

**City of Bellevue Light Rail Study  
B7/C9T to NE 2nd Portal  
(B7 – Revised) Alternative**

**March 8<sup>th</sup>, 2011 Open House**

**ARUP**

# Agenda

## Tonight's Meeting

- Project update
- Present our preliminary work
  - Alignment
  - Station and park-and-ride
  - Environmental issues
  - Traffic issues
  - Right of way
- Obtain feedback

# Project Scope

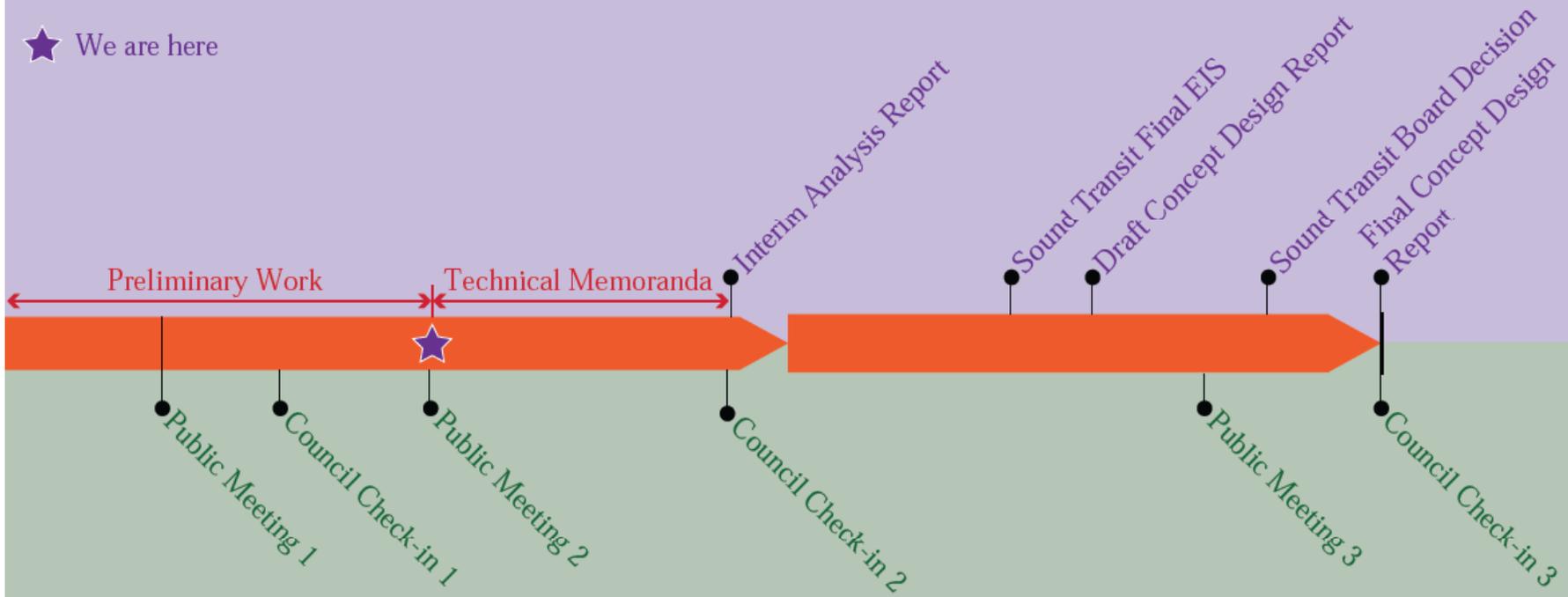
- Confirm layout of B7-Revised alternative
- Conceptual engineering of A-2 Station
- Environmental analysis and conceptual engineering of B7-Revised alternative
- Interim Analysis Report to assess proposed B7-Revised alternative
- Concept Design Report to summarize findings
- Three public meetings over study duration

# Project Schedule

Jan | Feb | Mar | Apr | May | Jun | July |

## Milestones

★ We are here

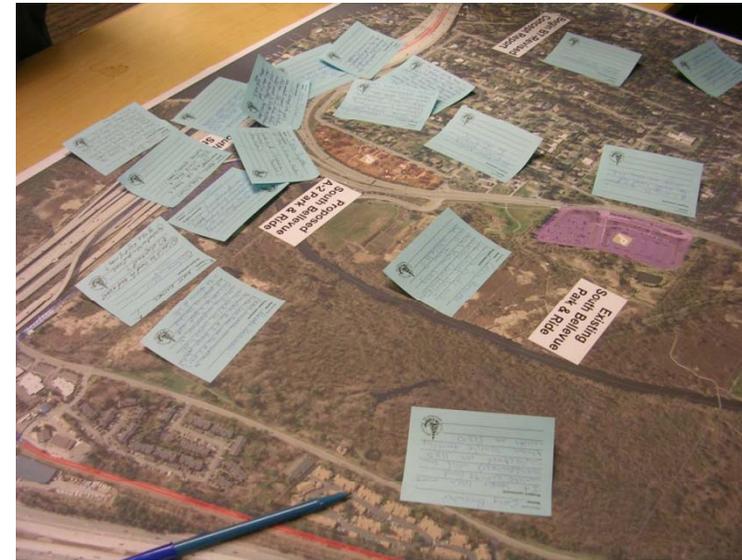


## Meetings

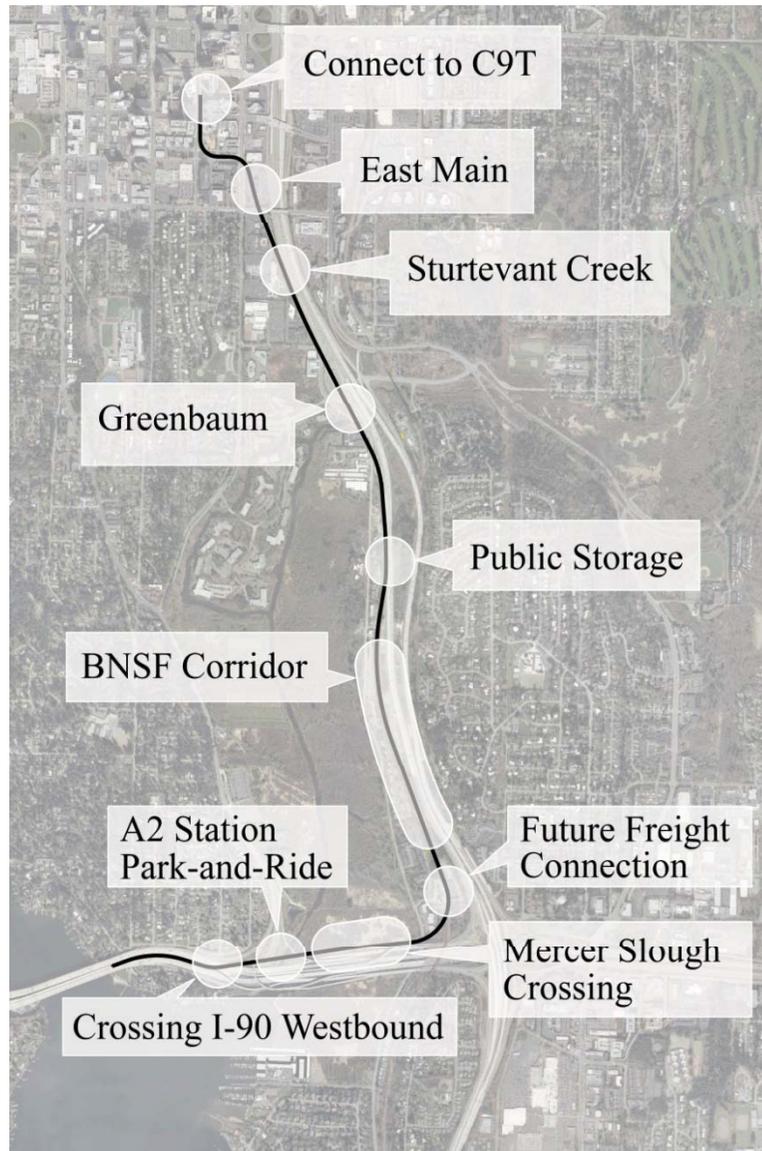
# Public Comments

## What have we heard so far?

- Hundreds of comments
  - January 25<sup>th</sup> open house
  - E-mails/letters/telephone calls
- Visual, noise, and traffic impacts on neighborhoods
- A-2 Station size and location
- Mercer Slough impacts
- Property acquisition

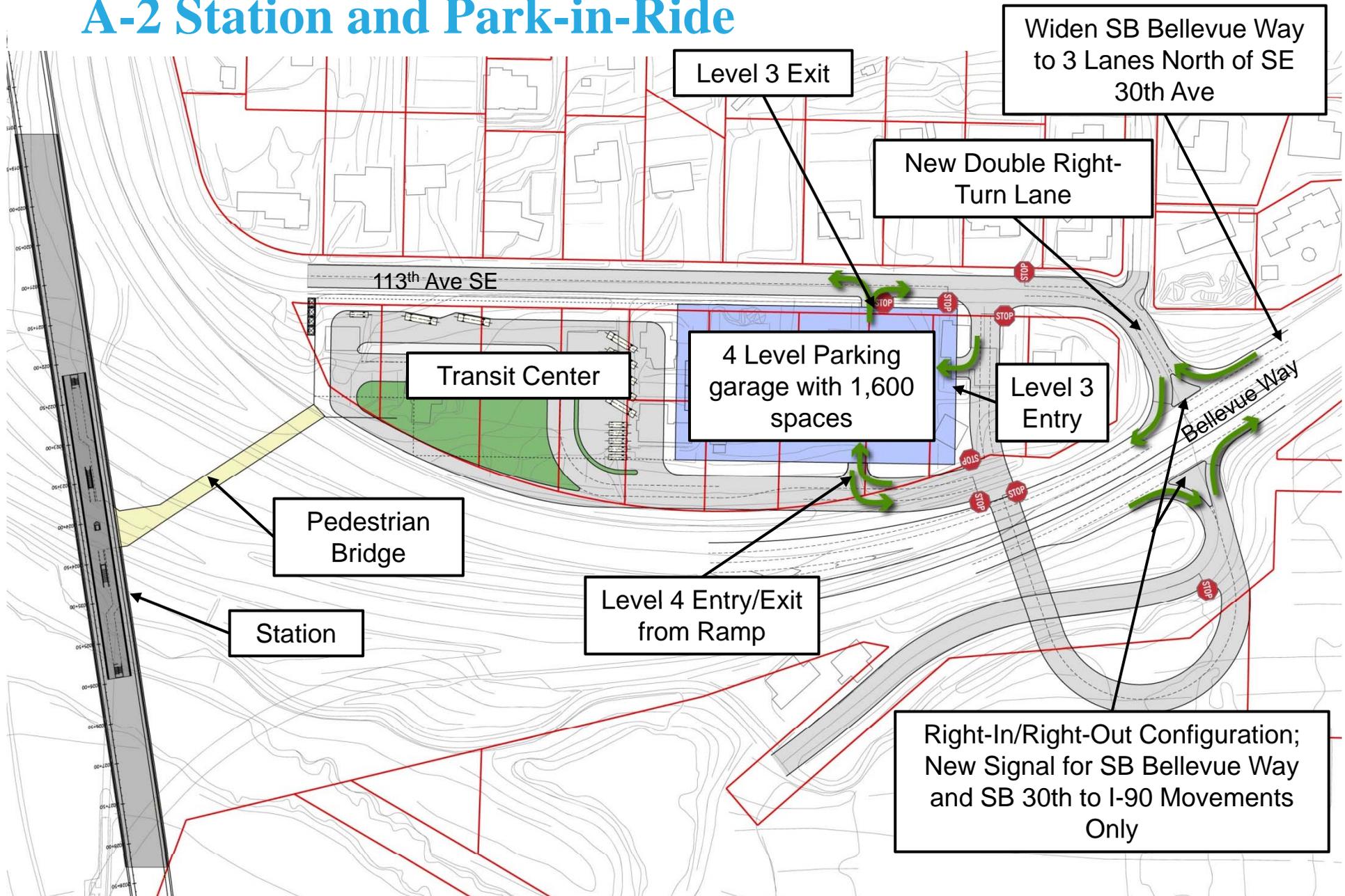


# Key Locations along Alignment

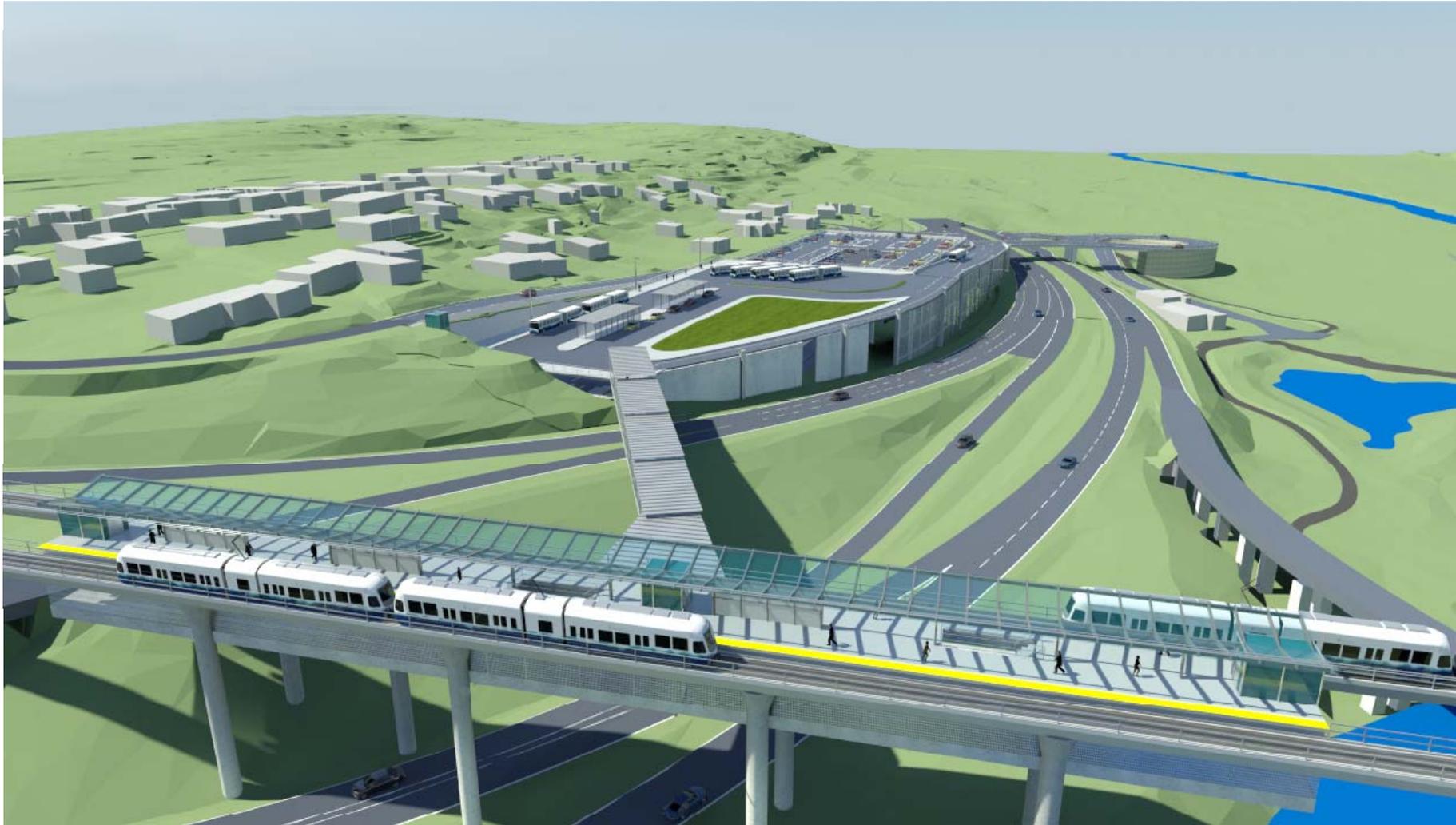


- Developed alignment to:
  - Minimize impact to properties
  - Address environmentally sensitive areas
  - Reduce construction cost
  - Improve operational characteristics

# A-2 Station and Park-in-Ride



## A-2 Station/Park-and-Ride (Looking North)



# A-2 Station/Park-and-Ride (Looking South)



# View south along 113th Avenue SE



# Environmental - Sensitive Areas



## **Mercer Slough**

Minimize temporary and permanent impacts to Mercer Slough sensitive area



## **Sturtevant Creek**

At-grade alignment required to minimize cost of alignment at East Main Station. Mitigate for impacts of at-grade alignment

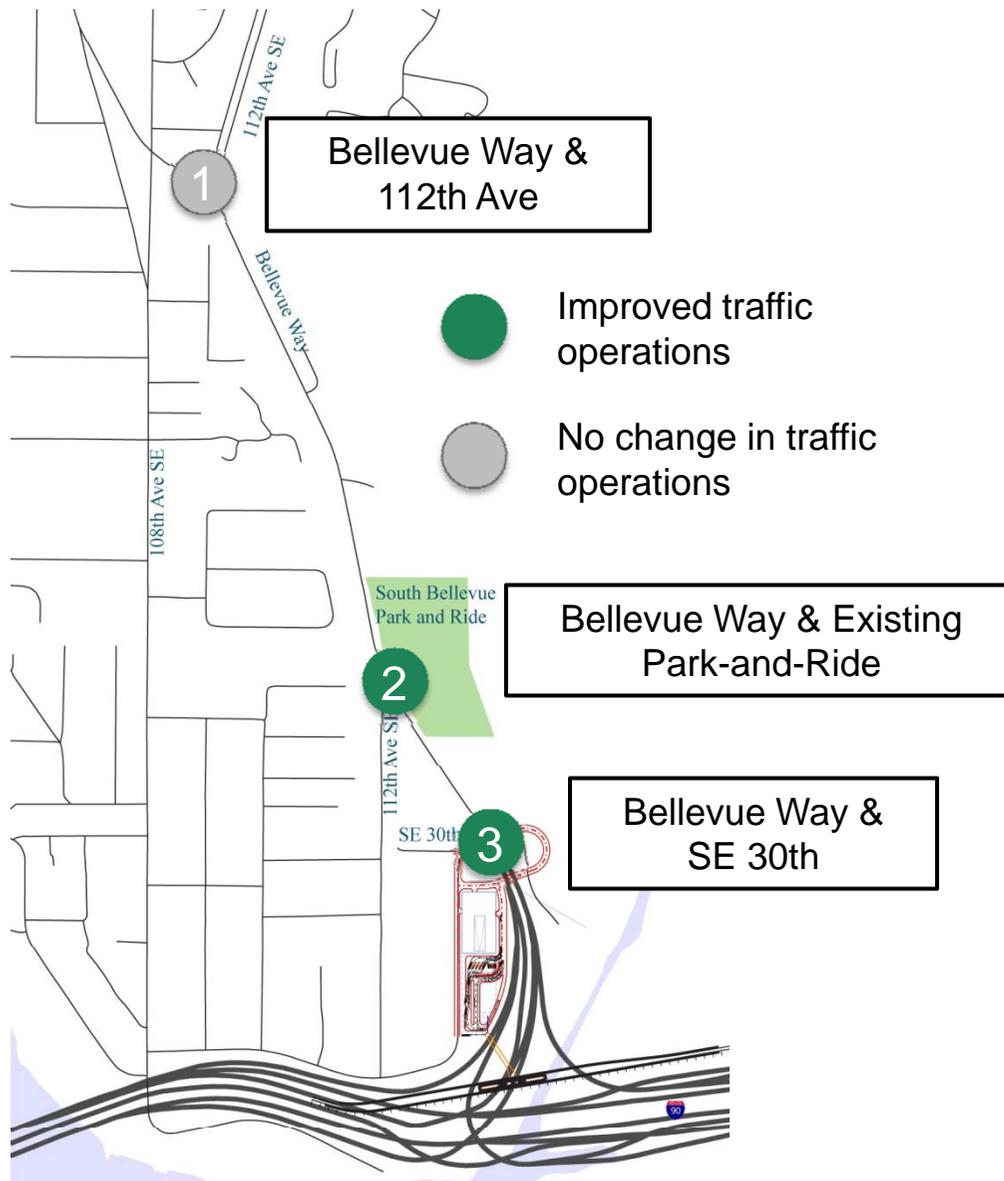
# Environmental - Noise Assessment



- New independent noise survey
- Combined with results from Sound Transit DEIS
- Developed baseline of noise levels for alignment
- Building and calibrating new noise model against previous models.

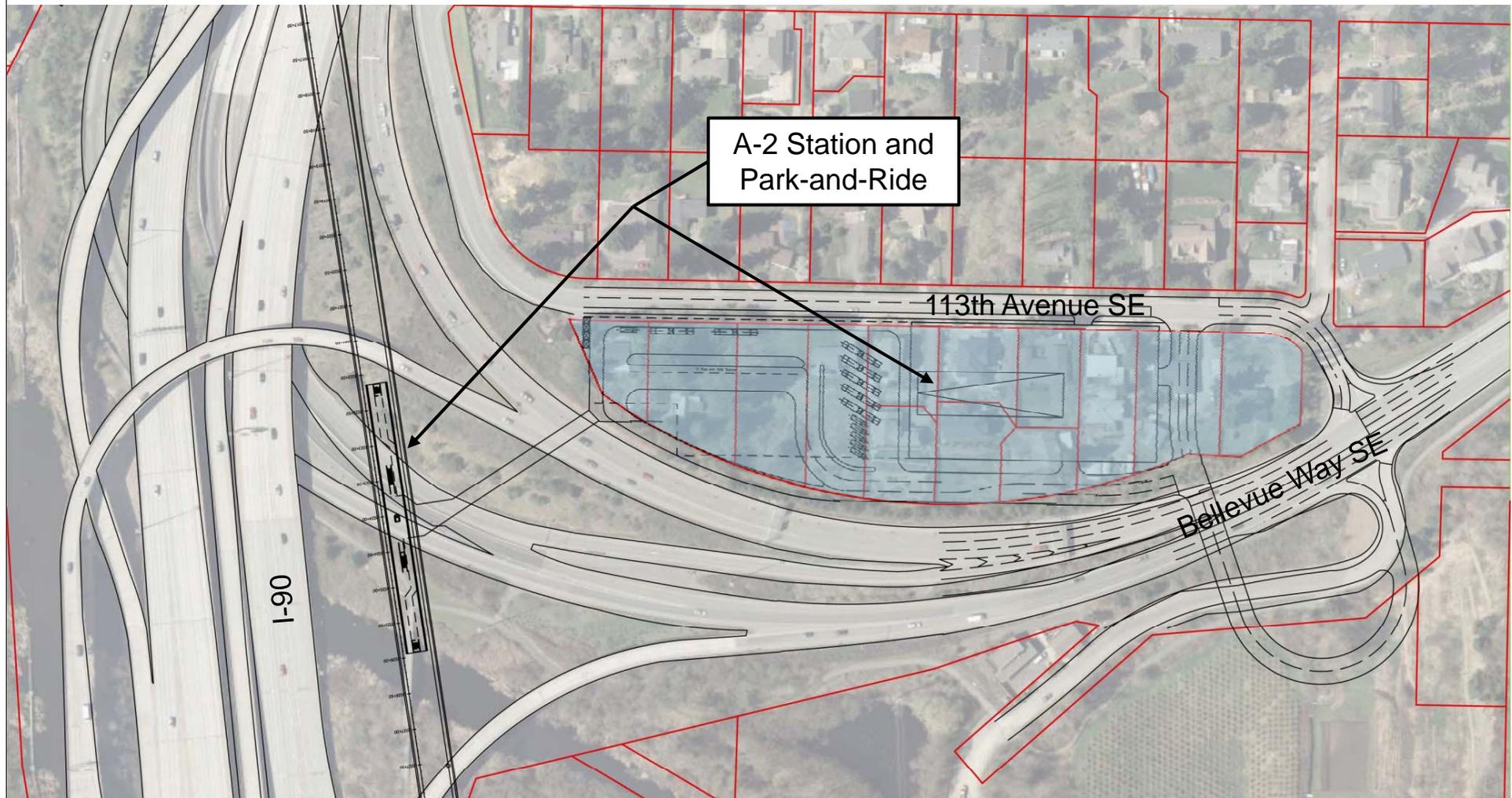
- EIS Long-Term Monitoring Location
- EIS Short-Term Monitoring Location
- Arup Monitoring Location
- Single-Family Receptor Locations
- Multi-Family Receptor Locations
- Hotel Receptor Locations

# Traffic Impacts around A-2 Station



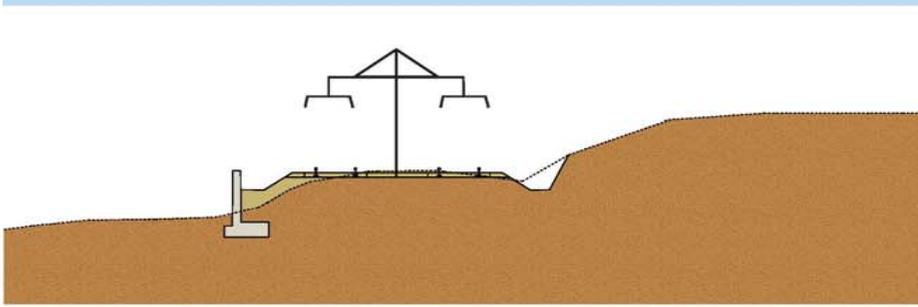
- Traffic flows modeled
- Assessing impacts
  - Neighborhood diversion
  - Bellevue Way Southbound traffic in PM peak – signalize 113<sup>th</sup> Avenue SE intersections
  - No signalization north bound on Bellevue Way

# Property impacts – A-2 Station

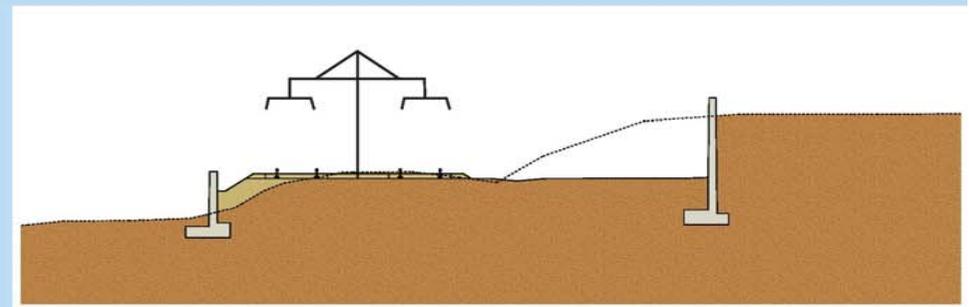


- 13 residential full acquisitions and residential relocation
- Mercer Slough park impact as shown

# RoW - BNSF Corridor

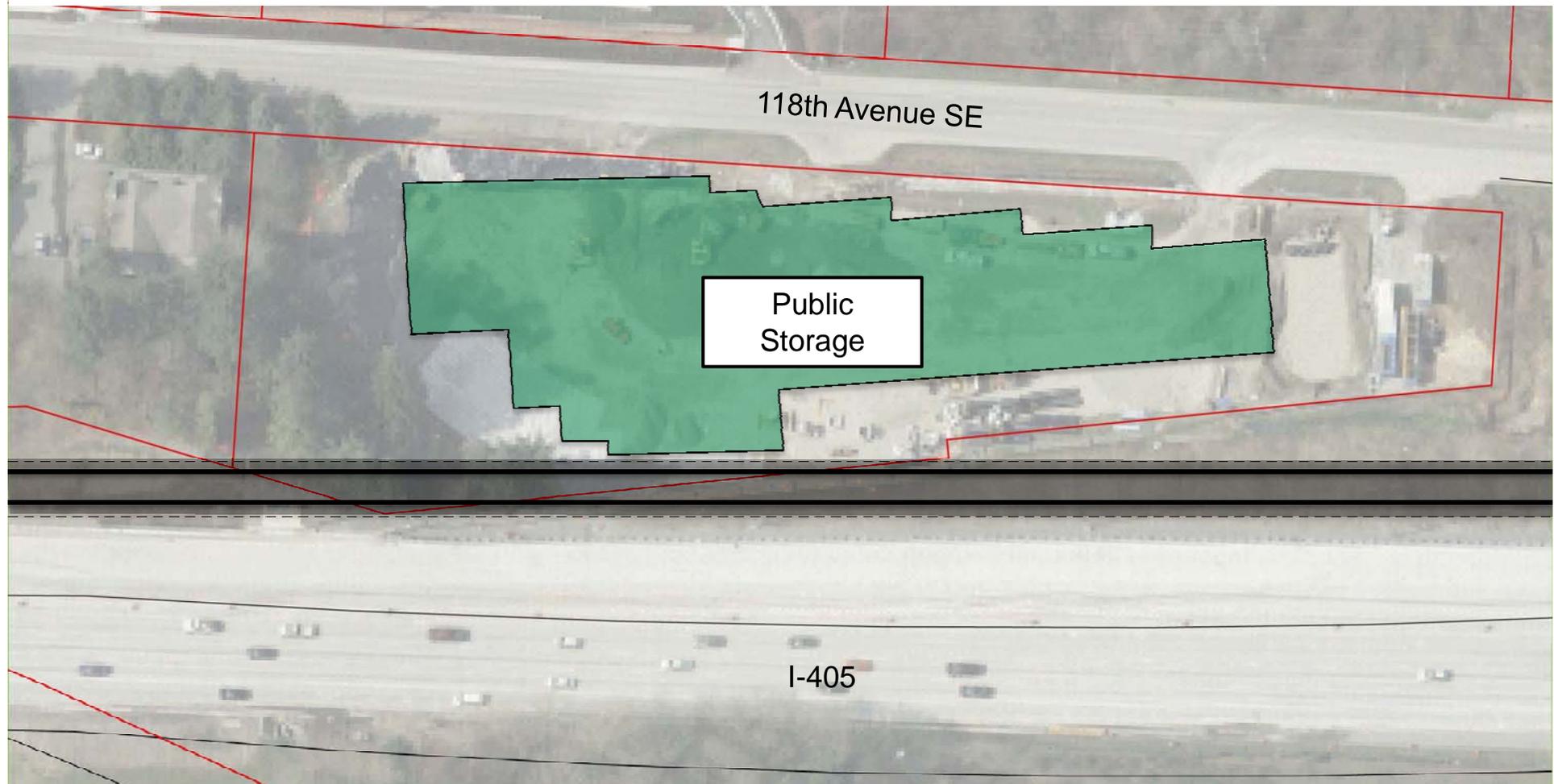


- Option 1 – Light rail shared with freight rail



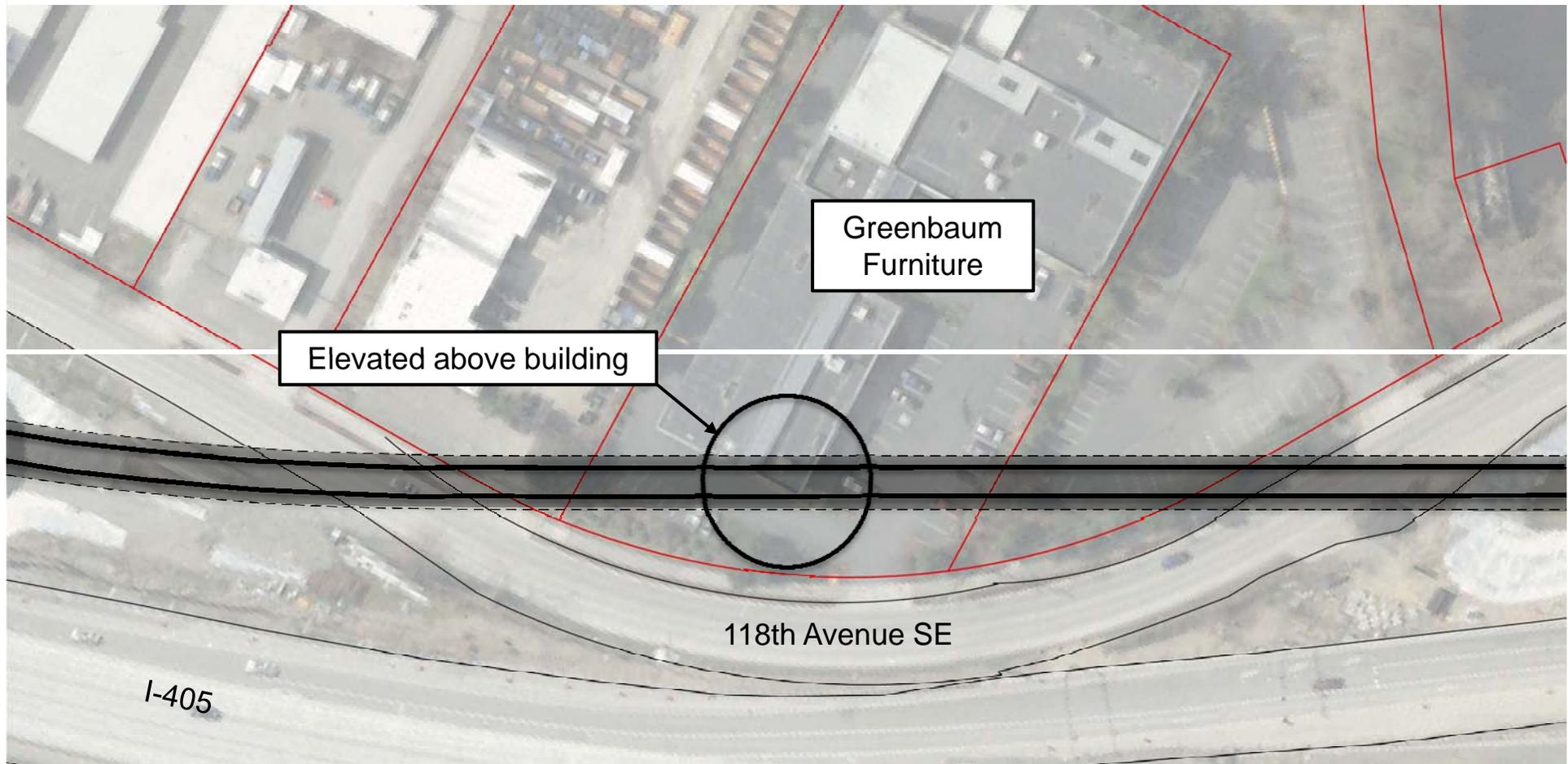
- Option 2 – Light rail with trail for future freight rail

## ROW – Public Storage Site



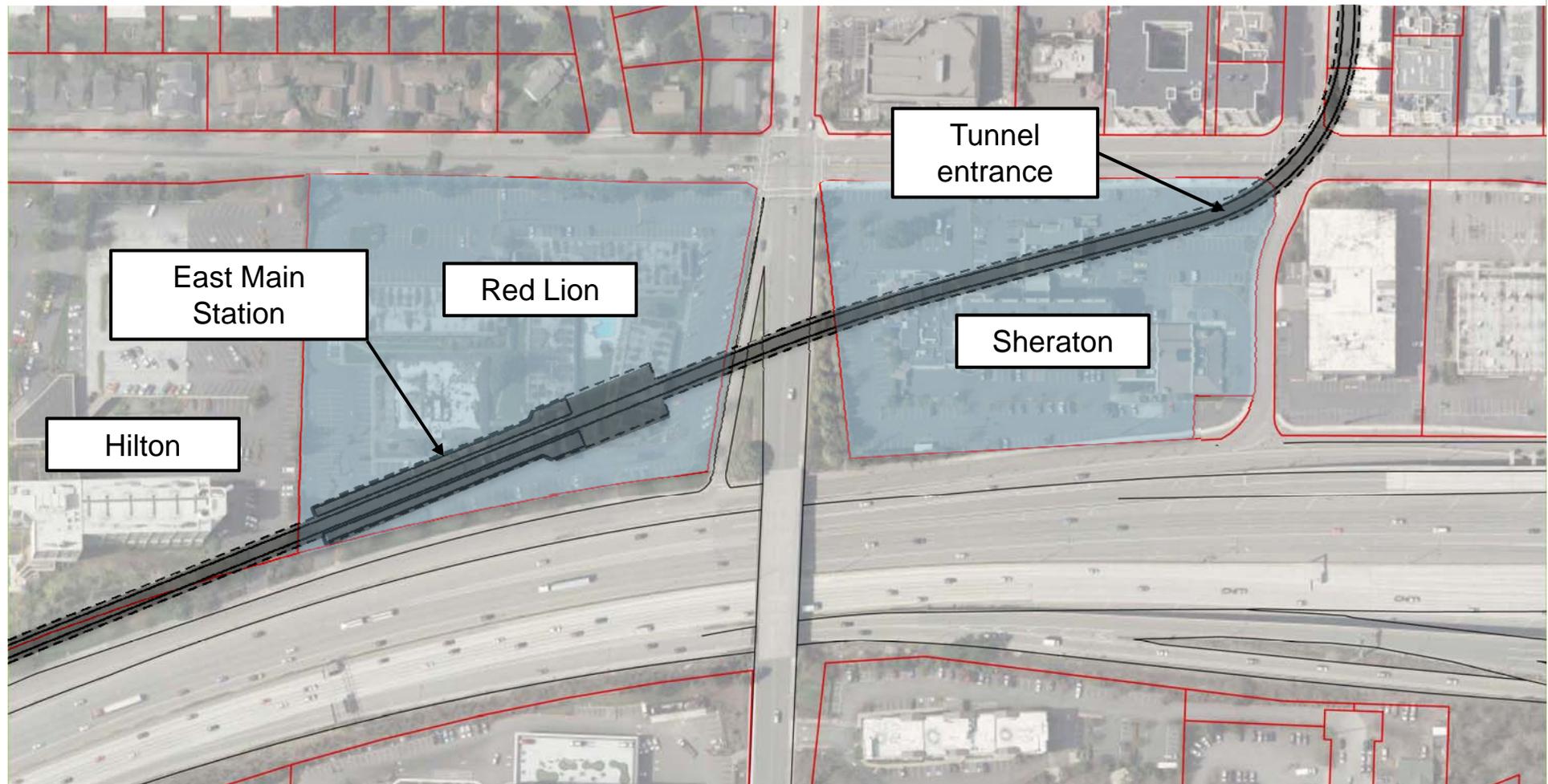
- Elevated alignment parallels I-405 and eastern property boundary
- Minimizing property impacts

## ROW – Greenbaum Site



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

# Property Impacts – East Main Station



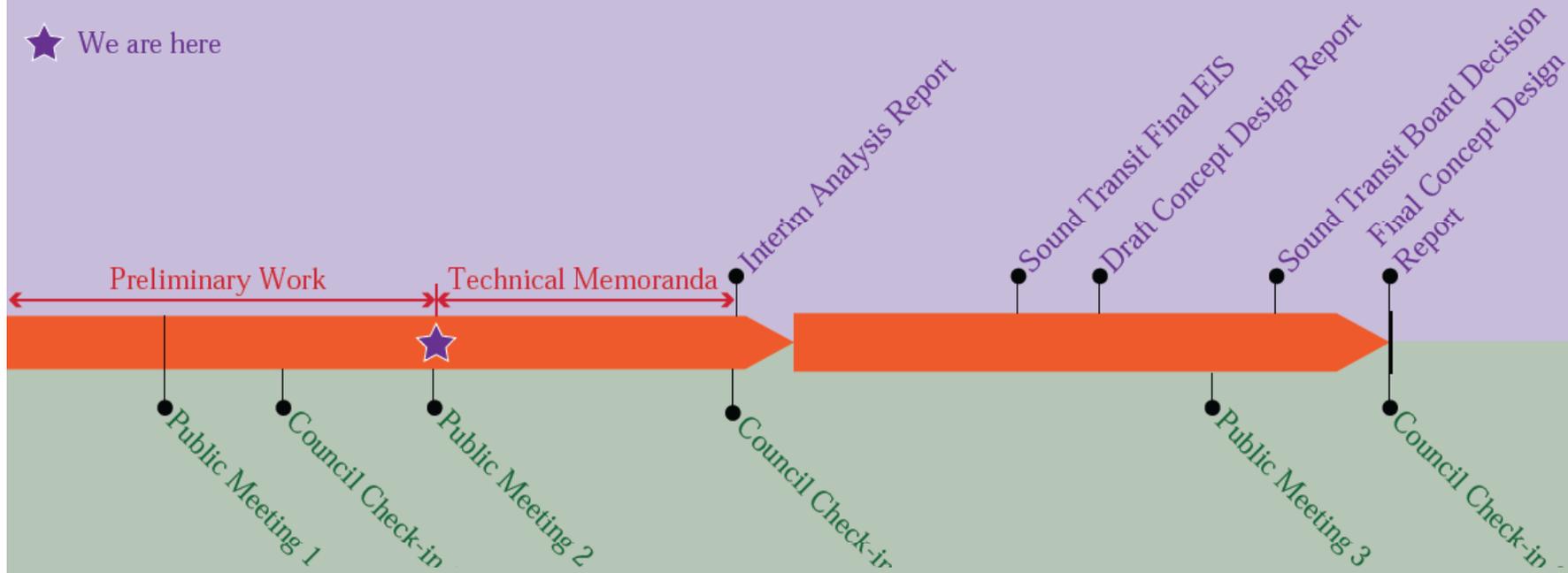
- Both sites may require full acquisition and business relocation

# Next Steps

Jan | Feb | Mar | Apr | May | Jun | July |

## Milestones

★ We are here



## Meetings

- Complete technical memos
- Present initial findings to City Council
- Develop interim analysis report
- Concept Report presented at next Open House

**For more information, please join the team  
in the concourse**

**Thank you for attending tonight's  
presentation**