

EAST LINK OUTREACH REPORT

DRAFT 9/26/2011

Summary of Comments Regarding:

**B2M DESIGN OPTIONS
POTENTIAL BELLEVUE WAY HOV LANE
TUNNEL FUNDING - MOU**

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I. OUTREACH PURPOSE & APPROACH

In City Council Resolution 8276, adopted August 8, 2011, Council directed the City Manager to “develop a process for public engagement for consideration of B2M alignment revisions....” The Council further directed that the public engagement process be completed at least one month prior to the Council’s consideration of the memorandum of understanding (MOU) with Sound Transit. This report describes the purpose and approach used in the public engagement process as well as a summary of the feedback compiled. Notes from the meetings held and the comments submitted are included in the appendix to this report.

Since late August, many City of Bellevue staff have been involved in a significant public engagement process. The purpose of this outreach was three-fold:

1. Provide up-to-date information about the 112th (B2M) design options and a potential southbound high-occupancy vehicle (HOV) lane on Bellevue Way south of the “Y”;
2. Answer questions about the design options and potential HOV lane project; and
3. Listen to concerns about impacts and potential mitigation to address the concerns.

The B2M design options and potential HOV lane represent new information about projects that would impact different properties than those previously discussed. For that reason, the approach was to initially focus on properties that could be most directly impacted by adjacency (Zone 1) or very close proximity (Zone 2) to a potential project in four specific areas: a) along 111th Ave SE north of Surrey Downs Park; b) along 111th Place SE south of Surrey Downs Park; c) Bellefield Residential Park; and d) Enatai along the west side of Bellevue Way SE. Owners of these properties in Surrey Downs and Enatai received letters. Bellefield residents were contacted through their neighborhood association. Where staff was able to locate telephone numbers, follow-up phone calls were made inviting them to schedule a meeting with City staff. In a couple of instances, residents asked that Sound Transit staff also attend and they participated in those meetings. At each of the individual meetings, staff provided materials showing the design options or HOV lane as it pertained to the particular property. Staff also sent a copy of the meeting notes to the individual so they could confirm, clarify or add to their comments. Some of the individuals that participated in meetings last week have not yet had the opportunity to review the meeting notes. The report will be updated and finalized in the next couple of weeks with any additional comments received.

Recognizing that the potential impacts from the design options and potential HOV lane go beyond the immediate properties, and that the tunnel funding/MOU discussion has city-wide implications, the next phase of the outreach process included an open house on September 20 and a public hearing on September 26 covering information on all three topics. The open house

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and public hearing were advertised on the City's website, through an advertisement in the *Bellevue Reporter* and through the City's electronic notification lists (*Gov_Alert*, *Neighborhood News*). Yard signs were also displayed in and around the Surrey Downs, Bellefield and Enatai neighborhoods for the open house. The public hearing was further advertised through mailing of a city-wide postcard and official notice in *The Seattle Times*. Sound Transit provided the materials on the B2M design options for the open house, and many of their staff and consultants were also on hand to explain the materials and answer questions.

It is important to note that the outreach process was not intended or designed to be conclusive about or to develop a consensus around any of the design options, the potential HOV project or the MOU. The intent and design of the process was to engage the public in a discussion about their specific concerns and ideas about the three topics, with particular attention to the design options and the potential HOV lane. The information obtained from the process, particularly as it pertains to impacts and mitigation for individual properties, is valuable and will be very helpful in working with Sound Transit on the design and mitigation if any of these options are approved. The same is true for the City design and mitigation of the potential HOV lane if it is approved.

II. SUMMARY OF COMMENTS

A. Overall

Summaries, by definition, do not include every comment submitted. In order to provide as complete a record as possible, all of the meeting notes and written comments that form the basis for this section of the report are included in the Appendix.

The following list of comments is not intended to be a compilation of all concerns; rather, it is intended to highlight the overall, high-level themes that recurred throughout the process:

- B7 is still preferred by many, but if B2M is ultimately approved, people expressed concerns about impacts and their desires and expectations for mitigation of the light rail throughout the B segment (regardless of design option) and the potential HOV lane on Bellevue Way.
- People's lives are "in limbo" and there is anxiety about the unknown – where the alignment will end up, when a decision will be made, when they might have to move if being bought out, impacts on property values during design and construction, and the impacts from and duration of construction.
- Residents want to know that the City will advocate for their individual interests with Sound Transit.

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- As project design progresses, there is an ongoing need for information about impacts and mitigation – more detailed information and time to digest it.
- Questions about construction impacts came up often and are becoming a growing concern as the timeline gets closer.

B. Individual & Small Group Meetings

Summaries of the individual and group meetings and the open house provide more detailed information on the feedback from those portions of the outreach process. The following lists of “concerns” and “mitigation ideas” are intended to convey a general sense of the comments heard by staff at the meetings – they are not an exhaustive list. Copies of the meeting notes are included in Appendix B of this report.

North of Surrey Downs Park

City Staff identified 19 “Zone 1” residences that could be most directly impacted by the B2M design options and 17 “Zone 2” residences in very close proximity that could be impacted in the portion of the Surrey Downs neighborhood north of Surrey Downs Park. Staff had 13 meetings, mostly with individual property owners. One meeting was attended by about 20 neighborhood residents invited by the individual property owner.

Common themes:

The most common concern was about noise impacts of the light rail project, from construction as well as train operations and activity at the proposed East Main station, and how the noise would be mitigated. Another common concern was that light rail would reduce the value of neighborhood homes and negatively impact neighborhood character. Many residents were concerned that light rail would reduce the number of access points into the neighborhood, forcing circuitous routes just to get into and out of the neighborhood.

Summary of concerns:

Noise & Vibration

- Noise, dust and vibration during construction; fear that light rail construction could last as long as 8 years, and will be allowed 7 days/week and 24 hours/day.
- Noise from at-grade crossing at 112th Avenue SE and SE 6th Street from crossing warning bells as well as the train horn/bell.
- Noise and vibration from train operations.

Visual

- Removal of trees and buildings along 112th Avenue SE changes neighborhood character.

Property Values

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- Homeowners will lose money because of the project. Properties not taken will lose value. Properties taken will be purchased at “fair market value” in a down economy. Some with little equity will end up owing more than they’re paid.
- Worried about long term property values – “biggest ongoing concern”.
- Light Rail will ruin the neighborhood, reducing property value.
- Some homes will be impossible to sell during the construction period.

Traffic and Access

- Negative impact on access in and out of neighborhood, removal of the most convenient access may force more circuitous routing for many residents and force more traffic to fewer neighborhood access points.
- Parking in the neighborhood by people using the station since there’s no parking being provided at the station.
- Traffic along 112th and through the neighborhood, particularly with changes to SE 1st Place and possibly SE 4th.

Summary of mitigation ideas:

- Manage the noise impacts
 - Avoid demolition in summer months (most homes have no A/C and need to have windows open).
 - Have Sound Transit consider providing these homes with HVAC to maintain even indoor temperatures with windows closed.
 - Consider a temporary sound barrier during construction.
 - Preserve a laurel border which was established as a sound and visual barrier
- Build the mitigation first (sound walls, landscape buffers, retaining walls, etc.) PRIOR to light rail construction.
- Would like to see quiet zone crossings so trains don’t have to sound bell at an at-grade crossing.
- Wants a trench to abate noise.
- Requests landscaping and sound barriers, landscaping high enough to hide train but reestablish view to the east.
- Move the Main Street station closer to SE 6th to have less impact on neighborhood and be closer to center of the Surrey Downs neighborhood, allowing more people to be closer to the station, more access for hotels, Bellevue Club.
- Move the Main Street station to SE 8th Street.
- Turn SE 1st Place at 112th Avenue SE into a cul-de-sac and provide adequate landscaping.
- Would like to see the street closed at 112th and SE 4th.
- Preference for green space and landscaping vs. industrial look for the light rail areas.

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- Consider residential parking signs and make sure they are enforced.
- Noise mitigation similar to Mercer Island lid with sound walls and landscaping.
- More Park and Ride spaces for the Clyde Hill/Medina areas may be needed so they don't drive and park in neighborhoods near stations.
- Consider a rezone of the homes on 110th Place SE to allow commercial and office uses as these have access only from Main St and are not connected to the Surrey Downs neighborhood. If the uses allowed on these properties were expanded, the opportunity to rent the home during the next 8 years would also be expanded. For example, the owners might have a better chance of leasing their homes to daytime-only use such as law offices, rather than as residences.
- Provide compensation for reduction in homes' market values.
- Do NOT build B2M Option B (elevated crossing over 112th Avenue SE in the vicinity of SE 15th Street) or any elevated rail line on 112th – considers it “hideous.”

Residents are concerned that light rail will negatively impact their neighborhood and reduce the value of homes that they have invested in. Some concern that those who want to sell may not be able to do so unless they take a big loss. While most people appreciated the City's outreach efforts and the opportunity for individual or small group discussions, there was some frustration about the overall process and a decision on alignment being forced upon them.

South of Surrey Downs Park

South of Surrey Downs Park, staff identified fifteen “Zone 1” residences that could be most directly impacted by the potential design options and six “Zone 2” residences in close proximity whose views or other environmental features may change as a result of the design options. Four property owners met with City staff on an individual basis, and eight property owners met with both City and Sound Transit staff at a larger group meeting. This group meeting was arranged and facilitated by the residents at one of the private residences.

Common themes:

There were a number of common themes from both the individual and group meetings. The most clearly articulated was strong opposition to Option B which would place an elevated structure on the west side of 112th Avenue SE. Of the three design options, residents in this area preferred Option A on the east side of 112th, with a strong desire to see design changes or mitigation approaches be developed to eliminate the noise impacts from gates and bells. Major concerns about all three options include construction noise, vibration, and dust; neighborhood character and security; visual impacts and mitigation; and compensation for property acquired and viability of remaining parcels. Finally, residents were extremely frustrated with the process

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for deciding on the 112th alignment, including the lack of specificity on the decision-making timeframe, the lack of detailed analysis of the design options, and the overall uncertainty about impacts to their properties.

Summary of concerns:

- Stability of soils and construction impacts to all homes, regardless of options.
- Construction noise, vibration, dust, and potential settling of homes.
- Changes to neighborhood character and security, including loss of significant mature trees along 112th which provide a buffer and privacy for residents. Significant concern about visual effect of potential for tall structures along west side of 112th near homes.
- Impacts on aging residents and on long-term financial security of residents who have a significant investment in their homes. This includes concern about partial takes, viability of rental homes, and loss in property values to those homes across the street from the light rail guideway who do not receive any compensation.
- Uncertain decision-making process about design options in short-term and mitigation and property acquisition process in long-term.

Summary of mitigation ideas:

- Close SE 8th Street and re-route cars to SE 6th to eliminate the need for gates and bells in the Option A, SE 8th crossing.
- Buy out home owners; no partial acquisitions.
- Put the train in a trench the length of 112th to eliminate need for gates and bells.
- Maintain access to Surrey Downs Park.
- Close SE 15th access to Bellefields Office Park to eliminate need for gates and bells.
- Grade-separate road for cars to go under train at intersections.

In conclusion, residents are very concerned about the light rail design options on 112th Avenue SE, in particular those that cross the west side at SE 15th. Residents value their homes and neighborhood, are very concerned about the potential negative impacts of all of the options, and would like certainty about the future of their homes and neighborhood. Residents appreciated the outreach effort, but are unsatisfied with the level of information available and have a number of outstanding questions. There was also continued support expressed by some for the B7 alternative.

Bellefield Residential Park

Bellefield Residential Park includes 61 privately owned units (and one rental unit owned by the association), spread across 14 acres of wooded property. All property and amenities are jointly

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owned by resident-owners. The property is on the west side of 112th Avenue SE, with entrances at SE 14th and SE 17th. A total of three meetings were held, the latter two at the request of individual residents of the Park.

- One large community meeting was held on Sept. 13 with 23+ residents. The meeting was scheduled through the Association, which agreed to notify all of the residents.
- Another meeting on Sept. 19 at the Bellevue Club included 11 Bellefield residents in addition to Bellevue Club staff.
- One individual meeting was held with a couple who own property on Bellefield Park Lane.

Common themes:

Neighborhood character – The residential park has a strong outdoor orientation. Amenities include walking trails, an outdoor swimming pool, tennis courts, two ponds and lots of wildlife, in addition to the community clubhouse. Residents fear damage to this neighborhood's distinctive character and infringement on homeowners' enjoyment of their individual property and commonly held amenities.

Support for B7 – The Association has been a vocal and consistent supporter of the B7 alignment.

Noise – Largely because of the outdoor orientation of this neighborhood, noise impact from the B2M alignment is the neighborhood's dominant concern.

Summary of concerns:

- Noise – (1) from train bells at crossings; (2) from train noise on tracks; (3) from construction.
- Visual impact – view of tracks (especially elevated) from common areas and homes closest to rail line.
- Livability – rail line is seen as degrading the peaceful quality of the neighborhood.
- Compensation – Many believe they should receive compensation – individually and as an association – not only for property that may be acquired, but also for damage to livability.
- Removal of trees on 112th Avenue.
- Potential impacts from electromagnetic fields.

Summary of mitigation ideas:

- Close the 112th Avenue SE entry to Bellefield Office Park, eliminating necessity of gates and bells at SE 15th.

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- Cross 112th farther north as in Option A.
- Route train on the east side of 112th at or slightly below grade and cross under 112th to the west side just before 15th.
- Have train emerge at or below grade on the west side of 112th at a point best suited to take the curve without wheel squeal, but north of Bellefield.
- Curve profile walls along the track to direct sound away from residential areas.
- Install berms and trees at Bellefield Residential Park help offset visual/noise impact.
- Install additional plantings all along 112th to act as a buffer between the train tracks and pedestrian sidewalks.
- Provide sound mitigation for individual homes, including: insulation in outer and inside walls; triple-paned glazing on all south-facing windows; heat pumps so windows can remain closed.
- Move Main Street Station farther south.
- Eliminate/delay the station at Main if there is a need to make this cost-neutral.

This is a community of friendly, cordial people. They all want to protect their neighborhood, but they are not unanimous in their opinions on how to protect it. The association has been focused on supporting B7. Individually, residents have diverse views about B2M design and mitigation.

Enatai

Staff met or had phone conferences with 15 of 28 property owners identified in Zone 1 for the potential Bellevue Way HOV lane project. Owners of the 17 properties identified in Zone 2 were invited to a drop-in session at Bellevue Christian Church. Sixteen people attended this session, representing about 12 homes and one business, several of which were not located in Zone 2, but heard about the meeting from the neighborhood association.

Common themes:

- Support of B-7 and/or eastside running alignment.
- Frustration that no further consideration being given to Bellevue Way portion of alignment.
- Frustration that City did not include Enatai in the process from the beginning.
- Cost - what projects will suffer if \$25 million spent on HOV lane; will less money be available for mitigation if HOV lane is built?
- Mixed responses to necessity of HOV lane and a sense that it is primarily to serve downtown Bellevue commuters, not the Enatai neighborhood.
- Negative feelings toward loss of trees and vegetation to accommodate HOV project.

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Summary of concerns:

Noise

- Construction noise (extended hours, sleep disruption).
- Wheel squeal.
- Increased road noise.
- Station bells/horns.
- Vibration from trucks, buses and train much closer to homes.

Visual

- Loss of vegetation, cutting into hillside, visual buffer compromised.
- Visibility of cement pillars and train from homes.
- Disturbance from lights at park & ride.
- Height of park and ride structure.

Loss of Property Value

- Many affected homes not walking distance to station, believe property values permanently affected.
- Homes not saleable during years of construction; homeowners “stuck”.
- Will compensation for part/full takes be reasonable?

Safety

- Homes with children concerned about safety, kids possibly falling over the retaining wall into the road, felt they would need to have properties entirely fenced.
- Air Quality – increased air pollution from expanded road and construction.
- Soil Stability – worried about houses sliding, foundations cracking, stability of remaining trees, what recourse do homeowners have if problems found years later?
- Fear of more transients, higher crime rate, property trespassing.

Summary of Mitigation Ideas

- Run the train in a tunnel at the park and ride.
- Purchase of entire properties, rather than partial takes.
- Sound walls, any type of sound mitigation possible.
- Two tiered retaining wall, make visually attractive.
- Use “quiet pavement” or “rubber road” on Bellevue Way.
- Ensure no cut through traffic on 108th and 113th, local access only.
- Replace trees that are removed, restore visual vegetation screen.
- Do not let construction happen outside of hours required by current code.

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- City should purchase all properties on “front line” and re-develop after the construction of the light rail.
- Soundproof windows, insulation, air conditioning so windows can be kept closed in hot weather.
- Re-grading of backyards to ensure stable slope and flat stable area to use and enjoy as they have now, possible fencing of properties for safety.
- Possible additional stairway to access station.
- Provide baseline appraisal prior to construction and on an ongoing basis, so homeowners know what to expect for re-sale value.

Residents were generally receptive to getting the information and very appreciative of staff taking the time to discuss their individual property concerns. The response to the HOV lane was mixed. Many residents seemed to struggle with balancing the need for traffic capacity and growth in Bellevue against the impact it would have on them personally due to the location of their property.

C. Open House

The open house was held on Tuesday, September 20, from 4:30 to 6:30 p.m. in the City Hall concourse area. A total of 186 people signed in at the registration table and staff noted there were several people that did not sign in. There were three information stations, one for each of the topics: a) B2M design options – including large plot plans and visualizations of each option; b) potential Bellevue Way HOV lane – including a large plot plan, several cross-sections and light rail alignment information from the FEIS; and c) potential tunnel funding agreement/MOU – including materials on funding principles, possible sources and affordability from previous Council briefings. City and Sound Transit personnel staffed the tables for the B2M design options and the potential Bellevue Way HOV lane. City personnel staffed the information station on the potential tunnel funding agreement/MOU. All of the information stations remained busy for the duration of the open house.

Participants were provided with two handouts: a sheet of Frequently Asked Questions (included in Appendix) and a comment form with questions about each of the three topics. A total of 66 comment forms, letters or e-mails have been received to date and are included in their original form in Appendix B. In addition, people were invited to post their comments directly on the maps for the B2M design options and the potential Bellevue Way HOV lane, which resulted in another 54 comments, all of which have been transcribed and are also included in Appendix B.

B2M Design Options

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Common themes:

- Many expressed a strong, continued preference for the B7 or B7R alignments as a preface to their comments.
- Although there was no consensus on the design options, more commented favorably toward options A and B than option C; comments favoring option B tended to cite the use of a trench north of the crossing as a positive feature; there were also comments opposing any elevated or at-grade crossings on 112th.
- Questions about the need or value of the East Main Station.
- A desire to “get light rail done”.
- More detailed plans for mitigation needed for any option.

Summary of concerns:

- Location of East Main Station could lead to higher density, transit oriented development (TOD) in that area.
- Additional property takes, especially partial takes, along the west side of 112th south of Surrey Downs Park that would place trains in their back yards.
- Bellefield Residential Park – visual and noise impacts of an elevated crossing, traffic and noise impacts of at-grade crossings, also vehicular and pedestrian access affected by the different options.
- Surrey Downs – noise, visual, vibration, access, property values, park access and use, parking, crime and traffic.

Summary of mitigation ideas:

- Close SE 15th access to Bellefield Office Park to eliminate need for crossing gates and bells.
- Close SE 8th to 112th traffic to eliminate need for crossing gates and bells and reroute traffic along SE 6th and 114th to access Bellefield offices.
- Cross near SE 15th at-grade and stay at-grade all the way to Main St. and acquire enough property to provide wider setback from neighborhood and train with additional sidewalks and landscaping.
- Defer or eliminate the proposed East Main Station to save money.
- ST or City needs to make sure owners of the affected properties are fairly compensated – including full acquisition if impacts cannot be mitigated.
- Train should cross under 112th instead of over or at-grade.

Potential Bellevue Way HOV Lane

Common themes:

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- Mixed response, though overall more negative (i.e. opposed to the HOV lane) than favorable; some commented on the benefits of maintaining capacity while others questioned the need for or the expenditure on the project; comments also noted the negative impacts on the residents, including some who favored the project.

Summary of concerns:

- Added traffic from larger park and ride and increased congestion caused by an additional traffic light for the park and ride.
- Additional noise for the neighborhood.
- Another lane would just invite more traffic and make situation worse.
- Loss of trees and other vegetation on the west side would expose more homes to noise and visual impacts from Bellevue Way and the light rail train.

Summary of mitigation ideas:

- If built, should mitigate for existing traffic noise as well as added noise from HOV lane.
- Spend money from HOV project on mitigation for light rail or other projects that are needed more.

Tunnel Funding Agreement/MOU

The question for this topic was framed in terms of reactions to the proposed approach for City contributions and asking for other ideas Council should consider in evaluating potential contributions to the tunnel. Although the responses were not as numerous as the other two topics at the open house, there were several comments that are summarized below.

- Concern about any additional Bellevue taxes for the tunnel being used to continue to support Sound Transit into the future.
- Reduce costs and reduce the City's contribution to only those items that provide benefits to the City.
- Not worth the cost at any price – money we don't have or could be better spent.
- Quality project is worth the cost – tunnel is worth the cost.
- Why is Bellevue contributing to a tunnel when Seattle is not?
- Charge for park and ride parking or have a commuter tax for those that benefit from the project.

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III. APPENDICES

A. Individual & Small Group Meeting Notes

- North of Surrey Downs Park
- South of Surrey Downs Park
- Bellefield Residential Park
- Enatai

B. Open House Comments

- Comment forms, letters and e-mails
- Notes on large plot maps

C. Frequently Asked Questions handout

**East Link Interviews
Surrey Downs – Zone One**

Zone One property: 111th Ave. SE

Interview: Sept. 14, 1:00 p.m.

Notes about property:

- Citizen's property doubles as his home and his workplace.

Major concerns:

1. Long term property values – “biggest ongoing concern”
2. Noise
3. Construction impacts (noise and dirt)

Owner's requests:

1. Manage the noise impacts
 - a. Avoid demolition in summer months (most homes have no A/C and need to have windows open).
 - b. Have Sound Transit consider providing these homes with HVAC to maintain even indoor temperatures with windows closed.
 - c. Consider a temporary sound barrier during construction.
 - d. Preserve his laurel border which was established as a sound and visual barrier.
2. Do NOT build B2M Option B (elevated crossing over 112th Ave SE in the vicinity of SE 15th St.) or any elevated rail line on 112th – considers it “hideous.”

Other comments:

- He favors the East Main Station, and thinks it is “good for the neighborhood.”
- He has confidence that the City Council will make good decisions on behalf of the residents.
- He offers to help with community meetings; believes that “fighting” light rail will not produce the best result for the neighborhood.

East Link Home visit – Surrey Downs, north of Park, Zone 1

111the Ave SE

Interview date and time: September 9th at 5:00 PM

Notes about property:

- Citizen owns the property and his parents live there with a caregiver.
- We walked down the slope to the east property line with citizen to get a better sense of the slope and the adjacent vegetation that could be removed. There are some large trees on the condo property that could open up his view to the east if they are removed.

Comments & Concerns:

- Citizen said he was not particularly concerned about “ambient” noise from the light rail, because the train was to be built into the hillside he thought noise was not going to be an issue for him.
- Citizen was concerned about vibration – and feared this impact could be significant on his property. Staff mentioned that there was some analysis available on vibration impacts in the DEIS and FEIS and thought he recalled that the vibration impacts were not anticipated to be significant in this area. Mike stated that he would get this information and provide it to Rick via e-mail.
- Citizen did not like the location of the station at Main street, which he thought would not attract riders (he believed that hotel guests would not use the train) and would have some impacts on his property. His particular concerns were about noise from bells with the frequency of trains and transients getting off at that station and hanging around the neighborhood or the park. He preferred the location of the station to be farther away, such as at SE 8th Street if on 112th, but his first preference would be to have it by the freeway on 114th near offices.
- Citizen was concerned that transients might wander into the neighborhood, especially along the right-of-way adjacent to his house. He felt that fencing the right-of-way for security purposes was appropriate. He also advocated increased security in Surrey Downs Park. He also suggested that the station could be a “peak only” station so the train wouldn’t stop there except in the morning and evening peak travel times. He asked whether restroom facilities would be provided at the station and was told that they were typically not included in stations.
- Citizen was concerned about the landscaping of the right-of-way adjacent to his property. He felt that local residents should have some input into how the area was landscaped. He also wanted to restore his view and protect it from future tall vegetation -- back deck has a partial view of the Cascades and a territorial view of Wilburton Hill – so he was advocating the removal of some of the taller trees and planting trees that would not grow as tall, say 25 feet maximum.
- For the alternatives that involved rerouting SE 4th Street so it connects with SE 6th, Rick preferred instead closing SE 4th and extending SE 111th Street into Surrey Downs Park and then curving east so it met up with SE 6th.
- Citizen said that the construction of East Link did not make sense to him. He did not think the ridership would warrant the investment. He said he preferred the alignment that ran along 114th Avenue by I-405. He also preferred the B7 alignment (“the farther away the better”) and the BNSF to connect the 4 largest east side cities. Finally, he said that he would rather be bought out by Sound Transit.

B2M Alignment Design Options – Resident meetings

North of Surrey Downs Park	
Address: 111 th Ave SE Is the home owner or renter occupied? Renter occupied How long have you lived in the home? 37 years	
Meeting Date/Time: 9/15 3pm	
Questions:	
Do you have any concerns about the light rail alignment and potential design options on 112 th Ave SE?	
<ul style="list-style-type: none">• No SE 4th Street re-route to SE 6th!• SE 8th St has flooding issues, is Sound Transit confident that they won't have sinking issues in the future?• Traffic concerns – lane closure during construction• We don't need a station near us• Move the station toward SE 8th and have it there instead• Prefer the train underground instead• Prefer the "retain cut" along 112th from the SD Park north• Don't want SE 4th access thru the park• How come there is no environmental studies done on this portion of the rail?• Need a station on SE 8th St to drop off commuters	
If the light rail alignment and station are located on 112 th , are there steps that the City or Sound Transit could take to address your concerns?	
Any other comments?	

East Link Interview
Surrey Downs Zone One

Property Address: SE 4th St (meeting was with potential buyer who has made offer on property)

Interview: 8/31, 3pm, City Hall

Notes about property:

- Property is currently for sale. Citizen is looking at purchasing it. She was under the impression that the train would be on the east side of 112th. She is concerned now that she knows it will likely be on the west side

Major Concerns:

- Concerned about where the crossing is and the noise from bells at the crossing, not really concerned about noise from train itself
- Would like to see quiet zone crossings
- Would like to see the street closed at 112th and SE 4th

General Comments:

- Supports light rail on 112th, believes property owners will gain from it in the long run
- Feels noise is the only drawback and if they can mitigate for noise, she has no problem living next to it.

East Link Interview
Surrey Downs Zone One

Property Address: SE 2nd

Interview: 9/7, 1:30pm, City Hall

Notes about property:

- Home is a rental

Major Concerns:

- Worried about impact to his property, how close the train will actually be

General Comments:

- Interested in what streets will still have access into Surrey Downs

Mitigation:

- Wants a trench to abate noise
- Requests landscaping and sound barriers
- Move station closer to 6th to have less impact on neighborhood and be closer to center of neighborhood, allowing more people to be closer to the station, more access for hotels, Bellevue Club.

East Link interviews
Surrey Downs

Property Address: SE 1st Place, Bellevue

Interview: Sept. 6, 10:00 a.m.

Notes about property:

- Has lived in home for 13 years, parents owned it prior
- He had hoped his property would be taken by Sound Transit
- Loves Surrey Downs neighborhood, proximity to everything, wants to stay here – plans to remodel now that he knows his house is not being taken, has total faith in COB and planners

Owner's major concerns:

- Sound: concerned about being kept awake at night by bells and/or train noise
- Access in and out of neighborhood – would like the street turned into a cul de sac, feels there would be less traffic near his home
- Construction Impacts

Owner's requests:

- Make his street a culdesac and provide adequate landscaping

Owner's general comments:

- Excited about light rail and change for Bellevue, much overdue.
- Neighbors don't like him because he is a supporter of rail.

B2M Alignment Design Options – Resident meetings

North of Surrey Downs Park

Address: SE 4th St

Is the home owner or renter occupied? renter, for sale

How long have you lived in the home? 1997-2000. Then rented.

Meeting Date/Time:

9/13 10:15 at BCH

Questions:

Do you have any concerns about the light rail alignment and station on 112th Ave SE?

- Noise from the train and the people
- Visual patterns – what the area along 112th will look like with the train and all the buildings removed.
- Parking in the neighborhood by people using the station since there's no parking being provided at the station.
- Traffic along 112th and through the neighborhood, particularly with changes to SE 1st Place and possibly SE 4th.

If the light rail alignment and station are located on 112th, are there steps that the City or Sound Transit could take to address your concerns?

- Preference for green space and landscaping vs. industrial look for the light rail areas.
- Consider residential parking signs and make sure they are enforced.
- Noise mitigation similar to Mercer Island lid with sound walls and landscaping.
- No U-turns from Bellevue Way or 113th which would cut down on neighborhood traffic.
- More Park and Ride spaces for the Clyde Hill/Medina areas may be needed so they don't drive and park in neighborhoods near stations.

Any other comments:

- **Q: How do the homes that are being taken down get assessed?**
- **Q: How much time and inconvenience can they expect in construction?**
- **Q: What kind of noise mitigation will there be?**
- **Q: Will the City be looking at traffic patterns during and after construction?**

East Link Interview
Surrey Downs

Property Address: 111th Ave SE

Interview: 9/8, 1:30pm

Notes about property:

- Home is a rental
- Has owned home for 3 years
- Not familiar with project at all – Bernard updated on process up to now

Major Concerns:

- Noise impact
- Reduction in property value – feels like neighborhood would be ruined, though can see the benefit of a nearby station.
Cost is very high

General Comments:

- Ok with station location

Mitigation:

Questions:

- Would like a timeline for construction
- Wanted a list of the “pros” of building light rail
- Is there any compensation for loss in property value? (answered no)
- Are there any extra considerations for homes highly impacted by noise?
- What is the train capacity?

B2M Alignment Design Options – Resident meetings

North of Surrey Downs Park, Zone 2

Address: 110th Place SE

Is the home owner or renter occupied? Owner occupied

How long have you lived in the home? Since 2003

Meeting Date/Time: (phone meeting)

9/19/2011 6 p.m.

Questions:

Do you have any concerns about the light rail alignment and potential design options on 112th Ave SE?

Yes, very concerned about construction impacts. Home is one property (75') from the property on the corner of Main Street and 110th Pl. SE that is being acquired for the light rail tunnel. Issues include:

- Disturbance during construction. Has been told that light rail construction could last as long as 8 years, and will be allowed 7 days/week and 24 hours/day.
- Noise during construction.
- Access to property during construction.
- Ability to safely walk from home to her bus, or anywhere else, during construction
- Vibration impacts, during construction and from trains running in tunnel near her home (about 100' away).
- Inability to relocate. No possibility of selling her house now, or for the next 8 years.
- Has been told by Sound Transit that noise mitigation is not engineered into train system but only considered after the system is operating.
- She will have many negative impacts but sees little concern for residents, even for those being displaced.

If the light rail alignment and station are located on 112th, are there steps that the City or Sound Transit could take to address your concerns?

Would like to rezone her property (and other 8 homes on 110th Place SE) to allow commercial and office uses. If the uses allowed on her property were expanded, her opportunity to rent the home during the next 8 years would also be expanded. For example, she might have a better chance of leasing her home to a daytime-only use such as a law office, than as a residence.

Any other comments?

1. Why is light rail needed at all in Bellevue? Who is it being built to serve? Microsoft? Business community? She uses ST 550 bus to Seattle and it works fine.
2. Doesn't trust Sound Transit to be responsive to impacted property owners or to maintain the system once built. Examples given:
 - Sound Transit said she would be noticed prior to nearby drilling to test soil, but the contractor only hung a sign on her fence moments before work began.
 - Sound Transit's record for controlling train noise in the Seattle system.
 - University Street tunnel escalator- it has been broken for months. ST says they have no money to repair and are waiting for federal dollars. Sound Transit, and their customer service, is a broken system.
3. She would prefer that her property be acquired, rather than suffer through the construction impacts and devaluation.
4. Would like to have more information on the amount of vibration her home would experience with the tunnel located about 100' away.

East Link interviews
Surrey Downs Zone One

Zone One property: 111th Ave. SE

Interview: Sept. 1, 10:00 a.m.

Notes about property:

- Citizen has owned the property for nearly 10 years; he resides elsewhere in Bellevue.
- The property is currently vacant and for sale. Through most of its history, the home has been rented.
- The home's backyard is adjacent to condos which will be acquired for light rail, so the home is very close to both the rail line and the proposed Main Street Station.
- Citizen sees the backyard and deck as major assets of this home.

Owner's major concerns:

1. Noise – from bells at stops and station, and from screech as the train turns abruptly west just northeast of the home.
2. Visual impact – from tracks, train, and station
3. Access – removal of the most convenient access/egress points on 112th Avenue and on Main St.
4. Station commotion – expected crowds, noise , litter
5. Vibration, ground slippage and other construction impacts
6. Loss of property value, potential loss of sale proceeds or rental income from home

Owner's requests:

1. Build mitigation first (sound walls, landscape buffers, retaining walls, etc.) PRIOR to light rail construction.)
2. Provide 100 percent sound mitigation and 100 percent visual screening from this home.
3. Provide compensation for reduction in home's market value

Owner's additional comments:

Citizen describes himself as "very cynical." He believes ST will do whatever it has already decided to do. He believes ridership on ST in general is lower than expected, and that mitigation has proved less effective than expected.

Owner's questions – to be followed up by City staff:

1. What is the estimated timeframe for demolishing the condos? (How long after final design would demo begin?)
2. How does current ST light rail ridership compare with original estimates? (He wants percentage.) And how much, if any, change in ridership has taken place since ST light rail started running?

(Note: Owner will be out of town first half of September; follow up with letter or voice mail message.)

East Link Interviews
Surrey Downs – Zone One

Zone One property: SE 1st Place – approx. 20 other neighbors also attended the meeting at city hall at the invitation of the property owner.

Meeting: Sept. 14, 3:00 pm.

Discussion of options:

Staff presented the three design options for B2M, with other staff fielding questions.

Option A – ST’s preferred alternative calls for the train to travel north on the east side of Bellevue Way and 112th Avenue to approximately SE 6th, where it crosses at grade to the west side, stops at the East Main Street Station south of SE 1st Pl. and enters the downtown tunnel.

Comments, questions:

- Why was the station moved to a site with no parking? When was that decision made? People going to the station will walk through our yards, drop litter.
- Are there plans for rezoning to accommodate Transit Oriented Development?
- Which homes are likely to be taken?

Option B – The train travels on elevated tracks, crossing to the west side of 112th Ave SE at SE 15th and moving into a trench at Surrey Downs Park. The train goes under SE 4th, with the possibility that bells would be unnecessary at the intersection. Both entries to Surrey Downs Park from 112th are eliminated.

Comments, questions:

- What is the elevation of the train at the south end of the park? The train would be eye level with my bedroom (Mr. Sirohi)
- Close the SE 15th entrance to Bellefield Office Park, and eliminate the need for elevated tracks.
- “Downgrading” Surrey Downs Park to a neighborhood park would be a benefit.

Option C – The train crosses at grade at SE 15th and stays on the surface as it continues on the west side. SE 4th is realigned with SE 6th.

Comments, questions:

- Why are there no cross sections for C? This option is under-developed.
- Options B and C are both bad for Surrey Downs.

Other questions and concerns:

1. **Stability of soils & potential for ground shifting in the vicinity of SE 8th** – Residents say SE 8th area is environmentally unsuitable for light rail, citing long history of ground sinking, road failure, and flooding.
2. **Property values and acquisition issues**– People will lose money because of the project. Properties not taken will lose value. Properties taken will be purchased at “fair market value” in a down

economy. Some with little equity will end up owing more than they're paid. What is a "partial take"? Why won't the City get involved in protecting residents' property values?

- 3. Process** – What are the criteria for deciding who is "impacted"? We're all impacted. Who evaluates and compares these options? Who makes the final decisions? Where did these options come from? It seems like you're making decisions without all the facts.

Apparent consensus

No votes were taken, but the majority seemed to agree on the following:

- Residents prefer B-7.
- With B2M, residents would prefer an east side-running train.
- Option A is preferable to options B and C.
- Soil conditions in the area of SE 8th are a major concern.
- The City needs to advocate actively on behalf of homeowners who stand to lose all or part of their properties to ensure that they receive adequate compensation.

B2M Alignment Design Options – Resident meetings

North of Surrey Downs Park	
Address: SE 2 nd Street Is the home owner or renter occupied? 2010 purchased home How long have you lived in the home? One year. Do you work in Bellevue? Husband works at Microsoft in Redmond	
Meeting Date/Time: Sept. 8, 2011; 5 p.m.	
Questions:	
Do you have any concerns about the light rail alignment and station on 112 th Ave SE?	
<ul style="list-style-type: none">• Noise by crossing signals, braking and accelerating noise from the train at the station and going around the curve at Main Street.• Wondered why not underground and how far the noise wall would continue north from the station.	
If the light rail alignment and station are located on 112 th , are there steps that the City or Sound Transit could take to address your concerns?	
<ul style="list-style-type: none">• Biggest issue: construction impacts for a number of years.• Had a concern about neighbors who have lived in the neighborhood for several years.• How could sound be muffled?	
<ul style="list-style-type: none">• Any other comments:<ul style="list-style-type: none">• They may end up selling their house and moving.• The train won't change Microsoft employee's travel to Redmond from Bellevue.• "550 bus does it."• "The means doesn't justify the ends."• With their East Coast experience, they see only single drivers in cars in Bellevue.• They hope that there will not be water disruption during construction.• "Drop the idea."• They had liked the B7 Revised option because it moved away from 112th Avenue SE.• They wanted to know what ST would do with resident comments.• They asked about the cost of the ST/COB tunnel.• They asked about the construction; would it happen all areas at once.	

B2M Alignment Design Options – Resident meetings

North of Surrey Downs Park	
Address: SE 4 th Street Is the home owner or renter occupied? Rental How long have you lived in the home? Purchased the house in 2009	
Meeting Date/Time: 9/8/11 11am	
Questions:	
Do you have any concerns about the light rail alignment and station on 112 th Ave SE?	
<ul style="list-style-type: none">• MAIN CONCERN: Needs to be able to access SE 4th Street since his house is one block off of 112th Avenue SE.	
If the light rail alignment and station are located on 112 th , are there steps that the City or Sound Transit could take to address your concerns?	
<ul style="list-style-type: none">• Citizen likes the station location.• Concern: Noise and landscaping; doesn't want an eyesore.	
Any other comments:	
<ul style="list-style-type: none">• He thinks it's a great project; although, he would like to see it all underground.• He has signed up for E-alerts so, he has been getting those.• Was interested in what concerns other Surrey Downs residents had.• Asked about when the COB plans are finalized. <i>Staff described the schedule.</i>	

East Link Interviews

Surrey Downs – Zone Two property

Property owners: 111th Ave. SE

Interview: Sept. 19, 2:00 p.m.

Notes about property:

- Both families are long-term residents; one has lived there 45 years.

Major concerns:

1. Stability of soils in the vicinity of SE 8th – “a huge concern.” How can the peat and unstable soil support a train?
2. Construction noise, vibration and dirt – owner fears that their serious asthma problems will be worsened by construction dust. Rail construction – especially if it requires pile driving into bedrock – will shake and damage the house. They also have the same concern about the Winter’s House.
3. Neighborhood character and security – foresees more “strangers” in the neighborhood, an increase in burglaries, more owners moving out and converting homes to rentals.
4. Impact on aging residents – Many older residents have planned their retirement, retrofitted their homes to suit themselves – and this project upsets their plans at a time of life when changes are most difficult.
5. Impact on property values.

Owner’s requests:

1. Shorten the duration of construction in areas closest to homes.
2. Place sound barrier and add street trees on the west side of 112th.
3. Do NOT build elevated rail lines on 112th Avenue.

Other comments and recommendations:

1. Residents would prefer east side-running on 112th Avenue. But they “can live with Option A. Elevated rail would be unacceptable.
2. Close SE 8th Street at 112th Avenue to reduce traffic and eliminate gates and bells from that crossing.
3. Build no station on 112th Avenue at this time, but plan for future station(s).
4. Owners trust that the City will insist on “sensitive treatment” of the areas abutting 111th Avenue.
5. Realignment of 4th and 6th – with its impacts on the park – is not a concern. More concerned with rail passengers using the park and making it less usable and secure for local residents.

Follow-up e-mail:

Thank you for the most gracious and informative session on Eastlink at our home on Monday afternoon. [We] are not available to attend the open house Tuesday afternoon. Comments for that process follows.

1. Support the B7R alignment including the A2 station. This is the only honest and practical mitigation that our City should facilitate. It is not appropriate to site regional transit and a regional station adjacent to a 60 year old well established suburban style single family

community. Nor is it ethical to compromise in any way, the Nature Park, the Community Park, and Bellevue's only building listed on the National Register of Historic Places. The Alignment and the Station of the B2 alignment both suffer this fatal flaw.

If 1 above is not accommodated:

1. Utilize the B2M (option A) on 112th SE, and install a permanent barrier designed to protect the west-side residential community from construction and operational intrusions.

And to mitigate B2M (Option A):

1. Permanently close the intersection at 112thSE and SE 8th to vehicle traffic to eliminate the grade crossing with light at SE8th.
2. Facilitate use of SE 6th for through east-west vehicular traffic between 118thSE and 112thSE. SE 8th was not planned by the COB, but was a result of the Bellefield Business Park development, and later deeded to the City. It is not a well designed and necessary part of the street grid. Cut-through use of SE 8th intrudes into the adjacent neighborhood esthetic.
3. Design vehicle access to Surrey Downs Park from the realigned SE 4th. Allow no further vehicle access to the park from the neighborhood.
4. Cancel, or delay until ridership proves worthy, the construction and operation of a "Main Street Station". A regionally accessed station adjacent to a community/neighborhood park will put the park in jeopardy as a "hangout" and freedom of access to the adjacent family neighborhood. A Main Street Station will promote the burgeoning incidences of burglary and vandalism occurring there.

Replace the Mercer Slough Park & Ride with B7R's A2 Station and Park & Ride, which would eliminate compromise of the Winters House, and allow return of the east-side property to the nature park wetland.

East Link interviews
South of Surrey Downs Park Zone Two

Zone Two property: 111th PI SE

Interview: Sept. 20, 7:00 p.m.

Concerns voiced by residents:

- visual impacts and the taking of neighboring properties that would be involved with Options B and C
- noise impacts of Option A

Conclusions – sent in email from citizen:

“ After discussion, our votes were 1) on the old tracks, 2) Option B, 3) Option A, in that order.”
Thank you.

B2M Alignment Design Options – Resident meetings

South of Surrey Downs Park	
Address: 111 th Avenue SE Is the home owner or renter occupied? Has owned home for 33 years. How long have you lived in the home? Has lived in the Surrey down neighborhood for 33 years.	
Meeting Date/Time: Monday, September 19, 2011, 9:30 a.m.	
Questions:	
Do you have any concerns about the light rail alignment and potential design options on 112 th Ave SE? <ul style="list-style-type: none">• In past Sound Transit meetings, she learned that her home would be taken (her home is parallel to 112th Avenue. With this information, she felt that she would lose her home, which made her very angry and devastated.	
If the light rail alignment and station are located on 112 th , are there steps that the City or Sound Transit could take to address your concerns? <ul style="list-style-type: none">• Do not cut off access to Surrey Downs; it is already difficult to access SD and this will make it worse.• Keep the light rail train on the east side of 112th.• Maybe it would be okay to have it above grade on the east side by the Bellevue Athletic Club.• Can't the train be trenched to eliminate the sound of bells and whistles every five minutes?• Where the train crosses 112th, it'll be better at grade or trenched --- not elevated.• Have a wall that is a barrier to noise.• Use aesthetics.• Property is close to 112th; so, she will definitely see the train.• The placement of the station is important. Without parking, who would use this station?	
Any other comments?	

East Link Interviews
Surrey Downs Zone One

Zone One Property: 111th Ave. SE

Interview: Sept. 15, 9:00 a.m.

Notes about property:

- Citizen has owned the property since 1968 (before 112th Avenue was complete).
- He pointed out that his house is 50' from the curb on 112th.
- Citizen is well informed, has had conversations with Sue Comis, Don Billen, Bellevue Council members.

Major concerns:

1. Uncertainty; absence of decision on alignment; uncertain timeframe.
2. Visual impacts
3. Noise and vibration.

Owner's requests:

1. "Give us some certainty." He's deferring maintenance, not knowing whether his home will be taken – and not knowing when a decision will be made.
2. Buy him out. He favors light rail and thinks it's a "great thing for Bellevue," but all things considered, he would prefer to have ST buy his property. (Note: If ST doesn't take his home, he intends to stay in place.)
3. Address other impacts –noise, vibration – to the extent possible.
4. Do NOT build Option B , elevated tracks – which he calls "an atrocity."

B2M Alignment Design Options – Resident meetings

In the following notes B2M Alternative A is the B2M/C9T Sound Transit preferred alternative that crosses 112th at grade near SE 6th Street. Design Option B is elevated as it crosses over 112th just past SE 15th St, and then descends into a retained cut up the west side of 112th. Design Option C crosses 112th at grade just past SE 15th Street, and then continues at-grade up the west side of 112th. Design Option B will eliminate road crossings on the east side of 112th at SE 15th St. and SE 8th St., reducing noise from train bells and whistles. Design Option C eliminates the SE 8th crossing, reducing noise from train bells and whistles. However, these design options will bring the train closer to residents of Surrey Downs south of the park Zone 1 and 2, and result in at least 7 partial and 3 total property acquisitions.

South of Surrey Downs Park ZONE 1 and 2 – Multiple Property Owners

Address: 111th Place SE

Is the home owner or renter occupied? Owner Occupied

How long have you lived in the home? Since 2002

Notes to impact: In B2M west running options B & C, there would be at least a partial acquisition from rear property line, and the train would be very close to existing house. Mature trees that buffer the home from 112th would be removed. In the elevated option B, the train support to the top of the acoustic barrier would be very tall behind this home.

Address: 111th Place SE

Is the home owner or renter occupied? Owner Occupied

How long have you lived in the home? Since 2006

Notes to impact: In B2M west running options B & C, there would be at least a partial acquisition from rear property line, and the train would be very close to the existing house. Mature trees that buffer the home from 112th would be removed. In the elevated option B, the train support to the top of the acoustic barrier would be very tall behind this home.

Address: 111th Place SE

Is the home owner or renter occupied? Owner Occupied

How long have you lived in the home? Since 1988 (longer?)

Notes to impact: In B2M west running options B & C, there would be at least a partial acquisition from rear property line, and the train would be very close to the existing house. Mature trees that buffer the home from 112th would be removed. In the elevated option B, the train support to the top of the acoustic barrier would be very tall behind this home.

Address: 111th Place SE

Is the home owner or renter occupied? Renter Occupied

How long have you owned the home? Since 1998

Notes to impact: In B2M west running options B & C, this property is a potential acquisition. At the 9/20 open house, Citizen expressed concern for his tenant, who has children in high school and wants to stay in the neighborhood at least 3 more years. Citizen was also concerned that if acquisition was longer than 3 years, he may not be able to lease the property in the interim.

Address: 111th Place SE (present home)

111th Place SE (home he is remodeling, intends to move here)

Is the home owner or renter occupied? Owner Occupied

Notes to impact: In B2M west running options B & C, there would be no acquisition from this property, and the train would be visible from the front of this home. In B2M west running options B & C, there would be no acquisition from this property, and the train would be closer to the front of this home. Citizen is concerned that he will have economic impacts to both properties, with no compensation from ST. This impact will be even greater if the homes and trees on the east side of 111th Place SE are removed, with no buffer between his homes and the train.

Address: 111th Place SE

Is the home owner or renter occupied? Owner Occupied

How long have you lived in the home? Since 1993 (longer?)

Notes to impact: In B2M west running options B & C, there would be no acquisition from this property, and the train would be visible from the front of this home. Citizens are concerned that they will have economic impacts to their home and neighborhood, with no compensation from ST. This impact will be even greater if the homes and trees on the east side of 111th Place SE are removed, with no buffer between this home and the train.

Address: 111th Place SE

Is the home owner or renter occupied? Owner Occupied

Notes to impact: This home extends farthest to the east as compared to other homes and would potentially be most impacted by B2M west running options B & C.

Address: 111th Place SE

Is the home owner or renter occupied? Owner Occupied

Notes to impact: In B2M west running options B & C, this property is a potential acquisition. City staff had one-on-one meeting with Citizen earlier in September.

Meeting Date/Time:

9/21/2011 5 p.m. to 7:15 p.m.

Questions:

Do you have any concerns about the light rail alignment and potential design options on 112th Ave SE?

Strong consensus that all alignments on 112th are unacceptable to the neighborhood.

All light rail alignment on 112th adversely impact families and the Surrey Downs neighborhood. It will leave homes unlivable from impacts including but not limited to noise, vibration, visual degradation, loss of privacy, and environmental degradation. (not only b and c)

Concern that potential full property acquisitions will severely, adversely impact families and the Surrey Downs neighborhood. Concern that neighboring homes will be left without any buffer (building or landscape) to train impacts.

Potential partial rear property acquisitions that would occur under design options B and C are absolutely unacceptable and will severely, adversely impact families and the Surrey Downs neighborhood. Acquisitions will leave homes unlivable from impacts including but not limited to noise, vibration, visual degradation, loss of privacy, and environmental degradation. Partial acquisitions are

unacceptable because of these impacts and the resulting financial degradation to homes. Potential partial rear property acquisitions on 111th Pl. SE

The presentation packet “Neighborhood Meeting: Light Rail Concerns: 112th @ SE 8th” is attached (provided by property owners at meeting).

The Executive Summary of homeowners concerns (including Summary of Questions) is attached (provided by property owners at meeting).

If the light rail alignment and station are located on 112th, are there steps that the City or Sound Transit could take to address your concerns?

Same concerns for Design Option A, B, and C. There have been no mitigation proposed to address the concerns and know impacts, let alone the unknown.

Do not pursue design options B and C, which are unacceptable to the neighborhood.

Option A needs more mitigation to reduce/eliminate noise from bells and whistles.

The 112th east running options should be reconsidered.

Any other comments?

Notes from the meeting are included here:

Characterized the neighborhood as stable, homeowner occupied.

Presented key questions of the neighbors, including:

- What is the minimum permissible distance for light rail from residences?
- How does ST determine that impacts to a home are “too severe” and the home should be acquired?
- Why are the B2M design options being evaluated?
- Why have the visualizations and drawings of the B2M options not shown the intersection of 112th and SE 8th (or accurately shown this area)?

Presented the powerpoint that is attached to these notes. Key issues covered in the powerpoint:

B2M Option A Neighborhood Concerns & Questions:

- Soil Stability
- Vibrations
- Noise
- Health & Safety
- Traffic
- Visual Impacts
- Property value decline

B2M Option B Neighborhood Concerns & Questions:

- Direct Impact to Property (notes that ST engineering drawings do not accurately depict SE 8th intersection or the real impact of train encroachment and elevated platform structure on properties with rear property lines on SE 112th).

- Soil Stability, potential adverse impacts may include: cracks to foundation or basement walls; sink holes, mud slides.
- Vibration. Many questions re: mitigation
- Noise (both construction noise and noise from train on track)
- Visual Impacts, 40' high train structure close to homes.
- Loss of Privacy. Train proximity and loss of mature trees.
- Environmental Impacts. Loss of mature trees increasing instability of soil, risk of flooding.
- Health & Safety
- Property value decline would be so great that partial acquisitions are absolutely unacceptable.

B2M Option C Neighborhood Concerns & Questions:

- All of the concerns above apply with at grade design option C except blocking of light and loss of privacy. However, partial acquisitions that would occur as a result of design option C are absolutely unacceptable to the neighborhood.

Citizen asked how the City of Bellevue and ST would mitigate these impacts.

A resident asked **Sue Comis** how often a train would pass. In peak times there would be a train in each direction every 7 minutes (2 trains every 7 minutes).

Discussion of inadequacy of visualizations and schematics for the B2M design options. Call by resident for transparency by accurately showing impacts to homeowners. Sue Comis said that ST's technical review of design option B and C continues.

Question about why an east side running option was not reconsidered.

Question about why the design options are being considered within such a short timeline.

Councilmember Wallace said that the October 25 deadline was unrealistic, in his perspective. It does not provide adequate time to come to a cooperative agreement, or to address mitigation. He added that he would like to see every possible option for getting the train across 112th considered, including the below grade crossing of 112th.

Question about why the east running option was not better, especially when you consider the impacts to Surrey Downs residents from the current options.

Comment that residents have put 40+ years of their lives into their homes, to achieve the quality of life of this neighborhood. It's not abstract.

Citizen told how they had remodeled 10 years ago, chose to stay.

Question about who made the decision to move light rail from the east side of 112th to the west side.

Citizen stated that the city sacrificed 112th for the sake of the DT tunnel.

Councilmember Wallace related his support for the B7 alignment. He understood residents' frustration at the last minute options. Stated that the elevated design option was totally unacceptable.

Citizen said that it was unacceptable that graphics and background information related to the B2M design options was so inadequate; and that resident's questions were not being answered.

Sue Comis explained that no decision has been made to change the B2M alignment; ST was tasked by the City to "explore these options" only a few weeks ago. ST's technical work on the design options was ongoing. This meeting was not set up by ST. Suggested that residents voice their comments at the Bellevue public hearing being held next Monday.

Citizen, asked what mitigations were proposed for noise, vibration, visual degradation, blight, devaluation and other impacts. In fact years of light rail discussion have gone by, and we haven't heard what mitigation for impacts we can expect. We also need to know the proposed cost of those mitigations. Without knowing the costs the alternatives could not be compared.

Resident asked why it was important to keep open SE 15th St to the Bellfield office park. If the office park eliminated or relocated this exit, the noise/train bell problem at SE 15th could be eliminated.

Citizen suggested that the cars coming and going into the Bellfield office park at SE 15th St could go under the train.

Resident suggested that SE 8th could be closed and traffic rerouted to eliminate the noise/train bell at the crossing of 112th.

Citizen recalled that when the Bellfield office park was constructed, her dining room chandelier shook, and after that construction rooms in her home sunk 2". This comment sparked many questions about making a photo record of homes before and after light rail construction, and making claims to ST for damages.

Sue Comis said that taking photos was a good idea, and that ST does have a claims department for damages of this type.

Citizen said that he would prefer to have assurances that homes would not be damaged or sink.

Citizen questioned ST on how the options would be vetted for risks.

Citizen said that risk assessment starts at preliminary engineering phase. Risk assessment has been done for option A, but not on the design options.

Citizen had heard that a retained cut alignment on the east side had been eliminated because of cost, but asked if there is a possibility of a retained trench on the westside.

Sue Comis said that there were a number of reasons why the ST board chose the B2M west side alignment, and that includes the willing condo owners.

Citizen said it doesn't make it correct that one group was able to get out from the impacts, and shift those impacts to us.

Citizen asked Roger Hanson how ST determines that impacts to a home are "too severe" and the home

should be acquired.

Roger Hanson emphasized that many factors are considered, including federal guidelines for noise and economic impact. Loss of value was determined case-by-case, each determination made internally with the consult of the ST legal department.

Citizen asked how livability was decided.

Citizen said he finds it disturbing that there are no set policies for determining what impacts determine an acquisition. We are supposed to trust ST.

Resident asked if ST was determined to reach a final decision by 10/31.

Sue Comis said no; other than option A being the preferred alignment of the ST board, we will continue to look at options.

Council member Robertson said that it would be helpful to know how acquisitions have been handled historically, in other parts of Link LR.

Roger Hansen said that he would research this.

Citizen asked what was meant by "exceptional mitigation".

Council member Robertson recounted that "exceptional mitigation" was called for in the Best Practices report and adopted in the Comprehensive Plan.

Citizen summarized that design options B and C were unacceptable. Option A needs more mitigation to reduce/eliminate noise from bells and whistles.

Citizen requested a copy of ST's geotech and soil report for the impacted homes.

Executive Summary

Homeowner's concerns with proposed B2M alignment Options and their impacts.

How will the City of Bellevue and Sound Transit eliminate impacts where possible and where not possible, mitigate the impacts ?

The impacts center around the following categories but not limited to:

- Noise
- Visual
- Vibration
- Health and Safety
- Environmental
- Financial
- Property Infringements

There are specific impacts with each of the Options; A, B, and C, but many carry over to all Options.

Also, questions on the viability of the construction plans in the specific area where the soil is peat bog, and the impact to the existing properties.

We have provided a list of questions presented in this overview.

Summary of Questions:

1. Why is the intersection of 112th Ave SE 8th Street not depicted in the official drawings?
Where would the gate crossings be places?
How would the traffic intersections work?
Would 112th be widened?
2. Soil Stability: Does the soil on 112th support the train line?
If there are incidents due to the soil support, foundation/wall cracks, what guarantees does City of Bellevue or ST provide for direct and indirect damages for such incidents?
3. Vibrations: What mitigation techniques are proposed? Springs underneath the homes or some other technology?
4. Noise: What is the mitigation for the Noise issues?
5. Health and Safety Concerns: What is the mitigation proposed for the Health and Safety issues?
6. How much time elapses between gates start closing and re-opening?
How much traffic back up will be caused? Has this been studied?
Any studies done/available on Traffic Accidents due to the train crossing?
7. Constructability: A 20' +/- Fill wall under existing soil conditions
Is 2' ROW for 20' was accurate to build a footing or banter to the wall face?

Option B

8. Where would the sidewalk be placed, does the whole street shift eastward or the 4 ft taken from our property?
9. Why has Sound Transit failed to mark these potential partial acquisitions in these drawings? Why are measurements not accurate?
10. What is being mitigated by this option and for whom? Certainly property owners and Surrey Downs neighborhood are very severely, adversely impacted by this option.
11. Are these impacts not "too severe" and clearly fall under the FEIS commitment: "if mitigation were not possible because the impacts are too severe, the property would be acquired"?
12. Visual Blight: how could the elevated structure blight be mitigated? Including blocked sunlight and loss of privacy with the trains running by our windows and yards.
13. Environmental Impacts: Trees cut down, impact to soil stability and privacy to homes. If this happens, what plans does ST or City have to mitigate the effects include losses?
14. Health and Safety Who Will Assume Liability for Loss of Property and Lives Due to this Risky Design?
15. Will Sound Transit compensate for loss of value due to partial takeover, depreciation, and loss of future values appreciation?
16. Construction: Where and how would a retaining wall be built? On to our property?



Neighborhood Meeting :
Light Rail Concerns: 112th@SE8th

Held At: 932 111th PI SE
Date: 21 Sep 2011

Organizer: Susan Ilvanakis
Presenters: Susan, Arjun Sirohi

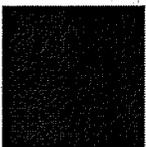


Overview & Recap

- FEIS: "Response to Comment ELS464-2"
- "There is not a minimum permissible distance for light rail from residences, as the potential impacts depend on a number of factors, including the light rail profile, topography, and soils. Depending on these factors, any impacts that could occur would either be mitigated, or *if mitigation were not possible because the impacts are too severe, the property would be acquired*. Preferred Alternative B2M would be located on the east side of 112th Avenue SE until at least SE 6th St and would not result in impacts on residential properties on the west side of 112th Avenue SE."

Extract from FAQ Document Posted on City of Bellevue Website

- **Q: Why are design options for the B2M alignment being evaluated?**
- **A: The design options are being evaluated in response to concerns raised by residents and businesses along the B2M alignment. Both the City and Sound Transit have heard concerns about potential noise, visual, and transportation system impacts due to the construction and operation of light rail. Sound Transit and the City agreed to look more closely at design options to *try to eliminate impacts where possible, and, where not possible, to minimize and mitigate impacts.***



General Observation & Question

- In the visualizations and drawings provided by ST and City staff so far, none of them depicts/highlights the intersection of 112th Ave SE and SE 8Th ST.
 - Even at the public open house at City Hall yesterday, this was very conspicuous in the huge visualization panels put up for the public.
 - This is despite the fact that this is the biggest crossing on 112th Ave SE between Bellevue Way and Main St.
 - **Question: Why?**
- 

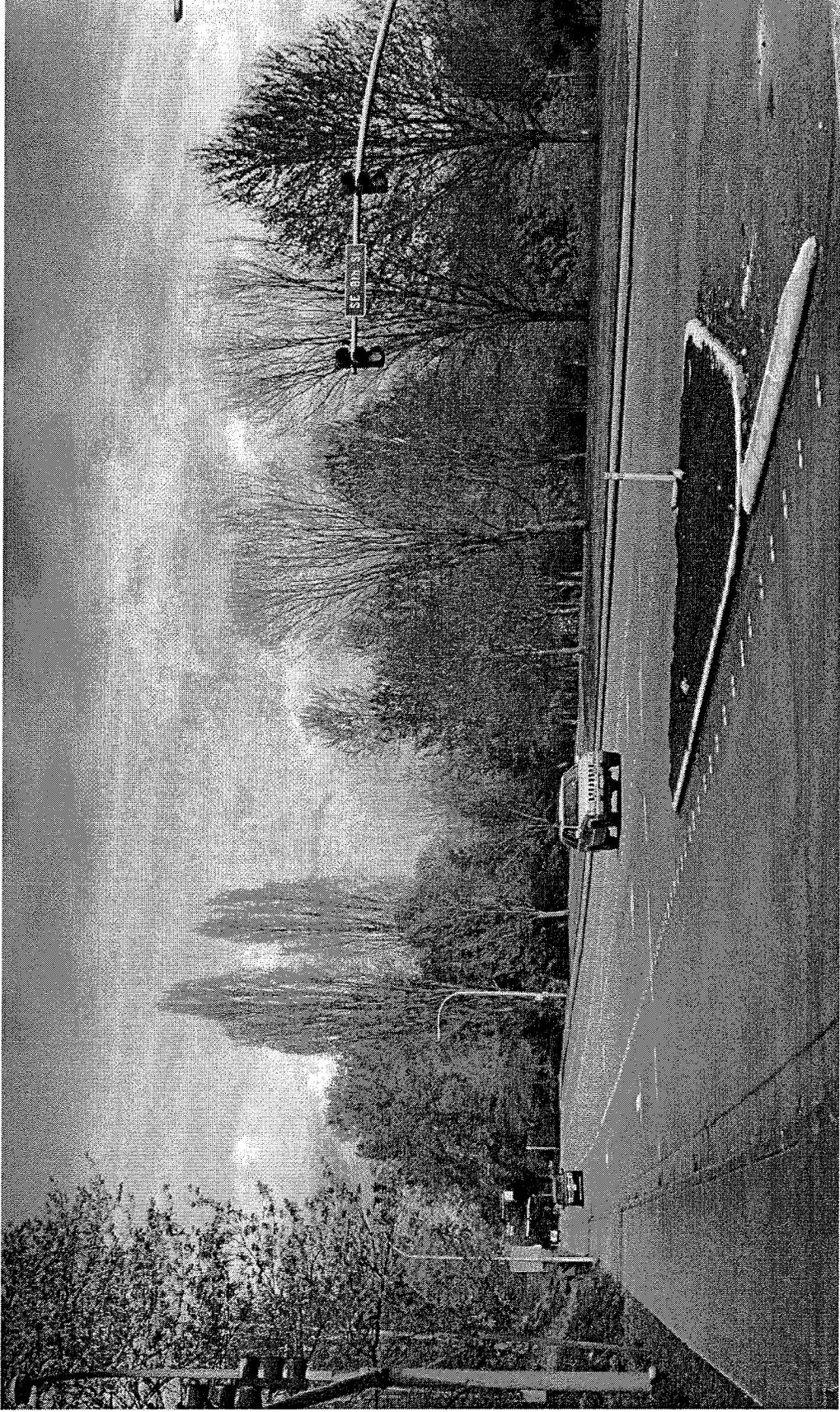
Observation on Visualizations Contd

- Refer to "Response to Comment ELS369-2: Additional visual simulations are provided in Appendix F4.5 of the Final EIS." in this regard.
- Despite the questions we raised and Sound Transit's response thereto, still the FEIS visualization of this intersection does not show the gated crossing needed for the at-grade crossings at 112th Ave SE and SE 8th St. The picture shows as if there would be no traffic or noise impacts.

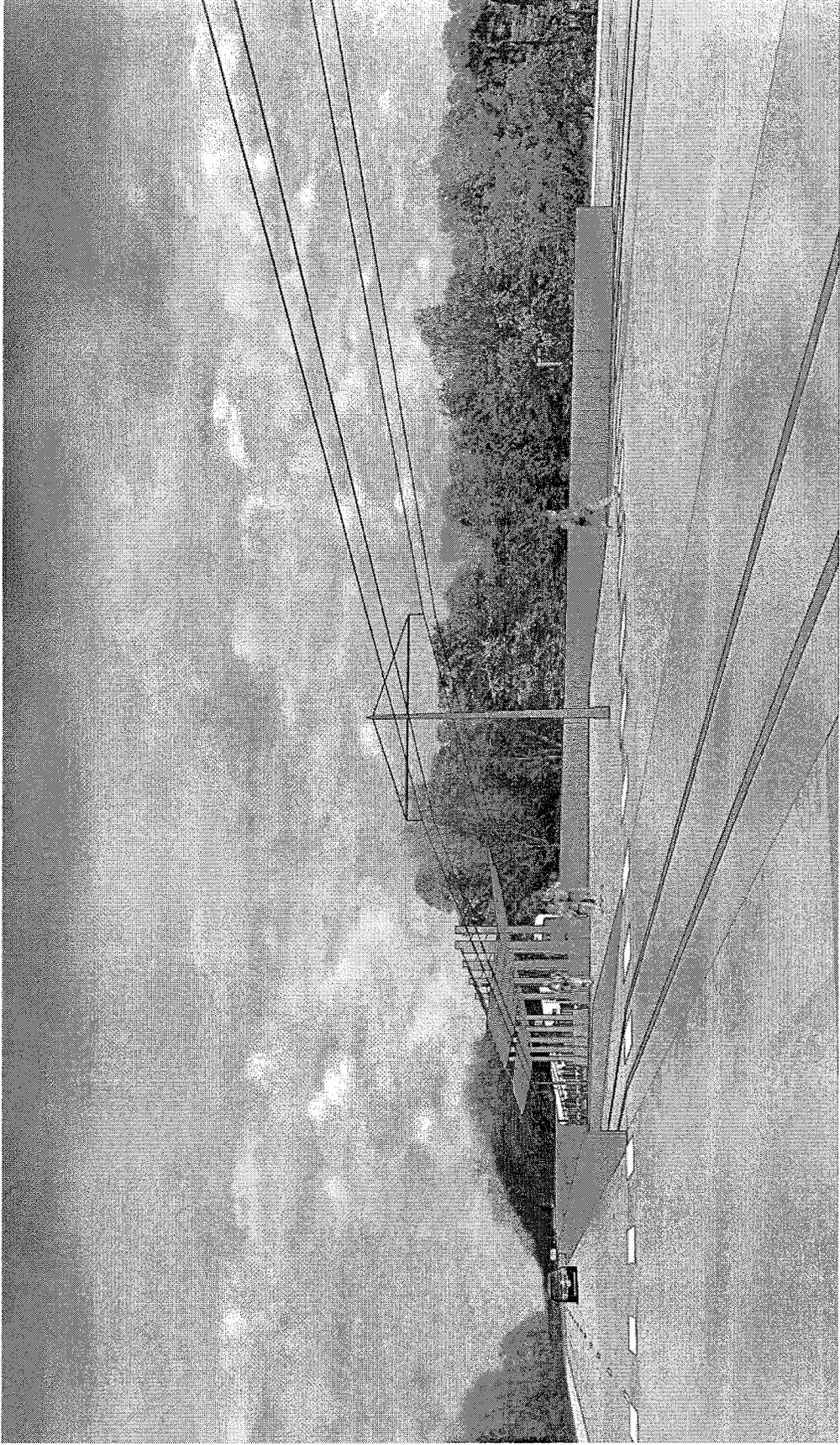
EXHIBIT F4.5-10

Key Observation Point 10 (looking north from the intersection of 112th Avenue SE and SE 8th Street)

10a. Existing Condition



10b. Simulation of 112th SE At-Grade Alternative



B2M Option A: Concerns/Questions

- **Soil stability:**

- Impact of digging and construction to property structures due to soil/water movement. For example, Cracks can develop in foundation or basement walls. Or sink holes could get created; or mud slides could develop.
- Q: What if any such incident happens despite best assurances of ST? What guarantees does City of Bellevue or ST provide for direct and indirect damages for such incidents?
- Q: Constructability- A 20' +/- Fill wall under existing soil conditions -Is 2' ROW for 20' wall accurate to build a footing or banter to the wall face?

- **Vibrations:**

- During construction and during train operations.
- Q: What mitigation techniques are proposed? Springs underneath the homes? or some other technology?

B2M Option A: Concerns/Questions Contd

- **Noise:** During construction and during train operations.

- Construction noise
- Noise by the vehicles idling
- Noise from the train on the tracks
- Noise from the bells/whistles

*Shed
Squeaking
- not here*

• **Health & Safety:**

- Having a train line so close to residential housing
- Air quality for our homes will deteriorate: Vehicular emissions from stopped/stalled traffic due to train gates will render backyards & patios unusable *West of derauling*
- EMT response time delay (on SE 8th and 112th) due to the train crossing *EMT vs Train*

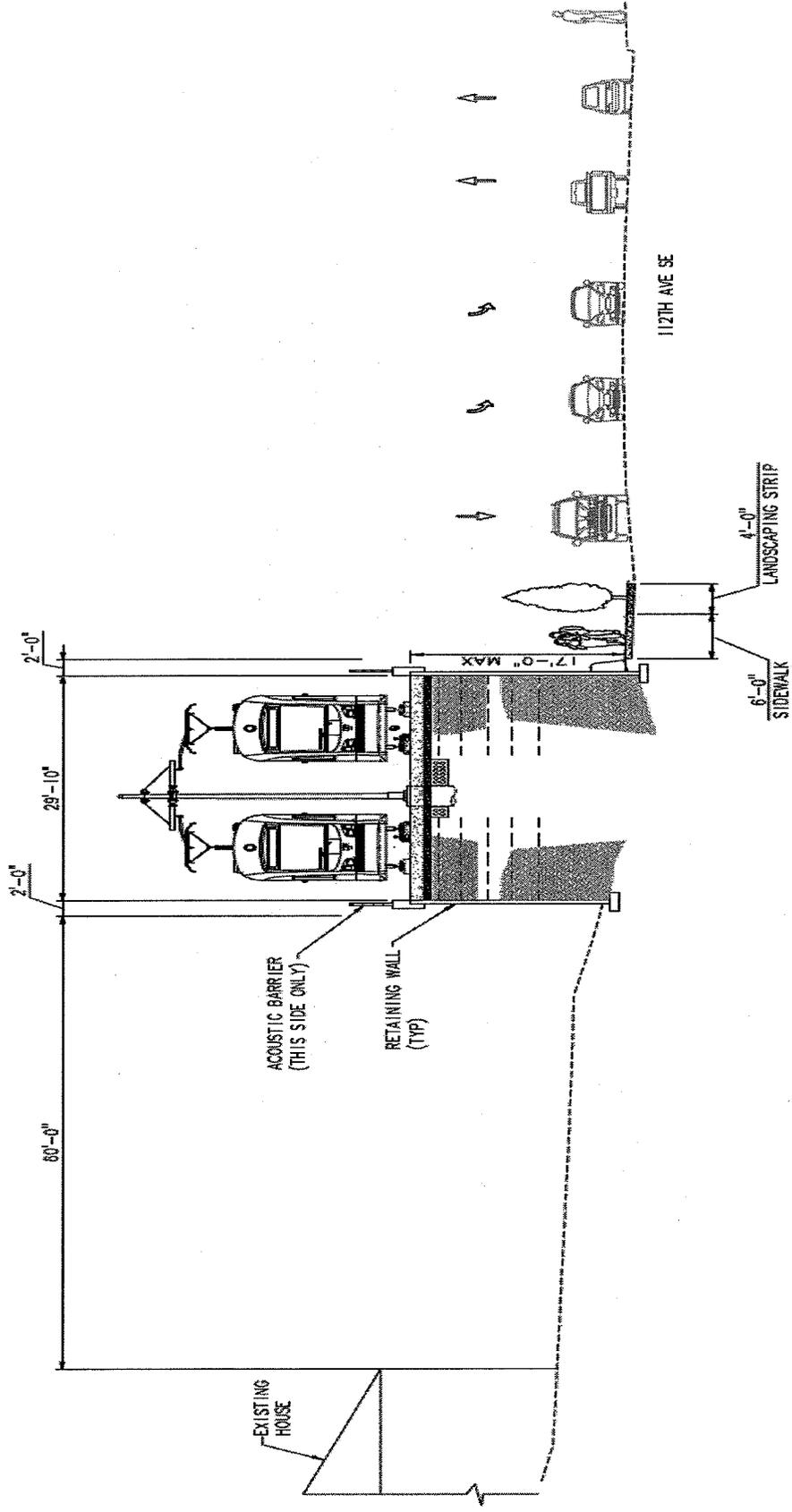
B2M Option A: Concerns/Questions Contd

- **Traffic:**
 - Bottlenecks caused by the at grade crossing.
 - Q: Time elapsed between gates start closing and re-open? How much traffic backup will this cause at peak time? Has this been studied?
 - Traffic Accidents due to the train crossing. Any studies done/available?
- **Visual Impacts** → *view from homes?*
- **Property value decline** → 

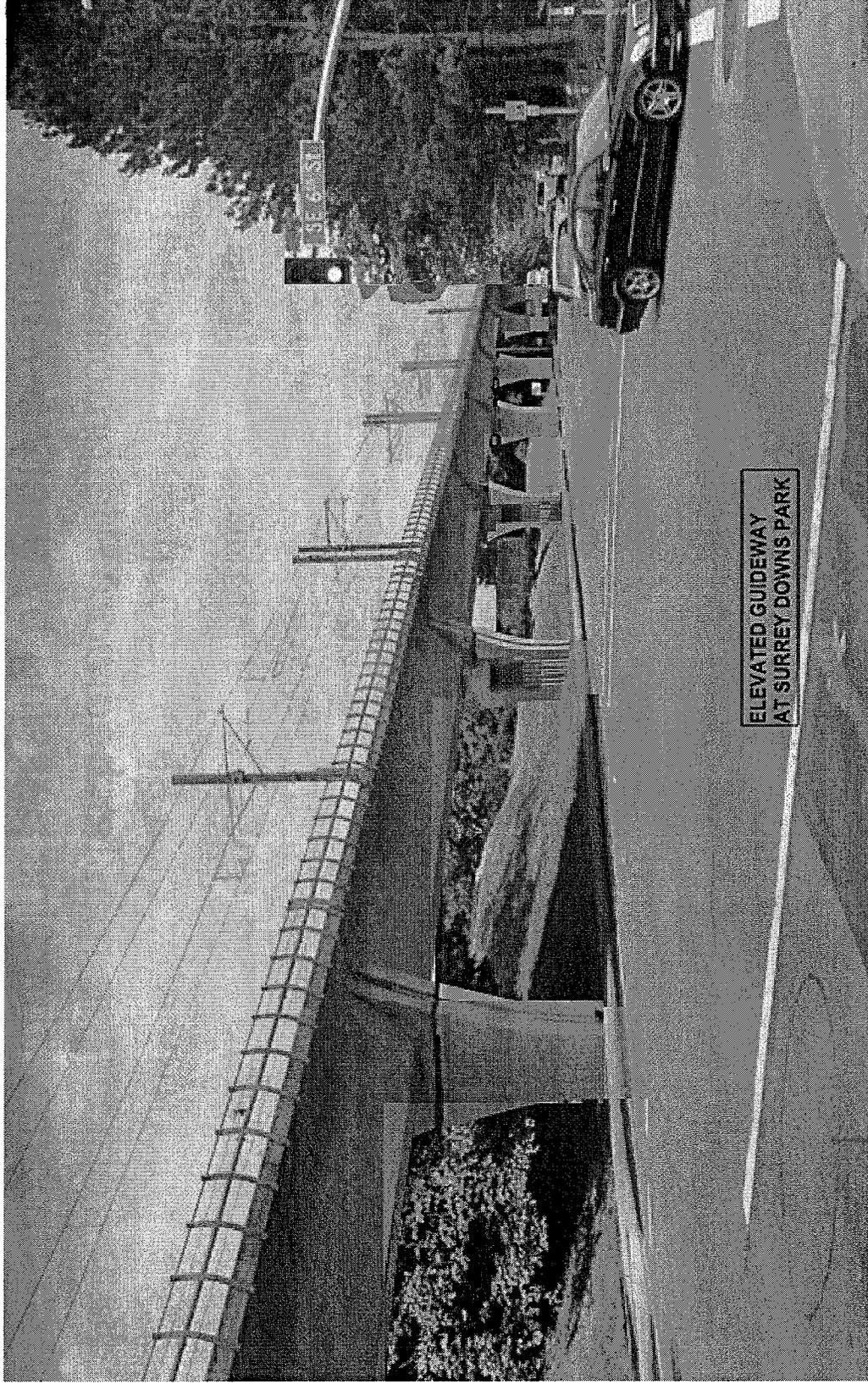
B2M Option B: Concerns/Questions

- Direct Impact to Property:
 - ST engineering drawings do not show property line for drawing representing SE 8th St intersection. They do so for other crossings.
- Q: Why this important, glaring omission?
- Measurements shown in these drawings are faulty and do not show the real impact of encroaching into our backyard by at least 17 feet and possibly more. (See markings on the ground). The drawing also shows a non-existent landscaping strip of 4 feet!
- Q1: Where would that place the sidewalk- does the whole street shift eastward or the 4 ft taken from our property?
- Q2: Why has Sound Transit failed to mark these potential partial acquisitions in these drawings. Why are measurements not

112th Near SE 8th(Looking North): Does not show property line; does not show at least 17 feet encroachment into backyards and partial takeovers



**This is how the elevated train will look from
the street !**



Do we really want this in our neighborhood?

B2M Option B: Concerns/Questions

- **Direct Impact to Property:**
 - The elevated platform where tracks would be placed is 26'6" from ground which is roughly the height of our home. Add another 17 feet for train and electric grid.
 - Encroaching on half our backyard (possible the whole backyard in case of neighboring property to the south), and ST staff so far telling us that they would acquire partial properties as they did not need whole properties, will leave our homes unlivable and unsellable at the same time.
 - This monster of a structure in our backyard right in front of the master bedroom, bathroom and living room with trains passing by every 5-7 minutes will clearly make the home unlivable

B2M Option B: Concerns/Questions

- **Direct Impact to Property :**
 - Q1:What is being mitigated by this option and for whom?
Certainly property owners and Surrey Downs neighborhood are very severely, adversely impacted by this option.
 - Q2. Are these impacts not “too severe” and clearly fall under the FEIS commitment :” *if mitigation were not possible because the impacts are too severe, the property would be acquired*”?

**PARTIAL TAKEOVERS ARE NOT
ACCEPTABLE**

B2M Option B: Concerns/Questions

- **Soil stability:**
 - Impact of digging and construction to property structures due to soil/water movement. For example, Cracks can develop in foundation or basement walls. Or sink holes could get created; or mud slides could develop.
 - Q: What if any such incident happens despite best assurances of ST? What guarantees does City of Bellevue or ST provide for direct and indirect damages to property or people from such incidents/accidents?
- **Vibrations:**
 - During construction and during train operations.
 - Q: What mitigation techniques are proposed? Springs underneath the homes? or some other technology?

B2M Option B: Concerns/Questions Contd

- **Noise:** During construction and during train operations.
- Construction noise
- Noise from the train on the tracks
- Q: How will this be mitigated?
- Q: An effective sound wall, high enough to cover the elevated train tracks to absorb the sound and the visual blight, may cost more than \$1 million per home frontage.
- Cost basis: \$150 per sq ft, (estimate of cost- 120 feet across for each home, 50 feet high, 6000 sq ft each home, x \$150=\$900,000)
- **Approx cost \$1 million for each home along 112th**

7-8 million \$

B2M Option B: Concerns/Questions Contd

• Visual Impacts

- **Blight:** An elevated 40 ft high structure next to the master bedroom and bathroom with trains passing by every 5-7 minutes makes the worst possible visual impact on any property.
- **Q. Who in their right minds can suggest that this visual blight impact can be mitigated?**
- **Blocked Sunlight:** Sun will be blocked by the elevated track rendering the home dark and gloomy, which we know causes depression and other health issues.
- **Loss of Privacy:**
 - The train running elevated in the backyard and cutting down of mature trees on property line would cause complete loss of privacy which has been created over many years by the trees' growth.

B2M Option B: Concerns/Questions Contd

- **Environmental Impacts:**
 - Cutting down of mature trees in backyards would impact stability of the soil as well as cause potential flooding.
 - Q: If this happens, what plans does ST or City have to mitigate the effects include losses?
- **Health & Safety:**
 - Having a train line so close to residential housing clearly has risks during accidents or natural disasters like an earthquake
 - Q: Who Will Assume Liability for Loss of Property and Lives Due to this Risky Design?

B2M Option B: Concerns/Questions Contd

- **Property value decline:**
 - There is no doubt value of properties will sink with such a partial take-over and putting a 40 feet elevated structure in backyards. Our life savings will be wiped out!!
 - Q: Will Sound Transit compensate for loss of value due to partial takeover?

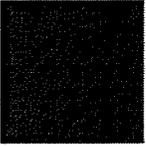
**PARTIAL TAKEOVERS ARE ABSOLUTELY
UNACCEPTABLE**

B2M Option C: Concerns/Questions

- **All concerns for Option B apply except the blocking of sunlight and loss of privacy**

Can Not Emphasize Enough:

**PARTIAL TAKEOVERS ARE ABSOLUTELY
UNACCEPTABLE**

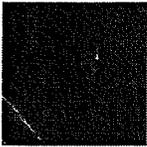


Executive Summary: Property owners' concerns with proposed B2M alignment Options and their impacts.

How will the City of Bellevue and Sound Transit eliminate impacts where possible and where not possible, mitigate the impacts?

Impacts center around following categories but not limited to:

- **Visual**
 - **Noise**
 - **Vibration**
 - **Health and Safety**
 - **Environmental**
 - **Financial**
 - **Property Infringements**
- 



Sound Transit's Answers

- **We would now like to invite Sound Transit and City of Bellevue staff representatives to provide answers to our questions & concerns for each of the options.**



Bellefield Residential Park -- Neighborhood Meeting Summary

Introductory comments

Bellevue Outreach Manager Cheryl Kuhn provided a brief welcome, introductions and update on the East Link Outreach process.

Sound Transit presentation

Project Manager Sue Comis provided an update on ST's process for selecting its B2M preferred alternative – based on ridership, access, and cost of the alignment. She briefly described the Term Sheet, by which the City collaborates on permitting and agrees to contribute \$160 million in 2010 dollars to help build the downtown tunnel. ST agrees, among other things, to: consider grade separation to reduce noise; to review 112th Avenue crossing locations; to share the cost of a Bellevue Way HOV lane; and to build a downtown tunnel.

Discussion of Options

Option A – Comis described ST's preferred alternative which has the train traveling north on the east side of Bellevue Way and 112th Avenue to approximately SE 6th, where it crosses at grade to the west side, stops at the East Main Street Station south of SE 1st Pl. and enters the downtown tunnel. This option is at grade on 112th and requires gates and bells at SE 15th Street by Bellefield Office Park.

Q: What are the noise impacts? How will they be mitigated?

A: Bell noise will be heard as the train goes through the SE 15th Street intersection. Nine homes were identified as having noise impacts with the preferred alignment. There will be a sound wall between the east-side running train and the roadway to reduce noise impacts for homes in Bellefield.

Q: How frequently do trains run past this point? What are the hours of operation?

A: Trains will pass in each direction every 7 minutes. Hours are 5 a.m. to 1 a.m.

Q: What is the decibel level of the bell. Has ST resolved Rainier noise issues?

A: Improvements have been made and ST is considering reducing bell noise at certain times.

Q: Does this option involve acquisition of Bellefield homes?

A: No.

Q: What is the height of the noise wall in Option A.

A: Comis: 6-8 feet.

Option B – Comis described Option B, proposed as a design alternative to reduce noise from bells at intersections: The train travels on elevated tracks, crossing to the west side of 112th Ave SE at SE 15th and moving into a trench at Surrey Downs Park. The elevated track will include a "straddle bent" with columns on the median and the west side. This brings the train closer to Bellefield, but it involves no "takes" of Bellefield homes.

Q: How high is the elevated track?

A: The track is 26' above road level and the train is 12' high.

Q: How do noise impacts compare with Option A? Is the rail continuously welded?

A: Comis: It eliminates bells & gates at 15th. More detailed info about noise impacts will be available in October. The rail is continuously welded.

Resident: Says he's done a "personal study," concluding that elevated railways are "considerably less noisy" than railways at grade.

Option C – Comis described the newest option which has the train crossing at grade at SE 15th and staying on the surface as it passes Bellefield on the west side. ST foresees taking no homes with this option.

General discussion and Q&A

Significant discussion took place around the issues of:

- **Timing and process** – Some residents said that they felt rushed into a decision, that they lacked sufficient information – particularly with regard to the impacts of the B and C options. Some asked questions about the MOU and whether it will be available to review and comment.

Maria Koengeter, Senior Transportation Planner, said more information about all options will be available, and residents will be able to ask questions about, and comment on the draft MOU at the 9/20 open house and the 9/26 public hearing.

- **Property values** – Several residents talked about the perceived loss of property values, and the resulting inability of owners to sell their property for a reasonable price. Staff was asked to describe the process for assessing damage to the value of individual properties and jointly owned property, and for providing compensation.

Kent Melton, ST Real Estate agent, explained that ST can only acquire property needed to build and operate light rail. In response to questions, he said that the Sound Transit Board, not the courts, makes decisions about compensation.

- **Noise mitigation** – Many of the neighbors focused their comments on noise impacts and mitigation. They pointed out potential impacts on the comfortable use of backyards and the neighborhood's outdoor amenities (pool, trails, ponds, etc.) They asked that each property be evaluated individually.

Sue Comis said ST will look at all outdoor spaces and all units from all sides in determining noise impacts and mitigation requirements. A resident suggested a substantial landscaped berm adjacent to the guideway in Option B as noise mitigation.

While there was no group consensus on the three design options, some residents expressed strong preference for the elevated railway of option B in order to eliminate the noise from at-grade crossings. A couple voiced support for a crossing further north, as in option A, and one resident proposed a tunnel or trench as the one acceptable option in the vicinity of Bellefield.

One suggestion to close the SE 15th entrance to the Bellefield residential neighborhood was loudly opposed by the group.

Another suggestion to close the 112th access to Bellefield Office Park –and thereby eliminate the need for bells at that intersection – was well received, and noted as a possibility by Sue Comis.

Miscellaneous Q&A:

- Electromagnetic impacts? Comis: none known at this time.
- Voltage? Comis: 1500.
- Median route for train? Comis: considered and discarded as too disruptive to traffic.
- Median removal? Comis: not under consideration.
- Next steps:
 - Technical review of design options
 - Open House & public hearing
 - Federal Record of Decision
 - MOU
 - Final ST decision by ST – early next year after final environmental review

**East Link Interviews at request of property owner
Surrey Downs – Zone Two**

Zone Two property Bellefield Residential Park

Property : Bellefield Park Lane

Presentation of options:

Staff presented the three design options for the B2M alignment. Questions pertained to:

- Distance of track from Bellefield in Option C
- Height of rail in Option B
- Potential for compensation if a portion of the residential park is taken by Sound Transit

There were general questions about the differences of the options and their potential effects on Bellefield Residential Park (e.g. visual, access, sidewalks, noise).

Presentation of Bellevue Club flyover:

A flyover depicting the B2M alignment from various angles was shown. The presentation included a depiction of the citizen's own preference for an all-west-side running train on 112th, requiring additional property acquisition on the west side, and providing for extensive streetscape treatments.

Consensus:

Bellefield residents talked about the advantages of presenting a unified neighborhood position. But the only consensus reached at this meeting was concerning station location:

- All present agreed that that the Main Street station should be moved farther south.

Sound Transit East Link: Mitigation at 112th Ave SE and Bellefield Residential Park – Meeting at request of property owner

Our Proposal:

- Train travels along the Slough on the east side of 112th at or slightly below grade and crosses under 112th to the west side just before 15th.
- Curved profile walls along the track beam sound away from residential areas.
- Train emerges at or below grade on the west side of 112th at a point best suited to take the curve without wheel squeal, but north of Bellefield Residential Park.
- Additional berms and planted trees at Bellefield Residential Park help offset visual/noise impact.
- Northward, additional plantings all along 112th act as a buffer between the train tracks and pedestrian sidewalks.
- Eliminate/delay the station at Main if there is a need to make this cost-neutral.

This proposal addresses our main concerns which are noise, visual impact and safety by:

- Eliminating controlled or gated crossings and the need to sound the train's warning bells.
- Eliminating the need for an "option B" flyover.
- Eliminating the need for an at-grade crossing of 112th as proposed in "option C". (We are strongly opposed to "option C".)
- Keeping the existing Bellefield Parks access roads open as usual.
- Better preserving the existing beauty of 112th.

Since we are only 120 feet or so from the sidewalk on 112th and our unit is where 112th curves, we would receive loud train noise from all directions. We seek mitigation as follows:

- Sound insulation inside all walls.
- Triple-paned glazing on all south-facing windows.
- Heat pump for air conditioning (so that windows can remain closed).
- High berm placed between us and 112th.

Conclusion

- We feel strongly that controlled or gated crossings at or near 15th and SE 8th should be avoided at all costs.
- We would be willing for our property to be purchased by Sound Transit.

Regards,

Bellefield Park Lane

Bellevue WA 98004-6858

SE 27th Place

Homeowner, 2 years, house is 5 years old

Sept. 21, 7:30 p.m.

Do you have any concerns about the potential Bellevue Way HOV lane project?

- Very concerned about view of pillars and elevated train. Home currently looks directly at Park and Ride lot with minimal vegetation screening. Elevated train and pillars will be directly in sight line out their expansive front living room windows.
- Screening is very important to them.
- Illumination of station at night.
- Construction noise and bells in and out of station.
- reduced property values.

If the project advances, are there steps that the City or ST could take to address your concerns?

- Would like baseline appraisal provided by the City prior to construction and an ongoing basis after construction, so homeowners know what to expect for resale value.
- Want to be involved with ongoing conversations with ST and City to make sure screening is adequate.
- Would like to see train at grade rather than elevated.

B2M Alignment Design Options – Resident meetings

Enatai Zone1	
Address: SE 27 th PL Is the home owner or renter occupied? Owner How long have you lived in the home? 12 years Do you work in Bellevue? No	
Meeting Date/Time: 9/15 4pm	
Questions:	
Do you have any concerns about the potential Bellevue Way HOV lane project? <ul style="list-style-type: none">• Noise concerns: HOV construction, Light rail construction, and the train running near my house• Soil stability? We have a slope, worried about walls become destabilized• Thinks the HOV lane is a good thing but concerned about construction impact• Works at night and sleeps during the day, so noise will be a problem	
If the project advances, are there steps that the City or Sound Transit could take to address your concerns? <ul style="list-style-type: none">• Sound wall – height not a concern, already has double pane windows• Install some kinds of soundproof system in his wall? Sound Transit has done something similar to a friend who lives near the train station in Tukwila	
Any other comments? <ul style="list-style-type: none">• Worried ST will not address the noise concerns.	

B2M Alignment Design Options – Resident meetings

Enatai Zone1	
Address: SE 23 rd St	
Is the home owner or renter occupied? Home owner occupied	
How long have you lived in the home? 23 years	
Do you work in Bellevue? Yes. They work out of their home.	
Meeting Date/Time: Sept.14, 3 PM	
Questions:	
Do you have any concerns about the potential Bellevue Way HOV lane project? <ul style="list-style-type: none">• Noise from the increased car traffic/ HOV lanes and the train• Cost overruns: What would the City and ST cut back on? How to ensure that the noise mitigation would not be in jeopardy.• Construction timeframe: Allowable hours of work.• Access to station is not within walking distance. Safety and convenience issues.• If trees are taken out to provide widening, what about safety on the hill?• Proximity of the easement to the house• Vibration caused by trucks and buses that are 23 feet closer to his house.	
If the project advances, are there steps that the City or Sound Transit could take to address your concerns? <ul style="list-style-type: none">• Ask Maher to come out in person and show them the exact easement placement.• Noise mitigation idea is to deflect sound by curving the retaining wall.• Check into the “rubber road” as 520 is having for noise mitigation• Restrict hours of construction to accommodate neighborhood• Traffic concerns: Ensure no cut throughs on 108th and 113th.• Possible stairway to access station without public intrusion	
Any other comments?	

Bellevue Way SE

Phone conversation notes

Property is potential take

Supports B-7 or anything that utilizes the I-405 corridor

Sound Transit talked with him about taking his property for 2-3 years. He has met with their real estate people and assumes our process is similar. Always felt he would likely use his property no matter which side alignment was on.

Interested in likely timing: reviewed the tentative schedule if HOV project goes forward
2013 – property acquisition, 2014-15 – construction

Would like to talk with real estate department to learn more about acquisition process, leaseback, etc.
Referred to Max Jacobs.

B2M Alignment Design Options – Resident meetings

Enatai Zone1	
Address: SE 23 rd St Is the home owner or renter occupied? Owner occupied How long have you lived in the home? 17 years Do you work in Bellevue? Yes	
Meeting Date/Time: 9/12 Monday 1:30pm	
Questions:	
Do you have any concerns about the potential Bellevue Way HOV lane project?	
<ul style="list-style-type: none">• Noise concerns<ul style="list-style-type: none">○ When will construction start?○ When what does ST do about noise impact?○ Is a retaining/sound wall an option?○ What is the construction time (working hours?) • I don't think traffic will increase that much on Bellevue Way	
If the project advances, are there steps that the City or Sound Transit could take to address your concerns?	
<ul style="list-style-type: none">• #1 concern is noise (construction and rail running noise)<ul style="list-style-type: none">○ If a retaining wall is an option, how tall is it going to be? It needs to be tall enough to minimize the noise impact○ Will ST consider a replacement of our window glass with high quality soundproof glass? • #2 concern is decrease value of property<ul style="list-style-type: none">○ How much of my property are they going to use?○ How much compensation will we get from ST? • Will ST consider using a quieter material like rubber wheels they use in European rails?	
Any other comments?	
<ul style="list-style-type: none">• We live in France for about half the time.• By the time the project is done, we probably won't get to use the rail.	

East Link Individual Meeting – Enatai Neighborhood, Zone 1

SE 24th Pl.

Interview date & time: September 12th at 11:00 AM

Notes about property:

- Meeting was at city hall, so property descriptions are based on citizen's knowledge and information from an aerial photo.
- Citizens have lived there for 7 years.

Comments & Concerns:

- Major concerns were related to noise from the train and a widened Bellevue Way, construction noise, increased visibility of the train and the roadway due to removal of vegetation for the HOV project, and maintaining a usable area in the backyard.
- Current noise from Bellevue Way is noticeable unless all the doors and windows are closed. Moving the traffic closer and removing the vegetation will increase noise from traffic and train.
- We discussed the possibility of a noise wall that could be in addition to the retaining wall. She was ok with that but didn't feel it would necessarily help with noise, especially up the hill inside the house.
- She was not aware that the train was still elevated in front of the farm stand, which she can see from the upstairs of the house. Removal of the vegetation will definitely open up the view from all levels of the house, exposing their yard to views of Bellevue Way and the elevated portion of the train in front of the farm stand.
- Removing the mature vegetation on their property along Bellevue Way may also impact the stability and value of the remaining trees further up the slope.
- She would like to see mitigation that preserves or replaces the trees and other vegetation that at least restores visual screen they currently enjoy and screen out the view of the elevated train as well.
- She would also like mitigation to include regrading of the backyard to ensure a stable slope and to retain a flat, stable area that they can continue to use and enjoy as they do now, without being so exposed to Bellevue Way.
- Citizen thought the information was helpful and appreciated the opportunity to meet with us.

B2M Alignment Design Options – Resident meetings

Enatai Zone1	
Site Address: 109 th Ave SE Is the home owner or renter occupied? Renter occupied	
Meeting Date/Time: Mon. Sept. 19, 2011 11:00 a.m.	
Questions:	
Do you have any concerns about the potential Bellevue Way HOV lane project?	
Yes, regarding property acquisition for the proposed HOV lane.	
If the HOV lane requires a partial land acquisition of our property, the City will need to purchase the entire property. In 2008 we were not allowed to rebuild or enlarge the home, and we were told by the City that any disturbance of the slope could cause the existing house to slide. These are the issues:	
<ul style="list-style-type: none">■ The existing home was built under more lax regulations for critical areas. Today, no development or redevelopment can occur on the site.■ The foundation of the existing home is 50 years old. Because of critical area regulations, it cannot be reinforced.■ The soil on the site is sandy and unstable■ There are 3 critical area slopes on the property, and they encompass most of the property from directly behind the house to the back property line on Bellevue Way.■ We proposed retaining walls when we proposed adding a 2nd story to the home. We were told that retaining walls could not stabilize the multiple issues and 3 critical area slopes on the property.■ The hillside vegetation helps to stabilize the slope and provides some buffer to Bellevue Way. We are not even able to remove brush/blackberries from the slope without a permit.	
Citizens were adamant that the City cannot propose a retaining wall to stabilize disturbance of the slope after they were told by the City that any disturbance of the slope could cause to slope to fail. Furthermore, they were told that a retaining wall would not prevent this.	
citizens added that they would be willing sellers of the entire property. However, if the City proposed a partial acquisition they would take this to court.	
If the project advances, are there steps that the City or Sound Transit could take to address your concerns?	
Any other comments?	
Although citizens main concern is that the City may propose a partial acquisition; they also share the concerns of their neighbors regarding noise and other neighborhood disturbance from light rail and from construction.	

East Link Home visit – Enatai, Zone 1

Bellevue Way SE

Interview date and time: Sept. 22nd at 12:30 PM

Notes about property:

- The owners purchased the property in 2005. They said when the house was built Bellevue Way was a dirt road. They have children.

Comments & Concerns:

- The citizens were concerned about noise impacts from the rail line, from construction, and from additional traffic if Bellevue Way is expanded with an HOV lane. Regarding the rail line they acknowledged that the trains themselves were quiet, but that they could be affected by noise of train bells at the station and possible wheel squeal from where the train turns from I-90.
- They wanted more information about what kind of sound mitigation might be possible as part of the light rail project and were particularly interested in a sound wall. In a follow-up review of the East Link Final EIS, the station design does show a sound wall along the tracks at the station, as well as along the guideway both north and south of the station.
- They were concerned that the road expansion and the take of their property would include a row of mature evergreen trees at the base of their property. They said that these trees provide important sound protection, especially in winter when the other trees are bare. They would like to see a sound wall as part of the HOV project to address the existing noise issues.
- They were also concerned about safety issues. They felt a high sound wall would be good protection against transients brought in by the rail who might be tempted to trespass onto their property.
- They were concerned about traffic impacts, especially during construction, and they thought it likely that 108th Street would get more traffic. They wanted more patrols to catch speeders and possibly more speed bumps on 108th.
- They were concerned about how the compensation for the possible partial take might happen. In particular they wanted to know if it was calculated on a straight per square foot rate, and also if they would be compensated for a loss of right of access on to Bellevue Way. They pointed out that their 2nd lot was developable, but would not be if it lost access onto Bellevue Way.
- The citizens did not understand why the train was coming up Bellevue Way and “splitting the neighborhood,” when the B7 route along the BN right of way was available.

East Link Home visit – Enatai, Zone 1

SE 24th Place

Interview date and time: September 13th at 10:00 AM

Notes about property:

- Property purchased about a year ago. Two small children.
- Property slopes down to Bellevue Way to the East. There are some large trees on the slope, but it's pretty wild. The hope is to develop it into a more useable yard.

Comments & Concerns:

- Citizens had heard about the potential expansion of Bellevue Way to create an additional HOV lane. They were concerned that this expansion would create more noise from the road. They wanted more information about what kind of sound mitigation might be possible as part of that project.
- They were also concerned about loss of vegetation with the lane expansion, and the possibility that their visual buffer to the road would be compromised.
- They were also concerned about safety issues. They have young kids, and would like to develop their yard as a place the kids could play. Given the steep slope and the possibly expanded roadway, they were concerned about kids possibly falling over the wall.
- They were also concerned about increased air pollution from the expanded road, especially if they lost some of the trees that currently screen the road and block the wind.
- They did not like the HOV proposal in general, believing that it would just bring more traffic onto Bellevue Way, and turn it into something more like a highway.
- They were concerned about the possibility of hearing bells from the train. Phil explained that they were not likely to hear bells since the train did not cross any rights of way at-grade near their property.
- Citizens saw some benefit to the light rail and having a station nearby. They were not so concerned about impacts of the train (noise or visual). Their primary concern was with the increase in traffic if an additional lane is put into Bellevue Way.

B2M Alignment Design Options – Resident meetings

Enatai Zone1	
Address: 109 th Ave SE Is the home owner or renter occupied? Renter occupied	
Meeting Date/Time: 9/14/2011 3:30 p.m.	
Questions:	
Do you have any concerns about the potential Bellevue Way HOV lane project? Concerned about being close to the light rail route, including: noise from train running up Bellevue Way especially at night, noise and light disturbance from the park & ride station. Commented that it would be better for neighborhood if the train ran in a tunnel.	
If the project advances, are there steps that the City or Sound Transit could take to address your concerns?	
Any other comments? Citizens have received letters from Sound Transit, but have not met with Sound Transit or attended any light rail public meetings. May be interested in Sept. 20 th Open House. Questions: How much property could they lose for the HOV lane? How far is their property from the S. Bellevue park & ride station? What hours will the light rail train run? All night? What is the schedule for potential HOV lane construction and light rail construction?	

East Link interviews
Enatai Zone One

Zone One property: Bellevue Way

Interview: Sept. 20, 10:00 a.m.

Notes about property:

1. Traffic noise from Bellevue Way is very loud at this home. Resident notes that any additional construction noise, such as the recent overlay, disrupts sleep in the household.
2. He noted that he is a real estate agent and that he would share this information with his mother.
3. Information was provided about the potential full acquisition of the property if the HOV project proceeds and the possible timeline for the project.

Owner's major concerns:

1. Noise – especially during construction – could make life “unbearable.” (The train would be on the east side and below grade at this point.
2. Visibility of the train running on the east side of Bellevue Way since their house is on a slope that would look down toward the light rail line – especially if the existing trees between the light rail and Bellevue Way are removed.
3. Loss of property value; obtaining a fair price if the property is acquired. (Max provided Luis with general information about the City's property acquisition process.)

Additional comments:

Citizen was unfamiliar with plans for the HOV lane, and he indicated that he would attend the Sept. 26 public hearing to express his thoughts to the City Council.

111th Ave SE

Family status: 2 young children

Sept 22, 5:30

- Most critical concern is sound impact from construction, from train, and from increased traffic if HOV lane.
- Wants sound measured at different times of day from different locations
- Wants to know if there are things ST can do to direct sound a different direction
- Not really concerned about visual impact at this stage, but doesn't have enough information to know how much of the thick vegetation will be removed and what the visual impact might really be. A bit concerned about large picture window by shower in bathroom that looks out over the P& R. Want to be informed which trees will be taken out. Not really worried about seeing train, just about view into their home.
- Mixed feelings on HOV lane, understands need for traffic capacity, just wish it didn't directly affect their home.
- Concerned about noise from construction and with contractors wanting to work nights and weekends, wants to know if there is a public comment period if they ask for construction variances.
- Concerned about soil stability – what if something happens to their property after tree removal, construction, etc. Do they have legal recourse, will it be fixed?
- Wants to know if they need to be working with ST or COB on noise mitigation – they expect noise issues from train and from HOV lane.

SE 24th Place

Own home 4 years

Meeting: 9/21, 6:30pm (augmented with e-mail)

Do you have any concerns about potential Bellevue Way HOV lane project?

- Property sits over Bellevue Way looking at blueberry farm. Concerned about losing territorial view of blueberry farm.
- Concerned about lights from construction at night.
- Concerned about night time construction, loss of sleep from light and noise – resident has clinical insomnia.
- Concerned about wheel squeal from train – ST can't explain why noise models in Tukwila have not worked, and they are using the same models in Bellevue.
- Worried about plummeting home values – how will the city compensate for this?
- Concerned about more crime in neighborhood.
- Vibration effect is bad already from large trucks and buses, will be worse with construction.
- Would prefer to see HOV on east side of street.

If the project advances, are there steps the City or ST could take to address your concerns?

- Would prefer to move out during construction and be compensated.
- Wants more specific sound engineering information – i.e....why sound studies are not accurate in Tukwila.
- Visual screening and sound walls very important – visual screen to block view of train and noise wall.

Other comments?

Wants to know why left turn lane is extended so far north on Bellevue Way?

Thinks HOV lane is a terrible idea for their property.

Disappointed in Bellevue City Council – do not feel they have done everything they can do get to best outcome for Bellevue.

Would like to talk with City's real estate acquisition department.

(The following was received via e-mail 9/22/2011)

When we spoke last night, I forgot one topic. I am gravely concerned about the stability of the soil on our property. According to the records that came with the house, when the extension was built, special engineering and oversight during construction was required to ensure the hill didn't become unstable. If the HOV lane is built and the hill is cut into, there may be a chance of our house sliding down the hill as a result of instability created by cutting into the existing hill. I have horrible visions of the construction crew making the cut into the hill, we get one of those big "pineapple express" rain storms, the soil loses stability and the entire house slides into Bellevue Way.

If Bellevue goes forward with the HOV lane (and I *really* hope the city does not) I would want the following specifics from the city:

1. independent soil engineering firm to oversee construction and monitor our property for potential problems during the entire construction process
2. halting all construction if any possible issues arise, re-evaluating and understanding the issues/risk before resuming construction
3. up-front, written, documentation from the city that Bellevue will, without quibble, pay for **all repair costs** for any and all damage to the property which arise from the construction

up-front, written, documentation from the city that Bellevue will, without quibble, pay for **actual replacement costs** of any and all contents of the home damaged by any issues resulting from the construction.

Enatai Zone One – Bellevue Way

9/15 meeting at city hall

Property is owner-occupied – couple with young children, lived in home 4 years

Works in Seattle (but would not use train due to carpool with spouse and daycare drop off)

Do you have any concerns about potential Bellevue Way HOV lane project:

- City on hook for cost – doesn't think City should spend \$25 million for this
- Wall needs to be taller than shown as you go south
- Prefers a two tiered retaining wall system
- Opening up and reducing vegetation along Bellevue Way could cause more light spillage from street lights
- Ambient noise increased after 405 project – use quiet pavement along Bellevue Way

If project advances, are there steps that the City or Sound Transit could take to address your concerns?

- Must maintain driveway access from property to Bellevue Way, for easiest access and for emergency vehicles
- Need to make sure tile sewer line is not damaged during construction
- Protection of trees – wants trees replaced and vegetation screen. Can some of trees removed be replanted on different parts of the property? Would also suggest bringing grade up by moving soil, so that trees start out a few feet taller.
- Physical barrier for retaining wall – worried about 8' vertical drop into traffic lane, wants to prevent his kids from accessing, worried about safety. Expects he would have to fence his entire property to have a physical barrier.
- Does not want to be living there during construction of HOV and Light Rail – would like to be bought out, does not want to live through 6 years of construction

Other comments?

- Take a serious look at A-2 station v. South Bellevue P&R, less traffic impact and less visual impact as it drops down sooner
- The three houses that will be taken – don't leave them empty, take out right away
- History in Seattle shows that ST likes to work 24/7 and will ask for variances to set construction hours, not happy about this – one particular concern is decibels of pumps for dewatering during construction around Winter's House.
- Believes the entire corridor is stuck with their properties until light rail is complete – "condemnation blight". Feels no one east of 108th can sell their homes – this will not be cured by a resurgent real estate market as no one will buy during construction.
- Bellevue needs to make sure that ST complies with concurrency and noise code
- Will there be updated cost estimates that include mitigation?
- Wants to know why no discussion of alignment south of the Y?
- Would like to see ST buy all properties on front line, do the project and then dispose of the properties
- Concerned about height of park and ride structure, prefers A-2 station as it would alleviate need for extra lane on Bellevue Way
- Need to remove all at grade crossings – this is a public safety issue.
- Should remove intermediate station in Bellevue

- Feel strongly that artificial deadline for the MOU, with the level of detail currently available, is not sufficient for decision making. The outreach schedule is unacceptable and there should be more time.

ENATAI ZONE 2 DROP IN SESSION – BELLEVUE CHRISTIAN CHURCH – SEPT. 15, 2011

Individual Comments:

Citizen 1:

No concerns about HOV as it is on the other side of the road from his produce stand. Knows he needs to re-locate, wants more info on when (suggested he talk with ST about timing). Wants to maintain access to fields by pump station. Concerned about HOV construction impacts on farm stand. Additional temporary parking could be added at boat launch to provide parking for picking blueberries while the other fields are inaccessible during construction.

Citizen 2:

Concerned about impact on Winters House from construction vibration. Not sure HOV will add any value after construction. Traffic backup is at I-90, Bellevue Way doesn't cause the congestion, it is just where the traffic stops because I-90 is backed up. Problem does need to be addressed with traffic during construction.

General Resident Comments:

- Concerned about noise from light rail and HOV, already hear the I-405 noise.
- Make 113th exit only from local neighborhood to prevent cut thru or block off entirely, use barrier to prevent turns.
- More traffic control on 112th to prevent u-turns into neighborhood.
- If you can put an HOV on west side of Bellevue Way, why not just move the LRT into hill on west side at P&R and use \$30M for this instead of HOV, not affecting the blueberry farm and slough?
- Would like a lid like on Mercer Island, covered with vegetation.
- Noise from station, added to noise from I-90 and I-405, also dust and view from P&R to homes (concerns about privacy).
- Retain existing mature trees to block view of P&R.
- Worries about air quality and pollution levels, would like a baseline air quality measure pre-construction and during construction.
- Concerns that City will at some later point re-zone area to multi family or commercial.
- People upset that there was no general notice of this meeting to the neighborhood, feel they are being kept in the dark.
- Some feel HOV lane will help keep traffic from cutting through the neighborhood.

COMMENT SHEET
Sept. 20, 2011 Open House
City of Bellevue East Link Light Rail

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- 1) design options for the 112th Ave SE alignment (B2M);
- 2) a potential high-occupancy vehicle (HOV) lane on Bellevue Way from I-90 to the "Y";
- 3) the potential City contribution to a Downtown tunnel.

Please take a few minutes to review the information at the open house, ask questions of City and Sound Transit staff, and share your thoughts with staff and/or on this comment form. We would appreciate your response to the following questions:

Please print:

1. ***What are your thoughts about the B2M design options? For example: Where and how it crosses 112th? West side v. east side of 112th? Does it address previous concerns you had about impacts? Does it raise new concerns about impacts, if so, what are they? What are some possible ways to address your concerns?***

TOTALLY UNACCEPTABLE!
SEE B7 DESIGN FOR BETTER &
MORE AFFORDABLE DESIGN

2. ***What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?***

NOT NEEDED. SP&R LIGHT CAUSES
CONGESTION WHICH WILL BE WORSE
FOR NEW B2M GARAGE WITH 3X MORE
TRAFFIC. SIGNAL WILL BE ELIMINATED
UNDER B7.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

4. **Any other comments?**

Please print:

Name: _____

Property Address: _____

Email: _____ Phone: _____

A summary of these comments will be provided to City Council prior to the public hearing on these topics in Council Chambers on Monday, Sept. 26, 2011 at 8:00 p.m. You are also encouraged to speak at the public hearing and/or send your comments to the City Council (council@bellevuwa.gov). **THANK YOU FOR YOUR TIME AND YOUR COMMENTS.**

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• Elevated tracks would be a blight on the landscape forever. Forbid them!
• Choose Option A, crossing at 6 th
• Recognize the huge livability impacts on residents along 111 th & 112 th Avenues and insist on fair compensation & excellent mitigation. Be their advocate!
• Do not allow "partial takes!"

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

It's a serious blow to the livability and property values of residents on the west side of Bellevue Way.
Drop this idea or acquire affected properties (any that will suffer years of unbearable noise and disruption.)

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The Downtown Tunnel is no more important than neighborhood livability. Make sure one is not sacrificed to the other.

The HOV lane is not anywhere near as important as providing decent mitigation from light rail impacts on neighborhoods. Re-direct this money to mitigation & drop the HOV lane.

4. **Any other comments?**

I am a Bellevue homeowner, but I do not live in either of the 2 affected areas.

Please print:

Name: Cheryl Kuhn

Property Address: 2415 168th Ave NE

Email: Cheryl.Kuhn@comcast.net Phone: 425-742-1495

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Route should just go from I-90 P&R north on Bellevue
Way to about NE 4/6 th , the east; all the line should
be on the surface (no elevated/tunnel segments).

2. ***What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?***

This project is not required.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

There should be no general City tax revenues used for this project. Costs should be reduced by routing the entire 'B' and 'C' East Link segments on the surface (except for crossing I-405). There should be no provision for a tunnel under the downtown area

4. **Any other comments?**

The Segment D of East Link should run along/near I-405, not through the Bel-Red 'corridor'; there should only be one station in the Bel-Red area (next to I-405) at approximately 130TH NE. If Segment D is routed through the Bel-Red area, there should only be one station at approximately NE 16TH and 130TH NE

Please print:

Name: DAVID F. PLUMMER
Property Address: 14414 NE 14TH PL BELLEVUE, WA 98007
Email: pdf3@comcast.net Phone: _____

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Property Address: _____

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Poor choice of route through established neighborhood.

- 2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

The Sound Transit EIS should be reworked to take into account the HOV.
HOV costs should be added to total cost of planned route.
City & Sound Transit should commit to zero impact of HOV/Transit noise on neighborhoods measure before & after.

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

The city should opt for 2000 west 1st.

Would B7 provide economic opportunity for zone east of 405 (Main st. to NE 24th).

4. Any other comments?

Please print:

Name: Tom CHRISTIE

Property Address: 11004 SE 25th

Email: tmchristie@gmail.com Phone: 425-503-3734

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4. **Any other comments?**

Just get it done! Quit stalling tactics and work with Sound Transit.
I have lived here 15 yrs and I
would like to use it before I am
too old to walk to a station.

Please print:

Name: Hilary Salkind

Property Address: 1040 107th Ave SE

Email: hsalkind@yahoo.com Phone: _____

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1. What are your thoughts about the B2M design options? For example: Where and how it crosses 112th? West side v. east side of 112th? Does it address previous concerns you had about impacts? Does it raise new concerns about impacts, if so, what are they? What are some possible ways to address your concerns?

I LIVE AT BELLEFIELD PARK AND I STRONGLY BELIEVE THAT THERE SHOULD BE NO FLYOVER TO CROSS FROM EAST TO WEST ON 112TH 112TH. MY PREFERENCE IS FOR THE TRAIN TO CROSS VIA A CUT AND COVER TUNNEL BECAUSE IT IS IMPORTANT TO ME THAT GATED/CONTROLLED TRAIN CROSSINGS BE ELIMINATED (OUT OF NOISE CONSIDERATIONS). AS THE GROUND DROPS OFF MORE STEEPLY ON THE EAST SIDE OF 112TH (S. OF 15TH), IT SEEMS TO ME THAT A SUNKEN TRACK ON THE EAST WOULD BE BEST, THEN CROSSING AT ^{THE} BEST ANGLE (UNDER THE ROAD) - IN ORDER TO REDUCE WHEEL-SCREEL.
--

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

I DON'T THINK THE CITY SHOULD PARTNER WITH SOUND TRANSIT ON THIS PROJECT: I AM CONCERNED THAT S.T. WILL SAY "WE GAVE YOU MONEY FOR BELLEVUE WAY HOV" AND THE CITY SAYS TO S.T. "WE GAVE YOU MONEY FOR THE TUNNEL" - AND THEREBY LEAVING NO MONEY IN THE POT FOR

RESIDENTS ALONG 112TH.

AS IT PROCEEDS NORTH ON 112TH, AGAIN GATED/CONTROLLED CROSSINGS SHOULD BE ELIMINATED. THERE SHOULD ALSO BE A BUFFER BETWEEN PEDESTRIAN PATHS AND THE TRACK. IT IS IMPORTANT THAT THE LOOK AND FEEL OF 112TH BE PRESERVED.

3. *The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?*

YES, THE CITY'S APPROACH SEEMS REASONABLE AND PRUDENT.

4. *Any other comments?*

I WISH THE EAST LINK TOOK THE B-7 ALIGNMENT WITH THE "MAIN" STATION ON 116TH AND NE 8TH BY THE HOSPITAL DISTRICT.

Please print:
 Name: ANTHONY J. NICE
 Property Address: 1112 BELLEFLEUR PK LN
 Email: TONY@THENICES.COM Phone: 425-467-8160

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4. **Any other comments?**

Please print:

Name: _____

Property Address: _____

Email: _____ Phone: _____

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The flyover, option B is my preference
because it is faster for train
+ safer for other traffic

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Concern it will increase traffic
by decreasing advantage
of light rail + bus options

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4. **Any other comments?**

Please print:

Name: John Heil
Property Address: 11021 S.E 26th St
Email: lakeil@mac.com Phone: 688-7743

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NO OPINION

4. Any other comments?

I APPRECIATE ALL THE EFFORT THAT IS BEING MADE TO COMMUNICATE AND TO CONSIDER INPUT FROM THE NEIGHBORHOOD. A TOUGH JOB!

Please print:
 Name: ROGER JOHNSON
 Property Address: 1350 BELLEFIELD PARK LN
 Email: ROGJOHN@COMCAST.NET Phone: 425-788-1692

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Bellefield Residential Park - The entrance & exit situations from the park onto 112 th are unacceptable
Too much noise (a train every 3 1/2 min)
Danger to wildlife crossing st.
Added traffic not good

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Go to the B-7 route. The only common sense route)

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4. **Any other comments?**

Please print:

Name: James R. Stone
Property Address: 1340 Bellefield Park Ln. Bellevue WA 98004
Email: Jim-Shirley@msa.com Phone: 425 454-8341

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I LIVE AT BELLEFIELD RESIDENTIAL PARK AND AM DIRECTLY IMPACTED BY ALL OPTIONS - VISUAL BLIGHT / SOUND + LIGHT.
I PREFER AT GRADE ON THE EASTSIDE OF 112 th IF THE ENTRANCE TO THE OFFICE PARK (15 th) WERE CLOSED. THIS WOULD ELIMINATE THE NEED FOR A GATED CROSSING - THEREBY LESSENING THE NOISE ISSUE.
ALTERNATIVELY - CAN THE CROSS FROM THE EAST SIDE OF 112 TO THE WEST SIDE BE UNDERGROUND -

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

I MUST ADMIT THAT I AM SO EMOTIONALLY INVOLVED IN TRYING TO PRESERVE MY HOME THAT I HAVE LITTLE BAND WIDTH REMAINING TO CONSIDER THIS HOV ISSUE AT PRESENT

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

4. Any other comments?

WAS HAVING A "TUNNEL AGREEMENT" WITH SOUND TRANSIT NORTH THE WRATH & ILL WILL OF THE RESIDENTIAL COMMUNITY? WE FEEL WE WERE SOLD OUT - OUT WITHOUT THIS EXISTING AGREEMENT I THINK THE CITY WOULD BE IN A STRONGER POSITION IN DEALING WITH ST.
IT IS CHALLENGING TO REMAIN OBJECTIVE WHEN YOUR HOME IS ENDANGERED -

Please print:
Name: KRISTEN NICG
Property Address: 1112 BELLEFIELD PARK LANE BELLEVUE
Email: KRISTENNICG@GMAIL.COM Phone: 425.462.3698

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4. **Any other comments?**

Please print:
Name: MARYANN GRAY
Property Address: 1103 Bellefleur Park Lane
Email: mgray1103@comcast.net Phone: 425-454-3453

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I don't know how to answer these specific questions, but I am very sad that Sound Transit and the City of Bellevue (for whatever reasons) are willing to sacrifice Surrey Downs safety and peace for the route down 112th. No 112th option is adequate. Only B7 revised keeps our beautiful neighborhood a fact.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

I'm not up to speed on this.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

4. **Any other comments?**

<p>I have heard/read comments about other neighborhoods ST has completed projects in. I expect the same lack of understanding about community impact and lack of concern here as has been there. Please Bellevue City leaders stand up for the livability of Bellevue.</p>

Please print:
 Name: Steve Hall
 Property Address: 11031 SE 9th
 Email: SteveHall@msk.com Phone: 206-595-5109

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<i>Would prefer to see route on east side of 112th so that it is less disruptive to homeowner's</i>

2. ***What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?***

<i>It seems like a good option to keep traffic moving through downtown.</i>

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A flyover is best for
safety + traffic flow.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Well, if there are two lanes
going in + out of Bellevue like now,
why do we need an HOV Lane.
After light rail is done, more
people should be on the trams +
not cars. - why would we promote cars in
an HOV Lane vs. light rail - so NO HOV Lane
* Plus other safety projects are needed first.

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Do not give up on the B7 route

Sound Transit is holding the City Hostage. They say: you recognize our preferred route, you pay 1/2 + we'll let you have your tunnel. - They are bullies. That being said I think all the money @ this point should go to mitigation we need, Bellevue needs a tunnel for traffic flow

4. Any other comments?

(* B7 ROUTE IS BEST)

~~... private business should pay for the tunnel ...~~
~~... the city to ...~~

The enatai neighborhood, especially around the school will need constant patrols to keep cut through traffic from speeding + keep walkers + children SAFE.

Please print:

Name: Shelley Lundquist

Property Address: 2532 11 AVE SE

Email: _____ Phone: 425-453-1935

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<i>Go back to the B7 plan</i>
<i>and you won't have this problem</i>

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

<i>Use B7 and you don't</i>
<i>have construction impacts on</i>
<i>Bellevue Way.</i>

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Insist on going back to BT.

4. Any other comments?

Any at grade level crossings MUST be avoided. BT does not have at grade level crossings.

Please print:
Name: Lars Sjaegaard
Property Address: 1007 109 Ave SE Bellevue 98004
Email: LSAXEGAARD@AOL.COM Phone: 425-454-9650

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My 1st choice would be to use the RR tracks already there. going down 112th you would need to cross below the surface - we need to protect the neighborhoods and not get rid of all the trees.

BTR/CFT is cheaper it would make it easier to go to Des Moines & Renton

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

During Rush hour it is already congested - Adding another lane will make it worse

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

Sound Transit pays for tunnels in Seattle and they should pay for the one in Bellevue.

4. Any other comments?

I really prefer A RUP's design and feel you should use it.

Please print:

Name: Carlynn Saxegaard

Property Address: 1007-109th Ave. S.E.

Email: LSaxegaard@comcast.com Phone: 206-454-9650

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NOISE, TRAFFIC, VIBRATION, Ugly

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

YES Don't Come Down Bellevue Way, Already TRAFFIC Problems without that Slow Train.

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B-7 is the choice / If they don't have enough money to do it right the first time, not to do it at all, or save up (like 520) until they can afford to do it right.

We are already funding ST with our money now, why should Bellevue Council have to chip in more.

4. Any other comments?

Please print: Bob Braten
Name: Bob Braten
Property Address: _____
Email: braten@regencygroupinc.com Phone: 425-990-3451

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hillsides
train
15-20ft buffer
sidewalk
cons

The longer the alignment stays West the less impact to the Slough and it's buffers, you can eliminate crossing intersections of 15th, 8th + 6th.

Don't understand flyovers + retained cuts - why needed? Keep it at-grade with a 15 ft. landscape buffer on the side walk + street side, buy out the residents that want to sell on the West + use flat park buffer to have the train come in in a park-like setting.

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

The HOV lane + cost associated with it is too high. It will likely create a bottleneck onto I-90W. If ^{you} want to take land west, put the train on that side; into the hill + eliminate sound + visual impacts, keep train completely out of the Slough + away from Winters House + maybe even lid it. Then the train can cross elevated or at-grade once at the Y (104th + 112th) and stay West.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

Residents are willing to have a property tax or a tax increase do have this done right. Don't mess it up, or cheapen it when 50-100 years we can recoup cost for doing it right the 1st time.

years

4. **Any other comments?**

Please print:

Name: Betina Finley
Property Address: 1216 108th AVE
Email: betinaf@gmail.com Phone: 425-922-9000

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PREFER THE PLYWOOD / TIEBACK OPTION
BECAUSE IT ELIMINATES AT-GRADE
CROSSINGS BETWEEN SEATTLE AND
DOWNTOWN BELLEVUE

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

GOOD IDEA

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4. **Any other comments?**

TUNNEL UNDER DOWNTOWN BELLEVUE IS A MUST

Please print:

Name: _____

Property Address: _____

Email: _____ Phone: _____

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2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Why would you add even more cement to Bellevue Way and take away even more trees/natural areas, if you already have transit there?
Once again, this is more about moving traffic in and out of Bellevue rather than keeping the character of the adjacent neighborhoods and slough.
No to more traffic lanes through Enatai.

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The development that benefits from commuters through Bellevue need to pay their share, maybe in a tax for workers who do not live in Bellevue.

4. **Any other comments?**

Yes.
Why do the light rail routes follow a highway (I90) to Bellevue and out of Bellevue (520), but not through Bellevue (405)?
It would have saved a lot of time, money and frustration if they had done that route and stayed consistent.

Please print:

Name: Anne Kroeker

Property Address: 10907 SE 23rd St

Email: _____ Phone: _____

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The "B" option with the flyover and tunnel is the only one of the 3 that is in any way sensible or acceptable. The other 2 options impact our traffic and neighborhoods way too much. The City can address my concerns by sticking to the I-90 and I-405 plan, or telling Sound Transit to go stick it where the sun doesn't shine.

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

This is the most sensible piece on display tonight, because it offsets and mitigates what is fundamentally multiple versions of a stupid plan.

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

I cannot understand why Bellevue would have to pay for an obviously required tunnel, when Seattle is currently getting half a dozen tunnels that they are not paying for. Why is Bellevue being made to pay for what Seattle gets for free?
Cost or not, paying a portion of the tunnel is still better than destroying our beautiful city for a surface level option. It's just a very sad situation.

4. Any other comments?

I simply cannot understand why the City caved in to pressure from Sound Transit over the proposed I-90 route to I-405. This whole Bellevue way approach makes no sense at all. It adversely impacts our neighborhoods, traffic, and businesses. It would be better to have NO Light Rail than these 3 options.

Please print: Steve O'Neill
Name: Steve O'Neill
Property Address: 14652 SE 8th St
Email: osp1@comcast.net Phone: 206-612-4887

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Is it a better option to build
the E-Line light rail along 114 th AVENUE
less impact on residential housing. ^{which} runs parallel
less environmental & noise impact. ^{w/} 405

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Good idea

3. *The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?*

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I'd encourage considering at grade option.
The elevated option is just making it a whole lot worse to the surrounding community.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

The additional costs to acquire affected properties due to the Expansion, when this is added to overall B2M / CAF costs, how would it now stand against B7R / CAF?
With light rail on the East and retaining walls on the West this is going to have big impact to Quatai neighborhood.

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4. **Any other comments?**

Please print:
Name: SOEMIN TRON
Property Address: 11047 SE 24th Pl
Email: Soemin-tron@hotmail.com Phone: 425 6996537

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Only like option "B" on segment "B" for both cost and location.

4. **Any other comments?**

Please print:
Name: G. W. Christy
Property Address: 14700 NE 29th Pl #113
Email: grogwa@netscape.net Phone: (425) 867-0633

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4. *Any other comments?*

Please print: Contact address:
333 NE 51st St.
Seattle, WA 98105
 Name: Kit Tangen
 Property Address: 1016 111th Pl SE (property address - rental)
 Email: Kit.Tangen@gmail.com Phone: 206 491-0005

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4. **Any other comments?**

Please ensure our quality of life for the Surrey Downs area, and specifically for those of us right on 112 th SE.
Mitigate, mitigate, mitigate

Please print:

Name: Kent Kuiper

Property Address: 912 112th Pl SE 98004

Email: kuiperk@hotmail.com Phone: 425-750-4344

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I am against all at grade crossings. An east side of 112 th
with retained cut extending south of SE 8th avoids this, is
preferred.
of options presented, prefer over pass of 112 th .
Cross 112 th as soon as possible

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Sound Transit should pick up more of the \$35m
cost as mitigation of traffic during construction and
also for mitigation of the additional traffic on Bellevue
Way after construction & during operation.
Improve Bellevue Way - Transit Station parking access
to prevent congestion, avoid a stop light &

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Generally right. Can't think of any improvements.

4. **Any other comments?**

Sound Transit can do better on noise control, but it changes the whole design, rail car, track, rail bed. The West route of Hong Kong Transit is an example.

Please print:

Name: Lloyd D. Jacobs
Property Address: 2004 128th Ave SE
Email: LloydJ@hotmail.com Phone: 425 747-3979

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Please keep a station in the plans
for 112th SE. It will be a great
benefit to the neighborhood residential
and business properties, and it will increase
ridership.

- 2. *What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?*

Great strategy for mitigating construction
impacts and reducing congestion post-construction.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

4. **Any other comments?**

Please print:

Name: Jesse Pacem
Property Address: 460 109th Ave SE
Email: jesspacem@yahoo.com Phone: _____

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I DID NOT HAVE ANY PREVIOUS CONCERNS WITH THE
B2M DESIGN, SOME OF THE OPTIONS SEEM
OKAY. MY MAIN INTEREST IS TO SEE THE
PROJECT DEVELOPED AS SOON AS POSSIBLE.
I ALSO WOULD LIKE TO SEE MY FELLOW
NEIGHBORS PROTECTED FROM NOISE IMPACTS
AS MUCH AS POSSIBLE.

2. *What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?*

MY BIGGEST CONCERN IS GETTING THE TRAIN
MOVING AS FAST AS POSSIBLE. I DO NOT
WANT TO SEE POLITICS GET IN THE WAY
OF IMPROVED PUBLIC TRANSPORTATION AND
ECONOMIC DEVELOPMENT OF OUR REGION

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

THE CITY SHOULD ALSO CONSIDER THE COST OF NEEDLESS DELAY. I RESPECT THAT THE CITY NEEDS TO BE CAREFUL, BUT WE ALSO NEED TO MOVE THIS PROJECT FORWARD

I ALSO DO NOT WANT SEE TIME OR \$ LOST TO LITIGATION BETWEEN THE CITY & SOUND TRANSIT. THE VOTERS OF THE CITY OF BELLEVUE VOTED IN 2008 WITH CLEAR SUPPORT FOR LIGHT RAIL

4. Any other comments?

Please print:

Name: JOE BURCAR
Property Address: 10426 SE 25TH STREET BELLEVUE
Email: _____ Phone: _____

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Yes, the design options address previous concerns I had. The 3 options provide a nice range of choices. I like A and B... B allows for traffic efficiencies. I would defer to those living along 112 th for which which option best addresses their impact concerns. My concern is around construction mitigation in Enatai - I accept it will be challenging, but the benefit will outweigh the short term pain. Traffic earning mitigation to prevent cut-throughs.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

I'm not familiar enough with this issue to comment.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

Please move forward and sign the MOU. No litigation - besides slowing down progress, it takes \$ from important mitigation.

4. **Any other comments?**

Move forward with the MOU! Now is the time to act - this project will mean my family can live here and thrive for another 30 years.

Please print:

Name: Rebecca Sears

Property Address: 10426 SE 25th St.

Email: _____ Phone: _____

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1. **What are your thoughts about the B2M design options? For example: Where and how it crosses 112th? West side v. east side of 112th? Does it address previous concerns you had about impacts? Does it raise new concerns about impacts, if so, what are they? What are some possible ways to address your concerns?**

B7 is still the best option

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Do not like the idea. Cost, engineering near wetlands.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

no comment, yet.

4. **Any other comments?**

Please print:
Name: Laura FOX
Property Address: 1004 108th Ave SE
Email: lfoxxxx@yahoo.com Phone: _____

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** Would be nice to have the three options next to each other and then have three viewing areas set up.*

Move Project TO Train Tracks -

- Buses are faster than your Light Rail Plan
- It doesn't serve any purpose of ~~many~~ solving traffic problems
- The Project is being built with ~~outdated~~ *outdated style*

Numbers of cost \$
Numbers of riders high
Numbers of riders & high

Please read material you have shared with citizens about low

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

No HOV - ~~is~~

~~Sound Transit~~ Transit - doesn't have a clue!

You keep changing the rules - all cost the citizens of Bellevue more -

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

No cost or low cost-
The cost of the project outweighs the benefit.
There aren't enough riders for Light Rail-

4. Any other comments?

The City of Bellevue needs to listen to what its citizens have been saying. - And represent what we have said. You keep having meetings and open houses. - We keep telling you change the route - and use existing train tracks.
Sound Transit - doesn't have the funds Bellevue City - doesn't have the funds
Why should we citizens agree to spending money we don't see being used logical & fiscally responsible

Please print:

Name: Barb Lyle
Property Address: 9025 SE 16th Street
Email: barbarella1@comcast.net Phone: 425-451-8232

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Prefer elevated track over 112 th
don't like surface trans crossing
street
LET'S GET THIS PROJECT MOVING
FORWARD

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

Needs to be done cuter way
Great ex. Idea - traffic
already horrible!

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Wanted A TUNNEL - NO SURFACE TRAINS
JUST GET IT DONE WHETHER IT TAKES
NO MORE DELAY TACTICS !!

4. Any other comments?

SAY IT BEFORE BUILD THIS THING
ASAP

Please print:

Name: A. EGNAZ MD

Property Address: 10698 SE 17th ST BELLEVUE, WA

Email: EGNAZ FAMILY @ Phone: (206) ~~433-1~~ 462-7973

COMCAST.NET

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4. **Any other comments?**

Please print:
Name: Kub McEwan
Property Address: 4047 120th Ave SE
Email: kubmcewan@hotmail.com Phone:

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<i>There will be impacts no matter where. Wherever the will do the work for the greater good?!</i>

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

<i>We must keep Bellevue Way moving while 520 is reconfigured and the bridge built. Capacity on Bellevue way is critical to move traffic 24/7.</i>

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

Bring the taxes to get it moving now into downtown. I live 2 blocks outside and want it to be functioning and usable within my life time!

4. Any other comments?

It is time to quit quibbling and playing to special interests. Resolve the issues NOW! and start working on the project! No more time is required. I will happily pay the taxes to cover a tunnel!

This should have been built in the 1960's & 70's! No more excuses! - delay - Get going.

Please print:

Name: Jan Stout
Property Address: 9632 Hilltop Rd, 98004
Email: jlmstout@att.net Phone: 454-3172

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I AM OPPOSED TO THE RAIL COMING DOWN 112TH AT ALL!
OVERHEAD, ON-GRADE OR UNDERGROUND WOULD IMPACT US ON ANY LEVEL - BUILD US A BEAUTIFUL ROCK WALL W/ LANDSCAPING & LOCKING, GATE PROVIDE TRIPLE PANE WINDOWS! PLEASE CONSIDER!!!

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

I AM NOT AS AFFECTED BY THIS HOWEVER, MY HEART GOES OUT TO THE FAMILIES THAT WILL BE! HAVE YOU REALLY CONSIDERED, STANDING IN OUR SHOES! TRULY?!

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IT'S MY OPINION THAT ALL B2M OPTIONS ARE A TRAVISTRY. AT PRESENT, 112 TH IS A BEAUTIFUL PARK WAY AND THESE RAILS, POLES, WIRES AND NOISES WILL DESTROY THIS BEAUTIFUL PARK SETTING. THE OBVIOUS LOGICAL ROUT WOULD BE TO DESIGN THE NEW 520 BRIDGE FOR LIGHT RAIL FROM THE PLANNED UW AREA STRAIGHT TO REDMOND W/ A LOOP INTO NORTH BELLEVUE, OR GO THE B-7 ROUT IF YOU MUST. OPTION B WOULD BE

- 2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

AN ADDITIONAL LANE SEEMS REASONABLE BUT I DON'T HAVE TO LIVE ALONG THAT STRETCH OF ROAD LIKE THOSE POOR SOULS THAT DO.

THE BETTER 112TH OPTION SINCE IT WOULD NOT IMPACT AUTO TRAFFIC AS MUCH.

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

THIS APPROACH SEEMS REASONABLE
BUT PROBABLY WON'T FLY.
GOOD LUCK! WHY SHOULD BELLEVUE
PAY^{EXTRA} TOWARDS A TUNNEL WHEN SEATTLE
DOES NOT???

4. Any other comments?

THE STATION SHOULD HAVE A AUTO
DROP-OFF LANE. THIS MIGHT
ATTRACT MORE RAIL PASSENGERS.
DON'T COME DOWN 112TH
UNLESS IT'S ALL UNDERGROUND
LIKE MUCH OF WHAT IS BEING DONE
IN SEATTLE.

Please print:

Name:

JONATHAN RIGDON

Property Address:

21 ENATAI DRIVE, BELLEVUE 98004

Email:

COLEMO@COMCAST

Phone:

(425) 454-4777

NET

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I lived in the SF Bay area when "they" were trying to build BART.

It works and all of the naysayers don't hear the noise and actually like the system.

4. Any other comments?

Just get it done. You are never going to please everyone. As I stood at the tables I didn't hear any two people agreeing.

We need this system - we needed Bal Square now we need light rail. Look at cost and put forward the best plans. Enough time and money has been wasted.

Please print:

Name: Mary Ellen Feagin

Property Address: 328- 128th Ave SE Bellevue

Email: _____ Phone: 425- 450- 0112

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THE TUNNEL IS NECESSARY. SOUND TRANSIT
HAS MONEY FOR TWO IN SEATTLE. ITS IMPERATIVE
THAT CAR TRAFFIC KEEP MOVING IN BELLEVUE'S CORE.
BUT IF BELLEVUE NEEDS TO PAY, PLEASE PAY!

4. *Any other comments?*

Please print:
Name: ANDREW PARDOE
Property Address: 10915 SE 1ST ST
Email: AP@UW.EDU Phone: 425 706 6790

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B7 IS BEST - YOU HAVE NO IDEA
HOW IMMORAL YOUR PROPOSAL IS!
SAVE THE NEIGHBORHOODS - SAVE THE WETLANDS. WHAT GIVES YOU THE RIGHT?!!
MONEY & GREED.

2. *What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?*

Ridiculous!

3. *The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?*

4. *Any other comments?*

Please print.
Name: Russel Sieckins
Property Address: 1004 108th SE
Email: _____ Phone: _____

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Option B - <u>grade-separated</u> xing @ SE 15 th
& trench north is very good, way to go
Surrey Downs say that overhead = more noise.
Trench to north helps mitigate that concern.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

For traffic-flow, this is win-win. Once the
retaining walls are in, we'll never regret them.
That blackberry-covered slope is not an asset
to anyone except nesting animals.

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It's a tough call, and I'm not yet prepared to evaluate.
The overriding consideration is that we <u>need</u> transit to Redmond. We need to be prepared for a 4th workable Plan "D" in case we can't pay for the tunnel.

4. **Any other comments?**

Please print:

Name: Martin Paquette
Property Address: 11004 SE 27th Pl, Bellevue
Email: mdpquette@comcast.net Phone: 425-454-1176

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NO, PROVIDING A LOW / MEDIUM / HIGH ALTERNATIVE SCENARIO, PRE-DISPOSES THE VOTING AUDIENCE TO CHOOSE THE MIDDLE OPTION.

4. Any other comments?

DELAY IS NOT ACCEPTABLE OR DESIREABLE. THE ENTIRE EAST-SIDE REGION NEEDS TRANSIT DESPERATELY. ONE WAY OR ANOTHER IT MUST BE DONE.

Please print:
Name: SCOTT RODGERS
Property Address: 331 112TH AVE SE, BELLEVUE WA 98004
Email: scottrodgers@gmail.com Phone: 425-454-4166

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PROJEN NO AT-GRADE CROSSINGS - DIAGONAL OR		
MULTIPLE RAIL IS <u>HAZARD</u> FOR BICYCLES & CONFLICT		
POINTS FOR CARS.		
OF 3 CHOICES	#1	IS B
	#2	IS C
	#3	IS A

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

PROVIDE "COMPLETE" STREET DESIGN - ADD BIKE LANE OR PAVED
4-6' SHOULDERS MIN - DO NOT EXPECT SOUTHBOUND BIKES TO USE
EAST SIDE SIDEWALK - IT IS DANGEROUS AT DRIVEWAYS - SINCE
CARS DO NOT EXPECT 20 MPH BIKE TO APPROACH THERE
IF NORTHBOUND BIKES ARE DIRECTED TO SIDEWALK PROVIDE
SIGN & WARNINGS TO PROTECT THE 20 MPH BICYCLE USE
DO NOT EXPECT BICYCLES TO TRAVEL AT PEDESTRIAN SPEEDS
IN THIS CORRIDOR

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PAY FOR QUALITY & GOOD DESIGN EVEN IF IT COSTS MORE - CITY BENEFITS SHOULD BE PAID BY CITY
BART COMMUNITIES HAVE PAID FOR QUALITY WORK GLAD IN THE END - SOMEONE ELSE MADE A BIG ENHANCEMENT IN CITY LIVEABILITY

4. Any other comments?

* OPTION B IS 1 ST CHOICE
* OPTION C IS UNDESIRABLE BUT 2 ND CHOICE OF THEM
* LIGHT RAIL UNDER 112 TH IS BETTER DESIGN FOR THE COMMUNITY AND ALL ROAD & RAIL USERS
* TURNQ UNDER TRANSIT CONCR AS PROPOSED IS GOOD
I HAVE LIVED AT CURRENT ADDRESS OVER 20 YEARS

Please print:

Name: RICHARD LOWE
 Property Address: 1830 108TH AVE SE # 25
 Email: RICHLOWE@SOUNDTC.COM Phone: 425-462-1209

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1. **What are your thoughts about the B2M design options? For example: Where and how it crosses 112th? West side v. east side of 112th? Does it address previous concerns you had about impacts? Does it raise new concerns about impacts, if so, what are they? What are some possible ways to address your concerns?**

Prefer grade base rail with crossing 112 th closer to CBD, like tunnel and B2M alignment

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

HOV Not necessary

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

Change For parking in ^{light Rail/parking} structures to offset cost } otherwise OK

4. **Any other comments?**

Please print:

Name: Gary Weber
Property Address: 15426 SE 48th Dr
Email: garyrweber@comcast.net Phone: 206-554-9387

A summary of these comments will be provided to City Council prior to the public hearing on these topics in Council Chambers on Monday, Sept. 26, 2011 at 8:00 p.m. You are also encouraged to speak at the public hearing and/or send your comments to the City Council (council@bellevuwa.gov). **THANK YOU FOR YOUR TIME AND YOUR COMMENTS.**

COMMENT SHEET

Sept. 20, 2011 Open House

City of Bellevue East Link Light Rail

The purpose of this open house is to learn about your concerns, comments and ideas related to three aspects of the East Link light rail project currently being discussed by the City of Bellevue and Sound Transit:

- 1) design options for the 112th Ave SE alignment (B2M);
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I followed light rail from Airport to MLC of Rainier Valley through tunnel and to Safeco Field area. Crossing arterials - bells, lights, Train "horns" too loud was a lot of sound - sound mitigation needs to meet National levels - doesn't do it there. How is Sound Transit going to improve individual homes next to a year (1 or 2) House next to the line. What sound mitigation during building the rail (possibly 24 hours a day as in SeaTac & Seattle area - still going on in Capital Hill & by the Husky Stadium?

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

The Cost is very high - how much is Bellevue able to contribute (reasonably) to the mix? Are other anticipated funds legally earmarked & agreed upon by WAs & their processes as viewed by State watch dogs - Is this part of approval for use of State monies? Fact finding has not been done for traffic flow in Surrey Downs - realistic to ridership & at what point money is returned to the City of Bellevue.

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

Ridership as proposed by anticipated projections doesn't match what is happening at Seatac — they are down to 2 (two) trains running & many times their appear to be few riders — how can the train continue its own support w/out projected ridership. Will Bellevue be locked into a "money pit" and how long is this collaboration/partnership supposed to last? May Bellevue become taxed \$1,500 and then \$3,500 and then who knows how much more?

4. Any other comments?

Spokeperson from Sound Transit says Sept. 26th date may not reach finalization — if not then why not & had there been an alternative date proffered? If so when? Why are public hearings done if the design "choices" are what was originally proposed was already decided upon — see planning notes on line.

Please print:

Name: Linn Hergert — perspective buyer!
Property Address: ~~1000 1st Ave~~ Center
Email: Not available Phone: 360-584-8584

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Poorly designed; needs to be AWAY FROM 112th AND RE-ROUTED! TO MUCH ENVIRONMENTAL IMPACT TO DAILY LIVES ~~AND~~ NO SUPPORTING STUDIES FOR VIBRATION, SOUND, TRAFFIC ETC

SLOUGH JUST GO ACROSS IT; TO PARALLEL WITH COST TO MUCH MONEY

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

HOW MUCH TRAFFIC DO YOU THINK BELLEVUE WAY CAN ABSORB? HOV, TRAINS, TRAFFIC BIKE LANES

114th CREEK NEEDS TO BE MODIFIED AND A ON RAMP INSTALLED FOR I 90...

3. *The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?*

4. *Any other comments?*

30643

Please print:
Name: RIC WEBER
Property Address: 322 111th AVE SE
Email: TIJUANA59@GMAIL.COM Phone: (425) 455 4805

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I LIVE IN THE SURREY DOWNS NEIGHBORHOOD.
NONE OF THE PRESENTERS WERE ABLE TO
TELL ME THE EXACT DIMENSIONS OF SOUND
WALLS OR OTHER NOISE MITIGATIONS, MORE
SPECIFICS WOULD BE APPRECIATED.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

THIS WAS SP SPRUNG ON THE COMMUNITY
WITHOUT ADEQUATE COMMENT PERIOD.

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

4. **Any other comments?**

PLEASE DELAY DECISION UNTIL AFTER THE ELECTION.

Please print:
Name: John Rose
Property Address: 235 110th Ave SE
Email: j.rose10@comcast.net Phone: 425 462 0671

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Hildonen, Erikka

From: Koengeter, Maria
Sent: Wednesday, September 21, 2011 9:17 AM
To: Hildonen, Erikka
Subject: FW: Light Rail 112th Options and Bellevue Way mitigation

Hi Erikka – I understand you are typing up the comment forms. Joel requests this be grouped with the other Open House comments. Thanks.

Maria

From: Van de Kamp, Bernard
Sent: Tuesday, September 20, 2011 4:32 PM
To: Koengeter, Maria; Kattermann, Michael; Harris, Philip S.
Subject: FW: Light Rail 112th Options and Bellevue Way mitigation

From: Joel Glass [<mailto:joelg@designguildhomes.com>]
Sent: Tuesday, September 20, 2011 3:55 PM
To: Van de Kamp, Bernard
Cc: Kuciemba, Katie; Council
Subject: Light Rail 112th Options and Bellevue Way mitigation

Bernard van de Kamp-

Thank you for all of your efforts on the East Link project, I'm sure it is a difficult project at best. I've been following the project as my time allows via the television and internet and thought I would weigh in on a couple of the current topics. Please add my comments and questions to those you receive at the Open House. I would attend but my schedule prevents my attendance. By the way, the notification for this particular open house is terrific. Despite the unsightly clutter of all of the political signs, the open house signs are a great reminder. I noticed the ad in the Bellevue Reporter and the post card in the mail as well.

- **112 Ave SE Options.** My vote is for the option not listed, "Option D", a retained cut to cross from the east side of 112th to the west. Keeping the rail grade separated from traffic is one of the City's best practices. Additionally it helps mitigate the noise and visual defacement that will result from the other options. This section of 112th Ave, as you know has a nice park like boulevard feel with the wide landscaped median, no above ground power lines and the slough winding through to the east. The addition of the catenary lines will forever mar this entrance to Bellevue. Sound Transit should continue work on finding a win-win route. If ground water is not an issue to the south where the proposed retained cut runs by Winters house then there must be areas where the retained cut will work to cross 112th Ave.

I know this is an old argument, but since it continues to frustrate me when we (the tax payers of Bellevue) encounter Sound Transit, I will continue to bring it up. How many Metro and Sound Transit tunnels does the City of Seattle have? How much did the City of Seattle contribute over and above their citizens' regular fees and taxes? The City of Bellevue is being bent over on the tunnel and light rail route selection, from my perspective we should insist on a retained cut to cross 112th Ave.

- **Bellevue Way Mitigation.** As a resident of Enatia, I frequently get stuck in the traffic on Bellevue Way. So I am pleased to see that the B2M route discussions include adding a lane for south bound traffic on Bellevue Way. My main question on this added lane is; how was it decided to make this lane an HOV lane as opposed to

a general purpose lane? Are there specific traffic studies for this section of Bellevue Way that suggest that an HOV lane will improve traffic and Level of Service at effected intersections more than adding general purpose lane?

I understand that HOV lanes can help facilitate traffic, but I question its benefit on this relatively short stretch of road particularly when compared to the benefit of a general purpose lane. Further, since the proposed lane is essentially for mitigation of mass transit, it seems logical that it would provide some relief to the majority of the people paying for it and using it which from my admittedly biased perspective would be those in single occupant vehicles.

Additionally I am concerned that the City of Bellevue is paying for Sound Transit's mitigation by paying for the costs of this lane. I would find it helpful to have an understanding of how much the City of Seattle spent mitigating Sound Transit's central link projects. Since the MOU/Tunnel agreement seems to be a foregone conclusion it seems reasonable to me that the costs for this project would come out of the City's current pledge of \$160M.

Thank you again for your time and effort on this project.

Joel Glass
1652 105th Ave SE
Bellevue, WA 98004

Hildonen, Erikka

From: Koengeter, Maria
Sent: Wednesday, September 21, 2011 9:18 AM
To: Hildonen, Erikka
Subject: FW: Eastlink Mitigation Requirements

Another Open House comment.

From: Van de Kamp, Bernard
Sent: Tuesday, September 20, 2011 4:37 PM
To: Koengeter, Maria; Harris, Philip S.
Subject: FW: Eastlink Mitigation Requirements

From: Mccool, Kim
Sent: Tuesday, September 20, 2011 3:13 PM
To: Sarkozy, Steve; Miyake, Brad; Basich, Myrna; Berg, David; Van de Kamp, Bernard
Subject: FW: Eastlink Mitigation Requirements

FYI: Input for Open House today.

From: Lee Maxwell [<mailto:lorraineleemaxwell@comcast.net>]
Sent: Tuesday, September 20, 2011 3:04 PM
To: Kuhn, Cheryl; Kattermann, Michael
Cc: Council
Subject: Eastlink Mitigation Requirements

Thank you for the most gracious and informative session on Eastlink at our home on Monday afternoon. Sam and I are not available to attend the open house Tuesday afternoon. Comments for that process follows.

1. Support the B7R alignment including the A2 station. This is the only honest and practical mitigation that our City should facilitate. It is not appropriate to site regional transit and a regional station adjacent to a 60 year old well established suburban style single family community. Nor is it ethical to compromise in any way, the Nature Park, the Community Park, and Bellevue's only building listed on the National Register of Historic Places. The Alignment and the Station of the B2 alignment both suffer this fatal flaw.

If 1 above is not accommodated:

1. Utilize the B2M (option A) on 112th SE, and install a permanent barrier designed to protect the west-side residential community from construction and operational intrusions.

And to mitigate B2M (Option A):

1. Permanently close the intersection at 112thSE and SE 8th to vehicle traffic to eliminate the grade crossing with light at SE8th.
2. Facilitate use of SE 6th for through east-west vehicular traffic between 118thSE and 112thSE. SE 8th was not planned by the COB, but was a result of the Bellefield Business Park development, and later

deeded to the City. It is not a well designed and necessary part of the street grid. Cut-through use of SE 8th intrudes into the adjacent neighborhood esthetic.

3. Design vehicle access to Surrey Downs Park from the realigned SE 4th. Allow no further vehicle access to the park from the neighborhood.
4. Cancel, or delay until ridership proves worthy, the construction and operation of a "Main Street Station". A regionally accessed station adjacent to a community/neighborhood park will put the park in jeopardy as a "hangout" and freedom of access to the adjacent family neighborhood. A Main Street Station will promote the burgeoning incidences of burglary and vandalism occurring there.
5. Replace the Mercer Slough Park & Ride with B7R's A2 Station and Park & Ride, which would eliminate compromise of the Winters House, and allow return of the east-side property to the nature park wetland.

22nd

To: *The City of Bellevue, WA*

Dated September 2011

We the undersigned neighbors of Bellecrest adjacent to 112th Ave SE require the following for Light Rail to be implemented on the Eastside. We support the B7 alignment. This is the only reasonable, feasible and affordable alignment with real mitigation that our City should facilitate. It is not appropriate to site regional transit and a regional station adjacent to well established single family neighborhoods. It is not appropriate to compromise in any way, the Mercer Slough Nature Park, or Bellevue's Winters House, the only property on the whole Eastside listed on the National Register of Historic Places. The B2 alignment and the South Bellevue Park and Ride Station both suffer this fatal flaw.

- A) If the above is not accommodated, then we *Bellecrest* neighbors of the *Bellecrest Neighborhood Association* require that the B2M alignment be engineered by extending the 'cut and cover' from I-90 to the Winters house all along 112th Ave SE.
- B) Require that Sound Transit to comply with all of the City's noise, concurrency and environmental regulations, which will establish minimum requirements for construction and operation of the Project.
- C) Should Sound Transit fail to satisfy A) and B) to protect the neighborhood then the Agency shall purchase at fair market value residences whose exterior areas (i.e., yards) will be impacted by noise, dust or vibration caused by operation of the Project that are in violation of Bellevue's ordinances.

We the undersigned do hereby require the City to adopt the above conditions with any agreement with Sound Transit:-

Geoffrey Bidwell 1600 109 Ave SE, Bellevue, WA 98004
Susan Biowolf 1600 109th Ave S.E Bellevue, WA 98004
Fred Jhu 1612 109th SE 98004
Piper Doughton 1612 109th Ave SE 98004
Glen W. Smith 1632-109th Ave SE 98004
Mary C. Smith 1632-109 Ave. S.E. 98004
Maria A. Dailay 1632-109th Bellevue 98004
Dan Berlin 1624 109th Ave SE Bellevue 98004
Janey Stoppel 1650 109th Ave S.E. BELLEVUE, 98004

Kattermann, Michael

From: Kuhn, Cheryl
Sent: Thursday, September 22, 2011 4:43 PM
To: Kattermann, Michael; Ellenhorn, Julie
Subject: FW: Comment Sheet from 9/20/2011 Open House on East Link

Wendy told me that she didn't have time to complete her comment sheet at the Open House, so she was going to send it in. I'm forwarding it to you two because Mike is summarizing the open house comments and Julie is summarizing Enatai. You can fight over it if you want to!



Cheryl Kuhn
Neighborhood Outreach Manager ~ City of Bellevue
425-452-4089 ~ 450 110th Avenue NE

From: Wendy Jones [mailto:wendyrjones@hotmail.com]
Sent: Thursday, September 22, 2011 4:23 PM
To: Kuhn, Cheryl; Lee, Conrad; Davidson, Don; Degginger, Grant; Balducci, Claudia; Wallace, Kevin R; Robertson, Jennifer S.; Chelminiak, John
Subject: Comment Sheet from 9/20/2011 Open House on East Link

The following comments are in response to Bellevue's Open House Sept. 20, 2011 regarding East Link. I continue to believe that the B7R alignment is superior to B2M and does not have the significant neighborhood impacts. However, I understand that at this point B2M is Sound Transit's preferred/chosen alignment and make these comments accordingly.

The **current design options proposed for 112th Ave. SE are worrisome to me.** By moving the train to the west side sooner, the neighborhoods are impacted to an even greater extent. The train is closer to more homes, with the noise and visual impacts that much more disruptive to neighborhoods. I am against an elevated crossing of 112th because of the visual impact, but I understand that the noise impacts will be lessened by alleviating at-grade crossings of several intersections and 112th. Ave SE. Basically I feel that the final choices should be made after **extensive** engagement by the City with those neighborhoods most affected.

The potential **Bellevue Way HOV lane project** has me confused. From my reading there does not appear to be a substantiated need for this lane. With the true bottleneck apparently being caused by traffic from the South Bellevue P&R entering Bellevue Way, relocating the P&R makes more sense. The price tag for the potential HOV lane is extremely expensive. And, once again, the effects of the rail line are pushed further into a neighborhood. With additional property acquisitions, 3 retaining walls and 18-30 feet of the hillside taken for the HOV lane **the cost is way too high in terms of impacts.** None of this enhances the Enatai neighborhood. In addition, there would be additional traffic noise with no real way to mitigate it for those living above the hillside. I am aware that this HOV lane has long been on the "wish list" of some, but I do not feel this is the time for the added expenditure. I feel the need for this lane needs to be more thoroughly analyzed and the neighborhood more thoroughly informed before taking any action. I do not think it should be part of the current "bargaining" with Sound Transit. **It does not feel like mitigation--it feels like further intrusion into a neighborhood.** **IF** the HOV lane is pursued, it should be done well-ahead of any ST construction and with great attention to anything that could help mitigate the noise for those living above it. The noise mitigated should include that which will come from Light Rail, as well as the noise we get from I-405.

The MOU is a source of great concern to me. I still do not understand why Bellevue is being required to pay for the tunnel when other communities have tunnels and have not had to pay for them. Especially when we generate so much sales tax revenue from Bellevue Square, Lincoln Square and the Bravern. Although the City seems to be prioritizing our contributions carefully, the **overall cost of the tunnel will place onerous burden on our City and its residents for many years to come.** And this, of course, is in a time of substantial economic stress. ST has not proven an ability to

stay either on-budget or on time with other projects; this also gives me great caution. **I DO NOT BELIEVE THE MOU SHOULD BE SIGNED UNTIL EVERY GOOD EFFORT HAS BEEN MADE TO LOWER OUR CONTRIBUTION, UNTIL THE PROPOSED HOV LANE HAS BEEN LOOKED AT IN FAR GREATER DETAIL AND UNTIL THE CITY OF BELLEVUE IS ABLE TO CONDUCT AND COMPLETE FAR MORE PUBLIC OUTREACH THAN IT HAS THUS FAR.**

This, of course, will take time. But then, with the recent release of the FEIS and such significant design options now being proposed, it would be most prudent to take the time now rather than have great regret later.

In addition, the more I learn about Light Rail, the more I have concern that transit-oriented development is an eventual goal for South Bellevue. Ethically I feel that if this is the case, it needs to come out in the open. I know that residential density is desirable along a rail line to ensure its accessibility/ridership. We do not currently have this density. It has felt that our neighborhoods are living under a cloud of great uncertainty as to future plans. Please respect our commitment to our neighborhoods and our need to have full disclosure of future plans either by Sound Transit or by the City of Bellevue.

City Council, please do not let Sound Transit intimidate our good city. I live here by choice; I do not live in Seattle by choice. I treasure and love the neighborhoods of South Bellevue. This project will impact these neighborhoods beyond comprehension. I turn to you to protect our neighborhoods and our fiscal resources with wisdom and with firmness!

Respectfully,

Wendy Jones
10824 SE 23rd St.
Bellevue, WA 98004
425-455-4067

COMMENT SHEET
Sept. 20, 2011 Open House
City of Bellevue East Link Light Rail

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• Train should be in a trench to minimize noise and visual blight
• Flyover to cross 112th Ave. S.E. will cause visual blight
• Do not block S.E. 4th entrance to Surrey Downs
• Eliminate Main St. Station to save money
• Blocking entrances to Surrey Downs Park will create significant impact on residents around park

2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

• Traffic is already congested on Bellevue Way during rush & Sound Transit construction will make it worse
• Minimize impact on Enatai neighborhood

3. **The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?**

• Bellevue should limit contributions to items that provide benefits to the City

4. **Any other comments?**

[Faint handwritten notes are visible in the background of this section.]

Please print:

Name: Charles Fisher
 Property Address: 527 110th Ave. S.E. Bellevue, WA 98004
 Email: chfisher@gmail.com Phone: (425) 454-6332

A summary of these comments will be provided to City Council prior to the public hearing on these topics in Council Chambers on Monday, Sept. 26, 2011 at 8:00 p.m. You are also encouraged to speak at the public hearing and/or send your comments to the City Council (council@bellevuwa.gov). **THANK YOU FOR YOUR TIME AND YOUR COMMENTS.**

COMMENT SHEET
Sept. 20, 2011 Open House

SEP 22 2011

City of Bellevue East Link Light Rail CITY COUNCIL

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I DO NOT LIKE ANY OF THE THREE OPTIONS, ALL HAVE PROBLEMS OF TYING UP TRAFFIC ON 112TH WITH ON GRADE CROSSINGS OR PUTTING A VIADUCT 20 OR 30 FEET FROM A SURVEY MOUND HOV,

THERE SHOULD STILL BE A VALID COMPARISON OF BTR AND B2M WITH PROPER COST DATA FROM SOUND TRANSIT, NOT OLD, OUTDATED INFORMATION

- 2. What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?

SOUND TRANSIT SHOULD BARE THE COST OF THE LANE SINCE IT WOULD BE DONE TO ACCOMMODATE THEIR B2M ALIGNMENT

3. The memorandum of understanding (MOU) would be a binding agreement between the City of Bellevue and Sound Transit designed to cover items including, but not limited to: funding commitments by both parties for the Downtown light rail tunnel; agreement on modifications to the alignment in the B segment; and providing a basis for subsequent agreements. Do you feel the proposed approach for City contributions (1st, no cost or low cost items; 2nd, items that provide corollary benefits to the City, and 3rd; contingent contributions) is generally the right approach? What else should the Council consider in evaluating an East Link financial contribution?

NO
THE COUNCIL SHOULD INVESTIGATE OMITTING THE TUNNEL WITH EITHER THE BTR OR B24 AUGMENTS,
ALSO, I SEE NO REASON FOR THE MAIN ST. STATION TODAY?

4. Any other comments?

I THINK THAT BELLEVUE SHOULD BE PROVIDED WITH ADEQUATE TIME TO COMPARE B24 AND BTR WITH UP TO DATE COSTS FROM SOUND TRANSIT.
MAYBE AT LEAST A MONTH.
THIS IS A VERY SHORT TIME IN THE EAST LINK PROCESS

Please print:

Name: BILL EASTERBROOK
Property Address: 232 110TH PLACE SE, BELLEVUE
Email: BBUNNY@MSN.COM Phone: 425-454-5065

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Please print:

Name: MARTIN A. SANGSTER

Property Address: 10919 S. E. 6th STREET

Email: _____ Phone: 425-454-2863

A summary of these comments will be provided to City Council prior to the **public hearing on these topics in Council Chambers on Monday, Sept. 26, 2011 at 8:00 p.m.** You are also encouraged to speak at the public hearing and/or send your comments to the City Council (council@bellevuwa.gov). **THANK YOU FOR YOUR TIME AND YOUR COMMENTS.**

PARKING & TRAFFIC IN SURREY DOWNS

- (1) HUMAN NATURE WILL CAUSE SURREY DOWNS TO BE TRANSFORMED INTO the "park" OF "PARK & RIDE" BECAUSE COMMUTERS WILL BE ABLE TO PARK IN SURREY DOWNS AND BOARD THE TRAINS BOUND FOR SEATTLE AHEAD OF THE CROWD AT THE REGULAR "PARK & RIDE" A MILE DOWN THE EX ROUTE. IN OTHER WORDS, THEY WILL BOARD THE TRAIN AT THE S. E. 1st ST. AND 112th AVE. S. E. STATION AND PARK IN SURREYDOWN PLENTY OF PARKING! PLENTY OF SEATING! NO CROWDS!

IT'S ALL DUE TO THE STATION LOCATED AT 112th S. E. & S.E. 1st!
- (2) WHAT ABOUT PARKING IN THE PROPOSED BOY'S & GIRL'S CLUB LOTS? THEN CATCH THE SAME TRAIN FROM THE SAME STATION?
- (3) WHAT ABOUT HOUSEWIVES WHO WISH TO DROP HUBBY OFF AT THE SAME SURREY DOWNS STATION AND HEAD TO SCHOOL WITH THE KIDS OR TO THEIR OWN JOBS OR WHATEVER? IT WOULD APPEAR TO HAVE POTENTIAL FOR A TRAFFIC DEBACLE.
- (4) I DON'T ANTICIPATE THAT MANY SURREY DOWNS RESIDENTS WILL FAVOR THE INSTALLATION OF A LOT OF "NO PARKING" SIGNS BUT PERHAPS THAT'S THE ONLY SOLUTION.

PERHAPS A CEMENT WALL RUNNING ALL ALONG THE EAST AND NORTH BORDERS OF SURREY DOWNS IS THE MOST EFFECTIVE AND ULTIMATE ANSWER TO THIS AND OTHER PROBLEMS SUCH AS TRESPASS.
- (5) PERHAPS ALL OF THESE ANTICIPATED DIFFICULTIES ARE ALREADY SOLVED BY SOME PLANNED PARKING LOT IN CLOSE PROXIMITY TO THE 1st STREET STATION, BUT I WAS TOLD BY THE LIGHT RAIL PEOPLE THAT THIS WAS BEING LEFT UP TO THE CITY. IT WOULD APPEAR CRITICAL THAT A COMMITMENT FROM THE CITY BE PART OF THE FOUNDATION FOR JUDGEMENT IN REACHING A DECISION IN THIS MATTER.

PERHAPS THE 1st STREET STATION IS NOT A MATTER FOR SERIOUS CONSIDERATION ANYWAY.
- (6) SURREY DOWNS PRESENTLY HAS A DAILY TRAFFIC FLOW OF ABOUT 2 OR 3 HUNDRED CARS THAT USE OUR STREETS AS A SHORT-CUT FROM THE N. W. CORNER OF SURREY DOWNS TO THE PRESENT ACCESS TO 112th AVE S. E. AT S. E. 4th STREET. THESE DRIVERS ARE INCLINED TO DRIVE FASTER THAN ALLOWED SINCE THEIR WHOLE PURPOSE IS TO SAVE TIME. THEY ALSO USE THE REVERSE ROUTES AND OTHER ENTRANCES.

WHAT CAN BE DONE TO DISCOURAGE THIS PRACTICE WHEN LAYING OUT THE NEW STREET ALIGNMENTS? PARTICULARLY WHAT ABOUT SE 6th STREET AND DISCOURAGING ANY INCREASED USE OF THIS STREET?
- (7) THERE ARE TWO OR THREE ENTRANCES TO SURREY DOWNS PARK FROM WITHIN SURREY DOWNS. THESE ARE VERY CONVENIENT FOR RESIDENTS OF SURREY DOWNS WHO CAN THEN WALK FROM THEIR HOMES TO THE WALKING TRACK OR TO THE CHILDREN'S PLAY AREA WITHOUT THE NECESSITY OF DRIVING AROUND BY 112th. HOWEVER THEY ALSO RESULT IN PARENTS OF LITTLE LEAGUERS PARKING IN FRONT OF OUR MAILBOXES AND CAUSING SOME MINOR DISRUPTION OF MAIL SERVICE. NOT A BIG THING BUT WORTH A PLUG FOR OUR MAIL CARRIERS.

Kattermann, Michael

From: Van de Kamp, Bernard
Sent: Monday, September 26, 2011 8:39 AM
To: Kattermann, Michael; Koengeter, Maria; Harris, Philip S.
Subject: FW: East Linl Options at Sept. 20 Open House

From: Nunnelee, Sandra J.
Sent: Monday, September 26, 2011 8:29 AM
To: Sarkozy, Steve; Miyake, Brad; Sparrman, Goran; Van de Kamp, Bernard
Subject: FW: East Linl Options at Sept. 20 Open House

FYI

From: psmarshall@comcast.net [mailto:psmarshall@comcast.net]
Sent: Friday, September 23, 2011 12:16 PM
To: Council
Subject: East Linl Options at Sept. 20 Open House

Dear Mayor and City Council:

Using the format of the comment sheets at the open house, here are my reactions to the options:

1. B2M Design Options

- I favor Option C, the At-Grade Crossover of SE 15th St.
- I think it is important to get the guideway to the west (uphill) side of 112th SE for more favorable building conditions, and fewer heavy traffic crossings. Option C does this best of the 3 options presented.
- I think the at-grade configuration is visually most compatible with the green boulevard quality of 112th SE. It does not introduce a bulky and expensive flyover structure with its extensive transition structures, as would be the case with Option B
- Option C appears to maintain the planted median strips between Bellevue Way and SE 8th St., in contrast to Options A and B which apparently eliminate them.
- I think the vehicle traffic impacts of a signalized 112th SE at-grade crossing, and of the SE4th/SE 6th St. crossing, would be acceptable. It is not reasonable or cost-effective to expect continued unimpeded traffic movement on these roadways; a little bit of that automotive convenience needs to be relinquished to accommodate the crossing of light rail to the west side of 112th SE.

2. Potential Bellevue Way HOV Lane

- I am concerned that this proposal opens the door to unwelcome impacts along Bellevue Way. (I e-mailed the Council about this last month).

-- I'm uncertain about the traffic rationale. My recollection is the traffic data indicates the most serious traffic issue on Bellevue Way is during southbound PM peak hours. Sound Transit's use of one northbound lane would not affect that existing traffic condition. I don't think Sound Transit needs total, 24-hour use of a full lane for its staging area, as explained below.

-- Sound Transit would of course be happy to use a traffic-free northbound lane for their staging area; and maybe they would even be willing to pay for that by building a southbound HOV lane, if Bellevue insisted. But I think they could solve this problem for a lesser capital cost, i.e. managing the use of one northbound lane between I-90 and the park and ride facility.. They could open that portion of northbound capacity during the 2- or 3-hour peak period on weekday mornings, then close it for the 20+ hours when that is not needed. (Maybe when the park-and-ride is closed for reconstruction, most of the peak traffic overload will be relocated anyway).

-- A more radical option occurs to me here: If taxpayers would support a southbound HOV lane on the west side of Bellevue Way, with all its financial and environmental impacts--why not run the East Link guideway on that side of Bellevue Way? The elevated guideway could turn north from I-90, be accessed by a footbridge from the existing Park and Ride across Bellevue Way, and come down to grade north of the existing signalized intersection there. As it approached the "Y" intersection with 112th Ave. SE, it could rise to a flyover of Bellevue Way and continue then completely on the west side of 112th SE to SE Main St.

(Possible financial and environmental benefits of this idea: simpler construction of a station independent of the parking area east of Bellevue Way, and simpler expansion of parking capacity there; no ditch in front of the Winters house; all uphill of the Mercer Slough wetland border; minimal disruption of the 112th SE traffic --in operational phase)

3. MOU

Get it done. I'm sure Bellevue can come up with a reasonable share of the cost of completing the essential tunnel connection to the city's vital retail and governmental activities.

Thank you for the opportunity to comment. I look forward to the Sept. 26 public hearing.

Sincerely,

Peter Marshall
3030 109th Ave. SE
Bellevue, 98004
(425) 453-9287

Kattermann, Michael

From: Van de Kamp, Bernard
Sent: Monday, September 26, 2011 8:37 AM
To: Kattermann, Michael; Koengeter, Maria; Harris, Philip S.
Subject: FW: ... COMMENTS ON B2M & OPEN HOUSE ...

From: Nunnelee, Sandra J.
Sent: Monday, September 26, 2011 8:30 AM
To: Sarkozy, Steve; Miyake, Brad; Sparrman, Goran; Van de Kamp, Bernard
Subject: FW: ... COMMENTS ON B2M & OPEN HOUSE ...

FYI

From: Richard Applestone [mailto:rapple96@comcast.net]
Sent: Friday, September 23, 2011 10:23 AM
To: Council
Cc: Richard Applestone
Subject: ... COMMENTS ON B2M & OPEN HOUSE ...

Dear Mayor Davidson and Council members,

Noted below are my comments and questions related to the Sound Transit East Link and the related Sept. 20, 2011 Open House.

09 / 26 / 2011

There are five areas that I would like to comment on or ask questions about:

- * **FIRST**, there is no justification for a Main Street station;
 - * **Despite Sound Transit's ridership numbers, there are few customers for a station at that location because:**
 - * It is primarily surrounded by hotels / motels and a few small local businesses
 - * It is only located about 300 yards from the Bellevue Transit Center
 - * Using the "Walking Distance from Park" map within the *Surrey Downs Park Master Plan*, the distance from the proposed Main Street Station is less than a ten minute walk.
 - * A proposed power sub-station is located within the current NE corner of Surrey Downs = 24 hours of noise.
 - * It's location seems to support the TOD (Transportation Oriented Design) concept which is not desirable along side a residential community such as Surrey Downs! This is not the SODO district!
- * **SECOND**, the re-routing of SE 4th Street on Options "A" and "C" make that access very limiting, even stupid.
 - * Both have new roads which cut off of SE 4th through the Park to SE 6th Street on 112th Ave. SE.
 - * This will limit access in/out of Surrey Downs and the Park, create a massive back-up, and reduce much needed parking.

- * This road modification would create a severe negative impact to emergency responders to the Surrey Downs community and the Park. I know from personal experience these can be life threatening delays.
 - * Staff at the Open House stated that the Surrey Downs Park designation could be changed from *Regional* to *Local*. Without the implementation of the Surrey Downs Park Master Plan there has been no change in park usage. This is primarily due to the presence of the King County Courthouse.
 - * Question: What is the reduction of Surrey Downs Park (acres and percent) due to the B2M route?
 - * I coached and managed for over 20 years within the Bellevue Little League system and there has always been a shortage of fields, and there still is.
 - * All three B2M Options make the recently approved Surrey Downs Park Master Plan obsolete.
- * **THIRD**, all three B2M Options heavily impact the environment on both Bellevue Way and 112th Ave. SE by running close to the Mercer Slough. In fact, one option (C) appears to actually touch the slough.
- * It appears the B7R crossing of the slough near I-90 has much less environmental impact than the B2M which runs along the slough (2 1/4 Mi.).
 - * Has the city received a response to it's letter to The Federal Transit Administration, dated August 29,2011, re: East Link Project - Section 4 (f) Analysis, and if yes, what was it's response?
 - * Has the experience of having to raise SE 8th Street (July 2002 - July 2003) at a cost of \$2.543M been included in the B2M review?.
 - * Using the B2M route, it appears Sound Transit may need to issue scuba gear to it's East Link riders.
- * **FOURTH**, what will be the city's role in determining (and funding) the imminent domain and mitigation decisions?
- * Will these costs be included in the cost comparison between the B2M and B7R routes?
- * **FIFTH**, Forget the Tunnel
- * It is a red herring, divisive issue, not needed, that Sound Transit is using against Bellevue.
 - * The B7R-C7E route is much less costly and a better solution!

Don't trust Sound Transit numbers; they failed miserably on their Central Link promises as to schedule, plan and costs. What makes anyone think they will do a better job with the East Link.

Thank you for reading my comments, I know they are long.

Sincerely,

Dick Applestone
 319 - 111th Ave. SE
 Bellevue, Wa. 98004
 425-454-0997
rapple96@comcast.net

COMMENT SHEET
Sept. 20, 2011 Open House
City of Bellevue East Link Light Rail

The purpose of this open house is to learn about your concerns, comments and ideas related to three aspects of the East Link light rail project currently being discussed by the City of Bellevue and Sound Transit:

- 1) design options for the 112th Ave SE alignment (B2M);
- 2) a potential high-occupancy vehicle (HOV) lane on Bellevue Way from I-90 to the "Y";
- 3) the potential City contribution to a Downtown tunnel.

Please take a few minutes to review the information at the open house, ask questions of City and Sound Transit staff, and share your thoughts with staff and/or on this comment form. We would appreciate your response to the following questions:

Please print:

1. **What are your thoughts about the B2M design options? For example: Where and how it crosses 112th? West side v. east side of 112th? Does it address previous concerns you had about impacts? Does it raise new concerns about impacts, if so, what are they? What are some possible ways to address your concerns?**

Still at loss in understanding the 112th selection when we have commented on social, environment and habitat impacts. Neither the W nor the E run is acceptable to Surrey Downs neighbors. Impacts on our properties value, noise, visual, vibration. Traffic impact at crossing points S.E 8th & 112 intersection. Alternate route through BSEW & 116th instead of 112th.

2. **What are your thoughts about the potential Bellevue Way HOV lane project? If the project advances do you have any concerns? Are there steps that the City or Sound Transit could take to address your concerns?**

I+ could be a good addition. Envision it will become an HOT as more traffic through I90 would result of toll on 520 bridge. We predict that I90 will become an HOT or toll road. There is impact on lives of families that will lose their property. Very little mitigations for those neighbors.

Kattermann, Michael

From: Cheryl Hoople [choople@hotmail.com]
Sent: Monday, September 26, 2011 10:05 AM
To: Kattermann, Michael; Council
Cc: katie.kuciemba@soundtransit.org; Carlson, Diane
Subject: Comment for the Public Record - COB East Link light-rail transit

Regarding the City of Bellevue East Link Light Rail:

As a 25+-year resident of this City and long-time resident of the Enatai Neighborhood near south Bellevue Way, I respectfully submit comments in three areas for the public record:

B2M East Link 112th Ave. SE Alignment Design Options

I do **not** support any light-rail transit alignment along Bellevue Way SE and 112th St.

- Ridership - Table 4-14 in the DEIS shows clearly that projected differences between any of the East Link segments is not substantial.
- **Historical and environmental preservation** - No proposed route along 112th St. respects and retains the previous and current Council's positive historical actions and constant level of protection that Bellevue neighborhoods expect from its officials. I expect my City Council to maintain this record—particularly in negotiations with Sound Transit regarding future light-rail transit plans. The City should convey a consistent message: respect neighborhoods and protect current Bellevue businesses and citizens.

Potential HOV Lane on Bellevue Way

I do **not** support construction or re-striping Bellevue Way SE. for an HOV lane. The cost is too high and this solution to current and future traffic congestion is unproven.

I ask why? Built on the west side of Bellevue Way SE, this lane sets non-voter-approved precedence within the City of Bellevue (COB) city limits. It also will require 18-30 feet of excavation from the existing hillside to provide adequate space for the additional traffic lane. Also, 3 retaining walls will be required. The height of one retaining wall is higher than a 2-story building. And at least one retaining wall will be 1500 feet in length—the equivalent of 5 football fields. Does this action constitute mitigation and environmental preservation to you?

Tunnel Funding

I do **not** support the COB acquiring additional debt for a tunnel in this precarious economic environment. Sacrificing the quality and assurance of future community services in favor of one sector of the total community is unconscionable.

Thank you.

Submitted by Cheryl G. Hoople
10637 SE 22nd Street
Bellevue, WA 98004

EMAIL MEMORANDUM

To: Mayor Davidson and Bellevue City Council Members

Date: 26-Sep-2011

From: Bill Eager, TDA Inc

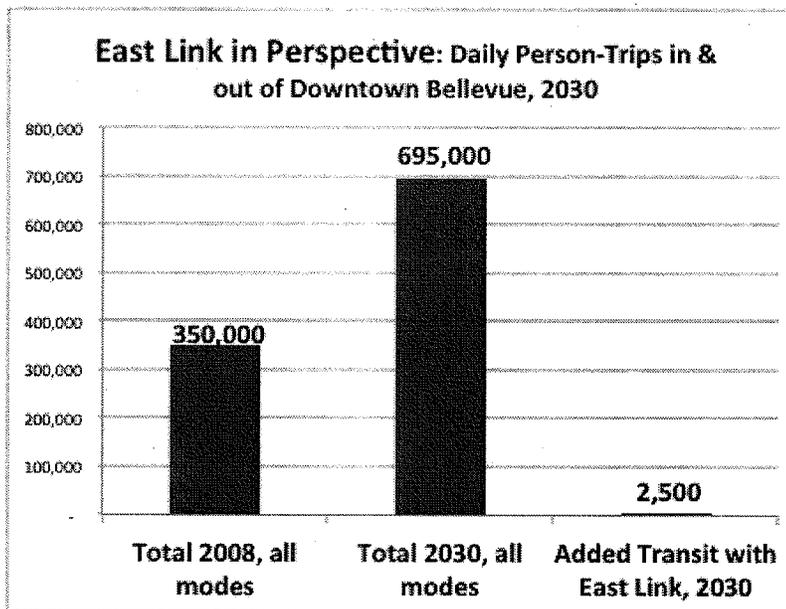
Subject: Sound Transit's East Link Light Rail is a Waste

Of Pages: 2

Job #: n.a.

Dear Mayor Davidson and Members of the Council,

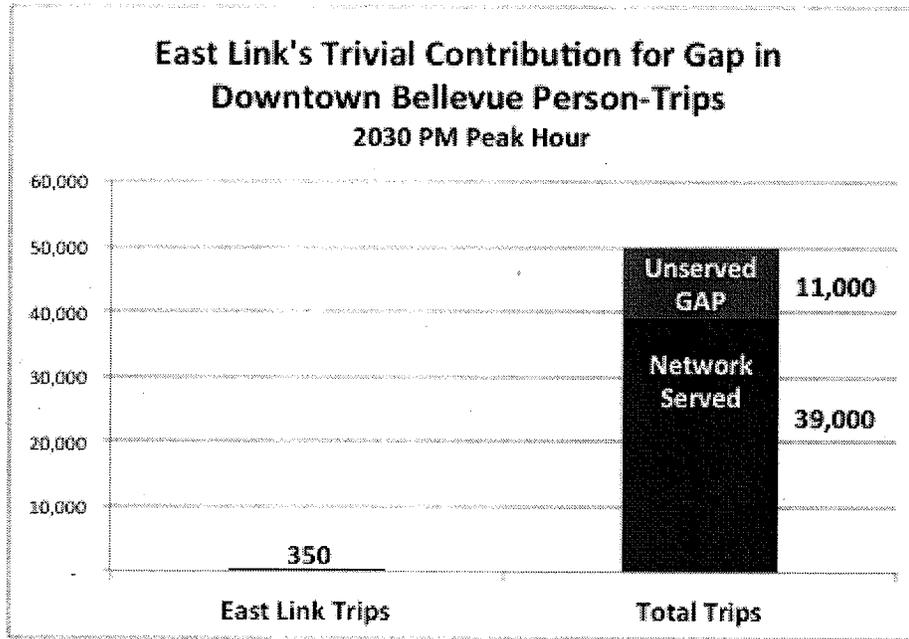
East Link's contribution to the transportation needs of Bellevue is so trivial that the project should be abandoned. Consider the example of downtown Bellevue. Total travel demand is projected to grow at an average +3.2% per year from 2008 to 2030, reaching 695,000 daily person-trips in 2030.¹ Using Sound Transit estimates for 2030, only about 2,500 new daily transit trips would be added by the East Link project (most train passengers would be previous bus riders). That 0.4% contribution is so small as to be insignificant; East Link would serve only 1.5 months of growth. Please see the chart below. At a cost of \$3 billion or more (in 2007\$) for basically zero contribution to downtown travel needs, this East Link project will be a shameful waste.



During the 2030 PM peak hour, downtown Bellevue's roadway network could only

¹ Source: BKR Documentation Report, City of Bellevue and Sound Transit, Feb 2010

serve about 78% of the trip demand², leaving an un-served gap of about 11,000 person trips. East Link could serve only about 350 of this 11,000 gap. Downtown Bellevue will have a problem in 2030 and East Link will do almost nothing to help.



If it is not politically possible to abandon East Link, then the alignment option that does the least damage to downtown, to streets serving downtown, and to Bellevue neighborhoods should be chosen. That would appear to be Option C 14E/B7. Ridership would be slightly reduced, but ridership would be only slightly more trivial than the "preferred" alternatives.

Respectfully submitted,

Bill Eager
 1120 Bellefield Park Lane
 Bellevue, WA 98004
 206-719-2343
 beager@tdanet.com

² VISSIM Documentation Report, City of Bellevue/Sound Transit, p. 19, Feb. 2010

Kattermann, Michael

From: Nunnelee, Sandra J.
Sent: Monday, September 26, 2011 11:31 AM
To: Sarkozy, Steve; Miyake, Brad; Sparrman, Goran; Van de Kamp, Bernard; Kattermann, Michael
Subject: FW: Eastlink Public Hearing Comments

FYI

From: Todd Woosley [mailto:todd@woosleyproperties.com]

Sent: Monday, September 26, 2011 11:01 AM

To: Council

Subject: Eastlink Public Hearing Comments

Dear Bellevue City Council and Neighbors,

Tonight is a critical opportunity to ensure Bellevue protects its neighborhoods and economy from the impacts of Sound Transit's proposed Eastlink light rail project.

Like any other development, the development, construction and operation of East Link must fully mitigate its impacts. The City Council has the responsibility to ensure complete mitigation is performed by Sound Transit.

Currently, tail is wagging the dog. The scheme is to have the citizens of Bellevue pay for many of light rail's impacts! This is unacceptable.

Therefore, it is imperative that we communicate to the Council the specific impacts that need to be mitigated.

Here is a list of many of the major impacts that need mitigation:

TRAFFIC: LIGHT RAIL COULD CAUSE INCREASED CONGESTION, CUT-THROUGH TRAFFIC IN OUR NEIGHBORHOODS, AND EMERGENCY RESPONSE TIMES.

- Congestion caused by light rail taking over I-90's center roadway. The baseline for comparison must be the overall throughput of I-90 with the R8A (two way HOV lanes) project and current operations of the center roadway (buses, carpools, Mercer Island single occupant vehicles). For the record, R8A was approved independently from Eastlink. Its construction should not be considered mitigation by Sound Transit.
- Congestion caused by construction of Eastlink along Bellevue Way and 112th Avenue S.E., as well as along Segment C (CBD) and Segment D (Bel-Red Corridor).
- Congestion caused by any loss of current AND future transportation corridor capacity from Eastlink's alignment. For example, the HOV lane on Bellevue Way.
- Congestion caused by any at-grade crossing, where the train tracks would cross an existing street. For example, S.E. 8th Street.
- Congestion caused by the massive new park and ride structure. The proposed park and ride adds the equivalent of several downtown highrises' worth of parking to a single family neighborhood.

FISCAL: ALL COSTS SHOULD BE COMMUNICATED TO BELLEVUE'S CITIZENS PRIOR TO THE CITY ENTERING ANY FORMAL AGREEMENT WITH SOUND TRANSIT

- Costs to Bellevue's General Fund should be accounted for, and their impacts known. What programs and/or staff will have to be cut to pay for General Fund expenses wrought by Eastlink?

- Costs to Bellevue's Capital Budget should be accounted for, and their impacts known. What projects will have to be cut to pay for Bellevue's contribution to Eastlink?
- Any proposed new or increased taxes and/or fees must be made known BEFORE Bellevue commits to any financial agreement with Sound Transit.

ECONOMIC: TRANSPORTATION PROJECTS IN BELLEVUE THREATEN THE ECONOMIC HEALTH OF EXISTING BUSINESSES

- The economic impacts to businesses along Eastlink's route should be identified, and fully mitigated. How many businesses will be lost or dislocated by Eastlink?
- The devaluation of residential properties must be accounted for, and fully mitigated. What is the overall loss of property value caused by Eastlink?
- The Sales Tax (0.19%) and MVET (car tabs) for the Regional Transit Authority (dba Sound Transit) are a drain on our consumer driven economy. What is the negative impact of these high taxes on Bellevue's economy?

NOISE: SOUND TRANSIT'S LIGHT RAIL IS INFAMOUS FOR THE UNACCEPTABLE LEVEL OF NOISE IT MAKES.

- Both interior AND exterior noise levels must be fully mitigated. The current residential ambient noise level must not be exceeded.

ENVIRONMENTAL: LIGHT RAIL WILL TAKE SO FEW CARS OFF THE ROAD, THAT IT WILL TAKE DECADES TO MAKE UP FOR THE CARBON IMPACTS JUST FOR ITS CONSTRUCTION. WORSE, IT WILL PERMANENTLY DEGRADE BELLEVUE'S LARGEST, HIGHEST QUALITY WETLANDS.

- There is no acceptable mitigation for the B2 alignment. Only the B7 alignment could fully mitigate its impacts on the Mercer Slough. Conversely, if light rail "can't" be run across the slough, then Bellevue and Sound Transit must state immediately that this is a permanent situation, and light rail cannot be extended to Eastgate and Issaquah along the I-90 corridor. Perhaps Issaquah City Councilmember and Sound Transit Board member Fred Butler should be made aware of this first..

Sincerely,

Todd

Todd R. Woosley
10633 S.E. 20th Street
Bellevue, WA 98004
(425) 454-7150 mobile

Sincerely,

Todd

Todd R. Woosley
Hal Woosley Properties, Inc.
12001 N.E. 12th Street, Suite #44
Bellevue, WA 98005
(425) 455-5730 #3 office
(425) 454-7150 mobile

APPENDIX B

NOTES POSTED ON PLOT MAPS – 9/20/2011 OPEN HOUSE

Option A: at grade crossing to west side at SE 6th

1. Having a station {East Main Station} six blocks from another station is stupid. People who will not walk six blocks will not ride your train. You're just making the train ride slower. Andrew Pardoe
2. TOD? Is {East Main} station for TOD? Bill Easterbrook
3. Why not move the at-grade cross over (on 112th) further north so it a) preserves more of Surrey Park; b) affects tennis courts @ BAC instead of homes in Surrey Downs? Jinda Rosmann
4. Move cross-over north of SE 4th. {Anonymous comment appended to #3 above}
5. At-grade xings are disruptive in many ways. Martin Paquette
6. Amen! {Anonymous comment appended to #5 above}
7. Details on SE 8th intersection. Gate? Whistle? Noise. Soil support- can it hold the train? Ilvanakis
8. Crossing at SE 8th – bell, wheels noise, visual, noise, vibration impact. Susan Ilvanakis
9. Time to stop & re-open gates. How long will whistles go? Why no visualization of 112th & SE 8th? Arjun Sirohi asirohi@yahoo.com
10. Like at-grade option, but move it west to keep it from crossing intersection of 15th, 8th & 6th. Also at-grade eliminates ugly chain link fences at a retained cut. Betina
11. Safety concerns for right turning vehicles NB that may not observe on-coming trains. Consider advance signalization to increase awareness @ SE 15th and SE 8th. John Fenedick
12. Slopes/soils concerns; ground is very wet there (SE 10th & 112th). Is a noise wall/barrier possible? Concerns about security – are there cameras watching the tracks? Kit Tangen
13. I prefer Option A if the entrance to Bellefield Office Park (SE 15th) were closed. Thereby eliminating the need for gates and bells. Kristen Nice
14. Why was there no noise study done on the effect of the train crossing the east channel bridge on the homes west facing Lake Washington? Donna Stowe

{Notes added by staff to indicate references made to points on maps}

Option B: elevated crossing to west side at SE 15th

1. Noise level coming through the cul de sac on SE 1st will be greater due to the turn, and the fact there is a station. Additional sound barriers should be required.
2. TOD? {at East Main Station area/Red Lion} Dick Applestone

APPENDIX B

NOTES POSTED ON PLOT MAPS – 9/20/2011 OPEN HOUSE

3. Appears this {East Main} station is misplaced. Is it here to accommodate future transit oriented development? Will there be parking there? Distance from SBP&R to Main is too far to serve riders. Betina
4. Having a station {East Main} six blocks from the Transit Center is stupid. People who won't walk six blocks won't ride a train. Thanks for giving Bellevue one tunnel for Seattle's two. Andrew Pardoe
5. Grade-separated avoids all the bells, stops and starts interruptions. Definitely a way to go if possible. Option "B". Martin Paquette
6. Property lines are not indicated on 112th. Partial taking.
7. What is speed of tunnel? Ric Weber
8. Purchase homes on 112th.
9. Visual mitigation to cover the train windows. Susan Ilvanakis
10. Makes more sense to have a SE 8th station to serve Bellefield neighbors, SD residents and Bellefield Office Park. Betina
11. Consider cost savings of keeping train at-grade, with a set-back and landscaping on west side of 112th. (i.e. Bell Club / Thurston fly-by example) Betina
12. Love the elevated rail @ SE 15th – so it doesn't affect traffic. Like that it is trenched after coming off the elevation. Jan Miller
13. Park in / out only off SE 4th is bottleneck (to court and L.L. fields). Dick Applestone
14. Concern: Landscaping east of retained properties on 112th south of Main St. (To soften noise from train & transit station). Big fir trees are best for sound control. KT Hodge
15. Why locate a station on 112th near Main St when the station at Transit Center is only four blocks away? Is ridership really that much higher?

{Notes added by staff to indicate references made to points on maps}

Option C: at-grade crossing to west side at SE 15th

1. Staging area in this area? {Main @ 112th} Proximity to community. Bill Easterbrook
2. TOD? {East Main Station/Red Lion} Dick Applestone
3. Is {East Main} station necessary, where are riders coming from? Dick Applestone, Bill Easterbrook
4. TOD? Why is station here? Bill Easterbrook
5. Noise from substation? {comment at 110th Ave SE/SE 1st area} Bill Easterbrook
6. Consider allowing a left turn from Main St onto 110th. {Ave SE, southbound}
7. Please just BUILD this and stop the arguing. I live in Overlake and am waiting. Please! This needs to get built. Not concerned which plan. Liz Hayden richandliz@gmail.com

APPENDIX B

NOTES POSTED ON PLOT MAPS – 9/20/2011 OPEN HOUSE

8. Why can't light rail be built along SE 114th that runs along I-405 – less impact on residential.
9. Consider traffic impacts to neighborhood, cut-through traffic with back-ups on 112th.
10. % of S.D. Park taken by reroute of SE 4th to SE 6th! Dick Applestone
11. Access to/from L.L. fields & parking. Dick Applestone
12. How much area is taken from SD Park – both for train and SE 6th access? Bill Easterbrook
13. What type of partial property taking along 112th? This goes into property lines. No documentation has been made. Susan Ilvanakis
14. Address traffic impacts of added signal at 15th/112th. Drivers will divert to other streets.
15. I strongly reject this option – I live in Bellefield Residential Park and this option impedes egress from my home quite dramatically while imposing much noise, gates and lights – a bad alternative. Kristen Nice
16. Don't like crossing @ the 15th St SE at-grade – impacts local traffic too much. Don't like the rail running at grade – noise, visual impact. Crossing at grade involves bells, etc – more noise. Jan Miller
17. Limited sight distance approaching this crossing location is a safety concern. John Fenedick
18. Sound analysis and mitigation. Rick Weber

{Notes added by staff to indicate references made to points on maps}

Bellevue Way HOV

1. Please don't allow construction after 7 pm. This project will be going on for several years. Residents value their sleep plus some peace and quiet in the evening. We want to be outside and use our yards! Jan Miller
2. Looks like a practical win –win alternative for current & future south-bound congestion. M. Paquette
3. Why is there no wall here (430+00)? Continuous would be more consistent and help with noise. Richard Leeds
4. West side train cut into hillside with a lid takes it out of slough completely and eliminates the sound & visual impacts (could even use a lid to help on west side). Betina
5. Save money from HOV and move alignment FULLY west w/one crossover at the Y at 112th. Keep it at grade setback w/landscaping then on west side up to Main Street. Betina

APPENDIX B

NOTES POSTED ON PLOT MAPS – 9/20/2011 OPEN HOUSE

6. HOV cost is too high. \$30-35M to what avail. Will likely create a larger bottleneck onto I-90 going west. Eliminate HOV. Betina
7. Where is the pedestrian overpass for Enatai neighborhood? Or if you make a lid over the entire line we could walk over anywhere! Anne Kroeker

B2M Design Options/Bellevue Way HOV Lane - Frequently Asked Questions

Q: What is the B2M Alignment?

A: The B2M alignment is Sound Transit's preferred routing for light rail from I-90 to downtown Bellevue. It's part of Sound Transit's East Link project to extend light rail from Seattle, across Lake Washington, through Bellevue to the Overlake area of Redmond.

Q: Why are design options for the B2M alignment being evaluated?

A: The design options are being evaluated in response to concerns raised by residents and businesses along the B2M alignment. Both the City and Sound Transit have heard concerns about potential noise, visual, and transportation system impacts due to the construction and operation of light rail. Sound Transit and the City agreed to look more closely at design options to try to eliminate impacts where possible, and, where not possible, to minimize and mitigate impacts.

Q: Where is the currently proposed B2M alignment located and how would it look?

A: The B2M alignment exits I-90 on an elevated structure, crossing over the I-90 interchange and travelling on the east side of Bellevue Way to a station at the existing South Bellevue Park-and-Ride. From the South Bellevue Station, it runs along the east side of Bellevue Way from I-90 to the "Y" intersection with 112th Avenue SE in a retained cut, below the grade of Bellevue Way. North of the "Y", the alignment comes back up to the grade of 112th and travels along the east side of 112th with at-grade crossings of SE 15th and SE 8th Street. At SE 6th Street, the track crosses to the west side of 112th and then continues along the west side of 112th Ave SE to a station just south of SE 1st Place. SE 4th Street would be rerouted through the northeast portion of Surrey Downs Park to align with the existing intersection and traffic light at SE 6th Street. SE 1st Place would only be accessible from 111th Avenue SE. At Main Street, the alignment turns west and enters a tunnel.

Q: What are the design options for the B2M alignment?

A: Here's a summary of significant proposed changes:

- From I-90, the alignment would follow the current B2M design along Bellevue Way and the southern portion of 112th Avenue SE.
- At SE 15th Street (the entrance to Bellefield Residential Park and Bellefield Office Park), the train would cross from the east to the west side of 112th in either at-grade or elevated profile. From there it would travel north, potentially displacing some homes south of Surrey Downs Park.
- Beginning just north of SE 8th Street, the trackway would gradually descend into a trench running alongside 112th, eliminating both park driveways on 112th and travel under SE 4th Street to preserve neighborhood access (or travel at-grade north of SE 8th with a new connection from SE 4th Street to SE 6th Street in the northeast corner of Surrey Downs Park;
- SE 1st Place would only be accessible from 111th Avenue SE.
- The new station location is on the west side of 112th, just south of the existing SE 1st Place.
- North of the station, the tunnel portal would be moved slightly south west, going into a tunnel on the south side of Main Street just before 110th Place SE.

Q: How would proposed design changes impact Surrey Downs Park?

A: The design alternative would eliminate both existing driveways off of 112th Ave SE. Surrey Downs Park would function more as a neighborhood park, and alternative access would be provided from the neighborhood, possibly from SE 4th or 111th Ave SE. If this option is chosen, the City would revisit the Surrey Downs Park Master Plan, including seeking community input on key functions and access options.

Q. Why is a Bellevue Way HOV lane being evaluated?

A. An HOV lane on Bellevue Way has been proposed for two reasons. First, Sound Transit is planning to close one northbound lane on Bellevue Way for the duration of construction, which could take 2-5 years. Building an additional lane in advance of light rail would allow four lanes to remain open during construction. Second, after

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light rail construction, the lane would provide additional southbound HOV capacity on Bellevue Way, which would help improve street operations and reduce delay in the corridor.

Q: How are Bellevue and Sound Transit working on design options?

A: Sound Transit and the City worked together to develop the design options, including preparing drawings of the options, to ensure that the options are feasible and meet required design parameters for the East Link Project. This additional work was requested by the City of Bellevue to potentially address factors such as noise and traffic. Sound Transit is responsible for all design and engineering of the East Link project.

Q: What is Sound Transit's role in this community outreach process?

While the City of Bellevue is leading the current outreach efforts within the communities along 112th Avenue SE and Bellevue Way, Sound Transit continues to be engaged and available along the entire East Link corridor. Sound Transit staff will be available, alongside city staff, at drop-in sessions and public meetings scheduled later in September. Additionally, Katie Kuciemba and Emily Mannetti, Sound Transit's community outreach staff, continue to be available to answer your questions and meet with you individually or in groups. Contact Katie at 206-398-5459 (Katie.Kuciemba@soundtransit.org) or Emily at 206-398-5438 (Emily.Mannetti@soundtransit.org).

Q: How can the public get involved in the design process?

A: The City is initiating an outreach effort with the community to better understand concerns about the B2M alignment, and to discuss potential design changes or possible mitigation to address concerns. The outreach includes:

- City staff meeting individually and in small groups with property owners most directly affected by the light rail alignment, regarding specific concerns and mitigation ideas for their properties.
- The City will host an open house to share design options and seek feedback from the community about concerns and potential mitigation approaches.
- The City Council will host a public hearing for constituents to speak directly to the City Council about design preferences, concerns, and mitigation opportunities.

Q: How can the public comment on a proposed funding agreement for a downtown tunnel?

A: The City will host an open house and public hearing to hear community comments about a proposed downtown light rail tunnel funding agreement with Sound Transit, and the city's financial contribution.

Q: What's the schedule for the upcoming public meetings?

A: Here are upcoming opportunities to learn more and provide comments:

- **Sept. 20 open house on B2M design options, Bellevue Way HOV lane and MOU/tunnel funding**, from 4:30 to 6:30 p.m. at Bellevue City Hall, 450 110th Ave. NE.
- **Sept. 26 City Council public hearing on the same three topics as the open house** at City Hall, beginning at 8 p.m.

Q: How will public comments be used?

A: Public input will be used in the design process to help refine design elements and develop mitigation. It will also help the City Council make important decisions relating to the agreement with Sound Transit about light rail routing in Bellevue.

Q: How I can get more information?

A: Visit the city's web page at <http://www.bellevuewa.gov/> or contact Bernard van de Kamp at 425-452-2042 (bvandekamp@bellevuewa.gov).

