

Appendix B:

Comment Form Transcriptions

All comments in this section represent transcribed comments from comment forms received at the workshops or submitted by mail between February 18 and March 12, 2010. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

Downtown Bellevue Open House Comments:

Comment Forms

Please share your comments regarding the East Link Project

I live close to the routes, in Surrey Downs, but I don't agree with some of my vocal neighbors. I want a route that goes to Central Bellevue. I like C11A the most. C9T and C9A would work fine also, but they wouldn't be as good as C11A. C14E just doesn't make sense to me. The original C4A, with East Main station would be good also. This is a long term investment and we should be willing to pay for a system that will serve our long term needs.

Name: Anonymous

Please share your comments regarding the East Link Project

New alternatives C9T, C9A and C11A seem better than Sound Transit's preferred alternative C4A, from the standpoint that they reduce adverse impacts on surface street traffic. The hospital station also seems better located to serve potentially important transit destinations. C14E, while it has somewhat lower construction cost and faster light rail travel time, does not serve the main purpose we should expect – getting it as near as possible to the concentrations of jobs and downtown residents.

Alt. C14E is fast because not as many passengers to load/unload, and four conflicts with surface traffic. But the alignment is relegated to the "outskirts of town" which might be appropriate for a freight line, or an intercity commuter line but not a transit system meant to deliver you close to your destination. The economies of time and cost for this alternative are false for that reason. And how would that tent over the moving sidewalk hold up in high winds? How will the fabric look after a year or two of weather? The illustration on P 65 shows a large quantity of horizontal structure associated with this alternative, surrounding the north and east of the City Hall.

Please share your comments:

I'd like the least environmental impacts. Skip hotels-do not go to hotels. People can get a ride to the hotel through hotel. Least expensive that is less intrusive. In the C-14E Alternative the pedestrian connection from the station to downtown Bellevue is inadequate and inconvenient with the wheelchair and battery-operated tricycle. I would prefer to have a level connection to the sidewalk. I do not want a station that is at a different level of the sidewalk. Will there be plugs to recharge my electric chair? There must be available plugs for re-charging my electric wheelchair.

Name: Anonymous

Please share your comments regarding the East Link Project

Not to be rude, but Sound Transit obviously has no understanding of the traffic in Bellevue. C4A has to be the worst option of all. The original route (C2T?) the city council voted for before C4A was adopted makes the most sense of all of these.

If we're going to have light rail, let's do it right, otherwise don't waste our money. Put the tracks underground so they can put people close to where they live, work or shop now, not where they might go sometime in the future.

Every surface option C4A, C9A, C11A will negatively affect Bellevue businesses far more than not having any rail at all.

There's \$50 million that Sound Transit put in their budget for the BNSF rail corridor boondoggle that would be much better spent on this. ST has proven to be overly optimistic in their ridership assumptions so I think the city council needs to stand up and insist on doing what's best for the city.

C9T:

Best of these four options but not as good as original voted for by city council. (C2T?)

C9A:

Almost as bad as C4A but at least it doesn't cross 8th.

C11A:

Equally bad to C9A.

C14E:

Useless why have a rail that no one rides? 25% fewer riders is a dream, try 50% less, they won't walk over the hill to get there.

Name: Dorothy Swarts

C9T:

The best C alternative. Why aren't there 4 station entries for subway station, on each quadrant of NE 4th/110th NE intersection?

C14E:

Put light rail where the people are. Next to a freeway is not the right place.

Name: Anonymous

Please share your comments regarding the East Link Project

C14E (Vision Line)-very poor connectivity to the existing Bellevue transit Center making connection to the feeder bus system extremely difficult. Also way too far from downtown activity centers and residences to be of any use.

C11A (108th Ave NE) At Grade: Can't see the benefit of rebuilding BTC over C9A

C9A (110th Ave At Grade): Good connections to Bellevue Transit Center-not disturbing existing Bellevue Transit Center is a plus-a little far from downtown but not too bad compared to C11A.

C9T (110th Ave Tunnel): 900m-too much money for not enough benefit.

Name: Anonymous

Please share your comments regarding the East Link Project

Please see my comments on following pages. Thank you!

C9T:

Best long term solution for Bellevue-please pair this option with the savings option on 112th Ave-B2A.

C9A:

Other options are better.

C11A:

A good option to pursue.

C14E:

Too far from downtown to serve public. Low ridership. Sound Transit should not spend any more money to study this-not practical.

Name: Anonymous

Please share your comments regarding the East Link Project

C4A is the worst case of all options/alternative. See attached table-comparison for C9T benefits compared to at-grade and C4A and elevated options (3 pages)

See attached "Enhanced C9T" (3 pages). See suggested revision to C14E route and moving terminal to Metro Lot (2 pages)

-Requires tight radius turn which must be further assessed and designed to site elv

-eliminate circus tent and moving sidewalk

Name: Dwight Schrag

Please share your comments regarding the East Link Project

We live in NE Bellevue and look forward to being able to use light rail to get into Seattle particularly for evening cultural events-so trains will need to run reasonably frequently in the evenings (at least every 15 minutes until 11 or 12) and there needs to be good access to Seattle Center. In addition, there will need to be adequate parking and park and rides.

Name: Anonymous

Please share your comments regarding the East Link Project

C14E by far the least desirable route-too far from transit center, businesses and shopping, potential conflicts with future 405 development.

C11A has too many impacts on surface traffic.

I favor C9T if we can get funding for the extra cost of the tunnel.

My second choice is C9A both are close to the transit center and businesses-this is vital.

Name: Anonymous

C9A:

This is the best! Please stay away from NE 12th and 108th Ave NE! That's where I live! Don't take my house!

Name: Anonymous

Please share your comments regarding the East Link Project

C14E is the preferable route. It is faster than street alternatives, lowest cost per rider, no substantial variation in overall system ridership and the least impact on eligible historic neighborhood properties.

C9T:

This is an unacceptable alignment due to environmental impact on a contiguous historic district – the elevation creates noise and visual impacts that cannot be mitigated.

C11A:

Not acceptable. Higher cost, substantial higher travel time, displaces and disrupts businesses and homes, noise and visual blight that cannot be mitigated.

C14E:

Substantial benefits in regard to travel time and cost. No substantial decrease in overall system ridership. Fastest of all the alignments. This is inaccurate when you look at the people mover aspects of the plan. Substantial benefit of being fully grade separated.

Name: Deborah Lelinski

Please share your comments regarding the East Link Project

1. Route light rail on surface streets in Bellevue's downtown area (no tunnel, no elevated section).
2. Cross I-405 at approximately NE 12th Street – not NE 6th /NE 8th St.
3. Construct a "Ashwood/Hospital" station at approximately NE `116th and NE 12th.
4. Route the line north from "Ashwood/Hospital" station to approximately Sr 520 then east to Overlake; do not route the line through "Bel-Red Area"; add station at approximately Sr 520 and 130th Ave.

C9T:

Too expensive and not required.

C9A:

Best alternative

C11A:

Too expensive

C14E:

Too expensive and elevated configuration is not required.

Name: David F. Plummer

Please share your comments regarding the East Link Project

C11A highest ridership

C4A = less ridership than C11A and C9T

C9T= highest ridership, most \$

The whole point is to serve ridership in an environmentally and cost effective manner. Any option that doesn't offer maximum ridership is almost obscure given the high cost of the system. C14E – 2 stops! What!! And way too far from Bellevue Square and offices. Please don't do this.

C9T:

I like this – but the cost...I prefer 108th not 110th.

C9A:

Prefer other options.

C11A:

Like this option best, location, cost, ridership very positive. Also 108th that much closer to the central core.

C14E:

No, no no! Too far from where riders will need to be. Too long of a walk. Bad option.

Name: Ann Romco

Please share your comments regarding the East Link Project

My biggest concern is that the budget constraints will force Sound Transit and City of Bellevue to make choices that are not in the community's long-range best interest. I would prefer a delayed timeline over a hasty decision.

C9T:

Best results – best ridership and lowest negative impact in the long run (less traffic impact and fewer impacts on downtown residential).

C9A:

At-grade alignments are too disruptive of traffic business.

C11A:

Business displacement and neighborhood impacts are undesirable.

C14E:

Needs more discussion: less disruption is positive; lower ridership is a concern.

Name: Cheryl Kuhn

Please share your comments regarding the East Link Project

Enough already. Next election will not produce more "hairbrain" concepts! People in Surrey Downs will be dead and buried, BSF will never revert to total rail. Stop the costly insanity of "Alternatives" just do it and let the people adjust. In Europe it is amazing transportation.

Name: J. Ollis

Please share your comments regarding the East Link Project

ST overall needs to avoid being excessively focused on commuter ridership in light rail planning. St needs to give more consideration to leisure, errand and commercial traffic. As it currently stands, the C11A alignment is superior as it has the best balance of commute, shopping, and leisure destinations. However it is still fairly far from established downtown development on Bellevue Way and Old Bellevue. (The BTC is in a disappointing location. Quality of destinations and speed of introduction should be paramount concerns and immediate cost should be a 21 tertiary concern. Being too cheap and making poor decisions now will be at the significant detriment of the long-term success of Link.

C9T:

Better than C9A

C11A:

Best although it could be better by being closer to Bellevue Way. Also, at-grade segment value questionable and will slow down eastside service. Prefer up or down.

C14E:

Worst. Too far from anything people want to go to. Will be too transit "ghost line."

Name: Keith Tyler

Please share your comments regarding the East Link Project

The system needs to be built as soon as possible. Creative funding sources need to be further identified. Perhaps 2 compromise between the "vision line" (C14E) and the C9T. Specifically, avoid the Mercer Slough and take it up the existing road avoiding the preserve. The Vision Line expands the development opportunities and expands the downtown core in an area that needs development. The "loss" of ridership numbers will be offset by new developments, and the ability for the rail system to expand into Redmond sooner.

It is ironic that San Juan, Puerto Rico just finished their rapid transit; Santo Domingo, the Dominican Republic is also building a new system. The territory and country have obviously found sources of funding other than the citizens since both are relatively poor countries.

C9T:

If the tunnel costs only \$20 million, it would be practical to pursue funding sources. Make it an underground work of Art.

C9A:

At grade will aggravate the existing congested downtown core.

C11A:

At grade will aggravate the traffic already impacting the downtown core.

C14E:

Very progressive, avoids the already congested downtown core. A "shuttle people mover" can circulate on secondary streets thru the

downtown core.

Name: Karl Lairtus

Please share your comments regarding the East Link Project

C11A – Repts stated parking options for the main and 108th Station would be the S Bellevue Park and ride which is 2 miles away. Do you really think people would park there and walk the 2 miles to the Main and 108th Station? I think they will be parking wherever they could in Surrey Downs and adjacent areas. What do you think? Would you walk 2 miles x2 in the rain on a daily basis?

Name: Anonymous

Please share your comments regarding the East Link Project

Again, talking about not only "light rail" but trains in general, in Spain now 20% unemployed besides the famous el "Talgo" we have El Ave (the bird) and it goes for example Madrid-Barna in 2 ½ hours. Before on a normal train it took 10 hours. Barna-Madrid –Seville. Bilbao, etc. Same time. Border to France. Their ingenious are out of this world because Spain has a horrible terrain to deal with and yet they managed! Again, tunnels are the best bet. A little sacrifice now, big results later. 2. Don't ask any more. Do, as soon as possible and you will save \$ at the end. (Don't forget this country of the people, by the people, for the people. But for once be realistic.)

C9A:

Start now! Don't wait. And you will save \$. Enough \$ wasted. It is a mortal sin! P.S. I love USA, but I feel sad about the long delay and spending so much \$. Sorry I have a better hand writing, but I feel very excited. Thank you for your time.

Name: Susy Ollis

C9A :

Same comments as C11A.

C11A:

Live at 103-109 Ave next to proposed train's area. Concern – noise, parking spot, trees at back side of our property. Lived at above address since 1955. Concern of sharp turn at 108th-Main (noise). Where would staging area be?

Name: Robert McMains

Please share your comments regarding the East Link Project

This line needs to be done right. Our future will bring millions of people to Seattle worsening our traffic. Having the line at garde would detriment our surface movement of vehicles, bicycles, and pedestrians. It needs to be underground like any other subway infrastructure worldwide. Once you put it underground, the system will stay underground. If the tunnel option is chosen, we need to cut the construction time in half. Waiting for almost a century (1920s subway proposal). We need to plan for the future. Attached is a portable line of the Blue Line. (I can email the full map to ST and Bellevue.) We need a system as fast as possible, and Japan's underground subway as a n example. Build us a London Tube. I am a 16-year old, and I have lived two years without a car in Nagoya Japan. I Would love to share my insights with you.

C9T:

Build this! The world's city's subways are underground.

C9A:

No. We need to plan for the future. Our traffic will get worse, and trains do not belong on the road. This is a subway, not a street car.

C11A:

My comment is the same for C9A.

C14E:

It' faster, but not my favorite.

Name: Andrea Stephenson

Please share your comments regarding the East Link Project

I favor option C9T as it will promote maximum ridership and keep congestion to a minimum. The other alternatives are compromises we might regret later.

Name: Anonymous

Please share your comments regarding the East Link Project

After riding light rail from Tukwila to Westlake I was hard pressed to find parking during mid day. Will the park and ride lots increase their parking to accommodate the increased commuters? If parking is limited it defeats the potential from using mass transit.

Name: Anonymous

Please share your comments regarding the East Link Project

No Sound Transit in Bellevue. Revote – shut it down.

Name: Anonymous

Please share your comments regarding the East Link Project

We prefer the B7 and C14E. We believe Bellevue will be growing to the East. Soon there will be high rises and businesses along 116th. Now the rail line of BN. The “vision line” should be very much like C14E. Bellevue cannot afford a tunnel at this time. 114th option preferred

C9T:

Too expensive

C9A:

East Main station would be very high!

C11A:

Trains would have to slow to go around corners.

C14E:

This is the most logical. Eventually Bellevue will be growing to the East – there will be more high rises on 116th St will be easier to go to Renton and Issaquah.

Name: Carolyn Saxegaarde

Please share your comments regarding the East Link Project

C14E does not make any sense to me. Part of the motive should be to deliver shoppers to downtown Bellevue.

Name: Gary Ritner

Please share your comments regarding the East Link Project

The C9T tunnel alternative is the preferred alternative for downtown Bellevue. It avoids traffic congestion in downtown and is closer to downtown destinations. The south portal at Main St. should be on the Red Lion property to minimize impact on Main Street and Surrey Downs.

The C14E alternative is the second best alternative after the C9T tunnel. It avoids downtown congestion and minimizes impact on neighborhoods. It is the projected lowest cost alternatives.

C9T:

Bellevue needs tunnel to alleviate congestion downtown. East portal should be on Red Lion property to minimize impact on Main Street. Preferred alternative.

C9A:

Too much interaction with traffic and congestion. Large impact on Main Street and Surrey Downs neighborhood.

C11A:

Too much interaction with downtown traffic. Large impact on Main Street and Surrey Downs neighborhood.

C14E:

Best alternative after tunnel (C9T). Minimizes impact on neighborhood. Avoids downtown congestion.

Name: Charles Fisher

Please share your comments regarding the East Link Project

Light rail should be built to get the maximum ridership. To get the maximum ridership, the stations should be placed where most people live, work and shop. Also, stations should be as close to the transit center as possible so that people can connect to other destinations. People will not use the system if they have to walk several blocks. Any short-term inconvenience during construction – if tunnel is chosen- will not offset by future convenience, because the system will be used for generations.

C14E:

Crazy idea

Name: Anonymous

Please share your comments regarding the East Link Project

I prefer the East Link preferred alternative with as much tunneled as possible. It needs to be as close to downtown as it can get. Anything over 5 minute walk defeats the main purpose of providing East Link. You just as well continue busses – they can drop you off closer with more options. I know tunnels are more costly, but I'd rather pay more to help eliminate noise and continuous movement at grade – and I'm a resident who lives paycheck to paycheck. That's how important tunnels are to me in this project.

C9T:

Yes

C9A:

No

C11A:

No

C14E:

No

Name: Anonymous

C9T:

Great but we probably will not get it.

C9A:

Best of all four, but for any please do not put any line thru the park to the south!

C14E:

Please no – costs less but is not meeting current needs – let alone will not provide for future needs.

Name: Helen Rogers

Please share your comments regarding the East Link Project

The most important consideration for building a system in downtown Bellevue is to remember that this is a 100 year decision – make sure that decisions made today will look not only in the near future but in the long run. A world-class city needs a world class transit system! See inside for specific comments.

C9T:

Bellevue needs a tunnel! Any at-grade alternative will be a nightmare for downtown streets. Remember build it right the first time.

C9A:

Too disruptive to downtown Bellevue streets.

C11A:

This impacts so many main thoroughfares – 108th Ave NE, NE 4th St and Main Street – please don't consider this option!

C14E:

The beauty of this is it will encourage redevelopment on both sides of I-405. Something worth considering as Bellevue continues to grow.

Name: Anonymous

Please share your comments regarding the East Link Project

C14E appears to be the least practical alternative. It as lower ridership, worse accessibility, more inconvenience and sacrifices long term benefits for short term financial gains. No C14E.

Name: Anonymous

Please share your comments regarding the East Link Project

The at-grade options are unacceptable. Bellevue cannot afford to lose street capacity. Light rail should enhance accessibility; it should not negatively impact auto traffic. Options C9A, C11A and C9T negatively impact neighborhoods south of Main and the businesses on Main. I support option C14E – it has the least negative impact on downtown Bellevue and the adjacent businesses and neighborhoods. It is also the least costly. Some of the savings could be used to enhance accessibility and ridership more deeply into downtown. So what if it takes 15 minutes to walk from the station to work. I work in downtown Seattle and routinely walk 15-20 minutes to client meetings.

Name: Jim Coughlin

Please share your comments regarding the East Link Project

Please drop C14E. Low ridership, less TOD, less accessibility. Not worth it for transit commuters or future Bellevueites. Keep it up, ST.

C9T:

Good

C11A:

Good

C14E:

Bad

Name: Anonymous

Please share your comments regarding the East Link Project

This alternative is that we have a hospital station elevated ¼ of a mile from the hospitals and ½ a mile from Children's Hospital. In addition, the medical doctors and dentists are ¼ of a mile to 1 mile away along 116th Ave. If you work to buy a car then it is a great location for a hospital station. I am being sarcastic. In addition an elevated station is less accessible for the disabled and older adults, especially if the elevator is out of order. Security at an elevated station is a must, especially if it s a hospital station. Lastly any line is going by Lake Bellevue Village will cause noise above allowable current levels and a danger to current wildlife and streams.

C9T:

No

C9A:

No

C11A:

No

C14E:

No

Name: Howard Katz

Please share your comments regarding the East Link Project

I'd like to know the cost of a station at I-405 and I-90. I realize that during the scoping process it was decided to not use Factoria Mall as a transit-oriented development and follow the 405 alignment north to Bellevue. However, I think that the alternatives are not taking land use into account enough.

There are so many potential riders at the Factoria Mall – all of South Bellevue including the Eastgate park and ride. Many businesses reside there, and residents who would use mass transit (light rail) to get to work at Overlake or to shop downtown. Why south Bellevue's potential ridership is being ignored is hard for me to understand.

Name: Robin Bentley

Please share your comments regarding the East Link Project

B7 to C14E is the only alignment I can support. Sound Transit manipulation in presentations does not tell the whole truth. C14E includes moving sidewalks not just pedestrian walkways. Sound Transit's refusal to admit key environmental issues connected to B3 is a very serious issue.

Economically B7 makes most sense as played out by all the numbers. By Don Billen's own admission, a variance of 500-2000 riders is insignificant. The difference in ridership numbers is in the "insignificant" 500-2000 to support B7-C14E. No East Main or 108th and Main St stations are necessary.

C9T:

The tunnel through downtown Bellevue is the only acceptable choice. Downtown is too narrow to take away roads.

C9A:

No alignment on Main Street.

C11A:

Bad choice

C14E:

Stays in budget. Insignificant difference, not true. ST's own facts prove this.

Name: Anonymous

Please share your comments regarding the East Link Project

What happens to the Sound Transit bus #550 that now follows Bellevue Way? If light rail replaces it, use of public transit for residents of west Bellevue becomes much more difficult because light rail, under any of the proposed routings, is several blocks further East. This is a serious problem for people like us who roll our suitcases to Bellevue Way and now catch the 550 bus for connections to the airport, downtown Seattle, and so forth. The further you route the light rail away from the Bellevue CBD, the less useful it becomes and the more you perpetuate heavy automobile use of the CBD.

Name: David Knibb

Please share your comments regarding the East Link Project

All at-grade alternatives are unacceptable. Impacts to street traffic (delay and accidents and pedestrian/bike) are severe. This is a regional facility – not a local streetcar: traffic on streets will also cause light rail vehicle delay and hazards. Far and away: 1. My recommended alternative is not there – it is tunnel/ cut-cover: Main – 108th – NE 6th. 2. My second choice is C9T – 110th Ave NE Tunnel NE 6th for both 1 and 2. 3. Grade separated ped-bike accommodations for LRT users to access the transit-bus center is essential. 4. B2A (112th approach) is my recommendation! Note: Your "walk times" figure p. 14 are very inaccurate – they do not adequately account for delay waiting to cross the signalized intersections, nor steep grades in some areas!

Name: Dennis Neuzil

Please share your comments regarding the East Link Project

None of these plans take into account the distance from the hospital station to the actual hospital and clinics – this distance will be a huge barrier for seniors and people with mobility issues. Any plan considerations for Bellevue should provide ease of transfer to other transit modes and the least walking

distance for those who are frail, elderly and disabled. Please look at station placements with seniors and people with disabilities in mind.

Name: Anonymous

Please share your comments regarding the East Link Project

B7/C14E is my choice. Less sharp curves, no tunnels, no sharing with roads, less traffic impact during construction. Bellevue will grow east making this line through middle of the city before too long.

Name: Lars Saxegaard

Please share your comments regarding the East Link Project

I think this will be great for Bellevue. I am opposed to both the B7 and B7 modified because of this I'm not happy with the C14E which is also too far from more potential users.

C9T:

This is my preferred route. Most riders, preserves Main Street, it's worth the money over the life of the project.

C9A:

Ok- but the other two are better.

C11A:

Most people, good alternative to C9T, integration of transit center and station is good. Problem on Main Street.

C14E:

I'm not in favor of this one! Too much walking for riders!

Name: Andrew McCormick

Please share your comments regarding the East Link Project

I would ride the East Link under any of the current proposals. I don't care for the current preferred alternative C4A because it uses two situations depending on which way you want to go and crosses busy NE 8th St in the core of downtown. I prefer C9A. My initial reaction to C14E is that it's quite a ways away from what I would consider the core of downtown Bellevue and connecting buslines, but actually for traffic mitigation, I think it may be the best option. Thanks for allowing this opportunity for input.

C9T:

don't care for the higher cost option and I don't care for tunnels. I guess they are safer but it doesn't feel that way to me. I do take the tunnel buses in Seattle and it is much faster.

C9A:

My preferred option

C14E:

I like this option too. I don't think the 6 extra blocks (even if it's uphill) will make that much of a difference to me, I originally thought too far, but I'm beginning to like this best. Ok, I just saw the pedestrian walkway diagram, and I like this option best.

Name: Anonymous

Please share your comments regarding the East Link Project

A great idea in theory. However, protecting neighborhoods while keeping downtown Bellevue vital must be the ultimate goal, no matter when it is completed. Arguing that it must be completed on time to satisfy the voters is a less than intelligent reason. Currently there are many other issues facing the tri-county voters. Could we push back for a year or too? That way we could have the time to make decisions based on fact and evidence.

Name: Betsy Blackstock, Surrey Downs

C9T:

Too expensive. Cost risks are higher due to tunneling.

C9A:

Minimal impacts to city traffic grid, only 4th and Main Street have impacts. Easiest and quickest to construct. Close to jobs and shopping and transit center.

C11A:

More central/better access to businesses and shops. More disruption to city street grid.

C14E:

1. Too far from downtown 2. Verify column sizes at I-405 median w/WSDOT. HOT lane and Master Plan limits WSDOT flexibility for Master plan SPUI at NE 8th. 4. Longer walk/pedestrian access to shops and businesses. 5. Cost estimate for I-405 crossing needs validation. 6. High water-table along 112th will affect foundation construction.

Name: Anonymous

Please share your comments regarding the East Link Project

Very happy with the B3 route that runs the length of 112th to Main. Also would very much like to see a station at SE 8th. Please do not run thru Mercer Slough – B7 is a horrible option from an environmental point of view. I hope ST will not be bullied by Surrey Downs or the developers on the Bellevue City Council and instead hold firm to B3 and C9T options. Those are the best options serving the greatest number of riders/citizens, and most viable for the future. Save B7 for north/south commuter rail! Light rail should not suffer because of the bad Bellevue drivers who run red lights and clog intersections – the tunnel is the best option. I would support a new Bellevue tax to pay the difference in cost because it's the RIGHT solution!

C9T:

A tunnel is the best alternative for Bellevue and light rail users. Prefer alternative that goes down 112th w/station @ SE 8th – skip the Main St station.

C9A:

Too much impact to traffic – Bellevue drivers are terrible and will cause many delays by running red lights and blocking intersections .

C11A:

Same comments as C9A – too at risk by bad Bellevue drivers! Just watch 112th and NE 8th in the morning...

C14E:

The worst possible option of all – it doesn't serve the DT core and is NOT ADA friendly. How would an elderly passenger get to their destination up and over the hill? Plus it serves 0 residents!

Name: Anonymous

Please share your comments regarding the East Link Project

C9T and preferred alignment behind Bellevue Club – seems to have less impact on neighborhoods. C9T option on 112th with station at SE 8th: I have concerns about bicycle access on 112th. I currently bike on 112th to SE 6th. Concerned. Really like C11A –two stations in downtown, use of existing BTC, elimination of J-walking in BTC are all great. I have concerns about bicycle access on 108th – be sure to give us some path through 108th or 110th. I like that it doesn't cross NE 8th at grade. I don't like C14E: 3 grade changes from platform to downtown Bellevue. This would be a pain for cyclists who would need to use 3 elevators at this station or brave stairs with cleats. Also: I can't imagine walking from this station to anywhere I go in Bellevue. Pedestrian access is horrible.

C9T:

Full grade separation would be great! Can we afford it? Still don't see value of East Main.

C9A:

Don't see use of East Main station. Not dense, no TOD potential.

C11A:

Favorite option. Like having two stations downtown. Prefer alignment to east of Bellevue Club.

C14E:

Horrible pedestrian access. Horrible for cyclists. Maybe good for East Bellevue/Redmond folds since it would cut time off trip.

Name: Anonymous

Please share your comments regarding the East Link Project

Nice job setting up information of the various options. I must ask the question? How much study has been done of the other transit systems that exist in international urban areas. (Tokyo, London, Frankfurt,etc). Maybe it is time to look outside the box. I must ask – has ridership vs. speed been looked at deeply enough? Why would we ride the transit line knowing that it is stopping every 3 blocks? 200 million dollars for a station to not walk 3 more blocks? And why a park and ride on Main so close to an area that is already congested? Wouldn't it be better to put increase capacity of park and ride on Bellevue way at existing facility?

C14E:

Best alternative. Faster travel time, which will increase ridership. Least impact on existing residences. Less cost!

Name: KC TochterManh

Please share your comments regarding the East Link Project

I place a high value on getting into both work and retail locations of downtown Bellevue. This prioritizes getting the line as far west as possible into downtown. The ideal would be as far west as 104th or 1-6th. Therefore 108th is better than 110th. Factor in cost. Something is better than nothing. At-grade on 110th will work and minimize traffic impact. The Main St. station on C11A is very attractive to access Bellevue

High and Old Main! B3 (easterly route) is just fine and ought not enrage Surrey Downs like resurrecting B2. (It just gives them more to scream about).

Name: Anonymous