



East Link Light Rail  
Route & Station Workshops Summary

APPENDICES

FINAL

5 June 2007





# Appendices

Appendices F-Q are available by request only. Please contact Brooke Belman, Community Outreach Specialist at [belmanb@soundtransit.org](mailto:belmanb@soundtransit.org) or (206) 398-5238, 1-888-713-6030 TTY.

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## Appendix A: Attendees & Affiliations

All attendees were asked to sign in when they arrived. In addition to basic contact information, attendees provided their affiliations, if any.



Bellevue Workshop  
Attendees

Maureen Albi	Linnea Hirst, LWV -- WA
Mark Allen	Dave Homs
Deborah Amandoli, Landlord	Chris Hooker
Darrell Anderson, Surrey Downs	Dave Horn
Margo Anderson	Earl Hunt
Stacie Anderson, Surrey Downs	Mary Lou Hunt
Keri Andrews	Ralph Iboshi, BDA
Dick Applestone	Michael Ingram,
Nell Applestone	Patricia Johnsrud
Elizabeth Bailey	Rich Johnsrud
Paul Benko	Charles Johnston, Bellewood Farms
Renay Bennett	Helen Kester
Siri Betcher	Ron Kinoshita
Nathan Biwgham	Valentina Kiselev
Betsy Blackstock, SDCC	Aaron Kitschbaum
Paul Brallier	Anne Kroeks, Neighbor
Alan Brenner	Scott Lampe
France Burd	Francis Larrivee
Sherman Burd	Sandy Leach
Brian Cannell	Chung G Lee
James Cannon	Richard Leeds, Neighbor
Karen Cannon	Irene Leggate
Glenn W. Christy	John Leggate
Daniel Clopton	Deborah Lelinski
Julia Clopton	Leslie Lloyd, BDA
Craig Coombs	David Lonay, Bellecrest
Gordon Davisson, Surry Downs	Eva Mader
Sue Delfornio, PrairieView Consulting	Horst Mader
Janet Donelson, Overlake Hospital	Leonard Marino
David Donovan, Microsoft	P. Gerald Marra
David Doolhie,	Charles McCaslin, Fire department
Bill Eager, TDA Inc.	Mark McClure
Bill Easterbrook	Ed Megert
Carol Easterbrook	Josh Montgomery, Resident
Mike Eidlin	Adam Morley, GMI
Tim Erwin	John Muckler
Martin Evons	Kenichi Nakano, Consultant
Bart Goft, ARCH	Petre Nicolae, Neighbor
Timothy M. Gray, Midlakes	Cristion Nicole, Neighbor
Joe Gretsch	Margaret Nicoll, Gruman-Nicoll
Michelle Gretsch	Alice Nordwall, Resident Brookshire and
Scott Hall, Pine Forest Properties Inc	Microsoft
Brian Hamilton, UPS Corporate	Joseph Nosman, SDCC
Christie Hammond	Edward Nugent
Judy Heschel, Brookshire Homeowners	Mike Ofenstein
Assoc	Ron Ohesjen
Petre Hicolae	Tim Osburn
Juli Hills	Kerri Patterson, neighbor

Kevin & Sydney Paulich  
Susan Penoyar, CDM  
David F. Plummer  
Colin Radford  
Robin Ray, Enatai Neighborhood  
Association  
Dah Renn  
Sabina Renn  
Patricia Rosell  
Robert Rosell  
Dave Russell  
Lars Saxegaard, SDCC  
David Schooler  
Per-Ola Selender, Kirkland  
Zuheb Siddiqui, Microsoft  
Rebecca Sidie  
Alan & Mary Smith  
Mary Smith, Resident 108th SE  
Paul R. Sweum  
Frank Watts  
Thomas E. Webb  
Debbie Webber  
Jeff Werdal  
Carol Wilde  
David Wilde  
Michael Williams, HDR  
Steve Williams  
John Wise  
Laura H. Wise  
Susan R. Woerdehoff, Surrey Downs  
Todd R. Woosley, Woosley Properties  
Bellevue  
Leo Yanoff  
Miriam Yanoff

Agency Attendees:

John Chelminiak, Bellevue City Council  
Paul Inghram, City of Bellevue  
Emil King, City of Bellevue  
Glenn Kost, City of Bellevue  
Janet Lewine, City of Bellevue PCD  
Terry Marpert, City of Redmond  
Lori Peckol, City of Redmond  
Jennifer Ryan, PSRC  
Tricia Thomson, City of Bellevue  
Bernard Vandekamp, City of Bellevue  
Al Yuen, Bellevue Transportation  
Commissioner



Overlake Workshop  
Attendees

Stacie Anderson, Surrey Downs  
Linda Ballew, GRTMA  
Nick Barnes, Resident  
Renay Bennett  
Maggie Bentley  
Richard Buckley, Sales Tax Payer  
J. Frank Carroll  
Sarah Carroll  
Glenn W. Christy  
Christopher L. Curry  
Jayne Dehaan, Re/Max Metro  
Jamie M Deweeb  
Dena Fantle  
Michelle Fleharty, Safeway  
Hugh Fuller, DMJM Harris  
Sherry Grindeland, Seattle Times  
Bill Guenzler  
Bryan Harris  
Kurt Howeler, Sherwood Forest CC  
Rob Johnson, Cadman, Inc.  
Ben Lilien, Nillis Clunk  
Connie Lord, Homeowner  
Larry Martin, Davis Wright  
Paul Martin  
Ken Mattson, Lens Automotive  
Jim McBeath  
Michelle McBeath  
Jannine McDonald  
Leonard Newstrum  
Earl Overstreet  
Roger Parisotto, CV Invest Angelos  
Michael Pierce, Fairweather  
David F. Plummer  
Martin Regge, NBBJ  
Ann Rennick  
Ken Schiring, Bel Red Surrey Downs  
Sheila Sloan-Evans  
Jim Stanton, Microsoft  
Paul R. Sweum  
Thomas E. Webb  
Roger White, Lexington Pacific  
Phillip Wood  
Todd R. Woosley, Woosley Properties  
Bellevue

Agency Attendees:  
Gwen Fraser, Congressman Reichert  
Tom Hinman, Redmond Planning  
Commission  
Charlie McCarty, Redmond Planning  
Commission  
Lori Peckol, City of Redmond  
Martin Snodgrass, Redmond Planning  
Commission  
Al Yuen, Bellevue Transportation  
Commissioner

Redmond Workshop  
Attendees

Linda Ballew, GRTMA  
Rick Beason, Redmond Town Center  
Greg Blount, Driscoll Architects  
Patsy Bomncontri, COP  
John Borchek  
Richard Buckley, Sales Tax Payer  
David D. Carpenter  
Brad Chellew  
Michael D. Clarke  
Patricia Clarke  
Richard Cole, Resident  
Kris Colt  
Craig Dalby  
Bertha Eades  
Glenn Eades  
Jeanne Fitzgerald  
Ken Foster  
Bill Garing  
Shannon Gordon  
Clint Gossard  
Cindi Gyselinck, GRTMA  
Brian Haberly  
Elizabeth Hayden  
Rich Hayden  
Liz Haydn  
Jim Hendrickson  
Sheila Hosner, ORA  
Don Juppo  
E.L Kress  
Marquerite I. Kress  
Max Maginness  
Hank Margeson  
Robert Marsh, Redmond Resident/Microsoft  
Employee  
Larry Martin, Davis Wright  
Marie McEwen, Resident  
Duane Nakano  
Kevin Natale  
Leonard Newstrum  
Terrie Paine  
Kiera Parnell  
Lori Peeks  
Michael Pierce, Fairweather  
Zach Reed  
Colin Rines  
Amy Roe  
Phil Roe  
Dave Russell

Hazel Russell  
Debra Simmonds, Gunshy Ridge HOA  
Bob Spencer  
Jim Stanton, Microsoft  
Armen Stein, J Street Tech  
Sherry Stilin  
Jackie Thompson  
John Todd  
Andrew Villenaue, NPI

Agency Attendees:  
Korby Parnell, Redmond Planning  
Commission  
Tanika Kumar, Redmond Planning  
Commission  
Tom Hinman, Redmond Planning  
Commission  
Rob Crihenden, City of Redmond  
Don Cairns, City of Redmond  
Lincoln Vander Veen, Congressman  
Reichert

Seattle Workshop  
Attendees

Georgia Anthony  
Kevin Duke  
Martin Duke, Boeing  
Monica Duke, UW  
Vince Furfaro, Judkins  
Christina Gilman  
Mike & JT Hall  
Michael Jurich, Goodwill  
Chris Leong  
Andrew McCullough  
Mark McIntyre  
Kenichi Nakano, Consultant  
Jonathan Olds, WSF  
Sam Perry

Agency Attendee:  
Jon Layzer, City of Seattle

Mercer Island Workshop  
Attendees

Bob Anderson  
Betsy Blackstock, SDCC  
Barry Chen  
F.B Darling  
Patti Darling  
Tom Donahue  
Jacob Edel  
Alison Ettel  
Tim Gould  
Anne Halk,  
Jim Horn  
Trudy & Phil Kelly  
Jason King  
Jeff Lundstrom  
Rita Moore  
Kenichi Nakano, Consultant  
Rich Tatt  
Mark Upson  
Joe Wallis  
Harriet Weiss

Agency Attendees:  
Doug Hodson, King County  
Londi Lindell, City of Mercer Island  
Korby Parnell, Redmond Planning  
Commission  
Bernard Vandekamp, City of Bellevue

Appendix B:  
Public Comments

Each workgroup consisted of four to 14 members of the public, one representative from the design team and a facilitator to scribe and keep time. Workgroups provided comments round robin, each person contributing one or more comments. The facilitator transcribed individual participants' comments on a flip chart in front of the group. Design leads also wrote comments on the aerial maps. Participants were asked to correct and confirm comments on the flip charts as facilitators scribed. Some individual participants also wrote their own comments directly on the flip charts. The following transcription represents paraphrased and verbatim comments by individuals in each workgroup.

Attendees at Series Two workshops provided comments directly and made comments to Sound Transit staff at stations with flip charts and aerial maps. Series Two transcriptions represent paraphrased and verbatim comments by individuals.

**Group 1**

**Phil Klinkon, design lead**  
**Brooke Belman, facilitator**  
**B3 and B2E, C4A and C2T**

Free parking = more cars = more congestion  
Need adequate transportation to U-District  
Concerned take too long to go across I-90 and  
up

Look at Portals not neighborhoods

Existing # of travel lanes

Tunnel construction cost and safety

Serve high rider areas

Seismic safety

At-grade = more confusion with the stations

McCormick Park = urban planning border

North/South arterial congestion

COB = good getting outskirts of downtown to highways (405)

Now congestion is parking traffic through Bellevue Way/112<sup>th</sup>

Bicycle paths to stations – maintain enlarge

Recreational bike use around slough

East/West access

Highway barrier

Congestion barrier

Access to West Bellevue due to congestion

S. Bellevue Park and Ride too small

“Y” area at Bellevue Way and 112<sup>th</sup>

Cars

Peds

Get people out of cars – more transit

Pedestrian Access

Bridges over arterials

Signals

Safety

Sidewalks

Concern about vibration

Better access to hospital is important

Transit /Light rail = good

Stay East w/ downtown route and use people mover

Tunnels – liked by many

Some nervous too costly and risky and take too long to build

Look to light rail to ease congestion

B3 B2E and C4A C2T

Proximity to Light Rail and coordination with other service (Metro)

Pedestrian Access

Neighborhoods

Downtown

To/from stations

Retain neighborhood feel

Concern of congestion during construction but hope that light rail will help overall current congestion

Access for

Pedestrians

Bicyclists

Riders

Residents

1. North/South arterials Bellevue Way and 112<sup>th</sup>

2. Downtown

Long term vs. short term

Think big picture long term

Both in terms of car use and tunnel

Get S. Bellevue Park and ride operational as soon as possible (and Mercer Island)

Serve South Bellevue P and R



If going through residential area – provide a station  
Buffers between downtown neighborhoods  
McCormick Park

*From Aerials:*

People asking for bicycle access improvement in vicinity of I-90 and 108<sup>th</sup>, 109<sup>th</sup> and 110<sup>th</sup> by Enatai.  
Bike path up 108<sup>th</sup>

Want connection with W. Bellevue

At “Y”, congestion will be a concern during construction (3pm, 6:30am-9:30am)

Transit on Bellevue Way important

Want connection at 112<sup>th</sup>

Surrey Downs: fragile, single-family, noise a concern

W. Bellevue: concerned about neighborhood impacts

Winters House is important

Bellevue P&R: maintain P&R access, use to go downtown, P&R too small.

Ridership too low? B2E alignment station at 8<sup>th</sup> and 112<sup>th</sup>

Want diagonal tunnel from District Courthouse to corner of 108<sup>th</sup> and Main..

Portal location questionable at Main and 111<sup>th</sup> SE (Surrey Down portal).

Look at other places for Surrey Downs portal.

Concern about loss of homes in Surrey Downs portal location.

Concern at 108<sup>th</sup> and 110<sup>th</sup>: surface impacts to existing traffic and travel lanes (C4A couplet).

Stations for C4A couplet – confusing for out-of-town visitors.

C2T station on NE 6<sup>th</sup> – move one block west, closer to mall.

Need transit access to Bellevue Square Mall..

Request for underground walkway from C2T station to mall.

Along NE 6<sup>th</sup>, maintain pedestrian corridor.

Noted that two blocks between NE 6<sup>th</sup> and NE 10<sup>th</sup> and 104<sup>th</sup> and 108<sup>th</sup> is a commuter area to serve.

Better pedestrian access between blocks NE 3<sup>rd</sup>, NE 10<sup>th</sup>, 106<sup>th</sup> and 112<sup>th</sup>.

Worried about impacts to Bellevue Regional Library.

Suggest pedestrian bridge at intersection of NE 12<sup>th</sup> and Doll Museum.

Crosswalk signal timed too short across 104<sup>th</sup>, north of NE 12<sup>th</sup>.

Concern: impacts to McCormick Park (C4A).

Make pedestrian crossing on NE 12<sup>th</sup> across I-405 better.

Want access improvement across I-405, between Overlake Hospital and Paragon.

Concern: too far to walk from Overlake Hospital to BNSF station (C2T) for “non-able bodies.”

Concern: impacts to McCormick Park as neighborhood buffer.



## Group 2

**Steve Kambol, design lead**  
**Jennifer Lemus, facilitator**  
**B7 and C8E, B3 and C3T**

Downtown Bellevue has only 3 blocks of dense ridership potential.

Light density population along B3/B7 alignments, much of which is commercial.; which doesn't serve the purpose of light rail

Transit needs to serve Overlake Hospital

Bellevue Way would seem to serve fewer people

Bellevue will be most advanced city in county in 20-/+ years

Look to the future!

Light Rail goes nowhere, comes from nowhere

Need to use existing right of way i.e. old railroads

Should be along BNSF railroad.

Already have right of way

"If you build it they will come"

Good to have station at Bellevue Transit Center

People up north would come down I-405 and use light rail at station SE 8<sup>th</sup>

Elevated in downtown would be disruption (visual) and ruin character

Serve transit center? Light rail needs to serve the Bellevue transit center and vice versa

Staging areas

Questions:

ST should review studies done in other cities to study housing values similar to those in Bellevue, and how they were affected by the construction of light rail

Concern that there is not enough population density in this area to build light rail

Biggest "bang for the buck" for accessibility

Does an elevated alignment require a larger station than at-grade?

Light rail transit should be viewed as a spinal chord thru neighborhoods

LRT needs to serve neighborhoods

Peds/bicycles need to have ready access/connectivity to LRT

Light rail need to connect Access to malls

Drive / walk to light rail

Changing commuter behavior

Would be great to take to downtown Seattle (i.e. Benaroya)

Elevated structure – commuters will see it and little by little increase ridership

Visible and along 405

Utility of disruption between going thru main part of town and outlying area

Be careful to not overload area with transit

Period of construction? 5 years? 10 years?

*From Aerial:*

C3T, C8E: Move station between 112<sup>th</sup> and 110<sup>th</sup> on NE 12<sup>th</sup>.

Use existing ROW on BNSF

Elevated – visual impacts around 110<sup>th</sup>/Bellevue Transit Center in a 2 block radius (C8E)

B7: transit center, P&R – HUGE! – on 118<sup>th</sup> Ave SE by station.

Faster travel time on 118<sup>th</sup> (B7)

B7 – will this line serve a future connection east to Issaquah?

Bellevue P&R: does not hold enough now – needs to be expanded

What are the environmental impacts to the wetlands?

Concern: don't widen B3 by Mercer Slough

"Y" at Bellevue Way/112<sup>th</sup> Ave SE: busy junction, needs to be elevated

Bellevue P&R – 1,400 stalls

Bike/joggers on Bellevue Way SE by Mercer Slough (550) also by Winters House

Concern: construction traffic at "Y"

Concern: light rail will change character of park

Concern: traffic on Bellevue Way SE and 112<sup>th</sup>

Concern with noise by ball fields

Sewer runs along SE 2<sup>nd</sup> St

Concern with Surrey Downs portal

**Group 3**

**Mike Williams, design lead**  
**Rachael Darden, facilitator**  
**B2A and C4A, B2E and C2T**

Kevin – Enatai; bus to DT Seattle, access to S. Bellevue Park and Ride; noise  
Sydney: access to park and ride – airport, DT  
Mary: Enatai; 112<sup>th</sup>; 108<sup>th</sup> SE impacts; out of residential areas – 405  
Miriam – 112<sup>th</sup>; bus – station access  
Leonard – Surrey Downs: 405 ROW, parking for stations, community – impacts to neighborhoods  
Joe – Surrey Downs, public safety, neighborhood, routing re: comm. property – DT Bellevue traffic congestion relief.  
Will LRT increase DT traffic?  
Carolyn – BNSF ROW; commuter train  
Lars – BNSF accessed; access → east of DT  
Aaron – main st. – walking distance; BNSF/405 ROW – w/o disrupting neighborhood. Acquisition  
Leo: expansion → acquisition  
Kem: 405; Surrey Downs residents. All up 405 and then over. Acquisitions (112<sup>th</sup>, Surrey Downs) character of neighborhood, walking distance  
Low density – against LRT  
Ed – Surrey Downs  
#2 Identify Needs and Issues  
Staging area – 4 ac. (new info)  
Which side of Bell Way – B2A; B2E  
Winters House  
How wide if elevated?  
Soil, marsh  
4 lanes of road – take a lane?  
Cars of rail on some surface streets?  
Space required – station  
Parking at stations?  
Height of elevated  
Tunnel:  
Routing to Issaquah: to across I-90?  
Depth of tunnel?  
Why 112<sup>th</sup> over 405/BNSF?  
Traffic → S. Bellevue 112<sup>th</sup>/Bell Way  
Tunnel staging areas  
What is the lesser of 2 evils?  
Construction  
E/W side for expansion  
How funded?  
Self sustaining  
Overwhelming Surrey Downs Park – station location  
Stations prox. to neighborhoods  
    Increase crime: armed robbery, murder  
Character change – not through neighborhood  
    Traffic  
    Park and Ride  
    Sidewalk  
    Bike/pedestrian  
    Bike trail  
Space/house  
Station staging area  
Underground station  
Noise  
Property values  
Cost, construction  
5 to 10 year construction impacts  
Bellevue at capacity  
Quality of life; natural character of Mercer Slough  
Overflow  
Neighborhood--acquisitions\*

- Elevated – sight impacts; noise
- 405 cumulative noise impacts
- Comm.. development/use of property
- Park – surrey downs
- Cost (less → east routes)
- S. Downs vulnerable – pedestrians through park
- We can't afford it
- Park – lots of children; crossings
- Expanding and moving S. Bell Park and Ride → closer to I-90?
- DT Bell: Tunnel
- \*Eastside of neighborhood; north of SD park. Smaller, older homes
- Concern: homes will be bought out and rezoned area -- loss of just residential neighborhood – business and multi-family
- B2A/B2E C4A/C2T
- 1. concerned : 112<sup>th</sup>
  - Neighborhood
  - Construction
  - Traffic – extended period of time
- 2. staging area – Red Lion
- 3. station – farther north (toward Main St)
- 4. at-grade/elevated/tunnel – eastside
- 5. character change of neighborhood

**Group 4**

**Sue Comis, design lead**

**Jeff Munnoch, facilitator**

**B3 and C4A, B2E and C2T**

How do you guarantee people will take transit. Lots of investment pinned on hopes of people taking transit which may not happen

Bus connection to station is important (for riders, circulator, etc)

New ped corridor to Bellevue Chamber Bldg.

Away from Bellevue Way 8<sup>th</sup> to Main too congested, preserve houses (B3)

Staging areas that take houses are unacceptable when there are other options

Parking not available now at S. Bellevue Park and Ride

Preserving Neighborhoods is really important. Preserve Surrey Downs.

Bellevue is robust transit market. Access point to downtown Bellevue needs to be in the "sweet spot" (transit center)

We need the transit system but need to preserve neighborhoods including downtown residents' neighborhood – 20 story buildings are a neighborhood.

People need to be transported from Transit Center to station on 112<sup>th</sup> and Bellevue Square

Be careful not to cut down street capacity

Don't cut down trees without replacing them

Preserve trees at Bellefields

Walking corridor from hotels on BW to convention center

Green space on BW is buffer between street and homes

Preference for E side : I-90 – SE 6<sup>th</sup>

Design to capture most riders (112<sup>th</sup> elevated line in downtown has lower ridership)

Preferable to have station in center of DT (better ridership) come R in from 112<sup>th</sup> and back out

Which side of 112<sup>th</sup>

Proximity to residential buildings

Proximity to crosswalk

Potential station at SE 8<sup>th</sup>

B2E/B3: Hill on W side of B.W. (108<sup>th</sup> SE & SE 25<sup>th</sup>) is a barrier to Peds. Need to pay attention to ped connections (shuttle?).

Many planned hi-rise developments at corner of 108<sup>th</sup> and 10<sup>th</sup> (and 12<sup>th</sup>). At grade is too close to residential

New residents at 108<sup>th</sup> have no say

Building very close to street at 108<sup>th</sup> – no room, construction will destroy improvements

108<sup>th</sup> is walking route for neighborhood

Commercial parking garage underground on 108<sup>th</sup>

At grade and many stops reduces speed-- interested in faster travel times

How can we vote without knowing the route?

Concern about tunnel portal will require condemnation – preserve housing

Loss of express lanes to general purpose traffic.

Don't take any homes

Preserve quality of neighborhoods including green space

Don't use "placating" language

Be open to new ideas – circulator – alternative routes

Maximize ridership without destroying city

"greatest good" for least amount of \$ (very subjective)

Want effective project – fast, lowest cost, least impacts on neighborhoods and businesses.

*From Aerial:*

Preserve homes in Surrey Downs.

B2-E: elevated on east side is best for neighborhood south of SE 8<sup>th</sup>.

At "Y", B2E seems to go into Mercer Slough – impact.

B2E and B3: North of "Y" ROW is congested.

B2E between "Y" and 8<sup>th</sup>: keep alignment as is.

North of 8<sup>th</sup> St for B2E: stay away from 112<sup>th</sup> – too congested, buildings are too close (C2T).

Noted location of Mercer Slough, wetlands, ponds and trees on aerial map.

On B3 and B2E at 112<sup>th</sup> Ave SE: like median as is.

Crosswalk at 112<sup>th</sup> SE and 8<sup>th</sup> St: only one until Main St.

Marked trees near Bellevue High School.

Concern about residential near Surrey Downs park.

112<sup>th</sup> – walking route to Meydenbauer

On Main between 108<sup>th</sup> and 110<sup>th</sup>: walking corridor

Preserve housing between 112<sup>th</sup> and 108<sup>th</sup>, S. of Main St.  
Want people-mover to Bellevue Square on NE 6<sup>th</sup> between 112<sup>th</sup> and Bellevue Square.  
Marked Bellevue Transit Center, cross streets at 108<sup>th</sup> Ave NE and NE 6<sup>th</sup> St (4 blocks) as "center of downtown."  
Marked future Group Health facility.  
Alternate route and station on 116<sup>th</sup> Ave. NE near NE 8<sup>th</sup> St by Overlake Hospital. Station by hospital.  
New pedestrian path diagonal along NE 8<sup>th</sup> from 104<sup>th</sup> to 106<sup>th</sup>.  
Want skybridge by Lincoln Center and Hyatt.  
At 108<sup>th</sup> and NE 10<sup>th</sup> on NE corner: there's a 20 story tower going up.  
Next to 20 story tower on 108<sup>th</sup> (mid-block) between NE 12<sup>th</sup> and NE 10<sup>th</sup>, there's retirement housing, lots of pedestrians.

**Group 5**

**James Irish, design lead**

**Nicole Kistler, facilitator**

**B2A and C3T, B7 and C7E**

Discussion 2

East Link is important and having transit between centers of employment is important

Be sure to work with developers to allow for planning of building to accommodate light rail to eliminate impact

Bike path preservation and running/walking/exercise access important

Preservation of founding neighborhoods of Bellevue essential -- no encroachment Surrey Downs, Enatai, Woodridge

Walkability is important

Concerned about noise at stations

Discussion 3

Cheaper to use the BNSF RR ROW

Would a land swap in Mercer Slough between unoccupied slough and the Bellevue Park and Ride be possible?

112<sup>th</sup> Ave serves fewer people so the route preferred should be further west

B7 is a more car dependent route and therefore less preferable

Concerns with B7 that people on foot through neighborhoods have no safe, lit or real access

SE 8<sup>th</sup> Station, Surrey Downs prefers further north

Protect Surrey Downs park

Station between 405 and BTC on C7E, ped access is uphill

A station closer to the transit center would be better

Making it easier to get from rail to bus

BI and BIT avoid many of the neighborhood issues

A line at 116<sup>th</sup> would spare redevelopment in the area E. of 405

Protect every spare inch of Mercer Slough -- not just land, but quality, unique in an urban area.

Mercer Slough Ed. Area a huge resource

B7 -- provide noise wall, noise mitigation for housing affected

Package of mitigated like provided at Mercer Island (a lid) -- like Points Community for 520 -- should be considered for to protect slough and neighborhoods

B7 -- C7E

B2A -- C3T

Leave the area better than when ST got there

Increase police presence on light rail routes

Concerned that a route on 116<sup>th</sup> wouldn't meet ridership numbers because zoning E of 405 is low rise zoning

Noise concerns in general

Doesn't like elevated downtown

Doesn't like appearance of elevated or surface options

Summary

Preservation of Mercer Slough and Existing/Founding neighborhoods

Concerns about noise and crime near stations

Preserving pedestrian accessibility

Preserving local vehicle access

C7E is a difficult connection to BTC and downtown businesses

*From Aerial:*

Coordination with WSDOT and I-405 work?

Prefer station by 116<sup>th</sup> Ave NE and BNSF and NE 8<sup>th</sup> and SE 1<sup>st</sup>

Coordination with Kemper F?

Preserve home/building at 108<sup>th</sup> and Main Street

Home impact at Main Street and 112<sup>th</sup>

Local access is important

Move station at 112<sup>th</sup> and SE 8<sup>th</sup> north away from residences and more toward Main Street and 112<sup>th</sup>

Planning process for court site

Concern: crime at stations and noise

Save Surrey Downs park property

Neighborhood walks along 112<sup>th</sup>

Preserve founding neighborhoods. No encroachments

Parking inside street near station

No impacts to Winters House

Preserve Mercer Slough, wildlife, water quality

Bellevue Workshop  
Bellevue City Hall

March 27, 2007

Preserve homes from I-405 and light rail  
Metro lot – land swap – south Bellevue P&R  
Concern: homes from expanded P&R  
Use I-90 bike path – used for running  
Need: good walking access at Bellevue P&R station. High residential density

**Group 6**

**Gabe Grijalva, design lead**

**Wilburt Santos, facilitator**

**B1 and C1, B7 and C8E**

I-90 traffic → during major events (Mariners, Seahawks)

Where is the ridership coming from?

→ changing Bellevue Way into 6 lane after I-405 expansion

→ what are the impacts

B7 (along I-90)

→ earthquake fault and soil settlement issues

Between I-90 and "Y" at 112<sup>th</sup>

Only a few traffic signals after the "Y" at 112<sup>th</sup>

CIT = Lincoln tower underground garage → how will tunnel run through

Station near downtown Bellevue Park

Will affect already limited parking

Surface along Bellevue Way = expensive / buying property

Less impact on 112<sup>th</sup>

112<sup>th</sup> route

Bellevue Way

A lot of investment on both sides

Elevated structure (visually unappealing)

Elevated/surface

Decrease property values?

B7: future of light rail to Issaquah

Slide station near I-405 to avoid condemning and to be close to on/off ramps

NE 112<sup>th</sup> station

Needs to be East

Serve hospital BUT need parking

S. Bellevue Parking

Serving people east of Bellevue → needs to be overbuilt to accommodate all

Light rail electrical

→ does it affect wildlife and cell phones.

Need plan for future of BCC's expansion

Triangle → local and popular gathering area for community

Also 3 churches along Bellevue Way

B7 alternative

Station near I-405 will need to accommodate a large amount b/c will attract some from S. Bellevue P&R and others → (more parking)

Consideration of the needs of business in addition to riders

Elevated light rail = visually unappealing

Ensuring a good bus integration plan

Concern with environmental issues (i.e. Mercer Slough, Winters House, water tables, fault lines, expensive ROW)

Why I-90 not 520?

Bellevue Way

More community landmarks on West side

Timing of the selection of preferred route in relation to the RTID vote

Wrap Up – Report Out

Future connections to Issaquah

Possible devaluation of properties along alignments

The need of sufficient parking at S. Bellevue P&R (future)

Traffic operation issues along Bellevue Way (i.e. 112<sup>th</sup>)

Loss of capacity and level of service in downtown

Ensuring future improvement projects are taken account (downtown Bellevue park future expansion : parking)

*From Aerial:*

C1T – have a station with parking

C8E – visually ugly

Do comparison of Bellevue Way improvement without light rail

Concern: earthquakes

B1 – three churches along route. More landmarks here.

B1 – make tunnel, grade elevated

Why I-90?



C8E station: PEC and needs business  
B7 station: close to on/off ramps  
Do demographics study  
112<sup>th</sup> looks better.  
B7 – Ashwood neighborhood impact – older buildings  
Capacity and business at Bellevue Athletic Club area  
What happens to green belt (Mercer Slough)?  
Concern: devastation of properties  
Concern: future impacts (COB) by Bellevue P&R station  
Transferring bus service  
Slide B7 station north  
What is configuration at “Y”?  
Overbuild Bellevue P&R  
Concern: water tables  
Who is B7 serving?  
Protect slough and Winters House  
Fault line by SE 32<sup>nd</sup> St  
B7 by I-90: cost of this elevated to protect slough  
Don't reconstruct off-ramp on I-90  
Lake Washington Blvd overpass I-90: future connection to Issaquah  
Issue to slough entrance on Bellevue Way S of P&R  
108<sup>th</sup> – could there be a tunnel on route?  
Expanding ROW on Bellevue Way expensive – use tunnel



**Group 7 John Walser, design lead**  
**Lauren Swift, facilitator**  
**B2A and C4A, B2E and C2T**

Design Lead John Walser  
Facilitator Lauren Swift  
Jinda – S.D. area, interest in transit  
Brian – URS, protect inter. and tunnel experience  
John L. and Irene – hillside above Bellevue Way  
Michael – Bellevue design firm and employed in corridor. Frustrated w/  
Renee – Bellcrest Neighborhood Association pres. / S.D.  
Janet – COB comp plan staff  
David – Bellcrest NA  
Colin – real estate  
Craig – neighbor

Mercer Slough  
Service to downtown  
North-South  
Why not 405?  
Elevated = barrier, ROW use  
Congestion now  
Displacements, neighborhoods  
    "condemnation"  
Bellcrest – noise (hear from 405)  
Maintain quality of life  
Across from more distant neighborhoods  
Tax collected perpetually  
Historic building  
Noise and vibration  
Visual  
#3  
Destination – Bellevue H.S.  
S.D. park –  
    Neighborhood cut through  
    Crime  
Station E. of 405 near 116<sup>th</sup> with park and ride (underground)  
Acquisition of homes – staging  
Eliminate cohesiveness of S.D. (staging area)  
All BNSF with circulator rail loop underground into destination  
Hospital important destination. Prefer station on east side of 405 – access concerns for sick and elderly on 405  
Why downtown – built up = constraints – east side of 405 (Wilburton) potential future growth and easier to develop  
BNSF – already there  
Station at 106<sup>th</sup> and Main  
Consider tunnel  
Remove Bellevue Way / 112<sup>th</sup> from analysis

*From Aerial:*  
Station by 116<sup>th</sup> NE crossing (C2T) P&R – put underground  
Be mindful of high school student access to light rail  
Surrey Down portal – not good location for staging  
Station on 112<sup>th</sup>: who is going to use this station?  
Proximity to park and crime concerns

**Belman, Brooke**

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**From:** Renay Bennett [renaybennett@msn.com]  
**Sent:** Tuesday, March 27, 2007 8:13 PM  
**To:** Belman, Brooke  
**Subject:** my group #7 comment

Hi Brooke,

I just realized that the woman (Lauren) who was supposed to be writing our comments down did not write that a third of the people at our table were consultantst that stood to financially gain from the project. Would you please make sure that my comment gets in there before you send copies to us?

Thanks,  
Renay

*Comments represent the opinions of the participants and may not be factual.*

5/17/2007

**Group 8**

**Greg Hill, design lead**

**Keith Hall, facilitator**

**B2A and C3T, B7 and C7E**

Greg Hill

1. would like Renton considered
2. alternate means of providing transportation
3. alternate routes that do not impact/displace the community
4. Surrey Downs Park – community very concerned that park remains
5. B2 route – too many homes will be taken
  - too many trees removed
  - quality of life impacted
  - ridership in impacted communities will be minimum from impacted residents
6. McCormick Park will be disrupted
7. build next to 405 freeway – up to 6<sup>th</sup> st.
8. Belle Field – toxic
9. lots of development next 108 St NE – need more transit
10. stations should be in areas heavily populated to encourage ridership
11. impacts to parks not acceptable
12. B7 route is less impact to community
13. concerned about crime
14. very concerned about loss of homes
15. unsightly view – Link Rail
16. bike routes impacted
  - SE 4<sup>th</sup>
17. wild life impacted
  - Mercer Nature Park
18. Concerned about fair market value of home purchased
19. Sacred Heart Church – historical site

*From Aerial:*

Need better access to station across I-405 (C3T, C7E)

Concern: McCormick Park impacts

Concern: new 20 story buildings will create more traffic (C3T) – 108<sup>th</sup> and NE 10<sup>th</sup>

Need to hear more of pros and cons

Stay next to freeway and turn on NE 6<sup>th</sup> (C7E)

Can downtown be served by shuttles from edge of city?

Can route follow west edge of I-405?

Bike route SE 4<sup>th</sup> to stop lights to berry farms.

Turn access on 112<sup>th</sup> Ave SE/SE 6<sup>th</sup> St into complex

Toxic chemicals from former dump on “hotel site” crossover route would affect water quality.

Crime is an issue at stations.

Concern about rezoning neighborhood. Upzoning and densification at 8<sup>th</sup> St and 112<sup>th</sup> Ave.

Coordinated vision for BNSF and I-405 to minimize impacts to 405.

Would railroad be cheaper?

Concern: Mercer Slough, Pacific Science Center’s children’s education, wetland related (B7)

Like railroad or access road alignment – peoples residences are more important (B7)

Potential P&R by Henry Bock Rd

Park by SE 9<sup>th</sup> and 110<sup>th</sup>: impacts not acceptable, consider courts site part of park

Concern about the impact to neighbors not present

Concern: has heard “just compensation” is not “fair market value”

Concern: Bellefield impacted?

Pool at triangle of 108<sup>th</sup> Ave SE, Bellevue Way SE and 107<sup>th</sup> Ave SE has plans to expand

Concern: cost to quality of life at Surrey Downs, Enatai, more than people on the ridge.

Buses are not well used

More transit riders east of I-405

Residents not riders (transit)

Traffic impacts today by “Y”

\*Concern: taking 194 homes – whole or sliver

Tree cover on hill would be sacrificed west of Bellevue Way SE

Concern: elevated has view impact

*Comments represent the opinions of the participants and may not be factual.*

Bellevue Workshop  
Bellevue City Hall

March 27, 2007

Concern: construction noise

What are noise impacts from elevated – longer duration, integrated noise impact.

Footprint from Bellevue P&R – view impact of garage from uphill

Existing utility easement on west side of 111<sup>th</sup> Ave SE

Stations are crime centers

Concerned about catenary visual impacts

**Group 9**

**Thomas Mudayankavil, design lead**  
**Trinity Parker, facilitator**  
**B3 and C3T / B7 and C8E**

Overlay of planned growth – as communications vehicle  
Aesthetic sensitivity close to residential  
Do it right the first time  
Discussion 1  
Region overdue  
Speed important  
    Reliability and access  
System competitive to ride versus driving  
Worried about congestion – all day (Bellevue Way)  
    More pedestrians  
    More activity  
Concerned about construction impacts on Bellevue Way  
Tunnel portal – 4 acres – where is it?  
Accessibility is vital – good station location  
Bellevue Way too far from 112<sup>th</sup> Station alternative  
Lots of people moving to Bellevue. Need stations by residential density  
Station needed closer to Bellevue Square  
Station in close proximity to job center and regional library  
More than one station in downtown Bellevue  
Overlay projected growth to show where people will live and work  
Difficult to get to line if you don't live close  
Hard to justify at-grade or aerial because future density  
    Large capacity  
    Ped  
Aesthetics – at-grade, aerial ugly  
Discussion 2  
Cost effectiveness important  
Like east side of street for Bellevue Way S  
Station to serve Bel-Field office park (112<sup>th</sup>)  
B-7 less impact on traffic and neighborhoods during construction  
B-3 less expensive  
Like central route – middle to downtown for easy access to everyone  
LRT will be important to get service oriented employees to work (or people who live further out)  
Do it right the first time  
Report – Group 9  
B3 and C3T / B7 and C8E  
Speed, reliability and access important  
Train needs to serve densest job and residential center  
Cost/benefit (need for residential versus public land)  
Support for tunnel in downtown with at least two stations in central location  
Concerned about visual impact for at grade/tunnel/ hard to justify at grade or elevated. And future ped growth

**Group 10**

**Leonard McGhee, design lead**

**Alene Wilson, facilitator**

**B1 and C1, B7 and C8E**

Brant Sound Transit  
Leonard ST Segment Manager  
Alene CH2MHill  
Siri neighbor/Bellevue Way  
Fran neighbor  
Sherm neighbor  
Debbie neighbor/prevent condemnation of homes  
Mark neighbor  
Maria city of Bellevue staff  
Ron Jack n Jill daycare owner  
Sabina neighbor  
Dan, Wilburton Community Assoc.  
Judy – walk in – neighbor

Community Assets 1

Triangle Pool – endangers kids/crossing

20% grade

250 kids/meet

Everyday access from schools

Medina also uses

Drivers as a destination

Jack and Jill – neighborhood asset

Where would daycare be to serve Enatai?

Park and Ride – value location and service to neighborhood

I-90 Bike trail

Walking along Bellevue Way on west side

Put in new ped connection

Enatai Beach Park – rent kayaks

Pancake House – very busy, city monument

Chevron station

Hot spot

Well used

Only gas station in S. Bellevue

Heavy bike traffic on 108<sup>th</sup> from D.T. to I-90

BW/108<sup>th</sup> busiest intersection

Esp. high school traffic – pvt drop offs

Bellevue H.S. is “center of community”

The only H.S.

Crossings b/w S. Bellevue neighborhoods to Main

Peds use frequently

Produce place at Bellevue blueberry farm

Lake Bellevue – asset

NE 8<sup>th</sup> St. congestion – major

Library as destination

Vacant land next to Pancake Corral – hope to be developed as neighborhood business

Walkers/bikers along 118<sup>th</sup>

Preserve res area along 118<sup>th</sup>

Design Issues

No advantage from B1 with stations so far apart -- neighborhood making sacrifices but not seeing any benefits

Commuters park at S. Bellevue Park and Ride and ride bus to downtown Bellevue

Commuters from out of Bellevue use this Park and Ride

Left turn access to Enatai from Bellevue Way

Opportunity to improve left turn access

Need tunnel from I-90 thru Bellevue

Steep grades to the west of Bellevue Way – change would prevent access to those properties

20 to 30 billion dollars too costly for the benefits / ridership too low

Concern that there's not enough local access to LRT system for the neighborhood disruption

Power outage – how will trains run  
Preference to run underground at Bellevue Way  
Very disruptive to the neighborhood  
Surrey Downs – no station because don't want more foot traffic / crime  
Concern about visual impact of elevated structure  
Definitely need P and R on B7 at 118<sup>th</sup>  
Preserve capability for other rail modes on BNSF ROW  
On Bellevue Way use cut and cover tunnel

*From Aerial:*

Bellevue Regional Library is an important asset.  
NE 8<sup>th</sup> overpass (I-405) is congested.  
Concern: C1T engineering by Lake Bellevue  
Home Depot is an asset  
Pedestrian connection: 108<sup>th</sup> through Bellevue High School along SE Kilmarnock to 104<sup>th</sup>  
Pacific Science Center by 118<sup>th</sup> – leaving house or adding buildings  
Preserve residential areas between 118<sup>th</sup> and BNSF route. Concern with noise.  
B1: Steep hillside west of Bellevue Way  
Note: substation at 108<sup>th</sup>, pool at triangle  
Concern: busiest intersection at 108<sup>th</sup> and Bellevue Way SE  
High school joggers use 108<sup>th</sup>, also popular bike route  
Only gas station in south Bellevue at 108<sup>th</sup> and Bellevue Way SE  
Bellevue P&R is a valuable transit asset  
Important: blueberry farm  
Preserve/enhance access at south Bellevue Way and 113<sup>th</sup> Ave SE  
Note bike route along I-90  
On-ramp from Bellevue Way to I-90 is cut off by elevated line



**General Workshop Comments**

I like meshing with 405 and 90; consider moving the S. Bellevue Park and Ride and the proposed B7 Wilburton Station to I-90 between Way and 118 SE – at the NW corner of the 90/405 intersection. This will facilitate connections to Issaquah and relieve congestion on B.W. SE. Also add “people mover” from P&R’s to Bellevue Square.  
A station at the intersection of 405 and 90 will provide service to MUCH more of Bellevue, and not give some Bellevue neighborhoods preferential treatment.  
Please post on web detailed ridership projection for I-90 corridor rail and for I-405 corridor (using existing tracks).  
Thank you.  
And projection for single car use, with public transportation.  
At I-90 and south Bellevue Way transition, do at-grade versus elevated  
To better serve Enatai neighborhood if B7 station and P&R  
Put station and P&R by Henry Bock Rd (B7)  
Put in a pedestrian bridge for Woodridge across I-405 (B7)





**Group 1 (Phil consultant/lead architect)**

**Leonard McGhee, design lead**

**Brant Lyerla, facilitator**

**Introductions**

Martin – urban planner, represents land owner / Safeway

Leonard – long time area resident –

Interested in regional transportation issues

Phil – represents Group Health

Sherry – neighbor – Time reporter

Leonard – ST segment manager

Glenn – neighbor – special interest in Microsoft mobility

Ken – business owner off 136<sup>th</sup> – car repair

Maggie – neighbor, interested in mobility alternatives

Tom – neighbor off 132<sup>nd</sup> – interested in future transportation / regional plans

Synergy between future land use and station locations

Safety concern – need for total grade separation

Locate station near near-term redevelopment opportunities; provide redevelopment incentives

Concern about construction impacts to nearby neighborhoods

Concern about business and economic impacts

Need grade separation to keep rail and traffic running efficiently

Need connection to Crossroads

Need strong connection to Bellevue's land-use plans

Need access to existing business / services

Want to keep those services

Need improved mobility for Microsoft employees from OTC

Want to leverage light rail to help existing businesses / integrate light rail with existing business community

Residents don't want to lose service

Businesses – priced out?

Bellevue land use plans will impact existing residents greatly – lose existing quality of life

Light rail travel time – make it as fast as possible

Effort to proactively accommodate growth

Parking at stations?

Concern about separating rail and auto traffic while still providing at-grade stations when necessary

System should serve greatest number of people

**Summary**

- Synergy between land use and transportation planning
- Keep areas service businesses
- Grade separation for safety & efficiency
- Station parking
- System should serve greatest number of people
- Maintenance facility-MF2-BNSF
- 122<sup>nd</sup> station built before 130<sup>th</sup>

**From Aerial Maps**

- Marked Lake Bellevue
- General arrows in the direction of Redmond – school age kids, access to community, shopping, etc.
- Concern: Timing for development with transit-oriented development, urban walkable – future redevelopment site where group health is
- At D3 retained cut couplet there is a building at 151<sup>st</sup> called Jitters Coffee
- New station location on 24<sup>th</sup> on new alignment between 148<sup>th</sup> and 151<sup>st</sup>
- Need grade separation on alignments over 148<sup>th</sup>
- 148<sup>th</sup> and (24<sup>th</sup> and 20<sup>th</sup>) congestion with lunch/rush hour traffic
- Marked the following businesses: Pacific NW Ballet School, Luis Auto, WA Trophies, Tsosonis Restaurant, Cash and Carry, Skate King
- Bike path north of 520
- MB3 the best choice for maintenance facility

- Noted a stream from Catholic Community Center to Employment Security Department
- Residential marked north of 520
- Safeway Distribution Center station should be the 1<sup>st</sup> station built
- Wetland areas east of 124<sup>th</sup>, north of D2-A, D2-E, D3
- Prefer at-grade supporting denser environment at Safeway Distribution Center

## Group 2

**Gabe Grijalva, design lead**

**Wilbur Santos, facilitator**

- D5 does not serve population compared to other alternatives (D5 efficiency=express) less travel time
- Travel time analysis needs to be considered for route selection
- How does re-zoning affect light rail routes
- D5=need of a transit station, possibility of a skip-stop schedule
- How would light rail be integrated with future rail in 520
- Pedestrians
- Integration with bus service
- Parking considerations “hide & ride”
- Commuting habits-changing mindsets
- Conflicts with vehicular traffic & access to businesses
- D3 cuts commercial development in half
- Light rail integration with future rail on 520
- Re-zoning effects on light rail routes/stations
- Accommodations for pedestrians/bicyclists i.e. bike lockers
- Provide sufficient parking
- Focus on bus integration
- Serve “employee” centers rather than malls
- Street level light rail perceived as bus
- Station spacing
- NE 24<sup>th</sup> option-easier access (Overlake village)
- D3 alternative serves larger population??
- Accommodations for pedestrians & bicyclists
- Need to serve “dense” areas, station planning/stops need to be looked at it to keep it an “express” service
- Need to serve dense areas and major hubs such as airports (not to mall to mall)
- Parking needs to be 2x/3x
- Street level light rail slows down travel times
- Provide sufficient parking around stations
- Overlake TC needs sufficient parking to serve all
- Need to focus on bus integration plan with light rail



## From Aerial Maps

- How much land is impacted around the station?
- Study 520 in future
- BNSF
- Maintenance Facility – where is best location?
- More bike/pedestrian friendly
- Travel times important
- Street capacity impacts
- Look at drainage issues associated with a tunnel/trench
- Existing conditions doesn't have density
- No ROW to D5
- Stations serving high density area

- D5 doesn't make sense
- 520 vs. I-90
- Good bus integration
- Parking at OR
- Financing by bonds, future funding
- Elevated/trench is (gutch? butch?) traffic
- More transit station
- Transfer to bus/rail
- How were stations located?
- Pedestrian access and given priority

### Group 3

**Sue Comis, design lead**  
**Kirsten Hauge, facilitator**

#### Summary/Key Points

- Interest in walking & biking space with green along routes
- Locate stations where you want density
- Environmental considerations:
  - Riparian corridor
  - Endangered & other wildlife
- Elevated vs. at grade difference in cost, safety & speed
- Consider resident impact (n of 520) impact
- Extend to Redmond & do it right
- Concern for neighborhoods & small businesses
- Retain dairy plant at Safeway



#### Flip Chart Notes

Is the maintenance facility site owned by the City of Bellevue?  
Can you add stations later after the system is built?  
What is funded now?

#### Interests & Affiliations

- Michelle, local resident
- Michelle, Safeway real-estate manager
- Martin, Redmond Planning Commission (need to consider route to Redmond, it is a large population center)
- Peter, Bellevue Parks Board
- Gwen, rep for Congressman Reichert
- Stacey, Bellevue resident
- Ken, Bel-Red Survey, planning employment areas, lives in Sherwood Forest

#### Issues & Interests

Developed preferred alternatives yet?

Is there a stop at Overlake Hospital?

Discuss the ease of constructing maintenance pits

When do you get into costs?

- D5--No stop from Overlake Hospital to Overlake Park and Ride, need stops by business centers
- Retain Safeway investment in dairy distribution center and bakery
- Create dynamic north/south corridor to Redmond, consider principles of revitalizing urban village
- Like NE 16<sup>th</sup> Route
- Create linear park along side of route
- How much space for greenway alongside?
- Why not choose where roads are?
- Bel-Red looked at as beautiful boulevard
- Concern about amount of condemnations for route down center and for redevelopment (local biz)

- Station at Safeway, who would it serve?
- Concern from businesses, should be able to stay in area
- How does project interact with Bel-Red Corridor?
- Will Overlake P&R be expanded?
- Keep station close to Overlake P&R
- What is the reason for the consideration of the NE 24<sup>th</sup> alternative?
- What is the minimum distance between stations?
- People won't want to walk more than ¼ mile-need a station by medical complex & Sears
- How were the station locations determined?
- How do you get info about how far people will walk? Different studies?
- Don't agree people will walk a mile
- Interest in riparian corridor
- Salmon come up on south side of Bel-Red but don't make it up that far
- Red tail hawks in swamp area
- Cost factor of elevated vs at-grade?
- Safety concerns elevated vs. at-grade?
- Noise difference elevated vs. at-grade?
- How will it impact residents?
- Is it too late to consider Mag-lev?
- Why is there the need for a trench at 20<sup>th</sup>?
- Less orientation toward big-box stores, more toward smaller shopping areas
- Mixed opinions about chance of people carrying shopping bags and using transit
- Need any ROW?
- D-5 (Residents along route concerned)
- What are the benefits of D5?
- Could park & rides be built at sites identified for maintenance site?
- Who owns the park & rides?
- What are plans for bike transport?
- Concern about congestion from park & rides.
- Why do you need a maintenance site on the east side? Any environmental impacts? How tall?
- Concern about neighborhood impacts (noise, light, etc.)

#### From Aerial Maps

- Marked Fred Meyer, Sears, Ross, Safeway, Safeway Distribution Center, Overlake Park and Ride
- Identified Redmond Urban Village along 152<sup>nd</sup> Ave. NE
- Identified mixed-use housing north of 21<sup>st</sup> Street, south of 24<sup>th</sup> and east of 152<sup>nd</sup> Avenue NE
- Request a station on D3 on NE 20<sup>th</sup> just east of 148<sup>th</sup> Ave. NE
- Request a station on D3 on 152<sup>nd</sup> Ave NE, north of NE 24<sup>th</sup> Street
- People in Bridle Trails don't like D5
- Pass Park and Ride and Station (refers to Maintenance Base 3)
- People close but can't access D5 (marked at neighborhoods across 520 from MB3)
- Marked bike trail on the NW side of 520
- Marked a wooded park north of 520 east of 130<sup>th</sup>
- Red-tailed hawks in vicinity of Northup Way and 124<sup>th</sup> (SE of intersection)
- Safeway dairy/beverage/bakery remains
- Safeway distribution center is site of a Wright Runstead Development
- Along 124<sup>th</sup> Avenue NE – Have linear park, biking lane and walking area
- Preserve riparian corridor NE of 124<sup>th</sup> and Safeway Distribution Center
- Goff Creek marked along 132<sup>nd</sup> Avenue NE

#### Group 4

Roger – 8 buildings adjoining options and 2 land parcels

Jeanne – couldn't attend Bellevue

Lines on 118<sup>th</sup>. How will impact commute

Frank Carroll – Lines on NE 31<sup>st</sup>. Intersted resident

Sally – very supportive

Renee – resident in Bellevue

Dick – lines at Bel-Red Rd / 140<sup>th</sup>

Not a supporter, concerned citizen

Jodi – EIS process, answer questions

How is EIS not biased

EIS – all info objective. No preference consultant team. Measures absolute

Jim – homeowner NE 24<sup>th</sup> and 148<sup>th</sup>

Q: What criteria used so far?

A. reliant on cities ST goes through, looked at range of alternatives. Land use, ridership info. This is mostly a separate system

Q: why locate station at Safeway?

Retail, commercial, housing

Issues and Interests

Bel-Red and up-zoning

Issue: children's future looking at campus 116<sup>th</sup> and Main and maintenance facility. Concerned w taking away from city

Concern: How people use service and where stations are located – by stores. Stations should serve destinations

Q: What is the service? Speed of service – local or regional

Interest: To solve environmental issues, need to get rid of cars

Concern: Putting a bunch of stations up doesn't make sense. Is it due to upzoning? Lanes Bel-Red. Concerned about cost – much more expensive than buses anything out there. Lot of money, not bang for buck. Not on regional corridor, on residential streets. Would rather not see LR at all.

Concern: cost. Nothing ST shows says it's cost effective. Going from Bel-Red to N. Seattle commuters. Not sure why so much of route D5 is elevated. ST and city wants to upzone area. Go up 520 and across

Believes upzoning happens – requires density thinking

Children and grandchildren: future

Q: Aesthetics – how will it look?

Is elevated ugly? MF not pretty – influences where to put it.

DT Bell has not changed much – looking at aerial from 70s. Will be changing, need denser area. How do we make it nice even with upzoning?

Don't let city come in and tell us what goes where. Let property owners do so

Not just for adults to use, kids should have accessibility for LR as well

How far will someone walk to a station? 5-6 blocks, half a mile

Where are cheaper ROWs?

Look at population/employment projections – need more density, could have res and industrial in same area.

Travel time is a concern – will it be fast? Or would my car be faster?

Focus on density/nodes

Supplement with transit, feet.

Concern with number of stations

Likes more stations more options

Need Master Plan for surrounding area

Concern: lives in Surrey Downs – condemn 120 homes

Take property

What does ST2 pay for?

Pays for plan study to Redmond/OTC

How will this happen if over budget?

Concern: affordability in area around stations

Do not use MF at 116<sup>th</sup>

D3: concern about impact of 20<sup>th</sup> St

Any alignment, difficult traffic situation. Overlake

Makes sense to have station by Overlake P and R

Over versus under?

Prioritize OTC

Want to take LR from work to groceries to home

Consider people movers

D2-A, D2-E, D5 much simpler

Route near workplaces – trench

Trench versus elevated: pick least cost, least disruptive (don't condemn people's homes) maintenance – what cost less

Align D5 with 520 – elevated, connect with D2-A, D2-E, D3, D5

How is this financed?

Vote in Nov., packages presented this month

Roads and Transit package

Sales tax for 20 years

MF

Not on 116<sup>th</sup>: folks on hill wouldn't be happy

Visual concerns

Don't need to ask us – engineers can do it

Concern: don't want to pay for it twice. Want straight route that cost effective.

Report Out

1. Who is the ridership? Who does it serve?

Home, workers

2. Serve 16<sup>th</sup> corridor and use 24th option

3. Connect DT Bellevue with other destinations.

4. Regional versus local system – station locations

5. Questioning the need to E/W versus N/S/ (LT Cost ongoing)

Political decision, 116<sup>th</sup> not good for MF forever (same w/ hwys) "We will be paying for this forever"

6. No rationale for a LRT line through Bel-Red corridor. Line should run along SR 520 choose MF on basis of least life-cycle cost

From Aerial Maps

- Safeway Distribution Center marked with "How do we best make it work?"
- East of 124<sup>th</sup> Ave. NE – Design elevated up zone
- No Seattle to Redmond
- Marked Maintenance Base 1 and Maintenance Base 2 as impacts to site
- Circled site NE of NE 12<sup>th</sup> and 116<sup>th</sup> Ave. NE as "Potential ??? Site, 2<sup>nd</sup> Camos?"
- Identified Ross Plaza, Safeway, Sears and Fred Meyer
- Circled Group Health

#### Group 5

**Steve Kambol, design lead**

**Jennifer Lemus, facilitator**

Chris Curry-live off alignment-can I walk to station? What will the system cost and how will it be financed Financials?

Earl Overstreet-Bel-Red Steering Committee interested in comments

Coby-PS Business Parks-just acquired, Overlake Business Plan

Todd Woosley-owns property west of Segment C

Shelia-lives off of NE 125<sup>th</sup>, works at Hope Link-Redmond

Tom Hinmore-Redmond Planning Commission

Kris-Bellevue resident & City of Bellevue (just to listen)

Bryan Harrison-lives near Microsoft commutes to downtown Seattle

- Commute trips shifting from Redmond to Seattle to Seattle to Redmond
- Coordination! City of Bellevue, City of Redmond, ST, Developers
- D5-does not offer stations in Bellevue, would want to create density
- 124<sup>th</sup>/520-potential conflicts between light rail & 124<sup>th</sup>/520
- Would at-grade vehicles impede street traffic? Especially at 124<sup>th</sup>
- Bus service connections with LRT stations should interact with light rail service are important?
- Stations should serve dense areas with housing/apts
- Alignment seems to skip crossroads; need to provide bus service connections
- Increased tax-'Transit Now' package service to this area 40% of revenue to Eastside
- Tenants concerned about being forced out-need to know timing of construction
- Elevated over 24<sup>th</sup>, would greatly reduce impacts to businesses in Overlake
- Station at Safeway is odd placement behind the retail center
- D3 cuts Business Park property in half (PS Business Park)
- Station at Safeway – difficult pedestrian access:-hard to cross over tow very busy streets
- LRT Trenches (retained cut) - -what are the trade-offs with respect to the potential loss of traffic lanes and turning movements?
- What is the advantage of D3 on 20<sup>th</sup>? This alignment goes through a busy street and ends in same place as other alignments.
- ¼ mile radius of 'good service': D5 would not adequately serve the public that
- Add parking capacity at existing Overlake T.C. (Microsoft)
- Station at Safeway Distribution Center makes more sense; access-wise



- Lake Bellevue strains access to that station-should move a little south to serve hospitals
- Future development at Willburton; NE 8<sup>th</sup> could be barrier
- D5 seems to be best alternative to access maintenance facilities - -all alternatives will conceivably serve the system
- Alignments conflict with auto traffic-especially at grade; limits access to businesses, ectetc.etc.ect
- Keep flow of traffic moving as densities increase
- Signal integration is critical
- More people would take light rail, more than a bus
- How do we keep it all moving? How do we maintain high levels of service among cars, buses, and light rail at the same time? It's important to maintain good service levels for all modes.
- 'Cultural awareness' means getting used to transit in neighborhood
- Land use changes can't all happen at one time
- How does City feel in regards to businesses in area during construction
  - Impacts?
  - Being forced out?
- Example-Pine Street in downtown Seattle 'war zone' during cut & cover construction
- Construction impacts: Over the long-term, people will be -better of, f/but they won't be same people who were there during construction.
- Should consider short & long term property devaluation; not just during construction but after
- TOD; makes transit successful but not necessarily real estate
- If I were tenant; I would move during construction & come back afterwards
- Consider pedestrians!
- Transit becomes magnet-once parking capacity is reached; overflow will spill into retail areas adjacent
- Current bus users will take light rail
- Microsoft has transit savvy people
- Ridership priorities: railRail trips, over bus trips, over car
- Short bus trips (small) don't work during day
- D5 least popular of all alignments; no stations-no service
- Concerned about traffic congestion, both; during & after construction needs to be considered
- Station access & locations is important
- Station behind Safeway is not good; low visibility
- Long range development - -who would be accessing stations?
- Possible 520 light rail future integration with alt. "D5"
- 130<sup>th</sup> in the middle station
- 120<sup>th</sup> station
- Hard to choose Bel-Red alignment option as re-zoning can change everything, need to look at this if need to choose one first before choosing an alignment
- 
- NE 24<sup>th</sup> option, easier access to walk to Overlake TC
- Need sufficient parking. Double; double the anticipated # of spaces
- The number of Bel-Red stations should be dependent on population density re-zoning??
- D3 alt. serves bigger population
- Bike lockers needed at park & rides/transit centers/stations
- Service time should play a role in choosing the alternative
- Elevated/retained cut more efficient = =less time/better service
- "Transit phobia" : LRT needs to be elevated/retained cut in order to feel like you are not on the bus; at
- At grade light rail too much like a "bus"; this would increase ridership

From Aerial Maps

- Preferred park and ride at



Safeway Distribution Center

- Arrow to Sears “No point in station at the Sears store.”
- D5 has no– “No stops”
- D3 station near Safeway has– good park and ride access
- 15-20,000 or more Microsoft employees in next 10 years will need to be served by transportation system
- Significant potential property impact with station on D3 near Safeway
- Parking magnet between Safeway and Sears if a station is located there
- Place a pedestrian bridge over 520 where 152<sup>nd</sup> and 520 parallel each other at the D3 alignment couplet

**Group 6**

**James Irish, design lead**

**Nicole Kistler, facilitator**

Summary

- Station location just north of 24<sup>th</sup> on 152<sup>nd</sup> (adjacent to Overlake Village Transit Center)
- Route along NE 24<sup>th</sup> should be considered because it avoids impacts also look at elevated and retained cut for tunnel under 148<sup>th</sup>
- Look at Park & Rides on 132<sup>nd</sup> & 122<sup>nd</sup>
- Make sure there is good local bus or shuttle service to local areas

Flip Chart Notes

- Wants to minimize retained cut areas because it is a barrier for other transportation and community connections-a subsurface system would be different
- Group Health redevelopment-urban mixed-use with transit oriented redevelopment.
- Favor station near existing transit center
- What is the goal? Redmond to Bellevue/Seattle? Or to serve the large area? Likes the 122<sup>nd</sup> option
- Are buses running on those routes too?
- Buses would run to accommodate light rail then?
- Concerned about it running on Bel-Red road-not a plan anymore
- Retained cut would severely affect community character. Want to serve the Sears/Safeway area-preferred but not if its in a retained cut
- Like the new proposed route on 24<sup>th</sup>. Could you reconsider a station at the elbow at 136<sup>th</sup> & 16<sup>th</sup>?
- With maintenance could the BNSF facility connect to a future light rail extension off of 405
- Don't want maintenance visible from the freeway
- 152<sup>nd</sup> is a more central station location
- What other options are there besides elevated structures?
- Have engineers looked at a retained cut or a tunnel under 148<sup>th</sup>?
- N of 24<sup>th</sup> better redevelopment potential than at 28
- Synergy with Transit Center
- Likes the plant that goes along 520
- Doesn't want it to go down 152<sup>nd</sup> Street would be better on 151<sup>st</sup>
- You must be planning some parking areas?
- No parking makes it more complicated wants parking at the stations
- A shuttle system would also be helpful
- We want to avoid car traffic
- More people use buses now
- More on NE 8<sup>th</sup>-very little on Bel-Red road
- In terms of ridership would be better-parking new station
- Frustrated with the bus system
- Need a good parking garage near wright-runstead
- Where is Bellevue's?
- Jamie-works in downtown Bellevue
- Larry Marin-land use attorney rep for Group Health
- Connie Lord, Kathy Calvin, June Lindstrom-residents
- Paul Sweum (sp?)-grew up in Bellevue
- Lori-City of Redmond
- Jayne-Metro realty, reps builders. White swans between Office Depot & Silver Cloud
- How close are the stations location?



- Clarification on routes, at-grade, elevated & retained cut
- What's the plan for the Bel-Red corridor
- There needs to be more transit
- Concerns about property values falling near light-rail
- Waiting for the bus is impossible want to have good access to rail-like the elevated options and concerned about ADA, supports 116<sup>th</sup> route
- Supports 122<sup>nd</sup> station, potential for redevelopment in the area

From Aerial Map

- Need good bus service
- Parking at stations a good idea
- Shuttle service to stations
- More station on D2A, D2-E, and D3 between 130<sup>th</sup> and 132<sup>nd</sup> further east for better spacing
- D3 trench would adversely affect community character
- New route on 24<sup>th</sup> – Redmond staff concerned about visual impact of elevated – look at retained cut or tunnel under 148<sup>th</sup>
- Lori and Larry prefer station north of NE 24<sup>th</sup> Street on 152<sup>nd</sup> Ave NE
- Group Health is redeveloping

**Group 7 (Thomas/Andrea)**

- Rezone Bel-Red area – more intensive development
- --safeway site
- --NE 16<sup>th</sup> extended to 120<sup>th</sup>
- Land use will change dramatically 2009 NE 36<sup>th</sup> crossing of SR 520
- Need density to support station – or parking
- Property near NE 24<sup>th</sup>/530 – east quadrant will be redeveloped. Has been sold.
- Alignment is critical
- --through put -- Bellevue and beyond (Microsoft)
  - minimize long trip travel time
  - integrate w/ land use
  - balance between those two threshold for walk distance
- NE 16<sup>th</sup> serves better
- Speed versus access
- Balance—
- Number of stations versus speed
  - Stations--
- Safeway site
- Overlake village area – as far south as possible
- Something in middle of 140<sup>th</sup>/NE20<sup>th</sup>
- OTC(Overlake Transit Center)
- Is the system adaptable – can future stations be added in the Bel-Red area
- Identify opportunities for public/private partnerships – leverage investments
- SR 520 ROW may be critical for future roadway improvements
- Get to Redmond
- Intercept people with a large Park and Ride
- NE 24<sup>th</sup> option—
- Would if require a P and R (traffic impact) or orient the station to potential future development
- Push station at Overlake Village to the south to provide access to the area
- Parking will be removed from the surface as land values rise
- Issue: cost per segment (engineering)
- Ridership-cost-travel time all tied together density
- Alignment will affect future development
- What comes first – station or land use
- Trade offs—cost—airial--tunnel at-grade
- 3 stations –
  - near Safeway

- somewhere central Ross Plaza
- Sears/Group Health
- As land values go up -- structured parking becomes more visible
- # of spaces at Overlake Village Park and Ride? Is it used now?
- Concern about parking impacts at stations
- Concern for Microsoft
- Risk – don't want service to be too slow
- Fewer stations with more parking
- West end of Bel-Red more dense
- 5-6 story developments 5-6000 residential units
- Traffic on freeways is worsening
- Locate stations near density
- Common theme: balance speed and travel time with number of stations access



#### Key Points

- Balance of travel time and station locations and number of stations
- Optimize cost if everything else is equal (comparable)
- Prioritizing long distance travel over short distance travel
- 4 stations (max)
- Overlake TC
- Sears
- 140<sup>th</sup>/NE 20<sup>th</sup>
- Safeway site
- 16<sup>th</sup> corridor preferred over SR 520
- Public/private partnerships for station development where possible
- END OF GROUP 7

#### From Aerial Maps

- D3 – trench? Concerned with access, prefer NE 20<sup>th</sup> against 520 alignment for ridership advantage.
- D3 – locate a station on D3 across from Ross Plaza

#### One-on-One

- Limiting cost of construction to get to Redmond or is fund request
- Travel times are important: example Moscow metro circa 1977/1978 of good LRT system
- How do we plan to handle vehicle traffic to stations?
- Viability of local service and express
- Future redevelopment to support transit station frequency
- Realistic projections for construction of LRT

**Group 1**

**Steve Kambol, design lead**  
**Brooke Belman, facilitator**

- Light rail needed not to get around Redmond but to get to Seattle
- Third station important to N. Redmond
- Marymoor Park should be directly served by a station
- There should be Ped crossings to/from RTC and Marymoor Park
- Park and Ride on East end is a must for Novelty Hill/Avondale
  - Bus connectivity to Novelty Hill
- Longest Segment E route serves Redmond best
- Bus integration very important to get people to/from Bear Creek Park and Ride
- End of 520 causes huge congestion
- New building/development = more congestion and a strong need for LRT
- 1,000 homes going up now in Redmond
- 520 light rail corridor is needed due to UW connections:
  - No longer reverse commute
- Frequency needs to be greater than or equal to 4 times per hour
- Extend service hours on Fri/Sat nights
- Would there be negative impact on bus service?
  - (545) would it end? Don't want it to
- E2 most beneficial because of Redmond connections
  - Kids use it to get around – park to library to skate park
- Stations need bike facilities to accommodate bike commuters
- RTC – would be congested and would need to deter people from parking and riding
- E1:
  - Seems to take longer and is less direct than E4
  - Already noisy from other vehicles around Rookery
  - Eagles affecting Rookery
- Extend past Novelty Hill → think to future and accommodate growth and housing
- Young adults use light rail – it's safer and gets them out
- More important to get commuters out of cars and lower congestion
  - Young commuters have needs
- Least expensive is best so the system has chance to get built and can go further
- Redmond park and ride important to serve because a) it would otherwise miss people in Northgate area, b) these people create congestion getting to BC park and ride, and c) it would serve more people – better for commuters, better Redmond connections
- Two Redmond P and R stations are important to serve as a stop gap
- Report Out
- 1. 3<sup>rd</sup> station provides best option to:
  - Commuters
  - Inter-Redmond connectivity
  - Ease thru-Redmond congestion
  - Teen use
- 2. Park and Ride important
  - Access to park
  - Extend to accommodate growth happening now in Novelty Hill and beyond
- 3. Consider extending north, including:
  - b/w Novelty Hill Road (1,000 new homes) and 116<sup>th</sup>/128th (600 new homes) – happening now
  - new construction = congestion and needed service
- 4. Getting to Redmond's downtown should be #1 priority
- 5. Accommodate bike facilities at stations and on trains (>2 bikes, as is now the case)



*From Aerial:*

- Marked locations of Home Depot and Target
- Equestrian use of Bear Creek Trail
- Desire for pedestrian access across SR 520 from Redmond Town Center to soccer fields

*Comments represent the opinions of the participants and may not be factual.*

Marked Marymoor as recreation destination: softball, soccer, bicycling, etc.  
Marked station at proposed P&R on E2 as closest station to park  
Desire for pedestrian access to Burke-Gilman along forested area north of Leary Way  
Noted heron rookery north of Leary Way  
Note possible noise impact at rookery  
Noted Cleveland condo development at 161<sup>st</sup> and 76<sup>th</sup>  
Along E2 at Redmond P&R: third station is very desirable, especially for teens (parking is a problem at Redmond Town Center)  
Feel E1 is circuitous and will take extra travel time  
Connect to U-District  
Connect SR 520 HOV to rail (long-term)  
Impacts to bus service especially route 545  
E2 – prefer three stations (Redmond P&R)  
Third station could be built later, no such opportunities on E1/E4 (Redmond P&R)  
Third station – allow bus transfers at two locations  
New P&R may inhibit use from other side of Redmond (west)  
Facilities at stations to promote other modes of transport, especially bicycles  
Need to promote mixed use

## Group 2

**Leonard McGhee, design lead**

**Nicole Kistler, facilitator**

Re: Overlake station – if you're coming from West and going East it would be good – but from an Eastside perspective it doesn't serve the area very well  
Have you done cost estimates for the different alignments?  
Could you use the Redmond Town Center station as an alternative for a terminus to the station at Redmond Transit Center  
\*Without knowing cost → prefer E2 alignment  
--whole group  
In the long range planning where would these alignments connect to?  
West Lake Sammamish Parkway? The Plateau?  
Any thought, give thought, to coming down Avondale?  
People coming from Novelty Hill and Duvall  
New flyover Redmond way will help Avondale traffic  
People who live to West of Redmond would have to go through Redmond to get to Marymoor station on E2  
How large would the parking structure be at the maintenance facility – like Eastgate?  
Who purchases the land and manages the park and rides?  
Is Redmond working with ST on zoning and feeder transit into system?  
Buses follow growth and are always behind the game → trains help guide growth  
Anticipate needs along Avondale before others purchase the land, may not be opportunity in the future.  
If we get to Redmond Town Center there is enough density for people to walk or bike if there needs to be enough capacity to take their bike on the system and have secure bike parking.  
Ideal for people who live in condos  
For costing/community Park and Ride would be better than Redmond Town Center  
Permits to park at Redmond Transit Center  
Crucial it comes further than Overlake – or make accommodations to get people to the stations  
E2 makes the most sense  
Coordinating existing bus lines – integrity – to feed into system  
Need more park and ride capacity  
Support E2  
Look further at inputs up 161<sup>st</sup> worried about losing green space  
Feeder system streetcar or tram to outlying areas to get people into light rail  
Please push for zoning discussion with cities  
Prefer E2  
In ST2 – seems like you would get more votes if it went to Marymoor station  
--how much more money would it take to get there?  
--need to put % more to get there in materials  
Present reasonably – not just yes or no  
E2 is most promising  
Need major transit that get riders from the Plateau and Novelty Hill

Where regional transit comes in – integrate with mass transit  
E2, integrate transit, adequate parking  
More participation at polls if further – to Marymoor  
E2 if can be financed, will lose growth in the future, integrated mass transit  
E2 hear ST speak about planning, growth management, identify trends  
    Relate East Link to zoning and density  
    Need to sell voters  
    Some planning seems like a short fall  
    Get endorsements for the vote, get people confidence

E2  
Concerned about impacts to investments on soccer field at Marymoor Park  
Redmond Towne Center – essential station as a destination  
Density is there for station and park and ride  
Frustrated that Redmond might not get light-rail  
    Feels tunnel is an aesthetic desire – not need  
    Feels Bellevue should pay for additional costs to the tunnel  
Look at one less road improvement and do light rail instead

#### Summary

1. E2 preference
2. stations: 1. Marymoor; 2. Redmond Towne Center; 3. Redmond park and ride
3. Adequate parking
4. integration with transit (multi modal)
5. Long-range planning should look at Plateau/Novelty Hill/Avondale
6. ST needs to talk to voters about long-range planning, zoning and cost
7. Potential noise and visual impacts with elevate.

#### From Aerial:

Heavy traffic along at terminus of SR 520 and backups along Avondale Way at peak commute hours  
E2 – has fewer impacts, already impacted  
First priority station for E2 proposed P&R  
Second priority station at Redmond Town Center  
Third priority at Redmond P&R  
NE corner of NE 76<sup>th</sup>/161<sup>st</sup>: 84 housing units going in. Whole area is zoned for more density  
Forested area north of NE Leary Way – potential bald eagle nest  
Elevated segments of E1 and E4: concerns about visual and noise impacts



#### Group 3

**Gabe Grijalva, design lead**

**Wilbert Santos, facilitator**

Cost information for E. Link

Made available

Concern of the possibility of 2 maintenance facilities  
(rather than have it at Redmond that Bel-Red corridor)

Need to connect to Redmond (MS employees in  
downtown Redmond)

Shuttle integration w/ bus/light rail

Need of more parking

Not enough (more employees than spaces)

Station location

Need to make sure the private/public sector

need to share in costs

Need to balance w service time of light rail

Long term planning is needed (not just 5-10 years but

20+ years)

Need of a station by Marymoor park (for major events/activities)

Look at cost per mile relative to the benefits it will give (ridership, development, etc.)

Is it possible for another alternative on the other side of Marymoor Park (opposite from E2)?

Focus on an “abundance” of parking at the NE 70<sup>th</sup> park and ride

Prevent “too many” stops due to TOD (transit-oriented development)

Causes decreased ridership

Prospect of a station at 51<sup>st</sup> (accommodate Microsoft expansion)  
Need to work w local employer for future plans  
Provide "safe" parking lot for long term parking (travel, trips, etc.)  
    Balance with commuter parking  
E2 → most flexibility/benefit  
    Possible extension to Willows Road  
    Not sure of benefit of 161<sup>st</sup> station  
Need to look at total stops between Seattle and Redmond  
At-grade can cause (safety concerns) more accidents  
    Decrease service time  
NE 70<sup>th</sup> park and ride  
    1400 spaces seems not be enough to accommodate all  
    Need to increase spaces by more

#### Summary

Prefers E2 alignment = excellent coverage of Redmond for all (commuters, traveling, etc)  
Possible station at 51<sup>st</sup> to accommodate expansion of Microsoft  
Utilize partnership with UPS to improve freight and transit movement  
Secure long term parking (business trips, travel, etc.)  
Bus /Shuttle/Light rail integration  
Move Bear Creek P and R to work with light rail which would involve "land swap"  
Public / private partnership (stations) share in costs  
Make available: cost information

#### *From Aerial:*

Extend E2 out to Willows  
Lengthen secure parking  
Desire station at 51<sup>st</sup>  
Future extensions to 161<sup>st</sup> with ridership development  
MS building – new camps / 1 million SF at new development  
E2 at proposed P&R: "do you want P&R here."  
E1 at NE Leary and West Lake Sammamish Parkway – close to neighborhood  
E4 at NE Leary and 159<sup>th</sup> – elevated?  
City encouraging housing/higher density in town center  
Analyze cost/benefit  
Stations at Marymoor in E2  
TODs – leverage private side to work with station locations  
Look at future extensions with good overall design  
Shuttle system from Redmond to OTC  
MS has offices in Redmond  
WSDOT future extensions continues by SR 520 and north  
Feeder/distribution system needed to stations  
Cost info: make available  
Lots of MS live on Westside, they will use light rail to get to MS  
Maintenance base – in Redmond, Bellevue or both?  
Build to Redmond – connect MS to Redmond  
New SR 520 will have HOV lanes help capacity  
OTC can't be the terminus due to capacity overload of the transit center  
Provide direct service to outer areas to MS/HC  
Work with UPS to reduce freight on roads  
Propose P&R: focus on pull outside riders  
P&R: look at size of P&R  
Issue of at-grade conflicts with cars and pedestrians

#### **Group 4**

**Roger Koester, design lead**  
**Brant Lyerala, facilitator**

Brant

John – works in Redmond

Brad – neighbor, works in Overlake

Tom – neighbor, Redmond planning commissioner  
Roger – ST consultant  
Rick – Redmond Towne Center  
Patricia – lives in Education Hill  
Larry – neighbor, developer  
Richard – neighbor, family needs mobility  
Tacoma (? for Don)  
Funding sources for Redmond  
Concern about parking and park and ride lots / availability  
Bicycle access  
    Burke-Gilman will be regional facility  
SE Redmond station serves Marymoor Park events  
16<sup>1st</sup> station very important, serves walkable neighborhood and transit center; rare opportunity for TOD  
Need focus on park and ride (lots) facilities to serve suburban communities  
E2 unanimous preference  
    SE station serves both directions  
Need funding equity between Bellevue and Redmond

#### Summary

Should be high priority to get to Redmond  
Redmond has regional attractions  
Need to connect neighborhoods to stations  
    Bicycle facilities  
    Park and ride capacity  
Funding concerns  
    Sources of additional funding  
    Need funding equity with Bellevue  
E2 is unanimous preference  
Redmond Transit Center station  
    Serves TOD  
    Helps connect Willows Rd employment  
    Serves nearby residential/ shopping

#### *From Aerial:*

Marymoor – regional and local park = heavy use  
Propose P&R – commuter parking a must! *Shows arrows pointing to surrounding employment*  
Marked dedicated open space along Bear Creek and Sammamish River  
E4/E1 – elevated is visual blight  
Local recreation and river walk at Hwy 908 and 154<sup>th</sup> Ave NE  
North of Leary Way is a heron rookery  
Marked farmer's market at Justice White's house  
Redmond Town Center – shopping and employment center of town  
Existing planned street connections – all across NE 76<sup>th</sup> and at 164<sup>th</sup> Ave, 166<sup>th</sup> Ave, 168<sup>th</sup> Ave and 170<sup>th</sup> Ave  
Redmond Schoolhouse and Community Center marked at 166<sup>th</sup> and 80<sup>th</sup>

#### **Group 5**

**John Walser, design lead**

**Kirsten Hauge, facilitator**

Jackie—lived through expansion of Avondale  
Hank—resident  
Jeanne—resident  
Mike—live on Education Hill, frustrated with traffic  
Max—resident waiting for train  
Shannon—love on Union Hill, takes 45 min to bottom of hill more homes of Red Ridge  
Bertha—live in SW Redmond across from Marymoor

Q – who is building the trains?  
Rate reliability important  
Bike accommodations on trains?



When will it be functional?  
Was ballot measure been written?  
Rate on specific destination concept?  
Why the "roller-coaster" effect at end of route? Due to WSDOT?  
Will limit timing between stations  
Interest in maintenance facility location  
People coming off plateau – huge bottleneck facilitated  
How do they deal with buses/shuttle  
Could extend line further east (most growth will occur there)  
People go up to  
Main concern getting from intersection at city hall to university (UW)  
Interest in expanding across 520  
Make sure it will accommodate light rail on 520  
Where does rail go downtown?  
Need to get to airport  
Interest in creating urban clusters/villages around station (ex. Mountain View in CA)  
Light rail needs to move people serve population heavy areas  
Inevitable expansion will occur out toward Overlake  
Concerned about wait times given current configuration  
Concern about where to park for current station (17,000 in Redmond Ridge) not enough parking  
    Could run shuttle buses from Red. Ridge, Trilogy (possible solution)  
    Metro will respond to riders needs  
    What type of parking structures?  
Station should serve Town Center (very important) holidays and at 5 PM, solid traffic  
Consider apts and condo growth along Cleveland, serve high density areas  
How will you get traffic into Park and Ride off ELSP?  
City of Sammamish wants light rail thru Sammamish  
Prefer route along Leary to avoid trees and wetlands  
City had planned for linear park along BNSF (concern about how much space light rail will occupy)  
People should travel in pneumatic flue  
    Interest in other technologies like Mag-Lev by mayor, but doesn't seem feasible  
Preserve ROW thru Sammamish Valley  
Need to get to Microsoft  
What is the condition of the land used for staging on 202, past Home Depot and cemetery. Could attract and pull people of 202. station by Les Schwab and bridge to P and R.  
Make it easy to access P and R (separate access than from ELSP)  
traffic all converges from Sammamish plateau and hit a bottleneck before Pand R  
Like E1 option because it gets further east and 2 stations, bus avenues  
Avoid impacts to soccer field  
Concern about timing of connections (bus → train)  
New Group Health will be key destination (walkway to/from station)  
Locate routes thru high density areas  
E4 could affect trees  
Difference in cost between E1 and E4?  
Relative cost in elevated versus grade?  
Consider ops cost not just construction (especially down the road)  
E2 doesn't seem to make sense the way it loops back around  
Could run route, E4, thru 159<sup>th</sup> toward trees, shorter reaches major areas "E4A"  
Need to educate public about what it will cost if we don't do it, not just cost of project; i.e. ecologically, environmentally  
Look at how we can improve for next 2 generations  
Any consideration for private enterprise related to funding – could be possibility

#### Summary/Key Points

Need to access P and R → move things further East so as not to get trapped in bottleneck  
Look at serving high density areas near 161<sup>st</sup>/908  
Suggestion for E4A alignment  
Identified service need with new Group Health facility, would like to see nearby station  
Bus connections important

#### *From Aerial:*

Traffic congestion on SR 520 at Leary Way on/off ramp



Potential station wanted for E1 west of Lake Sammamish Parkway to serve neighborhood  
E1 – Hwy 908/159<sup>th</sup> PI NE – new Group Health location  
Potential heron rookery in green area north of Leary Way  
Redmond Town Center – importation station location  
High density area east of 161<sup>st</sup> Ave, north of NE 76<sup>th</sup>  
E4A station at NE 76<sup>th</sup>, east of Leary Way  
Redmond Library – circle around, note saying “To UW”  
Propose P&R near SR 520, note saying “bottleneck to P&R” along Hwy 202 from plateau  
P&R – how will cars get here?  
P&R – future expansion to East Lake Sammamish

### Group 6

**Virginia Ferriday, design lead**  
**Lauren Swift, facilitator**

Marguerite – long time Redmond resident, all the way  
Glenn – resident  
Bob – resident, north, transit out here  
Linda – greater Redmond Transportation Management Association – rep companies complying with commute trip reduction  
Beth – 24yr Redmond resident, detest traffic  
Andrew – resident, BCC student, PF (??) Institute  
Jim – resident at south end of Redmond  
Friendly Village. Senior Mobile – can use access, consider disabled needs  
Bicycle access (lockers and on vehicles) [Sammamish trail access]  
545 packed  
Parking access for people from north  
Aim for density – employment centers  
Usually don't provide enough parking, cost effective  
Light rail for 520  
Transit doesn't always reach/meet need  
Keep cost of riding affordable  
Consensus – light rail past Overlake –  
    Redmond destination in its own right  
    City can integrate with planning  
    Cost of delay  
Giant parking facilities encourage driving, reduce available land  
Coordinate bus routes / bike routes  
Frequent service throughout day and evening  
Enclose as many station as possible – weather and HVAC if have to wait  
Visually high contrast – safety for partially sighted (big bumps most effective)  
R. – funnel area for large area that a terminus in R. would cover  
Too many stops – too long, won't use  
Speed important but reliability more important  
Corridor vibration  
Indicators/announcement for train direction/destination for partially sighted  
Marymoor park – destination  
Extend to Redmond because catch riders from outside downtown area  
E2 advance quick access for people for west / plateau  
    Access to Marymoor  
    Serves Redmond transit center  
    All 3 R. stations on E2 are important  
    Best – 2 places to access system from outside downtown  
E4 --greenspace impacts  
    --Cause more congestion – better to go around  
Willows Road – no transit (no buses) but needs it. BNSF alongside  
    -- access Willows Road from Redmond  
E2 → P and R for van share downtown Willows Road  
Wi Fi in stations

*From Aerial: there were no comments*

*Comments represent the opinions of the participants and may not be factual.*

## Group 7

**Jodi Ketelsen, design lead**  
**Trinity Parker, facilitator**

Ken Forster  
Cindi Gyselinck  
Bill Garing  
Patsy Boninconti  
Rob Crittenden  
David Carpenter  
Colin Rines  
Amy Roe, Seattle Times  
Lori Peeko

### Learning About Community

Water table near 520

Why going around H2O retention?

LRT thru protected greenbelt seems like big impact (Heron)

Look into how future alignments might connect to Willows Road – BNSF Railway goes in that direction. Keep open opportunities for future expansion.

RR track is currently a barrier for biz community regardless of mode: peds, bikes, vehicular crossings” Look into how this project might improve this situation rather than augment the problem (“Redmond split in half”) Especially, make pedestrian crossings across BNSF important

New vehicular/ped connection across BNSF (164<sup>th</sup> Ave and 161<sup>st</sup> Ave) are planned for by city

Preserve noise walls along 520 – at least make sure that alignment is level with SR 520 so that noise/visual effects are clustered with 520

Large employment center on Willows is a potential ridership market

Project should above all serve highest density center (Downtown Town Center)

High concentration of jobs on S. side of Redmond Town Center

How is land use being tied with project planning (answer given by Redmond Staff that Redmond is being proactive in land use planning for LRT)

Make it easy for TOD to take place

Concerned about the effect on a number of businesses in Park and Ride / Maintenance facility locations (SE corner)

Concerned about number of people driving in to access P and R / end of light rail line will result in congestion

202/520 from Avondale

Dividing Justice White and Farmers Market is issue. Need to preserve connectivity

### Alignment

E2 can potentially expand utilizing BNSF to Woodinville and or

Loop – Redmond/Issaquah/Bellevue loop

All stations should have parking availability to avoid impacting existing retail parking lots

E2 only one that serves transit center

Alignment f on BNSF to facilitate Ped and car crossing, connectivity

Re-route E4 around Heron greenbelt

Only land in Redmond zoned for auto-related business

If E4 considered – (in general don't support E4)

Important to connect to existing Transit Center –but not necessary to have direct connection – just nearby

Move Park and Ride over by box stores to avoid 520 bottleneck. Potentially terminate at that site

Using existing 520 corridor by Marymoor makes sense (consolidates infrastructure)

E2 – move last station to BNSF with possibility of extending to Willows

Generally like E2 or some variation

E2 modified to not go on 161<sup>st</sup> to exiting Park and Ride

### Report Out

Key community issues

1. keep/enhance connectivity across BNSF, N-S downtown crossings

2. serve high density areas and planning for future growth (TOD)

3. congestion concerns at: 520/202/Avondale Rd

4. concern re: businesses impacts SE corner 520

Alignment for Station/PNR/maintenance facility

1. preferred E2 with modifications: like SR 520 use; stay on BNSF rather than curving north to PNR lot – this allows for future expansion north

*From Aerial:*

*Mini Map:* desired goal to place alignments down at SR 520 grade. Preserve noise barrier

E1 = expensive (\$\$)

Sammamish River and tree buffer along West Lake Sammamish Parkway are “visual resources” to neighborhood on hill (west of parkway)

Noted park at 154<sup>th</sup> Ave

Noted residential neighborhood next to 154<sup>th</sup>/park

Notes lots of employment at Willows Road building – potential expansion to for E2

Along E2 at Marymoor: potential station P&R location north of Sammamish River and south of SR 522

Near Marymoor baseball fields: “groups infrastructure together”

Need more parking at Redmond Town Center

HD – Microsoft supplement noted south of Redmond Town Center

HS alternative noted south of Redmond Town Center

Noted heron rookery north of Leary Way

Noted potential green belt north and south of Leary

Auto-oriented businesses along 159<sup>th</sup> PI NE

Noted farmer’s market at Justice White’s house

Move E4 north of Leary Way, not between green areas

Move station from P&R – relocated E2 station to location along BNSF corridor and between Leary and 161<sup>st</sup>

High density, affordable housing, “good connection” – north of BNSF/NE 70<sup>th</sup> near Redmond P&R – TOD

161<sup>st</sup> – Road to Bellabotega Plaza marked

Circled Old Redmond Schoolhouse

Marked desired pedestrian crossing on NE 70<sup>th</sup> – west of 168<sup>th</sup>

Minimize how BNSF serves as barrier

Proposed P&R – reduce size and impact

Proposed P&R – concerned about congestion

Propose P&R – concerned about number of lost jobs for station location

Noted congestion on NE 70<sup>th</sup> St from Hwy 202

Request to loop light rail to Issaquah and Bellevue to reduce congestion

Consider further out-of-town for maintenance facility

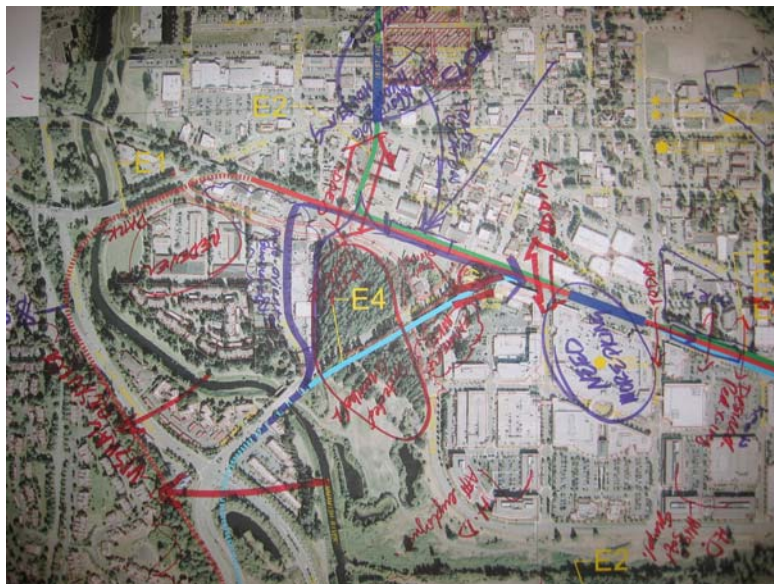
Suggest P&R in front of Target and Cole’s along SR 520

Lots of population, north along Avondale

Move transit center to Coles/Target

Noted wetland (?) by private school market and north of 178<sup>th</sup> PI NE

P&R proposal: east of 178<sup>th</sup> PI, “Bear Creek P&R”?



### Scheme A

- Good bus connectivity from McClellan/Rainier and First hill truncater RT 9
- Big clunky bridge Weird
- Glass sound barriers quiet with view
- Need 23<sup>rd</sup> Access
- Need a better ped connection from 23<sup>rd</sup> to Rainier
- Prefer closer to 23rd. more residences serves neighborhood
- Rather ramp than elevator You can run!
- Likes 23<sup>rd</sup> good bus connection
- Like 23<sup>rd</sup> access. Safer at night.
- Overbuild station with development
- Bellevue Way is better alignment for connections to buses
- Bus stops need to remain. One system.
- Ridership improves with personal safety, fewer "lurkers"



### Scheme B

- Center platform getter
- Security – night, openness of station
- Sitalines
- Concerned about noise, light
- Length of travel to station
- Human activity IMPORTANT entry on 23<sup>rd</sup> more welcoming
- How stops from MT house to station
- Current ramps are circuitous

### Scheme C

- Like center platform
- Line of sight is important for ped access
- Concern about ped tunnels: transient population – safety – sanitation – security
- Center platform is less confusing easier to use

### Scheme D

- Closer to Coleman School Bike Trail Access
- Like C or D – better than A closer to 23<sup>rd</sup>. access simpler. Like better than tunnels
- How does a Seattle resident get to Eastgate on the train? Eastgate connection (Issaquah) to train?
- Lots of blind users School for Deaf and Blind
- Walk signal timing poor (*crossing Rainier Ave S.*)
- Would like access here (*Rainier Ave S. under I-90*)
- Soften ramp looks (*arrow to ramp from Rainier Ave*)
- Likes D
- Consider screening houses from lighting with foliage
- Best option – less up and down
- Relocate bus #48 to here (*station entrance on 23<sup>rd</sup> Ave*)

Question and Answer Session:

1. How many trains will be coming in from the east and how many from the south?
2. Is there a ramp going into the station?
3. The center roadway will be strictly dedicated to light rail correct? And it connects the Seattle CBD to Bellevue CBD. So you would be replacing one bus route. The other bus routes would have to take the HOV. What kinds of speeds would the buses that have to run on HOV lanes get? Taking all dedicated HOV and replacing it with a single route. What if you allow all the coaches to run in the HOV? So the board is convinced light rail is best?
4. Right now we have shuttles that connect to the park and ride. Are you considering local transportation options to feed into the light rail system? Does this mean all of the buses are coming out of the bus tunnel? Are you developing a program to keep the buses separate from passenger vehicles?
5. I-90 gets extremely congested with stadium events, will extra train trips be planned?
6. Royal Brogham only serves north/south, what about the east/west load?

Flip Chart Comments:

- Need more rain shelter at stations
- Question about using dinner train route
- What happens when power is out?
- Glad it is finally happening
- Need feeder buses; P and R fills up
- Off island people fill P and R
- Off islanders use center roadway – then shop on island then go east
- Concerned there won't be enough parking
- Fills up early AM
- Parking used by off islanders
- Can't use transit if can't get to it
- Need more on island bus service to light rail (no parking)
- Elevate station – street level
- Put overnight LT parking for airport riders

Maps Comments:

- Noise! Cars – need to study!
- Like sound walls for abatement
- More rain cover
- Why elevate platform? –
- Landscape at roadway level
- Staging area for construction
- Parking is an issue – not enough
- Two grocery stores (QFC, Albertson's has kosher deli)
- Eastside, off island people shop
- Want paid parking for airport parking
- Condos coming – walk from here



Appendix C:  
Public Comments by Key Themes

Sound Transit project team members endeavored to categorize all comments received at Series One workshops by common themes. Key themes for each workshop emerged from this systematic method. The following shows that effort and the resulting themes.

Series Two workshops produced fewer comments and therefore were not grouped by themes. Instead, comments were summarized directly from the verbatim comments which are repeated in this section and can also be found in Appendix B.



**Bellevue Workshop**  
**Comments Grouped by Alignment & Key Themes**



**Overall Bellevue Key Themes**

**GENERAL LIGHT RAIL PLANNING**

- People want an effective, cost-efficient light rail system
- Discussion of growth and transit needs, some feel light rail is needed urgently and foresee growth in Bellevue, others feel that the area lacks the density needed for ridership.
- Suggestion that Sound Transit coordinate with developers and WSDOT.
- Congestion is a problem at the Y at Bellevue Way and 112<sup>th</sup>.

**ALIGNMENT and STATION**

*Alignment*

**Key Themes:**

- B1 - Group prefers 112<sup>th</sup> to Bellevue Way, thinking that it would be cheaper, and would have few impacts
- B1 - South Bellevue Park and Ride needs higher capacity
- B1 - 108<sup>th</sup> and Bellevue Way is a busy intersection with 108<sup>th</sup> also used as a bike route and for joggers.
- B2A Concern about size of staging area in the Surrey Downs neighborhoods
- B2A/B2E concern about traffic, construction and neighborhood impacts along 112<sup>th</sup>
- B2E Concerns about impacts to traffic and homes on 112<sup>th</sup>
- Transit needs to serve the downtown shopping district
- Support for a tunnel in downtown Bellevue with at least two stations in central location concern about costs, risks and length of construction.
- B3 – concern about traffic congestion at the Y at Bellevue Way and 112<sup>th</sup>
- B-3 South Bellevue Park and Ride needs expansion
- B-3 Concern about impacts to Mercer Slough
- Like B-7 because it uses existing BNSF ROW
- B7 – cite station near I-405 to be closer to on and off ramps
- B7 – While some prefer because the BNSF is already dedicated ROW, others felt that there is less pedestrian access to potential stations along that alignment and are concerned about pedestrian safety
- C3T, C8E: Move station between 112<sup>th</sup> and 110<sup>th</sup> on NE 12<sup>th</sup>
- C4A Couplet, concerned about impacts to traffic with surface option on these busy streets

*Stations*

- The South Bellevue Park and Ride is important to commuters and already at capacity, a station in that location will need more parking capacity.
- Stations should be located in densely populated areas, job centers, and shopping areas.
- There should be a station near the transit center
- One group mentioned concern about crime at stations

**ACCESS**

*Pedestrian/Bike Access*

- All groups noted the importance of improved pedestrian and bike connections within Bellevue and to connect to light rail.
- Important pedestrian routes include:
  - Bike route along I-90
  - Pedestrian route along 118<sup>th</sup>
  - Main walking routes: 108<sup>th</sup>, 112<sup>th</sup>, Main Street between 108<sup>th</sup> and 110<sup>th</sup>.
  - Pedestrian corridor along 112<sup>th</sup>, I-90,
  - Trails along Mercer Slough/Bellevue Way near Winter's House are important
- Interest in access to Overlake Hospital for the infirm.

*Transit Integration*

- Transit integration is important particularly bus connections at stations, serving Overlake Hospital, shopping areas, and employment centers

**AESTHETICS/ENVIRONMENT**

- Each group said Mercer Slough, and Winter's House are important environment and community assets.
- Important to preserve homes and character of the Surrey Downs, Enatai and Woodridge neighborhoods, with particular concern for the location of the tunnel staging area (portal)
- The Blueberry Farm, Bellevue Regional Library, Pancake House and Lake Bellevue are important community assets
- A couple groups had concerns about impacts to McCormick Park and Bellefield,
- Most groups cited concerns about visual and noise impacts with elevated guideways
- One group of participants felt an important guiding principle would be if trees must be cut for construction they should be replanted.

## Alignments B3 and B2E, C4A and C2T

### Group 1

Phil Klinkon, design lead  
Brooke Belman, facilitator

### Group 4

Sue Comis, design lead  
Jeff Munnoch, facilitator

## GENERAL LIGHT RAIL PLANNING

### Key Themes:

- Congestion is a problem at the Y at Bellevue Way and 112<sup>th</sup>.
- Surrey Downs residents are concerned about losing the character of their neighborhood due to potential impacts with some alignments.
- People want an effective, cost-efficient light rail system
- The Winter's House is important
- Tunnels – many like the idea, but some concerned about costs, risks, and length of construction

### *Congestion*

Free parking = more cars = more congestion

Now congestion is parking traffic through B.W./112<sup>th</sup>

North/South arterial congestion

Look to light rail to ease congestion

Concern of congestion during construction but hope that light rail will help overall current congestion

At "Y", congestion will be a concern during construction (3pm, 6:30am-9:30am)

Concern: "Y" area at BW and 112<sup>th</sup> – Cars & Peds

Access to West Bellevue due to congestion

### *Neighborhoods*

Surrey Downs: fragile, single-family, noise a concern

Preserve homes in Surrey Downs.

Preserving Neighborhoods is really important. Preserve Surrey Downs.

Concern about residential near Surrey Downs park.

Preserve housing between 112<sup>th</sup> and 108<sup>th</sup>, S. of Main St.

Don't take any homes

We need the transit system but need to preserve neighborhood including downtown residents – 20 story buildings are a neighborhood.

Retain neighborhood feel

W. Bellevue: concerned about neighborhood impacts

Staging areas that take houses are unacceptable when there are other options

### *Light Rail, in general*

Want effective project – fast, lowest cost, least impacts on neighborhoods and businesses.

Get people out of cars – more transit

Transit /LR = good

Proximity to Light Rail and coordination with other service (Metro)

Long term vs. short term: think big picture long term, both in terms of car use and tunnel

How do you guarantee people will take transit. Lots of investment pinned on hopes of people taking transit which may not happen.

Don't use "placating" language

Be open to new ideas – circulator – alternative routes

Maximize ridership without destroying city

How can we vote without knowing the route?

### *Impacts*

Winters House is important

Worried about impacts to Bellevue Regional Library.

### *Miscellaneous*

Crosswalk signal timed too short across 104<sup>th</sup>, north of NE 12<sup>th</sup>.

Commercial parking garage underground on 108<sup>th</sup>

Concern: Loss of express lanes to general purpose traffic.  
“greatest good” for least amount of \$ (very subjective)  
Marked Bellevue Transit Center, cross streets at 108<sup>th</sup> Ave NE and NE 6<sup>th</sup> St (4 blocks) as “center of downtown.”  
Marked future Group Health facility.  
At 108<sup>th</sup> and NE 10<sup>th</sup> on NE corner: there’s a 20 story tower going up.  
Existing # of travel lanes  
COB = good getting outskirts of downtown to highways (405)

#### *Design*

Seismic safety  
At-grade = more confusion with the stations

Tunnels – liked by many  
Tunnels - Some nervous too costly and risky and take too long to build

If going through residential area – provide a station  
Want connection with W. Bellevue  
Be careful not to cut down street capacity

#### *108th*

Many planned hi-rise development at corner of 108<sup>th</sup> and 10<sup>th</sup> (and 12<sup>th</sup>) too close to residential  
New residents at 108<sup>th</sup> have no say  
Building very close to street at 108<sup>th</sup> – no room, construction will destroy improvements  
At grade and many stops reduces speed interested in faster travel times

#### *Cost*

Tunnel construction cost and safety

### **ALIGNMENT**

#### **Key Themes:**

- Great concern about impacts to Surrey Downs with a portal location
- The Bellevue Park and Ride is currently too small to accommodate an increase in demand due to light-rail
- C4A Couplet, concerned about impacts to traffic with surface option on these busy streets
- B2E Concerns about impacts to traffic and homes on 112<sup>th</sup>
- Transit needs to serve the downtown shopping district

#### *Surrey Downs Portal*

Portal location questionable at Main and 111<sup>th</sup> SE (Surrey Down portal).  
Look at other places for Surrey Downs portal.  
Concern about loss of homes in Surrey Downs portal location.  
Concern about tunnel portal will require condemnation – preserve housing

#### *B2E*

B2-E: elevated on east side is best for neighborhood south of SE 8<sup>th</sup>.  
At “Y”, B2E seems to go into Mercer Slough – impact.  
B2E between “Y” and 8<sup>th</sup>: keep alignment as is.  
Ridership too low? B2E alignment station at 8<sup>th</sup> and 112<sup>th</sup>  
North of 8<sup>th</sup> St for B2E: stay away from 112<sup>th</sup> – too congested, buildings are too close (C2T).  
Design to capture most riders (112<sup>th</sup> has lower ridership)  
People moved from Transit Center to station on 112<sup>th</sup> and Bellevue Square  
Which side of 112<sup>th</sup>: proximity to residential buildings, proximity to crosswalk & potential station at SE 8<sup>th</sup>  
Want connection at 112<sup>th</sup>  
Preferable to have station in center of DT (better ridership) come R in from 112<sup>th</sup> and back out  
Want diagonal tunnel from District Courthouse to corner of 108<sup>th</sup> and Main.

#### *B3*

Away from Bellevue Way 8<sup>th</sup> to Main too congested, preserve houses (B3)

#### *B2E/B3*

S. Bellevue Park and Ride too small

*Comments represent the opinions of the participants and may not be factual.*

Not enough room at S. Bellevue Park and Ride??

Get S. Bellevue Park and ride operational as soon as possible (and Mercer Island)

Bellevue P&R: maintain P&R access, use to go downtown, P&R too small.

Serve South Bellevue P and R

B2E/B3: Hill on W side of B.W. (108<sup>th</sup> SE & SE 25<sup>th</sup>) is a barrier to Peds. Need to pay attention to ped connections (shuttle?).

On B3 and B2E at 112<sup>th</sup> Ave SE: like median as is.

B2E and B3: North of "Y" ROW is congested.

#### C4A

Concern at 108<sup>th</sup> and 110<sup>th</sup>: surface impacts to existing traffic and travel lanes (C4A couplet).

Stations for C4A couplet – confusing for out-of-town visitors.

#### C2T

Design to capture most riders (112<sup>th</sup> has lower ridership)

C2T station on NE 6<sup>th</sup> – move one block west, closer to mall.

#### Miscellaneous

Concerned take to lay to go X I-90 and up

Stay East w/ downtown route and use people mover

Preference for E side : I-90 – SE 6<sup>th</sup>

Alternate route and station on 116<sup>th</sup> Ave. NE near NE 8<sup>th</sup> St by Overlake Hospital. Station by hospital.

#### ACCESS

##### Key Themes:

- Requests for better bicycle and pedestrian connections in general in Bellevue and to access light rail, particularly a bike path up 108<sup>th</sup> and improvements in the vicinity of I-90, 108<sup>th</sup>, 109<sup>th</sup> and 110<sup>th</sup> near Enatai.
- Bus connections to stations are important
- Concern about access to Overlake Hospital for the infirm.

Main walking routes: 108<sup>th</sup>, 112<sup>th</sup>, Main Street between 108<sup>th</sup> and 110<sup>th</sup>.

##### Bicycle/Pedestrian/Transit

Bicycle paths to stations – maintain enlarge

Pedestrian Access: Bridges over arterials, Signals, Safety & Sidewalks

Pedestrian Access: Neighborhoods, downtown, to/from stations

Access for: pedestrians, bicyclists, riders & residents

People asking for bicycle access improvement in vicinity of I-90 and 108<sup>th</sup>, 109<sup>th</sup> and 110<sup>th</sup> by Enatai.

Bike path up 108<sup>th</sup>

Bus connection to stations is important (for riders, circulator, etc)

Need transit access to Bellevue Square Mall..

Request for underground walkway from C2T station to mall.

Want people-mover to Bellevue Square on NE 6<sup>th</sup> between 112<sup>th</sup> and Bellevue Square.

Concern: too far to walk from Overlake Hospital to BNSF station (C2T) for "non-able bodies."

Want access improvement across I-405, between Overlake Hospital and Paragon.

New ped corridor to Bellevue Chamber Bldg.

Bellevue is robust transit market. Access point to downtown Bellevue needs to be in the "sweet spot" (transit center)

Walking corridor from hotels on Bellevue Way to convention center

Transit on Bellevue Way important

108<sup>th</sup> is walking route for neighborhood

On Main between 108<sup>th</sup> and 110<sup>th</sup>: walking corridor

Next to 20 story tower on 108<sup>th</sup> (mid-block) between NE 12<sup>th</sup> and NE 10<sup>th</sup>, there's retirement housing, lots of pedestrians.

Crosswalk at 112<sup>th</sup> SE and 8<sup>th</sup> St: only one until Main St.

112<sup>th</sup> – walking route to Meydenbauer

New pedestrian path diagonal along NE 8<sup>th</sup> from 104<sup>th</sup> to 106<sup>th</sup>.

*Comments represent the opinions of the participants and may not be factual.*

Want skybridge by Lincoln Center and Hyatt.  
Recreational bike use around slough  
Better pedestrian access between blocks NE 3<sup>rd</sup>, NE 10<sup>th</sup>, 106<sup>th</sup> and 112<sup>th</sup>.

Suggest pedestrian bridge at intersection of NE 12<sup>th</sup> and Doll Museum.  
Make pedestrian crossing on NE 12<sup>th</sup> across I-405 better.

Along NE 6<sup>th</sup>, maintain pedestrian corridor.  
Noted that two blocks between NE 6<sup>th</sup> and NE 10<sup>th</sup> and 104<sup>th</sup> and 108<sup>th</sup> is a commuter area to serve.

#### *Miscellaneous*

Adequate transportation to U-District  
Look at Portals not neighborhoods  
Serve high rider areas  
Concern: East/West access - Highway barrier & Congestion barrier  
Better access to hospital is important  
Access for: 1. North/South arterials Bellevue Way and 112<sup>th</sup> & 2. Downtown

### **AESTHETICS/ENVIRONMENT**

#### **Key Themes**

- Concern about impacts to McCormick Park which serves as a neighborhood buffer
- Preserve trees near Bellevue High School and Belle fields
- Replant trees if trees have to be cut
- Mercer Slough is important

Concern about vibration

Concern: impacts to McCormick Park, also as neighborhood buffer & urban planning border (C4A) [**MULTIPLE**]

Don't cut down trees without replacing them  
Preserve trees at Belle fields  
Marked trees near Bellevue High School.

Green space on Bellevue Way is buffer between street and homes  
Preserve quality of neighborhoods including green space

Noted location of Mercer Slough, wetlands, ponds and trees on aerial map.

## **Alignments B7 and C8E, B3 and C3T**

### **Group 2**

**Steve Kambol, design lead**  
**Jennifer Lemus, facilitator**

### **Group 9**

**Thomas Mudayankavil, design lead**  
**Trinity Parker, facilitator**

## **GENERAL**

### **Key Themes**

- Discussion of growth and transit needs, some feel light rail is needed urgently and foresee growth in Bellevue, others feel that the area lacks the density needed for ridership.

Downtown Bellevue only 3 blocks of ridership - Light density population is commercial?

Bellevue will be most advanced city in county in 20-/+ years

Look to the future!

LRT goes nowhere, comes from nowhere

"if you build it they will come"

Questions: Any studies done in other cities to study housing values? Is there the population density in this area to build LRT?

Changing commuter behavior

Would be great to take to downtown Seattle (i.e. Benaroya)

Elevated structure – commuters will see it and little by little increase ridership

Visible and along 405

Utility of disruption between going thru main part of town and outlying area

"overloading" area with transit

Period of construction? 5 years? 10 years?

South Bellevue P&R – 1,400

Sewer runs along SE 2<sup>nd</sup> St

Overlay of planned growth – as communications vehicle

Do it right the first time

Region overdue

Speed, reliability and access are important

System competitive to ride versus driving

Worried about congestion – all day (Bellevue Way): more pedestrians & more activity

Concerned about construction impacts on Bellevue Way

Overlay projected growth to show where people will live and work

Difficult to get to line if you don't live close

### **Cost**

Cost effectiveness important

Cost/benefit (need for residential versus public land)

## **STATIONS**

- Stations should be located in densely populated areas, job centers, and shopping areas.
- There should be a station near the transit center

Need to use existing right of way i.e. old railroads

Concern: staging areas

Serve transit center?

Elevated require larger station?

Spinal chord thru neighborhood: how to serve neighborhoods? Peds/bicycles?

Connect to existing transit center?

Lots of people moving to Bellevue. Need stations by residential density

Station needed closer to Bellevue Square

Station in close proximity to job center and regional library

More than one station in downtown Bellevue

Hard to justify at-grade or aerial because future density: large capacity & ped

## **ALIGNMENT**

*Comments represent the opinions of the participants and may not be factual.*

#### Key Themes

- Support for a tunnel in downtown Bellevue with at least two stations in central location
- Concern with the portal location in the Surrey Downs neighborhood
- B3 – concern about traffic congestion at the Y at Bellevue Way and 112<sup>th</sup>
- B-3 South Bellevue Park and Ride needs expansion
- B-3 Concern about impacts to Mercer Slough
- Like B-7 because it uses existing BNSF ROW
- C3T, C8E: Move station between 112<sup>th</sup> and 110<sup>th</sup> on NE 12<sup>th</sup>

Support for tunnel in downtown with at least two stations in central location

#### B2A

Concern with Surrey Downs portal  
Tunnel portal – 4 acres – where is it?

#### B3

“Y” at Bellevue Way/112<sup>th</sup> Ave SE: busy junction, needs to be elevated  
Concern: construction traffic at “Y”  
Concern: traffic on Bellevue Way SE and 112<sup>th</sup>

People up north would come down I-405 and use LRT at station SE 8<sup>th</sup> area  
South Bellevue P&R: does not hold enough now – needs to be expanded  
Concern: don't widen B3 by Mercer Slough  
Bellevue Way too far from 112<sup>th</sup> Station alternative  
Like east side of street for Bellevue Way S  
Station to serve Bel-Field office park (112<sup>th</sup>)  
Like central route – middle to downtown for easy access to everyone  
Bellevue Way would seem to serve fewer people

#### B7

Use existing ROW on BNSF  
Should be along BN railroad. - Already have ROW

B7: transit center, P&R – HUGE! – on 118<sup>th</sup> Ave SE by station.  
Faster travel time on 118<sup>th</sup> (B7)  
B7 – this line serves connection east?  
B-7 less impact on traffic and neighborhoods during construction

#### B9

B-9 less expensive

#### C1T

C1T - Good to have station at Bellevue Transit Center

#### C3T

C3T, C8E: Move station between 112<sup>th</sup> and 110<sup>th</sup> on NE 12<sup>th</sup>.

#### C8E

C3T, C8E: Move station between 112<sup>th</sup> and 110<sup>th</sup> on NE 12<sup>th</sup>.  
Elevated – visual impacts around 110<sup>th</sup>/Bellevue Transit Center in a 2 block radius (C8E)

#### ACCESS

Key Themes:

- Transit needs to serve Overlake Hospital and Malls
- Trails along Mercer Slough/Bellevue Way near Winter's House are important
- Access to malls important
- Light rail needed regionally to get service employees who live further out to work

Bike/joggers on Bellevue Way SE by Mercer Slough (550) also by Winters House  
Transit needs to serve Overlake Hospital  
Biggest “bang for the buck” for accessibility



Access to malls  
Drive / walk to light rail  
Accessibility is vital – good station location

*Employment Access*

LRT will be important to get service oriented employees to work (or people who live further out)  
Train needs to serve densest job and residential center

**AESTHETICS/ENVIRONMENT**

Elevated in downtown would be disruption (visual) and ruin character  
What are the environmental impacts to the wetlands?  
Concern: light rail will change character of park  
Concern with noise by ball fields  
Aesthetic sensitivity close to residential  
Aesthetics – at-grade, aerial ugly  
Report out: Concerned about visual impact for at grade/tunnel/ hard to justify at grade or elevated. And future ped growth.

## Alignments B2A and C4A, B2E and C2T

### Group 3

Mike Williams, design lead  
Rachael Darden, facilitator

### Group 7

John Walser, design lead  
Lauren Swift, facilitator

## GENERAL LIGHT RAIL PLANNING

Key Themes:

- Concern about construction and neighborhood impacts

Bus to DT Seattle, access to S. Bellevue Park and Ride; noise

Access to park and ride – airport, DT

Mary: Enatai; 112<sup>th</sup>; 108<sup>th</sup> SE impacts; out of residential areas – 405

Miriam – 112<sup>th</sup>; bus – station access

Leonard – Surrey Downs: 405 ROW, parking for stations, community – impacts to neighborhoods

Joe – Surrey Downs, public safety, neighborhood, routing re: comm. property – DT Bellevue traffic congestion relief.

Will LRT increase DT traffic?

Carolyn – BNSF ROW; commuter train

Lars – BNSF accessed; access → east of DT

Aaron – main st. – walking distance; BNSF/405 ROW – w/o disrupting neighborhood. Acquisition

Leo: expansion → acquisition

Kem: 405; Surrey Downs residents. All up 405 and then over. Acquisitions (112<sup>th</sup>, Surrey Downs) character of neighborhood, walking distance

Low density – against LRT

Ed – Surrey Downs

Jinda – S.D. area, interest in transit

Brian – URS, protect inter. and tunnel experience

John L. and Irene – hillside above Bellevue Way

Michael – Bellevue design firm and employed in corridor. Frustrated w/

Renee – Bellcrest Neighborhood Association pres. / S.D.

Janet – COB comp plan staff

David – Bellcrest NA

Colin – real estate

Craig – neighbor

### *Construction*

Concern: construction

Concern: 5 to 10 year construction impacts

### *Self sustaining*

Concern: Property values

Concern: Bellevue at capacity

Concern: Overflow

### *Neighborhoods*

Concern: Neighborhood--acquisitions\*

Concern: Community development/use of property

Concern: homes will be bought out and rezoned area -- loss of just residential neighborhood – business and multi-family

Concern: Displacements, neighborhoods - “condemnation”

\*Eastside of neighborhood; north of Surrey Downs park. Smaller, older homes

Concern: Congestion now

Concern: Historic building

Destination – Bellevue H.S.

Across from more distant neighborhoods

Tunnel: Routing to Issaquah: to across I-90?

What is the lesser of 2 evils? (*subject unknown*)

### **COST**

Concern: Cost, construction  
We can't afford it  
Concern: Cost (less → east routes)  
How funded?

### **STATIONS**

Space required – station  
Parking at stations?  
Stations proximity to neighborhoods: increase crime - armed robbery, murder  
3. station – move farther north (toward Main St)

### **ALIGNMENT**

Key Themes

- B2A Concern about impacts to the Winter's House
- B2A Concern about size of staging area in the Surrey Downs neighborhoods
- B2A/B2E concern about traffic, construction and neighborhood impacts along 112<sup>th</sup>

Traffic → S. Bellevue 112<sup>th</sup>/Bell Way  
East/Westside for expansion  
All BNSF with circulator rail loop underground into destination

#### *B2A*

Concern: impacts to Winter's House

Concern: Acquisition of homes due to staging area by Surrey Downs  
Staging area eliminates cohesiveness of Surrey Downs  
Surrey Downs portal – not good location for staging  
Staging area – 4 ac. (new info)

#### *B2A/B2E*

Which side of Bell Way – B2A; B2E  
Why 112<sup>th</sup> over 405/BNSF?  
Expanding and moving S. Bell Park and Ride → closer to I-90?  
1. concerned : 112<sup>th</sup>  
    Neighborhood  
    Construction  
    Traffic – extended period of time  
Remove Bellevue Way / 112<sup>th</sup> from analysis  
Station on 112<sup>th</sup>: who is going to use this station?

#### *C2T*

Station E. of 405 near 116<sup>th</sup> with park and ride (underground)  
Station by 116<sup>th</sup> NE crossing (C2T) P&R – put underground

#### *C4A*

2. staging area – Red Lion

#### *Elevated*

How wide if elevated?  
Height of elevated  
Elevated = barrier, ROW use

#### *Tunnel*

Depth of tunnel?  
Concern: Tunnel staging areas  
Station staging area  
Concern: Underground station  
Consider tunnel  
DT Bell: Tunnel

*Downtown Bellevue*

Service to downtown

Why downtown – built up = constraints – east side of 405 (Wilburton) potential future growth and easier to develop

*Miscellaneous*

North-South

Why not 405?

BNSF – already there.

Station at 106<sup>th</sup> and Main

4 lanes of road – take a lane?

Cars of rail on some surface streets?

Concern: Space/house

4. at-grade/elevated/tunnel – eastside

**ACCESS**

Concern: Surrey Downs vulnerable – pedestrians through park

Concern: Park – lots of children & pedestrian crossings

Hospital important destination. Prefer station on east side of 405 – access concerns for sick and elderly on 405

Be mindful of high school student access to light rail

**AESTHETICS/ENVIRONMENT**

**Key Themes**

- Mercer Slough is an important environmental asset
- Surrey Downs Park an important asset to the community
- Concerns about noise and visual impacts with elevated guideway

Concerns: Soil, marsh

Concern: natural character of Mercer Slough

Concern: Mercer Slough

*Surrey Downs Park*

Overwhelming Surrey Downs Park – station location

Character change – not through neighborhood

Traffic

Park and Ride

Sidewalk

Bike/pedestrian

Bike trail

Concern: Park – surrey downs

Surrey Downs park – Neighborhood cut through, Crime

Proximity to park and crime concerns

*Noise*

Concern: Noise

Concern: Elevated – sight impacts; noise

Concern: 405 cumulative noise impacts

Concern: Noise and vibration

Bellcrest – noise (hear from 405)

5. character change of neighborhood

Concern: Quality of life;

Maintain quality of life

Concern: Visual

## **Alignments B2A and C3T, B7 and C7E**

### **Group 5**

**James Irish, design lead**  
**Nicole Kistler, facilitator**

### **Group 8**

**Greg Hill, design lead**  
**Keith Hall, facilitator**

## **GENERAL**

### **Key Themes:**

- Important to preserve homes and character of the Surrey Downs, Enatai and Woodridge neighborhoods
- Concern about crime at stations
- Suggestion that Sound Transit coordinate with developers and WSDOT.

### *Neighborhoods*

Preservation of founding neighborhoods of Bellevue essential -- no encroachment Surrey Downs, Enatai, Woodridge

BI and BIT avoid many of the neighborhood issues

Preserve founding neighborhoods. No encroachments

Concern: cost to quality of life at Surrey Downs, Enatai, more than people on the ridge.

Concern about the impact to neighbors not present

Concern: has heard "just compensation" is not "fair market value"

14. very concerned about loss of homes

18. Concerned about fair market value of home purchased

Preserve homes from I-405 and light rail

\*Concern: taking 194 homes – whole or sliver

### *Crime at Stations*

Increase police presence on light rail routes

Concerns about crime near stations

Stations are crime centers

Crime is an issue at stations.

13. concerned about crime

### *Light Rail, in General*

Leave the area better than when ST got there

Need to hear more of pros and cons

East Link is important and having transit between centers of employment is important

2. alternate means of providing transportation

### *Coordination Efforts*

Be sure to work with developers to allow for planning of building to accommodate light rail to eliminate impact

Coordination with WSDOT and I-405 work?

Coordination with Kemper F?

### *Miscellaneous*

Planning process for court site

Parking inside street near station

1. would like Renton considered

19. Sacred Heart Church – historical site

Would railroad be cheaper?

Pool at triangle of 108<sup>th</sup> Ave SE, Bellevue Way SE and 107<sup>th</sup> Ave SE has plans to expand

Residents not riders (transit)

Traffic impacts today by "Y"

Existing utility easement on west side of 111<sup>th</sup> Ave SE

Would a land swap in Mercer Slough between unoccupied slough and the Bellevue Park and Ride be possible?

## **ALIGNMENT**

### *Key Themes*

- B2A – Winter's House important

*Comments represent the opinions of the participants and may not be factual.*

- B2A – Concern about impacts to Surrey Downs neighborhood
- B7 – While some prefer because the BNSF is already dedicated ROW, others felt that there is less pedestrian access to potential stations along that alignment and are concerned about pedestrian safety
- C7E is a difficult connection to make for pedestrians between Bellevue Transit Center and station

#### *B2A*

112<sup>th</sup> Ave serves fewer people so the route preferred should be further west

No impacts to Winters House

Metro lot – land swap – south Bellevue P&R

Concern: homes from expanded P&R

5. B2 route – too many homes will be taken

-- too many trees removed

--quality of life impacted

-- ridership in impacted communities will be minimum from impacted residents

Turn access on 112<sup>th</sup> Ave SE/SE 6<sup>th</sup> St into complex

SE 8<sup>th</sup> Station, Surrey Downs prefers further north

#### *B7*

Cheaper to use the BNSF RR ROW

B7 is a more car dependent route and therefore less preferable

Concerns with B7 that people on foot through neighborhoods have no safe, lit or real access

12. B7 route is less impact to community

Coordinated vision for BNSF and I-405 to minimize impacts to 405.

Like railroad or access road alignment – peoples residences are more important (B7)

#### *C3T*

Preserve home/building at 108<sup>th</sup> and Main Street

Move station at 112<sup>th</sup> and SE 8<sup>th</sup> north away from residences and more toward Main Street and 112<sup>th</sup>

Concern: new 20 story buildings will create more traffic (C3T) – 108<sup>th</sup> and NE 10<sup>th</sup>

#### *C7E*

Station between 405 and BTC on C7E, ped access is uphill: A station closer to the transit center would be better & making it easier to get from rail to bus.

C7E is a difficult connection to BTC and downtown businesses

Stay next to freeway and turn on NE 6<sup>th</sup> (C7E)

Concern about rezoning neighborhood. Upzoning and densification at 8<sup>th</sup> St and 112<sup>th</sup> Ave.

#### *C3T/C7E*

Need better access to station across I-405 (C3T, C7E)

Home impact at Main Street and 112<sup>th</sup>

#### *Miscellaneous*

3. alternate routes that do not impact/displace the community

A line at 116<sup>th</sup> would spare redevelopment in the area E. of 405

Concerned that a route on 116<sup>th</sup> wouldn't meet ridership numbers because zoning E of 405 is low rise zoning

Prefer station by 116<sup>th</sup> Ave NE and BNSF and NE 8<sup>th</sup> and SE 1<sup>st</sup>

7. build next to 405 freeway – up to 6<sup>th</sup> st.

Can route follow west edge of I-405?

Doesn't like elevated downtown

10. stations should be in areas heavily populated to encourage ridership

Potential P&R by Henry Bock Rd

#### **ACCESS**

##### **Key Themes:**

- Pedestrian accessibility is important
- Pedestrian corridor along 112<sup>th</sup>, I-90,
- Need more transit along 108<sup>th</sup>

#### *Bicycle/Pedestrian/Transit Access*

Bike path preservation and running/walking/exercise access important

Walkability is important

Preserving pedestrian accessibility  
Neighborhood walks along 112<sup>th</sup>  
Use I-90 bike path – used for running  
Need: good walking access at Bellevue P&R station. High residential density  
9. lots of development next 108 St NE – need more transit  
16. bike routes impacted - SE 4<sup>th</sup>  
Bike route SE 4<sup>th</sup> to stop lights to berry farms.  
Buses are not well used  
More transit riders east of I-405  
Can downtown be served by shuttles from edge of city?

#### *Local Access*

Preserving local vehicle access  
Local access is important

### **AESTHETICS/ENVIRONMENTAL**

#### **Key Themes**

- Concerns about noise and neighborhood impacts
- Mercer Slough is an important environmental asset
- Surrey Downs park is an important neighborhood asset
- Concerns about potential impacts to McCormick Park and Bellefield

#### *Noise*

Concerned about noise at stations  
B7 – provide noise wall, noise mitigation for housing affected  
Noise concerns in general  
Concern: noise  
Concern: construction noise  
What are noise impacts from elevated – longer duration, integrated noise impact.  
Concerned about catenary visual impacts

#### *Surrey Down Park*

Protect Surrey Downs park  
Save Surrey Downs park property  
4. Surrey Downs Park – community very concerned that park remains  
Park by SE 9<sup>th</sup> and 110<sup>th</sup>: impacts not acceptable, consider courts site part of park

#### *Mercer Slough*

Protect every spare inch of Mercer Slough – not just land, but quality, unique in an urban area.  
Mercer Slough Ed. Area a huge resource  
Preservation of Mercer Slough  
Preserve Mercer Slough, wildlife, water quality  
17. wild life impacted - Mercer Nature Park  
Concern: Mercer Slough, Pacific Science Center's children's education, wetland related (B7)  
Package of mitigated like provided at Mercer Island (a lid) – like Points Community for 520 -- should be considered for to protect slough and neighborhoods.

#### *Neighborhoods*

Preserve existing/founding neighborhoods

#### *McCormick Park*

6. McCormick Park will be disrupted  
Concern: McCormick Park impacts

#### *Visual Impacts*

15. unsightly view – Link Rail  
Concern: elevated has view impact  
Footprint from Bellevue P&R – view impact of garage from uphill

#### *Bellefield*

8. Belle Field – toxic  
Concern: Bellefield impacted?

*Miscellaneous*

11. impacts to parks not acceptable

Toxic chemicals from former dump on "hotel site" crossover route would affect water quality.

Tree cover on hill would be sacrificed west of Bellevue Way SE

Doesn't like appearance of elevated or surface options



## **Alignments B1 and C1T, B7 and C8E**

### **Group 6**

**Gabe Grijalva, design lead**  
**Wilbert Santos, facilitator**

### **Group 10**

**Leonard McGhee, design lead**  
**Alene Wilson, facilitator**

## **GENERAL**

Key Themes:

- South Bellevue Park and Ride important to commuters
- Important community assets include, 3 churches along Bellevue Way, the Pancake House, the Chevron station (only gas station in S. Bellevue), Bellevue High School, Jack and Jill, Enatai Beach Park, Home Depot, and Pacific Science Center
- The Blueberry Farm, Bellevue Regional Library and Lake Bellevue are important community assets
- Concern about impacting homes along all routes

### *South Bellevue P&R*

Commuters park at S. Bellevue Park and Ride and ride bus to downtown Bellevue  
Commuters from out of Bellevue use this Park and Ride  
Park and Ride – value location and service to neighborhood  
Concern: future impacts (COB) by Bellevue P&R station

### *Triangle Area*

Triangle → local and popular gathering area for community  
Triangle Pool – endangers kids/crossing

### *Businesses*

Capacity and business at Bellevue Athletic Club area  
Consideration of the needs of business in addition to riders

### *Community Assets*

Bellevue Way - more community landmarks on West side  
Also 3 churches along Bellevue Way  
Pancake House – very busy, city monument  
Chevron station  
Hot spot  
Well used  
Only gas station in S. Bellevue  
Bellevue Way/108<sup>th</sup> busiest intersection  
Esp. high school traffic – pvt drop offs  
Bellevue H.S. is “center of community”  
The only H.S.  
Jack and Jill – neighborhood asset  
Where would daycare be to serve Enatai?  
Enatai beach Park – rent kayaks  
Home Depot is an asset  
Vacant land next to Pancake Corral – hope to be developed as neighborhood business  
Pacific Science Center by 118<sup>th</sup> – leaving house or adding buildings

Produce place at Bellevue blueberry farm  
Important: blueberry farm

Library as destination  
Bellevue Regional Library is an important asset.

Lake Bellevue – asset

### *Neighborhoods*

Preserve res area along 118<sup>th</sup>  
Concern: devastation of properties

*Comments represent the opinions of the participants and may not be factual.*

Very disruptive to the neighborhood  
Preserve residential areas between 118<sup>th</sup> and BNSF route.  
prevent condemnation of homes  
Steep grades to the west of Bellevue Way – change would prevent access to those properties

#### *I-90*

Why I-90 not 520?

Why I-90?

I-90 traffic → during major events (Mariners, Seahawks)

Between I-90 and “Y” at 112<sup>th</sup>

Don't reconstruct off-ramp on I-90

Need tunnel from I-90 thru Bellevue

#### *Property Values*

Possible devaluation of properties along alignments

Elevated/surface - Decrease property values?

#### *Connection to Issaquah*

Lake Washington Blvd overpass I-90: future connection to Issaquah

Future connections to Issaquah

#### *Congestion*

NE 8<sup>th</sup> St. congestion – major

NE 8<sup>th</sup> overpass (I-405) is congested.

Left turn access to Enatai from Bellevue Way

Opportunity to improve left turn access

#### *Miscellaneous*

Concern that there's not enough local access to LRT system for the neighborhood disruption

Where is the ridership coming from?

Power outage – how will trains run

→changing Bellevue Way into 6 lane after I-405 expansion→ what are the impacts

Light rail electrical→affect cell phones?

Need plan for future of BCC's expansion

Timing of the selection of preferred route in relation to the RTID vote

Loss of capacity and level of service in downtown

Ensuring future improvement projects are taken account (downtown Bellevue park future expansion : parking)

Do comparison of Bellevue Way improvement without light rail

Do demographics study

Fault line by SE 32<sup>nd</sup> St

Issue to slough entrance on Bellevue Way S of P&R

#### *Brant St*

Leonard ST Segment Manager

Alene CH2MHill

Siri neighbor/Bellevue Way

Fran neighbor

Sherm neighbor

Debbie neighbor/prevent condemnation of homes

Mark neighbor

Maria city of Bellevue staff

Ron Jack n Jill daycare owner

Sabina neighbor

Dan Wilburton Community Assoc.

Judy – walk in – neighbor

20% grade

250 kids/meet

Everyday access from schools

Medina also uses

Drivers as a destination

Cost

20 to 30 billion dollars too costly for the benefits / ridership too low

## ALIGNMENT

### Key Themes

- B1 - Group prefers 112<sup>th</sup> to Bellevue Way, thinking that it would be cheaper, and would have few impacts
- B1 - South Bellevue Park and Ride needs higher capacity
- B1 - 108<sup>th</sup> and Bellevue Way is a busy intersection with 108<sup>th</sup> also used as a bike route and for joggers.
- B7 – cite station near I-405 to be closer to on and off ramps

B1

Only a few traffic signals after the “Y” at 112<sup>th</sup>  
What is configuration at “Y”?

Surface along Bellevue Way = expensive / buying property - less impact on 112<sup>th</sup>  
112<sup>th</sup> looks better.

112<sup>th</sup> route - Bellevue Way - A lot of investment on both sides  
Preference to run underground at Bellevue Way  
On Bellevue Way use cut and cover tunnel

Traffic operation issues along Bellevue Way (i.e. 112<sup>th</sup>)  
B1 – three churches along route. More landmarks here.  
B1 – make tunnel, grade elevated

S. Bellevue Parking - serving people east of Bellevue → needs to be overbuilt to accommodate all  
The need of sufficient parking at S. Bellevue P&R (future)  
Overbuild Bellevue P&R  
Bellevue P&R is a valuable transit asset

B1: Steep hillside west of Bellevue Way

Note: substation at 108<sup>th</sup>, pool at triangle  
Concern: busiest intersection at 108<sup>th</sup> and Bellevue Way SE  
High school joggers use 108<sup>th</sup>, also popular bike route  
Only gas station in south Bellevue at 108<sup>th</sup> and Bellevue Way SE

B7

B7 (along I-90) → earthquake fault and soil settlement issues  
B7: future of light rail to Issaquah  
On-ramp from Bellevue Way to I-90 is cut off by elevated line  
Preserve capability for other rail modes on BNSR ROW

Slide station near I-405 to avoid condemning and to be close to on/off ramps  
B7 alternative: station near I-405 will need to accommodate a large amount b/c will attract some from S. Bellevue  
B7 station: close to on/off ramps  
Slide B7 station north

P&R and others → (more parking)  
B7 – Ashwood neighborhood impact – older buildings  
Who is B7 serving?  
B7 by I-90: cost of this elevated to protect slough  
Definitely need P and R on B7 at 118<sup>th</sup>

C1T

C1T – have a station with parking  
Concern: C1T engineering by Lake Bellevue

C8E

NE 112<sup>th</sup> station: needs to be East & serve hospital BUT need parking  
C8E – visually ugly

*Comments represent the opinions of the participants and may not be factual.*

C8E station: PEC and needs business

*Miscellaneous*

Surrey Downs – no station because don't want more foot traffic / crime  
CIT = Lincoln tower underground garage → how will tunnel run through  
Station near downtown Bellevue Park - will affect already limited parking  
108<sup>th</sup> – could there be a tunnel on route?  
Expanding ROW on Bellevue Way expensive – use tunnel  
No advantage from BI with stations so far apart

**ACCESS**

**Key Themes**

- Ensure a good bus/transit integration plan
- Bike route along I-90
- Pedestrian route along 118<sup>th</sup>

*Bicycle/Pedestrian/Transit Access*

Ensuring a good bus integration plan

Transferring bus service

I-90 Bike trail: walking along Bellevue Way on W side & put in new ped connection

Heavy bike traffic on 108<sup>th</sup> from D.T. to I-90

Pedestrian connection: 108<sup>th</sup> through Bellevue High School along SE Kilmarnock to 104<sup>th</sup>

Walkers/bikers along 118<sup>th</sup>

Note bike route along I-90

Crossings b/w S. Bellevue neighborhoods to Main

Peds use frequently

Everyday access from schools

Preserve/enhance access at south Bellevue Way and 113<sup>th</sup> Ave SE

**AESTHETICS/ENVIRONMENT**

**Key Themes**

- Elevated structure is visually unappealing
- Mercer Slough and Winter's House are important community assets

Elevated structure (visually unappealing)

Elevated light rail = visually unappealing

Concern about visual impact of elevated structure

Protect slough and Winters House

Concern with environmental issues (i.e. Mercer Slough, Winters House, water tables, fault lines, expensive ROW)

What happens to green belt (Mercer Slough)?

Concern: water tables

Concern with noise.

Light rail electrical → does it affect wildlife

Concern: earthquakes

## Overlake Workshop Comments Grouped by Key Themes

### GENERAL

#### Key Themes

- Concern about impacts to local businesses
- Light rail should serve high density areas with fast travel times
- Overlake/Bel-Red becoming more dense

#### Impacts

Concern about construction impacts to nearby neighborhoods

Concern about business and economic impacts

Want to leverage light rail to help existing businesses / integrate light rail with existing business community

Residents don't want to lose service - Businesses – priced out?

Bellevue land use plans will impact existing residents greatly – lose existing quality of life

Street capacity impacts

How much land is impacted around the station?

Concern about amount of condemnations for route down center and for redevelopment (local biz)

Concern from businesses, should be able to stay in area

Concern for neighborhoods & small businesses

How will it impact residents?

Less orientation toward big-box stores, more toward smaller shopping areas

Concern about neighborhood impacts (noise, light, etc.)

Consider resident impact (n of 520) impact

#### Light Rail, in General

Light rail travel time – make it as fast as possible

System should serve greatest number of people

Travel times are important: example Moscow metro circa 1977/1978 of good LRT system

Viability of local service and express

Realistic projections for construction of LRT

Commuting habits-changing mindsets

Conflicts with vehicular traffic & access to businesses

Travel times important

#### Notable Neighborhood Reference Points and Resources

Bike path north of 520

Marked Lake Bellevue

General arrows in the direction of Redmond – school age kids, access to community, shopping, etc.

Marked the following businesses: Pacific NW Ballet School, Luis Auto, WA Trophies, Tsosonis Restaurant, Cash and Carry, Skate King

Residential marked north of 520

Marked Fred Meyer, Sears, Ross, Safeway, Safeway Distribution Center, Overlake Park and Ride on aerial map

Identified Redmond Urban Village along 152<sup>nd</sup> Ave. NE

Identified mixed-use housing north of 21<sup>st</sup> Street, south of 24<sup>th</sup> and east of 152<sup>nd</sup> Avenue NE

Retain dairy plant at Safeway

BNSF marked

Bel-Red looked at as beautiful boulevard

How does project interact with Bel-Red Corridor?

#### Growth

Existing conditions doesn't have density

Concern: Timing for development with transit-oriented development, urban walkable – future redevelopment site where Group Health is

Re-zoning effects on light rail routes/stations

Serve "employee" centers rather than malls



Effort to proactively accommodate growth  
How does re-zoning affect light rail routes  
Safeway distribution center is site of a Wright Runstead Development  
Safeway dairy/beverage/bakery remains  
Create dynamic north/south corridor to Redmond, consider principles of revitalizing urban village  
Extend to Redmond & do it right  
Bel-Red and upzoning  
ST and city wants to upzone area.  
Believes upzoning happens – requires density thinking - Children and grandchildren: future  
DT Bell has not changed much – looking at aerial from 70s. Will be changing, need denser area. How do we make it nice even with upzoning?  
Don't let city come in and tell us what goes where. Let property owners do so  
Circled Group Health  
Future development at Willburton NE 8<sup>th</sup> could be barrier  
Group Health is redeveloping  
Group Health redevelopment-urban mixed-use with transit oriented redevelopment.  
Look at population/employment projections – need more density, could have res and industrial in same area.  
Focus on density/nodes  
TOD; makes transit successful but not necessarily real estate  
Hard to choose as re-zoning can change everything, need to look at this if need to choose one first

*Miscellaneous*

Is it too late to consider Mag-lev?  
Need any ROW?  
Q: What criteria used so far?  
A. reliant on cities ST goes through, looked at range of alternatives. Land use, ridership info. This is mostly a separate system  
Q: why locate station at Safeway?  
Retail, commercial, housing  
Developed preferred alternatives yet?  
Discuss the ease of constructing maintenance pits  
Issue: children's future looking at campus 116<sup>th</sup> and Main and maintenance facility. Concerned w taking away from city.  
Not on regional corridor, on residential streets. Would rather not see LR at all.  
Interest: To solve environmental issues, need to get rid of cars  
Going from Bel-Red to N. Seattle commuters.  
Travel time is a concern – will it be fast? Or would my car be faster?  
Need Master Plan for surrounding area  
What does ST2 pay for? - Pays for plan study to Redmond/OTC  
Concern: affordability in area around stations  
Don't need to ask us – engineers can do it  
1. Who is the ridership? Who does it serve?  
3. Connect DT Bellevue with other destinations.  
4. Regional versus local system – station locations  
5. Questioning the need to E/W versus N/S/ (LT Cost ongoing)  
Political decision, 116<sup>th</sup> not good for MF forever (same w/ hwys) "We will be paying for this forever"  
Circled site NE of NE 12<sup>th</sup> and 116<sup>th</sup> Ave. NE as "Potential ??? Site, 2<sup>nd</sup> Camos?"  
Identified Ross Plaza, Safeway, Sears and Fred Meyer  
Commute trips shifting from Redmond to Seattle to Seattle to Redmond  
Coordination! City of Bellevue, City of Redmond, ST, Developers  
Tenants concerned about being forced out-need to know timing  
Keep flow of traffic moving as densities increase  
More people take train more than a bus  
How do we keep it all moving?  
'Cultural awareness' getting used to transit in neighborhood  
Land use can't all happen at one time  
How does City feel in regards to businesses in area during construction  
Impacts?  
Being forced out?  
Example-Pine Street in downtown Seattle 'war zone' during cut & cover construction  
Long-term-better off/but won't be same people  
Should consider short & long term property devaluation; not just during construction but after

If I were tenant; move during construction & come back after built  
Transit becomes magnet-once parking capacity is reached; overflow will spill into retail areas adjacent  
Current bus users will take train  
Microsoft has transit savvy people  
Rail trips over bus trips over car  
Traffic congestion; during & after construction  
15-20 or more Microsoft employees in next 10 years  
Parking Magnet between Safeway and Sears  
What is the goal? Redmond to Bellevue/Seattle? Or to serve the large area?  
Likes the 122<sup>nd</sup> option  
What other options are there besides elevated structures?  
We want to avoid car traffic  
Where is Bellevue's?  
What's the plan for the Bel-Red corridor  
Concerns about property values falling near light-rail  
Rezone Bel-Red area – more intensive development  
--Safeway site  
--NE 16<sup>th</sup> extended to 120<sup>th</sup>  
Land use will change dramatically 2009 NE 36<sup>th</sup> crossing of SR 520  
Need density to support station – or parking  
Property near NE 24<sup>th</sup>/530 – east quadrant will be redeveloped. Has been sold.  
Alignment is critical  
--through put -- Bellevue and beyond (Microsoft)

- minimize long trip travel time
- integrate w/ land use
- balance between those two threshold for walk distance

Is the system adaptable – can future stations be added in the Bel-Red area  
Identify opportunities for public/private partnerships – leverage investments  
SR 520 ROW may be critical for future roadway improvements  
Get to Redmond  
Issue: cost per segment (engineering)  
Ridership-cost-travel time all tied together density  
Alignment will affect future development  
What comes first – station or land use  
Trade offs—cost—airial--tunnel at-grade

As land values go up -- structured parking becomes more visible  
Parking will be removed from the surface as land values rise  
# of spaces at Overlake Village Park and Ride? Is it used now?

Concern for Microsoft  
Risk – don't want service to be too slow  
West end of Bel-Red more dense  
5-6 story developments 5-6000 residential units  
Traffic on freeways is worsening  
Common theme: balance speed and travel time with number of stations access  
Prioritizing long distance travel over short distance travel

#### *Neighborhoods*

Concern: lives in Surrey Downs – condemn 120 homes - Take property

#### **ROUTE**

##### *Key Themes*

- D3 concerns about a retained cut acting as a barrier to pedestrians, cutting the community in half, and adversely affecting community character.
- D3 seems to serve a larger population
- On D3 locate a station across from Ross Plaza
- Alignments that cross 148<sup>th</sup> Ave. NE should be grade separated, since 148<sup>th</sup> is such a busy street
- D5 - Concern about trains and traffic conflicts on 124<sup>th</sup> Ave. NE
- Few number of stations on D5 not popular
- Proposed 24<sup>th</sup> Street alignment popular with participants, prefer retained cut to elevated, and request a station between 148<sup>th</sup> and 151<sup>st</sup>.

- Participants like the idea of a station at the Safeway Distribution Center
- Participants did not like the idea of a station behind Safeway.

### D3

At D3 retained cut couplet there is a building at 151<sup>st</sup> called Jitters Coffee

D3 cuts commercial development in half

D3 alternative serves larger population??

Why is there the need for a trench at 20<sup>th</sup>?

Request a station on D3 on NE 20<sup>th</sup> just east of 148<sup>th</sup> Ave. NE

Request a station on D3 on 152<sup>nd</sup> Ave NE, north of NE 24<sup>th</sup> Street

D3: concern about impact of 20<sup>th</sup> St

Any alignment, difficult traffic situation. Overlake

Makes sense to have station by Overlake P and R

D3 cuts property in half

What is the advantage of D3 on 20<sup>th</sup>? Going through busy street and ending in same place as others.

D3 alt. serves bigger population

D3 station near Safeway – good park and ride access

Significant potential property impact with station on D3 near Safeway

152<sup>nd</sup> is a more central station location

D3 trench would adversely affect community character

Lori and Larry prefer station north of NE 24<sup>th</sup> Street on 152<sup>nd</sup> Ave NE

D3 – trench? Concerned with access, prefer NE 20<sup>th</sup> against 520 alignment for ridership advantage.

D3 – locate a station on D3 across from Ross Plaza

Doesn't want it to go down 152<sup>nd</sup> Street would be better on 151<sup>st</sup>

### D2A/D2E/D3

122<sup>nd</sup> station built before 130<sup>th</sup>

Like NE 16<sup>th</sup> Route

130<sup>th</sup> in the middle station

120<sup>th</sup> station

Supports 122<sup>nd</sup> station, potential for redevelopment in the area

More station on D2A, D2-E, and D3 between 130<sup>th</sup> and 132<sup>nd</sup> further east for better spacing

NE 16<sup>th</sup> serves better

16<sup>th</sup> corridor preferred over SR 520

### D3 & D2A/D2E/D5

Need grade separation on alignments over 148<sup>th</sup>

### D2-A/D2-E/D5

much simpler

### D5

D5 does not serve population compared to other alternatives (D5 efficiency=express) less travel time

D5=need of a transit station, possibility of a skip-stop schedule

No ROW to D5

D5 doesn't make sense

D-5 (Residents along route concerned)

What are the benefits of D5?

People in Bridle Trails don't like D5

Not sure why so much of route D5 is elevated.

Align D5 with 520 – elevated, connect with D2-A, D2-E, D3, D5

D5-does not offer stations in Bellevue, would want to create density

¼ mile radius of 'good service', D5 would not achieve that

D5 – "No stops"

D5 seems to be best alternative to maintenance facilities-all alternatives will conceivably serve

D5 least popular of all alignments; no stations-no service

Possible 520 light rail future integration with alt. "D5"

124<sup>th</sup>/520-potential conflicts between light rail & 124<sup>th</sup>/520

Vehicles impeding street traffic? Especially 124<sup>th</sup>

### C1T/C2T

Lake Bellevue strains access to that station-should move a little south to serve hospitals



### *Alternative on NE 24<sup>th</sup>*

Elevated over 24<sup>th</sup>, would greatly reduce impacts to businesses in Overlake

NE 24<sup>th</sup> option, easier access to walk to Overlake TC

Station location just north of 24<sup>th</sup> on 152<sup>nd</sup> (adjacent to Overlake Village Transit Center)

Route along NE 24<sup>th</sup> should be considered because it avoids impacts also look at elevated and retained cut for tunnel under 148<sup>th</sup>

Like the new proposed route on 24<sup>th</sup>.

N of 24<sup>th</sup> better redevelopment potential than at 28

New route on 24<sup>th</sup> – Redmond staff concerned about visual impact of elevated – look at retained cut or tunnel under 148<sup>th</sup>

NE 24<sup>th</sup> option—

Would it require a P and R (traffic impact) or orient the station to potential future development

Have engineers looked at a retained cut or a tunnel under 148<sup>th</sup>?

New station location on 24<sup>th</sup> on new alignment between 148<sup>th</sup> and 151<sup>st</sup>

NE 24<sup>th</sup> option-easier access (Overlake village)

Serve 16<sup>th</sup> corridor and use 24<sup>th</sup> option

What is the reason for the consideration of the NE 24<sup>th</sup> alternative?

148<sup>th</sup> and (24<sup>th</sup> and 20<sup>th</sup>) congestion with lunch/rush hour traffic

### *Stations*

Station at Safeway is odd placed behind the retail center

Station behind Safeway is not good; low visibility

Station at Safeway-hard to cross tow very busy streets

Station at Safeway, who would it serve?

Speed versus access, Balance—Number of stations versus speed

- Safeway site
- Overlake village area – as far south as possible
- Something in middle of 140<sup>th</sup>/NE20<sup>th</sup>
- OTC

### *Safeway Distribution Center*

Preferred park and ride at Safeway Distribution Center

Station at Safeway Distribution Center makes more sense; access-wise

Safeway Distribution Center station should be the 1<sup>st</sup> station built

Prefer at-grade supporting denser environment at Safeway Distribution Center

Safeway Distribution Center marked with “How do we best make it work?”

### *Miscellaneous*

Travel time analysis needs to be considered for route selection

Go up 520 and across

No rationale for a LRT line through Bel-Red corridor. Line should run along SR 520 choose MF on basis of least life-cycle cost

East of 124<sup>th</sup> Ave. NE – Design elevated up zone

No Seattle to Redmond

Service time should play a role in choosing the alternative

Elevated/retained cut more efficient=less time/better service

Arrow to Sears “No point in station here.”

Pedestrian bridge over 520 where 152<sup>nd</sup> and 520 parallel each other at the D3 couplet

Look at Park & Rides on 132<sup>nd</sup> & 122<sup>nd</sup>

Concerned about it running on Bel-Red road-not a plan anymore

Could you reconsider a station at the elbow at 136<sup>th</sup> & 16<sup>th</sup>?

More on NE 8<sup>th</sup>-very little on Bel-Red road

supports 116<sup>th</sup> route

Push station at Overlake Village to the south to provide access to the area

3 stations –

- near Safeway
- somewhere central Ross Plaza
- Sears/Group Health

## **ACCESS**

- Regional Light-rail needs to be integrated with local bus or shuttle transit
- Light-rail should be integrated with bike and pedestrian improvements including bike transport and small cargo transport like groceries or shopping.

### *Miscellaneous*

Need access to existing business / services - Want to keep those services

Need connection to Crossroads

Need improved mobility for Microsoft employees from OTC

Not just for adults to use, kids should have accessibility for LR as well

### *Bicycle/Pedestrian/Transit*

Accommodations for pedestrians/bicyclists i.e. bike lockers

Accommodations for pedestrians & bicyclists

Pedestrians

More bike/pedestrian friendly

Pedestrian access and given priority

Transfer to bus/rail

Interest in walking & biking space with green along routes

Mixed opinions about chance of people carrying shopping bags and using transit

Want to take LR from work to groceries to home

What are plans for bike transport?

Along 124th Avenue NE – Have linear park, biking lane and walking area

Supplement with transit, feet.

Consider people movers

Focus on bus integration

Integration with bus service

Need to focus on bus integration plan with light rail

Good bus integration

More transit station

Bus interactions with stations?

Consider pedestrians!

Bus trips (small) don't work during day

Bike lockers needed at park & rides/transit centers/stations

Make sure there is good local bus or shuttle service to local areas

How do we plan to handle vehicle traffic to stations?

Are buses running on those routes too?

Buses would run to accommodate light rail then?

Synergy with Transit Center

A shuttle system would also be helpful

More people use buses now

There needs to be more transit

Waiting for the bus is impossible want to have good access to rail-likes the elevated options and concerned about ADA,

Need good bus service

Shuttle service to stations

## **AESTHETICS/ENVIRONMENT**

### *Key Themes*

- A riparian area was cited by participants NE of 124<sup>th</sup> and the Safeway Distribution Center
- Citation of Red-tailed hawks in wetland area in vicinity of Northup Way and 124<sup>th</sup>
- Citation of other parks and green spaces.
- General concerns about noise and aesthetics.

### *Environmental considerations:*

Riparian corridor

Endangered & other wildlife

Create linear park along side of route

How much space for greenway alongside?

Interest in riparian corridor

Salmon come up on south side of Bel-Red but don't make it up that far

Marked on aerial a bike trail on the NW side of 520

*Comments represent the opinions of the participants and may not be factual.*

Marked on aerial a wooded park north of 520 east of 130<sup>th</sup>  
Red tail hawks in swamp area  
Red-tailed hawks in vicinity of Northup Way and 124<sup>th</sup> (SE of intersection)  
Preserve riparian corridor NE of 124<sup>th</sup> and Safeway Distribution Center  
Goff Creek marked along 132<sup>nd</sup> Avenue NE  
Look at drainage issues associated with a tunnel/trench  
Wetland areas east of 124<sup>th</sup>, north of D2-A, D2-E, D3  
Noted a stream from Catholic Community Center to Employment Security Department

#### *Noise*

Noise difference of elevated vs at-grade?  
Any noise impacts from maintenance facility?  
Concern about noise in neighborhoods

#### *Aesthetics*

Q: Aesthetics – how will it look?

Is elevated ugly? MF not pretty – influences where to put it.

Visual concern with MF on 116<sup>th</sup> and folks on the hill. MF - Not on 116<sup>th</sup>: folks on hill wouldn't be happy

### **DESIGN**

#### *Key Themes*

- People had varying views on retained-cut and grade separated guideways, some felt that retained cut and grade separated rails were safer and provide more reliability for the trains while others felt that the retained cut would act as a barrier for pedestrians and cars.
- Perception that at-grade systems are slower than grade-separated systems
- Participants prefer maintenance base 3 and cited site impacts with maintenance bases 1 and 2
- Participants felt that stations should be located near densely populated areas, with stations within walking distance of housing and shopping and with priority given to a station at the Overlake Transit Center.
- Support for transit oriented development
- Participants would like to see light-rail on 520, and requested that the East Link line be planned to connect with a line over the 520 bridge.
- There should be ample parking at stations

#### *Retained Cut/Grade-separation*

Safety concern – need for total grade separation

Need grade separation to keep rail and traffic running efficiently

Concern about separating rail and auto traffic while still providing at-grade stations when necessary

Elevated vs. at grade difference in cost, safety & speed

Route near workplaces – trench

Trench versus elevated: pick least cost, least disruptive (don't condemn people's homes) maintenance – what cost less

Wants to minimize retained cut areas because it is a barrier for other transportation and community connections-a subsurface system would be different

Retained cut would severely affect community character. Want to serve the Sears/Safeway area-preferred but not if its in a retained cut

Clarification on routes, at-grade, elevated & retained cut

Elevated/trench is (gutch? butch?) traffic

Trenches-what are the trade-offs for traffic lanes?

Alignments conflict with auto traffic-especially at grade; limits access to businesses, etc

Safety concerns of elevated vs at-grade?

#### *At-grade*

Street level light rail perceived as bus

Street level light rail slows down travel times

At grade light rail too much like a "bus"

"Transit phobia" need to be elevated/retain cut to feel like you are not on the bus

#### *Maintenance Facility*

Maintenance facility-MF2-BNSF

MB3 the best choice for maintenance facility

Is the maintenance facility owned by the City of Bellevue?

Why do you need a maintenance site on the east side? Any environmental impacts? How tall?

Pass Park and Ride and Station (refers to Maintenance Base 3)

*Comments represent the opinions of the participants and may not be factual.*

Marked Maintenance Base 1 and Maintenance Base 2 as impacts to site  
With maintenance could the BNSF facility connect to a future light rail extension off of 405  
Don't want maintenance visible from the freeway  
Likes the plant that goes along 520  
Maintenance Facility – where is best location?  
Do not use MF at 116<sup>th</sup>

### *Stations*

Station spacing  
Stations serving high density area  
Stations should serve dense areas with housing/apts  
Locate stations near density  
Need to serve “dense” areas, station planning/stops need to be looked at it to keep it an “express” service  
Need to serve dense areas and major hubs such as airports (not to mall to mall)  
Number of stations depends on density rezoning??  
How were stations located?  
Station access & locations  
Long range development-who would be accessing stations?  
Concern: How people use service and where stations are located – by stores. Stations should serve destinations  
Q: What is the service? Speed of service – local or regional  
Concern: Putting a bunch of stations up doesn't make sense. Is it due to upzoning? Lanes Bel-Red.  
How far will someone walk to a station? 5-6 blocks, half a mile  
Concern with number of stations  
Likes more stations more options  
How close are the stations location?  
Over versus under? (alignment)  
Prioritize Overlake Transit Center  
Favor station near existing transit center  
4 stations (max)

- Overlake TC
- Sears
- 140<sup>th</sup>/NE 20<sup>th</sup>
- Safeway site

Locate stations where you want density  
What is the minimum distance between stations?  
Can you add stations later after the system is built?  
No stop from Overlake, need stops by business centers  
People won't want to walk more than ¼ mile-need a station by medical complex & Sears  
How were the station locations determined?  
How do you get info about how far people will walk? Different studies?  
Don't agree people will walk a mile

### *Transit Oriented Development and Stations*

Locate station near near-term redevelopment opportunities; provide redevelopment incentives  
Synergy between future land use and station locations  
Need strong connection to Bellevue's land-use plans  
Parking at stations?  
Public/private partnerships for station development where possible  
Future redevelopment to support transit station frequency

### *Integration with SR 520*

Light rail integration with future rail on 520  
How would light rail be integrated with future rail in 520  
Study 520 in future  
520 vs. I-90

### *Parking*

Parking considerations “hide & ride”  
Provide sufficient parking  
Parking needs to be 2x/3x  
Provide sufficient parking around stations  
Overlake TC needs sufficient parking to serve all

#### Parking at OR

You must be planning some parking areas?  
No parking makes it more complicated wants parking at the stations  
In terms of ridership would be better-parking new station  
Need a good parking garage near wright-runstead  
    Parking at stations a good idea  
Intercept people with a large Park and Ride  
Fewer stations with more parking  
Concern about parking impacts at stations  
Need sufficient parking double the anticipated # of spaces  
Adding parking capacity at existing Overlake T.C. (Microsoft)  
Who owns the park & rides?  
Will Overlake P&R be expanded?  
Keep station close to Overlake P&R  
Could park & rides be built at sites id'd for maintenance site?  
Concern about congestion from park & rides.

#### *Miscellaneous*

Is there a stop at Overlake Hospital?  
People close but can't access (marked at neighborhoods across 520 from MB3)  
Why not choose where roads are?  
Alignment seems to skip crossroads; service integrations  
Signal integration

#### **COST**

##### *Key Themes*

- Concerns about funding for light-rail to reach Redmond

Financing by bonds, future funding  
What is funded now?  
When do you get into costs?  
Cost factor of elevated vs at-grade?  
Concerned about cost – much more expensive than buses anything out there. Lot of money, not bang for buck.  
Concern: cost. Nothing ST shows says it's cost effective.  
How will this happen if over budget?  
How is this financed?  
    Vote in Nov., packages presented this month  
    Roads and Transit package  
    Sales tax for 20 years  
Concern: don't want to pay for it twice. Want straight route that cost effective.  
Increased tax-'Transit Now' package service to this area 40% of revenue to Eastside  
Optimize cost if everything else is equal (comparable)  
Limiting cost of construction to get to Redmond or is fund request  
Where are cheaper ROWs?

## Redmond Workshop Comments Grouped by Key Themes

### Environmental

#### Key Themes

- Noted potential heron rookery and bald eagle nest
- Farmer's Market and Justice White's House Important Community Resources
- Marymoor Park is a regional recreation destination and care should be taken to minimize impacts to the park particularly the new soccer fields
- Other Concerns and environmental features of note:
  - Equestrian use of Bear Creek Trail
  - Concern about the water table near SR520
  - Potential City of Redmond Park along the BNSF
  - Local recreation and river walk along Bear Creek and Sammamish River (at 154<sup>th</sup>)
  - Tree Buffer along West Sammamish Parkway considered a visual resource by uphill neighborhood
  - Noted wetland (?) by private school market and north of 178<sup>th</sup> PI NE
  - Concerns about noise and vibration



Already loud by other vehicles around Rookery

Eagles affecting Rookery

Prefer route along Leary to avoid trees and wetlands

City had planned for linear park along BNSF (concern about how much space light rail will occupy)

E4 could affect trees

Water table near 520

Why going around H2O retention?

LRT thru protected greenbelt seems like big impact (Heron)

Preserve noise walls along 520

Corridor vibration

Equestrian use of Bear Creek Trail

Noted heron rookery north of Leary Way

Note possible noise impact at rookery

Marked dedicated open space along Bear Creek and Sammamish River

Local recreation and river walk at Hwy 908 and 154<sup>th</sup> Ave NE

North of Leary Way is a heron rookery

Marked farmer's market at Justice White's house

Potential heron rookery in green area north of Leary Way

Sammamish River and tree buffer along West Lake Sammamish Parkway are "visual resources" to neighborhood on hill (west of parkway)

Noted park at 154<sup>th</sup> Ave

Noted farmer's market at Justice White's house

Noted wetland (?) by private school market and north of 178<sup>th</sup> PI NE

Noted heron rookery north of Leary Way

Noted potential green belt north and south of Leary

Forested area north of NE Leary Way – potential bald eagle nest

Marymoor Park

Should Marymoor Park be directly served?

Concerned about impacts to investments on soccer field at Marymoor Park

Marymoor park – destination

Marked Marymoor as recreation destination: softball, soccer, bicycling, etc.

Stations at Marymoor in E2

Marymoor – regional and local park = heavy use

Along E2 at Marymoor: potential station P&R location north of Sammamish River and south of SR 522

Near Marymoor baseball fields: "groups infrastructure together"

Avoid impacts to soccer field

### Alignment

### Key Themes

- Without knowing cost, most groups felt the E2 was most promising route at this time because they feel it best serves Redmond and has the most stations, it also serves the Sammamish Plateau and Avondale/Novelty Hill best.
- Concerns about potential visual and noise impacts of the elevated sections of E1 and E4
- Concerns about E4 impacting green area south of Leary Way
- Concerns about at-grade conflicts with cars and pedestrians

Longest route serves Redmond best

E2 most beneficial because of Redmond connections

Least expensive is best so a. has chance to get built and b. goes further

E1 seems to take longer and is less direct than E4

\*Without knowing cost → prefer E2 alignment

--whole group

E2 makes the most sense

Support E2

Look further at inputs up 161<sup>st</sup> worried about losing green space

Prefer E2

Prefer E2

E2 is most promising

Prefer E2

E2 if can be financed

E2

E2 → most flexibility/benefit

E2 unanimous preference

Using existing 520 corridor by Marymoor makes sense

E2 doesn't seem to make sense the way it loops back around

E2 can potentially expand utilizing BNSF to Woodinville and on

E2 only one that serves transit center

E2 – move last station to BNSF with possibility of extending to Willows

Generally like E2 or some variation

E2 modified to not go on 161<sup>st</sup> to exiting Park and Ride

"Redmond split in half"

Prefer E2

E2 – has fewer impacts, already impacted

Too many stops – too long, won't use

E2 advance quick access for people for west / plateau

Access to Marymoor

Serves Redmond transit center

All 3 R. stations on E2 are important

Best – 2 places to access system from outside downtown

At-grade can cause (safety concerns) more accidents

Decrease service time

Is it possible for another alternative on the other side of Marymoor Park (opposite from E2)?

Will limit timing between stations

Preserve ROW thru Sammamish Valley

Like E1 option because it gets further east and 2 stations, bus avenues

Could run route, E4, thru 159<sup>th</sup> toward trees, shorter reaches major areas "E4A"

New Group Health will be key destination (walkway to/from station)

Locate routes thru high density areas

Loop – Redmond/Issaquah/Bellevue

All stations should have parking

Alignment for grade separation on BNSF to facilitate ped and car crossing, connectivity

Only land in Redmond zoned for auto-related business

Issue of at-grade conflicts with cars and pedestrians

E4 --greenspace impacts

--Cause more congestion – better to go around

E4 could affect trees

Feel E1 is circuitous and will take extra travel time

E1 = expensive (\$\$)

Elevated segments of E1 and E4: concerns about visual and noise impacts

E1 at NE Leary and West Lake Sammamish Parkway – close to neighborhood

E4 at NE Leary and 159<sup>th</sup> – elevated?  
E4/E1 – elevated is visual blight  
Move E4 north of Leary Way, not between green areas  
If E4 considered – in general don't support E4  
Re-route E4 around Heron greenbelt

### **Stations/ Park & Ride/Maintenance Facility**

#### Key Themes

- Park and Rides and key to light-rail access
- Park and Rides need high capacity
- Station near Marymoor important to serve Redmond, Marymoor, Sammamish Plateau and other towns but concern that location could contribute to congestion.
- Redmond Transit Center an important station location
- Redmond Town Center an important station location, some concern about light-rail riders using Town Center parking as park and ride.

Important to connect to existing Transit Center

Move Park and Ride over by box stores to avoid 520 bottleneck. Terminate at that site

Third station important to N. Redmond

Park and Ride on East end a must for Novelty Hill/Avondale

RTC – congested and would need to deter people from parking and riding

Redmond park and ride important to serve because a. miss people in Northgate area and b. these people create congestion getting to BC park and ride and c. serve more people – better for commuters – better Redmond connections

2 P and R stations important to serve as a stop gap

Re: Overlake station – if you're coming from West and going East it would be good – but from an Eastside perspective it doesn't serve the area very well

Could you use the Redmond Town Center station as an alternative for a terminus to the station at Redmond Transit Center

People who live to West of Redmond would have to go through Redmond to get to Marymoor station on E2

How large would the parking structure be at the maintenance facility – like Eastgate?

Who purchases the land and manages the park and rides?

Need more park and ride capacity

For costing/community Park and Ride would be better than Redmond Town Center

Permits to park at Redmond Transit Center

Redmond Towne Center – essential station as a destination

adequate parking

Density is there for station and park and ride

Concern of the possibility of 2 maintenance facilities (rather than have it at Redmond that Bel-Red corridor)

Need of more parking

Not enough (more employees than spaces)

Station location

Need to make sure the private/public sector need to share in costs

Need to balance w service time of light rail

Prospect of a station at 51<sup>st</sup> (accommodate Microsoft expansion)

Provide “safe” parking lot for long term parking (travel, trips, etc.)

Balance with commuter parking

Need of a station by Marymoor park (for major events/activities)

NE 70<sup>th</sup> park and ride

1400 spaces seems not be enough to accommodate all

Need to increase spaces by more

Focus on an “abundance” of parking at the NE 70<sup>th</sup> park and ride

Concern about parking and park and ride lots / availability

SE Redmond station serves Marymoor Park events

16<sup>th</sup> station very important, serves walkable neighborhood and transit center; rare opportunity for TOD

Need focus on park and ride (lots) facilities to serve suburban communities

E2 - SE station serves both directions (unanimous)

Interest in maintenance facility location - People coming off plateau – huge bottleneck facilitated

Station should serve Town Center (very important) holidays and at 5 PM, solid traffic

How will you get traffic into Park and Ride off ELSP?

What is the condition of the land used for staging on 202, past Home Depot and cemetery. Could attract and pull people of 202. station by Les Schwab and bridge to P and R.



Make it easy to access P and R (separate access than from ELSP)  
traffic all converges from Sammamish plateau and hit a bottleneck before P and R  
Usually don't provide enough parking, cost effective  
E2 → P and R for van share downtown Willows Road  
Use new RR instead of Bear Creek (right now at maximum capacity. Accommodate for growth at new facility)  
Number of businesses in Park and Ride / M and O (SE corner) base site  
Number of people driving in to access P and R / end of light rail line  
Parking access for people from north  
Giant parking facilities encourage driving, reduce available land  
Enclose as many station as possible – weather and HVAC if have to wait  
Wi Fi in stations  
OTC can't be the terminus due to capacity overload of the transit center  
Along E2 at Redmond P&R: third station is very desirable, especially for teens (parking is a problem at Redmond Town Center)  
E2 – prefer three stations (Redmond P&R)  
Third station could be built later, no such opportunities on E1/E4 (Redmond P&R)  
Third station – allow bus transfers at two locations  
New P&R may inhibit use from other side of Redmond (west)  
First priority station for E2 proposed P&R  
Second priority station at Redmond Town Center  
Third priority at Redmond P&R  
Lengthen secure parking  
Desire station at 51<sup>st</sup>  
E2 at proposed P&R: “do you want P&R here.”  
Propose P&R: focus to pull outside riders  
P&R: look at size of P&R  
Maintenance base – in Redmond, Bellevue or both?  
Propose P&R – commuter parking a must! *Shows arrows pointing to surrounding employment*  
Potential station wanted for E1 west of Lake Sammamish Parkway to serve neighborhood  
Redmond Town Center – importation station location  
E4A station at NE 76<sup>th</sup>, east of Leary Way  
Propose P&R near SR 520, note saying “bottleneck to P&R” along Hwy 202 from plateau  
P&R – how will cars get here?  
P&R – future expansion to East Lake Sammamish  
Marked station at proposed P&R on E2 as closest station to park  
Need more parking at Redmond Town Center  
P&R – TOD  
Proposed P&R – reduce size and impact  
Propose P&R – concerned about number of lost jobs for station location  
Consider further out-of-town for maintenance facility  
Suggest P&R in front of Target and Cole's along SR 520  
Move transit center to Coles/Target  
P&R proposal: east of 178<sup>th</sup> Pl, “Bear Creek P&R”?

## **Pedestrian/Bike**

### **Key Themes**

- Accommodations should be made for secure bike parking at station locations, and secure bike transport onboard trains.
- Maintain connectivity between the Justice White's House and the Farmer's Market
- Consider needs of the disabled in connectivity and accessibility, including design cues for the blind and partially sighted
- Desired pedestrian and bike connections:
  - from stations to the Sammamish Trail (Burke-Gilman)
  - across the BNSF
  - between Redmond Town Center and Marymoor Park (across 520)

Stations need bike facility to accommodate bike commuters to stations  
If we get to Redmond Town Center there is enough density for people to walk or bike if there needs to be enough capacity to take their bike on the system and have secure bike parking.  
Bike accommodations on trains?  
Facilities at stations to promote other modes of transport, especially bicycles

Bicycle access (lockers and on vehicles) [Sammamish trail access]  
RR track is currently a barrier for biz community. How to make that better? All modes pedestrians, bikes, XXXXX"  
Dividing Justice White and Farmers Market is issue. Need connectivity  
Friendly Village. Senior Mobile – can use access, consider disabled needs  
Visually high contrast – safety for partially sighted (big bumps most effective)  
Indicators/announcement for train direction/destination for partially sighted  
Pedestrian crossings to/from RTC and Marymoor Park  
    Kids use to get around – park to library to skate park  
Pedestrian crossings across BNSF important  
Marked desired pedestrian crossing on NE 70<sup>th</sup> – west of 168<sup>th</sup>  
Minimize how BNSF serves as barrier  
New connection across BNSF (164 and 161) planned for by city  
Bicycle access  
    Burke-Gilman will be regional facility  
Desire for pedestrian access to Burke-Gilman along forested area north of Leary Way  
Desire for pedestrian access across SR 520 from Redmond Town Center to soccer fields

### **Transit Integration**

#### Key Theme

- Transit integration – bus to train is essential to the success of the project

Bus integration very important to get people to/from Bear Creek Park and Ride  
Bus connectivity to Novelty Hill  
Would there be negative impact on bus service?  
    (545) would it end? Don't want it to  
Is Redmond working with ST on zoning and feeder transit into system?  
Coordinating existing bus lines – integrity – to feed into system  
Feeder system streetcar or tram to outlying areas to get people into light rail  
Need major transit that get riders from the Plateau and Novelty Hill  
Where regional transit comes in – integrate with mass transit  
integrate transit  
integrated mass transit  
Shuttle integration w/ bus/light rail  
How do they deal with buses/shuttle  
Concern about where to park for current station (17,000 in Redmond Ridge) not enough parking  
    Could run shuttle buses from Red. Ridge, Trilogy (possible solution)  
    Metro will respond to riders needs  
    What type of parking structures?  
Concern about timing of connections (bus → train)  
Coordinate bus routes / bike routes  
Transit doesn't always reach/meet need  
Willows Road – no transit (no buses) but needs it. BNSF alongside  
    -- access Willows Road from Redmond  
Shuttle system from Redmond to OTC  
Feeder/distribution system needed to stations

### **Frequency**

#### Key Theme

- Frequent and reliable light-rail service including weekends and evenings is important

Frequency needs to be greater than or equal to 4 times per hour  
Extend service hours on Fri/Sat nights  
Concerned about wait times given current configuration  
Frequent service throughout day and evening  
Speed important but reliability more important

### **Congestion**

#### Key Themes

- Participants expressed concerns about car traffic congestion particularly along Avondale Way and at the end of SR 520 though it was noted that the planned Redmond Way flyover will help that congestion.
- Light-rail is a must-have to alleviate traffic congestion.

End of 520 = huge congestion  
New building/development = more congestion and LR needed  
520 corridor is needed due to UW connections  
    Must have  
    No longer reverse commute  
More important to get commuters out of cars and lower congestion  
    Young commuters have needs  
New flyover Redmond way will help Avondale traffic  
545 packed  
Congestion 202/520 from Avondale  
Heavy traffic along at terminus of SR 520 and backups along Avondale Way at peak commute hours  
Traffic congestion on SR 520 at Leary Way on/off ramp  
Proposed P&R – concerned about congestion  
Noted congestion on NE 70<sup>th</sup> St from Hwy 202

### **Extension/Long Range Planning/Growth**

#### Key Themes

- Long-range planning extensions desired:
  - To the Novelty Hill area down Avondale
  - To the Sammamish Plateau
  - Along the BNSF/Willows Road
  - Across 520 to the University District in Seattle
- Consider transit oriented development in conjunction with light-rail stations

Extend past Novelty Hill → think to future and accommodate growth and housing

Any thought, give thought, to coming down Avondale?

    People coming from Novelty Hill and Duvall

Anticipate needs along Avondale before others purchase the land, may not be opportunity in the future.

Lots of population, north along Avondale

In the long range planning where would these alignments connect to?

West Lake Sammamish Parkway? The Plateau?

Long term planning is needed (not just 5-10 years but 20+ years)

Need to work w local employer for future plans

    Possible extension to Willows Road

Large employment center on Willows serving highest density center

Tie in Willows Road – Railway goes in that direction. Keep open Notes lots of employment at Willows Road building – potential expansion to for E2

Could extend line further east (most growth will occur there)

Interest in expanding across 520

Make sure it will accommodate light rail on 520

Interest in creating urban clusters/villages around station (ex. Mountain View in CA)

Inevitable expansion will occur out toward Overlake

Light rail needs to move people serve population heavy areas

Consider apartments and condo growth along Cleveland, serve high-density areas

Aim for density – employment centers

High concentration of jobs on S. side of Redmond Town Center

How is land use being tied in?

Make it easy for TOD to take place

TODs – leverage private side to work with station locations

Any consideration for private enterprise related to funding – could be possibility

Noted Cleveland condo development at 161<sup>st</sup> and 76<sup>th</sup>

MS building – new camps / 1 million SF at new development

City encouraging housing/higher density in town center

Look at future extensions with good overall design

MS has offices in Redmond

City of Sammamish wants light rail thru Sammamish

Look at how we can improve for next 2 generations

Light rail for 520

Marked locations of Home Depot and Target

Connect to U-District

Need to promote mixed use

NE corner of NE 76<sup>th</sup>/161<sup>st</sup>: 84 housing units going in. Whole area is zoned for more density  
Extend E2 out to Willows  
Future extensions to 161<sup>st</sup> with ridership development  
WSDOT future extensions continues by SR 520 and north  
E1 – Hwy 908/159<sup>th</sup> PI NE – new Group Health location  
High density area east of 161<sup>st</sup> Ave, north of NE 76<sup>th</sup>  
Noted residential neighborhood next to 154<sup>th</sup>/park  
High density, affordable housing, “good connection” – north of BNSF/NE 70<sup>th</sup> near Redmond  
Request to loop light rail to Issaquah and Bellevue to reduce congestion

### **Cost**

#### Key Themes

- Consider transit oriented development in conjunction with light-rail stations

Have you done cost estimates for the different alignments?

Cost information for E. Link

Made available

Look at cost per mile relative to the benefits it will give (ridership, development, etc.)

Funding sources for Redmond

Need funding equity between Bellevue and Redmond

Difference in cost between E1 and E4?

Relative cost in elevated versus grade?

Consider ops cost not just construction (especially down the road)

Keep cost of riding affordable

Analyze cost/benefit

Cost info: make available

### **Advice for Sound Transit**

#### Key Theme

- Sound Transit needs to educate voters about their regional planning

Hear ST speak about planning, growth management, identify trends

Relate East Link to zoning and density

Need to sell voters

Some planning seems like a short fall

Get endorsements for the vote, get people confidence

In ST2 – seems like you would get more votes if it went to Marymoor station

--how much more money would it take to get there?

--need to put % more to get there in materials

Present reasonably – not just yes or no

Need to educate public about what it will cost if we don't do it, not just cost of project; i.e. ecologically, environmentally

### **Want Light Rail to Redmond/Positive Light-rail comments**

- It is essential that light-rail be constructed all the way to Redmond

Buses follow growth and are always behind the game → trains help guide growth

Frustrated that Redmond might not get light-rail

Feels tunnel is an aesthetic desire – not need

Feels Bellevue should pay for additional costs to the tunnel

Look at one less road improvement and do light rail instead

Will lose growth in the future if not built now

Crucial it comes further than Overlake – or make accommodations to get people to the stations

More participation at polls if further – to Marymoor

Need to connect to Redmond (MS employees in downtown Redmond)

Need to get to Microsoft

Consensus – light rail past Overlake –

Redmond destination in its own right

City can integrate with planning

Cost of delay

Extend to Redmond because catch riders from outside downtown area

Redmond – funnel area for large area that a terminus in Redmond would cover

### General

Not around Redmond but to get to Seattle

1,000 homes going up now

Young adults use – safer gets them out

Please push for zoning discussion with cities

Ideal for people who live in condos

Prevent “too many” stops due to TOD (transit-oriented development)

Causes decreased ridership

Q – who is building the trains?

Rate reliability important

When will it be functional?

Has ballot measure been written?

Rate on specific destination concept?

Why the “roller-coaster” effect at end of route? Due to WSDOT?

Main concern getting from intersection at city hall to university (UW)

Where does rail go downtown?

Need to get to airport

People should travel in pneumatic flue

Interest in other technologies like Mag-Lev by mayor, but doesn't seem feasible

Convert SR 520 HOV to rail (long-term)

Impacts to bus service especially route 545

Lots of MS live on Westside, they will use light rail to get to MS

Build to Redmond – connect MS to Redmond

New SR 520 will have HOV lanes help capacity

Provide direct service to outer areas to MS/HC

Work with UPS to reduce freight on roads

Redmond Town Center – shopping and employment center of town

Existing planned street connections – all across NE 76<sup>th</sup> and at 164<sup>th</sup> Ave, 166<sup>th</sup> Ave, 168<sup>th</sup> Ave and 170<sup>th</sup> Ave

Redmond Schoolhouse and Community Center marked at 166<sup>th</sup> and 80<sup>th</sup>

Redmond Library – circle around, note saying “To UW”

*Mini Map*: desired goal to place alignments down at SR 520 grade. Preserve noise barrier

HD – Microsoft supplement noted south of Redmond Town Center

HS alternative noted south of Redmond Town Center

Auto-oriented businesses along 159<sup>th</sup> PI NE

Move station from P&R – relocated E2 station to location along BNSF corridor and between Leary and 161<sup>st</sup>

161<sup>st</sup> – Road to Bella Botega Plaza marked

Circled Old Redmond Schoolhouse

### Scheme A

- Good bus connectivity from McClellan/Rainier and First hill truncater RT 9
- Big clunky bridge Weird
- Glass sound barriers quiet with view
- Need 23<sup>rd</sup> Access
- Need a better ped connection from 23<sup>rd</sup> to Rainier
- Prefer closer to 23rd. more residences serves neighborhood
- Rather ramp than elevator You can run!
- Likes 23<sup>rd</sup> good bus connection
- Like 23<sup>rd</sup> access. Safer at night.
- Overbuild station with development
- Bellevue Way is better alignment for connections to buses
- Bus stops need to remain. One system.
- Ridership improves with personal safety, fewer "lurkers"



### Scheme B

- Center platform getter
- Security – night, openness of station
- Sitalines
- Concerned about noise, light
- Length of travel to station
- Human activity IMPORTANT entry on 23<sup>rd</sup> more welcoming
- How stops from MT house to station
- Current ramps are circuitous

### Scheme C

- Like center platform
- Line of sight is important for ped access
- Concern about ped tunnels: transient population – safety – sanitation – security
- Center platform is less confusing easier to use

### Scheme D

- Closer to Coleman School Bike Trail Access
- Like C or D – better than A closer to 23<sup>rd</sup>. access simpler. Like better than tunnels
- How does a Seattle resident get to Eastgate on the train? Eastgate connection (Issaquah) to train?
- Lots of blind users School for Deaf and Blind
- Walk signal timing poor (*crossing Rainier Ave S.*)
- Would like access here (*Rainier Ave S. under I-90*)
- Soften ramp looks (*arrow to ramp from Rainier Ave*)
- Likes D
- Consider screening houses from lighting with foliage
- Best option – less up and down
- Relocate bus #48 to here (*station entrance on 23<sup>rd</sup> Ave*)

Question and Answer Session:

1. How many trains will be coming in from the east and how many from the south?
2. Is there a ramp going into the station?
3. The center roadway will be strictly dedicated to light rail correct? And it connects the Seattle CBD to Bellevue CBD. So you would be replacing one bus route. The other bus routes would have to take the HOV. What kinds of speeds would the buses that have to run on HOV lanes get? Taking all dedicated HOV and replacing it with a single route. What if you allow all the coaches to run in the HOV? So the board is convinced light rail is best?
4. Right now we have shuttles that connect to the park and ride. Are you considering local transportation options to feed into the light rail system? Does this mean all of the buses are coming out of the bus tunnel? Are you developing a program to keep the buses separate from passenger vehicles?
5. I-90 gets extremely congested with stadium events, will extra train trips be planned?
6. Royal Brogham only serves north/south, what about the east/west load?

Flip Chart Comments:

- Need more rain shelter at stations
- Question about using dinner train route
- What happens when power is out?
- Glad it is finally happening
- Need feeder buses; P and R fills up
- Off island people fill P and R
- Off islanders use center roadway – then shop on island then go east
- Concerned there won't be enough parking
- Fills up early AM
- Parking used by off islanders
- Can't use transit if can't get to it
- Need more on island bus service to light rail (no parking)
- Elevate station – street level
- Put overnight LT parking for airport riders

Maps Comments:

- Noise! Cars – need to study!
- Like sound walls for abatement
- More rain cover
- Why elevate platform? –
- Landscape at roadway level
- Staging area for construction
- Parking is an issue – not enough
- Two grocery stores (QFC, Albertson's has kosher deli)
- Eastside, off island people shop
- Want paid parking for airport parking
- Condos coming – walk from here





## Appendix D: Comment Form Verbatim Comments

Comment forms were provided at the sign-in tables and other locations at every workshop. Many participants filled out comment forms at the workshop. Others took comment forms home and returned them by mail.



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# Workshop Comments by Question

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**Bellevue** Do you have any other comments to provide the project team?

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1. Develop and publish performance- and cost-effectiveness measures to be used in selecting preferred route/configuration alternatives
  2. Develop and publish prior to the combined RTID/ST vote (Nov. 2007) life cycle cost estimates for each alternative within the various segments. The cost estimates should include all acquisition (design, construction, ROW purchase, etc.), ownership (operation, maintenance, modification), and retirement costs.
  3. develop and publish dimensioned schematic representations of route configurations (at grade, elevated, etc), and station layouts/configurations
  4. Develop and publish a list of persons who may be contacted by email to answer questions about the East Link project (existing Sound Transit "communication procedures" are totally inadequate!).
  5. Develop and publish ridership estimates (daily weekday, annual) for the alternative within each segment.
- 

While BNSF use for B7 looks cost effective the required wetland traversal will offset this benefit and cause loss of S. BLV PnR lost co-location Graphiti on elevated structures should be considered.

---

"While BNSF use for B7 looks cost effective the required wetland traversal will offset this benefit and cause loss of S. BLV PnR lost co-location Graphiti on elevated structures should be considered."

---

Why not drill a tunnel from Bellevue Way S along 108th Ave. It seems it would be a straight shot! Less cost/work. Impact would be minimal compared to other routes. Sound Transit needs to respect residents and reduce as much impact as possible. Also, Sound Transit needs to recognize that light rail is ugly! A big concern is over the aesthetics of the project and the preservation of Bellevue's green environment. Bellevue is not urban like Seattle -- we deserve respect and different rules in regards to our neighborhoods, parks, and lifestyles (quality of life is critical).

---

Another concern about accessibility with 112th and NE 6th stations. How would the elderly move from that station to the transit center and vice versa? What about safety in crossing streets around stations?

---

Considering the increase in taxes will start now -- the light rail will start perhaps within a decrease from now -- greatly increase the bus service within the Eastside neighborhoods -- so I can see the "bang for the buck" now until then. Also: state/local legislators must lobby Washington D.C. to allow the transportation part of the sales tax be a credit (not a itemized deduction) on the federal tax return.

---

Please record the comments from the break out groups verbatim as part of the public comment period

---

length of time for BTC --> SeaTac --> really long, compare to South Bellevue to SeaTac via ST 560 express. Light Rail should be faster!!

---

**Bellevue** How will you access the light rail station?

---

None of the above.

---

foot, bus

---

foot, car. Depends where they're built

---

foot, bicycle, car.

---

foot, bicycle, car. Depends how far it is from home.

---

foot

---

I will not use. I work in Bellevue.

---

This is a loaded question. I prefer bus and will work against light rail.

---

foot

---

foot. Was MagLev considered -- cost is probably high but noise and dirt would be much less.

---

foot, bicycle, car. Depends how far it is from home.

---

foot, bicycle

---

---

**Bellevue**

What are important features and factors about the neighborhood that Sound Transit should consider?

---

Bellevue high, Triangle Pool, Enatai, and Jack and Jill daycare. These locations and safe access to them must be preserved

---

1. Routes should be parallel to and close to the right-away corridors for I-90, I-405, and SR-520.
  2. The preferred segment D route is D5; there is no reason to have a route thru the Bel-Red Corridor.
  3. There should only be 3 stations for segment D: one near Overlake Medical complex; one near Overlake P&R; one near/at Overlake Transit Center.
- 

co-location of stations with existing PNR lots

---

I-90 bike route impacts/updates Bellvue's new bike master plan transfers to LR/Bus by wheelcharis need for lots of P-R space as many from Eastgate P-R will want to ride light rail

---

See item #V -- the home/trees/green belt environment must be preserved. Increase 24/7 "green" buses within the neighborhoods

---

No home seizures! Do not touch a single square inch of Mercer Slough or contaminate a single drop of water -- no wildlife should be impacted. Preserve existing bike routes and trails (walking). Skip the railway trail -- it's stupid and waste of \$. Save all Parks! Will dogs be allowed on rail?

---

co-location of stations with existing PNR lots

---

Historical value: as stated on page 246 of A Guide to Architecture in Washington State "Surrey Downs, 1952-55 Omer Mithun (Architect) 109th and 110th Aves SE off Main St. -- About 40 of the houses in this tract were built from 3 basic designs furnished by the architect. They are some of the best and most representative of postwar small tract housing design." ... "Another feature, not true of larger tracts lacking custom design, is tha every tree on the site was saved."

I should also mention the Sacred Heart Catholic Church at 10838 Main St. According to the Eastside Heritage Center, it is the oldest remaining Catholic Church structure in Bellevue, and is the oldest church structure still in its original location.

---

**Bellevue**

What are your thoughts and concerns regarding the proposed routes and station locations?

---

I would like the route to be on major roadways

---

"need to minimize impact on neighborhoods: noise, dirt, congestion (all from frequent trains), taking of property estimated community time to SeaTac Airport is long: time to drive with no traffic is 20 min, which is <<55 min. What gives? Need to go to downtown Bellevue Transit Center "

---

I like the location of a station near SE 8th -- it would enable me to leave my car at home and commute to Microsoft. My primary concern is for the preservation and quality of Mercer Slough. Second, my concern about route B7 is the potential for seizure of my condo at the Brookshire, plus the impact of daily noise. Today is only the dinner train and occasional freight -- higher number of trips would have impact on the libability of our complex. I would hope that if light rail uses the rail way, Sound Transit would build a wall to block noise and light pollution. I realize that using the existing railway would be the most cost effective and that puts my home ind anger. Please avoid condemning any homes!

---

the only acceptable route is the Burlington Northern route

---

I AM WORRIED!

---

I do not want to route to be on 112th Ave SE

---

foot <-- better connections! --> bus, bicycle -- the healthy way -- more accessible roads to the train. Car? Why -- the object is to leave the car in the driveway

---

Althoguh it's exciting to know a transportation system will finally be available to the Eastside and Seattle and various other areas, as well, I wonder if the hours of operation vis-à-vis the buses within "The Neighborhoods" will tin in with the whole light rail system. If it doesn't my additional taxes will not satisfy my needs

---

put stations close to neighborhoods, for a reduction in car dependence maintain local access walking up/down hills for transfers (rail to bus) is bad

---

VERY WORRIED put rail line form I-90 either in a) I-405 West of East side b) use the RR (existing) R of W for the spur to downtown Bellevue

---

The Best Route is to use the existing BNSF Right of Away to minimize impacts along Bellevue Way and 112th Ave SE.

---

I was not aware that the elevated options restrict left turn traffic. Even if existings lanes are retained capacity will be reduced by this fact.

---

1. There are no current life cycle cost estimates for the alternative route segment/configurations.
  2. There are no dimensioned schematics available for the alternative station configurations and cross-sections of the alternate route (at-grade, elevated, tunnel, etc.) configurations.
  3. There are no measures of cost- or performance-effectiveness defined for evaluating route/configuration alternatives.
  4. There are no published ridership estimates for segments.
- 

Aside from possible condemnation of out property, noise, cost of the project, environmental impacts, aesthetics, possible crime increases, ect., I am concerned about devaluation of my home, my biggest investment and asset. I love my home and don't ever want to move. Businesses can move and thrive elsewhere, but a home has emotional value difficult, if not impossible, to replace.

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**Bellevue**                      Why did you come to the meeting tonight?

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to find out what routes were on the table.

---

find out what is being proposed

---

wanted to hear more about the project

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Because I am concerned about a possible condemning of my property for Light Rail. I don't know how I can vote in good conscience in November without having established routes made known to me.

---

to try to find out more about the proposed light rail link to downtown Bellevue

---

It will impact my neighborhood and my income.

---

to learn about: a) current status of life-cycle cost estimates for the various route-segments and configurations. b) "schematic" designs for stations (approx. land area for at-grade, elevated, etc., stations). c) Sound Transit's evaluation criteria for selecting preferred routes/configuration.

---

impacts to neighborhoods

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to protect neighborhoods and residences from the impact of light rail. We insist on no property condemnations for light rail.

---

Because I am opposed to Light Rail in my neighborhood.

---

I think light rail is important and long over due. My concern is for the quality and preservation of Mercer Slough (#1), the impact to my home on 118th Ave SE, and noise. My home has been in sights for transportation seizure and want to know what the latest threat is from Sound Transit.

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**Mercer Island**                      How will you access the light rail station?

---

car

---

---

**Mercer Island**                      What are your thoughts and concerns regarding the proposed routes and station locations?

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The Mercer Island option seems pretty much straight forward for location. Raising the station above the traffic is a good idea. Have you considered the noise level from automotive traffic when one is in the light rail station. It might be very unpleasant.

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**Mercer Island**                      Why did you come to the meeting tonight?

---

to find out what will happen on Mercer Island with the addition of light rail

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**Overlake/Bel-Red** Do you have any other comments to provide the project team?

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Good work! Good meeting and good team.

---

In places where the alignment will be adjacent to current or planned residential neighborhoods, do not make the turns so tight that the wheels will screech against the rails.

Recognize that the construction phase will cause some businesses to fail, and provide proper mitigation.

I am not convinced that a regressive tax like the sales tax is a good way to finance this system. If this is approved the restaurant tax will be almost 10%, and the tax on everything else almost 9.5%. There must be a reasonable upper bound on a tax like this which falls disproportionately on the poor. You will have a difficult time convincing people like me to vote "yes" in November. If this must come from the sales tax then you should reallocate the existing tax. That's what it means to budget.

---

Thank you for asking the community for input on this project.

---

Sound Transit should immediately develop and publish:

- a. performance design and quality assurance specifications for each of the East Link segments
  - b. current life cycle cost estimates (that define all pertinent acquisition, ownership (Q&M) and retirement costs) for alternate design solutions for the East Link segments that satisfy the performance, design and quality assurance specifications
  - c. updated ridership estimates for each of the East Link segments and for the entire East Link
  - d. cost estimate information that reveals the difference in per-mile costs for surface, elevated, and sub surface (tunnel and retained cut) track configurations
  - e. criteria for selection of maintenance facility location.
- 

I'll be happy to attend future input workshops, aerial seems to have less interference with existing street traffic. If it comes down NE 24th from 520, may need to consider short tunnel due to extreme high density traffic and congestion on 24th.

---

I believe that in terms of funding it is more beneficial to build a "more immaculate" line with all the bells and whistles and with good design that fits into community character -- than to have a stretched out "bare bones" system that portrays obvious financial shortcuts. A proven system built with good design in mind will sell itself to the voters when system expansion measures go on the ballot. A badly designed and underfunded line will only anger voters and result in backlash.

---

Nice program this evening.

---

get a link to Crossroads

---

---

**Overlake/Bel-Red** How will you access the light rail station?

---

car

---

1st -- foot. 2nd -- car

---

foot, bicycle, car

---

bus, bicycle, car. You always need to design with disabled and easy access for the elderly in mind.

---

Depends on where they are located. Foot, bus, car

---

car

---

car

---

bicycle, car, scooter

---

foot, bus, bicycle, car

---

foot, car.

---

foot, car. Depending. I come from Seattle but will be working on 152nd near 24th

---

---

**Overlake/Bel-Red** What are important features and factors about the neighborhood that Sound Transit should consider?

---

Encourage pedestrian access. Riders should not have to cross a street to get to a station from a Park and Ride lot or a Metro bus transfer point. Do not set up dangerous situations like the westbound Sr-520 freeway stop at NE 40th where pedestrians have to cross in front of cars exiting from eastbound SR-520 to eastbound NE 40th. Many cars ignore the no right turn on red signs and do not see the pedestrians, especially in winter before sunrise.

---

don't degrade the little green space, wetlands or streams that we have left

---

a. stream/wetland areas

---

1. minimal disturbance to critical area habitat, wetlands, and usable open space
  2. minimal disturbance to residents in terms of noise
  3. minimal sightline / aesthetic disturbance (eyesore factor)
  4. minimal eminent domain issues on residential property
- 

adequate bus service

---

pedestrian access is very important to me  
speed of the LRT should be a priority ahead of automobile speed, i.e. traffic signal preemption

---

Heavily trafficked intersections / corridors, minimizing noise and congestion. Need to have good bus/shuttle, service between rail stations to access residences, shopping.

---

Accessibility for the disabled, pedestrian/bike friendly station design, think about small lot dense residential development in TOC -- not just multifamily

---

good pedestrian routes to shops, homes and businesses. It really depends on what the Bellevue City Council approves for the Bellevue/Redmond corridor. Will this become a business service area or convert to housing/retail/business? Once this is decided then choices will become more clear.

---

provide adequate park and ride facilities  
elevated lines that provide views and make riding sound transit fun. In trenches looks dangerous  
connect to businesses and shopping

---



---

**Overlake/Bel-Red** What are your thoughts and concerns regarding the proposed routes and station locations?

---

seeking better understanding and impacts of project

---

Trying to achieve a balance between serving commercial areas/workplaces and residential areas. Ensuring the line layout does not conflict with the Bel-Red corridor plan that is in the works of being updated by the City of Bellevue! It would be helpful to have current or proposed area plans, such as this one, available for use to create more meaningful discussion.

---

The chosen route needs to serve the largest concentration of residents.

---

Wish we could build this system sooner. One concern -- don't put the rail on the streets and give them signal control! Portland does this and it is slow.

---

must have parking  
serve dense areas  
integration with bus service  
promote growth/expansion -- Bel-Red Corridor

---

1. Time to destination
  2. Parking and connection consideration
  3. Impact to congestion
  4. Whether it result in expected trip reduction returns
- 

D3 is the best with an elevated NE 24th option connecting to Overlake Transit  
Station placement doesn't seem quite right -- NE 122th and NE130th are pretty close  
Station in Bellevue should be closer to downtown  
Pedestrian consideration essential -- already challenging in Bel-Red/Overlake

---

Need to balance the number of stations, versus the speed of commuting. Along with that there needs to be sufficient frequency of rail cars so that wait times are minimized. And, the impact to the existing traffic in the roads does not greatly add to the congestion in the roadways and at intersections.

---

Interest in protecting wetlands  
Locate stations to allow people to go from work to shop to home (city living)  
Interest in having light rail provide use for children to go from "nodes" -- community areas, shopping, neighborhood park and rides

---

Our group was fairly consistend in preferring 16th along 520, coming down 24th (or perhaps N of there -- the pink, turq and green lines. To a parking access facility along 152nd NE near existing park and ride near Group Health campus

---

-- concerned about impact of all of the maintenance facilities  
-- believe rail should be routed through center of Bel-Red corridor (NE 16th) maintenance on 120th or NE 20th but not on 116th -- prefer 20th st maintenance next to freeway  
-- use new alternative that runs to 520 from NE 16th and then NE 24th to S. side of 24 (Sears)

---

- a. There is no reason to route any LRT line through the so-called Bel-Red corridor. The least cost route is along the SR 520 right-of-way
  - b. There is no rationale for any stations except those located in downtown Bellevue and near the Overlake Park and Ride
  - c. There currently does not exist any lifecycle cost estimates for any of the segment alternatives; and there are no published measures of cost and performance effectiveness that can be used to select preferred routes/configurations from among the alternatives
- 

Should allow for maximum rider access and minimum interference with vehicular traffic and business access. To do this, D2-E appears to be the optimal alignment. Expand existing Park and Ride lots (e.g. Overlake Park and Ride and Overlake TC), possibly adding one or two at the Bel-Red stations. Otherwise commuters will just take business parking spots. Integrate with Metro--this includes financial integrations. There is no excuse for the current system from a customer point of view. Try explaining to a foreign visitor why their all day Metro pass is no good on Sound Transit and they will have to pony up another \$2.50 per head to cross the lake.

---

Route D3 makes the most sense to me. A line across 520 bridge would likely run all the way along 520

---

---

**Overlake/Bel-Red** Why did you come to the meeting tonight?

---

live in area

---

I am a resident of Redmond and work in Redmond. -- I am very interested in light rail, TOD, housing issues and want to see the East Link project succeed.

---

(c/o RE/MAX metro)

---

to give input on proposed light rail and community / traffic / noise impacts particularly as it pertains to a development I am involved in.

---

interest in project. Manage company with 10 acres just north of proposed transit line

---

-- 8 buildings and 2 vacant land parcels in proposed areas

-- interested in participating in Bellevue development, mass transit, and long-range planning of improvements

---

a. to protest against the expenditure of tax-payer money to plan/implement a non-cost-effective, uneconomic transit system

b. to urge that any LRT route from downtown Bellevue to Redmond be sited along SR 520, and not through the so-called Bel-Red corridor

---

to represent Congressman Reichert

---

To get a feel for what is planned for the Bel-Red/Overlake segments of East Link

---

I live in the area and am greatly impacted by the huge growth in traffic. I think that a well planned and well integrated commuting system is integral to the quality of life, economic vitality, and growth management of our community.

---

To give input on Bel-Red segment and identify both opportunities and constraints to arrive at a better product -- avoiding pitfalls and tiger traps.

---

to learn more about East Link

---

I was invited by Sound Transit

---

interest in promoting light rail intelligently

---

(Greater Redmond TMA 425-702-8001 x 206)

---

part of my job responsibilities

---

Interest in impact of light rail on Bellevue neighborhoods and my commute

---

---

**Redmond** Do you have any other comments to provide the project team?

---

No. But "I need Thomas." Oh, and I'm 2-1/2 years old.

---

With reference to the 520/Evergreen bridge I believe one of the problems going west in the evenings is that there are too many on ramps filtering traffic onto 520. The bridge itself is usually without a back up. The traffic bottleneck is somewhat before the bridge. Also people don't accelerate fast enough getting onto the bridge which is one of the causes of the bottleneck.

---

make indoor shelters at stations

---

Godspeed

---

An additional station at 51st St would ease traffic congestion as it would then enable a lot of MSFT employees to use light rail

Without Segment E, there will be a lot of traffic congestion between Redmond Town Center and the Segment D Overlake station

---

---

**Redmond** How will you access the light rail station?

---

buse, bicycle, car

---

foot, bus, bicycle, car  
potentially all -- will depend on station locations

---

bus

---

bus, car

---

foot

---

train

---

car

---

---

**Redmond** What are important features and factors about the neighborhood that Sound Transit should consider?

---

Redmond is already a funnel for commuter and residential traffic from the city north to Monroe

---

Look at Bellevue and Redmond's bicycle maps

---

A large P and R will be needed near the Segment E2 station near Marymoor Park...so as to maximize usage of the new light rail system

---

- allow more than 2 bikes per train
  - safe bike parking
  - safe equestrian use on shared corridor
  - connections for teens
- 

I think safe bicycle routes are important

---

People LOVE Thomas, esp. Kiera and other kids

---

---

**Redmond** What are your thoughts and concerns regarding the proposed routes and station locations?

---

Redmond extension of this ST2 light rail proposal is needed, so as to complete the system  
Option E2 is the answer --cheapest, -- provides most utility for the community

---

think 161st (3rd) station very important  
longer more circular routes but without stops seems like a waste  
E2 preferred route

---

Last train stop will be a collector from the region. We don't want that traffic at Microsoft/Overlake area because it is crowded enough.

---

E2 is the only option -- need all three stations  
a) supports Redmond Park and Ride (which draws people from the North and NE)  
b) need to proposed Park and Ride at 520 and 202  
c) best for teenagers since the various stations give access to library, skate park, town center, get to Seattle and Marymoor Park

---

Please note -- BNSF mast plan (concepts) include equestrians -- need to make sure horse safety is provided, work with King County Equestrian Horse Council

---

E2 is the only option that provides a station where I think there needs to be a stations -- 83rd and 161st serve the Willows Business District as well as the north Redmond Residential Ridge

---

No train at meeting :(  
Was hoping to find Thomas. He wasn't here. Need Blue Trains in future!!!

---

At the meeting in Redmond (10 April) I thought that our groups proposed E4A (NW of E6) was the best but now I think E2 is better. Redmond Park and Ride station would be excellent as I live on Education Hill.

---

My concern is that the planned schedule for setting up light rail is too slow. I would like to see light rail access to Redmond in 3-5 years.

---

---

**Redmond** Why did you come to the meeting tonight?

---

interested in transportation systems  
help with traffic  
move people more efficiently  
I work in Seattle and have family in Seattle  
I am a transit rider

---

1. get a better understanding about the project
  2. make sure that consideration was fairly given to potential riders from north of Redmond -- i.e. Woodinville, Duvall, Monroe, who's closest access would be the park and ride at 83rd and 161st
- 

Because I am fed up with the extremely bad traffic back ups crossing the 520/Evergreen Bridge in the weekday evenings. Getting to the UW or Benaroya Hall sometimes takes an hour.

---

To listen and understand the Segment E proposal and options

---

to see the train

---

To support rail to Redmond (or further NE) (would be nice to go up Avondale and past [North] of Novelty)  
Look to the future for Avondale congestion put in a station between 116th/128th off Avondale

---

love technology

---

---

**Seattle** How will you access the light rail station?

---

Bus

---

---

**Seattle** What are your thoughts and concerns regarding the proposed routes and station locations?

---

Option D for Rainier station is best:

- Easy Access from Rainier Ave
- Less up-and-down on stairs/elevators
- Center platform - easier to turn around

In Segment B, I strongly favor going to S. Bellevue P&R. It is a good option for I-90 buses to stop if the bridge is congested.

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**Seattle** Why did you come to the meeting tonight?

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Very interested in light rail, line @ Rainier Vista, work on Eastside.

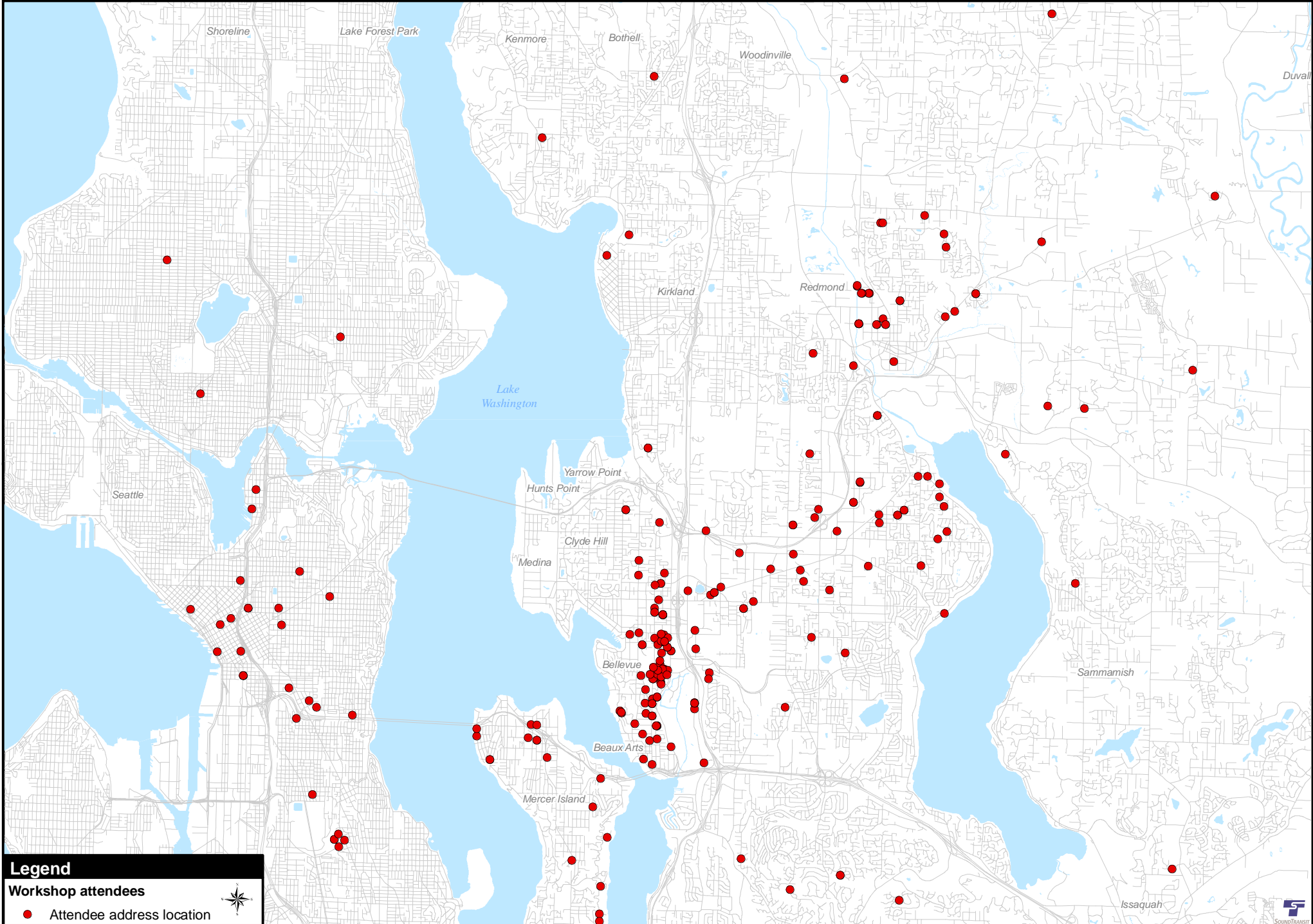
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## Appendix E: Attendees Live/Work Location

These maps show where participants live or work based on information provided at the workshops.

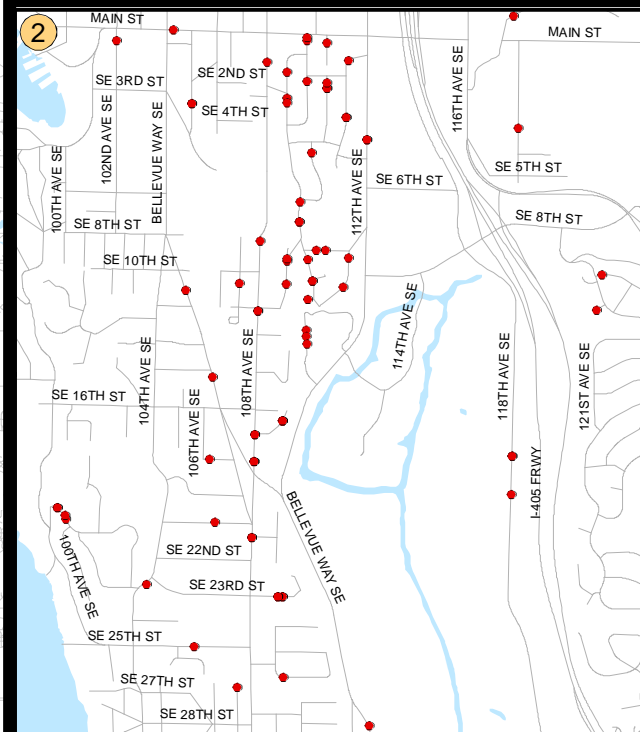
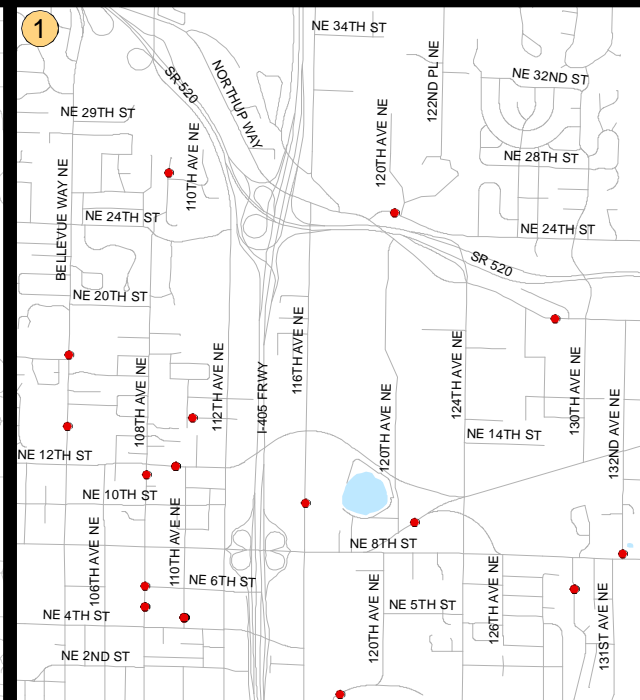
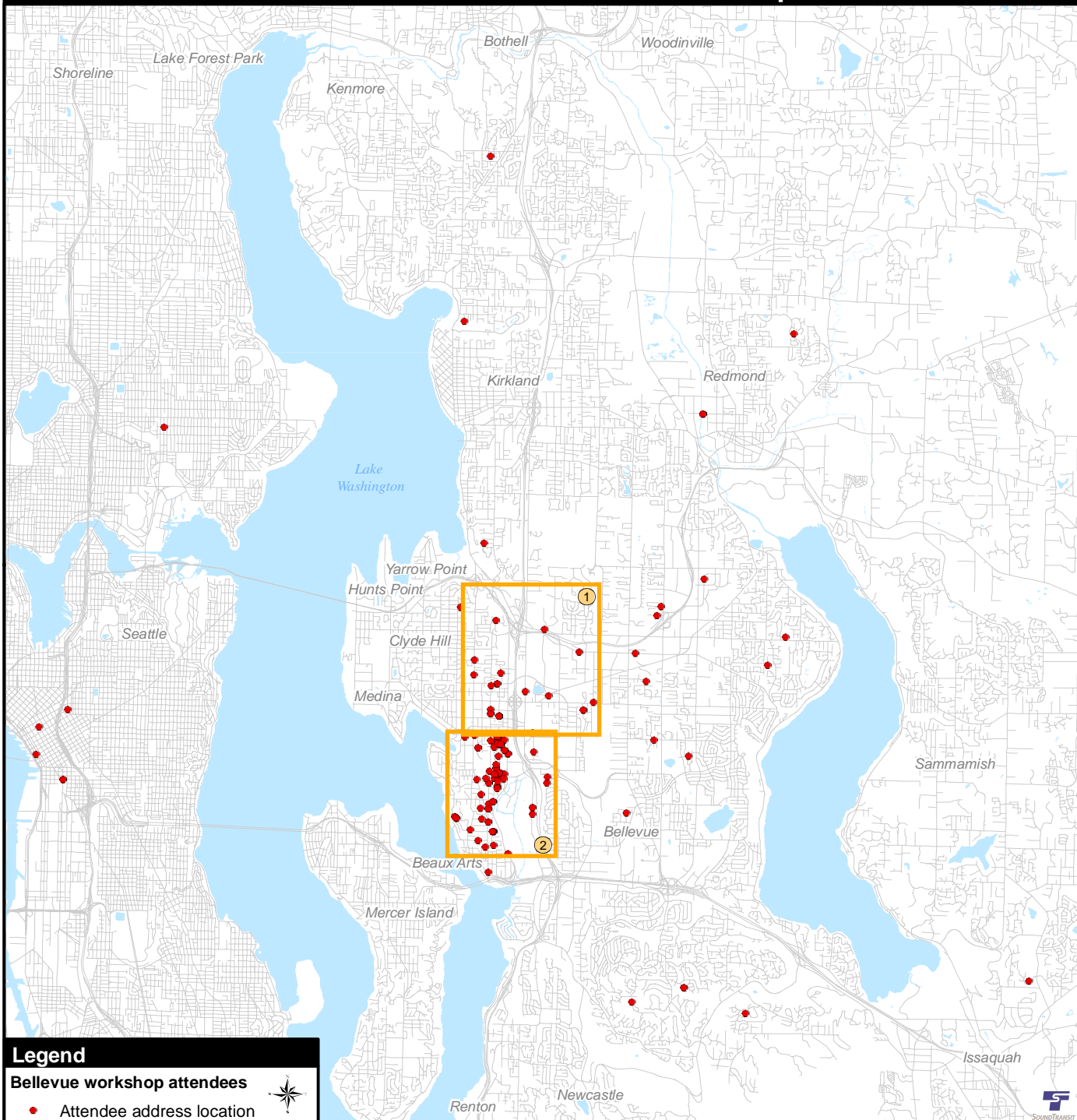


# Sound Transit East Link - All Workshops (Bellevue, Mercer Island, Overlake, Redmond, Seattle) Workshop Attendees



# Sound Transit East Link - Bellevue Workshop

## Workshop Attendees



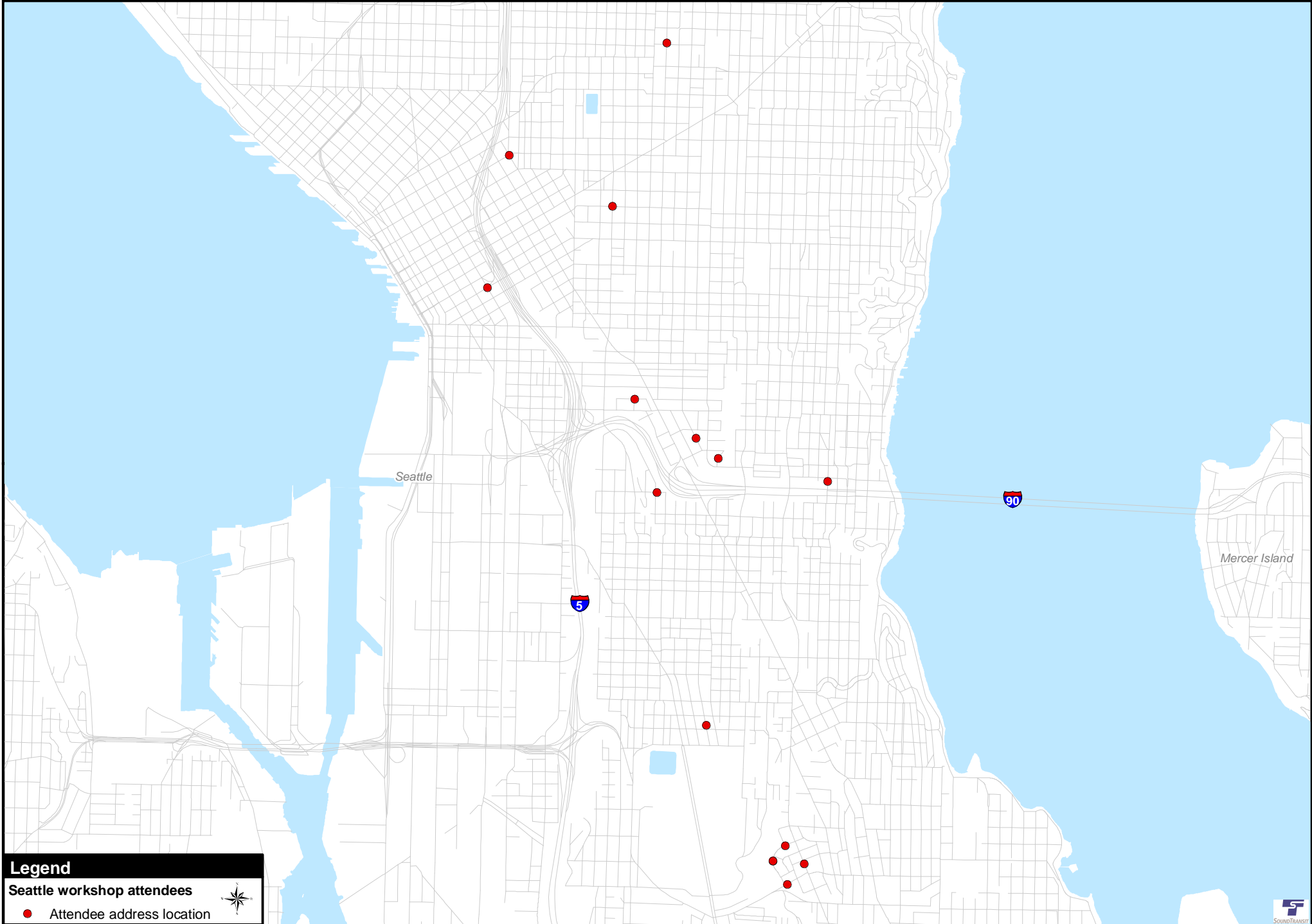
**Legend**

- Bellevue workshop attendees
- Attendee address location



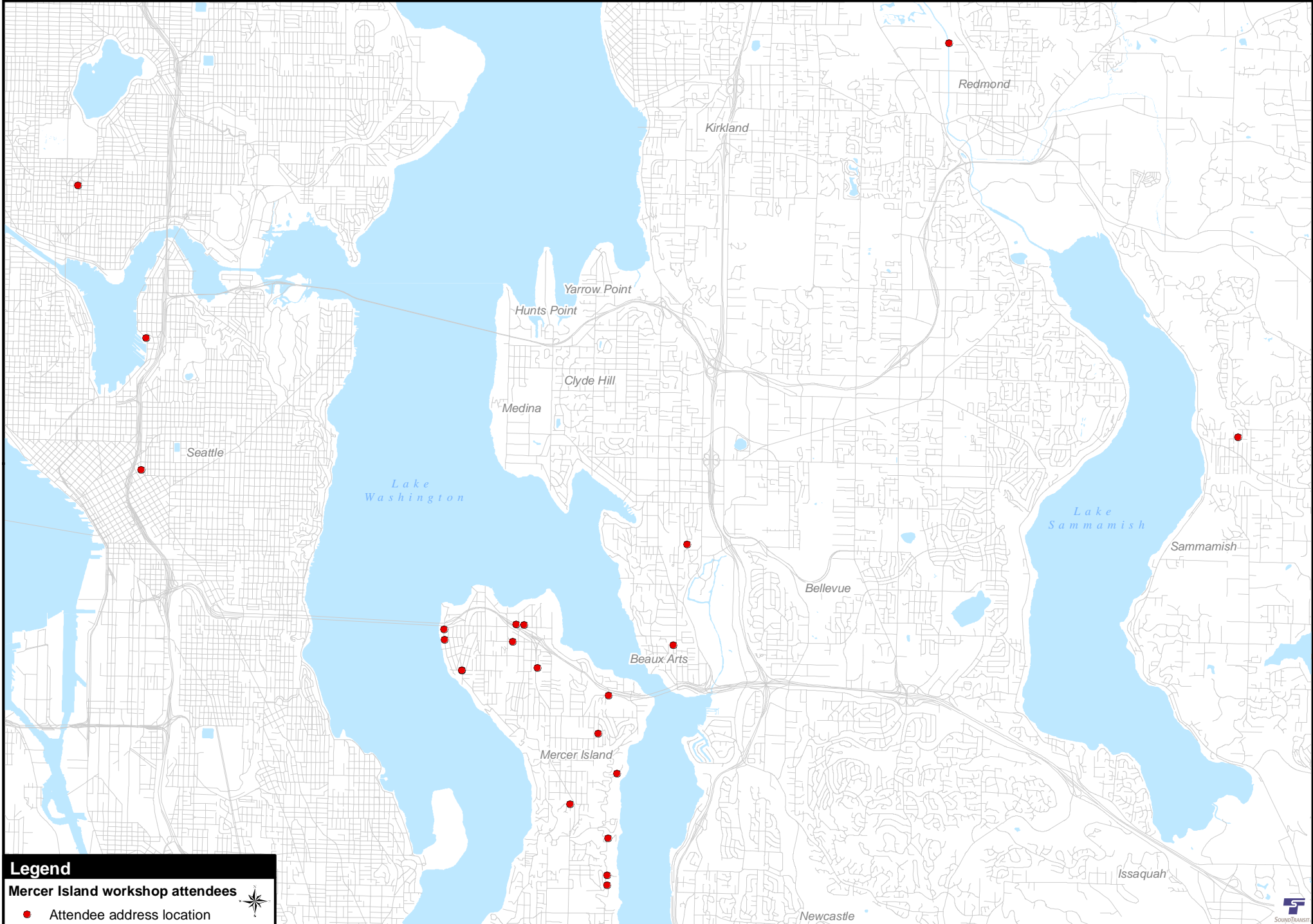


# Sound Transit East Link - Seattle Workshop Workshop Attendees



# Sound Transit East Link - Mercer Island Workshop

## Workshop Attendees

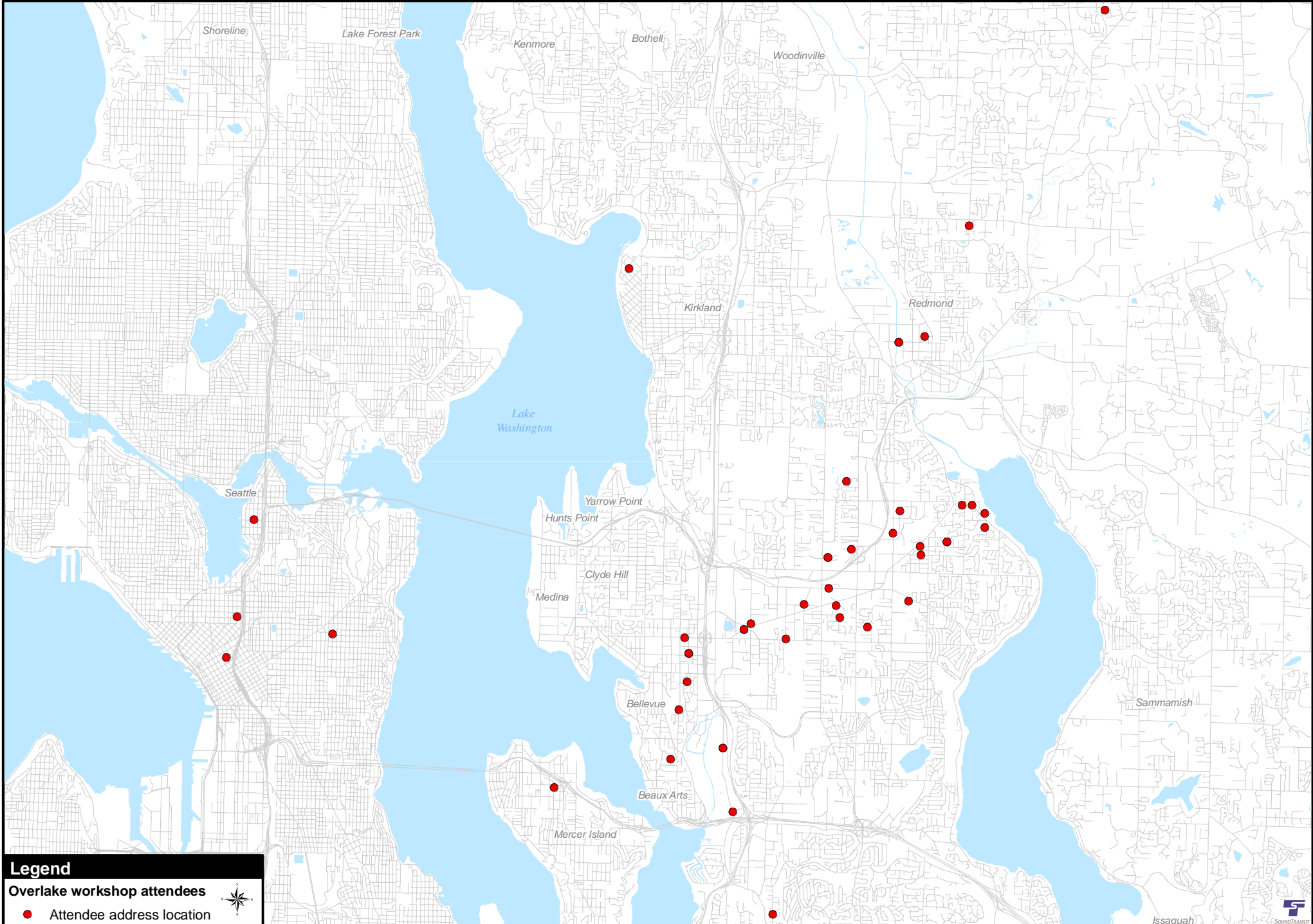


**Legend**  
Mercer Island workshop attendees  
● Attendee address location



# Sound Transit East Link - Overlake Workshop


## Workshop Attendees



**Legend**

**Overlake workshop attendees**

- Attendee address location



# Sound Transit East Link - Redmond Workshop

## Workshop Attendees

