

The same  
presentation will  
be given at 5:15  
and 6:15pm.

The presentation  
will last about  
15 minutes.

# Welcome to this evening's public meeting!

The purpose of the meeting is to present our preliminary work and to hear from you:

- We will present information on the alignment, A-2 Station and Park-and-Ride layouts, and on environmental, private property, and traffic issues
- We want to get your feedback on this information
- What do you think about the alignment and the station layout?
- Do you have specific concerns about traffic, environmental, and private property impacts?

Presentations will be at 5:15 and 6:15 pm

The open house runs from 5 to 7 pm

# We received over 200 comments from the 185 people who attended the January 25 Open House.

Participants made comments about:

- Traffic, noise, visual, and property value impacts to their neighborhoods
- The size and location on the A-2 Station and its impact the Enatai neighborhood
- Impacts to the Mercer Slough
- Acquiring property, along the route, to build the A-2 Station and Park-and-Ride

The full January 25 Open House Report is available at:

[www.bellevuewa.gov/b7-revised-light-rail-route.htm](http://www.bellevuewa.gov/b7-revised-light-rail-route.htm)

Jan

Feb

Mar

Apr

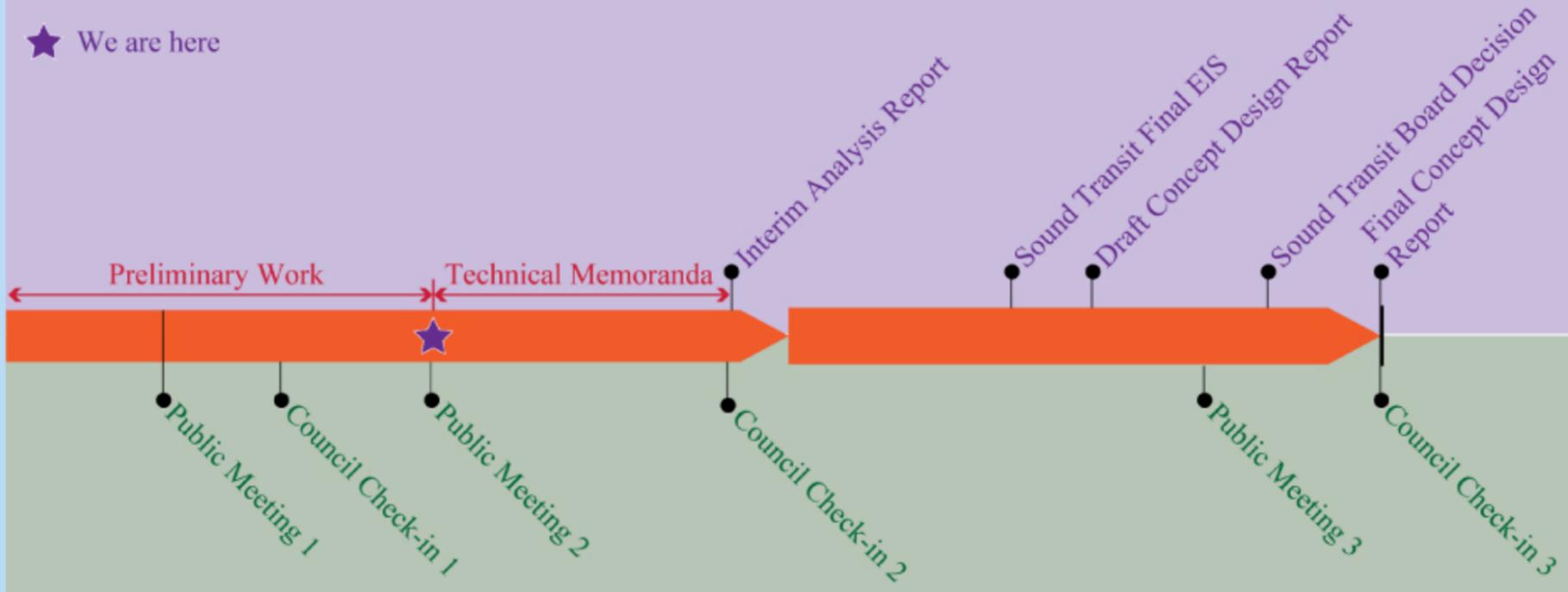
May

Jun

July

### Milestones

★ We are here



### Meetings

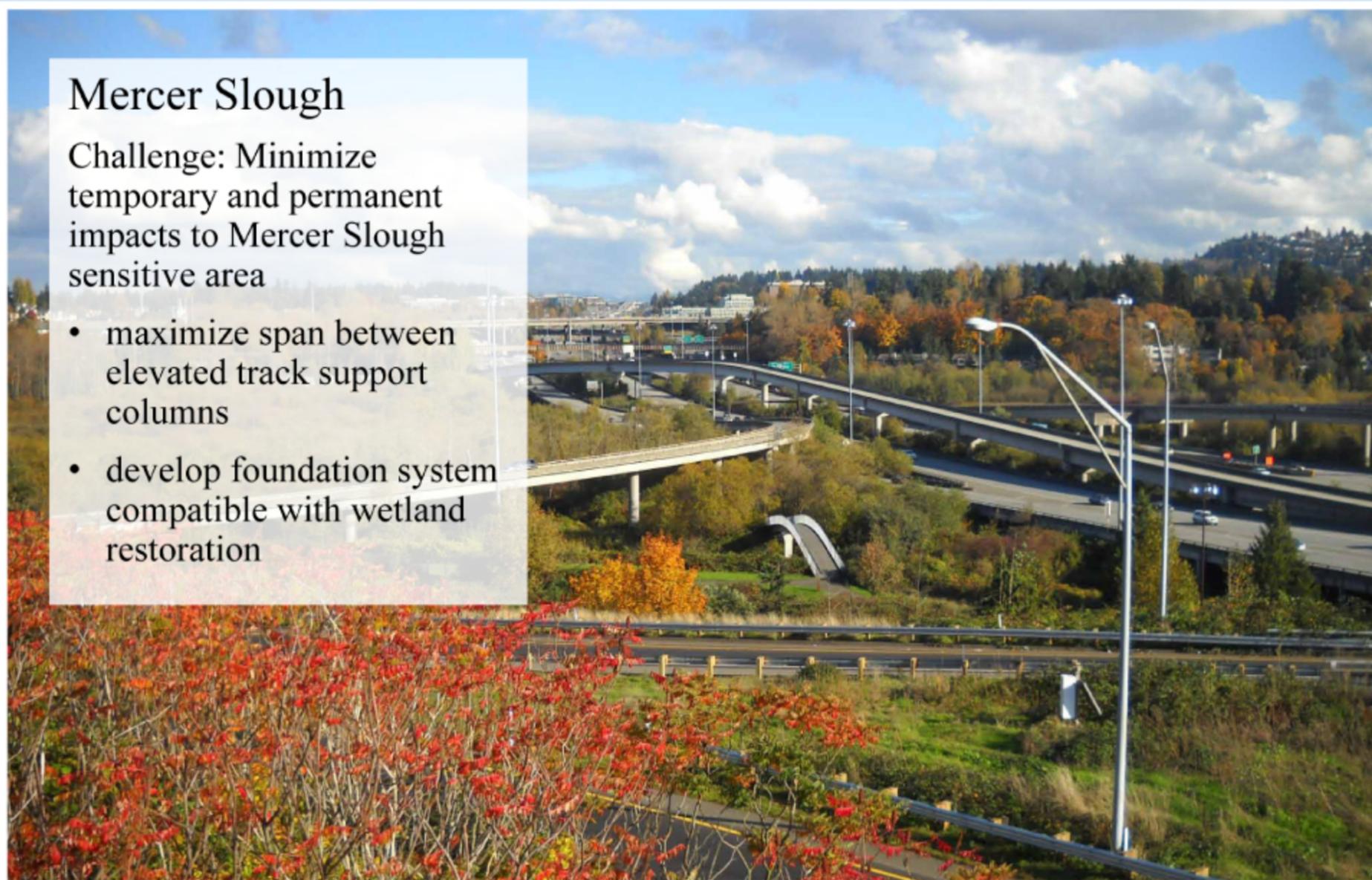
## B7-Revised Alternative Project Process

- Confirm layout of B7-Revised alternative
- Conduct conceptual engineering, constructability review, and transportation analysis of proposed South Bellevue A-2 Park-and-Ride
- Conduct initial environmental analysis and conceptual engineering of the B7-Revised alternative
- Prepare an Interim Analysis Report in April for Bellevue City Council to assess the proposed B7-Revised alternative
- Prepare a Concept Design Report in July to report the final findings of the study of the B7-Revised alternative for Bellevue City Council
- Hold three public meetings over the 7-month study

## Mercer Slough

Challenge: Minimize temporary and permanent impacts to Mercer Slough sensitive area

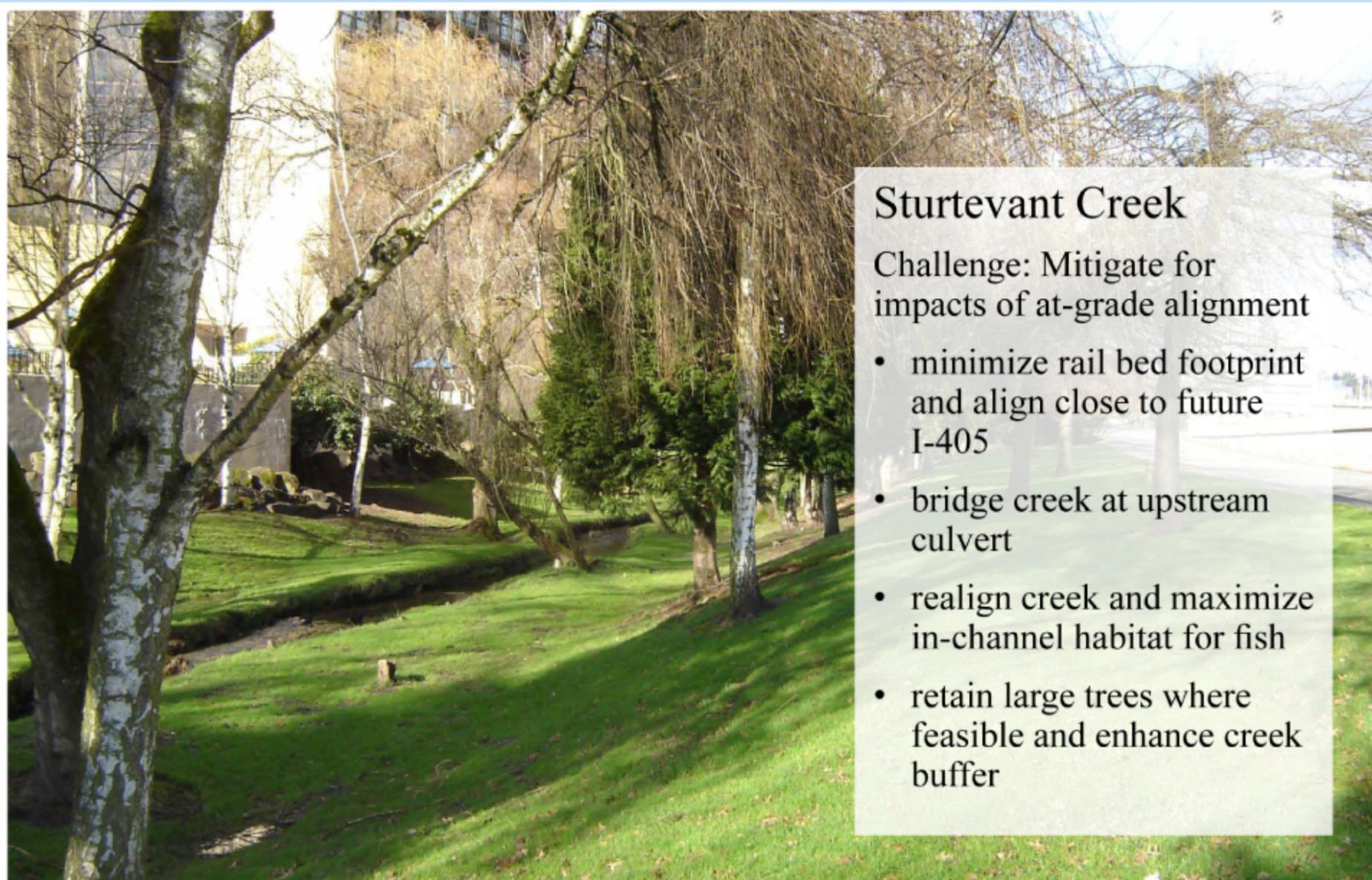
- maximize span between elevated track support columns
- develop foundation system compatible with wetland restoration

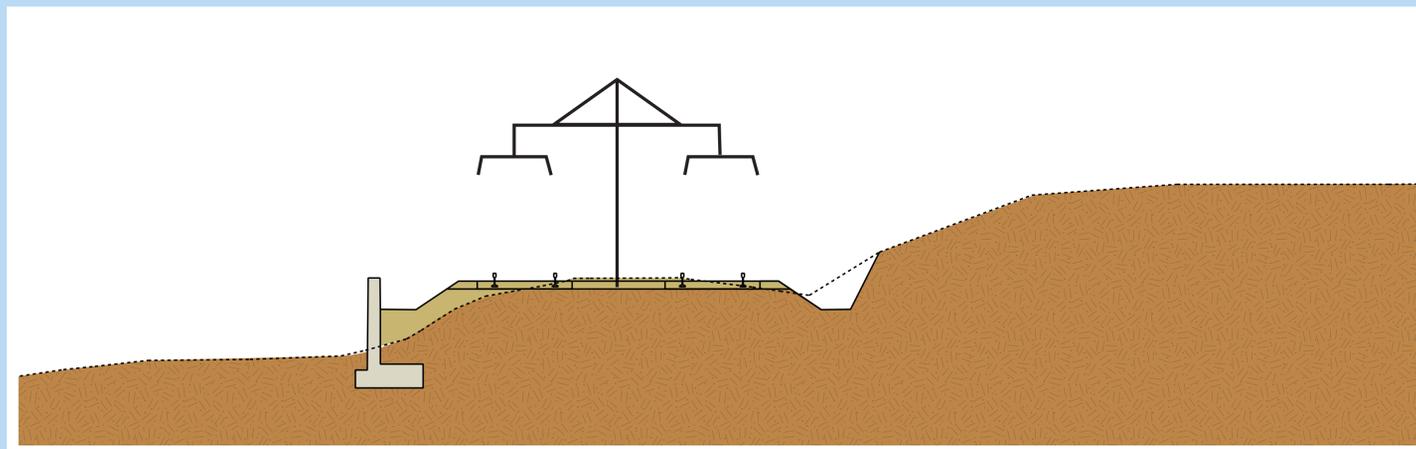


## Sturtevant Creek

Challenge: Mitigate for impacts of at-grade alignment

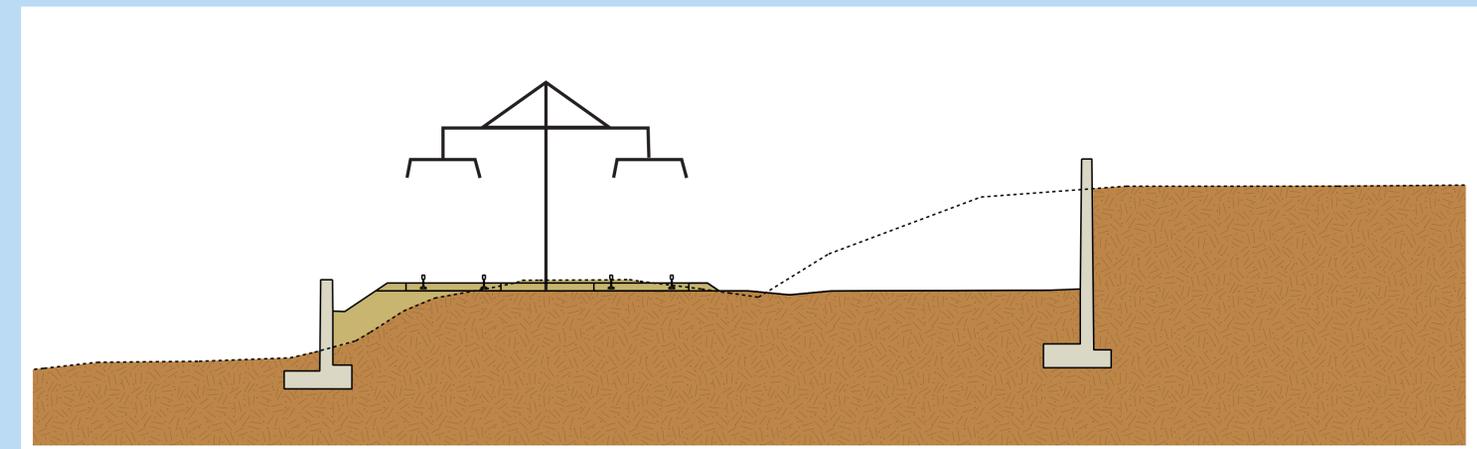
- minimize rail bed footprint and align close to future I-405
- bridge creek at upstream culvert
- realign creek and maximize in-channel habitat for fish
- retain large trees where feasible and enhance creek buffer





## Light Rail shared with freight rail

- Reduced cost
- Less flexibility for future freight and light rail
- Not consistent with Federal rail banking regulations
- Not consistent with King County easement rights



## Light Rail with trail for future freight rail

- Higher initial cost
- Provides for future freight rail
- Provides a trail in advance of freight rail
- Consistent with Federal railbanking regulations
- Consistent with King County easement rights



### A-2 Station/Park-and-Ride site

- 13 residential full acquisitions and residential relocation
- Impact to Mercer Slough on east of Bellevue Way



### Public Storage site

- Elevated alignment parallels I-405 and eastern property boundary
- Minimize property impacts



### Greenbaum Furniture Store site

- Overhead alignment required along eastern boundary
- Minimize property impact
- Alignment is constrained by proposed I-405 masterplan



### Red Lion/Sheraton site

- Both sites require full acquisition and business relocation
- Remainder of properties available for future development

### Connect to C9T

- Extended alignment to Bellevue Transit Center Station for apples-to-apples comparison

### East Main

- Assessed station sites at Sheraton and Red Lion. Red Lion selected to reduce station costs

### Sturtevant Creek

- Assessed both at-grade and elevated alignments

### Greenbaum

- Developed fly-over alignment to minimize property impacts

### BNSF Corridor

- Looking at two alternatives: Shared Track and Trail Plus Track
- Reduced length and height of retaining structures compared to B7

### Public Storage

- Developed alignment to avoid building
- Working to mitigate impacts on access

### A2 Station Park-and-Ride

- Reduced construction cost, increased parking spots, optimized layout

### Future Freight Connection

### Mercer Slough Crossing

- Addressing structure types to increase span and minimize environmental impacts

### Crossing I-90 Westbound

- Adjusted alignment to minimize span





10 A-2 Station/Park-and-Ride, Looking South | March 2011

ARUP





11

A-2 Station/Park-and-Ride, Looking South along 113th Avenue SE  
March 2011

ARUP



The size and scope of the A-2 Station was based on 2030 ridership estimates. Various station layouts were explored to maximize operating efficiency and reduce impacts on the neighborhood.

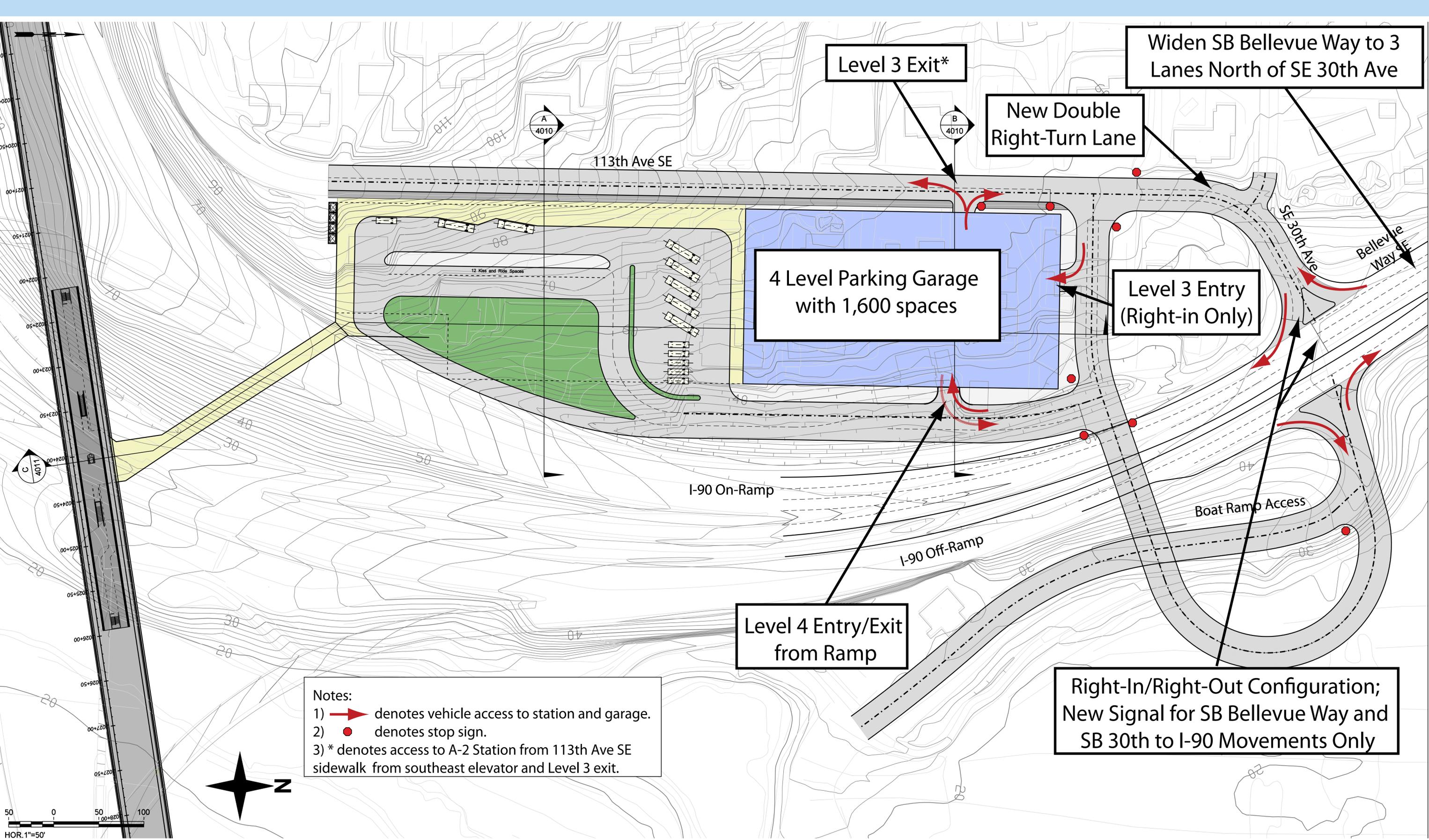
A-2 Station would be located between the I-90 on-ramps and 113th Avenue SE in Enatai. An elevated light rail station platform would be connected to the transit center and parking garage by a pedestrian bridge over the I-90 ramps.

## Key Station Components

- Elevated center platform station above I-90
- Covered pedestrian bridge linking light rail station platform to transit center and garage
- Transit center at top level of facility (Level 5)
- Four levels of parking for 1,600 vehicles under the transit center.
- New road bridge over Bellevue Way, eliminating left-turns at SE 30th Street from traffic coming off I-90
- New sidewalk along 113th Avenue SE to provide bike and pedestrian access

## Key Issues

- Easy and convenient bus-to-rail transfers at the transit center
- Pedestrian and bicycle conflicts with vehicles and operations
- Station cost and footprint
- Minimize neighborhood traffic
- Minimize visual impacts along 113th Avenue SE
- Minimize noise impacts to neighborhood
- Traffic impacts to Bellevue Way and SE 30th Street





- Traffic flows modeled
- Assessing impacts
  - Neighborhood diversion
  - Bellevue Way Southbound traffic in PM peak
    - signalize 113th Avenue SE intersections
  - No signalization Northbound on Bellevue Way

- Improved traffic operations
- No change in traffic operations