

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

September 26, 2011
6:00 p.m.

Council Conference Room 1E-113
Bellevue, Washington

PRESENT: Mayor Davidson, Deputy Mayor Lee, and Councilmembers Balducci, Chelminiak, Degginger, Robertson, and Wallace

ABSENT: None.

1. Executive Session

Deputy Mayor Lee called the meeting to order at 6:01 p.m., and declared recess to Executive Session for approximately one hour to discuss one item of potential litigation and one item of property acquisition.

The meeting resumed at 7:23 p.m., with Mayor Davidson presiding.

2. Oral Communications: None.

3. Study Session

(a) Council Business and New Initiatives

Mayor Davidson announced that the Council would skip ahead to the East Link agenda item.

(b) Regional Issues

[Postponed.]

(c) East Link: 112th Avenue SE Light Rail Design Options; Bellevue Way Southbound HOV lane; and Public Outreach Update

City Manager Steve Sarkozy opened discussion regarding the East Link light rail project.

Bernard Van de Kamp, Regional Projects Manager, welcomed Sound Transit staff Ric Ilgenfritz, Executive Director of Planning, Environment and Project Development, and Don Billen, East Link Program Manager.

Mr. Ilgenfritz explained that design options for 112th Avenue SE have been developed in response to concerns about traffic and noise impacts related to the light rail system. Technical work is still underway, and Sound Transit will have more information on costs and impacts next week.

Mr. Billen recalled that, after five years of environmental review, the Sound Transit Board made an alignment decision this summer for the East Link project. Sound Transit is currently working to negotiate a Memorandum of Understanding (MOU) with the City in preparation for final design next year and the beginning of construction in 2015. The light rail system will begin operations in 2023.

Mr. Billen described Option A, which is the FEIS alternative for the B2M-C9T alignment, with an East Main Street Station option. This alignment from the south travels on the east side of 112th Avenue through SE 15th and SE 8th Streets, with an at-grade crossing to the west side of 112th Avenue SE at SE 6th Street. In July, the Sound Transit Board decided to move the SE 8th Street Station toward Main Street. The line then connects to Segment C, which consists primarily of the Downtown Tunnel.

Mr. Billen described Option B, Flyover to Trench, which was presented to the Council in July. Coming from the south along the east side of 112th Avenue SE, this alternative involves an elevated flyover to the west, across 112th Avenue SE at SE 15th Street, and a retained cut configuration along the west side of 112th Avenue SE continuing north. The alignment dips underneath SE 4th Street, and access into the Surrey Downs neighborhood at this location would be provided using a bridge over the light rail trackway. This option has the same Main Street Station before entering the tunnel portal. The advantage of the flyover design is grade separation, which eliminates the need for an at-grade gate and crossing bells.

Mr. Billen described Option C for 112th Avenue SE, which has an at-grade crossing at SE 15th Street to the west side of 112th Avenue SE. He noted that it is possible to mix and match portions of the alternatives. Option C has retaining walls on the west side of 112th Avenue SE.

Next steps are preparing the design report, including cost estimates, on the 112th Avenue SE options. Mr. Billen said that additional environmental review will be required for these options. The overall design will continually be refined, and public outreach efforts will continue.

Mayor Davidson referred to Option C and questioned the near-term necessity for the Main Street Station location. Mr. Billen said it is possible to design at-grade stations in such a way that they could be added later. However, the cost is typically much higher than building the station initially. Mr. Billen said that the Main Street Station provides good access to the south end of downtown and to commercial properties on the east side of 112th Avenue SE. It also provides a benefit to the neighborhood, which would otherwise have the guideway but no convenient access to the system. In further response to Mayor Davidson, Mr. Billen said the City has authority over whether transit-oriented development would ever occur there.

Responding to Councilmember Robertson, Mr. Billen said Sound Transit anticipates having the 112th Avenue SE Concept Design Report available by October 13.

Responding to Councilmember Chelminiak, Mr. Billen said Sound Transit believes that the Main Street Station will provide higher ridership than the SE 8th Street location.

Responding to Deputy Mayor Lee, Mr. Billen said the Main Street Station will be accessed by walking; there are no plans for a Park and Ride facility. A pedestrian signal for crossing 112th Avenue is included in the design, but there is no overpass or skybridge.

Councilmember Balducci said there are tradeoffs for each of the options, which are attempting to mitigate visual, noise, and traffic impacts. She observed that any one option can mitigate two of the three impacts well, but not necessarily all three.

Mayor Davidson suggested that a tunnel under 112th Avenue SE would best address all of the impacts. Mr. Billen said that Sound Transit's analysis of going under 112th Avenue SE at SE 15th Street, which extends the retained cut, indicated significantly higher project costs. Sound Transit determined that that option would not be affordable for either Sound Transit or the City.

Responding to Deputy Mayor Lee, Mr. Billen said the rough estimate for a tunnel under 112th Avenue SE is approximately \$120 million to \$180 million.

Responding to Councilmember Balducci, Mr. Billen said the higher costs are due to the length of the retained cut/tunnel that would be required, the cost of constructing a lid over the road, and ventilation features. In addition, the water level at the 112th Avenue SE location is 20 feet lower than at the Winters House. The retained cut along the Winters House is expensive, but less than what would be required along 112th Avenue SE.

Responding to Councilmember Chelminiak about the retained cut proposal for 112th Avenue SE, Mr. Billen said the cut would extend from the Winters House to the Downtown Tunnel, which significantly increases costs.

Councilmember Wallace said he found out last week that the elevated flyover comes within 25 feet of some homes, or literally in their backyards. With regard to the at-grade options, he said it is hard to envision a gate and bells adjacent to the quiet Surrey Downs neighborhood. He questioned whether there is a similar environment along the Central Link line that could be observed for impacts.

Mr. Billen said there is not a good residential comparison on Central Link, which has gates and bells in the SODO industrial area. It is possible to lower the volume of the warning bells on the trains, and it is possible to have the alarms sound only as the gate is moving and to have them stop once the gate is in the lowered position.

Mr. Wallace expressed concern that there are conceptual descriptions about alternatives without specific information about the proposed mitigation. He believes that the Council and residents need a solid understanding of the impact of warning bells before comparing the alternatives.

Mr. Billen said that the technical report currently underway will include a noise analysis and mitigation proposal, in order for the Council and residents to understand the potential impacts and mitigation.

Mr. Wallace suggested that the Council and staff visit the intersection where the gate would be located and simulate the sound of the bells, at approximately 9:30 p.m., to get some idea of the real impact. Mr. Wallace commented that perhaps Sound Transit has fixed the noise problems in Tukwila. However, he believes it is important to know for sure.

Responding to Mayor Davidson, Mr. Billen said that an advantage of the at-grade crossing at SE 15th Street instead of SE 6th Street is lower traffic volumes at SE 15th Street.

Councilmember Robertson concurred with Mr. Wallace's suggestion to provide a realistic simulation of the bell noise levels. She would like the City's sound consultant to provide technical information and analysis about the impact of bells along 112th Avenue SE. She said it is important to know that people will be able to sleep.

Mr. Ilgenfritz reminded the group that Sound Transit designed the new 112th Avenue SE options in an attempt to address previously voiced concerns. However, any time a change is made, other issues or complications are likely to arise. Following up on Councilmember Wallace's comments, Mr. Ilgenfritz said that Sound Transit will work with the City to identify mitigation options. He noted that sound walls are the typical mitigation for an at-grade alignment, and bell volumes and directional patterns can be modified where appropriate.

Mr. Ilgenfritz noted that East Link is approaching the end of the preliminary engineering phase. Sound Transit needs to get the project into final design in order to continue in a problem-solving mode and get to the next level of detail that is requested by Bellevue.

Councilmember Robertson said she visited the proposed location for the elevated flyover. She believes this option is not feasible given the topography of the immediate area.

At 8:02 p.m., Mayor Davidson announced that the meeting would move to Council Chambers for a public hearing.

4. Public Hearing

- (a) A public hearing to receive comment on the B2M 112th Avenue SE design options; a potential Bellevue Way High Occupancy Vehicle (HOV) lane; and potential funding for a light rail Downtown Tunnel, all related to the East Link project.

The meeting resumed at 8:08 p.m. in the Council Chambers.

City Manager Steve Sarkozy provided introductory comments and briefly described the three light rail alignment options for 112th Avenue SE. He spoke to the Memorandum of Understanding (MOU) currently being negotiated by the City and Sound Transit, which involves the City potentially contributing approximately \$160 million toward the Downtown Tunnel.

- Deputy Mayor Lee moved to open the Public Hearing, and Councilmember Robertson seconded the motion.
- The motion carried by a vote of 6-0, with Councilmember Wallace away from the dais.

The following citizens came forward to comment:

1. Bill Hirt alleged that Sound Transit has misrepresented the East Link light rail project by comparing it to adding 10 lanes of traffic capacity. He expressed doubt about ridership estimates, and expressed concern that it will actually increase congestion. He opined that running light rail through Mercer Slough Park is a violation of federal law, unless there is no other alternative.
2. Renay Bennett, a resident of the Bellecrest neighborhood, said it is wrong to commit Bellevue taxpayers to pay any portion of the Sound Transit project. She believes that all costs, including for the Downtown Tunnel, are Sound Transit's responsibility. She said that there used to be a concept of subarea equity, meaning that where the revenue was raised is where the dollars were spent. However, that is no longer the case and Sound Transit allows the crossing of funds, as long as both subareas are said to benefit. The Eastside is paying the full cost of crossing the I-90 bridge, even though it benefits Seattle and areas west of Lake Washington as well. Ms. Bennett said she does not want Bellevue Way widened. She listed additional light rail project-related expenses for the City, which takes away funding from other City projects (e.g., neighborhood sidewalks). She cautioned against signing any binding agreement without many more questions answered.
3. Stacie LeBlanc Anderson, representing the Surrey Downs Historical Society, testified that the historic Winters House and the Surrey Downs Historic District are being treated differently with regard to the light rail project. Sound Transit is fully mitigating impacts to the Winters House, but not for the Surrey Downs Historic District. She believes that the Mithun homes in Surrey Downs must be protected, whether or not they have been placed on the National Historic Register. Ms. Anderson referred to a August 29, 2011, letter by the City Attorney which addresses issues related to the historic district.

[Councilmember Wallace joined the meeting at the dais at 8:26 p.m.]

4. Bill Popp distributed packets with copies of memos sent to the Council over the past several weeks. The memos include comments related to the National Environmental Protection Act (NEPA), Section 4(f). Mr. Popp expressed concern that the study by

ARUP, the City's consultant, did not progress enough, but that it would have shown the B7-Revised/C14-E alternative to be more cost effective than the B2M-C9T option. He testified that B7R-C14E has fewer adverse impacts as well.

5. Kris Liljeblad, a transportation planner, urged the Council to work with Sound Transit to implement the light rail project as soon as possible. He believes that the East Link project represents the transportation capacity desperately needed to support the region's economic health and development. Areas particularly in need of transit include Downtown Bellevue, Overlake, and Downtown Redmond. Mr. Liljeblad said he appreciates Councilmember Chelminiak's participation last week in a bike ride around downtown. He said the East Link project anticipates 50,000 trips a day by 2030, which is a fraction of the true long-term capacity because the system can be expanded by adding more trains. Light rail will bring people to Bellevue to shop, eat, and spend money. Mr. Liljeblad believes that the time for alternative studies is past. He noted that the proposed HOV lane on Bellevue Way was first introduced approximately 10 years ago, and it is still needed today.
6. Jessica Powers, representing Wright Runstad Company, read from a letter submitted previously to the Council. She testified about the importance of light rail for Wright Runstad's Spring District development in the Bel-Red corridor.
7. Katie Hennessey commented that she commutes by bus. However, service is limited and does not meet current capacity demands. She encouraged the Council to keep working with Sound Transit, sign the MOU, and get the project moving. She believes that the region desperately needs light rail.
8. Kevin Kelly, Bellevue Chamber of Commerce, testified that light rail is an opportunity to enhance economic vitality, as long as adverse impacts are mitigated. The Chamber supports the proposed southbound HOV lane on Bellevue Way leading to I-90. He said the City should begin this project before East Link begins construction. The Chamber appreciates the City's work related to the long-term transportation needs of the community. The Chamber is in favor of the C9T Downtown Tunnel, and wants to work as a partner with the City. Mr. Kelly suggested that the City conduct a study of the economic impacts of the light rail project.
9. Dave Overstreet, AAA Washington, concurred with the Chamber's position on light rail. He expressed support for the proposed added capacity on Bellevue Way in the form of a southbound HOV lane. He voiced concerns about the design plans for 112th Avenue SE and SE 15th Street at the entrance to the Bellefield Office Park. AAA's headquarter office is located there and employs approximately 300 individuals. AAA is interested in how the City and Sound Transit plan to mitigate the impacts of light rail construction and operation as it relates to ingress and egress at this location.
10. Brian Brand testified that his firm, Baylis Architects, has been a major downtown employer for 40 years. He believes that Bellevue's success in retaining jobs relies on an

effective transportation system that includes mass transit. Baylis Architects favors the light rail Downtown Tunnel, and believes that an at-grade alternative is unacceptable. He encouraged reaching agreement with Sound Transit on the MOU by the October 25 deadline.

11. John Stokes, a Woodridge resident, said he supports the B2M and C9T alternatives, and he is concerned about any further delays with the project. He commented on the importance of light rail for the economy and the future of Bellevue. He expressed appreciation for the Council's hard work and encouraged them to finalize an agreement to move forward.
12. Debi Lelinski, stated her understanding that Sound Transit plans to construct the Eastside portion of the light rail project before constructing the segment over the I-90 bridge. She expressed concern about unresolved issues regarding the use of the I-90 bridge, including unproven technical aspects. She questioned the justification for the East Link project costs including impacts to neighborhoods and overall quality of life. Ms. Lelinski asked the City to not proceed until the I-90 portion of the project is completed.
13. Scott Lampe, representing the Surrey Downs Community Club, followed up on his comments from the previous week, in which he indicated that Sound Transit had recently reduced its Central Link forecasted ridership by 20 percent. The adjustment was attributed to lower employment and population growth estimates. Mr. Lampe said that he asked Sound Transit about the effect of growth estimates on the East Link project. He read from a letter he received from Don Billen of Sound Transit, which states that the reasons for the failure to meet 2011 projections are short term in nature and do not affect the 2030 long-range forecast for East Link. Mr. Lampe said he has compiled information from Dick Conway, the economist used by Sound Transit, showing revised economic projections. [Mr. Lampe submitted copies of the information referenced in his comments.]
14. Bernie Hayden, a Bridle Trails resident, expressed concerns about East Link costs, right-of-way acquisitions, and impacts to the residual value of affected properties.
15. Daniel Warwick, an Interlake High School student, said that he loves transit because he is a fiscal conservative and roads are expensive. He believes that light rail transit is needed to keep the area growing and financially vital, including within the Bel-Red corridor. He said that it is especially important to be financially prudent in this economic recession. He believes the City cannot spend \$150 million on the B7-Revised alternative and cannot afford a HOV lane on Bellevue Way when it cannot, at this point, afford a light rail Downtown Tunnel. Mr. Warwick urged the Council to take action on signing the MOU and moving the project forward. He encouraged the Council to look past fear and ideology, and to look to the future. He believes the City needs to have fact-based, reasonable discussions with Sound Transit to identify funding solutions.

16. Sue Baugh, a resident of Lake Heights and President of Move Bellevue Forward, expressed support for entering into a MOU with Sound Transit to better define the project through Bellevue. The organization supports a transparent process, and does not support further project delays or project-related litigation. The organization supports the initial Downtown Tunnel funding concepts outlined in the July 2011 Term Sheet. Ms. Baugh said the mitigation proposal should be reviewed in a public process, have reasonable scope and cost, and should not put tunnel funding at risk or introduce further schedule impacts. She said that, for eight months, Move Bellevue Forward has repeatedly asked the Council to focus on mitigation along Sound Transit's route. However, now several Councilmembers are saying that the Council does not have sufficient time to do that work.
17. Terry Lukens, an Enatai resident and former Mayor, recalled past community opposition to projects that are now highly valued including Meydenbauer Convention Center, the Downtown rezone to allow high-rise residential development, and Downtown Park. He believes that light rail provides another opportunity to make big things happen for Bellevue. He asked the Council to move Bellevue forward now.
18. Linda Andersson, a Medina resident, described her use of public transportation, both locally and in Europe and Asia. She believes that trains provide the most effective and comfortable public transportation. Good transit lowers stress and allows people more time to spend with their families and engaged in other activities. She believes that light rail transportation contributes positively to overall quality of life.
19. Paul Boothe said he has lived in Bellevue for 50 years, and he has witnessed the completion of many projects. Bellevue is the economic engine of the Eastside, and it is important for businesses and citizens to maintain that position. He noted Council Executive Sessions on litigation topics, and questioned what this means for the East Link project. He is in favor of the B2M-C9T route. He encouraged the Council to negotiate the MOU and to move forward without further delay.
20. Ross Jacobson, representing the Bellevue Downtown Association and his personal viewpoint, expressed support for the Downtown Tunnel. He wants his daughters to be able to use light rail. He expressed support for the Spring District project in the Bel-Red corridor, which is designed around light rail services. Mr. Jacobson believes that light rail will benefit the commercial and residential districts within Bellevue.
21. Sven Goldmanis, a resident of Bellefield Residential Park, said he will be directly affected by the light rail line, but he still supports light rail. In past years, he did not support light rail. However, he now recognizes the importance of light rail to the economic vitality of the community.
22. Elizabeth Hayden, a resident of the Overlake area, commented on the growth in Bellevue throughout her life. She believes that light rail is needed to maintain the community's high quality of life. She has been proud to see Bellevue grow from a sleepy suburb to a

regional city with its own identity. Ms. Hayden attended the light rail open house the previous week, and she believes that the three options for 112th Avenue SE all meet the community's needs. She noted that Bellevue voted for light rail and has studied light rail, and it is time to move forward with the East Link project.

23. January Colacurcio, a resident of Cascade Key, commented on the increased traffic coming into Bellevue over the years and expressed support for light rail. She has children and grandchildren in Seattle, and she described the convenience of taking the grandchildren places using light rail in Seattle. She said she cannot imagine the City spending this much money to get this far without following through on the MOU with Sound Transit.
24. Bill Thurston, President of the Bellevue Club, said he and others continue to advocate for a west side alignment along 112th Avenue SE. To that end, he and other supporters built a fly-by model reflecting an at-grade alignment on the west side of 112th Avenue. The model is available at City Hall, and continues to be available to anyone who wants to see it. Mr. Thurston said that the west side of 112th is dry land, which is more cost effective for construction, and the topography of the land shelters homes to the west from visual and noise impacts. He said it is important to keep the station at SE 8th Street to support commercial and residential interests in that area. Regarding the HOV lane on Bellevue Way, Mr. Thurston said he does not want that project to take funding away from other important aspects of the light rail project.
25. Loyd Jacobs, a Woodridge resident, said the City has discussed the East Link project for five years. He believes it is time to close this chapter and to sign the MOU. Millions of dollars have been spent to date, and the City should sign the MOU in October. Mr. Jacobs said that residents and businesses want East Link, and they want Bellevue to remain a regional center. He commented that today's Bellevue was built by a can-do attitude, and he urged the Council to have no further delays or expenditures on ill-advised studies.
26. Betina Finley thanked Councilmembers for their hard work and long hours on the light rail project. She encouraged them to keep moving forward. She has worked with Mr. Thurston and met with stakeholders, and she believes that it makes sense to preserve the natural beauty along 112th Avenue SE. Acknowledging the benefits of the open trench alternative along 112th Avenue SE, she suggested that the project might be better served at less cost with an at-grade alignment. She proposed that the City could use the savings to buy out residents on 112th Avenue who care to sell their properties, and to provide additional mitigation projects along the route. As an additional option, she asked the Council to consider locating the light rail crossover at the Y of Bellevue Way and 112th Avenue SE. If a west to east crossover at this location is problematic, she encourages the Council to revisit a full East Link alignment from I-90 on the west side of Bellevue Way. She suggested that this might be more beneficial than placing a HOV lane along this section of roadway. She expressed support for the Downtown Tunnel, and thanked the City for the public process.

27. Geoff Bidwell, a resident of the Bellecrest neighborhood, said he opposes the B2M alignment and has concerns about the environmental impacts. He distributed a document to the Council, which he read from to express his support for the B7 alternative. He believes that the B7 provides the same ridership as the B2M, protects neighborhoods, and is less expensive than the B2M if all mitigation costs are considered. Referring to comments made earlier by Mr. Lukens, Mr. Bidwell said that when Meydenbauer Convention Center was initially proposed, the cost was \$28 million. He said it has now cost \$68 million and is being subsidized by taxpayers, which was to never be the case.
28. Mark Sussman, West Lake Sammamish Parkway, read from an article about urban rail's effect on mobility, which addresses a number of topics including travel times and ridership. He said the article analyzes light rail in approximately 50 cities, and the outcomes of urban rail are not very positive. [Mr. Sussman submitted written information and comments.]
29. Martin Paquette, an Enatai resident, said he lives one block from the South Bellevue Park and Ride. He said it is time to move forward, and to stop second-guessing whether the B7 alternative might be better than the B2M. He said that no public projects would get built if every project went through the stalling, worrying, and second-guessing associated with the light rail project. He favors the Downtown Tunnel. With regard to 112th Avenue SE, he favors a grade-separated crossing at SE 15th Street. If an at-grade configuration is used, he said it should be located well south along 112th Avenue SE to avoid intersections to the north. He noted the gridlock on Bellevue Way and the need for a HOV lane.
30. Marlene Meyer, a resident of Cherry Crest/Bridle Tails, testified that it is more convenient to travel, especially with children, on light rail compared to buses. She has concerns including whether East Link has enough stops to make it efficient, mitigation for earthquakes, impacts to Mercer Slough, and project costs. She encouraged moving forward to make a transit system that Bellevue deserves.
31. Matthew LaPine, a resident of the Vuecrest neighborhood, said Bellevue is fortunate to have so many residents involved in their community. He recalled the history of the voters' support of light rail and the development of the East Link project to date. He believes that the failure to implement light rail could deter businesses from wanting to be in Bellevue. The Puget Sound Regional Council's Vision 2040 plan identifies Downtown Bellevue as a regional growth center and specifies high-capacity transit to Seattle as key infrastructure. He urged the Council to move forward with East Link.
32. Margaret Ptacek, a resident of Old Bellevue, noted that she is a regular bus rider and is in favor of light rail. She urged the Council to sign the MOU.
33. Marilyn Wade, a Woodridge resident, said she would love for her children and grandchildren to be able to use light rail. She encouraged Bellevue to continue to be an exemplary city by moving forward with light rail. She believes that light rail will allow everyone to successfully and easily live, work, and play in Bellevue.

34. Jack McCullough, speaking on behalf of Lincoln Plaza, said he favors a crossover of 112th Avenue SE at SE 15th Street. He favors options B and C, presented earlier in the evening, over Sound Transit's original FEIS alternative for that segment of the project. He noted that options B and C include mitigation not provided by the FEIS alternative.
 35. Judy Paquette said she supports the Downtown Tunnel. She urged the Council to sign the MOU and to move forward. She cited a letter previously sent to the Council signed by many community members including Jean Floten, the former President of Bellevue College, and representatives of The Boeing Company and Microsoft.
 36. Michael Marchand, an Enatai resident, expressed support for the Council moving forward to sign the MOU by October 25. He asked the Council to look at the opportunities presented to Bellevue in terms of mitigation, as opposed to the negativity. He encouraged looking at this project as a first step toward a system that will expand significantly throughout the region based on 2040 transportation needs. He said the current congestion is not sustainable. Mr. Marchand thanked Councilmembers for their work, and recalled Bellevue's history of investing in its parks, neighborhoods, schools, and people.
- Councilmember Balducci moved to extend the meeting to 11:00 p.m., and Councilmember Degginger seconded the motion.
- The motion carried by a vote of 7-0.

At 9:55 p.m., Mayor Davidson declared a break.

The meeting resumed at 10:03 p.m. and continued with the Public Hearing:

37. Rebeca Sears commented that the only option for Downtown Bellevue is a light rail tunnel, which she believes is necessary for economic vitality and overall quality of life. The tunnel is not a right for Bellevue, but a privilege. She urged the City to sign the MOU by October 25, and noted that a vote against the MOU is a vote against economic vitality and Bellevue's future.
38. Joe Burcar, an Enatai resident, believes that funding a tunnel is reasonable and achievable. He said it is time to sign the MOU, to start to work with Sound Transit, and to get the project moving. He spoke against more studies or delays, and he definitely will not tolerate spending money on litigation.
39. Bill Stephan said he believe that none of the three options for 112th Avenue SE effectively mitigate noise, traffic, and visual impacts. He encouraged running light rail along the west side of Bellevue Way from I-90 to the Y, and then along the west side of 112th Avenue SE. He noted that the preferred route is the B2M, which will go directly by his front door. Mr. Stephan stated that some of his neighbors share his point of view. However, he is not speaking as a representative of the Bellefield Homeowners

Association. Acknowledging the impacts to Bellefield Residential Park of a west-running alignment, he suggested that the City buy the whole park or at least the east side of the residential park. The City could recess the rail and use the dirt to construct a berm to accommodate a bike/pedestrian trail and landscaping, which would mitigate the impacts of the light rail alignment. Mr. Stephan said that he and some of his neighbors would like to see the Main Street station moved back to SE 8th Street, where it services the business parks and residents. He thanked the Council for listening to his comments. [Mr. Stephan submitted his comments in writing.]

40. Joe Rosmann recalled that, in 2007, Councilmembers Balducci and Degginger said they would not consider a design that would take more than three or four properties. He said it is possible that light rail will take up to 60 homes. He briefly recalled the history of the East Link project, and expressed concerns regarding neighborhood impacts and Bellevue's status as one of the best places to live in the country. [Mr. Rosmann submitted his comments in writing.]
41. Jay Doughten, a property owner along 112th Avenue SE, said his property is directly affected by the light rail project. The planning process has been hard on him, his family, and his neighborhood. However, he fully supports light rail because he believes it will enhance the community and make Bellevue a better place to live.
42. Leslie Savina said that she lives off 108th Avenue SE near Bellevue High School, and she works at an office in Pioneer Square in Seattle. She testified that light rail service is much more convenient and speedy than bus travel. She quoted from a Bellevue history book, which envisioned future mass transit across the lake. She thanked Councilmembers for listening to residents and urged them to move forward. Regarding the proposed southbound HOV lane on Bellevue Way, she noted that it would be most heavily used in the evening when the I-90 express lanes are closed to westbound travel. She expressed concern that the project costs could perhaps be better spent elsewhere.
43. Alfred Cecil expressed concern about Sound Transit's difficulties in meeting its noise requirements in Tukwila and the Rainier Valley. He described anticipated noise impacts for the East Link system. [Mr. Cecil submitted a copy of a noise impacts/mitigation map referred to in his comments.]
44. Glenn Christy said he supports the Downtown Tunnel but feels it is unfortunate that Bellevue is stuck with paying for it. He believes that all light rail at-grade crossings should be eliminated. He expressed concerns about the at-grade crossing at Northrup Way/NE 20th Street and about noise impacts.
45. Wendy Jones, a resident of Enatai, expressed concern that 53 homes will be taken due to the light rail project, and 23 additional properties will have portions taken. She is concerned about the removal of trees, noise impacts, and costs. She encouraged the Council to take its time to fully study all options and mitigation measures.

46. Mary Smith, a resident of the Bellecrest neighborhood, said she came to Bellevue in 1968 to teach. She spoke in favor of two forms of buses, traditional service and the new RapidRide service. She believes that local buses can better accommodate the disabled and others with special needs, while commuters need faster buses. She encouraged the City to maintain local control with regard to the East Link light rail project, and to work with Sound Transit to properly mitigate impacts.
47. Chris Hazemann testified that Bellevue is a world-class city in need of mass transit. He said he is somewhat taken aback by those who resist moving forward. He noted that the City has spent millions of dollars on East Link planning, and he would like to see the Council move forward.
48. Susan Ilvanakis, Surrey Downs, said that she and residents have been asking a number of questions for years. She expressed concerns about noise, vibration, and other impacts. She said residents have not received information from the City or Sound Transit about mitigation projects. Sound Transit admits that there will be property takings, but has not been specific about affected properties. Ms. Ilvanakis believes that Sound Transit must address mitigation before the City signs the MOU. [Ms. Ilvanakis submitted her comments in writing.]
49. George Pieper, a Woodridge resident, noted that he is Chair of the King County Civil Rights Commission. While he is representing himself, he noted that his job influences his position. He expressed support for light rail transit, and said that he prefers the SE 8th Street Station over the Main Street option.
50. Arjun Sirohi said that he and his family live on 111th Place SE, at the intersection of 112th Avenue SE and SE 8th Street. He is not opposed to light rail. However, he believes that all three options for 112th Avenue SE are unacceptable. He expressed concern that Sound Transit has not provided sufficiently detailed plans or information on project mitigation. He asked the Council to reject Sound Transit's deadline and to continue to collect all facts before making a decision. [Mr. Sirohi submitted written comments as well.]
51. Scott Rodgers, President of Carriage Place Condominiums Homeowners Association on 112th Avenue SE, encouraged moving forward with MOU negotiations. He testified that residents need some predictability about the future of the light rail project and how it will affect their homes.
52. Dick Applestone, a resident of Surrey Downs, said he is opposed to light rail. He questioned whether the trains need to run all night. He expressed concern that the Main Street Station is intended to accommodate future transit-oriented development (TOD), which is not appropriate next to the existing single-family neighborhood. He questioned ridership estimates and noted that they have been lowered. He spoke in favor of the B7-Revised alternative and against the Downtown Tunnel.

53. Robert Rosell, an Enatai resident, said that traffic on Bellevue Way has increased significantly over the past 20 years, and the City has not mitigated the increased impacts, including noise. He is opposed to the proposal for a southbound HOV lane on Bellevue Way. He is a fan of transit, having grown up in Montreal. He commented that tunnels are typically used for residential areas, and at-grade alignments are generally used only in commercial areas. Mr. Rosell opined that if the City proceeds with the HOV lane, it has a responsibility to mitigate the impacts. He noted that, in general, when projects experience cost overruns, the mitigation of neighborhood impacts often falls by the wayside.
54. Bob Broten, President of the Bellefield Residential Park Condo Association, suggested that if the light rail project takes one unit, it should take all 61 units. He said he voted in favor of light rail, but that it should be done right. He believes that Sound Transit is using old technology. He is concerned that light rail and the South Bellevue Park and Ride Station will contribute to traffic congestion instead of helping it. Mr. Broten said that an alignment on Bellevue Way and 112th Avenue SE cannot be effectively mitigated. He is in favor of the B7 alignment and supports the Downtown Tunnel.
 - Deputy Mayor Lee moved to extend the meeting until 11:15 p.m., and Councilmember Robertson seconded the motion.
 - The motion carried by a vote of 7-0.
55. Peter Marshall, an Enatai resident, expressed support for the B2M route, negotiating the MOU, and moving forward with the project. Regarding 112th Avenue SE, he supports Option C. He is opposed to the flyover crossing reflected in Option B due to its massive visual impact and expense. He suggested putting the light rail train along the west side of Bellevue Way, instead of using that space for the proposed southbound HOV lane. [Mr. Marshall submitted comments in writing.]
56. Kari Marino commented on the B2M design options. She said she is disturbed by the lack of information available from Sound Transit on the 112th Avenue SE options. Option B cannot be done without taking many homes, and the flyover crossing is unacceptable. She urged the Council to protect residents and neighborhoods against the impacts of light rail. She asked the Council to not rush to sign the MOU in October, and to not give up the right to litigate. She asked them to continue to explore options, including an alignment on 114th Avenue SE that would connect to Main Street. She believes it is not right to ask taxpayers to support a Downtown Tunnel after light rail has negatively affected their property values and lifestyle.
57. Patrick Bannon, Bellevue Downtown Association (BDA), expressed concern about the affordability of Bellevue's contribution to the light rail Downtown Tunnel, given the competing capital needs and priorities. The BDA supports the Downtown Tunnel, and is concerned that an at-grade alignment will be implemented if the tunnel is not achieved. Mr. Bannon said the BDA looks forward to reviewing the draft MOU. [He submitted a written letter from the BDA.]

58. Andrew McCormick said he has used light rail and buses for most of his life, and he prefers light rail service. He favors Option C for 112th Avenue SE, and does not support the Bellevue Way HOV lane. He urged the Council to move forward without further delays.
- Councilmember Robertson moved to extend the meeting until 11:30 p.m., and Councilmember Balducci seconded the motion.
- The motion carried by a vote of 7-0.
59. Kathleen McDonald communicated a message from her 84-year-old mother, who has been paying taxes in Bellevue for 61 years. She reviewed key changes that have occurred in Bellevue over the years, despite opposition to many of the projects. Ms. McDonald and her mother encourage the Council to keep moving forward with light rail.
60. Matt Mathes noted that he previously served on the Parks and Community Services Board, and he and his family are regular bus riders. He favors the B7-Revised alternative and is opposed to the B2M. He questioned what happened to the City in a Park concept, and expressed concerns about environmental and wildlife impacts. He is opposed to the Bellevue Way HOV lane. He encouraged the Council to pay attention to Bill Popp's analysis of the East Link project.
61. Ken Kuiper urged the Council to work for exceptional mitigation, as promised by Sound Transit approximately three months ago. He lives in Surrey Downs, along 112th Avenue SE, and the light rail project will have serious impacts to his and his neighbors' quality of life.
62. Brad Davis observed that the B2M alternative will be the final route, although he feels that the B7 would be better for Bellevue. He believes that Sound Transit has both a social engineering and transit agenda. He encouraged the Council to slow down and take its time, and to do what is right for Bellevue.
- Councilmember Robertson moved to close the Public Hearing, and Councilmember Chelminiak seconded the motion.
- The motion carried by a vote of 7-0.

At 11:26 p.m., Mayor Davidson declared the meeting adjourned.

Myrna L. Basich, MMC
City Clerk
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