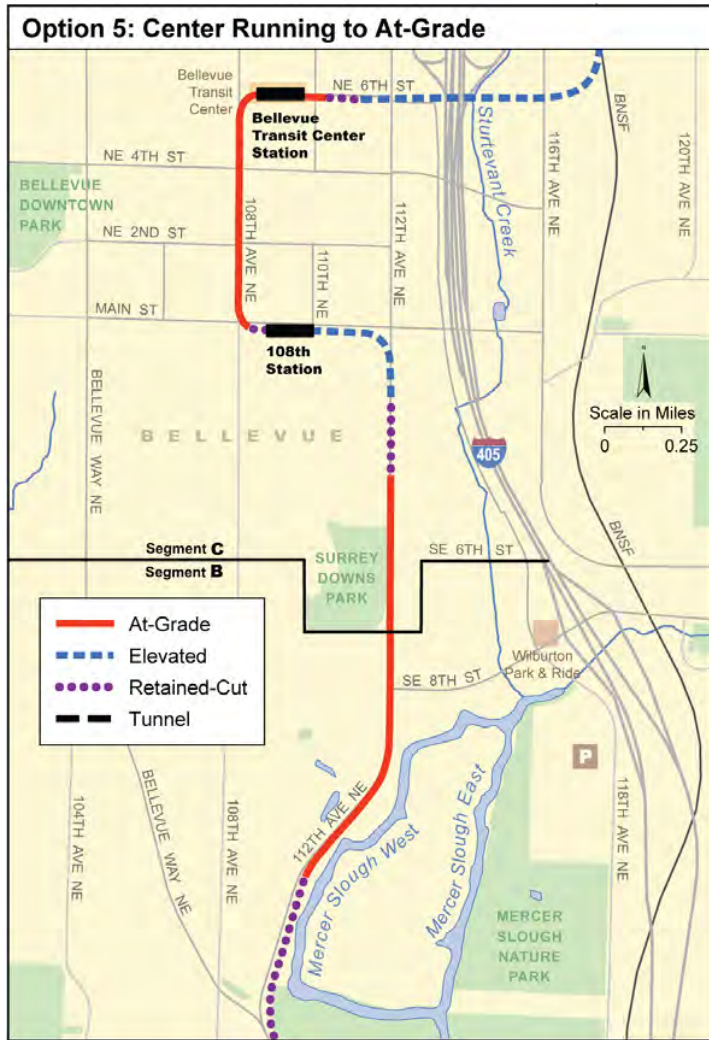


Option 3 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
< 0.1 acre	0.2 acre

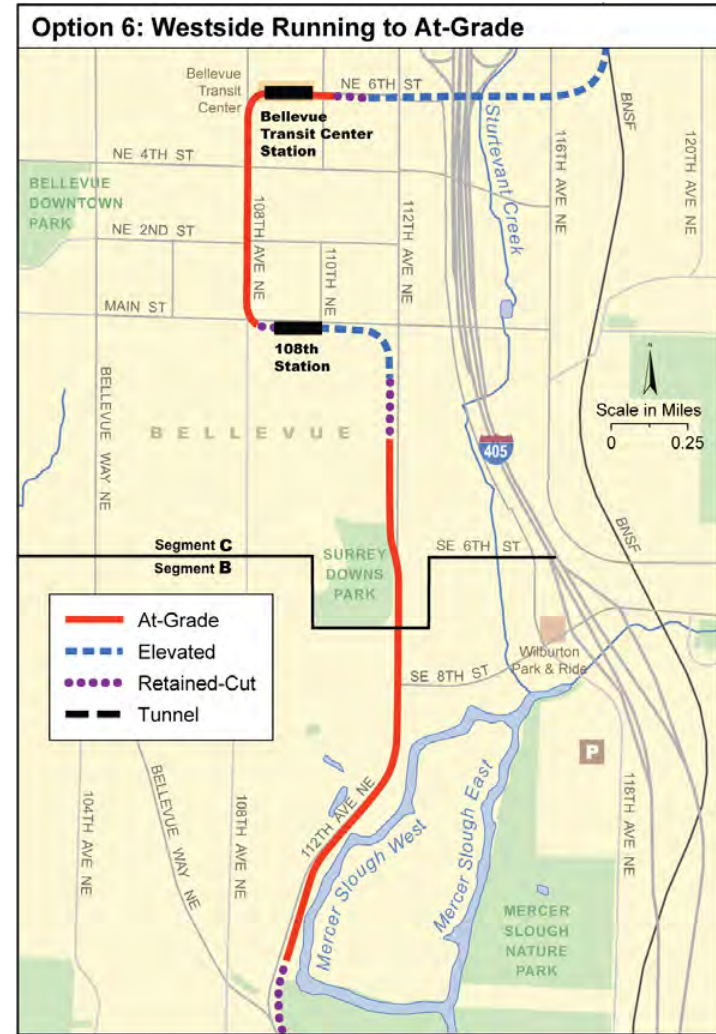


Option 4 Parks Impacts	
Mercer Slough Nature Park	Surrey Downs Park
0.3 acre	No impact

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)