

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:

Provide Council a status update on the East Link light rail B7/C9T to NE 2nd Portal (B7 – Revised) alternative Concept Report.

STAFF CONTACT:

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Transportation Department

FISCAL IMPACT:

N/A

POLICY ISSUES:

On April 22, 2010 the Sound Transit Board revised their preliminary preferred alternative for the East Link Project to include tunnel and at-grade options: C9T 110th Tunnel and C11A 108th At-Grade. The revised preliminary preferred alternative also included the B2M option in South Bellevue, travelling along Bellevue Way and 112th Avenue Southeast from I-90 to downtown Bellevue. Subsequently, Sound Transit led the evaluation of six alternatives for the specific routing of light rail on 112th Avenue SE. On July 22, 2010 the Sound Transit Board identified a west-side running alignment based on technical analysis and feedback from affected stakeholders.

Concurrent with the 112th Avenue SE options evaluation, the City pursued additional analysis of issues related to the B7 alignment, Council's preferred route for Segment B of the East Link Project. Areas of analysis included review of environmental analysis and constructability issues, assessment of Mercer Slough wetland functions and values, and alternative South Bellevue Station locations. The findings of this analysis were presented to Council on July 19, 2010.

At the September 13, 2010 Study Session, Council discussed the need for additional analysis of the East Link B7 alignment and design variations intended to improve performance, reduce impacts, and reduce costs. Council directed staff to return with a scope of work to allow an "apples-to-apples" comparison of the B7 alignment with modifications ("B7-Revised"). A phased approach to the scope was presented to Council on October 4. Council directed staff to proceed with Phase 1 of the B7-Revised analysis (5% Conceptual Engineering and Concept Design Report).

DIRECTION NEEDED FROM COUNCIL:

 Action
 X Discussion
 X Information

The purpose of this agenda item is to provide Council a status update only. The City's consultant (ARUP North America Ltd.) will present progress to date on the development of conceptual engineering, environmental screening and the preparation of a concept design report

for the East Link light rail B7/C9T to NE 2nd Portal (B7 – Revised) alternative. Council will have the opportunity to comment on the work to date and ask questions of the City’s consultant and City staff. Council will also be able to confirm the direction of the study in some key areas such as work on optimizing the alignment and on concepts for the A-2 park-and-ride and East Main station planning. Other areas to be highlighted involve ridership forecasting and feedback from the recent Open House. Next steps leading up to the Interim Analysis Report, aka the ‘Tipping Point’, will also be outlined. **As a reminder, the Interim Analysis Report, scheduled for a Council presentation in April, is the first major deliverable of this study and will be a collation and summary of the work completed by the project team at the end of March. The report will comprise an early assessment of the optimized alignment and stations/park-and-ride including environmental issues, cost, right-of-way, ridership, traffic and noise.** The purpose of the report is to provide an early comparison of the B7 and the B7- Revised alternatives and highlight significant differences or fatal flaws.

BACKGROUND/ANALYSIS:

In early May 2010, Council discussed the need for additional information and analysis of the Sound Transit B7 alignment and for review of comparative analysis between the B2M and B7 alignments. In response to Council direction, staff proceeded with four contracts to address the need for additional information within the resources available in CIP PW-R-159 and timeframe identified by Council. The full reports were provided to Council and made available to the public in advance of the July 19, 2010 Council meeting. They are available online at: <http://www.bellevuewa.gov/light-rail-documents.htm>.

Council discussions have continued to focus on the sufficiency of the analysis in Segment B. On September 13, 2010, Council directed staff to prepare a scope of work to allow an “apples-to-apples” comparison of the Sound Transit B7 alignment with modifications (“B7-Revised”). The scope is divided into three sequential phases. A diagram summarizing the phases is provided as Attachment 1. See Attachment 2 for the Scope of Work. On October 4, 2010, Council approved the scope of work and directed staff to proceed with Phase 1 (5% conceptual Engineering and Concept Design Report).

On December 6, 2010 Council approved a contract with ARUP North America Ltd. to develop conceptual engineering, conduct environmental screening and prepare a Concept Design Report (Phase 1) for the East Link light rail B7/C9T to NE 2nd Portal (B7 – Revised) alternative.

Since ARUP received Notice to Proceed on this contract, they have collected background information from agencies such as the City, Sound Transit, and the Washington State Department of Transportation (WSDOT) and have held numerous stakeholder meetings. Work has focused on optimizing the alignment and the layout of the A-2 park-and-ride and station and the East Main station, and beginning the ridership modeling process and right-of-way assessment. In addition, a public Open House was held on January 25. **To date, the only report/technical memo produced is the January 25 Open House Report (Attachment 3).**

Council Presentation:

Tonight’s presentation is a status update on work to date for the B7-Revised alignment. The Council presentation will focus on six areas of ongoing work. They are:

1. Overall project status and schedule;
2. Stakeholder engagement, i.e. Sound Transit, WSDOT, King County, PSE;
3. Open House #1 and number of attendees, key themes, etc, and planning for Open House #2;

4. Ridership modeling process;
5. Right of way/property costing process; and,
6. Overall alignment update.

The overall alignment update will be further broken into sections highlighting:

1. Overall alignment optimization;
2. A-2 park-and-ride including alternatives considered, conceptual layout of the park-and-ride, and other issues being investigated;
3. Issues being considered for crossing the Mercer Slough;
4. BNSF corridor alignment including the issues and challenges around rail banking requirements;
5. In the area of the Hilton Hotel, impacts and risks of the at-grade option versus an elevated option, in particular related to Sturtevant Creek; and,
6. East Main station and relationship to an at-grade versus elevated alignment to the south, impacts to the Main Street crossing of I-405, and access to a NE 2nd Street tunnel portal.

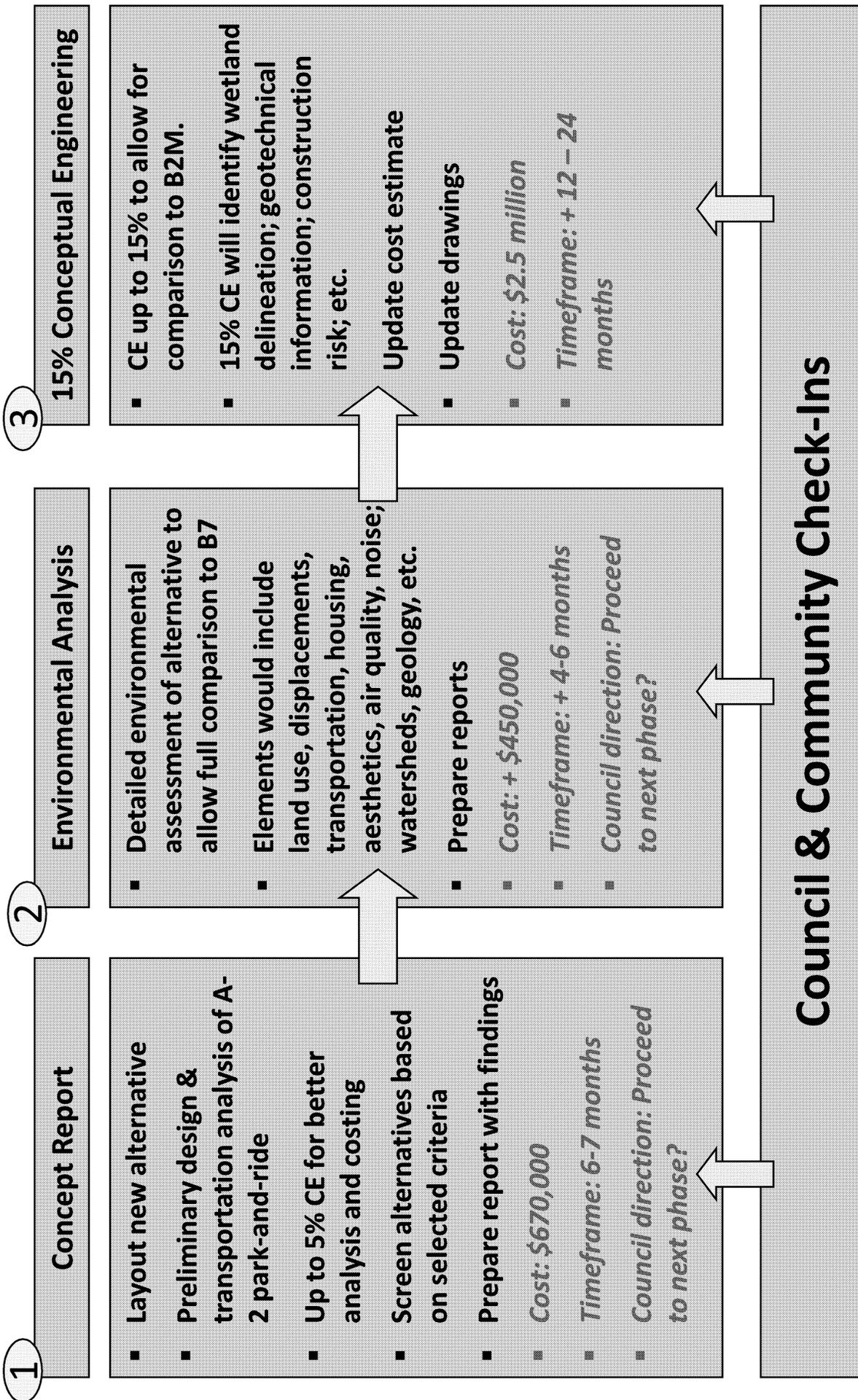
A summary of next steps will also be presented, including outlining the next major deliverable the Interim Analysis Report.

ATTACHMENTS:

- 1) Diagram summarizing the phases of the study
- 2) B7-Revised Scope of Work
- 3) January 25 Open House Report
- 4) B7-Revised/C9T to NE 2nd Portal – Preliminary Map

B7 – Revised Analysis

Proposed Process and Phases



SCOPE OF WORK

East Link B7-Revised Concept Report

Phase 1: Conceptual Engineering and Screening Assessment of B7-Revised Alternative

Key Outcome:	Definition of B7/C9T to NE 2nd portal (“B7-Revised”) alignment, 5% Conceptual Engineering (CE) and environmental analysis based on screening criteria
Deliverable:	Concept Design Report for B7-Revised alignment and 5%CE drawings
Timeline:	6-7 months
Cost:	\$670,000

Task A: Confirm Layout of B7-Revised Alternative

1. Review available analysis of DEIS B7 alignment, including Sound Transit East Link Project DEIS, KPFF South Bellevue Station Location Analysis, OTAK Mercer Slough Wetlands review, and David Evans B7 DEIS Peer Review. Review available documents regarding C9T and its NE 2nd Street variants. Review City of Bellevue NE 2nd Street plans, WSDOT I-405 Master Plan, and WSDOT Main Street and NE 2nd interchange plans.
2. Based on Council direction, identify optimum location for B7-Revised alignment. For the purposes of this scope and budget, utilize the East Link DEIS B7 alignment and C9T 2nd Street portal as a base to develop a new alternative alignment with the following modifications:
 - Near the Bellevue Way/I-90 Interchange, add the KPFF “A-2” station and park and ride, and adjust B7 light rail line as needed to meet station requirements and provide connectivity from park-and-ride
 - On the BNSF ROW, based on independent legal analysis of rail banking status, locate tracks to minimize costs (not necessary to accommodate planned regional trail).
 - Exiting the BNSF corridor and travelling north on 118th Avenue SE, locate guideway to minimize property impacts and right-of-way acquisition costs.
 - Eliminate 118th Station (as in DEIS B7 alignment)
 - At existing Red Lion site, add East Main station (no park and ride)
 - On 114th, transition from elevated to at-grade adjacent to the Hilton Hotel and travel north under Main St. to connect to a NE 2nd portal compatible with the C9T tunnel alternative
3. If consultant determines that a design deviation is necessary, prepare a technical memo discussing the feasibility issues and make recommendations on design deviations to be advanced.
4. Project Management: Develop Project Management Plan, detailed timeline for tasks and deliverables, and identify process for incorporating public and Council input into analysis.
5. Agency Coordination: Kick-off meeting with City staff. Introductory meetings with WSDOT and Sound Transit staff to gain background knowledge on issues along B7-Revised analysis.
6. Public Involvement: Project kick-off open house to share B7-Revised base alignment, analysis process and timeline, and information about key opportunities for public input in process. (See “Public Involvement Scope” Section later in document for more detail.)

7. Council check-in: Provide direction on B7-Revised design to be advanced to next tasks and confirm screening criteria for Concept Design Report analysis.
8. Update layout based on Council direction.

Task A

Key Outcome: Confirmation of base B7-Revised to be advanced to next steps; introduction of study and process to the community.

Deliverable: Layout of B7-Revised alignment and technical memo discussing major feasibility issues and design recommendations.

Timeline: 1 month

Task B. Conceptual Engineering and Transportation Analysis of "A-2" Station

A critical focus in this analysis is the design of the South Bellevue Park-and-Ride based on the proposed A-2 option identified by KPFF. As indicated by KPFF, further design and transportation analysis is needed to advance the A-2 concept. As this has been identified by Council as a critical element for improving ridership on the B7-Revised alignment, an initial detailed review of design, transportation, and costs is proposed to assess access, feasibility, ridership, and neighborhood impacts.

1. Design: Building upon the KPFF analysis, the design analysis will include looking at topography issues, ingress and egress geometrics including grades, turning radii and sight distances, cut/fill necessary to construct a park-and-ride and parking structure on the site, and other issues relating to the park and ride footprint and construction impacts and feasibility. The design work will be undertaken in conjunction with the transportation analysis below. Any design modifications based on the transportation access analysis will be identified and assessed during this phase.
2. Transportation: Assess both the macro and site-specific traffic impacts of proposed A-2 station.
 - a. Transportation Modeling: Using 2030 as a horizon year, use the BKR model to provide overall volume and turning movement information in proximity to the station, and identify level of service (LOS) at key intersections along, and in close proximity to, the identified new station location. Update modeling based on more focused transportation access analysis noted below.
 - b. Assess ingress and egress feasibility for both cars and buses at the proposed station and park-and-ride site. Start with work done by KPFF in their July, 2010 report, and modify as necessary based on additional work. Analyze the implications of the A-2 site and access on any potential impacts of bus routing and travel times, as well as traffic impacts on adjacent arterials and local streets.
3. Visual simulation: Develop two visual simulations for A-2 station. Develop massing models for stations and park-and-ride and conduct technical work to compose simulations.
4. Cost: Update KPFF cost estimate to reflect more advanced design information, while staying consistent with Sound Transit's cost estimating methodology.

5. Project Management: Up to four meetings with City staff to advance design and transportation analysis; contract administration.
6. Agency Coordination: Meetings with Sound Transit and King County to discuss specific design and programmatic requirements and to review cost estimates. Meeting with WSDOT to discuss location and transportation impacts relative to I-90 mainline and interchange.
7. Public Involvement: Open house to share A-2 Station conceptual design and traffic analysis results with community, and seek community feedback.
8. Council check-in to provide results of A-2 Station conceptual design and traffic analysis results, share community feedback and seek Council direction.
9. Adjustment to design based on public and Council feedback.
10. Write tech memo summarizing analysis and design recommendations.

Task B

Key Outcome: Advance design of A-2 station, constructability review, and transportation analysis; gain public input on A-2 station.

Deliverable: Technical Memo summarizing design updates and transportation analysis, including renderings of design concepts.

Timeline: 2 months

The next tasks, Task C, Conceptual Engineering to 5%, and Task D, environmental screening analysis, are performed in tandem to inform one another. Conceptual Engineering will bring the new alternative to the same level of CE as the other alternatives in the East Link DEIS. The environmental screening analysis will bring the information available about the B7-Revised alignment to an equivalent level of the 112th Avenue Concept Design Report. These are parallel processes to allow adjustment of the design of the alignment to avoid, minimize, and mitigate impacts. The process would begin with a basic (approx. 1%) level of CE work to better define the alternative and inform the first stages of the screening analysis.

Task C. Conceptual Engineering (CE) up to 5% Design

Design B7-Revised to allow for environmental analysis and cost estimates comparable to DEIS.

1. Define preliminary conceptual B7-Revised horizontal and vertical alignments (1" = 50' scale) utilizing the following information:
 - a. Proposed B7-Revised alignment layout from Task A above shown on aerial photo
 - b. Ortho photos with two-foot contours information
 - c. Approximate locations of Right-of-way and private property lines
 - d. Sound Transit's Draft Environmental Impact Statement and associated plans and reports (December 2008)
 - e. City of Bellevue's South Bellevue Station Alternative Location Analysis (prepared by KPFF, July 2010)
 - f. City of Bellevue's Analysis of Potential Impacts from Sound Transit on Mercer Slough (prepared by OTAK, August 2010)

- g. City of Bellevue’s Peer Review of Segment B7 of Sound Transit’s East Link Light Rail Project (prepared by DEA, July 2010)
- h. Existing sensitive areas (Mercer Slough) information
- i. WSDOT record drawings for I-90 and I-405
- j. Existing WSDOT and other available geotechnical information
- k. WSDOT I-90 South Bellevue Interchange Structure and Soil Monitoring Program reports
- l. Sound Transit light rail design criteria
- m. Legal analysis of freight rail compatibility in BNSF corridor.
- n. WSDOT I-405 Master Plan
- o. Bellevue Light Rail Best Practices

The CE design will include further refinement of the B7-Revised alignment to include, but not be limited to, layout of the transition from the A segment to B7-Revised, placement of the alignment in the BNSF right of way, horizontal and vertical alignment along I-405 including affects to the Main Street overcrossing of I-405, layout of the East Main P&R station, and layout of the transition to the C9T segment. For the elevated section along I-405, conceptual pier placements will be identified.

- 2. Determine locations of abutments and piers through Mercer Slough, including conceptual pier design.
- 3. Perform iterative refinements of horizontal and vertical alignments to avoid and/or minimize adverse impacts to private properties, businesses, sensitive areas, and noise and visual impacts. The refined preliminary conceptual alignment will provide the basis for determining general feasibility and conducting environmental review in Task D.
- 4. Project Management: Up to five meetings with City staff, regular progress reports and check-ins, and contract administration.
(Agency coordination, public involvement, and Council check-ins covered under Task D.)

Task C

Key Outcome: Definition of alignment sufficient to conduct environmental analysis based on screening criteria

Deliverables Defined 5% conceptual engineering, horizontal and vertical alignments
Conceptual cross sections at typical sections throughout the B7-R route
Conceptual pier design through Mercer Slough
Conceptual design for connection with Segment C

Timeline: 3-4 months

Task D. Environmental Screening Analysis

Environmental analysis based on screening criteria of B7-Revised Alternative to a level consistent with Sound Transit’s 112th Avenue Concept Design Report.

1. Conduct independent environmental analysis of up to eight environmental screening criteria (to be confirmed by the City Council). Develop methodologies consistent with Sound Transit's Concept Design Reports. Analysis should include discussion of potential avoidance and mitigation opportunities for impacts. The following criteria are proposed for discussion and budget scoping purposes:
 - a. Transportation: Assess traffic impacts of new alternative, using 2030 as a horizon year. Identify level of service (LOS) at key intersections along, and in close proximity to, the entire alignment and station locations. Identify major transportation impacts on local arterials. Assess impacts on bus travel times and routing based on new (A-2) station design and location. Identify other major transportation impacts and proposed mitigation, particularly in close proximity to park-and-rides and stations.
 - b. LRT Ridership: Prepare light rail ridership forecasts for the alignment by station, for Segment B, and for East Link as a whole. Ridership forecasts will be for 2030, and would be based on the proposed alignment identified in Tasks A and B; an optional task, not included in this scope and budget, would be to prepare additional ridership forecasts of other options. In order to be consistent with earlier work done by Sound Transit on other alternatives, the scope assumes that Sound Transit's light rail ridership model and methodology would be utilized.
 - c. ROW and Property Impacts: Define ROW needs and property impacts for B7-Revised alignment. Identify number of businesses and residences impacted and estimated time to secure all property rights.
 - d. Visual: Develop two visual simulations at each of four locations along B7-Revised alignment: (1) the crossing of Mercer Slough just north of I-90; (2) light rail in BNSF corridor as it passes by residential uses accessed off of 118th Avenue SE; (3) at an East Main station; and (4) the light rail approach to downtown connecting to a NE 2nd Street tunnel including the Red Lion and Sheraton sites. Develop massing models for stations and park-and-ride and conduct technical work to compose simulations.
 - e. Environmental: Identify and evaluate potential construction and operational impacts to the affected ecosystem, including but not limited to water bodies, wetlands, wetland buffers, vegetation and wildlife habitat, particularly for priority, threatened or endangered species. The analysis will consider habitat loss, water quality and hydrology and discuss functions and values of impacted areas. The evaluation will be based on existing, available information from local, state and federal resources for screening purposes. A more detailed analysis, including field reconnaissance, would be conducted as part of Phase 2.
 - f. Cost estimates: Develop 5% engineering cost estimate range that includes design completion, construction, ROW acquisition and all mitigation costs for property impacts and environmental impacts, including appropriate contingencies. The cost estimate shall be consistent with Sound Transit's cost estimating methodology for similar work.

- g. **Noise:** Conduct noise analysis to predict potential noise levels associated with B7-Revised alignment. Analysis includes independent measurement of ambient sound at six locations; construct computer noise models to predict sound levels, utilizing Sound Transit noise data; review FTA regulations and identify “impact” per FTA regulations; develop mitigation recommendations.
 - h. **Constructability:** Discussion of construction methods; constructability assessment; construction impacts and potential mitigation approaches.
2. Prepare a Concept Design Report presenting the CE drawings, environmental analysis, and additional analysis in a format accessible to the public and decision-makers. Include Draft, Review Draft, and Final Concept Design Report. (Allow for two reviews and production costs.)
 3. **Project Management:** Up to five meetings with City staff, regular progress reports and check-ins, and contract administration.
 4. **Agency Coordination:** Up to five meetings and coordination as necessary with appropriate agencies (e.g. Sound Transit, WSDOT, Corp, DOE) to conduct analysis.
 5. **Public Involvement:** Open House to share 5% CE and Concept Design Report findings; seek community reaction and feedback on next steps. (See “Public Involvement Scope” Section later in document for more detail.)
 6. **Council Check-in:** Brief Council on 5% CE design, screening analysis, and public feedback. Seek Council direction on next steps.

Task D

Key Outcome: Completion of Phase 1, definition of B7-Revised alignment, 5% CE, and environmental screening

Deliverable: Final Concept Design Report

Timeline: 3-4 months

**City of Bellevue
Light Rail Study:
B7-Revised
Alternative**

**January 25, 2011
Open House #1
Final Report**

February 10, 2011

Prepared by:



ARUP

Prepared for:



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PROJECT OVERVIEW

The City of Bellevue is conducting a study to determine if further development of Sound Transit's B7 alternative will improve performance, reduce costs, and reduce impacts of the East Link Route in South Bellevue. This alternative, referred to as B7-Revised, is a variation of the B7 alternative studied in Sound Transit's Draft Environmental Impact Statement (DEIS) and Supplemental Draft Environmental Impact Statement (SDEIS) for the East Link project. The study consists of conceptual engineering, environmental screening, ridership analysis, and cost estimating, to provide an objective "apples to apples" comparison to the Sound Transit B7 alternative.

B7-Revised includes a new transit station and park-and-ride near the Bellevue Way/I-90 Interchange. The route then parallels I-90 to cross the Mercer Slough, and runs adjacent to I-405 within a segment of the former BNSF right-of-way. It also includes a new transition from at-grade at the Red Lion site to a downtown tunnel portal near NE 2nd St and 112th Ave NE. The study will analyze these modifications to the Sound Transit B7 alternative to determine potential impacts and benefits to surrounding neighborhoods, traffic, ridership, the Mercer Slough, and construction costs.

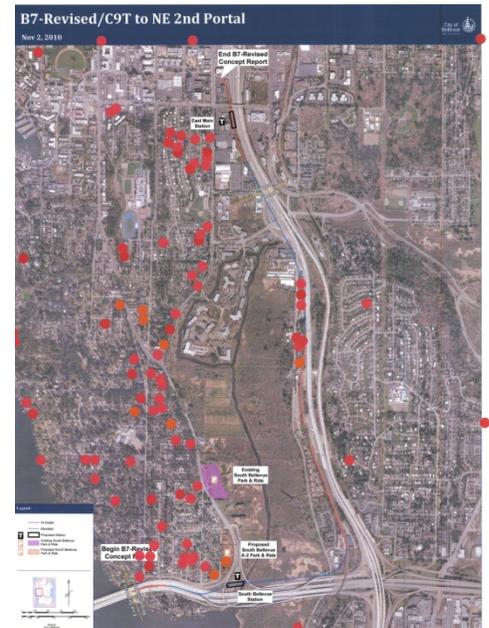
The City plans to hold three public meetings to provide information and to get input on the B7-Revised alternative, its analysis, and its design. This report summarizes the results of the first public meeting.

PUBLIC MEETING OVERVIEW

The first public meeting on the study consisted of an open house; it was held on Tuesday, January 25, from 5:00 to 7:00 p.m. at the Bellevue City Hall. The purpose of the open house was to provide information about the City's B7-Revised alternative and to get public input on this alternative and what the City needs to consider as it moves forward with the analysis of B7-Revised. Approximately 185 people attended the meeting, which was staffed by representatives of the City's Transportation Department and the ARUP consultant team.

The meeting consisted of the following elements:

1. A **sign-in table** where participants signed in, picked up comment forms and handouts, and posted a sticky dot on a map of the city to indicate where they lived; sign-in table staff informed attendees about the format of the meeting and how they could participate.
2. An **open house** where participants viewed display boards and posted comments on large roll plots that depicted the B7-Revised alternative; the display boards and roll plots were staffed by city and consultant team representatives.
3. A **comment table** where participants could sit down and write their comments on the provided comment forms.



Open house participants indicated where they lived by placing red dots on a map.

The input gathered at the open house will be used by the consultant team to inform the analysis it conducts on the B7-Revised alternative. The team will present the early analysis and design at the second public meeting, which is scheduled for March 8, 2011.

Outreach and Advertising

The City of Bellevue conducted a number of outreach activities to inform the public about the public meeting. These consisted of:

1. Mailing a postcard to 6,474 residential addresses within the project area; the postcard and the mailing area map are included in Appendix A of this report. Postcards were also sent to the Bellevue Regional Library, the Bellevue Downtown Association, and the Bellevue Chamber of Commerce.
2. Posting event information on the project web site.
3. Sending an email to Commissioners, Council Members, and others on the city's light rail email list.
4. Distributing a press release to multiple media outlets, including the Bellevue Reporter
5. Outreach to neighborhood organization via the City's *Neighborhood Newsletter*.
6. Invitations/news releases to the Seattle Transit Blog and Build a Better Bellevue.

WRITTEN COMMENTS

Participants provided written comments in three different ways: on the large roll plots of the B-7 Revised alternative; on comment forms; and in emails written after the open house.

One hundred and sixty seven comments were made on the three roll plots. Fifty-four comment forms and six emails were received. The verbatim comments from the comment forms are provided in Appendix B of this report, and roll plot comments are provided in Appendix C. The emails received are in Appendix D.



Open house participants made hundreds of comments on large roll plots of the B7-Revised alternative.

The following table summarizes the comments received by each key issue.

Issue	# of comments
Neighborhood impacts	76
A-2 station and park and ride	64
Ridership	12
Environmental/Mercer Slough Impacts	11
Traffic	11
Property acquisition	10
Construction	10
Cost	9
BNSF issues	8

There were a number of common themes in the comments provided by open house participants. A summary of the comments for each theme is presented in the following sections.

Neighborhood Impacts

There was a great deal of concern about light rail impacts to Bellevue neighborhoods. These comments primarily expressed concerns about impacts to the Surrey Downs and Enatai neighborhoods. Most commenters specified the B2M alternative as a negative impact, however there were a number of comments that expressed concern about the B7-Revised alternative, specifically about neighborhood impacts caused by the A-2 station and park and ride.

The most prevalent concerns about neighborhood impacts were:

- The large number of homes that will be impacted by the B2M alternative; impacts identified included noise, traffic, visual, and property values
- There are fewer residences that will be impacted by the B7-Revised alternative
- The residences that are along I-405 are already in a noisy corridor and the condominiums were constructed to minimize noise impacts.
- The A-2 station and park and ride will have significant impacts on the Enatai neighborhood: numerous houses will have to be purchased and there will be noise, traffic, and visual impacts.

Park and Rides and Stations

In addition to specific concerns about potential neighborhood impacts of the A-2 station and park and ride, there were about 40 comments about park and rides and stations. Primarily, the comments indicated concern about the size and cost of the structures, and of not utilizing the existing South Bellevue Park and Ride.

Other prevalent concerns and stations and park and rides were:

- The A-2 Station and park and ride will have traffic impacts to I-90 and city streets.
- The East Main station will not attract any riders; there is no parking nearby and it is not close to where the people are.
- Is it possible to locate the A-2 Station and Park and Ride on the south side of I-90?
- Build two small park and rides structures: one at A-2 location and one at South Bellevue Park and ride. This will minimize foot print and impacts and will utilize the existing park and ride.
- The walking distance from the A-2 park and ride to the station appears to be greater than a quarter mile.
- If the A-2 park and ride and station is built it will need to be heavily mitigated: ideas include a green roof, a rooftop park structure, underground parking, and retail built into it.



Open house participants filled out comment forms to record their ideas and concerns about the B7-Revised alternative.

Additional comment themes included ridership, environmental impacts, property acquisition, and construction.

Ridership

Some meeting participants raised questions about ridership numbers on the B7-Revised Alternative. Comments about ridership indicated support for the alternative that provides the highest ridership, concern about B7-Revised bypassing high ridership areas, and the distance between the A-2 park and ride and station, and how that might affect ridership.

Environmental Impacts

Those concerned about environmental impacts made a number of comments about the B-7 Revised alternative's impact on the Mercer Slough. Specific concerns included impacts to wetlands, vegetation, and birds and animals. Others said that B-7 Revised would have fewer impacts cumulatively than B2M and noted that I-90 already runs through the Mercer Slough with minimal impacts.

Property Acquisition

Those making comments about property acquisition were typically concerned about the cost of acquiring property for the B7-Revised alternative, specifically the Red Lion property, other properties along I-405, and houses in the Enatai neighborhood. Some commenters viewed these costs as additional, unnecessary costs when compared to the B2M alternative. Other property acquisition commenters suggested opportunities for minimizing property acquisition costs by building more elevated sections and utilizing WSDOT property.

Construction

Comments about construction included ideas and construction techniques for minimizing impacts to Mercer Slough, support for using existing rail bed (and this reducing construction costs), and concern about construction costs – B7-Revised is longer than B2M and will this cost more to construct.

APPENDIX A: POSTCARD



CITY OF BELLEVUE
Department of Transportation
 PO Box 90012
 Bellevue, WA 98009-9012

PRSR STD
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 PERMIT #61
 BELLEVUE, WA

You're invited to an open house...

please join us at an open house to learn and comment about the:

East Link Light Rail Project:

B7-Revised Alternative

Tuesday, January 25, 2011

5 to 7 pm

Bellevue City Hall, Room 1E-108

**ECRWSS
 Postal Patron**

More information can be found online at:
www.bellevuewa.gov/b7-revised-light-rail-route.htm
or by contacting the city's project manager,
Maher Welaye, at 425-452-4879 or mwelaye@bellevuewa.gov.



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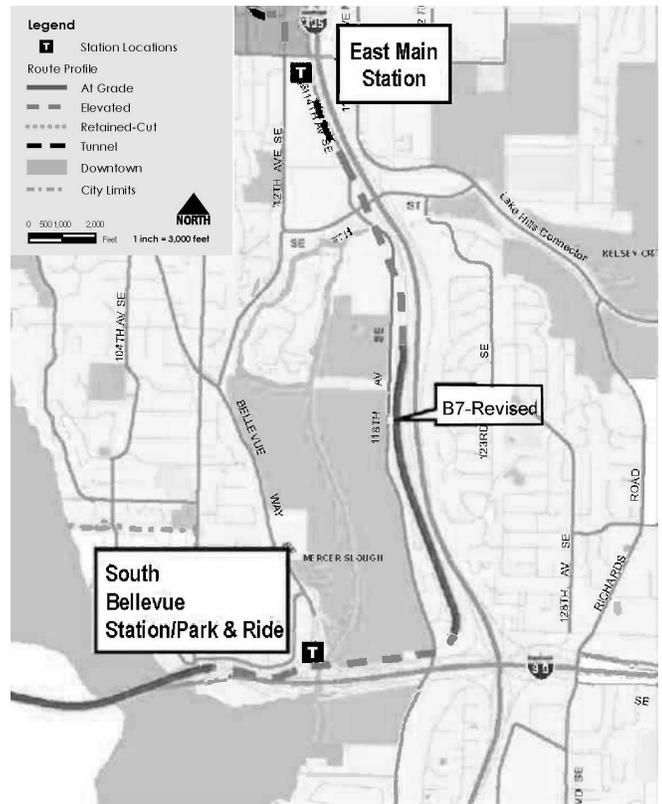
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or by contacting the city's project manager,
Maher Welaye, at 425-452-4879 or mwelaye@bellevuewa.gov.

B7-Revised Alternative

The City of Bellevue invites you to an open house to discuss the B7-Revised alternative for Sound Transit's East Link light rail project. B7-Revised is a variation of the B7 alignment studied by Sound Transit in a draft environmental impact statement (DEIS) for the East Link project. City Council directed city staff to do additional work on the B7-Revised route to compare it with the alternative considered in the DEIS. Specifically, they want to find out if design changes can improve performance, reduce impacts and reduce costs.

The Council wants to make sure that East Link, the largest and most expensive transportation project in Bellevue's history, best serves the needs of Bellevue's businesses, commuters, residents, and visitors.

This open house is the first of up to three opportunities to learn more about and comment on the B7-Revised alternative.



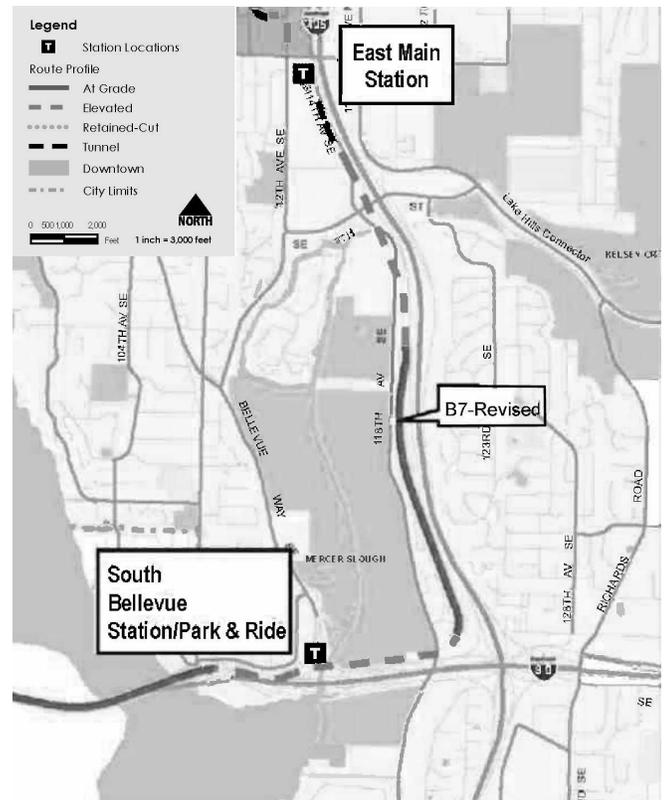
Title VI Notice to the Public It is the City of Bellevue's policy to assure that no person shall on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participating in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator. For Title VI complaint forms and advice, please contact the Title VI Coordinator at 425-452-4270.

B7-Revised Alternative

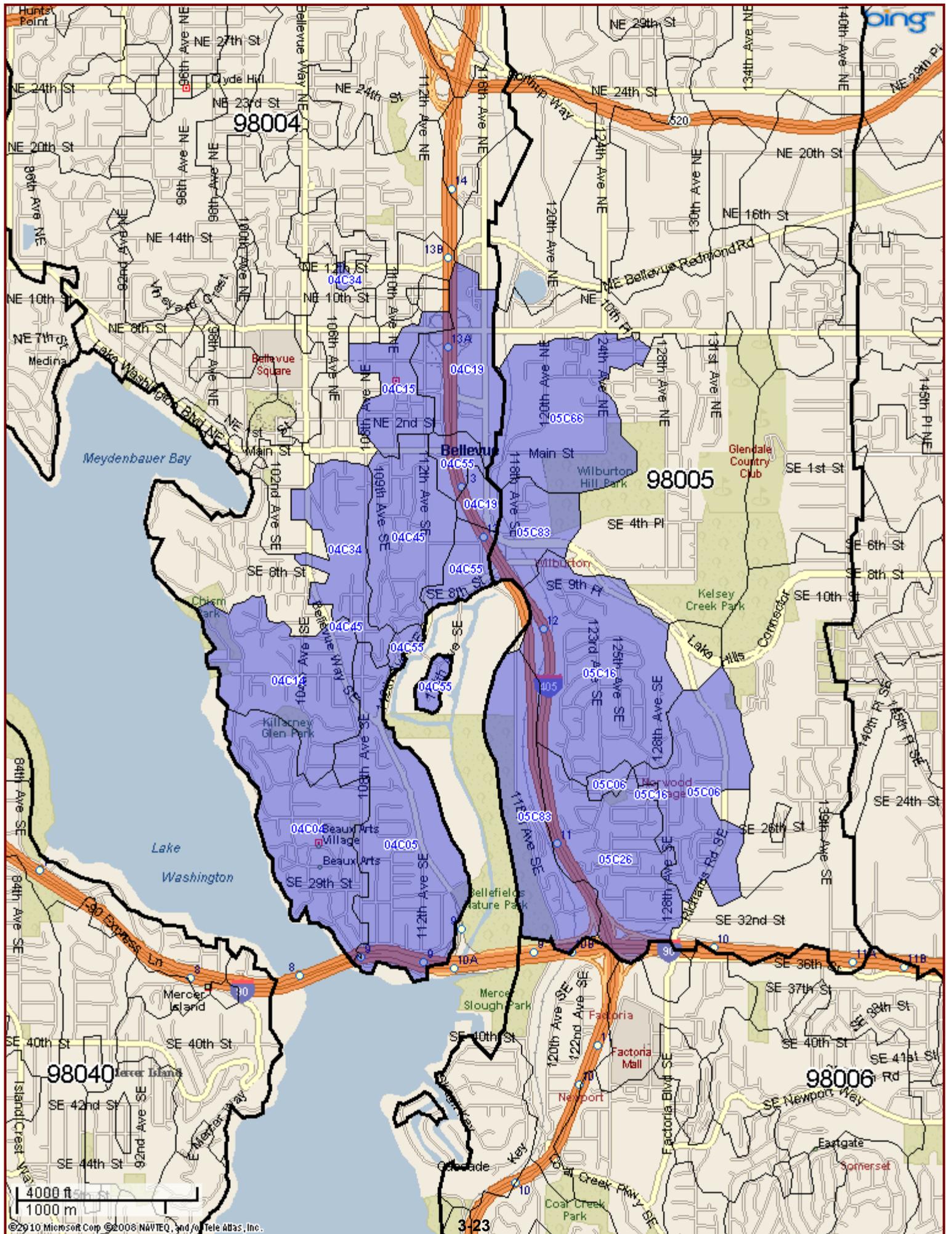
The City of Bellevue invites you to an open house to discuss the B7-Revised alternative for Sound Transit's East Link light rail project. B7-Revised is a variation of the B7 alignment studied by Sound Transit in a draft environmental impact statement (DEIS) for the East Link project. City Council directed city staff to do additional work on the B7-Revised route to compare it with the alternative considered in the DEIS. Specifically, they want to find out if design changes can improve performance, reduce impacts and reduce costs.

The Council wants to make sure that East Link, the largest and most expensive transportation project in Bellevue's history, best serves the needs of Bellevue's businesses, commuters, residents, and visitors.

This open house is the first of up to three opportunities to learn more about and comment on the B7-Revised alternative.



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(Map Width: 3.9mi., Map Height: 5.1mi)

APPENDIX B: COMMENT FORM COMMENTS

**Bellevue's Light Rail Study
B7-Revised Alternative
January 25, 2011 Comments via Comment Form**

Name	Comment
Aaron Laing	<p>The B7-RA provides a viable compromise, and it is more readily mitigated than Sound Transit's preferred alternatives. More outreach should be made to impacted property owners, particularly those closest to the proposed stations. A stand-alone five-story garage on the existing P&R site does not afford the same mitigation opportunities as a station set into a hillside. That said, the City (and ST) should give the utmost consideration and respect to the interests of impacted property owners. I personally would prefer to be bought out then to endure years of construction and then unending train operations. My neighbors may have a different view. All of us deserve factually accurate information on which to base decisions. Thank you for spending tax dollars on getting this information.</p>
Jind...? C. Rosmann	<p>Assume that, no matter which route goes where, some residents will be severely affected. This was true when 405 was put in and will be true in any/all future projects. We humans have our perspective skewed by our own (perceived) interests.</p> <p>The re-use of existing rail makes sense, not only from resource but, also from the point of view. The existing rail line is already in place. Using it avoids lots of traffic routes and the interface with the cars on roads. (The B'way and 112th route not only puts cars and trains on same road bed but cuts down on the space for cars and bikes on Bellevue Way & 112th) --- the train noise (bells at street crossings would affect all the residences along B'way and especially Bellefields and Surrey Downs, even those 100's of feet away from tracks) for many hours everyday. The 112th west trail option would actually <u>close</u> two important (out of 5 total) entrance/exits to the Surrey Downs neighborhood (of 300+ homes) at the same time as Bellevue H.S. is routing <u>all</u> of it's student traffic onto 108th Ave. SE squeezing access to two of the remaining three entrances to S.D.</p> <p>There are folks upset about the re-location of the S. Bellevue P&R into the SE corner of Enatai. Can we consider relocating to the SE corner of the Slough? (Build it and they will come?)</p> <p>Sound Transit seems to be compromising the quality of life of some of the neighborhoods.</p>

Name	Comment
Amy Sirr	<p>Problems that must be addressed for this to be a well-used Park & Ride:</p> <ol style="list-style-type: none"> 1) Must be accessible to Enatai by bike, foot, and car. 2) Must be easy to get in and out of during peak traffic. 3) Should be easy to park and quickly access station. 4) Needs to be easy transfer point for buses. <p>All this while <u>not</u> being an eyesore and meeting ST's budget and not delaying project beyond what is reasonable.</p>
Mark Abinanti	<p>It is better to use B7 because of the already existing commercial (BN) train route which would better sustain light rail. A (BN) train and its cargo weighs way more in weight than any individual car that light rail would produce. Thus, the existing B7 line would be wide enough, stable enough, and more cost effective than tearing up existing road, property, and Bellevue's history and foundation. Thank you.</p>
Carolyn Wood	<p>I live in the Enatai neighborhood and do not want trains on Bellevue Way. It will ruin the Winters House along with noise disturbing animals and walkers in Mercer Slough Park. <u>I whole heartedly want the B-7 Alt.</u> the Bellevue City Council is working on.</p>
William A. Linbon	<p>I find it incredible that the city is spending close to \$2 million to study an option (B7) that will never be built. The money is clearly being wasted. Get with the program.</p>
Charles Fisher	<ul style="list-style-type: none"> • How will cost compare to Sound Transit's preferred route? • How will ridership " " " " " " " " " " ? • What will the effect on the neighborhood be – noise and visual impacts? • What will the effect be on traffic congestion during construction? • What will be the effect on the Mercer Slough?
"Tami" Tamara J. Welliver	<p>Have concern about 2nd Park & Ride due to crime in neighborhood now – high theft & break-in and persons on interest taking bus back to Seattle to sell stolen items. Call police two nights ago.</p>
Rhonda Younker	<ol style="list-style-type: none"> 1. Disappointed that the Sound Transit preferred route wasn't available for viewing. 2. How will the proposed new P & R be accessed? 3. Consultants didn't provide useful information on proposed P & R (at new location) poorly prepared? Unwilling to answer thorny questions? 4. If B7 including the proposed new P & R is approved – block off access to 113th. Keep all access from Bellevue Way.
Michael Maros	<p>Block off 113th to prevent it and 108th Ave SE from becoming a thoroughfare to the A-2 Park & Ride. This will improve safety on the 108th Ave SE bike route and for pedestrians going to Enatai Beach Park and Enatai Elementary. Access to the new Park & Ride would be on the north end only.</p>
Jannine McDonald	<p>Need parking @ East Main station. B7 route has visual impact for condos along 118th Avenue SE. Where the route is at grade, the train will be at eye level right outside windows. Any sound wall should preserve the trees.</p>

Name	Comment
B.B. Bengford	While the B7-R may have similar ridership as current pref alt (B2) – it appears that the additional cost and engineering impacts are too great to sway Sound Transit in choosing this route. Given there is an existing PR available, the new proposal is wasteful, particularly when the city needs additional \$ for tunnel. If this new PR is to be built, it should be well-integrated into hillside and feature stairstop forms and cascading green walls as this is a major gateway into Bellevue. Thank you.
Virginia Skinner	B7-Revised appears to minimize disruption to neighborhood due to traffic bypassing [?] 112 th & Bel-Way. Minimizes noise disruption to single family neighborhoods. Keeps available parking at existing south Bellevue P & R. Uses existing rail right-of-way. This alternative would appear to be the best use of land and money.
Kathleen McDonald	<p>The neighborhood group(s) preferring B7 do <u>not</u> represent the entire ENATAI neighborhood. Those of us <u>most</u> impacted by B7 were not aware where this route was going until tonight. I had followed and been supportive of transit’s study locating light rail along Bellevue Way in collaboration with the existing transportation hub of the South Bellevue Park & Ride.</p> <p>My concern tonight was the hostility I encountered from one gentleman who did not like my point of view. I was yelled at and called selfish in front of about 20 people (totally rude and inappropriate).</p> <p>My concerns in general representing a long-term family history of over 60 years in south Bellevue and living in a house my father built on 113th:</p> <ol style="list-style-type: none"> 1. <u>Environmental Impact</u> – Protect the slough. 2. <u>Traffic impact</u> – With B7 I see tremendous potential for 108th to become an arterial (major) and a huge increase on 34th and 113th and a bottleneck with access/exits to freeways. 3. <u>Engage people impacted!</u> – Who will use the transit – where will they live and work – population density. 4. <u>Cost of delays</u> – Costs of building B7 use other routes. 5. <u>Mitigation for noise, appearance, property values</u> – especially those of us on 113th <u>most</u> impacted and who would remain.
Tracy Skinner	<p>This revision (B7-Revised) follows existing major transportation corridors and minimizes distraction and disruption of family neighborhoods.</p> <p>The 112th plan maximizes both of these. Why would the Bellevue gov’t. agree with a plan that is so destructive when B7-Revised preserves what now exists.</p>

Name	Comment
Carolyn Saxegaard	<p>I think they should put the Park & Ride where there are not so many houses – the route would be best going into tunnel at NE 2nd. Bellevue will be growing to the east so using the BN tracks will make it more central –</p> <p>This design makes it easier to go to Issaquah – Renton and go north to the two colleges in Bothell area.</p> <p>I think Sound Transit should put tracks on the new 520 Bridge as it would make it easier to get to the UW – since the train goes to campus and continues on the Eastside.</p>
Lars Saxegaard	<p>Consider a station at SE 8th St. you could take some of the wetland to the west for parking. This station would have good access from SE 8th Street and I-405. It is also close to hotel and office buildings.</p>
	<p>Having this extra study is a waste of money. Use the preferred route already voted 18-0 by the Sound Transit Board.</p>
Tami Jamara J. Welliver	<p>2nd comment form</p> <p>I have a concern about Park & Ride height. How many levels? Will they block view of existing homes and light be obtrusive? Cause more break-in of car theft and homes – Already having problems with break-ins and theft per neighboring properties near my home – Was told persons using transit peruse the neighborhood to steal items and then take transit back to Seattle. I use existing park & ride for meetings in Seattle and carpool. Would not use transit park & ride. Both would be an asset particularly of roof top made like Mercer Island lid with grass in park. ☺</p>
Judy Matthew	<p>I feel the B7-Revised Alternative does not serve the people for whom it is intended. The East Main station is too far from the center of Bellevue which is where people are most likely wanting to go, either for business, shopping, or entertainment. It is also a travesty that B7 would go over the Mercer Slough.</p>
Ron Matthew	<p>We are absolute opposed to this routing. It impacts wetlands, costs more, impacts business and would cause more noise and disruption for more people.</p> <p>It also would not serve residents or visitors in Bellevue.</p> <p>This is an absolutely wrong-headed routing.</p>
Robert & Marjorie McMains	<p>Current B2 plans locate a station on Main & 109th. This station will be adjacent to our back fence and home.</p> <p>Noise – 5am to 1am will be unacceptable. Currently this building of 108 – Main blocks the current noise and pollution from traffic waiting at the sign at 108th & Main. Also all of their trees buffer current noise. Our property is approximately 10 feet before the proposed station. Please pick B7. I prefer a tunnel to at-grade downtown.</p>

Name	Comment
Bob Siewert	In the 1960's I was part of a group that resisted development in Mercer Slough – B7 again compromises this area and moves the line away from people concentrations. When we approved light rail, it was to facilitate transporting people into and out of heavily utilized area. This is the opposite of that.
Daniel Warwick	<p>B7 will not be able to connect with C11A. The main station on 108th has the same and double walk ??? as gas and main east Main does not serve Old Main. In addition, B7 is more expensive than B2M, which leave less \$ for cut ?preaning? and a need for C11A of at grade.</p> <p>In addition, abolishing 12 homes is not ideal for Enatai with more need for intrusiveness(?) on 113th Ave SE.</p>
Kathren & Steven Krohn	Sorry, having difficulty understanding how people will get from proposed Park & ride to the train track. Approx. what is the distance? Where exactly will they board the train? The proposed park & ride looks smaller than existing one and there is currently no parking available in this existing one. So, will this be a garage offering more spaces? What will happen to existing Park & Ride?
Lynn Fleshman	I support the B2M Route. The B7 route's environment and noise impact is too great. And a sound wall would greatly reduce 170 family's property values. I do not support the City of Bellevue's waste of tax dollars/funds to conduct a study that has already been done by Sound Transit especially when Sound Transit has already made a 18-0 recommendation against the B7 Route. Especially in our tight economy, this is a waste of tax dollars that could be spent on schools police, parks, arts. I do not support any money being spent further on the B7-Route.
	<p>Concerns only – My money is being wasted.</p> <ul style="list-style-type: none"> • Why not more busses – flexible, can be tailored to demand • Improve roads and park & ride • Evaluate light rail to airport – little utilization and ROI noon? Promoted the I94 bus route and adapted ?the busses for luggage. Upgrade transport in Bellevue. • No busses on weekend for a reason – no need (?) – Same with light rail – no need 12 hours a day and on the weekend.
Peter Marshall	I am very skeptical about moving the P&R location to west side of Bellevue Way. Doubt that you can keep traffic out of Enatai streets. Very doubtful that you can drive pilings to support additional slough crossing, without enormous cost to avoid disturbing the nearby I-90 supports. I don't like the idea of constructing a large P&R structure in south end of Enatai Neighborhood. And you would increase the distance my neighbors and I would have further to walk to the relocated station.

Name	Comment
Dan Marshall	<p>I'm very interested/concerned about the proposed P&R on 113th Ave SE in terms of traffic flows and cost. For example: How would I exit the P&R to go northbound on Bellevue Way?</p> <p>Also, how would you limit the tendency of cars to stack up on the freeway in the A.M. as 1,400 cars try to enter the P&R structure?</p>
Ben Saramoto	<p>Please reinstate the terminal and P&R at SE 8th and I-405 instead of Main St terminal only, because of freeway access, better east-west traffic corridor, and better residential growth for high density apartment.</p> <p>Light rail is minimally a 50-year project that requires foresight and long-range city planning. Please choose wisely. Do stop bickering and start dickering. Thank you for your time. Good luck, Ben Sakamoto</p>
Louise Watson	<p><u>Please</u> use the B7-Alternative Route. This will preserve a <u>valuable, unique Surrey Downs Community</u> with 100's of houses – Noise would destroy it for beginners. Appearances of rapid transit would destroy its aesthetics and not just Surrey Downs would be sacrificed but the <u>entire</u> town of Bellevue would suffer as a desirable living community.</p> <p>Put rapid transit in an area that was designated for railroad <u>already</u>. <u>A no-brainer</u>. <u>Thank you in advance</u>.</p>
Meg Johnson	<p>People need to be able to walk safely from city sidewalk to the interior of the station. Tactile information should be clear and guide blind travelers to elevators, escalators, ticket machines platform.</p> <p>It's important to coordinate bus routes so that people do not lose bus option near the light rail and so that people can get easily to the Link station.</p>
Paul Braillier	<ol style="list-style-type: none"> 1. The new S. Bellevue P&R entrances will have to be off the local street due to the proximity to the WSDOT limited access. This will put the majority of traffic on the local street and waiting at the queue at the signal on Bellevue Way. The current P&R has multiple entrances and exits to Bellevue Way. What will the queue times be waiting for the signal at Bellevue Way? 2. Alignment moves line and stations further from pedestrian access near Main Street. 3. Mercer Slough is valuable wetland and park. What are the mitigations for these impacts?
Dana Marmion	<p>I don't want the light rail because of the increase noise level as already seen in Seattle. If we have B7, there should be foot and possibly bike access on 113th to allow neighbors to walk to light rail. For access there needs to be clear, tactile way finding for blind people like me. Tactile features should be tested by blind people to be sure they are effective. Consistent system should be used at all stations.</p>

Name	Comment
Vicki & Robert Williamson	We are very definitely in favor of the B7Alt. We know that Seattle Transit is a “tough nut to crack” but <u>bless you all</u> for your ideas for the trains! Using the old train bed makes sense! Thank you for your efforts! The B2 is <u>really, really</u> a BAD idea.
Robert Hanson	<p>I see the B7 Revised study as a political stunt and waste of taxpayer money, considering Sound Transit has already expressed a <u>clear</u> preference for the superior B2 alternative.</p> <p>B7 is a bad idea because of negative environmental impacts to Mercer Slough.</p> <p>B7 plan to move S. Bellevue P&R is inconvenient and unnecessary. B7 would have no station at SE 8th Street, as the B2 plan would. Noise would impact 170 families living close to the B7 route. Yes on B2! No on B7!</p>
Robert G. Sheehan	<p>B7 Revised looks promising and preferable to both B7 & B2M (<u>B2M is a poor choice</u>)</p> <p>Study should report on residential impact of new park & ride (south station) --- How many homes lost?</p>
Stephen Wight	<p>I am against further study of B7 alignments, which would route light rail transit away from residents, through sensitive wetlands, displaces exiting homes for parking, and overall increases costs while reducing potential ridership.</p> <p>I am in favor of the Sound Transit preferred B2M alignment as is the best interests of Bellevue residents as a whole. The money and delay associated with this study would be better spent on funding a tunnel option for light rail.</p>
Patricia McDermott Rosell	Please move forward exploring this alternative to Sound Transit’s B2M Preferred Route. It would impact Enatai and Surrey Downs Neighborhoods much less, preserve the Winter’s House and set light rail up to extend to Issaquah in the future.
Nancy Fengin	Are there no alternatives to the wetland impacts at the Mercer Slough?
David F. Plummer	<ol style="list-style-type: none"> 1) Please terminate further study of the B7/ revised route 2) Please select a route north from I-90 along Bellevue Way (on the surface), and through downtown Bellevue on the surface (no tunnel).
Melinda Haynes	What is the justification to use funds & taxpayers dollars to re-look at an option that makes no sense? B7 will require more money to build, take more materials to build and doesn’t serve the needs of Bellevue riders. The B7 option is longer, more expensive and greatly impacts the environment. The current route Sound Transit has chosen is a more direct route into downtown Bellevue. Please do not waste our Bellevue citizens’ taxpayer dollars by looking at an option that is not viable.

Name	Comment
Soemin Tjong	What will be the cost impact of pushing the B7 line closer to 405 highway? That way it would have less impact to the properties/residencies on 118 th .
Tracy Krawczyk	B7 is inferior to other alternatives given fewer people directly served, costs and impacts to the nation's largest urban wetland (Mercer Slough). Unless the analysis can prove the above statements wrong, I would like the Council to refocus its efforts and resources on making the downtown tunnel a reality, rather than throw good money after bad fighting ST's essential public facilities siting authority and NEPA's 4(f) requirements to avoid parklands through additional studies and court action. To achieve Bellevue's vision of a regional center, LRT must directly serve a corridor with people (Bellevue Way/112 th), not a corridor of cars (I-405).
Rick & Sami Binns	We like the proposed B7 <u>Revised route</u> . Less traffic on Bellevue Way & 112 th , which is already backed up when we leave and come home from work. Also, if it did go down 112 th (where we live) we would have to exit our property the opposite direction of travel and the same coming home. We can already hear freeway noise – we don't need a train every 7 minutes adding to the environment along 112 th . Also like the separate P&R (S. Bellevue) for your riders. Thanks for the open house.
Joe Burcar	I am very disappointed in the City's actions and miss-use of public funding that is being used for this study. I have read both the Sound Transit and the city's peer-reviewed study of the East Link DEIS and I see no reason for this B7 analysis. The council majority have not based this decision on any facts and have not checked in or validated their position with the majority of the city. Stop this waste of public resources.
Michael Marchand	I have seen very little by way of explaining the transit flow in and out of the Enatai neighborhood. Is 34 th going to remain a through street? Is there accommodation for the metered lights on the I-90 ramps? How will access to the station be provided down 112 th – if at all? Is WSDOT giving up the right-of-way? Seems like a lot need to be solved. The KPP study of July said that this station would be extremely invasive to the existing Enatai area. I have seen nothing tonight that sways this study.

Name	Comment
Anne Heil	<p>I have many concerns. One is: “Build a Better Bellevue” is politicizing these alternatives, and mis-stating information so Bellevue neighbors are not getting the real story. City of Bellevue information need to be factual and clear about the whole project.</p> <p>The new station at I-90 & Bellevue Way is a big concern. People are going to cut through on 108th, the structure is going to be massive, the traffic routing is going to be complex – plus the current traffic <u>speeds</u> off the freeway and a new traffic patter there is sure to have disadvantages.</p> <p>I am concerned about the environment impacts of crossing the slough. The B2 route skirts the slough. Note that the “BBB” group advertises that it wants to “Save our Slough” yet wants a large concrete structure to cross it.</p> <p>The extra cost of all the extra length of the B7 alternative will be significant.</p> <p>Delaying building by more studies adds to the costs. Decisions were made based upon comprehensive studies already. One questions whether these delaying tactics are really designed to halt the project – as Kemper Freeman wants.</p> <p>Follow the Money – Who is funding the “BBB” group? Why?</p> <p>We need light rail in Bellevue sooner rather than later.</p>
Eleanor Griffin	<p>I was at City Hall last night and I want to say that this is a great alternative to B2M and I encourage the City Council to continue this study of B7 revised alternative. It makes a lot of sense to me.</p> <p>Thank you</p>
Dick Applestone	<p>Just got back from the B7-Revised Open House.</p> <p>I really like the concept of separating the South Bellevue Station from the South Bellevue Park & Ride. It really opens up a new set of designs!</p> <p>Congratulations!</p>

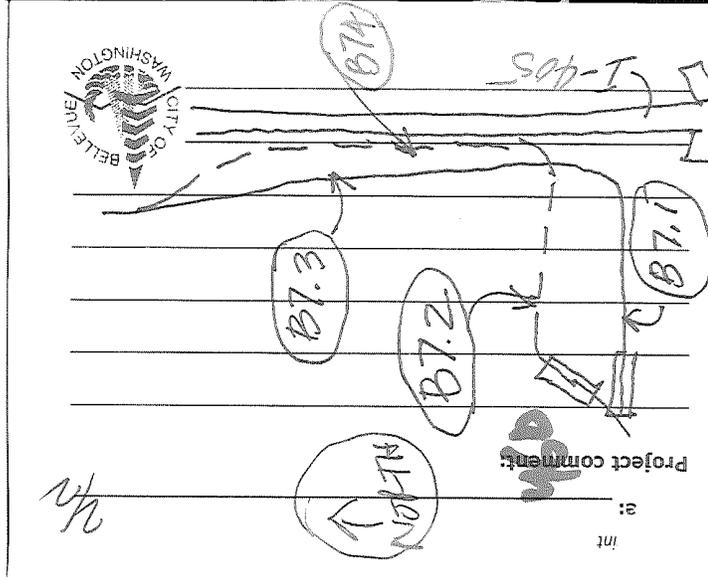
APPENDIX C: ROLL PLOT COMMENTS

#	Name	Location	Subject	Comment
1		near portal, east main station	At grade crossing portal	At grade crossing won't work. Elevate over NE 2nd and 112th into tunnel portal at 111th. Tuck next to NE 2nd 405 ramp
2		portal	economic impact	Look into connecting to 2nd Street portal at 111th Street
3	Erin Powell	north end		What is the economic impact (negative) of screwing up downtown?
4		near portal, east main station	At grade crossing	Keep elevated to portal on 111th and keep closer to 405 to minimize property impacts. Combine property acquisition with I-405 project.
5	P. Brallier	near portal, east main station	proximity to 405	Does this conflict with the WSDOT 405 master plan and a future NE 2nd crossing of 405?
6	B. Finley	near portal, east main station	At grade crossing	Don't want to see a major road crossed at grade. Why not continue with elevated track or go underground before Main St.?
7	Ben Sakamoto	SE 8th and 405	park & ride	What happened to the station and park and ride at SE 8th and 405? I favor that over new location and to accommodate future growth potential and east/west expansion east of 405
8	Soemin Tjong	entire segment	graphics	At the next open house can you show the B2M alternative and B7-R side by side on the same map?
9		entire segment	B7 alternative	The B7 route looks beautiful. Seeing in on the large map it's clear how it will have fewer impacts on residents
10	Glenn Christy	north end park and ride	At grade crossing	No grade crossings please. Ask New York City why timed lights don't work
11	Todd R. Woosley	stations	park and ride, stations	Split park and ride station capacity between Main St. Station and Enatai (A-2) station. Station and Main St. is not on a bus route and would be hard to access. Is it needed? All buses use S. Bellevue Park and ride and downtown transit station. No need for extra stop.
12	Diane Coughlin	north end	park and ride, stations	The east Main Station could create major traffic noise and congestion. Would buses interfere here? SE 8th better for commuter/405 connection.
13	Cindy Wallace	north end	Stations	Can you look into elevated option and avoid property acquisition of Red Lion and Sheraton?
14		near portal, east main station	property acquisitions	How many times a day does the B-7 route become blocked by trains? Causing road backups while waiting to turn - a train does not belong in a city.
15	C. McCaslin	north end	traffic impacts	Yes to the B7 alternative. Surrey Downs has 100's of residents. Noise and transit would destroy it. This would also have negative affect on Bellevue. Logic says put transit in a major transportation corridor.
16	Louise Watson	Surrey Downs	Neighborhood impacts	The Surrey Downs Park Master Plan does not include losing square footage to a Sound Transit alignment
17		Surrey Downs	Neighborhood impacts	Where does the C segment begin in B2M? The B7 alternative makes a shorter B segment and longer C segment. Does that affect cost estimates?
18	B. Finley	north end	segments	

#	Name	Location	Subject	Comment
19	Debi Lelinski	entire segment	Ridership	How do total ridership and cost per rider compare on the alternate routes, vs. cost of B and cost of C?
20		405	405 impacts	Need accurate depiction of I-405 master plan along edge of B-7 alignment.
21	Jannine McDonald	SE 8th and 405	park and ride, stations	Move station back to SE 8th for parking from neighborhoods
22	Bill Popp	BNSF elevated section	property acquisitions	Why not move this alignment closer to 405 or over the ramp to avoid expensive property acquisition?
23	C. McCaslin	entire segment	Neighborhood impacts	This route is best for people. It does not block access to people's houses. The B2M on 112th blocks all access many times a day.
24	Erin Powell	BNSF section	Neighborhood impacts	Use the existing sliver of wasteland that is the BNSF RR and use it for moving people. Do not destroy park land and Winters House
25	Paul Thielges	Neighborhood/park and ride stations	Neighborhood impacts/General	Definitely agree with removal of and splitting of original SE Station. Would like to see parks and recreation and sports put in as compensation for neighborhood impacts.
26	P. Brallier	BNSF	BNSF section	Definitely a big proponent and trusting involved committees will settle on the least costly ways to accomplish goals.
27		Economic impacts	BNSF section	Does this leave enough room for the RR to build a bridge over 405? Concerned about impact to my business, especially during construction (business is just west of BNSF tracks)
28	Bette Dresher	entire segment	Neighborhood impacts	B-7 has significantly less impacts on Bellevue neighborhoods
29	Jannine McDonald	entire segment	Neighborhood impacts	Over 500 residents are affected by the b-7 route. As president of the neighborhood association this number can be confirmed.
30	Sherwin Lee	BNSF	BNSF section	Don't you need to keep the rail bank status
31		entire segment	Mercer Slough	B7 is the only solution. Running light rail along side the slough will create more flooding by displacing water from the wetlands.
32	Debi Lelinski	Surrey Downs and Enatai	Neighborhood impacts	Seeing from the air, the total number of homes impacted by the B2M alignment is stunning. How will Bellevue stay true to its Comp Plan and zoning if the residences in Enatai, Surrey Downs and others are so severely impacted.
33		Enatai	Neighborhood impacts	Enatai loves the B7
34		South Bellevue Park and Ride	park and ride, stations	What will happen to the current South Bellevue park and ride?
35	Soemin Tjong	South Bellevue Park and Ride	park and ride, stations	Existing park and ride stays open throughout B7 development

#	Name	Location	Subject	Comment
36	Fred Barkman	entire segment	Neighborhood and BNSF	Strongly support B7. Using existing RR bed is just common sense. Much less impact. Residences along the rail bed have long accepted diesel train noise.
37	Debi Lelinski	entire segment	neighborhood impacts	As opposed to total number of residences, are mitigation options available on this route that would not be available on other routes?
38	Soemin Tjong	405	Neighborhood impacts	Being next to the highway the noise impact would be minimal to residences along the B7
39		405	Neighborhood impacts	Highway noise is different and it is insulated by a sound/retaining wall.
40	P. Brallier	405	Neighborhood impacts	Are there more residences (people) living in adjacent apartments along 405 as opposed to Surrey Downs?
41	Mark McClure	Enatai	Neighborhood impacts	How to mediate traffic increase in Enatai neighborhood? We have too much cut-through traffic already. Suggestion: close off Enatai to traffic to/from parking garage.
42		Enatai	Neighborhood impacts	The A-2 park and ride looks really dangerous. Cars leave the freeway at high speeds. Impact on Enatai will be huge.
43	P. Brallier	Enatai	park and ride, stations	Parking is a significant distance (14 mile plus) from the A-2 station. Yes on B-7 alternative. B-7 A-2 park and ride site makes good sense relative to the existing location. Would be equally convenient for Enatai and more so for those further away.
44	Fred Barkman	Enatai	park and ride, stations	Consider underground parking (6 or 7 levels) at S. Bellevue park and ride and provide parking on the roof. Consider neighborhood traffic access.
45	Beth LeBlanc	S. Bellevue park and ride	park and ride, stations	Consider 2 variations (see scan below) - B7.1 - as shown across slough; B7.2 - use existing former Hwy 10 right of way at Sway Locken to cross slough; B7.3 - as shown; B7.4 - use 405 right of way in lieu of BNSF right of way.
46	Matt Mathes	Mercer Slough and BNSF	alignment	

Name Location Subject Comment



47	Margot Nicoll	entire segment	Neighborhood and environmental impacts	B7 offers fewer impacts to environment, animals, and people. Ridership numbers are the least credible argument of Sound Transit's proposal/rationale.
48	Glenn Christy	entire segment	B segment	I want a deep cut with a lid for all of "B"
49	Amy Sirr	Enatai	park and ride, stations	A-2 park and ride should be easily accessible to Enatai residents by bike, walking or driving. How feasible is a rooftop park?
50	Welliver	Enatai	park and ride, stations	Keep both park and rides so as not to impact views of homes on 113th and possibly 112th - existing park and ride and proposed park and ride

#	Name	Location	Subject	Comment
51	Tetsuo Moui	Enatai	park and ride, stations	As a homeowner at the proposed A-2 park and ride site, I oppose the choice of site. Why not utilize existing S. Bellevue park and ride? A-2 will be too close to I-90, distracting the flow to Bellevue Way. It will be too far from the station for riders to use.
52	Simon Williams	Enatai	park and ride, stations	Proposed A-2 park and ride will be an expensive structure and an unacceptable gateway to Bellevue. Crossing the slough, a sensitive natural preserve, cannot be done without impact. Put people movers amongst the people who need moving. The proposed park and ride should have a green roof (not a park). Incorporate retail e.g. dry cleaner, convenience store, etc., into park and ride. Decide on future of existing park and ride before moving forward.
53	Mark McClure	Enatai	park and ride, stations	A-2 park and ride will be a huge structure that will destroy the residential feel of Enatai. Shame on the City of Bellevue for proposing this travesty.
54	Clay Wallace	Enatai	park and ride stations/ Neighborhood impacts	A-2 park and ride: what permits will be required - CUP is likely one. This structure is a major impact to Enatai neighborhood.
55	B. Finley	elevated section	alignment	How high will this elevated track stand? Is it proposed to be higher, lower, or level with I-90 bridge?
56	Bob Fulton	Mercer Slough	construction	Ideas for construction access across Mercer Slough: Progressive construction (cantilever) from new structure deck as it progresses; reaching out from lanes from lanes of existing freeway; Corduroy road (modern version of 1940's Alaska Road) across the wetlands - wetlands will recover.
57	Pete Marshall	Mercer Slough	environmental impacts	Rail structure along Mercer Slough and next to existing freeway will create a "cattle chute" effect. Bicyclists, joggers, etc. will have structures on both sides, diminishing environmental quality even more.
58	Tom Tuiggs	entire segment	construction	Build the switch point now so it goes to Issaquah; the switch is already in.
59	Soemin Tjong	Enatai	park and ride, stations	Will it have a smaller impact if the A-2 station is on the other side (the 118th side)?
60	Soemin Tjong	Enatai	park and ride, stations	What is the impact to highway traffic during the development of the A-2 station?
61	Brooks Beaupain	Enatai	park and ride, stations	How about a smaller park and ride at the A-2 location and adding another at the Red Lion location? Might serve the area better.
62	Jannine McDonald		parking	NEED PARKING! ST original concept had parking lot @SE 8th St.

#	Name	Location	Subject	Comment
63	Debi Lelinski	entire segment	Policy	Please ensure that TOD is within the guidelines of the Bellevue Comprehensive Plans.
64	Lee Maxwell	entire segment	Policy	TOD within Bellevue Comp Plan - ONLY
65	Carole McKinstry	BNSF	BNSF section	Favor use of BN right of way.
66	Bill Easterbrook	Enatai	neighborhood impact	Concerned about noise from station - effect to residences. No TOD - Dick Applestone
67	Aaron Laing	Enatai	park and ride stations/Neighborhood impacts	A-2 Station will allow most impacted properties to be acquired and superior noise/vibration/glare mitigation for other impacted properties. What is the cost/value of having existing Park N Ride remain operable during B7-A2 construction? (B2M closes the Park N Ride)
68	Aaron Laing	entire segment	Ridership	All cost/impact/ridership scenarios should be evaluated as B-C couplets (e.g.B2M-C9T
69		entire segment	construction	versus B7-Rs-C9T). A-2 station should be designed to sit into hillside with green roof. Each additional mile of concrete costs extra money. B-7 is longer!
70	Mike	entire segment	property acquisitions	Can avoid property acquisitions.
71		entire segment	Ridership	B7 will not address ridership/development on Bellevue Way/112
72	Cory Brewer	entire segment	Ridership	The amount of ridership is extremely important. If B7 results in low ridership compared to other routes, then what is the point of installing the light rail in the first place?
73	M. Kelly	Brookshire condos (near 405)	neighborhood impacts	Noise impact between I-405 and Brookshire Condo. Right now no wall to keep noise down.
74	Melinda Haynes	condos (near 405)	Neighborhood impacts	50+ condo units here. One building is 50-60' from 405 now. Noise, look, vibrations or loss of homes?
75	Gary Ritner	Brookshire condos (near 405)	Neighborhood impacts	170 families right next to B7. Brookshire and Mercer Park.
76	Mike	near south end of elevated BNSF section	property acquisitions	Can avoid property acquisitions here.
77	Jannine McDonald	entire segment	Neighborhood impacts	B7 route - visual impact! At grade is right out our windows @ eye level. Keep the trees.
78	Liz Baxter	entire segment	Communication with residents	My concerns are not necessarily that light rail is coming to Bellevue but the way ST has left the neighborhoods out of the process and the lack of quality and quantity of information makes it hard for the community to support any alignment.

#	Name	Location	Subject	Comment
79	Debi Lelinski	Enatai	traffic impacts	Please consider the negative impact of utilizing the only arterial in South Bellevue for rail. A viable alternative exists.
80	R. Ohmen	entire segment	B7 alternative	This route not good planning for 200 years into the future. Use the current preferred routes.
81		Enatai	park and ride, stations	Q - possible connection to multi modal hub using existing P+R
82		Enatai	park and ride, stations	Access issue from Enatai to P+R
83	Debi Lelinski	Enatai	park and ride, stations	Please compare the walking distance from new Park N Ride to the train station - as compared to the Rail station at the airport and to distances commonly walked from bus drop offs in downtown Seattle to offices. It's very comparable.
84		Enatai	parking	Overflow parking - parking permits for residents.
85	Chris Luce	Enatai	neighborhood impacts	Consider building park and ride down instead of up. Limit impact on adjacent homes.
86	Cory Brewer	entire segment	traffic impacts	Which roads will be shut down during construction and how long will they be closed?
87	Cory Brewer	118th Ave SE (south end)	Neighborhood impacts	It looks like more condo units (and homeowners) will be impacted on the 118th than single family units on 112th.
88	Aaron Lang	BNSF	BNSF section	There is an existing regional trail adjacent to the BNSF corridor, which negates the need for placing a trail in the rail corridor under federal railbanking laws. Look at the potential to extend light rail to Issaquah and beyond (I-90 corridor).
89		Enatai	traffic impacts	Traffic considerations as cars zoom off freeway and then have an immediate stop - new structure will also not be near station - people have a long walk.
90	Ron Hoffina	entire segment	Ridership	How is the new B7 alignment going to increase ridership when you are moving away from the downtown core? Also what will be the impact on I-90 when 520 is tolled? Is this built into the EIS?
91	Debi Lelinski	Enatai	park and ride, stations	Please examine how to make this walking distance more "accessible" in terms of lighting, cost for moving walkways, looking at pitch and slope, etc.
92	Judith Paquette	Enatai	park and ride, stations	2 Park N Rides in Enatai? Waste of \$. How big? How high? Impact on Slough?
93	Bette Dresher	Enatai	park and ride, stations	Great compromise to SoBel Park N Ride - access issues to be resolved?
94	Shirley Stone	Mercer Slough	Mercer Slough	Bridge over slough is only traveling over water already accommodating I-90 - not a new thing - should be OK.

#	Name	Location	Subject	Comment
95	Matt Mathes	Mercer Slough I-90 and 405 interchange	Right of way	1. Whose ROW is this? 2. Can't be used for East to West B7 alignment? 3. What is the past use of the right of way?
96			park and ride, stations	Park and Ride at 190-405 interchange
97		Enatai	traffic impacts	Not fully understanding the transportation port/impact to the local neighborhood turns/arterials/traffic
98	Debi Lelinski	Enatai	traffic impacts	Please examine and clarify the traffic mitigation options for the South Enatai neighborhood with the new station proposed. Thanks.
99		Enatai	traffic impacts	Impacts on the ramp to I-90 West. Already bad back-ups.
100	Pete Marshall	Enatai	neighborhood impacts	Not enough info yet to even evaluate impact of relocation P+R here. But I think traffic-related impacts to Enatai neighborhood could be devastating. Should leave P+R where it is and continue north on B2M route.
101	Dick Applestone	Enatai	park and ride, stations	Idea of splitting P+R from South Bellevue is a great idea.
102	Mark Robertson	Enatai	park and ride, stations	113th Ave SE Park Ride should have a rooftop garden/park
103	Josh Benaloh	Enatai	construction	Please consider bringing the new proposed South Bellevue station into the new proposed South Bellevue P&R structure. The rail like will already be ~30 feet over the highway - it could go directly into an upper level of the parking structure.
104	Melinda Haynes	Mercer Slough	environmental impacts	Concern on impact of the slough - what environmental impact will be seen here to the wetlands, vegetation, birds, animals, etc.
105	Debi Lelinski	entire segment		Does the B7 route open the opportunity for future expansion to Issaquah? Factoria?
106	Mike	Eastgate park and ride	park and ride stations	Connection to Eastgate Park N Ride can be considered.
107	CR Garthwaite	north end near portal	construction	The curve headed over to west is a big issue in segment C. Vision line alignment on I405 with rail access to BTCH (?) at Kone (?) and NE6 needs no tunnel!
108	Daniel Worwick	north end near portal		No possibility of connecting to CIAA or an at-grade section in C. (Unable to read rest of comment)
109	Vicki Williamson	entire segment	neighborhood impacts	The B7 makes sense! Few people will be inconvenienced by building and far fewer people made deaf by train noise!! Good idea!
110	B. Finley		park and ride, stations	Will this station be a park + ride? Who will use it if you can't safely drive to it?

#	Name	Location	Subject	Comment
111	Matt Leber	near portal, east main station	park and ride, stations	I don't understand the need for the East Main Station. Limited potential for development.
112		entire segment	Ridership	Who's gonna ride B7-R?
113	Bill Wood?	East Main park and ride	parking	Need to have parking at this station. People won't use it unless there is parking.
114	Cory Brewer	Surrey Downs	neighborhood impacts	How many of these homeowners would potentially be bought out?
115	Kent Kuiper	Surrey Downs	neighborhood impacts	Glad to see this - much better than 112th. Our house value would be driven down since we are adjacent to 112th. Problems with 112th: Noise, vibration, visual blight, reduced home value.
116	Sherwin Lee	Surrey Downs	neighborhood impacts	Where's the proof that values will go down? As shown in Denver and Portland, they've gone up.
117	Kent Kuiper	Surrey Downs	neighborhood impacts	When the train runs through your backyard, value goes down (nose, vibration, bells every 3.5 minutes)
118	Mary Smith	north end, near portal	park and ride, stations	I suggest having a good bus services bring people from Seattle to Bellevue Transit Center. THEN START light rail at the Belle. Transit, go on from there. No problems!
119	B. Finley	Surrey Downs	neighborhood impacts, cost	How high would elevated track be? Which businesses are displaced? Does elevated add or help cost?
120	Soemin Tjong	entire segment	neighborhood impacts	This B7 route doesn't seem to show any business displacement impacting hundreds of employees that I heard about. Is it still the case?
121		BNSF	405 impacts	Does this allow for 405 expansion/widening in the future if necessary?
122	Cory Brewer	BNSF	ridership	Where are the riders coming from in this area?
123	Brooks Beaupain	entire segment	cost	Thanks you for pushing ahead with this study despite the naysayers. In the long run you'll be proven correct for doing it. Sound Transit's "estimates" are horribly flawed and fraudulent. They've been proved so in Seattle by their existing line.
124	Paul Martin	entire segment	property acquisitions	When WASDOT went thru with the I-90 expansion they took most of the land that the rail had. There is not enough land anymore.
125	Wendy Jones	Enatai	park and ride, stations	When will we begin to have conceptual drawings of the proposed A-2 and South Bellevue station? That would help - especially if they showed possible visual mitigations.
126	Matt Leber	118th Ave SE	bicycle	Will B7 have bike trail in this location? Existing "trail" near Mercer Slough trailhead is steep, windy, and unsafe. Riding on road is also unsafe.
127	Pete Marshall	Enatai	neighborhood impacts	Too bad nobody along this line will be able to walk to a light rail station. They get the impact but no transit access.

#	Name	Location	Subject	Comment
128	Fred Barkman	Surrey Downs	neighborhood impacts	The B-3 route down Bell-way through Surrey Downs defies common sense. Towers? A long tunnel? Destroying nearly 50 homes? Traffic congestion on Bellevue Way? Nose? B7A avoids all this.
129		Enatai	Trail neighborhood impacts/Property acquisition	Why not add trail connections between Bellevue Way and Enatai using easements for people walking to South Bellevue Park & Ride?
130	Cory Brewer	Enatai		What are the plans to potentially buy out homeowners who are not only affected by property line encroachment but also noise?
131	Vivian	Enatai	B7 alternative	As resident on Bellevue Way, we love the light rail. Stay away from Bellevue Way. B7-revised route will still have the same ridership with parking garage built off the freeway.
132		Enatai	traffic impacts	Cut-through traffic in neighborhood?
134	Wendy Jones	Enatai	traffic impacts	How will the A-2 affect traffic patterns along SE 30th-113h Ave SE + SE 34th? This is a HUGE concern! What can be don't to protect neighborhood access and egress without increasing traffic through the neighborhood?
135	D. McCaslin	entire segment	construction, cost	The B-7 route is an established route - Rail bed is already in place and it does not block or alter city access - area to park is also available. Who has the money for all the added expense?
136	T. Robertson	entire segment	neighborhood impacts	The B-7 route can be mitigated for noise. The homes are below. The B-3 route can not be mitigated because the homes are above. I feel this is very important when making decisions.
137	Al Cecil	Enatai	neighborhood impacts	Rooftop park favored by majority of neighborhood residents. Park & Ride garage.
138		Enatai	park and ride, stations	Glad to see a park and ride on I90
139	Diane Coughlin	Enatai	park and ride, stations	Propose parking lot on east side of Bellevue Way. Piles for support. Walkway to transit stop I-90. No homes condemned.
140	Ron Hoflina	entire segment	B7 alternative	How would the proposed B7 affect a possible expansion running route, thus affecting waterfront home sites?
141	Erin Powell	entire segment	B7 alternative	The B-7 alternative puts a down payment on ST going to Issaquah (east) and south to Airport Renton
142	Audrey Porter	entire segment	neighborhood impacts	I highly favor B7. It seems to be a no-brainer when you look at the map - fewer lives would be disrupted. Quality of life would be terrible with A2.
143	Michael Maros	Enatai	traffic impacts	Slow or restrict traffic on 108th SE. This will become an alternative route to the station with increased traffic.

#	Name	Location	Subject	Comment
144		Enatai	neighborhood impacts	Make roof into a park for the neighbors.
145	Wendy Jones	Enatai	neighborhood impacts	Could the A-2 be an asset to the neighborhood without a park on the top level - vertical landscaping on walls - something great to say welcome to Bellevue?
146	Sherwin Lee	Enatai	B7 alternative	Pedestrian connections?
147	Tom McConnell	I-90 and 405 interchange	property acquisitions	Why not utilize existing DOT property adjacent to I-90 and BNSF rail corridor for new Park N Ride location? Instead of new proposed Park N Ride along Bellevue Way and I-90?
148	Mike		park and ride, stations	Do not forget the benefit of connecting to East Gate Park N Ride
149	Mark McClure	Enatai	traffic impacts	How to mitigate traffic increase on streets in Enatai. We don't want any increase in traffic in our neighborhood.
150	Judith Paquette	Enatai		Do you have WSDOT permission to cross it's property at new South Park N Ride?
151	Wendy Jones	Enatai	neighborhood impacts	A-2 and station concerns (wherever they are) include intrusive light and sounds that would impact the neighborhood. At the next Open House it would be helpful to learn of possible mitigations.
152	Matt Leber	Enatai	park and ride, stations	Please connect platform to bike trails in the area without having to go all the way to 113th. Great potential.
153		Mercer Slough	construction	Make this into a single span gateway bridge.
154		Mercer Slough	construction	(In response to #153) Can you do a single span? Double span makes sense in case of emergency. Safer.
155				Overheard some lunatic ranting about "fascism". (Presumably an issue with his medication?)
156	Bill Ponten	entire segment	Policy	One great alternative is to increase the bus service as in case of a bad earthquake or ? - they can be rerouted where the train is dead.
157	B. Bengford	entire segment	B2M/ park and ride, stations	Prefer current S-T preferred route - SBPR has better walkshed from Enatai. If new PR is built - emphasize incorporate building into hillside, use green walls on all sides.
158	Tom McConnell	South Bellevue Park and Ride	park and ride, stations	Why not use (expand) existing South B Park N Ride lot and provide shuttle service to proposed transit/light rail stop along I-90? Not favor new Park N Ride.
159	Dan Marshall	Enatai	construction	How can I exit the A-2 P+R or do northbound Bellevue Way? Will there be an overpass? Or a light?
160				Property on end.

#	Name	Location	Subject	Comment
161	B. Finley	Enatai	park and ride, stations	How high/tall would the station be to clear BelWay and arterials? Construction across Mercer Slough wetlands. Alt. methods: 1. Construct from lands of existing freeway.
162	Bob Fulton		construction	400 ft to new S Bellevue is big transfer penalty, eminent domain between Bellevue Way and 113th does not protect neighborhoods. Need lots of infrastructure improvements. Less stopping D from IAD (?)
163	Daniel Warwick	Enatai	neighborhood impacts	
Descripti on Board P. Brallier				
		Mercer Slough		What a pleasant walk in the park? Pedestrians hemmed in on two sides.
no #	Brooks Beaupain	Enatai	Communication with residents	Please increase the communication to Enatai (especially near the A-2 P+R) to explain the A-2 design potential with park/lid, limited traffic into/thru neighborhood, etc. This can be a great asset but people are panicked in the absence of info. Thanks to the city! Please continue to serve our interests and not Sound Transits interests. Please reach out to the Enatai neighborhood, especially those closest to the Park N Ride.
no #	Aaron Laing	Enatai	Communication with residents	This schedule gets very vague in July 2011. ARUP's final concept designs report comes out after Sound Transit's Board decision, which includes their final East link route selections. And ARUP's Phase 2 + Phase 3 studies go on well beyond that. How will the city obstruct ST?
Schedule Board	Pete Marshall	entire segment	Schedule	

APPENDIX D: EMAIL COMMENTS

From: MWelaye@bellevuewa.gov
To: [Chris Hoffman](mailto:Chris.Hoffman@bellevuewa.gov); T.Berg@bellevuewa.gov
Cc: richard.prust@arup.com; Nicholas.Taylor@arup.com
Subject: FW: Comments for Revised B7 Alternative
Date: Thursday, January 27, 2011 12:12:42 PM

From: Matt Leber [mailto:matt@lebers.net]
Sent: Thursday, January 27, 2011 11:16 AM
To: Welaye, Maher
Subject: Comments for Revised B7 Alternative

- The bike/pedestrian trails under the revised South Bellevue station should be connected directly to the platform. This would improve access for cyclists and pedestrians coming from the East and South.
- I'm concerned about the A-2 Park & Ride, as well as associated roundabout or other traffic control devices, lengthening bus trips that service the P&R. The current South Bellevue P&R is just about ideal in that buses can get in and out of it quickly. Pedestrians can move between the two bays there without having to cross roadways which improves safety and speeds transfers.
- How will B7 address impacts to condo owners on 118th? Frankly, B7 appears to impact far more people than the B2M routing.
- Can the East Main station be eliminated? I've never understood the East Main station - that area has limited upzoning potential and is primarily an automobile dependent area with limited connections for pedestrians. This station really doesn't appear to add much value to East Link.
- B7 needs to have a bike trail, connected to the Mountains to Sound Greenway trail at 118th. Critics have said there is already a trail on 118th but that trail has many turns, steep hills, and pinch points that are not particularly safe for cycling. In addition, cycling on the roadway can be hazardous since cars speed through the area.
- Care needs to be taken to not impact, or preferably improve the 114th biking facilities underneath the B7 alignment. While there are only Sharrows in that area, 114th is a relatively calm bike ride that is desperately needed to get into Bellevue from the south. 112th is much busier and accessible only to advanced bike riders willing to bike in just about any traffic.

From: MWelaye@bellevuewa.gov
To: [Chris Hoffman: TBerg@bellevuewa.gov](mailto:Chris.Hoffman@bellevuewa.gov)
Cc: richard.prust@arup.com; Nicholas.Taylor@arup.com
Subject: FW: Comments on Jan 25 ARUP B7 Light Rail Study
Date: Thursday, January 27, 2011 3:15:00 PM

From: Scott Lampe [mailto:scottlampe@msn.com]
Sent: Thursday, January 27, 2011 3:12 PM
To: Welaye, Maher
Subject: Comments on Jan 25 ARUP B7 Light Rail Study

Maher,

It was a pleasure meeting you and visiting about your role with the ARUP study. I would like to offer the following comments related to the material presented:

1) East Main Station - Depending on the percentage of the Red Lion property required to be taken for this station, to adequately represent the "net" cost of the station an estimate of redevelopment value for any area taken but not required long-term for B7 should be made and reflected in the analysis. For example, if the entire Red Lion parcel would be taken for construction and staging at a cost of \$60 million but only half of the property is required for the station, the re-development value of the half of the property not needed long-term should be netted against the initial cost when determining the net cost of B7.

2) In evaluating the merits of B7, some value should be assigned to the improved future access for future east connections to Eastgate, Issaquah, etc. which B3 would not accommodate without crossing the Mercer Slough. Although a dollar figure may be difficult to arrive at, there should be at a minimum discussion of this improved connectivity since Sound Transit has referenced easterly connections, including Factoria and particularly Eastgate, which alone would be expected to add over 10,000 daily riders to the system.

Thank you for this opportunity to comment and I look forward to the next open house on March 8.

Best regards,

Scott Lampe

Fala Frazier

From: marilynrosa@hotmail.com
Sent: Sunday, January 09, 2011 10:07 AM
To: MWelaye@bellevuewa.gov
Subject: Eastlink light rail

Good day,

A modified B7??

I was terribly dissapointed to learn that the city is proposing not the B7 that the citizens requested, but a modified one that now will destroy my home with a new park and ride. So...some homes are more important than others?

Our support for B7 it was the original plan, the plan that did not require a new P&R and instead uses existing structures. Maybe this is a bad idea all together and would be best to redirect the light rail funds to city projects. Clearly this is not taking a good turn.

We withdraw our support to B7 if it is the proposed modified version.

Marilyn Bray
3214 - 113th Ave SE
Bellevue, WA

Fala Frazier

From: jegriffin@comcast.net
Sent: Wednesday, January 26, 2011 11:11 AM
To: MWelaye@bellevuewa.gov
Subject: Bellevue's Light Rail Study - B7 Revised alternative

Maher Welaye
City of Bellevue
Transportation Dept.

I was at City Hall last night and I want to say that this is a great alternative to B2M and I encourage the City Council to continue this study of B7 revised alternative. It makes a lot of sense to me.

Thank you
Eleanor Griffin
11122 SE street,
Bellevue, Way 98004
[Jegriffin@comcast.net](mailto:jegriffin@comcast.net)

Fala Frazier

From: heidi.columbia@comcast.net
Sent: Wednesday, January 19, 2011 3:15 PM
To: MWelaye@bellevuewa.gov
Subject: B7 Revised Alternative

Maher-

I received the email and I JUST HAD to write to you.

1. Yes! This B7 is getting to be the best so far because it is running parallel to I 90 and I 405.

I'm located in Newport Shores-8 Columbia Key

I would REALLY like to NOT have to use my car so much.

I'd MUCH prefer walking and using public transportation (lived in Boston and New York and was spoiled by use of subways).

Light rail support highways

I think you should keep the light rail in "high volume" transportation corridors and out of neighborhoods.

When you get into neighborhoods, that's way more time inefficient for me to take my car there, park and go somewhere on public transportation.

With long work hours, I just don't have the time to do that.

Shouldn't the highways and light rail serve/support each other in a complementary, synergistic way?

Shouldn't highways serve as the feeder system to light rail?

Use highways to quickly get people to park and rides?

More cars travel 405 and I90-it could be an easy, time efficient pull off and pull on to a park and ride.

Especially, at the intersection of I 405 and I 90 (instead of Bellevue Way) —it seems with a higher volume of cars and easy time efficient access,

there may be a higher use of the light rail and a park and rides.

I think you should use the Burlington Northern old railroad lines as much as possible-because it's fairly parallel to I-405.

Keep the noise, pollution, people movement in similar location.

Homeowners (like me!) near the rail lines /405 are used to the noise and travel of the trains using the tracks.

But I really hope the light rail will be MUCH quieter than the trains.

I do like the idea of having part of the old rail lines converted to walkways/ bikeways also.

Maybe a wall between the light rail and pedestrian walkway?

Future connect Bellevue light rail to Renton/SEATAC

Someday, wouldn't it be great if Bellevue travelers could take the light rail to SEATAC and not need to park their car there?

With the light rail close to 405, it seems like it may be cost effective to tie into it at 405 and i-90 , use the Burlington Northern RR tracks,

and parallel that down to meet with the light rail tracks in place in South Seattle which head on to SEATAC.

1. Consider change of adding another P & R or/moving Park and Ride to Intersection of 405 and I-90

--a park and ride at the intersection of I-90 and 405 would be more time efficient for more people

--- possibly increasing use of light rail.

--With a drop off so spouses can drop off and reduce use of cars.

Maybe work with Federal Government to get funding for easy, time efficient on/off ramps for ALL 4 directions of 405 and 90.

It seems like this may qualify for funding from others?, not just Bellevue—this could actually serve Kirkland, Eastern Washington Travelers’.

It seems like this South Bellevue/Newport/Factoria station would be BIGGER than the downtown Bellevue station

because it could help more people move faster.

Focusing this as a “Bellevue Project” , I think limit’s the long term value and uses Bellevue taxpayer money **inefficiently**.

This intersection’s efficiency (due to North, South, East, West options) could offer a huge value to a **wide geographic region**.

It would be great for busses to use this area as an intersection also- .

Must consider, very carefully, the pollution/noise issues to Bellevue of this intersection-(Mercer Island did lid and park???)

Maybe tie it into Factoria Square, so people walk easily, short car ride, can pick up breakfast, lunch or shop at grocery store-to pick up groceries for dinner.

Isn’t transportation about less use of cars, walking more, saving people’s time by having convenience stores near stops(London subways).

I believe at this intersection, if it benefits a geographically wider range of people- can’t you get funding from them also?

Doesn’t I-90 travel all the way to Boston?

This makes it MUCH more convenient AND EFFICIENT to serve commuters in all 4 directions-

I know this would take WAY more time and so many are upset about the amount of time in planning needed so far.

But, this project is a substantial cost to taxpayers—it just seems the planning and research costs up front could provide a much higher value project not just for Bellevue, but for a potentially wide geographic area.

I apologize for the length of this.

If you have taken the time to read it—Thank You.

I can't make it to the 1/25 meeting.

Sincerely, Heidi Davis, 8 Columbia Key, Bellevue

Fala Frazier

From: jmjpsseattle@comcast.net
Sent: Saturday, January 08, 2011 7:46 AM
To: MWelaye@bellevuewa.gov
Subject: B7 Light Rail in Woodridge

Maher:

I just received a postcard indicating a meeting on January 25 to discuss the B7 alternative.

Unfortunately I will be out of town for that meeting.

I would like to attend future meetings.

Do you have them scheduled yet? I would like to try to get them on my calendar.

I am very concerned about this route and its potential impacts to our neighborhood:

- a) Crime
- b) Noise
- c) Traffic – depending on light rail stop and park & ride locations

Please add me to any emailings you may do on this project.

Thank you so much.

Jane Mueller

123rd Avenue S.E. – Norwood Village/Woodridge

B7-Revised/C9T to NE 2nd Portal

Nov 2, 2010



Legend

- At Grade
- Elevated
- T**  Proposed Stations
- P**  Existing South Bellevue Park & Ride
- P**  Proposed South Bellevue Park & Ride



1,600
Feet

Source: City of Bellevue