



Light Rail Best Practices

**September 13
Open House and Comment Summary**

Prepared for:
City of Bellevue

Prepared by:
Norton-Arnold & Company

September 24, 2007

Introduction

The City of Bellevue is conducting the Light Rail Best Practices Project to find the right fit for light rail in Bellevue by exploring the “best practices” of other light rail systems; to learn what works and doesn’t work elsewhere and apply those lessons to Bellevue. In addition to researching other cities with light rail systems, the City is conducting a public involvement process to inform its citizens about light rail and to get their input to the development of the best practices recommendations.

To initiate the public process the City held an open house to provide opportunities for the public to:

- Learn about light rail technology, the light rail best practices project and the proposed East Link project;
- Find out about issues and opportunities identified so far;
- Share comments, ideas, and concerns;
- Comment on which best practices the City should explore.

The City publicized the open house in a number of ways including:

- Sending 868 flyers via mail to the Best Practices, Downtown Projects and Bel-Red Corridor interested parties lists
- Distributing 25-50 copies of the flyer to 12 City of Bellevue facilities (e.g. neighborhood, community and senior centers)
- Sending approximately 800 emails to the interested parties lists from the above-mentioned projects as well as the Bellevue neighborhood leaders, active residents and Bellevue residents signed in at the Sound Transit workshops on East Link
- Printing a 7-1/2” x 11” advertisement in the *Bellevue Reporter*, which is distributed to approximately 43,000 households and businesses in Bellevue
- Posting information about the open house on the City website
- Publishing an article in the *Neighborhood News* newsletter distributed electronically to community and neighborhood associations throughout the City



City staff provided information about the Best Practices project and answered citizens’ questions.

The Open House was held at City Hall on Thursday, September 13 from 4 – 7 p.m. Approximately 100 citizens attended the open house. Staffed display areas provided a description and schedule for the project and information on the four topic areas, including what has been heard so far on each topic and potential research questions. The four topic areas are:

- Neighborhoods
- Streets

- Stations
- Construction and operations

Open house attendees were asked to provide input on different aspects of each topic by:

- Providing clarification on comments heard to date;
- Adding new comments to the topic areas; and
- Identifying additional questions they would like the best practices project to research.

Attendees were encouraged to provide input by writing directly on the topic area displays or by writing their comments on post-it notes and sticking them on the displays or by filling out a comment form. Most people took advantage of posting or writing directly on the displays.

Attendees were also provided with a project brochure, a Frequently Asked Questions handout, and a postage paid comment form. City staff explained that the comment form could be filled out at the open house or returned via mail by September 21st. Sound Transit also provided and staffed a display with information about light rail technology and the proposed East Link project.



Open house attendees made comments on a number of topics.

The remainder of this report provides a summary of the comments received at the open house and of the comments received via mail and email. A verbatim list of all comments received is included as Appendix A. All meeting materials and handouts are presented in Appendix B.

Comment Summary

A total of 144 comments were received from the public at the open house. Some additional comments were received via e-mail and USPS using the postage-paid comment forms. This report summarizes the comments received on the four general topic areas. Statements regarding preferences for light rail alignment or station locations and other comments outside of the scope for this light rail best practices project are included in Appendix A.



Neighborhoods

A total of 55 comments on neighborhoods were received from the public. Participants responded to information about three specific aspects related to this topic: preserving character; track (elevated v. at-grade v. tunnel); and mitigation. Comments reflected previously expressed concerns about the potential impacts of a light rail line and stations and how far those might extend. There were also suggestions that the best practices committee talk with neighborhood groups that live near light rail systems in other cities and to explore using mitigation for light rail impacts to leverage other improvements that would create a greater benefit for the neighborhoods.

Participants also identified a number of concerns, ideas and questions regarding neighborhoods to be researched by the project, including:

- How to minimize neighborhood impacts such as additional crime, noise, lighting, vibration, foot traffic, commuter parking, and how to address safety issues that arise from additional traffic?
- Have other cities successfully mitigated impacts by using parks or green belts?
- How to use mitigation of impacts (e.g. undergrounding utilities, enhancing sidewalks, and adding traffic calming measures) to make additional improvements to the neighborhood.
- That neighborhood property values will be negatively affected.
- How to ensure that light rail does not act as a pedestrian barrier.
- How existing access and landscaping can be maintained during construction.



Stations

A total of 30 comments on stations were received from the public. Participants responded to information about three specific aspects related to this topic: transit and land use, pedestrian and bicycle access, and safety and security. Those who commented said that stations should be accessible to all other modes of transportation, including being able to walk and bus to stations; that development would be okay around some stations but not in neighborhoods; and that crime and parking issues were a concern.

Participants also identified a number of concerns, ideas and questions regarding stations to be researched by the project, including:

- What has happened in other cities when a rail station is located in an area that is not part of a park and ride or a transit center?
- How parking at and around stations, including drop off areas, are handled.
- How crime is addressed in other cities, specifically in neighborhoods.
- Stations should be sited in areas that do not require condemnation.
- Stations should not be used as an excuse to upzone areas.



Streets

A total of 30 comments on streets were received from the public. Participants responded to information about two specific aspects related to this topic: function and access; and safety. Those who commented

wanted to know more about what Bellevue streets will look like with light rail on them and what that could mean in terms of traffic and pedestrian safety (specifically schoolchildren).

Participants also identified a number of concerns, ideas and questions regarding streets to be researched by the project, including:

- How to maintain safe and easy pedestrian and bicycle access on streets and sidewalks.
- Could noise walls along Bellevue Way be used to reduce automobile and light rail noise levels?
- Whether elevated tracks make it difficult to screen noise and produce negative visual impacts.
- To compare cities that have at-grade and elevated systems to determine how they affect traffic.
- How can landscaping be used to improve visual appearance?



Displays provided information about each topic area and encouraged attendees to provide comments.



Construction and Operations

A total of 29 comments on construction and operations were received from the public. Participants responded to information about two specific aspects related to this topic: pedestrian and vehicle safety; and mitigation. Those who commented were particularly concerned about how to address the expected disruptions during the multi-year construction period, such as impacts on already congested streets (Bellevue Way was mentioned specifically) and the loss of access to neighborhoods and parks.

Participants also identified a number of concerns, ideas and questions regarding construction and operations to be researched by the project, including:

- How will light rail construction and operation affect emergency services response to affected neighborhoods?
- Portland, Vancouver and Calgary are good examples of light rail systems that operate with minimal impacts.
- What is the short term plan until/if ST2 arrives?

Conclusion

The open house served its primary purposes of providing information to the public about the project and generating additional public feedback to confirm, clarify and

expand on the comments, concerns and ideas heard to date. The information collected through the open house will be used by the staff and the consultant to refine the topic areas and the research for the best practices project.

Appendix A

The following is included in this Appendix:

- Comments received at the Open House
- Comments received via e-mail
- Comments received via mail

Neighborhoods

(52 Open House Comments and Questions, 3 Comment Forms)

Mitigation (14)

- Route the lines from downtown north to SR 520 the along (parallel to) SR 520 to Overlake; do not route line through Bel-Red Corridor.
- Loss of use of Surrey Downs Park for several years is a key concern for those of us with young children since there are no close alternatives.
- Additional neighborhood foot traffic and commuter parking is a concern; how do we minimize this impact – parking, crime, children’s safety from traffic and strangers.
- Taking of homes is also taking of neighborhoods, communities, and changing the nature of families’ financial relationship to the future.
- Not right to take homes/communities when there are less invasive options – I-405 and RR tracks.
- Mitigation may be needed to compensate for loss of property values.
- Home prices in Bellevue are such that displaced Surrey Downs residents will not be able to purchase new homes in Bellevue.
- Concern about safety and crime issues arising from station locations.
- If light rail is constructed in Surrey Downs and East Enatai we are doomed and will move – curse you!
- Wrong selection of routes; this regional system belongs on roadways and railways that exist, not 112th, not Bellevue Way or Main Street.
- Access to Surrey Downs Neighborhood is a concern during construction
- Undergrounding utilities will mitigate neighborhood impacts.
- Add evaluation of other routes into Bellevue north of Main Street – 2nd Street or further north.
- I am concerned about visual blight in neighborhoods.

Additional questions (6)

- What is the approach for cross agency coordination?
- Can urbanization of neighborhoods be partly mitigated by enhancements within the sidewalks, undergrounding utilities, and traffic calming?
- Why is Surrey Downs considered as a staging area? Real families will be affected!
- Will you please interview real residents near other rail lines to get actual information about impact of rail lines on neighborhood?
- One proposed route goes through wetlands; will light rail sink like SE 8th did in the past?
- Does more park space and green space mitigate environmental and neighborhood impacts?

Preserving Character (10)

- No brainier – please use the BNSF rail line that parallels I-405; preferred alternative is east on I-90, north on BNSF line, west to Bellevue Square.
- Rail will impact homes for at least 4-5 blocks.
- I would like to see the Committee identify neighborhoods that are very similar to Surrey Downs (especially residential neighborhoods that are close to downtown and have a rail line running through part of the neighborhood); then put Surrey Downs in direct contact with these neighborhoods. Also, I would like to see the Best Practices Committee solicit input from neighborhoods affected by Light Rail, instead of just getting input from governments, cities, or transit authorities.
- Nearby property values will be affected: if you can see it, hear it, feel it, you will be affected!
- Use light rail to attract development in areas where there is not established focus.
- Use Bellevue Way route so people can actually get to the station; the freeway route would be a major waste of money/effort.
- Mercer Slough access from neighborhoods for pedestrians and cyclists is very important.
- Neighborhoods are concerned about condemnation of property
- The commercial value of property (especially Surrey Downs) should be looked at before and after light rail for those cities that have this system.

Additional questions (5)

- How will Mercer Slough be protected during construction?
- How does increased lighting around stations affect nearby homes?
- How will trees and root systems be protected?
- If trees die, who will replace them?
- What types of park-like mini “green belts” have other cities used successfully to separate rail lines from residential areas?

Track (elevated v. at-grade v. tunnel) (11)

- Use existing transportation corridors (I-90, I-405, BNSF tracks).
- At grade or elevated along Mercer Slough will destroy the beautiful western views you get walking along the river.
- Keep light rail out of Surrey Downs; you are lying if you say you are considering a tunnel from I-90 – you do not have the funds.
- All of the proposed routes should be reconsidered because they seem to create negative environmental and neighborhood impacts.
- Please evaluate other alternatives for entering the City north of Main Street and east of 112th.
- I-405 is an example of a huge pedestrian barrier; rail would also act as an effective barrier. Perhaps cap like those over I-90 to maintain neighborhood integrity and contain noise.

- Elevated as much as possible; note the small footprint of Vancouver’s Sky Train (approximately 54”square columns).
- Look at systems that have a neighborhood and downtown residential area component.
- Economic and environmental impact on 108th corridor between NE 10th and NE 112th; next year this corridor will be fully developed with millions being spent on pedestrian, landscaping and utility improvements – don’t tear this all up to build light rail. High rises with zero setbacks will create a tunnel corridor which will give light rail almost nothing to work with. There is no representation of all the people who will be moving into high-rises.
- Fact: Sound Transit can’t build surface level tracks as well as it can build elevated so don’t build surface tracks – elevated only.
- Calgary’s system has been quite successful and relatively low cost and low impact – visit with them.
- Elevated systems are visual destruction to character of neighborhoods, not to mention sound/noise defamation.

Additional questions (6)

- Whys isn’t RR tracks one of the considerations?
- How much worse will the noise be especially from up on the hills looking down on the tracks?
- What about vibration; will one type of track reduce those affects?
- Why isn’t I-405 one of the proposed routes?
- If raised track, what noise mitigation will happen for Surrey Downs?
- Why not consider building the track over I-405?

Comment Form Comments: (3)

- A nice presentation- your staff did a great job.
- Noise is already a large issue. What can be done to mitigate the compounding effect of traffic on local roads (112th), 405, and the light rail route?
- Light rail should avoid neighborhoods- use major thoroughfares, commercial. Look at San Diego, Portland, Denver.

Streets

(29 Open House Comments, 1 Comment Form)

Safety (11)

- Noise impact of elevated vs. at-grade is in addition to the possible crime increase.
- What an ugly sight for beautiful Bellevue - elevated rail? Yuck.
- Concern for the ball field at park, safety for route on 112th.
- Tunnel alternative under Bellevue Way SE. Construct tunnel approximately 100 linear ft. at a time.
- See Skytrain in Vancouver, B.C.- grade separated with design passenger capacity 20,000 people per hour in 1 direction on the track.
- Using BNSF right of way can expand Bellevue's connection to many other cities, including Seattle, Everett, Tacoma, and reduce costs.
- Do not route line through Bel-Red corridor- no need for stations in that area.
- Using BNSF corridor can minimize ST2 costs.
- Many elementary school children cross 108th and Bellevue Way on the way to Enatai elementary.
- Concern that there will be a rise in crime where stations are located (for instance Surrey Downs Park or north of Surry Down at Main Street).
- We need to include Main Street in concerns for the safety of young children. (Secoded, twice).

Additional questions (4)

- How will trees be protected?
- How will trees root systems be protected?
- Many bikes use 108th to get to I-90. How does rail affect the ease of traveling this route?
- What is the retained cut?

Function and Access (7)

- Elevated rails do not create street congestion.
- Go look at Beacon Hill tunnel and MLK.
- Loss of trees and green space would have a large impact on water quality in the slough.
- 30 ft of right-of-way on Bellevue Way on the west side would take the whole hills tree cover and those homes would be exposed and some condemned.
- Talk to real people not just other city government.
- If 112th Avenue is used for rail, traffic will be changed: less access to downtown, greater flow on Bellevue Way.
- Drive under the monorail system in Seattle to get the feel for driving around and through an elevated rail system.

Additional questions (7)

- There is concern about access and egress to/from Surrey Downs if light rail goes down 112th Ave. What about Fire Trucks?
- How has the visual impact been minimized by landscaping?
- How will trees be protected?
- How will tree root systems be protected?
- How can more trees be planted?
- Will trains be going across bridges/floating bridges? Concern for delays due to track alignment issues getting on and off bridge. Does any other city have a similar issue?

Comment Form Comments (1)

- Requires Elevated- maybe unsightly in some areas, street level require condemnations, mitigation, safety issues.

Stations

(28 Open House Comments, 2 Comment Forms)

Transit and Land Use (12)

- Light rail should use BNSF corridor.
- Stations should never be located in or adjacent to a neighborhood; run the rail line on the transportation corridor with stations and feeders downtown
- Stations need to have specific drop-off areas, unlike the Bellevue Transit Center.
- Two considerations for station location and design: access for cars by commuters further out in the community; access for very local commuters (high rise condos, etc.).
- Do not locate stations in Bel-Red Corridor.
- Place light rail in areas where there is no focused development in order to encourage that development.
- It is not appropriate to up zone the borders of established neighborhoods to support stations just to drive up ridership numbers.
- Stations near neighborhoods should not start cascade of upzoning adjacent to the station.
- Light rail should be on the rail corridor – wrong station sites.
- Free shuttle around downtown and hospital may eliminate the need for a second station and should decrease transit time.
- Look at how other systems provide access to stations for those parking and taking the bus.
- City needs “kiss and rides” for dropping off.

Additional questions (5)

- Is Bel-Red area populated enough to have adequate ridership? If not, will Microsoft contribute monetarily to make this extension possible?
- Will new development in downtown core be given early opportunity to participate in station planning/incentives? If not, will they be forced to modify/rebuild newly completed projects?
- How is market value determined? We are nervous that we may may/will get the personally financially shaft.
- Could rail run north-south on both sections of the line connected by BRT east and west?
- Can a station be located beneath or within a hotel on the east side of 112th? It could provide shopping/office/hotel.

Pedestrian and Bicycle Access (7)

- Only build stations at Park and Rides.
- Keep stations in BNSF corridor and tie into downtown circulation bus system.
- Minimize station size and cost.

- Stations need to provide dry and wind-sheltered waiting areas.
- People are willing to walk to stations – at least 3 blocks.
- People walk to and from stations in other cities, hopefully we will develop the same habit (just keep us close – 4-5 blocks).
- Overhead walkways speed up pedestrians flow vs. waiting for streetlights – quick and smooth access.

Additional questions (1)

- What has happened in areas where a new train station has been constructed where the station is not part of a park and ride or main transit center (see proposed 112th station)?

Safety and security (3)

- Need to have good lighting and police presence.
- Crime is a concern for Surrey Downs neighborhood if station is put at 112th near the park.
- See Renton Transit Station stabbings – loitering and crime.

Comment Form Comments (2)

- Each station must have adequate parking. Avoid stations located where condemning property will cost millions. Example, 112th NE, NE 6th. The proper location is NE 8th Adjacent to east side of BNSF.
- Could there be a station near Bel-Red w/ bus access into the CBD? (Instead of light rail coming into the city core?)

Construction and Operation

(28 Open House Comments and Questions, 1 Comment Form)

Pedestrian and Vehicle Safety (6)

- Construction dust also a health hazard - especially for asthmatics.
- Access to neighborhoods would be limited.
- 112th would eliminate 2/5 of access roads to Surrey Down
- No line construction is needed in Bel-Red Corridor-route lines near/along SR-520
- Talking to a brick wall: I already said the impact of ST2 construction will be monumental. Bellevue Way is choked now-it will be grid lock if ST2 is construction route.
- Include Main Street in the concerns for safety of young children.

Additional questions (6)

- How long will construction go on?
- What is short term plan until/if ST2 arrives?
- How many fatalities are caused by light rail in other cities? –should be considered in project.
- How will trees be protected?
- How will tree root systems be protected?
- What will/how will construction roadway blockages do to EMT times to access neighborhoods?

Mitigation (11)

- Noise, vibration, pollution are nil on Portland, Vancouver, and Calgary systems.
- Interruption of services: internet, power, water, cable t.v.
- Provide neighborhood association contacts for Bellevue neighborhoods so they can ask questions and compare notes.
- Future impacts to homes where tunneling is below. Venting, access, etc.
- See example of Seattle tunnel(s) contaminated dirt
- Potential loss of use of Surrey Downs Park for up to 8 years if tunnel entrance is chosen-adjacent land use.
- Remember that the taking of homes is a taking of families and individuals.
- Check Vancouver, B.C.
- Go see Skytrain in Vancouver B.C. It's so good it's a tourist attraction.
- Tunnel under Bellevue Way SE. Construct tunnel approximately 100 linear ft. at a time. No traffic, no noise, no right of way cost. All utilities in tunnel. Cost is high for the tunnel alternative but it saves a lot in the future.
- Use the BNSF line that parallels I-405- less construction impact. ROW and rail is existing!

Additional questions (5)

- Is this a given: that there will be a staging area in Surrey Downs?
- What is the extent of toxic waster under SE 8th? What will be the impact of construction in that area? To humans? To the slough? To the Puget Sound?
- Why not use BNSF Right of Way from Renton to Snohomish as a basis to implement regional system in 18 months and not 20 years? Extensions on BNSF Mainline would allow connections to Tacoma, Seattle, Everett
- How will trees be protected?
- How will root systems be protected?

Comment Form Comments (1)

- Using BNSF eliminates congestions, construction, and reduces costs, mitigation, and time to construct. (\$)

Comments Received via Mail

Neighborhoods (3)

- Route LRT line along freeways/highways, not through residential and downtown neighborhoods
- Why does Bellevue need light rail services?
- Downtown Bellevue is/will be high density housing which means more people= more noise. Tunnels in downtown Bellevue seem the best alternative to keep the noise level down.

Stations (6)

- Does the committee have copies of the LRT materials provided by City Staff to INCA Engineers?
- Where will LRT users park their cars in close proximity to stations?
- I think security is a major issue. Residential areas close to stations will have higher crime rates.
- A major difference between U.S. and other countries housing practices is that in other countries individual homes are behind walls and locked gates. Condos/apartments, if not secure have metal doors with a series of locks. Our “unguarded” homes would invite undesirable activities.
- Additional resources would have to be put into security/police. (“An ounce of prevention is worth a pound of cure.”)
- It is very important to ensure safety around stations.

Streets (3)

- Increase bus service and eliminate light rail plans
- Why don't the LRT routes being considered follow highway/freeway routes?
- Keep the mass transit close to commercial (jobs and shopping), hospital, transit, noisy areas.

Construction and Operations (2)

- What are the life cycle costs for East Link?
- What are the levelized fares for East Link based on life cycle costs?

Comments Received via E-Mail

Comment 1

I hope that the Best Practices Committee will not just seek information from governments, cities, and transit authorities who have experience with light rail. I hope that the Best Practices Committee will seek information directly from citizens who were affected by light rail in other communities and neighborhood associations who experienced the effects of light rail. Specifically, I live in the Surrey Downs neighborhood. I am hoping that the Best Practices Committee can identify neighborhoods that are very similar to Surrey Downs (close to downtown, single family residential, and had a new rail line put either through the middle or alongside the neighborhood) and solicit information from the people who were affected. I would like to see the Best Practices Committee identify similar neighborhoods and neighborhood associations who dealt with light rail issues. I would like the Best Practices Committee to put the Surrey Downs Community Association Board in direct contact with the home owners association board or individual residents who have experienced light rail. I think this would be helpful in determining how other neighborhoods dealt with light rail, what fear they had before construction started, what their experience was like during construction, and how the neighborhood changed after light rail was present. My neighborhood association lacks the resources to identify similar neighborhoods in other cities. The Best Practices Committee could identify similar neighborhoods and appropriate contacts within those neighborhoods, and then facilitate direct communication between our boards. Also, Sound Transit's Draft EIS will only be looking at the potential impacts on the areas where Sound Transit is considering placing the lines. Sound Transit is not going to spend any time researching effects on neighborhoods in San Jose, Portland, or Charlotte. This is where the Best Practices Committee could provide new data and experiences that would otherwise not be part of the consideration by Sound Transit.

The informational flier put out by the Best Practices Committee has a decided pro-transit slant. For example, Frequently Asked Question #8 asks, "Is a proposed light rail system for Bellevue consistent with the City's Comprehensive Plan? There are many policies in the Comprehensive Plan that support 'high capacity transit,' which includes light rail." No where in the explanation does it point out that there are many policies in the Comprehensive Plan that do not support light rail as contemplated by Sound Transit. For example, each of the following policies goes against Sound Transit's current light rail plans as included in the Draft EIS:

Bellevue's older neighborhoods, dating back to the 1950s, are beginning to show signs of age. The city's challenge is to work with residents to attract investment, maintain viability and ensure these neighborhoods continue to be "great places to live." Comprehensive Plan, p. 17.

Bellevue's strong commitment to environmental stewardship will be tested as the city absorbs more growth impacts. The challenge is to maintain the balance between growth and environmental protection,

while dealing with such external developments as recent changes in environmental regulations. Comprehensive Plan, p. 18.

High Capacity Transit, whether dedicated busway or light rail, also provides a major opportunity for increased mobility. The challenge will be to ensure these investments are accomplished in a way that maximizes their contribution to mobility and to the city's land use vision. Comprehensive Plan, p. 19.

Bellevue takes the lead in promoting a quality, sustainable urban environment. Growth is occurring without harm to environmentally sensitive land and water resources. Many wetlands, riparian corridors and shorelines are protected in their natural state; others are being restored so they provide higher quality fish and wildlife habitat. As a result, more salmon are found in local creeks and streams, fish are spawning in several locations. The urban forest is recovering, and in many parts of Bellevue the tree canopy is increasing. These gains have been achieved through a combination of city programs, incentives, education, and regulation. Comprehensive Plan, p. 21.

High quality neighborhoods make Bellevue a "great place to live." Individual homes are well maintained, as are the public facilities that serve the residents. Remodeling and upgrading have made older neighborhoods attractive to young families, while respectful development has enabled these neighborhoods to retain their character. At the other end of the spectrum, new, higher density neighborhoods thrive in the Downtown and in mixed-use areas like Factoria. Neighborhood shopping centers have redeveloped to meet the needs of nearby residents, and all Bellevue neighborhoods are now linked in schools, parks, and commercial areas by a complete pedestrian system of sidewalks and trails. Comprehensive Plan, p. 22.

The city's transportation system is based on moving people and goods rather than moving cars. Auto dependency has been reduced by convenient and workable alternatives, including connections to the High Capacity Transit system, frequent neighborhood transit services, enhanced use of carpools, and an integrated pedestrian and bicycle system. Emphasis is on balance, not on the use of one mode to the exclusion of others. Both land use and transportation work together to provide mobility and to shape a high quality urban environment, less dominated by the auto and more sensitive to air quality, energy conservation, and protection of livable neighborhoods. Comprehensive Plan, p. 23.

Downtown Bellevue is unlike many other urban centers in that it is directly adjacent to vibrant single family neighborhoods on three of its four edges (north, west, and south; I-405 lies to the east). The city is committed to protecting these neighborhoods by utilizing traffic and

parking management outside Downtown, and defining Perimeter Areas through zoning with Downtown to reduce potential spillover impacts. Comprehensive Plan, p. 65.

Downtown Bellevue relies on regional access to prosper from both an economic and cultural standpoint. This requires a significant amount of coordination with other local, state, and federal partners. Maintaining adequate regional accessibility is also essential in minimizing impacts on Bellevue's arterial and local streets. Comprehensive Plan, p. 67.

Policy S-DT-128. Minimize growth of traffic on arterial streets in residential areas north, west, and south of Downtown by encouraging the use of freeway facilities. Arterial streets should not function as alternatives to freeway routes. Traffic flow should be managed in accordance with the relevant Subarea Plan policies and should be distributed among arterial streets.

Policy S-DT-129. Emphasize the use of 114th Avenue SE as the primary arterial street between SE 8th and Main Street. Provide direct access from 114th Avenue SE to I-405 through the SE 8th interchange modification so as to minimize traffic impacts on the residential neighborhood south of Downtown.

Policy S-DT-138. Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers.

Policy S-DT-166. Aggressively work with King County-Metro, Sound Transit, the Washington State Department of Transportation, and the Federal Highway Administration to implement the adopted capital facility component in this Plan where they have jurisdiction. The highest priority items in the Plan are state projects on I-405, including the modification of the NE 4th and NE 8th Street interchanges, construction of the NE 6th Street interchange, construction of the new I-405/SR-520 access at NE 2nd and NE 10th Streets via collector/distributor lanes, and the widening of I-405 with general purpose and HOV lanes. The city will work to maintain flexibility and to minimize inconveniences, economic disruption and other construction-related impacts.

Policy S-DT-169. Consider physical design treatment to reduce noise in residential neighborhoods before a major street construction program is implemented.

Environmental policies contained at Comprehensive Plan, pp. 185-231.

I would like to see a more even-handed discussion of issues like the Comprehensive Plan. There are many provisions in the current Comprehensive Plan that are

inconsistent with Sound Transit putting light rail down 112th Ave. or Bellevue Way. This should be presented to the public.

I believe the most important aspect of the Best Practices Committee should be to protect the interests of the citizens of Bellevue. It is clear that Sound Transit's interests are in building a regional light rail system. Sound Transit is promoting the interests of the region -- not specifically of Bellevue. I urge the best practices committee to not just try to figure out the best implementation of light rail, but to specifically look for solutions that will protect residents of Bellevue who will be most impacted -- the people who live near the routes that Sound Transit is studying. The best way to protect the interests of Bellevue residents is to investigate the experiences of people who have gone through similar circumstances in other cities. The individuals who have direct experience with light rail lines should provide meaningful input on how to protect the citizens of Bellevue if Sound Transit builds light rail to Bellevue.

I was disappointed that most of the members of the Best Practices Committee were not actually at the Open House. I was present for about two hours of the Open House. I spoke with many city staff, who were very helpful. However, I only spoke with two persons who were members of the committee -- Claudia Balducci and Faith Roland. I understand that one more member of the committee may have been present. I think it is important that the public have an opportunity to interact with the public in settings like the open house. I understand that the meetings are open to the public, but the committee needs to get work done at those meetings, and the committee will be more constrained in terms of its interaction with the public. I think that the committee should have additional opportunities for the public to directly interact with committee members in a forum like the open house.

I was surprised in my discussions with Faith Roland that she mentioned that she purchases land for projects as her profession and that she may be submitting a bid to purchase properties for Sound Transit. To be fair, Ms. Roland immediately pointed out that she was serving on the Best Practices Committee only as a private citizen and that it was unrelated to the fact that she may be bidding on a contract with Sound Transit to purchase properties related to Sound Transit's project. However, it seems to me that this presents a serious appearance of fairness issue. To be clear, I am not concerned that Ms. Roland would try to be fair. She seemed like a perfectly nice person and concerned citizen. It also seems like having someone with her background and experience may be helpful. However, it may create a conflict of interest or a perceived conflict of interest for her to be working so closely on making recommendation on a project that she may be placing a bid on later. It would undermine public confidence in the work on the committee if (1) the Best Practices Committee endorses or recommends a plan that involves Sound Transit purchasing properties and (2) Ms. Roland ends up getting the contract for this work. It is very important that not only is the committee fair, but that it have the appearance of fairness to add legitimacy to its findings and add credibility to the recommendations of the committee.

I request that the Best Practices Committee front load its work on identifying neighborhoods similar to Enatai or Surrey Downs and providing that information to the public as soon as possible. This way citizens of Bellevue can use this information to

communicate with persons in other communities as soon as possible. I anticipate that it may take some time to develop relationships with other communities, so time of is of the essence in finding similar neighborhoods and collecting data on their similar experiences.

With specific reference to the Potential Topic Area, I am very concerned about the following:

- a. Surrey Downs has maintained its character as a neighborhood for 50 years. It is a middle class neighborhood with clearly defined borders. It is a good place for walking. It has a strong sense of community and strong neighborhood association. We have an annual picnic, and numerous regular gatherings of neighbors. The City has tried to cut down on cut-through traffic in the neighborhood. We do not have a lot of regional traffic through the neighborhood. It is a quiet neighborhood with few people entering other than the people who live in the neighborhood and guests. I would like these characteristics preserved.
- b. I am concerned about the effects on Surrey Downs Park. I do not want the park used for construction and do not want the visual qualities of this peaceful park disturbed by a light rail line. The park is used primarily by neighbors to the park and local children's sports leagues. It is not a regional draw. A station should not disrupt the current character of the park and bring in people from other areas.
- c. I am concerned about traffic disruptions during construction of light rail. I do not want increased cut-through traffic in our neighborhood. There are only four entrances/exits from the neighborhood. These should not be disrupted by construction.
- d. I am concerned about increased noise and visual blight associated with light rail.
- e. I am concerned about condemnation of houses associated with light rail. Neighbors who have lived in their homes for many years should not be displaced by a rail line running down Bellevue Way or 112th when other alternatives, such as using I-405 or 118th or the BNSF right of way are possibilities. Regional transit should be kept on the regional corridors -- not run through a residential neighborhood.
- f. I am concerned about increased crime related to light rail. It will be easier for people from outside our neighborhood to come to our neighborhood if there is light rail and a light rail station nearby.
- g. I am concerned about upzoning around light rail lines and light rail stations. I know that light rail depends on density around stations and our neighborhood should not be made into multifamily development.
- h. I am concerned about construction disruptions. I understand that the City of Bellevue wants to tunnel for access to downtown. If the tunnel is being put in for the benefit of downtown, then the staging area and the negative effects associated with the tunnel must also be placed downtown. It is not fair to expect neighborhoods to suffer the ill effects so that downtown can be benefited. If the

purpose of light rail is to move people efficiently to downtown, then downtown must bear its fair share of the construction burdens, even if that increases the costs of the project.

- i. I am very concerned that Bellevue has not taken a firm position on routes or alignment prior to the vote in November of 2007. I trust Bellevue City Council to protect the citizens of Bellevue. I do not trust Sound Transit to protect the citizens of Bellevue because Sound Transit is concerned with regional impacts -- not city impacts. It is unfair to expect voters to approve or deny a project that has undefined routes and alignments. I expect the City of Bellevue to put in place clear guidelines and policies prior to the vote. Without clear policies and guidelines being in place before the vote, I feel compelled to vote no despite the fact that I may actually be in favor of the project. I ask that the Best Practices Committee give a full report of its progress prior to the November 2007 vote so voters will have the best, most current information when we vote.

I may have additional comments in the future. I appreciate all of your work to help ensure that Bellevue and Bellevue citizens get the best possible light rail system, if the voters support funding for such a system. Please provide me with updates and feedback. Thank you.

Comment 2

I attended the September 13 open house you held on this project at City Hall. First of all, congratulations on the City's initiative and on the success of the open house. I thought the response from the public was good and appreciated the availability of City and Sound Transit personnel to answer questions and provide information.

In speaking with one of the city employees at the event, the subject of how best to mitigate noise and visual impacts should the project end up on Bellevue Way came up. We live above Bellevue Way in Enatai and have a significant interest in this issue. BTW - I'm not using the form you handed out for these comments to save you the agony of trying to read my handwriting.

I should mention that I'm a supporter of the East Link project and think it's great that light rail will (hopefully) be coming to Bellevue. Over the 20 years we've lived in our home we've seen the traffic volume and accompanying noise levels along Bellevue Way rise dramatically. This impacts us very directly, but also affects much of the east side of Enatai to varying degrees.

Since you are looking at best practices, I thought I'd suggest you explore ways that the light rail system could be seen as a net benefit to the neighborhood in terms of noise, visual impact and other pollution issues rather than simply trying to minimize the negatives. Specifically, if the rail system was brought down Bellevue Way at ground level (or below) and if an effort was made to create a sound buffer (sound wall) along the route to both minimize the noise from the trains and at the same time reduce the concurrent car traffic noise, the neighborhood would experience a net benefit. This would be much more difficult to achieve if the train was elevated (can't really reduce train noise that high up) and an elevated train would block the wonderful views those of

us living along Bellevue Way enjoy. We look out over the blueberry farm, which adds significant value to our quality of life and the value of our home.

On the subject of preserving trees and other natural buffers, here again the project could be looked at for ways to improve the vegetation along the route rather than simply trying to minimize the destruction. Much of the growth along Bellevue Way close to the street is scrub brush, blackberries, and other green fill. Some of the growth in the area is by invasive species, not local plants. There are a few larger trees, but not many once you get closer to where the train would likely be located. Looking at what other communities have done to use landscaping and local vegetation to both conceal unpleasant structures (the sound wall I mention above and train tracks for example) and increase the number of trees and amount of green space along major travel routes could once again result in a net plus for the community.

These options may cost a bit more, but the benefits would be significant. The residents of Enatai and the other neighborhoods along the route would see a reduction of the noise pollution we have had to live with, and people using light rail to travel to and from the city core would get a much better impression of Bellevue and enjoy a more pleasant ride. I therefore encourage you to look at how other communities have used the development of light rail as an opportunity to reduce the street noise along rail routes and to improve the quality and amount of vegetation running along those routes.

Please let me know if you would like any further clarification of these thoughts.

Best of luck with the Best Practices project.

Robert.

Appendix B

The following is included in this Appendix:

- Open house handout
- Project timeline
- Summary of comments and questions for open house
- Frequently Asked Questions handout
- Light Rail Best Practices Comment Form

PURPOSE OF TODAY'S OPEN HOUSE

Thank you for attending this first open house for *Light Rail Best Practices*. Your ideas and involvement are important to the success of this project. Our purpose at this open house is first and foremost to listen to your comments, concerns and ideas about the right fit for light rail in Bellevue in terms of neighborhood character, safety and security, mitigation, access to stations and land use around stations.

Today, we are asking you to:

- Look at what we've heard from the public already;
- Tell us if we recorded your comments correctly;
- Give us additional comments, concerns or ideas about what should be included in best practices;
- Make sure we are asking the right questions; and
- Learn more about light rail, the East Link proposal and the Best Practices project.

Today's comments will be used to identify and define the issues and opportunities to be researched and analyzed by the project consultant.

FOR MORE INFORMATION

Check out the Best Practices project website:
www.bellevuewa.gov/light_rail_best_practices_info.htm

Contact Michael Kattermann, Planning&Community Development, 425-452-2042, mkattermann@bellevueal.gov or Maria Koengeter, Transportation, 425-452-4345, mkoengeter@bellevuewa.gov

Check out the East Link project website:
<http://www.soundtransit.org/x3245.xml>

如欲獲得更多資訊，請致電 425-452-6800 洽詢第一服務處 (Service First)。

Для получения дополнительной информации просьба связаться с отделом обслуживания (Service First) по телефону 425-452-6800.

Para más información, por favor, comuníquese con "Servicio Primero" (Service First) al 425-452-6800

Để biết thêm chi tiết, xin liên lạc với Dịch Vụ Hàng Đầu (Service First) ở số 425-452-6800.

Appendix B



PROJECT PURPOSE

The light rail best practices project is intended to learn from transit agencies and cities in North America that have experience with light rail and to apply those lessons to Bellevue. The project is also intended to put the City in a better position to influence the Sound Transit Board's decision about the final alignment and design of the system.

B-2

PROJECT OVERVIEW

The City Council supports light rail coming to Bellevue and recognizes the benefits it will bring to the community. They want to make sure that Bellevue is well-informed about how to maximize the benefits of light rail and minimize local impacts.

The Light Rail Best Practices project is a one-year effort of the Best Practices Committee, interested citizens, city staff and consultants. Our goal is to learn from transit agencies and cities in North America that have experience designing, building and operating light rail systems and to then apply those lessons, or “best practices,” to Bellevue to find the right fit for light rail in our community.

BEST PRACTICES COMMITTEE

The City Council appointed a Committee of current members from four city boards and commissions and adopted the following charge to guide their work:

1. Provide direction to and review of the staff and consultant work on the Best Practices technical study;
2. Engage the public in a dialogue that provides information about how other jurisdictions have implemented light rail and how to apply those lessons to Bellevue;
3. Create a “catalog” of best practices and outcomes from other jurisdictions that the Committee identifies as desirable for light rail implementation in Bellevue; and
4. Based on “lessons learned,” develop guiding principles and policy recommendations, including draft Comprehensive Plan amendments, for consideration by the City Council.

These draft policies are expected to address a range of issues about light rail design, construction, operation, and mitigation, in order to maximize local opportunities and minimize local impacts. The Committee will not draw any conclusions about specific light rail routing or station locations, but their recommendations will ultimately assist the community and City Council in evaluating and determining Bellevue’s light rail routing preferences.



HOW TO COMMENT

Bellevue citizens and interested groups are invited to provide comments throughout the process at open houses, committee meetings and workshops and online at the project website (see panel).

In addition to helping identify and define issues and opportunities, the public will also be asked to comment on the “best practices” and the draft policies that will be considered and ultimately recommended by the Committee.

PRODUCTS & NEXT STEPS

The project will produce: 1) a catalog of “best practices” for Bellevue; and 2) recommendations for applying best practices, including amendments to the Comprehensive Plan. Council will consider the recommendations and adopt any amendments prior to fall 2008 when the draft environmental impact statement (EIS) on the proposed East Link light rail project will be issued by Sound Transit. A schedule of the best practices and the East Link projects is provided on the back of this sheet.

Based on the public comment, the city’s analysis of the Draft EIS and the results of the best practices project, the City Council will identify Bellevue’s preferences for light rail and forward that recommendation to Sound Transit by the end of 2008. The Sound Transit Board will decide on the preferred alternative for the system which will then be analyzed in the Final EIS for ultimate approval by the Federal Transit Administration sometime in 2009.

NEIGHBORHOODS

Preserving Character

Comments we've heard so far

- Select alignment that preserves neighborhood character, minimizes neighborhood impacts.
- Preserve character of founding neighborhoods: Surrey Downs, Enatai and Woodridge.
- Concern that transit stations bring increased crime.
- Light rail track will be bad for adjacent property values.
- Provide ample parking around stations.
- Protect Bellevue's Community Assets; those identified include Winter's House, Chaces's Pancake Corral, McCormick Park, Surrey Downs Park, Mercer Slough Park, Triangle Pool, Regional Library, Lake Bellevue, and Bellefield's Trailhead.

Questions to be researched

- What changes, positive or negative, have other cities experienced in neighborhoods adjacent to a light rail line or station?
- Have other cities experienced safety issues and crime related to light rail stations and, if so, how have they dealt with it?
- How is the market value of real property (i.e. homes, businesses) affected by its proximity to a light rail line or station?
- How have other cities planned for transit-related parking around stations?
- What techniques have been the most effective at integrating light rail with community assets (e.g. parks and trails, iconic businesses, environmentally sensitive areas)?

Track (elevated v. at-grade v. tunnel)

Comments we've heard so far

- Regional transit should be on regional road facilities to protect neighborhoods; establish as Comp Plan policy.
- Route selection should be consistent with Bellevue Comprehensive Plan policies and vision.
- Retained cut potentially acts as a barrier to pedestrians, by cutting the community in half and adversely affecting community character.

Questions to be researched

- What roadway classifications are the most efficient for use by light rail and why?
- What are the most common land use issues generated by light rail in other communities and how have those been addressed?
- How have other systems designed retained cuts to minimize or avoid creating pedestrian and community barriers?

NEIGHBORHOODS

Mitigation

Comments we've heard so far

- Protect Bellevue's environment.
- Loss of trees.
- Noise, vibration and pollution from light rail.
- Visual blight from light rail.
- Impacts of construction, tunneling.
- Size of staging area in Surrey Downs neighborhood.

Questions to be researched

- Which types of trees and landscaping are compatible with light rail?
- What are the most effective techniques (e.g. technology, land use) for minimizing noise and vibration during operation?
- What types of visual effects were mitigated in other cities and how?
- What techniques have been used to minimize impacts such as noise, dust, and vibration from tunneling and above-ground construction as well as size and impacts of construction staging areas?

STATIONS

Pedestrian & Bicycle Access

Comments we've heard so far

- Improve pedestrian and bike access, connections.
- Walking access to light rail stations.
- Light rail should be integrated with bike and pedestrian improvements, e.g. bike lockers.

Questions to be researched

- What's considered a "walkable distance" for transit riders?
- What techniques have been used to make routes to stations safe and inviting for pedestrians and cyclists?
- Which design techniques have provided the best access to stations for persons with disabilities?
- What amount and type of bicycle storage is provided at stations and on board trains?

STATIONS

Safety & Security

Comments we've heard so far

- Concern that transit stations bring increased crime.

Questions to be researched

- Have other cities experienced safety issues and crime related to light rail stations and, if so, how have they dealt with it?

Transit & Land Use

Comments we've heard so far

- Light rail should be integrated with local bus or shuttle transit systems.
- Transit integration is important, particularly bus connections at stations serving Overlake Hospital, shopping areas, employment areas.
- Stations should be located in densely populated areas, job centers and shopping areas.
- Support for transit-oriented development, redevelopment incentives.
- Provide ample parking around stations.

Questions to be researched

- What have other cities done to improve feeder bus service to light rail stations?
- What are the most common land use issues generated by light rail in other communities and how have those been addressed?
- What measures have other cities taken to encourage development that complements transit stations where desired?
- What measures have other cities taken to prevent redevelopment where it is not desired?
- How have other cities planned for transit-related parking around stations?

STREETS

Function & Access

Comments we've heard so far

- Concern with potential congestion during and after light rail construction in already congested areas.
- Concern about trains and traffic conflicts on 124th Ave. NE.
- Loss of trees.
- Impacts of construction, tunneling.

Questions to be researched

- What experience have other cities had with traffic congestion related to light rail construction and operation?
- How have different light rail profiles (horizontal and vertical) been integrated with street function as it relates to other users (i.e. pedestrians, bicycles, cars, trucks, buses)?
- Which types of trees and landscaping are most compatible with light rail?

Safety

Comments we've heard so far

- Bellevue Way or 112th Ave. NE alignment would heighten safety concerns for young children.
- 108th and Bellevue Way is a busy intersection used by joggers and as a bike route.
- Retained cut and grade-separated rails are safer for cars and pedestrians and provide more reliability for the trains.

Questions to be researched

- What are the relative advantages and disadvantages of different track profiles (i.e. elevated v. at-grade v. underground) related to safety?
- What safety issues have been experienced by similar systems and how have they dealt with them?
- What techniques have been employed elsewhere to maximize pedestrian and bike safety around light rail?

CONSTRUCTION & OPERATIONS

Pedestrian & Vehicle Safety

Comments we've heard so far

- Concern with potential congestion during and after light rail construction in already congested areas.
- Concern about trains and traffic conflicts on 124th Ave. NE.
- Bellevue Way or 112th Ave. NE alignment would heighten safety concerns for young children.
- 108th and Bellevue Way is a busy intersection used by joggers and as a bike route.

Questions to be researched

- What experience have other cities had with traffic congestion related to light rail construction and operation?
- What techniques (e.g. signage, physical design) have been used in other cities to make operational rules clear to all users – light rail trains, autos, buses, pedestrians, bicyclists?
- What are innovative construction management techniques being employed by other agencies to minimize local impacts?

Mitigation

Comments we've heard so far

- Protect Bellevue's environment.
- Noise, vibration and pollution from light rail.
- Impacts of construction, tunneling.
- Size of staging area in Surrey Downs neighborhood.

Questions to be researched

- What are the most effective techniques (e.g. technology, land use) for minimizing noise and vibration during operation?
- What has been done in other cities to mitigate impacts from the potential construction techniques – bored tunnel, cut and cover, at-grade and elevated construction – as well as staging areas?
- What are the effects on adjacent land uses during construction when their access is restricted and how has that been mitigated?

FREQUENTLY ASKED QUESTIONS

Sound Transit is currently planning to build light rail transit that will connect Bellevue with Redmond and Seattle. To engage in this effort and to consider how light rail can best fit into Bellevue, the city is conducting a “Best Practices” project to study other light rail systems.

1. What does “Best Practices” mean?

In this case, it means learning from transit agencies and cities in North America that already have experience designing, building and operating light rail systems and applying those lessons, or “best practices,” to Bellevue.

2. Will the City evaluate the various light rail alignments with this Best Practices effort?

No, that analysis is currently being done by Sound Transit as part of its Draft Environmental Impact Statement (EIS), which is required under state and federal law. The draft will be available for public comment in fall 2008. The Best Practices effort is intended to complement information in the Draft EIS.

3. What is the purpose of this Best Practices project?

City Council supports light rail coming to Bellevue and recognizes the benefits it will bring to the community. They want to make sure that the City is well-informed about how to maximize the benefits of light rail and minimize local impacts. The Best Practices project will produce a catalog of best practices from other cities that can be applied to Bellevue and policy recommendations that could be included in the Comprehensive Plan and other documents. The Council will consider the policy recommendations and adopt any Comprehensive Plan amendments prior to the Draft EIS.

The City Council will use that information, along with the Draft EIS by Sound Transit, as they consider the various alternatives and select their preference for light rail alignments and stations for Bellevue in late fall 2008. The project is intended to put the City in a better position to influence the Sound Transit Board’s decision about the final alignment and design of the system.

4. What is the Best Practices Committee?

The City Council created a Committee that could get up to speed quickly and bring the knowledge and perspectives from their respective boards and commissions: planning, transportation, environmental services, and parks and community services. The Committee is charged to oversee the effort by staff and consultants, engage the community in a discussion about light rail best practices for Bellevue, and develop policy recommendations, including amendments to the Comprehensive Plan, for consideration by City Council.

FREQUENTLY ASKED QUESTIONS

5. How can Bellevue citizens be involved in the project?

The Committee will hold at least one meeting a month from September 2007 to May 2008. All of the meetings are open to the public. There will be presentations about light rail and best practices in other cities and opportunities for the public to provide input about issues, best practices and policy recommendations. There will be other opportunities for public involvement, including open houses and workshops, in addition to the Committee meetings.

6. Who can provide more information?

Information about the Best Practices project, including upcoming meetings and other ways to get involved can be found on the City's website at: www.bellevuewa.gov/light_rail_best_practices_intro.htm. You can add your name to the e-mail or regular mail list on the web page or by contacting either Michael Kattermann in Planning at (425) 452-2042 mkattermann@bellevuewa.gov or Bernard Van de Kamp in Transportation at (425) 452-6459 bvandekamp@bellevuewa.gov. Information about the proposed East Link Light Rail project can be found on the Sound Transit website at www.soundtransit.org/x3245.xml.

7. When will decisions be made about the light rail route and station locations in Bellevue and who makes those decisions?

A Draft EIS will be issued by Sound Transit for a public comment period of approximately 60 – 90 days in early fall 2008. That will be one of the best opportunities for the general public and the City to review and comment on the different alignments analyzed. The City Council will make a selection of the city's preferred alignment and station locations during this time. Once the comment period is over, the Sound Transit Board will select a preferred alignment from all of the alternatives analyzed. The preferred alternative will then be analyzed in the Final EIS with final approval by the Sound Transit Board set for mid-2009.

8. Is a proposed light rail system for Bellevue consistent with the City's Comprehensive Plan?

There are many policies in the Comprehensive Plan that support "high capacity transit," which includes light rail. Some policies directly support transit while others more generally support improving mobility, reducing dependence on automobiles, and coordinating land use and transportation. The extension of light rail to Bellevue has the potential to significantly advance these Comprehensive Plan policies.

However, as part of this Best Practices project, the City has identified several areas, such as construction impacts, system and station design where the Comprehensive Plan does not provide sufficient policy direction. The Best Practices project will provide recommendations for additional policies to fill those "gaps" in the Comprehensive Plan.

Contact Information (Optional)

Name: _____

Address: _____

City, State Zip: _____

Phone: _____

E-mail: _____

Other questions or comments:

(Please provide contact information if you have questions you would like answered.)

For More Information

Information about the Light Rail Best Practices project, including upcoming meetings and other ways to get involved can be found at the City's website: www.bellevuewa.gov/light_rail_best_practices_intro.htm

Information about the proposed East Link Light Rail can be found on the Sound Transit website: www.soundtransit.org/x3245.xml

You can add your name to the e-mail or postal mailing list on the website or by contacting:

Michael Kattermann,
Planning, (425) 452-2042
mkattermann@bellevuewa.gov

Maria Koengeter,
Transportation, (425) 452-4345
mkoengeter@bellevuewa.gov

Upcoming Events:
September 25th, 7-9 p.m.,
Light Rail Best Practices
Committee Meeting at City Hall

www.bellevuewa.gov/light_rail_best_practices_intro.htm

Appendix B

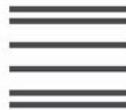
(Please tape closed)



Light Rail Best Practices Project
City of Bellevue - PCD
P.O. Box 90012
Bellevue WA 98009-9012

POSTAGE WILL BE PAID BY ADDRESSEE

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 823 BELLEVUE, WA



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



SEPTEMBER 13 OPEN HOUSE COMMENT FORM

We need your ideas!

In order to find the right fit for light rail in our community we need your ideas. How can we best integrate light rail to:

- Maintain the character of our neighborhoods;
- Maximize access to stations;
- Ensure safe and efficient use of streets; and
- Address construction and operations concerns.

Tell us what you think by completing this comment form. We've heard a lot from Bellevue citizens already about light rail; this is your opportunity to let us know what you think. Did we hear you correctly? Do you have other comments, concerns or ideas you'd like to share? Are there other questions related to light rail "best practices" that you would like answered?

What we have heard so far

To date, citizens have placed emphasis on preserving the quality of neighborhoods, parks and the City's amenities. Citizens have expressed concern for the impacts on properties in close proximity to light rail alignments, as well as for the potential impacts on traffic and the ability to move around Bellevue. At this open house, you will find a more detailed summary of the comments heard to date, organized into four topics.

Please reflect on these comments and complete this form. If you'd like, you can turn it in tonight or complete it later and mail it to the address on the back, or complete it online at: www.bellevuewa.gov/light_rail_best_practices_intro.htm. Please provide your comments by September 21, 2007.

Potential Topic Areas

Did we hear you correctly?

Do you have other comments, concerns, or ideas you'd like to share?

What questions related to "best practices" would you like answered?



Neighborhoods

The best practices could explore how light rail can be integrated to be most compatible with neighborhoods.

So far we have heard the following:

- *Preserve neighborhood character*
- *Find the right fit for light rail tracks*
- *Mitigate impacts*



Stations

Light rail stations will be active transportation centers. Best practices could identify ways to maximize connectivity and accessibility.

So far we have heard the following:

- *Provide for pedestrian, bicycle & local bus connections to stations*
- *Integrate stations with surrounding land use*
- *Ensure safety in & around stations*



Streets

Best practices could look at different techniques for ensuring safe and efficient design of light rail in conjunction with streets.

So far we have heard the following:

- *Preserve street function & site access*
- *Address safety for pedestrians, bicyclists & autos using same street as light rail*



Construction & Operations

This project could explore best practices in construction and operations to address safety and efficiency concerns.

So far we have heard the following:

- *Address congestion & safety during construction*
- *Mitigate impacts during & after construction*