

Bellevue LRT Topics / Comments Matrix

Summary of 108 e-mails sent to Council from December 2006 - May 2007
& Sound Transit workshop comments from March and April 2007

Topic Areas	Comments / Concerns	ST*
<u>1. Alignment/Routing (Profiles)</u>	Regional transit should be on regional road facilities to protect neighborhoods; establish as Comp Plan policy.	
	Support for BNSF corridor alignment along I-405, (some also suggested BNSF plus DT bus circulator)	X
	Bellevue Way, 112 th Ave. NE alignments should not be considered because of impacts to neighborhoods.	X
	Bellevue Way should have tunnel LRT.	
	Main St. is not appropriate for LRT route because it would compromise neighborhood border.	
	Downtown should have tunnel LRT.	
	Consider SR-520 rather than I-90 alignment.	
	I-90 East Link should connect in the future to a SR-520 bridge line.	X
	Concern that Seattle elected officials have influence over Bellevue, Eastside alignment.	
	I-90 bridge should include 2 nd track for express Eastgate LRT, re-route I-90 buses to 520.	
	Route selection should be consistent with Bellevue Comprehensive Plan policies and vision.	
	It's too soon for city to be drop consideration of some routes; not enough information.	
	112 th Ave. NE better alignment than Bellevue Way; less cost and fewer potential impacts.	X
	Important to have LRT station near Bellevue Transit Center.	X

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	Important to have LRT station at Overlake Park & Ride.	
	Stations should be located in densely populated areas, job centers and shopping areas.	X
	LRT needs to serve Overlake Hospital.	X
	LRT needs to serve the downtown shopping district.	X
	Proposed Maintenance Base 3 preferred over proposed location of Maintenance Bases 1 and 2.	X
<u>2. Accessibility</u>	Improve pedestrian and bike access, connections.	X
	Walking access to LR stations.	
	LRT should be integrated with bike and pedestrian improvements, e.g. bike lockers.	X
	Bellevue area lacks the density needed for transit ridership.	X
	Important pedestrian/bike routes identified include: bike route along I-90; main walking routes along 108 th & 112 th ; Main St. to 108 th and 110 th ; and trails along Mercer Slough / Bellevue Way and Winters House.	X
	Proposed station behind Safeway store in Overlake with be hard to access because of busy streets; would have low visibility.	X
<u>3. Street Design & Operations</u>	Bellevue Way, 112 th Ave. NE alignments should not be considered; would make existing traffic congestion worse.	X
	Concern with potential congestion during and after light rail construction in already congested areas.	X
<u>4. Environmental Impacts</u>	Protect Bellevue's Environment.	

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	Protect Mercer Slough, wetlands, from impacts.	X
	Impact on neighborhoods and Mercer Slough from increasing south Bellevue Park & Ride from 600 - 1,400 cars.	
	Loss of trees.	X
	Noise, vibration and pollution from LRT.	X
	Visual blight from LRT.	X
	Concern for riparian area and Red-tailed Hawks northeast of 124 th Street in the vicinity of Northup Way / Safeway Distribution Center.	X
<u>5. Land Use / TOD / Parking Facilities</u>	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.	X
	Protect Bellevue's Community Assets: those identified include Bellevue Regional Library, Lake Bellevue, Bellefield's Trailhead.	X
	Impact on neighborhoods and Mercer Slough from increasing south Bellevue Park & Ride from 600 - 1,400 cars.	
	South Bellevue Park & Ride needs expansion and higher capacity.	X
	Provide ample parking around stations.	X
<u>6. Neighborhood Character</u>	Select alignment that preserves homes. Opposed to property condemnations.	X
	Select alignment that preserves neighborhood character, minimizes neighborhood impacts.	X

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	Preserve character of founding neighborhoods: Surrey Downs, Enatai and Woodridge.	X
	No encroachment on Bellevue Club.	
	Potential loss of more affordable housing along 112 th alignment.	
	Potential displacement of elderly citizens.	
<u>7. Planning Coordination</u>	Watch costs so East Link has the capacity to reach beyond Bellevue.	X
	Want an effective, cost-efficient light rail system.	X
	Sound Transit should coordinate with developers and WSDOT.	X
	LRT should be integrated with local bus or shuttle transit systems.	X
	Transit integration is important, particularly bus connections at stations serving Overlake Hospital, shopping areas, employment areas.	X
<u>8. Property Values / Real Estate</u>	Property owners won't be fairly compensated for property acquisitions.	
	LRT track will be bad for adjacent property values.	
	Support for transit-oriented development, redevelopment incentives.	X
<u>9. Public Involvement</u>	Involve more neighborhood groups in LRT outreach.	
	ST Board not responsive to local comments and concerns.	

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	Best Practices Committee should include "lay citizens".	
	Public workshops should not present East Link by individual segments-- show the system.	
<u>10. Safety & Operations</u>	Concern that transit stations bring increased crime.	X
	Bellevue Way or 112 th Ave. NE alignment would heighten safety concerns for young children.	
	108 th and Bellevue Way is a busy intersection used by joggers and as a bike route.	X
	Concern about trains and traffic conflicts on 124 th Ave. NE.	X
<u>11. System Construction</u>	Loss of homes resulting from construction, tunneling staging.	
	Impacts of construction, tunneling.	X
	Concern about costs, risks and length of construction.	X
	Size of staging area in surrey Downs neighborhood.	X
<u>12. System Design</u>	Retained cut and grade-separated rails are safer for cars and pedestrians and provide more reliability for the trains	X
	Perception that at-grade systems are slower than grade-separated systems.	X
	Retained cut potentially acts as a barrier to pedestrians, by cutting the community in half and adversely affecting community character.	X
	Routes that cross 148 th Ave. NE should be grade-separated since 148 th is such a busy street.	X

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