

## MEMORANDUM

DATE: January 30, 2008

TO: Best Practices Committee members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

SUBJECT: Light Rail Best Practices Committee meeting – February 5, 2008

Enclosed is the agenda packet for the February 5, 2008 Committee meeting. The meeting will be in room 1E-108 at City Hall, beginning at 7 p.m. Please note that it is likely to run beyond 9:00 p.m., as indicated on the agenda. The materials included in this packet are:

1. Meeting agenda
2. Minutes from 12/18/2007 meeting {NOTE: Jan. 2<sup>nd</sup> meeting minutes and Jan. 9<sup>th</sup> round table transcripts were not available for the Feb. packet}
3. Notes from 11/17/2007 East Link tour
4. Notes from 1/16-1/18/2008 San Jose and San Diego case study tour
5. Memo RE: Public comments from round table discussions from 1/9/2008
6. Memo RE: List of agency staff and contact information from case study tour
7. Memo RE: Summary of Committee questions/comments from discussion of first group of topics (NOTE: This is another copy of a memo provided to you on the first day of the San Jose tour)
8. Memo RE: Draft itinerary for Portland case study tour

**NOTE: The main focus of the meeting will be on the four topic papers presented to you at the January meeting. If you need another copy of those topic papers please notify Mike or Maria immediately.**

The times on the agenda are approximate; given the amount of information and potential for Committee discussion and public comment. The Committee may extend the meeting at your discretion.

Due to the later hour, we are not planning to provide meals for Committee or staff, but there will be water, coffee and tea available. If you have any questions before the meeting, please contact Mike or Maria. Thank you for your time and commitment to this project.



# LIGHT RAIL Best Practices

# AGENDA

FINDING THE RIGHT FIT FOR BELLEVUE

## LIGHT RAIL BEST PRACTICES COMMITTEE MEETING

February 5, 2008

7:00 P.M. to 10:00 P.M. – Room 1E – 108 - Bellevue City Hall – 450 110<sup>th</sup> Ave NE

- | <u>Time</u> | <u>Item</u>   |
|-------------|---|
| 7:00        | 1. Welcome and review of agenda*  |
| 7:05        | 2. Approval of minutes/notes <b>{Action Items}</b><br>a. 12/18/2007 minutes*    c. 11/17/2007 East Link Tour notes*<br>b. 1/16-1/18/2008 Case Study Tour notes*   |
| 7:10        | 3. Case Study Tour debrief (Committee)<br>a. What is one key lesson learned from each case study city?<br>b. What is one “best practice” from each system for Bellevue?   |
| 7:35        | 4. Public comment – <i>To allow sufficient time for all those who want to address the Committee, speakers are asked to limit their comments to 3 minutes per individual. Thank you.</i>   |
| 7:50        | 5. Next steps for catalog and policy development  |
| 8:00        | 6. Committee discussion of 2 <sup>nd</sup> group of topics around the following questions:<br>a. <i>Does the Committee think this is a best practice, generally? If not, should it be eliminated from further discussion?</i><br>b. <i>If the answer to the first part of “a” is yes, does the best practice have <u>potential</u> applicability to all or part of Bellevue?</i><br>c. <i>What additional information does the Committee need before making a final decision about whether this should be a “Bellevue Best Practice?”</i>                                       |
| 9:30        | 7. Other business/questions from Committee<br>a. Feb. 25 <sup>th</sup> , Council briefing by staff<br>b. Feb. 29 <sup>th</sup> , Committee tour of Portland light rail system<br>c. March 4 <sup>th</sup> Committee meeting, 7-9 p.m., room 1E-108, discussion of Bellevue best practices, policy direction, Portland debrief, discussion of Committee products<br>d. April 1 <sup>st</sup> , Committee meeting, 7-9 p.m., room 1E-108, continued discussion of Bellevue best practices and policy direction<br>e. April 16 <sup>th</sup> , Public open house on draft products |
| 9:40        | 8. Adjourn  |

\*Materials included in agenda packet.

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).

CITY OF BELLEVUE  
LIGHT RAIL BEST PRACTICES COMMITTEE  
MINUTES

December 18, 2007  
7:00 p.m.

Bellevue City Hall  
Room 1E-108

COMMITTEE MEMBERS

PRESENT:

Joel Glass, Co-chair, Transportation Commission  
Jennifer Robertson, Co-chair, Planning Commission  
David Karle, Parks and Community Services Board  
Francois Larrivee, Environmental Services Commission  
Douglas Mathews, Planning Commission  
Lise Northey, Transportation Commission  
Faith Roland, Parks and Community Services Board (via  
conference phone)

COMMITTEE MEMBERS

ABSENT:

John Rogers, Environmental Services Commission  
Claudia Balducci, City Council, Liaison  
Dr. Don Davidson, City Council, Alternate Liaison

STAFF PRESENT:

Bernard van de Kamp, Transportation  
Mike Kattermann, PCD  
Goran Sparrman, Transportation  
Dan Stroh, PCD  
Paul Inghram, PCD  
Maria Koengeter, Transportation  
Janet Lewine, PCD

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

Co-Chair Robertson called the meeting to order at 7:01 p.m. All committee members were present, with the exception of Lisa Northey, who arrived at 7:03 p.m., and Councilmembers Claudia Balducci and Don Davidson, and John Rogers, all of whom were excused.

2. REVIEW OF AGENDA

Mr. Kattermann reviewed the agenda with the committee.

3. APPROVAL OF MINUTES

A. November 20, 2007

Motion to approve the minutes as submitted was made by Mr. Glass. Second was by Mr. Karle and the motion carried without dissent; Mr. Mathews abstained from voting.

### 3. CASE STUDY TOUR SUMMARY

Maria Koengeter informed the committee that staff visited the light rail transit systems in Dallas, San Diego and San Jose in early December. She said based on those tours, staff is recommending the committee travel to California in January and tour the San Diego and San Jose systems. The proposed schedule she presented to the committee involved flying to San Diego on January 16 for a working lunch with the regional governance authority staff for an overview of the system, followed by an afternoon tour of the one-way and light rail couplet in downtown San Diego. A tour of the green line would occur the following day, which has a tunnel station and travels through retail and residential areas adjacent to environmentally sensitive areas. The green line is the line that was most recently developed in San Diego and the line that required the most right-of-way acquisition. Later on the day of January 17 the group would travel to San Jose for a January 18 tour of their transit system, which includes an at-grade couplet in the downtown area. The line also travels through a number of single family residential areas and areas with transit-oriented development.

Ms. Koengeter asked the committee members to inform staff by December 26 at the latest if they intend to tour the two systems.

### 4. PUBLIC COMMENT

Ms. Christie Hammond, 128 109<sup>th</sup> Avenue SE, said as a member of the Surrey Downs East Link committee she has been working to educate herself and her neighborhood to help influence transit planning in the city. She said her research included scholarly papers, newspaper articles and blogs focused on transit systems in various cities. The research brought to light several ideas, namely that station placement must be appropriate to the community, riders want to feel safe as well as be safe, and transit-oriented development must be people oriented in order to fulfill its promise of enhancing surrounding communities. There is a great deal of information available, some of which is contradictory. In encountering such information, it is most helpful to layer on the values to be brought to the discussion. She proposed a set of values to guide the discussion. City administrators, business persons and residents can work together to create solutions to ensure the benefits of public transportation while protecting the quality of life for everyone concerned. Everyone should draw together to protect the city's urban areas and its neighborhoods, and the solutions garnered should work toward ensuring Bellevue's livability; enabling easy entry to and exit from Bellevue's home, businesses and community resources; and work toward reducing congestion. Transit plans exist to serve communities, and accommodations must be made to achieve the benefits. The challenge will be to make sure that the remedies are not worse than the cure. The Surrey Downs East Link committee is committed to helping the light rail best practices committee achieve its objectives.

Mr. Martin Evans, 1813 140<sup>th</sup> Avenue SE, asked the committee if there has been any changed attitudes as a result of the failed vote on Proposition 1 and the purchase of the BNSF right-of-way, or any reconsideration in general recognizing that best practices will apply.

Mr. Paul Zimmer, 1017 NE 103<sup>rd</sup> Street, spoke as a founding member of Eastside Rail Now. He said when the organization was formed early in the summer it appeared almost a done deal that the railroad running through the city would be scrapped. However, the situation has turned around dramatically. Now it is almost certain that the railroad, including its tracks, will be preserved. There is a growing momentum to start a train commuter service using the line between Renton and Snohomish. The best practices committee is doing some outstanding work, but it should broaden its focus beyond light rail systems to include the rail system that already exists and which could be put into use within a matter of months. The downtown circulator currently under discussion would be perfect for serving a station at NE 8<sup>th</sup> Street. Stations should also be established in the downtown, at the South Bellevue park and ride lot, and on I-90 near Factoria.

Ms. Robertson asked staff to review the materials submitted by the Surrey Downs representatives and provide a summary at the next committee meeting.

## 5. BEST PRACTICES, FIRST FOUR TOPIC AREAS

Dan Stroh presented the committee with a timeline beginning with the date the group was formed and running through the end of the process in mid-2008. He noted that there are four major stages, the first of which involved identification of the issues; that phase of work wrapped up with the first open house and committee meeting. The second phase, which is currently under way, involves national research and findings, including tours of case study systems. The research papers coming forth from the consultants will be a major part of the second phase, as is the information that is being submitted by the public.

Continuing, Mr. Stroh explained that the third phase will overlap the second phase. In the third phase the committee will begin to ask questions about how the information gathered fits Bellevue given local values, context and issues. In the fourth phase, the committee will be asked to develop policy recommendations to be forwarded to the City Council; the recommendations may result in Comprehensive Plan amendments.

Bernard van de Kamp noted that during the November committee meeting there was some discussion about what constitutes a best practice. The questions asked by Councilmember Balducci regarding the difference between a best practice and a standard practice were to the point. He explained that there is no set formula that constitutes the right approach to setting up light rail systems; each system is unique. In talking about best practices, the focus is on what has happened elsewhere, what the history of different systems has been, and how things have changed over time. The term “best practice” is intended to refer to a synthesis of the available research and professional experience.

Mr. van de Kamp said the San Diego system is a case in point. They constructed their original line very inexpensively and quickly just to get something going. It has a lot of utility and is heavily used, but each line that has come on since the first has been quite different; the most

recent line, the green line, is very different from the first line. The lessons learned along the way are what constitute the best practices.

The information developed by David Evans and Associates represents a statement of the current art of the practice, the current thinking that goes into the development of transit systems. What the best practices committee is charged with doing is taking those general lessons and applying them specifically to Bellevue, weeding out what is not appropriate to the city, and refining ideas that would work in Bellevue.

Ms. Koengeter said the first topic area is focused on the best practices for getting pedestrians to light rail from residences and businesses. She said the research suggests the need to provide access to light rail stations via short and direct pedestrian connections, adequate bicycle infrastructure, and auto access that will not negatively impact the pedestrian environment. Access can be facilitated by providing comfortable walking and waiting areas, good signage, utilizing parking management techniques, and designing stations for intermodal transfers.

Mr. Kattermann referred to the information gathered from the research and the open house events and asked the committee members to indicate which items will work in Bellevue, which items will not work in Bellevue, and which items need more clarification.

There was agreement with the need to provide short and direct pedestrian connections, but Ms. Northey pointed out that at some point that someone will need to pay for the infrastructure improvements and suggested that somewhere in the process the city will need to make some statements about what they expect to pay for and what Sound Transit will be expected to pay for. She said it should be the responsibility of Sound Transit to pay for access infrastructure. Mr. Kattermann said that will be a good question to ask in San Diego and San Jose; the question should also be asked of Sound Transit.

The committee members also agreed with the need to create a sense of safety and security. Mr. Glass commented that the lighting at the various stations should vary based on the surrounding neighborhood; stations close to residential areas should not have lighting that spills over indiscriminately, though it should still provide for a sense of security. Mr. Larrivee concurred.

Ms. Robertson noted that high-quality surveillance was highlighted by the community as a must, along with designs that provide for good visibility and no dark corners. Ms. Northey suggested that the issue of visibility may be different for subterranean stations.

It was agreed more information is needed relative to the tradeoffs between at-grade and below-grade connections, such as the ability to close subterranean stations after hours if they are not going to be in use.

Mr. Mathews suggested it may not be possible to have crosswalks every 200 feet or so. While appropriate in some areas, they would not be practical in the downtown area. He said crossing opportunities might be a better term to use than crosswalks.

Mr. Larrivee allowed that pedestrians will naturally try to find the shortest and most direct route to the stations. Rather than trying to artificially space out connections at some set distance, there should be an attempt made to create opportunities to make connections safely and easily.

With regard to the issue of creating comfortable walking and waiting environments, Ms. Robertson said the Great Streets project currently under way contemplates the incorporation of water in the streetscape. She said such features will go a long way toward making the walking environment pleasant.

Mr. Larrivee said he did not see in any of the case studies how the issue of providing restroom facilities has been handled by other cities. He allowed that there are pros and cons associated with providing restrooms open to the public.

Mr. Mathews said he would like more information about how transit planners determine the appropriate amount of seating at stations. David Knowles, a project consultant with David Evans and Associates, said there is no specific formula to use. The variables include the size of the platform, the number of people likely to patronize the station, and the degree to which the design of the waiting area should discourage people from sitting or lying down.

Mr. Glass pointed out the need to keep people protected from wind-driven rain as they wait at the stations.

Mr. Larrivee highlighted the need to design the stations to be safe in all aspects of the word.

With regard to the use of technology to keep riders informed, Ms. Robertson suggested that all signage should include ways to communicate with non-native English speakers as well as those who are not regular transit users. A phone number to call for transit information should be prominently posted at stations.

Mr. Mathews suggested that electronic information signs at places such as Bellevue Square might be useful in alerting riders how much time they have until their train arrives. Mr. Larrivee agreed and pointed out the need for clear signage within the ten-minute walking distance of stations indicating which direction the nearest station is.

Ms. Roland suggested that some distinction may need to be made neighborhood by neighborhood. The practices used at stations in traditional single family neighborhoods may not be appropriate for stations in high-density areas.

With regard to the issue of providing safe access for the special needs population, children, elderly and non English-speaking communities, Ms. Robertson noted that the group had previously suggested the ADA guidelines should be the base not the ceiling standards. Mr. van de Kamp said the staff tour of transit systems included some older style vehicles that include walking up steps to board them, and more modern systems where there is virtually no seam

between the platform and the floor of the vehicle. The newer systems are better for everyone.

Mr. Mathews asked if some systems incorporate visual or audio clues for those who benefit from them. Mr. Kattermann said there is always a need to balance those amenities against the need to protect surrounding areas from excess noise and visual clutter. It was agreed more research would be in order.

There was agreement with the need to create streets that are easy for children, the elderly and those with disabilities to get across. Ms. Northey suggested, however, that there is a difference between crossings that are easy to use and streets that are easy to cross.

Mr. Glass called attention to the issue of bicycle access to stations and parking for bicycles and suggested that the statement in the materials about managing bicycle access to the trains during rush hour conflicts to some degree with the stated desire of the city to encourage people to use their bicycles.

Ms. Roland cited a personal experience that involved riding a train to catch an airplane at the same time two bicyclists tried to access a train with their bicycles. She said that is a concern.

Ms. Robertson said accommodating bicyclists on trains should include having a place for them to put their bicycles. Mr. Knowles said the system in Portland includes hooks for storing bicycles vertically on the trains, but they are next to the doors and often interfere with passengers. San Jose uses a different kind of car that has a middle segment that can accommodate four bicycles separate from the seating compartment. Conflicts between bike riders and non-bike riders on trains is an issue for every transit agency and there is no one right way to handle them.

Ms. Northey suggested the amount of time and money that could be spent trying to accommodate bicyclists may not be well spent given that so few commute by bike in the Puget Sound region.

Mr. Larrivee disagreed and held the view that more attention should be given to addressing the conflict that bicycle riders present. Ms. Robertson concurred and suggested the group could benefit from having a brief cost-benefit analysis.

Turning to the issue of designing stations to accommodate vehicle movement and parking while preventing overflow and unwanted parking in adjacent neighborhoods, Ms. Robertson disagreed with the notion of discouraging park and ride lots at transit stations, except for in the downtown area.

Mr. Glass suggested that if a route were to utilize Bellevue Way it would not make sense to limit the park and ride facility. He agreed there should not be a park and ride in the downtown area.

Mr. Karle said different neighborhoods will have different needs, so wide-sweeping statements

about discouraging park and ride facilities may not be in order.

Mr. Larrivee agreed and said there undoubtedly will be neighborhoods where having a park and ride lot would increase transit ridership. The statement as outlined is too broad to be context sensitive.

Mr. Mathews suggested that a park and ride facility would not be appropriate in either the downtown or adjacent to a residential neighborhood. The South Bellevue park and ride is admittedly adjacent to a residential neighborhood, but it is already in place and heavily used, so it would make sense to have a station at that location.

Mr. Larrivee asked if it would be possible to get a briefing regarding the best practices around having park and ride lots associated with transit stations, why some work and why some do not work. Mr. Knowles said the dilemma with park and ride facilities is that while they do increase ridership, they often are used by people from outside the local community, usually from areas not served by light rail. In that respect they become car attractors. The design solution employed typically involves reducing the footprint of the parking to the area within a structure made to be as attractive as possible; that approach is, however, expensive.

Mr. van de Kamp said the answer given by Sound Transit is that light rail will not make converts of all SOV drivers, thus reducing congestion on the roadway system. Accordingly, the construction of more park and ride facilities will do little more than mitigate some of the congestion growth.

Ms. Northey suggested that if parking by permit only can be implemented in residential neighborhoods, a similar approach should be possible for park and ride lots in which only local residents can use the facility.

Ms. Robertson referred to the statement that pedestrian bridges from parking garages to stations are not necessary, noting that they may in fact be desirable and should not be ruled out completely.

Ms. Roland agreed that minimizing the number of park and ride lots should not be considered a best practice.

There was agreement with regard to including kiss and ride drop off facilities at stations.

With regard to controlling overflow parking, Ms. Robertson agreed with the idea of implementing residential permit parking programs, but disagreed that local residents should have to pay anything for the permits. She also questioned the statement that where there is additional capacity parking privileges could be sold to non-residents at market rates.

Mr. Glass said he would like to see residential parking zone programs not utilize so many unsightly signs.

Ms. Northey said the question of who should pay for residential parking permits is being raised in Seattle currently. Some believe the residents should pay for their own permits, while others believe Sound Transit should pick up the tab near stations. She suggested the city should follow that discussion pretty closely.

Mr. Larrivee said he would appreciate having more information about how to make residential parking zone programs more successful.

Regarding the best practice of providing transit service to deliver passengers to and from light rail stations, Mr. Larrivee pointed out that the public is often confused about which service is provided by Sound Transit and which is provided by King County Metro. To the extent that signage can be universalized between the two transit systems, that effort should be made.

Mr. Glass questioned whether on-street bus stops should be used in conjunction with light rail stations. He suggested that pull out lanes would be better so as not to tie up traffic any more than necessary.

Mr. Mathews said there is a definite need to improve feeder services in the city. Currently much of the Eastside generally is not adequately served by transit, which could serve as a disincentive to utilizing light rail.

Ms. Roland said the primary issue is the fact that local systems are not always compatible with regional systems. Because Bellevue does not own the local system, it may be that the best approach would simply be to indicate the city intends to work toward assuring compatibility between systems from different providers.

There was agreement with the need to provide access to stations for people who live beyond the typical walking distance, including improved bus service.

The committee turned next to the fact sheet regarding communities and neighborhoods and discussed first the benefits light rail brings to existing neighborhoods and the policies and strategies the city should pursue to ensure that neighborhoods near stations benefit from investments in light rail.

Ms. Robertson highlighted the importance of focusing on the sense of place rather than on the transit project. Each station should be a community asset. She questioned, however, the statement regarding selecting an alignment that will bring the most benefit in that it does not clarify to whom the benefit will flow, the city as a whole, those who live along the alignment, transit riders, or to Sound Transit. If the statement is to be included, it should be better defined who will benefit.

Mr. Karle allowed that alignment is a hot button issue, and allowed that the committee will not be involved in determining alignments. He agreed that the benefit statement should be clarified

with a focus on how the various neighborhoods will benefit.

Mr. Larrivee suggested that environmentally sensitive areas should also be treated as a neighborhood or place in the context of identifying benefits.

Ms. Northey asked staff to make sure each of the fact sheets are formatted in the same way to make them easier to use.

Mr. Karle suggested the need to include a statement regarding the impacts of repurposing or reutilizing an existing right-of-way, specifically the BNSF corridor. Mr. van de Kamp said the BNSF corridor falls into the category of alignment. The environmental process conducted by Sound Transit will be able to answer the question of corridor use.

Mr. Kattermann commented that some aspects related to the railroad right-of-way are outside the charge of the committee. However, the committee can take the wider view of talking generally about the best practices for using existing railroad right-of-way compared to new right-of-way.

With regard to bringing sidewalks up to the building line and prohibiting parking from being located to the sidewalk and the building, Ms. Robertson suggested that may not be a best practice for all of Bellevue. There are certain areas of the city where there is a need to have parking right in front of businesses.

Ms. Robertson also indicated she would not be in favor of establishing a community benefit taxing district. Ms. Northey disagreed; she noted that in Seattle an LID was implemented in association with an estimated benefit for property owners within the defined area.

Referencing the second issue on the second fact sheet, Ms. Robertson asked to have added to the list of potential impacts crime, impact on property value, and potential loss of open space.

Mr. Larrivee suggested that there should be recognition of the historical land use of the areas that will be impacted by implementing light rail infrastructure.

Turning to the third fact sheet, Mr. Glass asked if panhandling is considered a crime. Mr. Kattermann said it is considered a nuisance crime. Ms. Robertson noted that the issue has been addressed by the courts and suggested that if it is in fact a legal practice, it would be a best practice to not allow panhandling or soliciting at stations. Mr. Kattermann said in both Dallas and San Diego everyone on the platform of a station must either have a ticket or be in the process of buying a ticket. Enforcement is handled through spot checks.

Ms. Northey asked how much confidence can be placed in the statement that crime levels at stations tend to mirror the crime level of the surrounding neighborhood. Mr. Knowles said he is very confident in reporting that that is what the research shows to be the case. He allowed, however, that the statement cannot be universally applied to every light rail station throughout the country. The committee can either accept the statement or not in determining what the best

practices are for station security.

Mr. Glass suggested that the construction of a new station will provide a new opportunity for crime, and where there is opportunity there are going to be those wanting to take advantage of that opportunity. He said he would like to see a best practice dealing with graffiti immediately.

Mr. Karle noted that because the station will be in Bellevue but likely will be owned by Sound Transit, there should be a best practice with regard to establishing jurisdiction.

Mr. Mathews noted his agreement with most of the statements on the third fact sheet but questioned whether all communities will want to be involved in policing their station. He suggested that the idea is sound but may be a hard sell.

Turning to the fourth fact sheet, Ms. Robertson asked if any of the station locations are more than 900 feet from single family residential. Mr. Knowles said the 900-foot issue appeared in only a single study. Every city has had a different experience with property value impacts. The general conclusion reached is that property values have gone up within 900 feet of a light rail station. Ms. Robertson suggested that if there are to be no stations within 900 feet of single family residential, the issue does not even need to be raised.

Mr. Glass commented that the rail alignment may run close to residential dwellings and it should not be thought that all impacts can be mitigated simply by putting up a noise wall. One best practice might be to buy the homes and then sell them off with a disclaimer.

Mr. Larrivee suggested there should be some distinction made between homes adjacent to a station and homes adjacent to a rail line because the impacts on each will be different.

Ms. Northey said it would be helpful for the committee to know more about how light rail impacts property values, including how they fare over time.

Ms. Robertson said she would like to know what happens to property values during construction.

Mr. Karle highlighted a study done in Atlanta of the East Line that included a station placed between two very different neighborhoods, one affluent and one somewhat run down. After the station placement occurred, property values in the run down neighborhood went up, while property values in the more affluent neighborhood went down. He suggested that several similar situations may be found in Bellevue, especially in the Bel-Red area, and said more information is needed before determining what the best practices will be in those circumstances. Mr. Knowles suggested that the city will want to influence Sound Transit with regard to design and operation issues in those cases rather than try to address things through policy.

Ms. Roland cautioned against adding to the confusion relative to the rules transit agencies must play by in acquiring land for right-of-way, which include paying fair market value.

Mr. Glass agreed that commercial property values will rise once construction is finished, but questioned how they are impacted during construction. A small business owner who has his income taken away for a couple of years could lose his business entirely, and asked what best practices apply in those instances. He added that if the selected alignment does go through Surrey Downs, the process may condemn many of those properties to having a lower value for some time, especially if the alignment is chosen up front but the implementation of light rail does not come about for another 20 years. Mr. Knowles suggested that advancing the design process would add some level of predictability in the interim.

With regard to noise and visual mitigation, Ms. Robertson noted that there have been a number of comments made about elevated stations not being the best fit with Bellevue. She said she personally cannot see an elevated platform near any residential or commercial areas in the city, unless adjacent to and part of an elevated roadway or freeway. Mr. Kattermann said the group will be able to see examples of both elevated and at-grade stations in San Diego.

#### 6. OTHER BUSINESS/QUESTIONS FROM THE COMMITTEE

It was clarified that the open house will be from 4:00 p.m. to 7:30 p.m.

It was stressed that all committee members should confirm with staff as soon as possible their availability to participate in the case study tour.

#### 7. PUBLIC COMMENT

Ms. Christie Hammond, 128 109<sup>th</sup> Avenue SE, noted that in her notebook of information there is a list of committee members and contact numbers for the accessibility committee for the Calgary light rail system. She suggested that might be a good resource for information. She also noted that the Surrey Downs neighborhood already has a residential parking zone program in place.

#### 7. ADJOURN

Ms. Robertson adjourned the meeting at 9:56 p.m.



## MEMORANDUM

DATE: January 29, 2008

TO: Committee Members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

**SUBJECT: East Link Tour Notes (11/17/2007)**

Following is a summary of the Light Rail Best Practices Committee (Committee) tour of the potential East Link light rail segments for Bellevue, conducted on November 17, 2007. The purpose of the tour was to provide the Committee with the opportunity to view and discuss the potential alignments and possible station locations in the context of the best practices issues. Staff (Maria Koengeter and Mike Kattermann) provided the tour to Committee members Don Davidson and David Karle on 11/9/2007. The remaining Committee members were unavailable on the tour dates but were provided with the same packet of information given to the rest of the Committee. There were no decisions or actions taken by the Committee during the tour. The following notes pertain to the tour of November 17, 2007.

The tour group consisted of five Committee members (Jennifer Robertson, Joel Glass, John Rogers, Lise Northey and Doug Mathews) and two city staff (Bernard van de Kamp and Mike Kattermann).

The tour was conducted in a city van which departed the parking lot of the Bellevue Downtown Park at approximately 1 p.m. The Committee was provided with a copy of the tour route map and route description, a summary of key features and issues along the tour, aerial maps of possible station locations showing ½ mile radii, and information from the Surrey Downs East Link Committee about potential impacts and their issues and concerns.

The tour drove through Old Bellevue and along Main Street to Bellevue Way and proceeded north on Bellevue Way to a parking lot on the east side of the street just north of Main Street. Key features and issues discussed at this stop included, but were not limited to, potential underground station and construction staging area as well as pedestrian access and disruptions from construction. The tour proceeded on NE 2<sup>nd</sup> to 108<sup>th</sup> and then north along another potential alignment.

Potential underground and at-grade locations of stations were indicated near the intersection of 108<sup>th</sup> and the NE 6<sup>th</sup> pedestrian corridor. Committee comments included, but were not limited to, station access, security, and pedestrian connections. The tour proceeded north on 108<sup>th</sup> to NE 12<sup>th</sup> with a brief detour and stop in the parking lot of the Bellevue Regional Library. At this stop there was discussion about the potential alignment along NE 12<sup>th</sup> and 110<sup>th</sup> as well as potential impacts to McCormick Park along NE 12<sup>th</sup>, as well as general questions and comments from the Committee about best practices issues.

Continuing east on NE 12<sup>th</sup>, the tour highlighted potential alignments of at-grade and elevated right-of-way in proximity to the hospital district, including the possibility of an elevated station over I-405. The tour then proceeded north on 120<sup>th</sup> to view the potential alignment through the western end of the Bel-Red corridor. The tour included a loop up to Northup Way and then back south on 124<sup>th</sup> indicating the approximate location of the NE 16<sup>th</sup> corridor and possible transit oriented developments (TOD) along that corridor. Because the NE 16<sup>th</sup> corridor does not currently exist, the tour continued to loop through the area from west to east along Bel-Red Road, 130<sup>th</sup>, NE 20<sup>th</sup> and 136<sup>th</sup> before proceeding east on the part of NE 16<sup>th</sup> that does currently exist. Several features and issues were highlighted through this section of the tour, including but not limited to right-of-way acquisition, environmental restoration, traffic and land use changes.

The tour proceeded along NE 16<sup>th</sup> to 136<sup>th</sup> PI and NE 20<sup>th</sup> before heading north on 140<sup>th</sup>. Staff described the potential alignments through this area and some Committee members commented on the Bel-Red plan discussion for this area. The tour continued toward the east on NE 24<sup>th</sup> to the “triangle” at the edge of Bellevue and Redmond and in the area of the Overlake Transit Center. Heading back west, toward downtown Bellevue, the Committee noted the potential retained cut under 148<sup>th</sup> and comments related land use and transportation issues for this area.

The return trip to downtown was mostly along Bel-Red Road and 124<sup>th</sup> to NE 8<sup>th</sup> and then west on NE 8<sup>th</sup> with a brief detour into the Whole Foods parking lot to view the BNSF right-of-way and potential station location for this area. Heading back downtown the tour proceeded south on 110<sup>th</sup> to City Hall, again noting the potential alignments and station locations near the Bellevue Transit Center. The tour proceeded east on 6<sup>th</sup> and then south on 112<sup>th</sup> along a potential downtown alignment to the Red Lion Hotel parking lot to discuss possible alignment and station location for this site.

Next, the group headed south on 114<sup>th</sup>/116<sup>th</sup>/118<sup>th</sup> to the WSDOT property under the I-90 bridge next to Mercer Slough. After turning around at the WSDOT facility, the tour headed north along the same route to SE 8<sup>th</sup>. The comments for this area included, but were not limited to, land use issues, environmental impacts and the BNSF right-of-way. The potential station and park and ride location on 118<sup>th</sup> were noted as well.

The tour proceeded west on SE 8<sup>th</sup> to 112<sup>th</sup> and then north to Surrey Downs Park. Driving through the parking lot of the park the Committee noted such issues as, but not limited to, proximity to potential station along 112<sup>th</sup>, current use and condition of the park, park master plan underway, and surrounding land uses. The tour continued south along 112<sup>th</sup> to Bellevue Way and South Bellevue Park and Ride lot, another potential station location that would include expansion of the existing facility. Discussion at this site included, but was not limited to, surrounding land use, traffic, expansion of the facility, visibility and proximity to Mercer Slough.

The tour headed north along Bellevue Way, noting issues such as, but not limited to, right-of-way, existing land uses, traffic and possible portal location. The tour was completed when the van returned to the parking lot of the Downtown Park at approximately 3:00 p.m.

## MEMORANDUM

DATE: January 30, 2008

TO: Committee Members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

**SUBJECT: San Jose & San Diego Case Study Tour Notes**

Following is an annotated summary of the Light Rail Best Practices Committee (Committee) tour of two case study systems, San Jose and San Diego, from January 16 to January 18, 2008. The purpose of the case study tour was for the Committee to be able to experience the light rail systems first-hand and talk to the local people that operate and use the systems. There were no decisions or actions taken by the Committee during the tour.

### Wednesday, January 16, 2008

The group departed SeaTac Airport for San Jose, CA on the same flight at approximately 10 a.m. and included nine Committee members (Jennifer Robertson, Joel Glass, Don Davidson, Faith Roland, David Karle, Francois Larrivee, John Rogers, Lise Northey and Doug Mathews), five city staff (Goran Sparrman, Dan Stroh, Bernard van de Kamp, Maria Koengeter and Mike Kattermann), and one Sound Transit staff (Don Billen).

The flight arrived in San Jose at approximately noon. The group traveled in four separate cabs (light rail does not serve the airport) to downtown San Jose and checked into the Sainte Claire Hotel. The entire group met for a working lunch at approximately 1 p.m. in the hotel restaurant. David Knowles, with David Evans and Associates, joined the group at the hotel and accompanied them during the remainder of the tour.

City staff and the consultant provided an overview of the itinerary and materials in the folders provided to the Committee prior to the tour (e.g. background information on the systems, a summary of the binder from the Surrey Downs East Link Committee, and a memo of the case study tour purpose), as well as some additional information handed out at the meeting (i.e. a memo summarizing Committee discussion and questions to date on the topic papers, a matrix for taking notes on the different topics during the tour). The Committee was reminded that this was not a formal meeting, there would be no decisions or actions by the Committee on the tour and there would be no minutes taken; however, these notes would be prepared to summarize the tour.

At approximately 1:30, the group was joined by two staff from the Santa Clara Valley Transportation Authority (VTA); Gail Collins, Marketing and Public Affairs; and Ken Ronsse, Project Manager, Engineer. Gail and Ken responded to numerous questions from the Committee about the VTA system – including but not limited to lessons learned, funding, public outreach and construction impacts and issues. At approximately 2:15 p.m. the group walked a few blocks to the downtown transit center and met with Ray Salvano, Senior Civil Engineer, City

of San Jose Transportation Department. Ray gave a brief oral presentation on light rail through the downtown and responded to questions from the group including but not limited to cooperation between with city and the VTA, costs, design issues, lessons learned.

The group (including the two VTA staff) then boarded a light rail train at the downtown transit center and disembarked at San Jose Diridon Station. This stop was chosen because of the transit oriented development (TOD) around the station, station design, pedestrian safety measures, a tunnel portal, and a pedestrian tunnel connecting the light rail station with the commuter rail and Amtrak station. After walking around the area and talking with VTA staff, the group boarded the light rail train and disembarked at Campbell, a station designed to reflect the historic character of downtown Campbell, a city immediately south of San Jose. The group looked around the station and the downtown and boarded the train for downtown San Jose, returning to the hotel at approximately 5:30 p.m.

#### Thursday, January 17, 2008

The group convened at 7:30 in the hotel restaurant for a breakfast meeting with Gail Collins and Chris Augenstein, VTA Transportation Planning Manager, for an oral presentation on TOD. The Committee asked questions of Gail and Chris about issues including, but not limited to, mistakes made, what worked well, ridership, land use and design.

At about 8:30 a.m., the group, joined by Gail Collins, boarded a bus for the Alum Rock station. Alum Rock is the southern terminus of the blue line. This line was selected for the tour because it travels at-grade in the median of an arterial that runs along existing single family residential and existing commercial areas as well as having elevated guideway and stations near newer residential and commercial developments. The group walked around the bus transit and light rail stations at Alum Rock before boarding the train and disembarked at the Great Mall/Main elevated station where they were joined by Ken Ronsse. The group toured the elevated platform and the area at-grade around the station, including the adjacent bus transit center and pedestrian areas along the arterial leading to the elevated structure. The group again boarded the blue line train for downtown and continued to ask questions of Gail and Ken until disembarking at the Convention Center station in downtown San Jose. Gail and Ken returned to their offices and the group returned to the hotel at about 11:30. The group met for lunch at about noon in the hotel restaurant. At approximately 1 p.m., the group took 4 cabs to the airport for a flight to San Diego. Dan Stroh took a separate flight returning to Seattle. David Knowles joined the group on the same flight from San Jose to San Diego.

The flight to San Diego departed at approximately 3 p.m. and arrived at about 4:15. The group divided up again into cabs (light rail does not serve the San Diego airport) for the ride to the Manchester Grand Hyatt Hotel in downtown San Diego.

#### Friday, January 18

At 8:30 a.m. the group traveled by light rail train to the offices of the San Diego Metropolitan Transit System (MTS) for a briefing from Wayne Terry, MTS Vice President of Operations, and John Haggerty, Chief Engineer with San Diego Area Governments (SANDAG). Wayne and John generally described what the group would be seeing along the routes and answered questions before everyone boarded an orange line train to Grossmont Station. After a brief view of the Grossmont Station (located under a roadway overpass), the group transferred to a green line train and disembarked at the 70<sup>th</sup> Street Station. This stop was an opportunity to see a

small park and ride lot at a light rail station combined with a bus transit center. The station was also near a tunnel portal and at-grade vehicular crossing. The next stop was San Diego State University (SDSU), to see a tunnel section, underground station, pedestrian and bus transit connections. John Haggerty described the design and construction issues of the tunnel and station and why the tunnel was selected over an elevated alignment along the freeway.

The group boarded the train to the Rio Vista station, also located on the Mission Valley (green) line. Rio Vista is a mixed use TOD project that abuts the light rail platform on one side with residential and a pedestrian connection to a public plaza, commercial and additional residential and vehicular access on the interior of the project. On the other side of the platform was a pedestrian trail and an environmentally sensitive area including the San Diego River and associated wetlands.

There was an intermediate stop in Old Town to transfer from the green line to the blue line that travels through the downtown blocks of San Diego. Several members of the group disembarked at the America Plaza station and walked several blocks along the downtown light rail line to a lunch meeting at Dakota Grill. Two of the light rail lines stop at America Plaza, which is a high-rise office building with a light rail station and retail integrated into the ground floor. The walking tour was to look at downtown stops, block lengths, land use and street treatment in the light rail corridor. There was no agenda or program for the lunch meeting; it was an opportunity for Committee members to share their observations and ask questions.

After lunch, the group met again at MTS offices and received a brief presentation from MTS staff: Peter Tereschuck, General Manager; Brandon Farley, Senior Transportation Planner; and Sharon Cooney, Government Affairs Director. The Committee had many questions for MTS staff about issues including but not limited to financing, ridership, TOD, land use, SDSU tunneling, and crime. The meeting ended about 4 p.m. so the group could get to the airport for the return flight to Seattle, which departed at approximately 6:45 p.m.

DATE: January 30, 2008

TO: Best Practices Committee members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

SUBJECT: January 9, 2008 Public Open House Comments

Following is a listing of the comments made by the public that attended the open house/round table discussions on the last 4 topics on January 9, 2008 at Bellevue City Hall. Due to the size and nature of the turnout – about 30 attendees that arrived over the course of the event – the format was modified to accommodate all of the attendees in a single room to discuss each topic in succession. Because land use was the first topic and several people missed that initial discussion, the consultants conducted a second presentation and round table discussion on the land use topic at the end of the meeting. Other topics were covered in single sessions.

Additional written comments were submitted after the event and those are included as attachments to this document. The round table discussion was also recorded and a transcript will be provided to the Committee and the public as soon as it is available.

Land Use – Session #1

- Property values will increase in Bel-Red, business and property owners should pay more of cost for system
- Is model of land use in Europe – buy a loaf of bread in complex- appropriate here?  
Wants simple shelters to not include cost of system
- Want to walk to covered complex where can have shelter & take care of needs, use business revenue from stations to support system cost.
- Neighborhood benefit – walk to station, important when selling system to public
- Concern; cutting off existing Bellevue residents, service is for new residents – need feeder service for Bellevue residents to access
- Need to re-think LRT concept for Bellevue, not same as Seattle
- Concern about removal of houses along route & the re-development of the land along system
- Transition of community to LRT (need to consider in advance)
- Use metro system to shuttle people to system
- TOD multimodal – put emphasis on transfers
- Why putting ugly system in when have opportunity to build on east side of highway, connect w/monorail
- Get ideas & problems from Portland
- Would increased taxes be negative to businesses?
- Full-time pedestrian/transit rider – will increase cost of system. TOD advocates simply designed systems/stations

- Stops far apart don't seem to promote pedestrian access – can't walk to station in neighborhood if station isn't accessible
- Sound Transit system isn't regional, too many stops, need to rethink concept for eastside
- Ride free zone
- Rail around lake so if bridges fail we've got options
- Context of neighborhood will be reflected in character of stations
- Self-fulfilling prophesy – transit brings more people than single family neighborhoods are used to
- Want Light Rail to not go through downtown

### Construction Impacts

- Buffalo, NY: Killed downtown w/subway by shutting down downtown for 5 years, businesses killed, people established patterns elsewhere
- Concerns: noise, trucks beep-beep, trucks waiting in neighborhoods, delivery time
- Better mitigation has cost – is City or Sound Transit willing to minimize?
- Adopt more significantly stringent noise, vibration standards than Federal level
- Suggestion: white signs (like for land use change) that say construction will be where, when, # to call with issues (at site)
- Home takings unacceptable – there is not mitigation
- Calgary – example of at-grade, below and elevated
- Surrey Downs – dust from construction would cause health risk – force relocation
- Vibration - design to mitigate
- Observation – in Vancouver, elevated structure construction caused much less disruption on the ground to businesses. Ditto – Malaysia
- Surrey Downs staging – 24/7? Not wanted!

### Elevated, At-grade, Tunnel

- Significant financial increments, building a hideous viaduct to airport
- Bellevue think about where it needs LRT, our topography unique
- Christie shared that all stations to be 400 feet long
- Concern about 20 years to build, significant traffic growth due to people passing through, LRT advantage is it carries people through Bellevue, so residents can go to grocery store, need to think about how this will help us - address issues that are problems today.
- One-way streets downtown are faster
- Tunnel in DC – good design
- Location of route will affect whether it can be elevated, at-grade, tunnel – cost, engineering
- Don't see a need for amount of light rail we're talking about – buses get us to where we want to go – Rail replaces buses – doesn't buy argument that it's good for system

### Street Design

- Houston – many accidents, don't count vehicle – LRT accidents
- What happens for emergency vehicles crossing LRT? Maintain access to Overlake
- At-grade: signage that works well
- Don't create new impediments to moving pedestrians

- At-grade: give LRT priority to maximize investment
- No at-grade operations
- Human services – signage & mobility considerations for those over 65, limited English speaking populations growing in Bellevue – multi-lingual signs
- Surrey Downs – Emergency services challenges community's ability to bring in traffic calming
- There's Bellevue money for pedestrian-bike planning – how is this coordinated?

#### Land Use – Session #2

- Transit can change socio-economic/demographics & population #'s of single family neighborhoods. How can the neighborhood protect the demographics, etc., it values?
- Experience & concern that transit agency can change zoning
- What are chances for rail to cross lake – will it be I-90 or 520?
- How much control does Bellevue have over route location?
- Concern that Bellevue says yes to whatever Sound Transit wants
- Prop 1 defeated – is Sound Transit assuming mass transit will be built anyway?
- Tunnel will have least impact & who gets to make the decision?
- Encourage committee to consider not only fastest but best – we should not trade-off quality of life
- Is BNSF line off the table? Desire to use this line rather than make it just a trail – don't rip up the rails. Try diesel train – small train. What is Bellevue doing to preserve the BNSF line?
- Help people work where they live – put high rise buildings in Kent
- Land values along line (between stations) goes down - info provided to committee
- Bel-Red/NE 8<sup>th</sup> – jam packed - Light Rail on road would exacerbate traffic

Following are additional comments received via USPS and e-mail as follow-up to the round table discussions on January 9, 2008. Comments were submitted by:

1. Walfred J. Larson (7 pages)
2. Siri Fletcher (1 page)
3. David Plummer (2 pages)
4. anonymous (2 pages)





COPY FOR

or call project managers: Michael Kattermann  
Planning & Community Development, 425-452-2042, or  
Maria Koengeter  
Transportation Department, 425-452-4345

To learn more about Sound Transit's East Link project, visit:  
[www.soundtransit.org/x3245.xml](http://www.soundtransit.org/x3245.xml)

### Directions to City Hall

City Hall is conveniently located at 450 110th Avenue NE, (NE 4th Street and 110th Avenue NE) in downtown Bellevue, near the NE 6th Street Transit Center and Interstate 405.

**If you are walking**, the pedestrian entrance (plaza) is located on 110th Avenue. When you enter the building, you will be on the second floor. The Council Chamber and other meeting rooms are down one level, on the first floor. If you come to City Hall during business hours, staff at Service First on the first floor, can provide information and assistance.

**If you are driving**, the visitor parking entrance is located on 110th Avenue. After you park and enter the building, you will be on the first floor. If you arrive during business hours, staff at Service First can offer information and assistance. The open house and round table discussions are also located on the first floor.

- The oversize vehicle parking entrance is on NE 6th Street and 110th Avenue NE.
- Parking is available on a first-come, first-served basis, and is free to those doing business with the city or attending meetings at City Hall.

**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 IV 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.

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

Ñeá bieát theám chí tieát, xin lieân laic vôi Dòch Vui Høng Ñaàu (Service First) ôû soá 425-452-6800.

**Wheelchair accessible. American Sign Language ASL interpretation upon request.  
Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).**



6903 022E#9008E

## TRAFFIC TIE UP

### Current Situation

- \* Morning and Afternoon Traffic (and other times) Plagued by 'The Slows' !!!
- \* Many 'Cures' Under Consideration
  - Light Rail, Heavy Rail, Monorail, Buses, New Roads, Flow Improvements
- \* All Rails & New Roads Costly and Years Off: Buses & Improve Less So
- \* Data Base to Make Choice(s) Among Alternatives DOES NOT EXIST
- \* Existing Freeway/Arterial/ Road Infrastructure OK for Non-Rushhour, very inefficiently used during Rushhour !!!

### Three Step Action to Solution

- \* First develop an Area-Wide Traffic Flow Data Base (Everet to Auburn)
  - Survey & Record ALL Predictable Trips (by address, time LV origin, ARR destination, LV destination, ARR origin) in Computer Memory. KUD !!
- \* Second develop a program matching four near address/time/destination trips
  - Heavy PR in local newspapers/major employers to encourage car pools
  - Arrange compatible work schedules (works @ Pentagon!)
  - Send matches (by 7 digit ZIP code?) directly to candidates with explanation and PR
  - Incentives offered...? THINK !!
- \* Third use data base to analyzed the REAL potential loads and need for new rails, buses, and roads. Defer locked in decision for a year (18 months?)

### Rational

- \* Problem Unsolvable Without Reducing Cars on Road !!! (See Los Angeles, Paris, London, Mexico City, ad infinitum)
- \* There must be a major shift in urban public attitude toward cars and public transportation
- \* Car Pools low cost, immediate, reduce traffic and pollution and gas consumption
- \* Once established, data base can be KUD easily, and modified outcomes to users released often (quarterly during buildup, annually after)
- \* MUST AVOID STAMPEDE BY ROAD & RAIL BUILDERS AND COIN-OPERATED POLITICIANS

15 January 2001

Walfred J. Larson

PS: Since when are SUVs urban transport vehicles? Do we really have to have big parking lots around high schools so 16-18 year old children can drive to school? *Awisa driving age to 18!!*

4632 154th Pl, SE  
Bellevue, WA 98006  
26 September 2000

Ron Langley  
City Public Information Officer

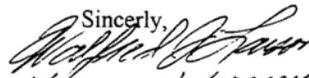
Dear Mr. Langley:

On the 20th I attended a meeting of the Newport Hills Community Club during which a presentation on 'Local Transportation Vision' was given by Susan Wright, Allison Dobbins, and Amy -----. A comprehensive nine page handout was provided that outlined the multifaceted approach being taken to improve the Bellevue (and I would hope, Seattle metropolitan area) transportation system. In listening to the presentation and in reviewing the handout, I got the impression that a great deal of thinking and work is going into current studies with some good results. However, there seems to be too much effort going into ACCOMODATING current traffic problems, and not enough effort into SOLVING the problems. I believe there are two basic steps that can be taken immediately that constitute SOLUTIONS.

FIRST: Get all high school students onto city buses, on foot, or on bicycles. Close 80% of the school parking areas. Practically all the people at the meeting agreed that the benefits of such action would be many..less local traffic, better physical conditioning for the students, less air polution, a stronger business base for the city bus lines, and a greater feeling of neighborhood. A large portion of my friends and I grew up in the mid-West. We had snow, cold, and rain to contend with, and none of us failed to negotiate such minor problems. Of course you would have to develop safe walkways and crossings, but the costs certainly would be relatively low and they would benefit the whole community, not just the students.

- SECOND: Launch a year study, with fanfare and explanation, throughout the Seattle metropolitan area (Everet to Tacoma at least) to determine accurately who (by name) leaves what address at what time to what destination and their return. Analyze this data base to determine what channels REALLY would justify the hugh investment in light rail and where bus routes could be beefed up or inaugurated. (I believe that currently there is too much cost risk in guessing where to put light rail or bus lines without having a reasonable understanding of the potential traffic load.) And finally, using a computer simulation, offer the general public a CAR POOL SERVICE where names, near addresses, and like leave/return times are brought together in groups of three-four and provided to prospective carpoolers. Couple all this with a massive PR effort to point out the tremendous advantages (reductions in cost, polution, travel time, road construction).BUT, emphasis that high level managers (Boeing, Microsoft,etc..etc..) must recognize a new environment in which end of day meetings STOP at car pool time and resume first thing the next morning! This has worked at the Pentagon and numerous other farsighted work locations! And it should be noted that the current Post Office nine digit Zip Code system would provide a ready structure for geographic coding, whether origination, intermediate, or destination points.

I have taken the liberty of making a few suggested markups of the handout charts and have enclosed them with this letter.

Sincerely,  
  
WILFRED J. LARSON

4632 154<sup>th</sup> Pl, SE  
Bellevue, WA 98006

*To Post In REVIEWER  
ola 5 Nov 2007*

Ladies and Gentlemen:

Then I presume there is to be a “Roads Best Practices”, a “Bus Best Practices”, a “Heavy Rails Best Practices”, an “Automobile Best Practices” and a ‘Car Pool Best Practices’. But you see, that is the problem. Where is the System Engineering that treats transportation from, say Olympia to Everett...Olympic Peninsula to the Crest of the Cascades., the entire Western Washington Metropolitan Area. Where is the detailed data base, and series of tradeoffs among the competing transport modes that optimizes where new roads, light/heavy rail, bus, or car pools, which provides for a rational selection of the most cost/effective transportation mode for each given channel? PROP #1 isn't it !!!

I suggest you review the enclosures for some new ideas !!!

Sincerely,

Walfred J. Larson  
425 746 1757  
[bobstewlar@aol.com](mailto:bobstewlar@aol.com)

• P.S. Why not turn Microsoft and Boeing loose on the problem? They have good system engineering and software capabilities

The Sierra Club  
180 Nickerson  
Seattle, WA 98109

4632 154<sup>th</sup> Pl, SE  
Bellevue, WA 98006  
13 November 2007

Ladies and Gentlemen:

In view of the defeat of PROP #1 (with which I am totally in agreement), there are other approaches to the area-wide traffic/transportation problems. You might be interested in some thoughts as noted in the two enclosures.

A few additional thoughts might be:

1. Establish a Puget Sound Metro Authority covering from Olympia to Everett, Olympic Peninsula to Cascade Crest, supported by the Governor and all City Mayors.
2. Launch a strong PR effort to push a pro-active car pool program as outlined in the enclosures.
3. Develop a strong system engineering/software prototype program for the Seattle/ Bellevue/ Redmond/Issaquah area which considers the potential impact of the car pool program AND conducts a series of tradeoffs among the mass transit options (light and heavy rail, bus, ferry, new/upgrade highways). Inform Public of costs and advantages of the various tradeoffs. (Microsoft and/or Boeing perfectly capable of establishing a Monte Carlo simulation for such studies.)
4. Halt truck traffic (over one ton capacity) between 6:30 and 9 am and 4:30 and 6 pm. This could be part of 3. above.

Sincerely,

Walfred J. Larson  
425 746 1757  
bobstewlar@aol.com

**Kattermann, Michael**

---

**From:** Siri Betcher [starterhomeinvestments@yahoo.com]  
**Sent:** Monday, January 14, 2008 7:40 PM  
**To:** Kattermann, Michael  
**Subject:** comment about Land Use

Hi Mike:

Since I arrived at the meeting late, I did not get to add my comment to the Land Use segment of the meeting.

If Light Rail funding is passed and the route has been determined, I suggest that the land use zoning be changed to high density at a 1000 feet radius of the Light Rail route to compensate residential owners from the change of a quiet low-profile and affluent neighborhood.

Siri

God doesn't require us to succeed; he only requires that you try.  
-- Mother Teresa

---

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1/29/2008



**JANUARY 9 OPEN HOUSE COMMENT FORM**  
**We need your help!**

The draft Best Practices presented tonight were developed by studying what does and does not work in other communities with light rail. We need your help to determine which of these Best Practices could be applied in Bellevue and for you tell us why you think they could or could not. We are also interested in hearing if you have other ideas for light rail Best Practices in Bellevue.

Please review the information provided at the open house or round table discussions and use this comment form to tell us what you think about the draft Best Practices for the following topics:

- Land use
- Street design and operations
- Elevated, at-grade and tunnel integration
- Construction impacts and mitigation

These topics were developed based on public input from previous meetings and open houses.

You can turn this form in tonight or complete it later and mail it to the address on the back. Please provide your comments by January 18, 2008. The Light Rail Best Practices Committee will be reviewing the draft Best Practices, and your comments on them, at their February 5th meeting -- 7-9 p.m. at City Hall.



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

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(Please tape closed)

Contact Information (Optional)  
 Name: DAVID F. PLUMMER  
 Address: 19414 NE 14TH PL  
 City, State Zip: BELLEVUE WA 98007  
 Phone: 425-746-6045  
 E-mail: pdf3@comcast.net

**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](http://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.html](http://www.soundtransit.org/x3245.html)

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  
[mikattermann@bellevuewa.gov](mailto:mikattermann@bellevuewa.gov)  
**Maria Koengeler,**  
 Transportation, (425) 452-4345  
[mkoengeler@bellevuewa.gov](mailto:mkoengeler@bellevuewa.gov)

**Upcoming Events:**  
 Light Rail Best Practices Committee Meeting Feb. 05, 7-9 p.m. at City Hall

[www.bellevuewa.gov/light\\_rail\\_best\\_practices\\_intro.htm](http://www.bellevuewa.gov/light_rail_best_practices_intro.htm)

	Which of these best practices could be applied in Bellevue?	Why or why not?	Do you have other ideas for best practices?
Land Use	None! Light rail transit is not cost effective, and thus not suited for Bellevue; therefore none of the "practices" have any application to Bellevue.	<ol style="list-style-type: none"> <li>1. Not appropriate for Bellevue as there is no demand for such service.</li> <li>2. TOD development leads to increased crime rates near stations.</li> <li>3. All proposed land use "practices" only drive up land rents.</li> </ol> LRT street-design/operations are not appropriate for Bellevue. This section of the report is pure sophistry.	YES; Convert all land use "practices" to be compatible with BRT, <del>not</del> LRT. Bus and BRT service is best suited to Bellevue's development.
Street Design and Operations	None. LRT is not cost effective and thus not suited for Bellevue.	<ol style="list-style-type: none"> <li>1. No demand for LRT service in Bellevue</li> <li>2. BRT is cheaper, more flexible and can use existing roads, streets &amp; freeways</li> </ol>	Yes; Disband the LRT BP committee and replace it with a <u>TRANSIT</u> BP committee.
Elevated, At-grade, and Tunnel Integration	None. LRT is not cost effective and thus not suited for Bellevue.	<ol style="list-style-type: none"> <li>1. No demand for LRT services in Bellevue</li> </ol>	YES: disband the LRT BP committee and replace it with a <u>TRANSIT</u> BP committee.
Construction Impacts and Mitigation	None. LRT is not cost effective and thus not suited for Bellevue.		YES: disband the LRT BP committee and replace it with a <u>TRANSIT</u> BP committee.

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.belleuwa.gov/light\\_rail\\_best\\_practices\\_intro.htm](http://www.belleuwa.gov/light_rail_best_practices_intro.htm)

**Information about the proposed East Link Light Rail can be found on the Sound Transit website: [www.soundstranstransit.org/X3245.xml](http://www.soundstranstransit.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@belleuwa.gov](mailto:mkattermann@belleuwa.gov)

**Marra Keongviter,**  
 Transportation, (425) 452-4345  
[mkeongviter@belleuwa.gov](mailto:mkeongviter@belleuwa.gov)

**Upcoming Events:**  
 Light Rail Best Practices Committee Meeting Feb. 05, 7-9 p.m. at City Hall.

[www.belleuwa.gov/light\\_rail\\_best\\_practices\\_intro.htm](http://www.belleuwa.gov/light_rail_best_practices_intro.htm)

(Please tape closed)



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

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**JANUARY 9 OPEN HOUSE COMMENT FORM**  
**We need your help!**

The draft Best Practices presented tonight were developed by studying what does and does not work in other communities with light rail. We need your help to determine which of these Best Practices could be applied in Bellevue and for you tell us why you think they could or could not. We are also interested in hearing if you have other ideas for light rail Best Practices in Bellevue.

Please review the information provided at the open house or round table discussions and use this comment form to tell us what you think about the draft Best Practices for the following topics:

- Land use
- Street design and operations
- Elevated, at-grade and tunnel integration
- Construction impacts and mitigation

These topics were developed based on public input from previous meetings and open houses.

You can turn this form in tonight or complete it later and mail it to the address on the back. Please provide your comments by January 18, 2008. The Light Rail Best Practices Committee will be reviewing the draft Best Practices, and your comments on them, at their February 5th meeting -- 7-9 p.m. at City Hall.

	Which of these best practices could be applied in Bellevue?	Why or why not?	Do you have other ideas for best practices?
<p>Land Use</p> 	<p>I have been a proponent of a "tunnel integration" because of concerns of not having enough land for both light rail and cars and perhaps the necessity of condemnation of property and the costs involved. However, because of the short distances involved in downtown Bellevue, the benefits of an underground application would probably not be optimized.</p> <p>And then yesterday I had an interesting experience. I went to a meeting on Westlake Ave North in Seattle. During the meeting I saw the new "Volcan trolley" go by. It didn't seem as intrusive to the street as I had originally thought. But the more important point comes out of what follows.</p> <p>As one who has traveled to Seoul, Korea through the years, I have been impressed by its constantly expanding subway system and the ease with which one can get around in a city of over ten million people.</p>	<p>Keeping updated with the Vancouver Olympic Committee. I have heard that it is very committed to reducing the Olympic and Paralympic Games' footprint.</p> <p>(Linda Coady - Vice President of Sustainability, VANOC, would probably be a good contact person)</p>	
<p>Street Design and Operations</p>	<p>However, what I discovered was that since I usually traveled UNDER ground I didn't know of the changes that had happened ABOVE ground.</p> <p>Businesses spend huge amounts of money so that people are aware of their existence. A light rail "at-grade" with frequent stops allows people both "to see" and "to go" to businesses.</p>		
<p>Elevated, At-grade, and Tunnel Integration</p>	<p>Of course, all of the cost variables have to be taken into consideration for all of the options — but the "at-grade" system makes sense.</p>		
<p>Construction Impacts and Mitigation</p>			



# LIGHT RAIL Best Practices

FINDING THE RIGHT FIT FOR BELLEVUE

## MEMORANDUM

DATE: January 30, 2008

TO: Best Practices Committee members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

SUBJECT: Case Study Tour Contact Information

Some Committee members requested contact information for the agency staff they met with on the recent case study tour. Following are names and e-mail addresses for all of the agency staff.

### **San Jose, CA: Jan 16-17, 2008**

Chris Augenstein, Transportation Planning  
Manager, VTA  
[Chris.augenstein@vta.org](mailto:Chris.augenstein@vta.org)

Kenneth Ronsse, Project Manager, VTA  
[Ken.ronsse@vta.org](mailto:Ken.ronsse@vta.org)

Gail Collins, Communications Director, VTA  
[Gail.Collins@vta.org](mailto:Gail.Collins@vta.org)

Ray Salvano, Senior Engineer, City of San  
Jose  
[Ray.salvano@sanjoseca.gov](mailto:Ray.salvano@sanjoseca.gov)

### **San Diego, CA: Jan 18, 2008**

John Haggerty, Principal Engineer, SANDAG  
[jhag@sandag.org](mailto:jhag@sandag.org)

Wayne Terry, Vice President of Operations,  
MTS  
[Wayne.terry@sdmts.org](mailto:Wayne.terry@sdmts.org)

Brandon Farley, Senior Transportation Planner,  
MTS  
[Brandon.Farley@sdmts.com](mailto:Brandon.Farley@sdmts.com)

Sharon Cooney, Director of Government  
Affairs, MTS  
[Sharon.cooney@sdmts.com](mailto:Sharon.cooney@sdmts.com)

Peter Tereschuck, General Manager, MTS  
[Peter.tereschuck@sdmts.org](mailto:Peter.tereschuck@sdmts.org)

In addition, the following documents are available as additional resources. We have limited copies, so please let Mike or Maria know if you would like to borrow either of these documents:

- *Community Design & Transportation: A Manual of Best Practices for Integrating Transportation and Land Use*, Santa Clara Valley Transportation Authority, 2003.
- Binder of original sources for the "Fact Sheets/Draft Research Findings" compiled by David Evans and Associates.



# *LIGHT RAIL Best Practices*

*FINDING THE RIGHT FIT FOR BELLEVUE*

## MEMORANDUM

DATE: January 15, 2008

TO: Committee members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

**SUBJECT: Summary of Committee Discussion**

This memo is intended to provide additional information for the Committee's use during your visits to San Jose and San Diego. Included are:

1. A brief introduction and overview of each city and what lessons they may hold for Bellevue; and
2. A table of the Committee's questions/requests for additional information to use as a reference during the meetings and tours. These are derived from staff notes at the December meeting where the Committee discussed the first 4 topics (Connecting People to Light Rail, Community and Neighborhoods, Safety and Security, Property Values) in detail. This also includes Committee comments and questions from the presentation of the second 4 topics (Land Use, Street Design and Operations, Elevated At-Grade and Tunnel Integration, Construction Impacts and Mitigation) at the January meeting. The table indicates whether staff is aware of specific applicability to one or both of the systems, some keywords for quick reference, the Committee's comment/question regarding that issue; notes from staff (where available) with additional information related to the issue, and a blank area for notes by the Committee.

### **SAN JOSE**

The Santa Clara Valley Transit Authority (VTA) operates over 42 miles of light rail and provides bus transit for 14 cities within the service district. The newest segment (to Alum Rock) opened in 2004 and includes elevated and at-grade sections. The elevated sections tend to be over major roadways and intersections in commercial areas, though portions are next to older residential areas and some new TOD projects that include multi-family residential as well as commercial. A portion of the this new line also runs in the median of a major roadway that is adjacent to, and provides access for, established single-family residential neighborhoods. We have asked the VTA staff to put us in touch with someone from one of the neighborhoods but have not received a confirmation that it has been scheduled. There are examples of noise walls, visual screens and limited access that resulted from the alignment. There are also six stations, including three park and ride lots, located along that segment of the line.

In terms of potential lessons for Bellevue, the San Jose system has examples of at-grade tracks and stations in downtown, residential and major employment areas. There are also examples of TOD projects existing or under construction at several stations, some of which we will be visiting. All of these have a significant residential component due to the proximity to the light rail. Diridon station is one TOD project we will see. That station also includes pedestrian crossing of the tracks, a tunnel portal, and a pedestrian connection (via tunnel) to an intermodal

terminal that includes commuter rail and bus transit. We will see stations of various sizes and designs that are similar, but that also incorporate individual features or art to distinguish them and fit with the community in terms of design and scale.

## **SAN DIEGO**

The Metropolitan Transit System (MTS) operates over 53 miles of light rail and provides bus service to most of the urban areas of San Diego County. The newest portion of the system (Mission Valley or Green Line) opened in 2005 and, unlike much of the original system, was constructed mostly in new right-of-way. The downtown includes newer, high-rise development and is a major employment and cultural/entertainment center for the region. The original part of the system uses the older style cars that require passengers to step up into the vehicle, requiring a lift system for wheelchairs and extra effort for bicyclists and passengers with packages. The newer part of the system includes low floor vehicles similar to what Sound Transit will be using.

In terms of potential lessons for Bellevue, the San Diego system includes at-grade, elevated and tunnel segments, with examples of each on the Mission Valley Line we will be riding. The line includes a tunnel with an underground station that serves the campus of San Diego State University (SDSU). We will be stopping at the station to see the station and how it was designed for maximum visibility and light as well as being integrated into the existing campus. We will also be stopping at Rio Vista, a 95-acre TOD project with retail and residential components that has been developing in phases since the light rail line opened. Portions of the line run along I-8 and criss-cross the San Diego River and environmentally sensitive areas. There are several stations that include park and ride lots and we will be stopping at one that is relatively small, has a bus transfer station, an at-grade street crossing and is near a tunnel portal.

Older parts of the system run on existing railroad right-of-way and within existing street right-of-way within the downtown. San Diego enforces a proof of fare system that requires people to have a valid ticket or be in the process of buying one in order to remain in the station. The entire downtown system is at-grade and much of it is in street right-of-way with examples of access and safety practices related to vehicular and pedestrian crossings.

**Committee Questions/Requests for additional information**

Connecting People to Light Rail

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Sidewalks Funding	1. Who pays for sidewalk extensions – city or transit agency?	<i>The question could be rephrased to ask about improvements generally – who pays (transit agency, city, property owners) and how is it determined?</i>	
X	X	Pedestrians Underground stations Safety	2. How are pedestrian connections handled differently for underground stations; particularly in terms of visibility, safety, urban design and climate?	<i>San Jose does not have an underground station, but it does have at least one station with a pedestrian tunnel – Diridon – that we will be visiting.</i>	
	X	At-grade v. underground stations	3. What are the trade-offs between at-grade and underground stations (e.g. ability to close underground when not in use)?	<i>One stop will be the underground station at San Diego State University (SDSU).</i>	
		Restrooms	4. What experience have other systems had in providing restrooms at or near stations?		
X	X	Station seating	5. What amount of seating is appropriate at stations and how is that determined?	<i>Each system has different size stations with varying amounts of seating, cover, and other amenities.</i>	

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Safety	6. Do some systems incorporate visual or audio clues for those who would benefit from them?	<i>Both systems use some form of electronic “bell” and/or PA system for boarding passengers, there are also different examples of visual, audio and physical signals for pedestrian crossings in each system.</i>	
		ADA access	7. Do transit agencies or cities apply more than basic ADA standards in any of the system? If so, what are those standards?		
X	X	Bicycles	8. How is bicycle access to stations and trains managed and has there been any study of cost-benefit based on bicycle usage of the system?	<i>San Jose has special “cars” that have hanging space for up to 4 bikes. San Diego uses older cars on part of its system that restricts bicycle access to the back of each car during non-peak times, newer system (through SDSU) uses low floor cars but not sure if restrictions are any different on those.</i>	

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Park & Rides	9. What is the local approach to park-and-ride and how do the different systems address the facilities and impacts in different settings (e.g. residential v. non-residential areas)? What works and what doesn't?	<i>San Jose has some park and ride lots; a good portion of system goes through office parks with ample parking; San Jose has also reduced the size of at least one of its lots with a TOD project. San Diego also has some lots along the system and we will be visiting a smaller "neighborhood" one at 70<sup>th</sup> Street that includes a bus transfer facility and is near a tunnel portal.</i>	
			10. Does either system use a residential parking zone (RPZ) permit system and, if so, how have they made it successful? Who pays (i.e. transit agency, city, residents) cost of permits?		
X	X	Riders	11. How do riders get to the light rail stations (i.e. walk, ride bike, drive auto, bus transit, taxi) in other systems?	<i>We will be visiting downtown and suburban stations in both cities to see how people arrive and depart from the systems.</i>	

**Community and Neighborhoods**

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Sense of place	12. What have other systems done to create a “sense of place” at transit stations and make them a community asset?	<p><i>There are different station types, sizes and designs on both systems depending context and use; America Plaza station in downtown San Diego is integrated into the building; SDSU underground station is under a bus transfer facility and parking and opens onto a public plaza; Rio Vista is integrated mixed use TOD project. San Jose has at-grade stations downtown and along most of the line; some stations are “split” to minimize size; sections of the Alum Rock line are elevated over major intersections; stations next to residential areas, especially single family, are typically smaller scale and located in street median.</i></p>	

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Neighborhood benefits	13. How have various areas or neighborhoods benefited from the light rail alignments?	<i>As noted previously, the San Jose Alum Rock line runs in a major street along several single family and multi-family residential areas; we will also see residential areas that are developing around stations in both systems.</i>	
X	X	Existing v. new right-of-way	14. What are the impacts/benefits/trade-offs of using existing right-of-way (e.g. railroad) compared to new right-of-way?	<i>Both systems have relied on existing and new right-of-way for their lines; the new line we will be traveling on in San Diego is mostly on new right-of-way.</i>	
X	X	Impacts	15. How have other systems dealt with impacts like noise, light, vibration, foot and vehicle traffic, parking, crime, property values and loss of open space?	<i>Both systems have been built around existing development as well as experienced new development around the transit centers once the lines have been built – so they have dealt with most if not all of these issues in some form.</i>	

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Maintenance Responsibility	16. Who is responsible for maintenance at <u>and</u> around stations and how is that funded?	<i>Both systems have responsibility for maintenance but not sure how they deal with interjurisdictional issues.</i>	
		Jurisdiction	17. How is authority and/or responsibility for various issues (e.g. policing, maintenance, parking, enforcement) determined among the various agencies and are any of them done in partnership?	<i>This covers several related questions and issues raised by the Committee and could be handled differently by different agencies.</i>	
X	?	Station design	18. How was the community involved, and to what level, in station design?	<i>Although both systems use a standard design for their stations, San Jose seemed to have more variation based on local community character and desires.</i>	
X	?	Neighborhoods	19. What steps were taken to address concerns about or prevent neighborhood decline due to alignment and construction issues?	<i>The San Jose Alum Rock line runs in the street median next to residential, there was likely some property acquisition along this route or at the very least issues related to construction and operation impacts.</i>	

**Station Security**

<b>San Jose</b>	<b>San Diego</b>	<b>Keywords</b>	<b>Committee Questions</b>	<b>Staff Note</b>	<b>Committee Notes</b>
X	X	Crime	20. How have other systems dealt with panhandling, loitering and vagrancy in and around stations?	<i>San Diego conducts regular spot checks at stations and on trains and requires proof of fare to remain on the platform or in the station; San Jose does not have the same requirement and does not seem to have as frequent enforcement of the proof of fare.</i>	
X	X	Crime	21. What has been the experience of the systems with crime in and around new stations?		
X	X	Graffiti	22. Who is responsible for dealing with graffiti and how quickly?		
X	X	Jurisdiction	23. Who has jurisdiction for security and enforcement at stations and how is that established?	<i>Both systems have their own security force and/or contract security; not sure what relationship they have with local law enforcement.</i>	
		Neighborhood involvement	24. How involved are communities in “policing” their local stations?		

**Property Values**

San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
		Construction	25. What happens to property values (residential and non-residential) during construction and over time?		
X	X	Businesses	26. What did the cities and transit agencies do to help businesses, especially small businesses, stay open and profitable during construction?		
		Affluent areas	27. What are best practices for maintaining property values in more affluent areas?		
		Acquisition	28. How do agencies deal with a property where mitigation may not be sufficient – do they ever buy the property and resell it with a disclaimer?		

**Land Use**

<b>San Jose</b>	<b>San Diego</b>	<b>Keywords</b>	<b>Committee Questions</b>	<b>Staff Note</b>	<b>Committee Notes</b>
		Protecting opportunities	29. What measures were used to protect opportunities for light rail (e.g. right-of-way, TOD)?		
		Buses	30. Did light rail replace any existing bus routes?		
		Place	31. What was done to create a “place” versus a “project?”		
X	X	TOD	32. What roles did the transit agency and the city have in designating and developing TOD projects? Was there any kind of coordination or partnership?	<i>Both systems have TOD projects we will be visiting, although their role and approach to TOD may be different.</i>	
		BRT	33. Does the system have experience with BRT?		

**Street Design & Operations**

X	X	Signals	34. Does light rail have signal priority at street crossings? If so, how does that affect other traffic?		
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San Jose	San Diego	Keywords	Committee Questions	Staff Note	Committee Notes
X	X	Accidents	35. What is the accident rate for the system with cars and pedestrians?		
		Speed	36. Is train speed an issue in any areas?		

Elevated, At-Grade and Tunnel Integration

		Station	37. Can an elevated station be integrated with development around it?	<i>San Diego has elevated stations but none integrated into a building; America Plaza station in downtown San Diego is an at-grade station integrated into the building.</i>	
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Construction Impacts and Mitigation

X		Noise	38. Are there different types of track, track surfaces or trains that are quieter than others?	<i>San Jose experimented with a new type of track bed. They also used automatic greasers on at least one track curve to eliminate noise.</i>	
		Incentives	39. Were there incentives for the contractor based on number of complaints?		



# *LIGHT RAIL Best Practices*

*FINDING THE RIGHT FIT FOR BELLEVUE*

## MEMORANDUM

DATE: January 29, 2008

TO: Committee Members

FROM: Mike Kattermann, Planning & Community Development  
425/452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)  
Maria Koengeter, Transportation  
425/452-4345 [mkoengeter@bellevuewa.gov](mailto:mkoengeter@bellevuewa.gov)

**SUBJECT: Feb. 29 Portland Case Study Tour – Draft Itinerary**

*8:00 am Flight to Portland – MEET AT GATE  
Horizon AS2429 Arrives Portland 8:50 am*

9:00 Ride Red Line into Downtown Portland

10:00 – 12:30 Tour transit mall, Working lunch w/briefing on downtown transit mall construction  
*Segment focus:* Construction management, mitigation, community outreach, business support

- ❖ Robert Barnard, Director of Mall Construction, Tri-Met
- ❖ Claudia Steinberg, Manager Community Affairs, Tri-Met

12:30 – 1:30 Ride Blue/Red Line to Goose Hollow  
*Segment focus:* Single-family neighborhood with tunnel portal, community engagement, construction mitigation

- ❖ Ann Becklund, Community Affairs Director, Tri-Met
- ❖ Goose Hollow neighborhood representatives

1:30 – 2:00 Ride Blue/Red Line to Washington Park  
*Segment focus:* Tunnel station

- ❖ Tri-Met project manager

2:00 – 3:00 Ride Blue Line to Orenco station and tour TOD  
*Segment focus:* Blue Line travels adjacent to environmentally sensitive areas, Orenco Station TOD

- ❖ Orenco developer or local planner

3:00 – 4:00 Ride Blue Line to Downtown

4:00 – 5:00 Briefing by John Carrol, a local developer, on the construction of and development around light rail from a private-sector developer's perspective

5:00 – 6:00 Ride Streetcar and Red Line to airport

*7:30 Return flight to Seattle  
Horizon AS2086 Arrives Seattle 8:20 pm*