

Appendix D:

Workshop #3

Materials

Presentation

Comments

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

In addition to the materials provided in Appendices B and C, the displays in this section were available at workshop #3.



July 7, 2010

112th Avenue – Community Workshop #3

Comment Form

Please share any general feedback related to East Link and the new 112th options.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

How can impacts be addressed?



July 7, 2010

Please share your comments below for each 112th design option.

Option 1: _____

Option 2: _____

Option 3: _____

Option 4: _____

Option 5: _____

Option 6: _____

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

Mailing Address:
East Link light rail
Sound Transit – Union Station
401 South Jackson Street
Seattle, WA 98104

Email address:
eastlink@soundtransit.org

City staff also welcomes your comments and questions at 425-452-6836 or
NeighborhoodOutreach@bellevuewa.gov.

112TH AVE - COMMUNITY WORKSHOP

SOUND TRANSIT EAST LINK LIGHT RAIL

Welcome!

Meeting Purpose

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

- Compare and analyze key features of the East Link 112th Avenue design options
- Share your 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
- Ask questions of project staff
- Sign up for electronic updates



Agenda

6:30

Presentation:

Overview of key features and trade-offs. Participants indicate preferences using Audience Response System.

Workshop:

Break into small groups to discuss key features, trade-offs and preferences.

8:30

Adjourn

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

WHAT WE'VE HEARD

SOUND TRANSIT EAST LINK LIGHT RAIL

Sound Transit and the City of Bellevue hosted the first two of three community workshops on June 15 and June 29 focused on the new alignments under consideration along 112th Avenue and into downtown Bellevue.

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

- Support for a retained cut along 112th Avenue
- Preference for NE 2nd Street portal into downtown
- Little support for an elevated track and center running alignment
- Opposition to at-grade crossings
- Mixed support for the proposed SE 8th Street Station
- Concerns about traffic, noise, and visual impacts to residences and businesses
- Desire for more information about cost and associated tradeoffs between different options
- Concerns about inadequate parking at stations
- Concerns regarding disruptions from construction
- Concern about noise from trains and crossing gates
- Questions about mitigation for nearby residences and businesses
- Concern about the barrier along the retained cut in Option 4
- Concern about impacts to neighborhood access
- Notwithstanding Sound Transit's preference for the 112th Avenue route, continued though not unanimous support for the B7 alternative.



Work group participants review 112th alignments



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

112th Ave Light Rail Options Workshop #3: Community Preferences

July 7, 2010



Agenda

Open House – located in Concourse

Workshop – 6:30 p.m.

- I. Welcome
- II. Agenda Overview
- III. Automated Response System (ARS) Overview
- IV. ARS and small group discussions
- V. Next Steps

Adjourn - 8:30 p.m.

112th Outreach



Door-to-door visit



Three drop-in stations



Three workshops



An open house

- Door-to-Door Invitations by Sound Transit
- Property Owner Outreach
- Neighborhood Drop-in Stations
- Community Workshops: June & July
- Public Open House: July 14, 6:30 to 8:30 p.m.
- Neighborhood Briefings: on-going

Each of the six options has a unique set of characteristics:

- cost
- transportation
- displacements
- transit noise
- visual
- wetlands and parks
- construction

We are seeking your input:

Which 112th Avenue option(s) is your preference?

Two parts to the meeting:

- 1) Slide show with audience response system
- 2) Small group discussion to identify which of six option(s) is preferred



Considerations

- Information is very high level and intended to offer a comparison of the options
- This is early analysis based on 5% design
- Not all options can be mixed and matched
- This meeting is not attended by everyone
- So.... this is not a “vote” – it is about preferences

Practice Question

Do you live in:

- | | |
|-----|---|
| 19% | 1. Surrey Downs |
| 3% | 2. Bellecrest |
| 6% | 3. Bellefield Residential Park |
| 16% | 4. In condominium along 112 th |
| 13% | 5. Enatai |
| 43% | 6. Other |

Practice Question

Have you lived in Bellevue for:

13%

1. Less than 5 years

16%

2. Between 5 years and 15 years

15%

3. Between 15 years and 25 years

41%

4. More than 25 years

17%

5. Not a Resident (e.g. work /own property)

Practice Question

How did you travel to City Hall this evening?

71%

1. By car

19%

2. On foot

8%

3. By transit

2%

4. Bike

Why does ST prefer 112th Avenue?



- Studied in Draft EIS and recommended for reconsideration by value analysis panel
- Benefits include:
 - Cost savings
 - Community access
 - Shorter, more direct route
 - Reduced impacts to wetlands and streams

10

Looking Northeast from Bellevue Way and 112th Ave SE

62% 1. Side Running

21% 2. Switch to Center Running

16% 3. No preference



1. Side Running



2. Center Running¹¹



Looking South at 112th Ave SE and SE 15th St

7%

1. At grade to Center Running

66%

2. Side Running

16%

3. Grade Separated to Center Running

11%

4. No preference



1. Center Running



2. Side Running



3. Center Running

Table Group Discussions:

Based on the preferences you indicated, why did you make your selections?

- 112th Ave at Bellevue Way
- 112th Ave and SE 15th Street

Looking North at 112th Ave SE from SE 6th St

37% 1. West Side Running

7% 2. Center Running

54% 3. Retained Cut

2% 4. No preference



1. West Side Running



2. Center Running



3. Retained Cut

Table Group Discussions:

Based on the preferences you indicated, why did you make your selection?

- 112th Ave SE and SE 6th Street

Looking North East from SE 1st Place

28% 1. Center Running to At Grade Downtown

48% 2. Westside Running to At Grade Downtown

24% 3. No preference



1.Center Running to
At Grade Downtown



2.Westside Running to
At Grade Downtown

Which At-Grade option do you prefer?

26%

1. Center Running to At Grade Downtown

55%

2. Westside Running to At Grade Downtown

19%

3. No preference

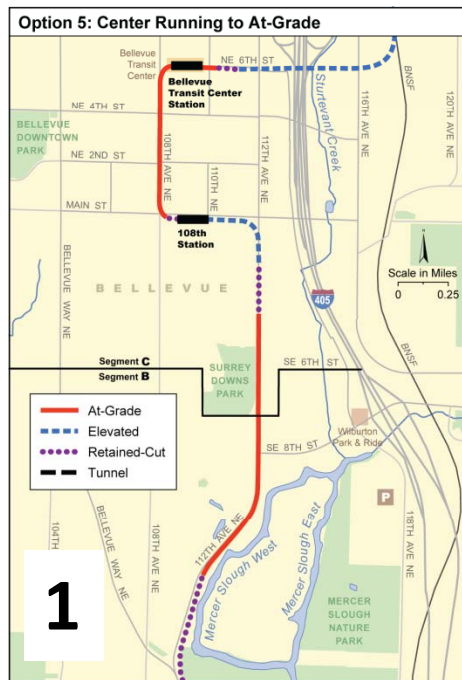


Table Group Discussions:

Based on the preference you indicated, why did you make your selection?

- Option 5 - Center Running to At-Grade
or
- Option 6 - Westside Running to At-Grade

Looking Northeast from SE 1st Place

33% 1. Center Running to **Main St Tunnel**

57% 2. Westside Running to **Main St Tunnel**

10% 3. No preference



1.Center Running to
Main St Tunnel



2.Westside Running to
Main St Tunnel

Looking Northeast from SE 1st Place

16% 1. Center Running to 2nd St Tunnel

74% 2. Retained Cut to 2nd St Tunnel

10% 3. No preference



1.Center Running to
2nd St Tunnel



2.Retained Cut to
2nd St Tunnel

Looking Northwest at 112th Ave and 2nd Street

11%

1. Center Running to 2nd St Tunnel

81%

2. Retained Cut to 2nd St Tunnel

8%

3. No preference



Do you prefer...

30% 1. Main Street Tunnel

67% 2. 2nd Street Tunnel

3% 3. No Preference



1. Main St

2. 2nd St



Table Group Discussions:

Based on the preference you indicated, why did you make your selection?

- Main Street Tunnel
or
- NE 2nd Street Tunnel

Which Tunnel option do you prefer?

5%

1. Center Running to Main St Tunnel

37%

2. Westside Running to Main St Tunnel

4%

3. Center Running to 2nd St Tunnel

54%

4. Retained Cut to 2nd St Tunnel

0%

5. No preference

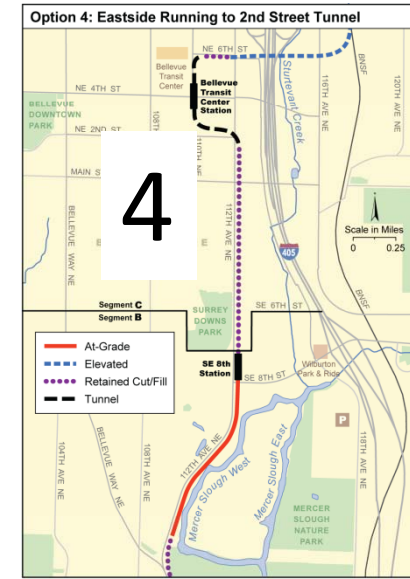
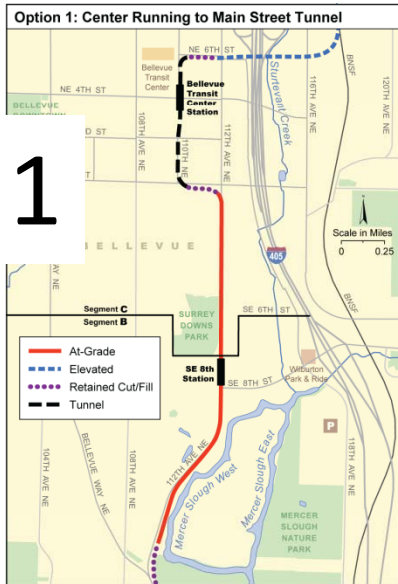


Table Group Discussion Conclusion:

Based on the tunnel preferences you indicated, why did you make your selections?

- Option 1 – Center Running to Main St
- Option 2 – Westside Running to Main St
- Option 3 – Center Running to 2nd St
- Option 4 – Retained Cut to 2nd St

Next Steps

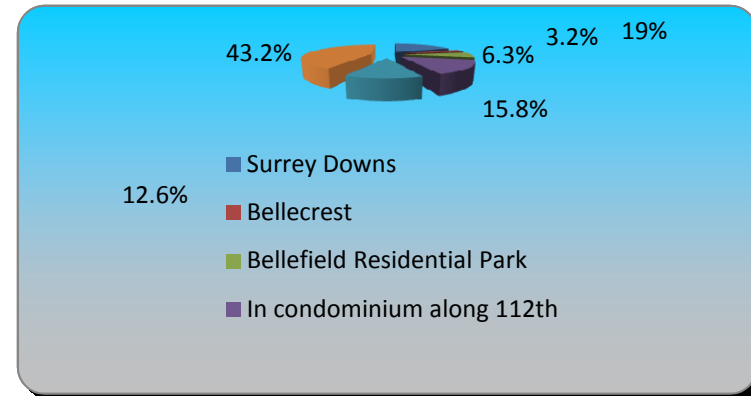
- Bellevue City Council briefing (July 19th)
- Ongoing outreach and identification of community preferences for 112th Avenue
 - Open House (July 14th): 112th Avenue, Bellevue Way, and South Bellevue Park-and-Ride
- Sound Transit Board identifies preferred 112th option (July 22)

Turning Graphical Results by Question

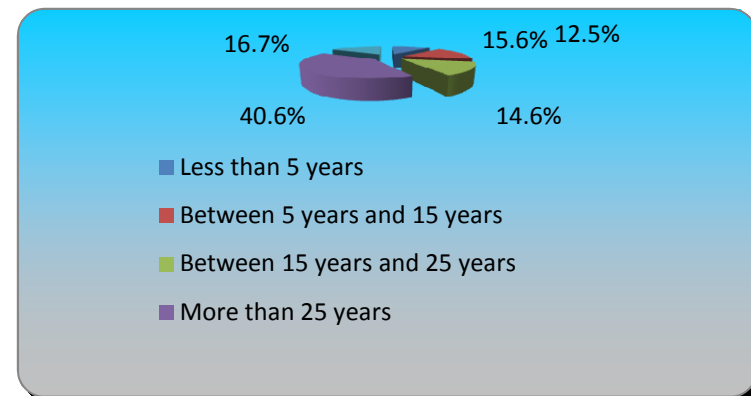
Session Name: Sound Transit Final 7-7-2010 8-38 PM

Created: 7/8/2010 11:02 AM

1.) Practice Question Do you live in:	Responses	
Surrey Downs	18	18.95%
Bellecrest	3	3.16%
Bellefield Residential Park	6	6.32%
In condominium along 112th	15	15.79%
Enatai	12	12.63%
Other	41	43.16%
Totals	95	100%

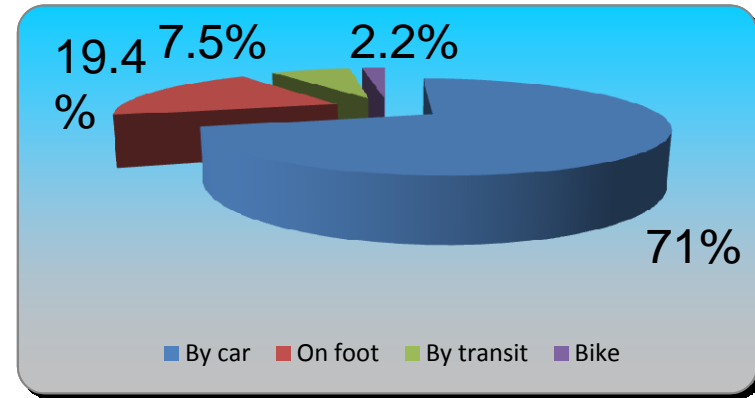


2.) Practice Question Have you lived in Bellevue for:	Responses	
Less than 5 years	12	12.50%
Between 5 years and 15 years	15	15.62%
Between 15 years and 25 years	14	14.58%
More than 25 years	39	40.62%
Not a Resident (e.g. work /own property)	16	16.67%
Totals	96	100%



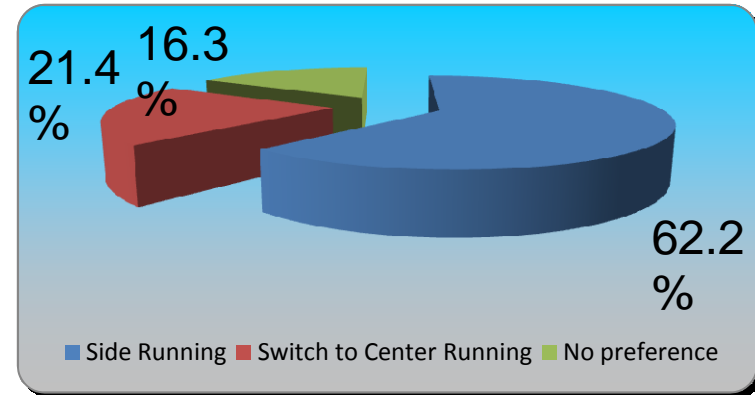
3.) Practice Question How did you travel to City Hall this evening?

	Responses	
By car	66	70.97%
On foot	18	19.35%
By transit	7	7.53%
Bike	2	2.15%
Totals	93	100%



4.) Looking Northeast from Bellevue Way and 112th Ave SE

	Responses	
Side Running	61	62.24%
Switch to Center Running	21	21.43%
No preference	16	16.33%
Totals	98	100%

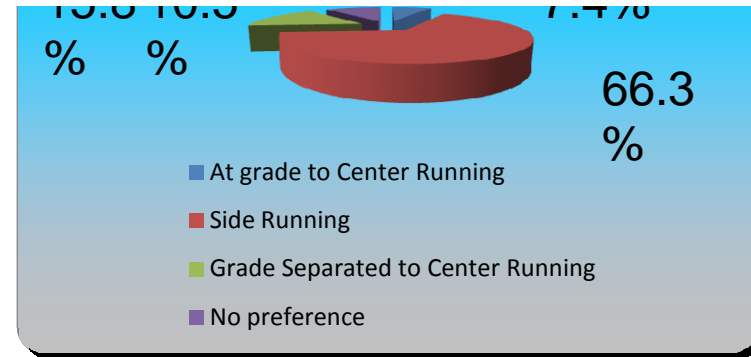


5.) Looking South at 112th Ave SE and SE 15th St

Responses

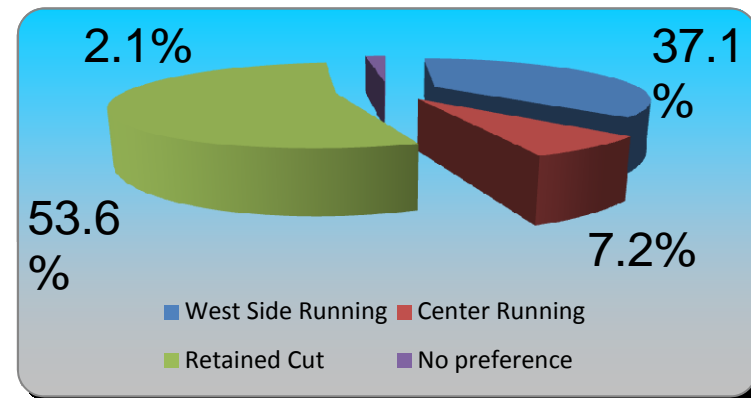


At grade to Center Running	7	7.37%
Side Running	63	66.32%
Grade Separated to Center Running	15	15.79%
No preference	10	10.53%
Totals	95	100%



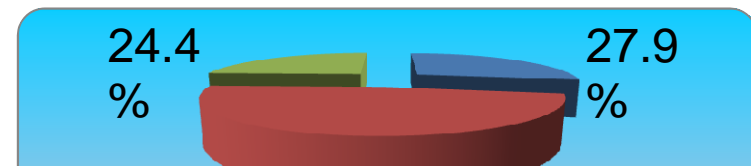
6.) Looking North at 112th Ave SE from SE 6th St **Responses**

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



7.) Looking North East from SE 1st Place **Responses**

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



47.7
%

- Center Running to At Grade Downtown
- Westside Running to At Grade Downtown
- No preference

8.) Which At-Grade option do you prefer?

Responses

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

19.4
%

25.8
%

54.8
%

- Center Running to At Grade Downtown
- Westside Running to At Grade Downtown
- No preference

9.) Looking Northeast from SE 1st Place

Responses

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

9.7%

33.3
%

56.9
%

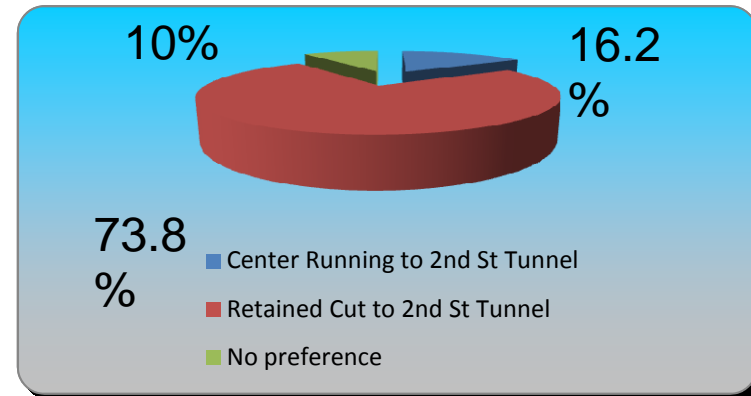
- Center Running to Main St Tunnel

- Westside Running to Main St Tunnel
- No preference

10.) Looking Northeast from SE 1st Place

Responses

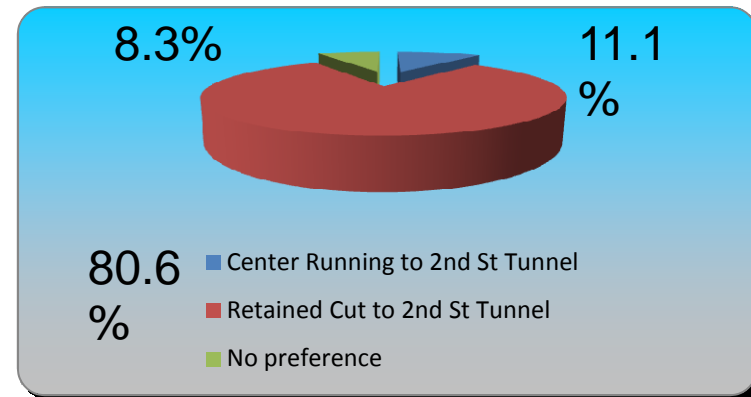
Center Running to 2nd St Tunnel	13	16.25%
Retained Cut to 2nd St Tunnel	59	73.75%
No preference	8	10%
Totals	80	100%



11.) Looking Northwest at 112th Ave and 2nd Street

Responses

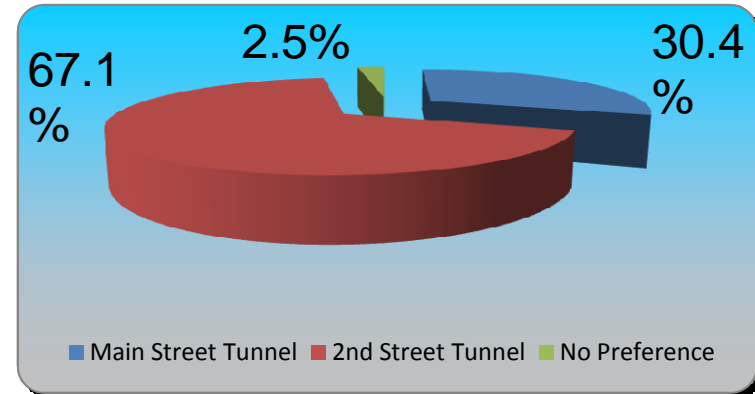
Center Running to 2nd St Tunnel	8	11.11%
Retained Cut to 2nd St Tunnel	58	80.56%
No preference	6	8.33%
Totals	72	100%



12.) Do you prefer...

Responses

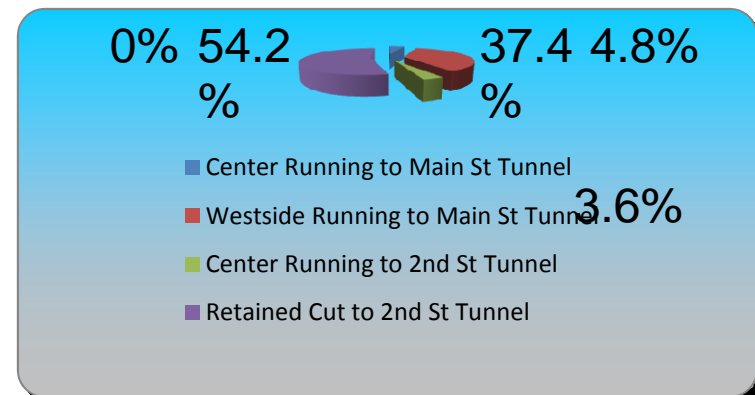
Main Street Tunnel	24	30.38%
2nd Street Tunnel	53	67.09%
No Preference	2	2.53%
Totals	79	100%



13.) Which Tunnel option do you prefer?

Responses

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



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

Please share any general feedback related to East Link and the new 112th options.

Preference would be better expressed as a desired outcome. Noise/construction, option/disruption.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

West side

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Main

How can impacts be addressed?

Rolling stock/Rail _____ to reduce noise. Commit to outcome with penalties on ST. Unlimited until these are met.

Please share any general feedback related to East Link and the new 112th options.

112th is not viable due to traffic impacts particularly at SE 8th. It is very lousy and backups due to train crossing every 7 minutes each way during peak times will not work well. All options impact ingress/egress from Surrey Downs neighborhood. Especially since the main entrance to BHS will be off of 108th. We will not be able to get in or out before/after school. (ST will impact 110th, SE 1st and SE 4th). Noise for neighborhood is much worse than next to I-405.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East side retained trench is only viable option due to noise mitigation and safety. Retained trench must begin south of SE 8th to mitigate SE 8th traffic impacts during peak times. Transit station belongs at Main Street and 112th not SE 8th.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

2nd, need to maintain Main St. character and access and impact to all traffic especially in/out Surrey Downs.

How can impacts be addressed?

The train needs to be close to I-405 to minimize noise impacts and traffic congestion. Business case for B3/B7 and transit station redevelopment of property @ SE corner of 112th and Main must be explored. This could be a good option for all.

Please share your comments below for each 112th design option.

Option 1: No SE 8th Station impact to traffic on 112th overall and SE 8th intersection noise to residence. 2nd tunnel is strongly preferable to destroying traffic flow on main St.

Option 2: Too close to neighborhoods – do not take SE 4th ingress/egress. 2nd tunnel strongly preferable. No SE 8th station, belongs @ 112th and Main.

Option 3: Too close to homes; too much traffic, noise and visual impact. 2nd tunnel good. No SE 8th Station. Belongs @ Main and 112th.

Option 4: Best option for noise, safety. Please start trench at SE 8th to ease traffic impact. No SE 8th station, need at Main and 112th.

Option 5: Negative traffic/safety impact. Too close to homes. Noise concern.

Option 6: Do not take SE 4th ingress/egress

Please share any general feedback related to East Link and the new 112th options.

There are no good options for 112th. B7 is the only way to “do it right” on a rail/highway corridor. B3S is a reasonable compromise that should still be on the board. The 6 112th options all place extreme impacts on residences, businesses and are unacceptable. If forced to choose #4 retained cut but no station at SE 8th. Cut should start south of SE 8th to go under intersection and reduce traffic . Worse and visual impacts.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East side of street in a retained cut is the only choice in a list of bad choices. No station @ SE 8th! Start retained cut south of SE 8th intersection to go under intersection. This reduces impacts.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

The only valid and reasonable option is NE 2nd. Much less impacts and cost.

How can impacts be addressed?

The problem is that the impacts cannot be effectively addressed. At best, feeble attempts at mitigation. Noise and visual buffers with a track below ground level is the best we can hope for. Moderate and severe noise impacts. Should have noise reduction preferred like more noise insulation and window replacement.

Option 1: No

Option 2: No – too many displacements

Option 4: Only choice – modifiers- No station @ SE 8th – retained cut should start south of SE 8th and go under intersection @ SE 8th.

Option 5: No

Option 6: No too many displacements

Please share any general feedback related to East Link and the new 112th options.

General: putting additional capacity on the only through street southbound hwy COB is fitted with too many issues. Is too problematic. Safety, EMT, calamities, natural disasters. Too many owners and key stakeholders.

Please share any general feedback related to East Link and the new 112th options.

Elevated option seems a lose- lose. No one will be happy – big, homeowners, traffic.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

If it has to go down 112th, trenching on east side seems best with a tunnel at 2nd.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

2nd

How can impacts be addressed?

Use another route – like 116th

Other comments: Why didn't the handout o in the same order as the slides. Hard to follow. Also why did you use a mini cam to follow the process rather than having it piece meal. Hard to visualize.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East side- definitely! What is a loss of 2 tennis courts compared to the loss of homes and condos?

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd St – less disruptive to traffic on Main St.

Please share any general feedback related to East Link and the new 112th options.

The entire plan seems to be reevaluated – 116th still seems much better with less impact on people, view, etc. People are more important than commercial enterprises. The “no preference choice was misleading – neither is better”

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

The west side of 112th is my preference.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd street – it makes the least impact on future traffic and on present residents – this would be 2nd street.

How can impacts be addressed?

People should take preference to property etc.

Option 2 : No

Option 6: No

Please share any general feedback related to East Link and the new 112th options.

Option 4 provides the greatest benefit not only to Bellevue but East side sub area as well. It provides the fastest transit times and impacts the least residences and businesses.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Eastside. It avoids another MLK alignment that would have regrettable results and displaces the least residences where also avoiding an at-grade 112th crossing.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Main street. The shorter tunnel is cheaper.

How can impacts be addressed?

Full mitigation of sound impact

Option 1: As witness by the MLK alignment's issues, a center running alignment is unacceptable.

Option 2: The west side running displaces too many residences and disrupts 112th with the full grade crossing.

Option 3: See option 1

Option 4: Option 4 provides the most reliability as it is the most grade separated and has the least long term impacts to residents and businesses.

Option 5: At-grade alignment is unacceptable.

Option 6: See option 5

Please share any general feedback related to East Link and the new 112th options.

I would like ST to avoid small curve radii for these reasons.

1. Less slowdown when taking curve
2. Faster overall operating speed
3. Allow for future transition to non-double-articulated heavy rail.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East in retained cut. Least traffic impact, most reliable service.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Not enough information to make firm decision. Based on currently available options, I prefer 2nd street because of retained cut approach. If there was a Main St tunnel with retained cut approach I'd select the one with smoother operations. (Larger curve radius, less slowdown required for train to make the turn.) I prefer option with fastest, most reliable operating speed.

How can impacts be addressed?

That is up to the engineers to decide, no expertise here.

Option 4: Less traffic impacts. Eliminate unnecessary crossings on 112th.

Option 5: No preference, do not support at-grade C-segment.

Option 6: No preference, do not support at-grade C segment.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd

Option 1: It is incredibly confusing to select

Please share any general feedback related to East Link and the new 112th options.

The designs for Bellevue Way and 112th Ave SE do not include a Westside running design. Has a Westside running design for the section been analyzed? If not, why?

Please share any general feedback related to East Link and the new 112th options.

ST should use the existing rail road tracks.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

None- no turn as ST has proven turns create extreme noise. Do not impact Surrey Downs Park.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

None- no turn as ST has proven turns create extreme noise. Do not impact Surrey Downs Park.

How can impacts be addressed?

Put the train on the existing train tracks.

Please share any general feedback related to East Link and the new 112th options.

Stay off 112th, get over to B7 and the BN right of way.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East and below grade

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd

How can impacts be addressed?

By cut and retain or better still go to the BN right of way and keep the noise away from Surrey Downs.

Option 4: If you have to be on 112th, this is the only option that works at all. The major concern is noise.

Please share any general feedback related to East Link and the new 112th options.

112th options are all bad! The B7 is the "way to go!"

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Center

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Turn should be on NE 2nd

How can impacts be addressed?

B7 is the answer!

Option 4: Didn't vote. Do NOT want the transit to go west on Main St.

Option 6: 67% 2nd st. tunnel

Please share any general feedback related to East Link and the new 112th options.

Do not like at grade thru downtown nor cut and cover tunnels.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East side of 112th – too much traffic for at-grade crossings. Prefer Option 4.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Main St. should be added to Option 4 – my preference. Tunnel must be bored – not cut and cover.

How can impacts be addressed?

Look at quieter running trains. Rubber wheels.

Please share any general feedback related to East Link and the new 112th options.

Not supporting the new 112 option. The East Link does not need to run through the city.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Run on the west side.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd

Option 5: No

Option 6: No

Please share any general feedback related to East Link and the new 112th options.

Don't like the at-grade at all.

Please share any general feedback related to East Link and the new 112th options.

B7 would not create challenges for the overwhelming majority of interests along 112th. 112th interests (residential and commercial) have been trumped by downtown business need for a tunnel. (And the expense of a 112th choice will be mostly born by 112th people.)

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

West, west, west.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Main St. (so we can have a Westside alignment)

How can impacts be addressed?

B7 is the best choice. Fair value to residents on Westside.

Please share any general feedback related to East Link and the new 112th options.

Thanks for being brave enough to host this meeting.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Not center – too much mixing of traffic.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Strong preference 2nd St: No residences impacted, fewer displaced businesses, shorter tunnels, less noise impact, option 4 has fewer at-grade crossings (safer) minimal park impact; better pedestrian separation.

How can impacts be addressed?

Don't build @ Main Street tunnel.

Option 1: Noise impacts and at-grade crossings should eliminate this option.

Option 2: Park and wetland should eliminate this.

Option 3: \$170 million savings is attractive. Lower risk.

Option 4: Best option

Option 5: Too large a risk for pedestrians

Option 6: Too large a risk to pedestrians.

Please share any general feedback related to East Link and the new 112th options.

112th is an unnecessary route – why disrupt our wonderful town/city with all this construction for one station when it isn't necessary?? Lives, property, homes, businesses are disrupted when other routes are not as invasive – more practice! Use common sense for a change – why not use the intelligence we have for a better choice! The booklet – while professional was a nightmare to follow. Various decisions could have been shown side by side or a reference on the screen to page #'s.

Please share any general feedback related to East Link and the new 112th options.

this corridor has been very significant socio/economic consequences to the City. Business and residences will be lost along 112th. Old Town Bellevue will essentially be lost as 60% of the businesses will not survive the construction. The entire project along this corridor will depreciate commercial and residential values over the next 20 years.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Why do we need a \$300 m tunnel when a surface option 2 blocks east achieves the same thing?

Please share any general feedback related to East Link and the new 112th options.

Roger Pence was not a good scribe. Missed point re: Bellevue Club, wildlife impact by waste water and pollution, low income transit center has advantages. Connect to Bellevue College.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

In trench, outside of wetland buffer, or tunnel everywhere would be best.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

As much as possible! Main is better.

How can impacts be addressed?

Tunnel as much as possible – trench is next. B7 is better.

Please share any general feedback related to East Link and the new 112th options.

Very poor format ! “voting” results worthless. Most people had no idea what are we voting on. Not visible to audience. Noise is the major issue and it was inadequately addressed in prior Sound Transit projects. Strongly disagree with at-grade. Consider outdoor activities for neighborhoods.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

The businesses – east side

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd

How can impacts be addressed?

Sound absorbing barrier

Please share any general feedback related to East Link and the new 112th options.

Any option except B7.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Whatever works best

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

West side

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

Main Street

Option 2: Prefer to have this option.

Please share any general feedback related to East Link and the new 112th options.

I would like to understand why we are studying 112th instead of B7/Bellevue City Council's preferred route? I do not want Sound Transit to go down 112th from Bellevue Way. I want Sound Transit to use the B7 route. It is the only route that will not be as disruptive to the Enatai, Surrey Downs and Bellecrest neighborhoods.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

I do not want Sound Transit to put their trains right next to the Bellevue Club & hotel. Having trains right next to the club/hotel will destroy it.

Please share any general feedback related to East Link and the new 112th options.

The pictures of the maps were too low on the screens. The handout drawings need to be referenced when talking about each option.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Eastside

Note as we got further into the voting about 1/3 of voters abstained due to not liking the choices.

Those (heavy audience presence of Bellevue Club) weighted these votes in their favor of the Westside location. The eastsiders 4 centerist were discussed with the choices – no votes.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd

How can impacts be addressed?

Lids, landscaping, sound walls, reduce bells, and crossings (with gates).

Option 3: Neither center running nor Westside line.

Option 4: Same as above

Please share any general feedback related to East Link and the new 112th options.

Better overhead layouts. Technical questions need better response.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

East. Traffic impact less impact during construction.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

2nd. Better location to business and residential – high risks.

Please share any general feedback related to East Link and the new 112th options.

The low income housing institution (LIHI) purchased a site at 204 111th Ave NE to build 60 units of affordable housing in downtown Bellevue. We are opposed to the 2 options that would have light rail plow through.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

Our site! We specifically selected our site because it is close to transit and jobs. Bellevue needs affordable housing for all the service, hotel and retail workers. Do not consider an alignment that would take away an important affordable housing site.

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

We had planned on seeking funding from King County, ARCH and other federal sources this fall. We cannot afford a delay in financing. We cannot hold the site because the of the high costs while waiting.

How can impacts be addressed?

For Sound Transit to complete their process and EIS. We need some leadership from Sound Transit, King County and City of Bellevue to solve this problem and to make sure that this housing site gets developed for the intended purpose.

Sharon Lee, Littl Executive Director

Please share any general feedback related to East Link and the new 112th options.

Not in favor of any options for 112th. Very obtrusive and impactive on the neighborhood and businesses. Very disappointing. Need to address SE 8th Station. Not mentioned at all. Do not support it.

If the 112th Avenue route is selected, should trains run in the center of 112th or on the east or west sides of the street?

They should not be on 112th

If a tunnel is built in downtown Bellevue, should it start at Main Street or at Northeast 2nd Street?

NE 2nd.

How can impacts be addressed?

ST has not listened to any previous community comments. Do not believe ST will reply adequately to impacts.

Comments for workshop:

- Make references to page # in the slides.
- Ask for questions before ask people to vote.

Comments on presentation/workshop:

Slides should contain package page #

Packages are hard to navigate around

On the slides, the diff. on the pix should be highlighted (add circle)

Bigger pix on slides (ie multiple slides per question)

Microphone feedback

Use the pix on slides when explaining the question

Define "retained cut" "at-grade" etc at the beginning of the meeting.

112th Avenue – Community Workshop #3: Flip Chart Transcriptions

Table 1

Question 1:

- Center to protect Bel. Club
- Wants option that protects Bellevue Club
- Noise impacts to residential impact
- Least noisy option
- Side running had least impact
- No preference. Neither are acceptable
- Too many signals
- Bells at Bellfield Office park will drive people crazy & haven't been disclosed to public
- Traffic interruptions & noise
- Information may not be captured in EIS

Question 2:

- Protect Bellevue Club. Westside running
- Lack of noise reduction – preference for retained cut
- Eliminate signal
- Preference for a lid cut & cover on eastside less than 800ft on a lid at leased to Bellevue Club. Under SE 8th
- Center cut & cover tunnel
- Fire code – entrances to Surrey Downs

Question 3:

- At-grade will destroy city

Table 2

Question 1:

- Side running appears low impact
 - Visual
 - Housing
- Center destroys median
- Don't want to see Bellevue Club impacted
- Avoid road construction impacts
 - Separate train improves speed and reliability for train
 - Keep trains out of roads
- Concern about non-Bellevue attendees and elected representation
- Concern that apartments at Bellevue Way and 112th don't show noise impact

- Prefer side running due to impact to residences, park.

Question 2:

- East trench
 - Less impact to residents
 - No impact to park
- Would like cut and cover tunnel over trench
- Want retained cut to go from E to W and move to west side
 - Don't mix cars and train
- West = less impact to Bellevue Club
- Concern about non-Bellevue residents swinging preference
- Bellevue Club very important to Bellevue
- 112th is a bad route
- If located on west, buying condos would help potential re value reduction
- Hard to balance west pref with res displacement
- Trench has visual impact, community character impact
 - Inner city
 - Big city
 - Non-suburban

Question 3:

- Not directly impacted so don't want to choose for others
- This isn't necessary
- Question not understood
- Lots of impacts on both
- Surface option doesn't make sense
- West side to be consistent, avoid impacts to Bellevue Club
- Concern that businesses/property impacts don't get fair market value
- The turn is too tight, will be very noisy
- No train in the road
- Construction disruption
- Traffic safety-incidents

Question 4:

- Option 4 preferred
 - Less neighborhood impacts
 - Noise
- Second Street makes more sense, how to get there is a can of worms
- Cut and cover is destructive – construction impacts
- Boring would be less disruptive
- Trench would be noisier, but surface has big traffic disrupt.
- West side-less impact to businesses -but this is overall bad route

Table 3

Question 1:

- 112th Ave @ Bellevue Way
 - ✓✓✓✓ Side-removing impacts from residential (noise, visual...)
 - ✓ Side running – less traffic impact
 - Trade-offs – wetland buffer impacts seemed less significant than res'l impacts
- 112th Ave @ SE 15th (entrance to Bellefield Office)
 - At grade center – preserve wetland buffer area
 - Side running – remove impacts from res'l as above
 - Side running – less construction impacts
 - Side running – preserve vegetated median
 - Side running – less business impacts for traffic
 - S.T. needs to address noise vibration for either route/alternative even trench

Question 2:

- 112th Ave Se & SE 6th Street
 - Westside running less impacts to Bellevue club
 - X Center running
 - Acts like a car, not a train
 - Retained Cut
 - Dedicated row = faster speed, less traffic impacts
 - Less impacts to adjacent n'hood: noise, access, visual
 - Noise less to residences is greater importance than noise to businesses
 - Businesses benefit from better train access
 - Better train reliability
 - Access to S.S. not impacted
 - Not as many crossings = not as many bells
 - Landscaping on lid/tunnel to soften visual impact, trees
 - Can retained cut include a lid at Bellevue Club to keep property whole?
 - Can "suicide fence" safety feature not have visual impact?

Question 3:

- Votes for options 5 or 6 were "under duress" didn't actually like either choice ✓✓✓✓✓
- Center running at-grade (option 5)
 - Less impact on residences
- Westside running at-grade (option 2) (X 2 votes)
 - Less traffic impacts
 - Faster easier transition
- Don't like either choice ✓✓✓✓✓✓✓
- Don't like at-grade options ✓✓✓✓✓✓
- Some participants didn't like vote ✓✓
- At grade can't achieve speed

- If we had at grade – impact mitigation would be key, noise, visual, traffic impacts

Question 4:

- Tunnel options
 - The more I learn about 112th option the less I like it
 - 1) Center running to Main St. Tunnel
 - 2) Westside running to Main St.
 - Least objectionable
 - 3) Center running to 2nd St. Tunnel
 - 4) East Running retained cut to 2nd St.
 - Wants fast/reliable transit
 - Least impacts to my n'hood
 - Less visual impact
 - Shorter tunnel = less \$
 - Less traffic impact
 - Less n'hood in/out impacts
 - Train reliability
 - Should be in trench the whole way on 112th (not from SE 8th North)
 - Needs to be totally grade separated!
 - Main St. Tunnel v. 2nd Street Tunnel
 - Option that uses retained cut
 - No preference between Main St./2nd St.

Table 4

Question 1:

- 112th Ave at Blve Way
- Retain access
- Noise
- Left turn access

Question 2:

- Retain access to park
- Cut through traffic – opt 2
- Retained cut
- Side running – protects traffic impacts

Table 5

Question 1:

- Concern regarding parcel on 2nd LIHI

- Choosing lesser of evils
- Concern regarding impacts, noise
- People vs wildlife (prefer B7)
- Just evil, exc. B7
- B7 (5 check marks)
- I-90 built through wetlands
- Keep trench dry-not for cars stormwater in wetland

Question 2:

- # of impacts on properties minimize
- 2nd Street better for S.D.
- West side park buffer
- Eastside-major property impacts
- Bellevue club=62 rooms
- Combine with western alignment (SD)

Question 3:

- Fewer noise impacts
- Center has advantages
- Effects property values
 - Negative on alignment
 - Positive for property behind
- Main Street Station too close and access questions to SD

Table 6

Question 1:

- Center Y
- Side-driving purpose
- Noise-2
- Keep traffic moving-2
- Center running-safer
- 112th is already impacted with traffic overflow, concerned about traffic flow with train & gates
- Cut & cover
- Under SE 8th Street
- Put a lid over the depressed center to cover the train

Question 2:

- Center running-keep it away from pedestrians and safer
- Westside separates pedestrian, acts as buffer

- Trench-out of traffic impact (1)
 - Less noise (2)
- Center running trench
- Didn't make a left turn on Main Street
- Trench may be unsafe

Question 3:

- #1-option 5
- #2-option 6

Preferences

- Stay away from Main Street
- Westside for safety and traffic
- Plan ahead now and create a buffer for the Westside
- Expensive quiet trains
- Turning onto Main Street will cause more noise

Question 4:

- Main Street tunnel-no crossing main arterial-buffer on Main & 108th.

Table 7

Question 1:

112th at Bellevue Way and SE 15th

- Side because least traffic impact
- Side – lower residential impact
- Better aesthetics
- Better rider experience/view
- Less traffic congestion
- Less danger to peds
- Because of what it connects to to the north
- Would like option of a trench connecting from the 'Y' all the way to SE 8th

Question 2:

112th from SE 6th

- Retained cut
 - Least residential, noise
 - No residential displacement impacts
 - Lower land impact
 - Lower traffic impact

- Least visual impact
- Second choice for some – would be better if partially lidded
- West running
 - Rather be bought out than have it 10 feet from bedroom
 - Less visual impact
 - Less traffic impact to SE6th
 - Opportunity to expand Surrey Downs Park
 - Less construction impacts
 - Poor aesthetics of fencing at each crossing
 - Costs

Question 3:

SE 1st Place/At Grade Options

- Option 6 – west – preferred evaluation compared Opt 5
- West-but prefers not at grade downtown due to residential impacts near 107th Avenue
- West-prefer to be ‘taken’
 - 10’ from LRT, tree impacts
 - Don’t like elevated structure, divides city
- Both options are ‘goofy’
 - Neither desirable
 - Unpalatable
 - People impacts are more important than those to commercial
- Dislike elevated structure – more noise
- Not representative since neither is not a choice
 - Being taken vs. big impact
 - Forcing people to make bad choices
 - Center, if forced to choose

Question 4:

Tunnel options

- Option 4
 - Least impact on people and traffic
 - Main street doesn’t need more impact
- Strong preference for 4
 - But prefer in trench all the way from ‘Y’
 - Eliminate SE 8th station
 - Impacts, potential com. Dev at station, crime, parking in neighborhood, impact to park
 - Retained cut needs to go under SE 8th
 - Reduce traffic and noise impacts

Table 8

Question 1:

- A. Noise – like median, trees
 - Eastside option didn't involve complex loud construction
 - Less traffic impacts, cost side running
 - Noise
 - Side running – traffic/ped safety
 - No preference, don't access (3)
 - Intersection is narrow, center better
- B.
 - More industrial, side running makes sense
 - Center, light office, will landscaper, Mercer Slough
 - Side – lens to route preferred
 - Side – traffic
 - Side
 - Side
 - Side – less construction look @ SODO is example
 - Center due to crossing noise
- Other
 - Speeds limited to 35mph, side could run faster?
 - Concern about section is only thru way exit south to I-90. Concern about emergency access

Question 2:

- No preference
- West, avoids impacts to BC
- Concerned about impacts to BC, includes hotel impacts in addition to tennis courts
- Center, avoid impacts to either side (residents & businesses)
- Eastside, least impact to traffic
- Trench – noise, avoid impacts
- Trench – avoid impacts to homes, more grade separation
- Trench – eliminates add'l crossing & noise
- Trench –
- Trains are fairly quite
- Interest in different mitigation that wd absorb noise
- Does train amplify sound?

Question 3:

- A.
 - Westside
 - Westside, better separation

- No Westside, center running
- Westside, but don't want downtown option
- No preference – like tunnel
- Center, best bldg is @ Main & 108th – hate to lose it
- No preference – confused
- Center on both, no closure to SE 4th
- Westside
- B.
 - Center fewer crossings, less noise
 - No preference
 - Center
 - Option 6 – separation of traffic
 - Option 6
 - Center
 - Cut corner @ 108th near Tully's

Question 4:

- Concern about tight curve & noise from wheel squeals
- Concern about construction on 108th
- Like tunnel @ 2nd
- Ridership similar w/ station locations?
- Don't think SE 8th station will serve the neighborhood
- In case of catastrophic event, no maintenance facility on Eastside

Comments

- Interested in retained cut
- Concerned about noise from train leaving I-90
- No elevated at all

Table 9

Question 1:

- Side running has greater impact on Bellevue Hilton; center running has less impact
 - Access concerns, impacts to guests
- Center – seems like the right places
 - Keeps away from sensitive areas

Question 2:

- Visualizations are confusing
 - Need a video like AWV
- Center running at grade b/c shortest construction time

- Prefer below grade b/c doesn't cause right-in/right-out
 - Less noise
 - Out of sight, out of the way
- Concerns about open pit with trench option
- Retained cut
 - Less noise
 - Fewer access impacts
- West side
 - New utilities have to be removed with other options
 - Other options have effects on Hilton entrance
 - Shortest construction time
 - Less effect on Bellevue Club and other hotels (other options have bad impacts)
- ST offers mitigation for sound, but not for impacted properties
- Save \$500m by going down the west side (by reading of chart in book – west side connecting to at grade)
- Prefer that it stays on B7-noise on this alignment will affect neighborhood between I-90 and 112th
- Hotel guests will not stay on 112th, only hotels that will benefit are Hyatt and Westin. Will ST pay lost revenue?
- Bellevue Club invested in new addition – train will pass right in front. No way to replace lost revenue
- East side will cause loss of two tennis courts at Bellevue Club
- Loss of jobs as result of lost revenue to affected hotels

Question 3:

- At grade downtown option #5, #6
 - No preference because too much detail and hard to understand
 - #6 is preferred because Westside options have fewer impacts on hotels
 - Absolutely no #5

Question 4:

- Prefer options 2 & 6
 - Same in that they don't adversely impact Bellevue Club
- Prefer option 2 because relatively lower cost and shortest construction duration
- General consensus is that Westside running is preferred because minimizes impacts to Bellevue Club, Hilton and other hotels along 112th.
- One participant prefers #4 retained cut “most reasonable alignment” makes the most sense, less noisy because retained cut least impact to 112th traffic

Table 10

Question 1:

- Least impact to residential.
- Safer
- Least impact to people and concern impact to environment
- Center running less impactful to wetlands, has impact to median
- Connects better to options further north, for center running.
- Would like center running to retained trench (hybrid idea). 112th near Bellevue Club.
- Noise is major concern/gates
- Quiet zone 10pm-6am
- Other gate safety options.
- At SE 8th go over to 114th Ave, avoid 112th Ave N or SE 8th

Question 2:

- Why no representation between SE 15th and SE 6th?
- Prefer retained cut because of noise, visual impacts
- West side frees up intersections and driveways. Move to the east side
- Bellevue Club is nationally known
- West side would lead to more impacts to adjacent properties to the west
- Allow for option provision
- No preference expressed because it should be 112th residents who decide
- Socioeconomic impact for all options
- Retained trench because of noise, safety. Start it S of SE 8th. (May be ground water issues)
 - Frees up 112th/SE 8th intersection by grade-separation.
- ST may not be taking into account all long-term impacts. (Community costs, economics, water table, housing)
- 112th options may drive people away from this part of Bellevue.

Question 3:

- No vote – prefer B7
- Don't like visual impact, wheel squeal, very important. Tukwila example.
- Prefer B3M
- Prefer center running because it doesn't have severe SE 4th impact
- Side running impact 3 of 5 Surrey Downs entrances
- Neither option is acceptable
- Severe Main St. construction
 - Impacts – may have severe impacts to Old Bellevue
- Impacts to Surrey Downs homes

- Would kill Main Street businesses
- Economic impacts
- Sacred Heart Church impacts

Overall

- No preference should have been explained better
- Should be counting “No” votes
- Tunnel options are confusing
- NE 2nd tunnel has fewer impacts
- Construction impacts – economic and access. Not enough long-term economic/business impacts analysis to COB
- Prefer retained cut to 2nd, noise, safety, traffic
- Anxious for ST to get to Bellevue but decision process thru neighborhoods is frustrating

Table 11

Question 1:

112th @ Bellevue, 112th @ SE 15th Street

- The center running because driveways only allow right turns onto arterial
- Safety concerns with center running and auto traffic
- Noise issues: side running means less noise of bells-also further away from residential
- Safety crossing intersections for pedestrians traveling to work and connecting transit through center running
- No alternative for opposite side (west side) running options
- Center running: no left turn options either north or south
- Recommendation to do scientific polling

Question 2:

Looking north at 112th Ave SE from SE 6th

- East side has least amount of impacts and access to neighborhood of Surrey Downs
- West side has less impacts with more opportunity for mitigation with green space
- No amount of noise mitigation for center and east side running would be satisfactory
- Loss of affordable housing opportunities due to site
- East side has least noise impacts to community
- Lack of info between SE 6th and SE 8th, what are impacts?
- Eastside option means losses for Bellevue Club & Hotel (swimming pool, increase in noise, tennis courts, decline in customers)
- Lincoln Office Park same issues as Bellevue Club

Question 3:

Looking northeast from SE 1st Place (center running options)

- Any option rather than 2 or 6 would have a negative financial impact on homeowners on west side
- Prefer center running to increase space between rail and residential
- Center running would ruin quality of life for residents on 112th
- No at-grade downtown
- Flawed method of how to choose options
- Safety for peds for all at grade options

Question 4:

Looking northeast from SE 1st Place

- #4 has the least amount of noise
- #2 has the best option for traffic flow for City of Bellevue
- Retained cut should begin at SE 8th
- #4 has fewest traffic impacts
- #3 & 4 run through low income housing-60 unit project -204 111th Ave NE (Sharon Lee-Low income housing Institute 206-571-5730)
 - Westside running (crossing) should begin south of SE 8th
 - Between SE 15th?
 - Down around Bellefield?

Table 12:

- Prefers Side running
- Mostly Bellefield residents

Question #1:

- Wants side running because it has less noise (although still too noisy) and better access for Bellefield residential park.
- Close Bellefield Office Park driveway at 15th so crossing gates/bells won't be needed
- Wants train on other side of street (from Bellefield)
- Outraged that train is so close to residential
- Side running has less impacts on traffic
- Side running has better access in and out of Bellefield (left and right access)
- Would prefer side running, retained cut all the way down 112th-even partial trench would help

Question #2:

- Retained cut has less impact on Carriage Hill condos and Surrey Downs neighborhood
- Less noise
- Looks better
- Better access for hotel properties
- Fewer property acquisition
- Residential impacts should have priority over business

- Want visual amenities/lidding on retained cut (plants, art, nice walls)
- Retained cut has less noise
- Retained cut is hard on Bellevue Club

Question #3: (at grade to downtown)

- Center running has less displacements and less costly
- At grade is unacceptable-elevated structure is visual blight
- At grade station impacts on neighborhood (station) and businesses

Question #4 :(tunnel)

- Less impacts with option #4 (residential)
- Access is better with option #4 lids over driveway
- Would prefer to have retained cut all the way to NE 2nd.
- 2nd is preference for tunnel portal
- Option 4 protects downtown Bellevue-will be more like it was before construction project
- Option 4 preferred-less visual blight, less noise, less traffic impacts, less residential impacts, lower cost (NE 2nd Street)

Table 13

Question 1:

- 112th traffic
- Less intrusive on Bellevue way to 112th
- East of construction
 - No track crossing x 2
 - Ease of use
- How would wildlife crossings be handled
- Strong preference for side running

Question 2:

- Less noise x 3
- No preference – station @ SE 8th not addressed
 - Crime issues, etc
- Opposed to retained cut – would destroy the club/institution
- Less impact aesthetically
 - West side alignment as more advantages
- No good options
 - Trade offs
- Would remove houses/condominiums - transient values
- Bellevue club as community asset should be addressed

- More aligned with interests of greater community
 - Debate over owner-occupancy of condos
- 112th alignment pits Bellevue Club vs. neighborhoods where previously there was cooperation
- B7 would be better, make more people happy

Question 3:

- Don't like at-grade but like station @ Main and 108
- Noise is an issue on elevated curve
 - Wheel squeal
- Also visual blight – large concrete structure
- Center option has less impact on residential
- What happens to condo value from the construction of light rail
- Will they get market value?

Question 4:

- Prefer 2nd St tunnel – less impact
- Depth of retained cut? Depends on topography but usually deep enough to hid most of light rail vehicle.
- Support Main St. tunnel because of west side running. Bellevue Club.
- City of Bellevue will need to change on fix streets impacted by surface alignments. Favor retained cut – better option. Less noise and traffic impact.
- Likes tunnels not too concerned whether Main St or 2nd St