

## **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 112<sup>th</sup> 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 112<sup>th</sup> and travels along the east side of 112<sup>th</sup> with at-grade crossings of SE 15<sup>th</sup> and SE 8<sup>th</sup> Street. At SE 6<sup>th</sup> Street, the track crosses to the west side of 112<sup>th</sup> and then continues along the west side of 112<sup>th</sup> Ave SE to a station just south of SE 1<sup>st</sup> Place. SE 4<sup>th</sup> Street would be rerouted through the northeast portion of Surrey Downs Park to align with the existing intersection and traffic light at SE 6<sup>th</sup> Street. SE 1<sup>st</sup> Place would only be accessible from 111<sup>th</sup> 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 112<sup>th</sup> Avenue SE.
- At SE 15<sup>th</sup> Street (the entrance to Bellefield Residential Park and Bellefield Office Park), the train would cross from the east to the west side of 112<sup>th</sup> 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 8<sup>th</sup> Street, the trackway would gradually descend into a trench running alongside 112<sup>th</sup>, eliminating both park driveways on 112<sup>th</sup> and travel under SE 4<sup>th</sup> Street to preserve neighborhood access (or travel at-grade north of SE 8<sup>th</sup> with a new connection from SE 4<sup>th</sup> Street to SE 6<sup>th</sup> Street in the northeast corner of Surrey Downs Park;
- SE 1<sup>st</sup> Place would only be accessible from 111<sup>th</sup> Avenue SE.
- The new station location is on the west side of 112<sup>th</sup>, just south of the existing SE 1<sup>st</sup> 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 110<sup>th</sup> Place SE.

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

**A:** The design alternative would eliminate both existing driveways off of 112<sup>th</sup> Ave SE. Surrey Downs Park would function more as a neighborhood park, and alternative access would be provided from the neighborhood, possibly from SE 4<sup>th</sup> or 111<sup>th</sup> 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 112<sup>th</sup> 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](mailto:Katie.Kuciemba@soundtransit.org)) or Emily at 206-398-5438 ([Emily.Mannetti@soundtransit.org](mailto: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, 450 110<sup>th</sup> 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](mailto:bvandekamp@bellevuewa.gov)).