

# East Link light rail: Neighborhood Workshop Summary



January 2010

 **SOUNDTRANSIT**  
RIDE THE WAVE



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To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường sắt nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

در مورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهلی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت.

# East Link Light Rail Project Overview

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake. Sound Transit is also conducting environmental review on a future extension between Overlake and downtown Redmond. In May 2009, the Sound Transit Board of Directors identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90. By 2030, East Link will connect the Eastside's biggest population and employment centers, serving 40,000 – 45,000 daily riders on one of the region's most congested travel corridors.

Since the Eastside is one of the region's fastest growing economic and residential centers, the job and population growth is putting increasing demand on the Eastside's transportation system. East Link will provide an alternative to driving on congested roads. Because light rail trains operate in their own right-of-way, they provide fast, smooth, and reliable service no matter the weather or traffic conditions. East Link will also connect directly to the Central Link light rail line, currently running between downtown Seattle and the Sea-Tac Airport.

Sound Transit is currently conducting an environmental review of the East Link project in order to understand the environmental impacts of the proposed project, as required by the National and State Environmental Policy Acts (NEPA/SEPA). Sound Transit is advancing the design of the preferred alternative, which includes modifications that the Sound Transit Board identified. The East Link Final Environmental Impact Statement (EIS) will evaluate the preferred alternative and each of the alternatives identified in the Draft EIS.

## East Link Timeline

2009–2010 Preliminary Engineering



2011–2013 Final Design



# East Link Preferred Alternative

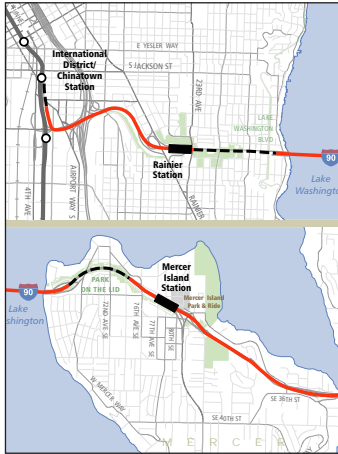
Identified by Sound Transit Board of Directors, May 2009



2013/2014 Construction

2020/2021 Service Begins

Seattle and Mercer Island



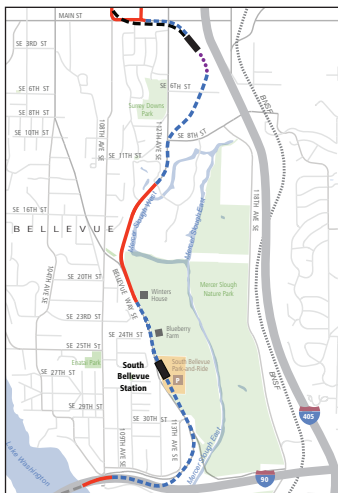
**East Link Preferred Alternative**

The following are descriptions of the preferred alternative along each area that East Link will serve.

**Seattle and Mercer Island**

Light rail will run on the existing I-90 center roadway across Lake Washington, with stations at Rainier Avenue in Seattle and Mercer Island. New HOV lanes will be constructed on the I-90 outer roadways, adding 24-hour bus transit and HOV service both east and westbound while preserving the existing number of general purpose lanes.

South Bellevue



**South Bellevue**

Trains will run from I-90 north along Bellevue Way Southeast and 112th Avenue Southeast, with a station serving south Bellevue. Subject to further evaluation, the route will be on the east side of Bellevue Way and 112th Southeast.

Downtown Bellevue



**Downtown Bellevue**

Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast. However, the Sound Transit Board will consider a largely bored tunnel under 108th Avenue Northeast if additional funding is found. Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement. Additionally, in Fall 2009, the Sound Transit Board directed staff to further evaluate a new tunnel alternative and two at-grade alternatives recommended by recent peer reviews, and an elevated alternative requested for study by the City of Bellevue.

## Bel-Red/Overlake Corridor

Trains will serve the Bel-Red corridor, Overlake Village, and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

Bel-Red/Overlake



## Redmond

Although funding has not been approved for construction of the segment between Overlake Transit Center and downtown Redmond, voters funded a preliminary design and environmental study. The Sound Transit Board identified a future route running along State Route 520 and the northern edge of Marymoor Park to a station in downtown Redmond. A terminal station near Redmond's Town Center is under evaluation.

Redmond



Milestones and Key Features of the Project Development and Decision Process								
	2006	2007	2008	2009	2010	2011	2012	
Design/ Engineering	<ul style="list-style-type: none"> <li>✓ <b>Scoping alternatives</b></li> <li>• 1% design</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Conceptual engineering</b></li> <li>• 5% design</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Draft EIS</b></li> <li>• Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives</li> <li>• Analyzed project's environmental impacts, mitigation measures and benefits</li> <li>• 75 day public comment period (December 2008 - February 2009)</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Identify Preferred Alternative (May)</b></li> <li>• Sound Transit Board identified a preferred alternative (not a final decision)</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Preliminary engineering</b></li> <li>• 30% design</li> <li>• Geotechnical work &amp; surveying</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Final design</b></li> <li>• 60%, 90% and 100% design</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Final design</b></li> <li>• 60%, 90% and 100% design</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Final design</b></li> <li>• 60%, 90% and 100% design</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>✓ <b>Scoping period (Fall)</b></li> <li>• 30-day comment period on scope of Environmental Impact Statement (EIS).</li> <li>✓ <b>Draft EIS Alternatives (December)</b></li> <li>• Sound Transit Board identified alternatives to be considered in Draft EIS</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Route &amp; station workshops (Spring)</b></li> <li>• Conducted five community workshops</li> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conducted outreach and gathered comments at community festivals</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefed community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conducted outreach and gathered comments at community festivals</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefed community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Draft EIS hearings (Jan-Feb)</b></li> <li>• Conducted five public hearings to gather comment on Draft EIS</li> <li>• Approximately 765 comments received</li> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conducted outreach and gathered comments at community festivals</li> <li>✓ <b>Community workshops (Fall)</b></li> <li>• Neighborhood-focused design workshops</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefings to community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Reevaluate Downtown Bellevue Preferred Alternative (March)</b></li> <li>• Evaluates preferred alternative and all alternatives considered in Draft EIS</li> <li>• Responds to comments on the Draft EIS</li> <li>• Describes proposed mitigation commitments</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Project Decision</b></li> <li>• Sound Transit Board makes a final decision on project to be built after completion of Final EIS.</li> <li>✓ <b>Federal Record of Decision</b></li> <li>• FTA issues a federal Record of Decision (required before any federal funding or approvals)</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Project Decision</b></li> <li>• Sound Transit Board makes a final decision on project to be built after completion of Final EIS.</li> <li>✓ <b>Federal Record of Decision</b></li> <li>• FTA issues a federal Record of Decision (required before any federal funding or approvals)</li> </ul>
Public Involvement	<ul style="list-style-type: none"> <li>✓ <b>Scoping outreach</b></li> <li>• Held four public scoping meetings and one agency scoping meetings</li> <li>• Received approximately 300 comments</li> <li>• Community briefings</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Route &amp; station workshops (Spring)</b></li> <li>• Conducted five community workshops</li> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conducted outreach and gathered comments at community festivals</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefed community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conducted outreach and gathered comments at community festivals</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefed community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Draft EIS hearings (Jan-Feb)</b></li> <li>• Conducted five public hearings to gather comment on Draft EIS</li> <li>• Approximately 765 comments received</li> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conducted outreach and gathered comments at community festivals</li> <li>✓ <b>Community workshops (Fall)</b></li> <li>• Neighborhood-focused design workshops</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefings to community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Public meetings (Winter/Spring):</b></li> <li>• Conduct public meetings throughout alignment</li> <li>✓ <b>Fairs &amp; festivals (Summer)</b></li> <li>• Conduct outreach and gather comments at community festivals</li> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefings to community groups and organizations</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Reevaluate Downtown Bellevue Preferred Alternative (March)</b></li> <li>• Evaluates preferred alternative and all alternatives considered in Draft EIS</li> <li>• Responds to comments on the Draft EIS</li> <li>• Describes proposed mitigation commitments</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Project Decision</b></li> <li>• Sound Transit Board makes a final decision on project to be built after completion of Final EIS.</li> <li>✓ <b>Federal Record of Decision</b></li> <li>• FTA issues a federal Record of Decision (required before any federal funding or approvals)</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Community briefings (Ongoing)</b></li> <li>• Briefings to community groups and organizations</li> </ul>
Construction							<ul style="list-style-type: none"> <li>✓ <b>Begin Construction Late 2013</b></li> </ul>	

2020 Service Begins ↑

Revised January 2010



# East Link Workshop Overview

Throughout the course of the East Link project, Sound Transit has offered opportunities for the public to learn information about the project and encouraged community feedback. Community outreach events and activities for East Link have included:

- Project update mailings, email updates, and project website
- A series of public scoping meetings in November 2006
- Five route and station workshops in Spring 2007
- Draft Environmental Impact Statement hearings in early-2009
- Ongoing community briefings
- Informational project booths at community events and festivals.

In addition, to address community interests and advance the preferred alternative design, Sound Transit's East Link project team hosted a series of neighborhood workshops in Fall 2009 to share information, solicit comments, and answer questions about the preferred alternative. The locations, times and dates of the workshops are as follows:

- South Bellevue Workshop  
Wednesday, October 14th, 2009  
5-7:00 p.m.  
Bellevue High School Cafeteria
- Downtown Bellevue Workshop  
Wednesday, November 18th, 2009  
4-7:00 p.m.  
Bellevue City Hall
- Bel-Red Corridor Workshop  
Thursday, October 15th, 2009  
5-7:00 p.m.  
Stevenson Elementary School Gymnasium
- Overlake/Redmond Workshop  
Monday, October 12th, 2009  
5-7:00 p.m.  
Veterans of Foreign Wars Hall

Approximately 373 community members attended the workshops to learn more about the East Link alternatives, submit comments on the preferred alignment, and ask questions of the project staff. Attendees submitted approximately 354 comments; including 26 email comments, 5 letters, 36 general comment forms, 33 workbooks and 287 informal workshop comments (i.e. anonymous notes on aerial maps and flip charts). This summary highlights comments submitted by individuals who attended the workshops. Transcriptions of all comments received between October 12 and December 14, 2009 are included in the Appendix.

## Workshop Purpose

- Provide an opportunity for neighbors and stakeholders to learn about the East Link light rail system, next steps, and upcoming public involvement opportunities.
- Gather feedback from the community to inform the preliminary design of the project.
- Encourage community members to talk with project staff and help Sound Transit make the preferred alternative the best it can be.

## Workshop Format

The workshops provided an opportunity for the public to learn about recent project developments and the preferred alternative, while providing an interactive activity to encourage discussions between the public and project staff. Workshops lasted for two and a half to three hours each. The agenda and format were the same for each workshop; however, in order to better understand neighborhood interests, Sound Transit focused each workshop on a specific geographic area of the East Link alignment: South Bellevue, Bel-Red Corridor and Overlake/Redmond and downtown Bellevue. For those individuals, organizations or businesses that were unable to attend, Sound Transit staff provided separate meeting opportunities.

At the beginning of each workshop, participants signed in as they arrived while Sound Transit staff informed them of the workshop purpose and agenda. Each participant received a workbook tailored to the workshop, which provided information about the project and preferred alternative. The workbook also provided space for feedback about the overall East Link project and issues specific to their neighborhood. Participants were invited to submit their comments in the workbook, by scribing them on aerial maps of the preferred alternative, via mail or email, or by communicating directly with Sound Transit staff. Sound Transit staff encouraged participants to view display boards around the room to learn about the Link Light Rail system, understand the current status of the East Link project, and ask questions of staff.

Approximately 30 minutes after the workshops started, Sound Transit staff invited participants to listen to a brief overview presentation. The presentation highlighted the workshop format, opportunities to stay involved, and an overview of the preferred alignment. Following the presentation, participants visited a series of workshop stations. The workshop stations focused on specific geographic segments of the preferred alternative in order to provide more detail and highlight potential neighborhood interests. Participants were encouraged to note their comments directly on aerial maps or flip charts provided at each station. Several members of the East Link project team staffed the stations to answer questions or take down comments.

The comments provided are highlighted in this summary. A full record of transcribed comments from flip charts, aerial maps, workbooks, and comment forms are documented in Appendix B and C.



## Public Notification

Sound Transit notified citizens who live or work in the East Link corridor of the East Link workshops through a variety of methods including the Sound Transit website, an electronic newsletter sent to listserv subscribers, news releases, a postcard mailing, and display advertisements in local newspapers. Translation services were also advertised and available as needed.

Sound Transit mailed a postcard announcement to 52,000 residents within a minimum of a half-mile radius of the Bellevue, Bel-Red, and Overlake corridor segments. Sound Transit ran display ads announcing the workshops in the following publications: *Russian World*, *Bellevue Reporter*, *Redmond Reporter*, *La Raza Del Noroeste*, and the *Chinese Post*. In addition, a ¼ page ad was placed in the *Seattle Times* to advertise the Downtown Bellevue workshop. Sound Transit also posted announcements with workshop descriptions, dates, and times at the following community locations:

### Bellevue

Bellevue Regional Library  
Bellevue City Hall  
Lake Hills Library  
Crossroads Library  
Crossroads Community Center  
Highland Community Center  
North Bellevue Community  
and Senior Center  
South Bellevue Transit Center  
Bellevue Family YMCA  
Hopelink

### Redmond

Overlake Transit Center  
Redmond City Hall  
Redmond Regional Library  
Old Redmond Schoolhouse  
Community Center  
Redmond Chamber of Commerce

In addition to notifying the general public, Sound Transit requested participation from business owners in the corridor, stakeholder, and neighborhood groups, as well as citizens who attended previous meetings, submitted comments, or asked to be added to the project mailing list.

A copy of the postcard announcement and other notifications are included in Appendix E.

**LINK LIGHT RAIL East Link Project**

Sound Transit 現正籌備設計 **輕鐵東線的行走路線**。這次的项目包括對理事會之前于2009年5月份通過的高級進行調整。為了能夠更好地服務更多的乘客，Sound Transit 這次 **輕鐵東線項目非常需要市民的參與**。希望您能夠抽時間參加我們的關於提高初步工程 **互動專題討論會**。您將有機會：

- 知道更多關於輕鐵東線系統的知識
- 回應有關初步工程的项目
- 提出如何讓輕鐵東線更好地服務你們社區建議

每一個專題討論會都將著重於該地點附近的路段和輕鐵站。而在整個初步工程项目的過程中我們將繼續提供更多的討論會。

**鄰近地區**

每種討論會將會于以下日期舉行：

OVERLAYER/REDMOND	SOUTH BEL
星期三 - 2009年10月12日 1300 W. 186th Ave. NE, Redmond	星期三 - 2009年10月12日 10416 W. Bellevue, WA 98004 Bellevue

關於輕鐵東線的公眾會議，請瀏覽 [www.soundtransit.org](http://www.soundtransit.org) 或聯絡 Katie Kuciamba, 電話 (206) 398-5459 或 [katie.kuciamba@soundtransit.org](mailto:katie.kuciamba@soundtransit.org)。請于 10月12日 1:00pm 前于 [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe) 提供最新信息。或請撥打 1-800-201-4900 TTY 電話或 [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)。

**LINK LIGHT RAIL East Link Project**

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation at a downtown Bellevue interactive workshop** focused on advancing preliminary engineering.

This workshop will be focused on the downtown Bellevue preferred route and stations, identified by the Sound Transit Board, as well as the tunnel alternatives. Additional public meetings will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

**Neighborhood Public Workshop**  
Workshop will be held from 4 to 7 p.m. (presentation begins at 5 p.m.)

**DOWNTOWN BELLEVUE**  
Wednesday, Nov. 18, 2009  
Bellevue City Hall  
450 110th Ave. NE, Bellevue

*Interpreters, as well as accommodations for persons with disabilities, can be arranged upon request with sufficient notice by calling 1-800-823-9230 or TTY Relay: 711.*

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kuciamba, Community Outreach Specialist at (206) 398-5459 or [katie.kuciamba@soundtransit.org](mailto:katie.kuciamba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe). For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

**Getting there:** Bellevue City Hall is located near the Bellevue Transit Center, a block west of Interstate 405. City Hall parking is available on a first-come, first-served basis, and is free to those doing business with the city or attending meetings at City Hall. Visitor parking entrance is located on 110th Avenue.

To work with Sound Transit about the project's link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours. For additional info, Sound Transit accepts and provides a program of translation public for East Link light rail on site at King County, Room 14-400, 4250 15th Avenue, West, Seattle, WA, 98147. 2009-10-12 10:00 AM. 2009-10-12 10:00 AM. 2009-10-12 10:00 AM.

**Sample Travel Times**

(approximate in minutes)

- from Downtown Bellevue to Microsoft campus: **15 minutes**
- from Downtown Bellevue to Downtown Seattle: **20 minutes**
- from South Bellevue Park-and-Ride to Qwest Field/Safeco Field: **15 minutes**
- from Downtown Bellevue to the University of Washington: **30 minutes**
- from Sea-Tac International Airport to Downtown Bellevue: **55 minutes**

The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe). For information in alternative formats, call 1-800-201-4900/888-711-6030 TTY or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

Sound Transit is currently designing the East Link preferred alternative, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's East Link project team is seeking public participation at interactive workshops focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

Each workshop is focused on the neighborhood preferred route and station for each location. Additional workshops will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.



**LINK LIGHT RAIL East Link Project**

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation at a downtown Bellevue interactive workshop** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system, including a new alternative for downtown Bellevue
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

This workshop will be focused on the downtown Bellevue preferred route and stations, identified by the Sound Transit Board, as well as the tunnel alternatives.

Additional public meetings will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

Visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)

**Link Light Rail System**  
East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake. Sound Transit is also conducting environmental review on the future extension between Overlake and downtown Redmond. The Sound Transit Board of Directors recently identified a preferred East Link alternative with multiple stations serving Mercer Island, south Bellevue, downtown Bellevue, Redmond, Overlake, and downtown Redmond, connecting to Seattle via I-90.

**NEIGHBORHOOD Public Workshop**  
Workshop will be held from 4 to 7 p.m. (presentation begins at 5 p.m.)

**DOWNTOWN BELLEVUE**  
Wednesday, Nov. 18, 2009  
Bellevue City Hall  
450 110th Ave. NE, Bellevue

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kuciamba, Community Outreach Specialist at (206) 398-5459 or [katie.kuciamba@soundtransit.org](mailto:katie.kuciamba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe). For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

**Sound Transit**

**East Link light rail**

Sound Transit is currently designing the **East Link preferred alternative**, which includes making modifications that were identified by the Sound Transit Board of Directors in May of 2009. Sound Transit's **East Link project team is seeking public participation at interactive workshops** focused on advancing preliminary engineering. You will have the opportunity to:

- Learn about the East Link light rail system
- Provide feedback to inform the preliminary engineering of the project
- Tell us more about your community and how East Link can best serve you.

Each workshop is focused on the neighborhood preferred route and station for each location. Additional workshops will be scheduled throughout the East Link project area as Sound Transit continues to progress into preliminary engineering along the preferred alternative.

**NEIGHBORHOOD Public Workshops**  
Each workshop will be held from 5 to 7:30 p.m.

**OVERLAYER/REDMOND**  
Monday, Oct. 12, 2009  
VFW Hall  
4330 148th Ave. NE, Redmond

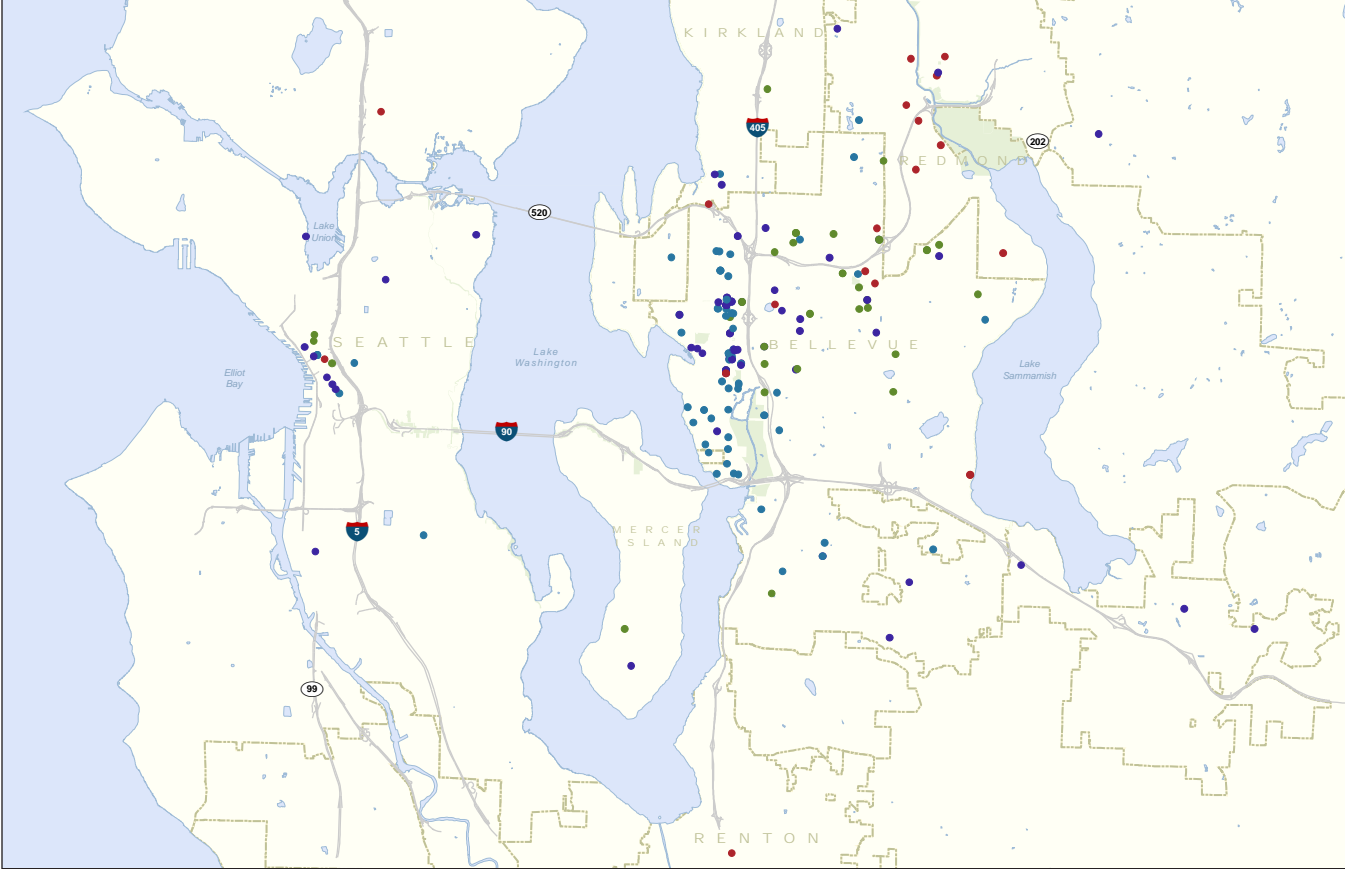
**SOUTH BELLEVUE**  
Wednesday, Oct. 14, 2009  
Bellevue High School (Cabrera)  
10416 W. Wovetree Way, Bellevue

**BEL-RED**  
Thursday, Oct. 15, 2009  
Stevenson Elementary School (Gymnasium)  
14220 NE 8th St, Bellevue

To learn more about East Link public meetings, please visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), or contact Katie Kuciamba, Community Outreach Specialist at (206) 398-5459 or [katie.kuciamba@soundtransit.org](mailto:katie.kuciamba@soundtransit.org). The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at [www.soundtransit.org/subscribe](http://www.soundtransit.org/subscribe). For information in alternative formats, call 1-800-201-4900/TTY or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

# Geographic Location of Workshop Attendees

See Appendix I for complete map of attendees live/work locations.



- Workshop Location**
- Bel Red
  - Downtown Bellevue
  - Overlake
  - South Bellevue

# South Bellevue Workshop

*Location:* Bellevue High School Cafeteria  
10416 Wolverine Way, Bellevue

*Date:* October 14, 2009

*Time:* 5:00-7:30

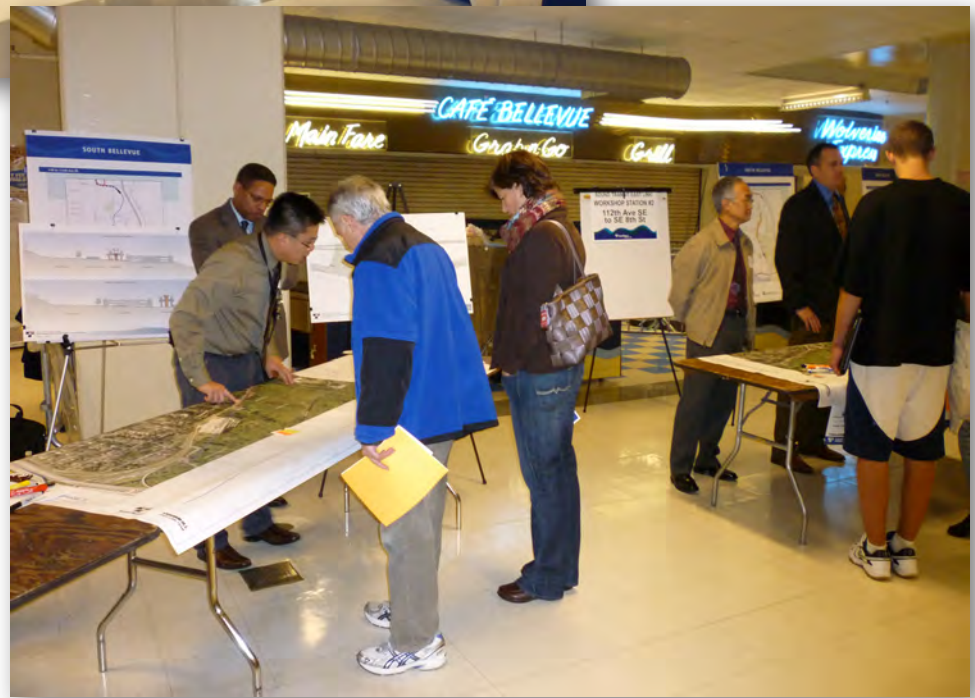
*Approximate Attendance:* 102

## Key Themes

- Preference indicated for moving alignment to east side of Bellevue Way, but concern about potential impacts to Mercer Slough.
- Avoid elevated alignment due to noise and perceived visual impacts to surrounding neighborhood.
- Support for keeping alignment along Bellevue Way to serve residents with the South Bellevue station, while others strongly advocate for B7 alignment due to minimized noise and perceived visual impacts.
- Concern about wetlands and history of flooding along the area adjacent to the proposed alignment, the Bellefield Business Park and the existing park-and-ride.
- Provide needed access, connections and facilities for transit, pedestrians and bicyclists.
- Support for the eastern-facing South Bellevue park-and-ride.
- Concern about existing and future traffic conditions on Bellevue Way and perceived traffic impacts from light rail and increased parking capacity at the South Bellevue park-and-ride.
- Avoid impacts to neighborhoods, properties and individual homes during construction and as a result of the completed system.
- Mixed support for East Main Station, some believed the station would better serve residents at a different location.

## South Bellevue Comment Highlights

The comments in this section are representative of the comments provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the comment station and the South Bellevue Overview workshop station. Comments are organized by topic.





## South Bellevue Preferred Alternative Design

Many support positioning the alignment along the east side of Bellevue Way, but there is some support for a center roadway alignment to avoid impacts to Mercer Slough.

- *“Really like the eastern alignment coming off I-90 then behind the South Bellevue Garage then below Bellevue Way along east side of roadway.”*
- *“I would prefer to see the light rail line positioned as closely to Bellevue Way as possible. Extending the I-90-112th Street line out into Mercer Slough would significantly reduce the recreational and aesthetic value of the Slough. A transportation corridor should be constrained as much as functionally possible to leave remaining land available for alternative uses (such as recreation).”*
- *“I think overall the B3 modified is a well thought-out long term approach to achieving the City’s vision.”*
- *“Excellent work! We are very excited about this project. The preferred alternative is fine as is, but the alternative locations further east at South Bellevue park-and-ride is probably better in terms of impact on neighbors above Bellevue way. Either one is okay. I only wish we could ride sooner than 2020. Thanks for all your hard work.”*

Consider running the track down 112th Avenue.

- *“I think in the long run it makes more sense to run the track straight down 112th rather than curving behind the Bellevue Club. People moan and groan, and for good reason, but ultimately we need light rail to be functional (fast).”*

Support for B7 alternative instead of B3S preferred alternative in order to avoid environmental impacts along Bellevue Way and improve the connection to Issaquah.

- *“We support the B7 alignment. B7 will have a more direct link to Issaquah. Choosing B7 would not impact Winters House. Using B7 and the BNSF right of way removes construction impacts from Bellevue Way. B7 has only one curve/eliminating noise.”*
- *“Prefers B7. Better alignment than Bellevue Way because: 1) visual blight; 2) crossing environmental wetlands between SE 8th and SE 6th and others; 3) will link future connection to Issaquah.”*
- *“Over 75% of those who commented on the East Link DEIS support the B7 alignment.”*

## At-Grade Alignment vs. Elevated Alignment

Mixed views regarding at-grade alignment at crossings.

- *“Avoid at-grade crossings of streets.”*
- *“I think an at- (or below-) grade crossing at Bellefield would save money and work just fine, Bellefield does have an alternative access at SE 8th anyway.”*

Participants were concerned about a grade separated alignment due to perceived visual and noise impacts.

- *“Concern about louder trains due to elevated tracks.”*
- *“Do not support elevated. Visually unappealing.”*
- *“Elevated tracks will tower over surrounding homes north of SE 8th to Surrey Downs Park-what are you doing about 1) sound impacts (noise) 2) visual blight?”*

### **Multi-Modal Connections and Access**

Ensure adequate facilities, services and access are provided for pedestrians, bikes and transit.

- *“Along this alignment: preserve existing bicycle facilities and join City of Bellevue in funding needed bicycle facility improvements (Bellevue Way; 112th Ave).”*
- *“Accommodate peds and bikes along the route and crossing the route.”*
- *“Provide bike lockers on a first-come, first-serve basis that can be locked...”*
- *“Give paramount attention to non-motorized and surface transit (including school buses) movements and circulation.”*
- *“Concerned some bus services will go away.”*
- *“Preserve the pedestrian path around the blueberry farm.”*

Integrate station with buses, cars and pedestrians.

- *“Adjust bus routes to improve integration.”*
- *“Please work with Metro to integrate feeder routes, like the 222, into Link. Provide guidance to customers on how to successfully make the transfer.”*

### **Station Access, Location and Parking Needs**

Site park-and-ride stations where they will provide the greatest service.

- *“Place park-and-ride closer to the freeway for better access.”*
- *“I don’t like the location of the East Main Station nor the lack of parking there. It needs to be moved south to serve the SE Bellevue neighborhoods (i.e. Woodridge) and would permit the use of the existing park-and-ride (walking distance, not co-located).”*
- *“I very enthusiastically favor a train station at the South Bellevue park-and-ride. I live in this neighborhood. I am very concerned that B7 supporters will prevent the station.”*
- *“I want a station at the southbound park-and-ride! The B7 route may not allow for it.”*

Support for “east” alignment of park-and-ride.

- *“Prefer park-and-ride ‘east’ alignment-it buffers the train station from the residents with the parking garages-very smart. I realize the garages can be designed aesthetically pleasing.”*
- *“The east facing South Bellevue station seems like a better solution to mitigate noise and visual impact. However, environmental concerns may necessitate going with the original west facing plan.”*
- *“I preferred the option with the bus bays and the rail line towards the Slough, shielded by the parking garage. This design provides some buffering using the garages but also will minimize individuals j-walking across the layover spots. One of the designs had bus layover bays between the crosswalk on Bellevue Way and the bus bays - this is a VERY bad idea. Passengers who are late will see their bus and run for it - not paying attention to other buses entering the layover area.”*
- *“I prefer the park-and-ride layout with the station closest to Bellevue Way.”*
- *“I like the alternative that has been created for the S. Bellevue park-and-ride where the station is on the east side of the parking lot. This option would perhaps help a bit with noise and track height concerns for people living across the street from Bellevue Way.”*

Address parking needs by providing adequate capacity and access.

- *“Please design the park-and-ride garage so more floors can be added in the future-1,400 spaces are not going to be enough. Also, please provide plug-in stations for electric vehicles.”*
- *“My family can’t get into park-and-ride to pick me up now, so I’m forced to drive my car from home to the park-and-ride so I can get out and get home otherwise I would have someone come by and pick me up.”*

Need to consider parking options during construction.

- *“(Provide) ‘hide-n-ride’ parking during construction.”*
- *“I do not support the closure at the South Bellevue park-and-ride for any amount of time.”*

### **Business and Property Impacts**

Avoid impacts to adjacent neighborhoods, properties and homes.

- *“Don’t take private homes. Look at alternative that doesn’t impact residential zoning. Respect City of Bellevue zoning and best practices study.”*
- *“Impacts to homes on west side of 112th Ave SE will be devastating!!!”*
- *“Three to five years of construction will wreck the neighborhoods in South Bellevue.”*

Support for preserving the Winters House and propose relocating the fruit stand to the Winters House.

- *“A preference to not move the Winters house - Make sure the line is well landscaped to minimize the impact on the Winters house.”*
- *“Save the Winters House.”*
- *“If you do take out the fruit stand, I wonder if part of the Winters House could be used in that capacity...?”*
- *“Like to co-locate with blueberry farm.”*

### **Traffic**

Participants noted concerns with existing traffic back-ups on Bellevue Way and potential future traffic impacts due to construction and the new light rail station.

- *“Pay attention to traffic especially on game days. Back-ups occur on 112th SE and Bellevue Way up to Main Street where both streets meet at Bellevue Way....”*
- *“(There is) cut-through traffic in the evenings (peak mostly during construction)...”*
- *“Traffic impacts due to additional parking in park-and-ride.”*
- *“Does the LRT impact traffic?”*
- *“Bellevue Way is already congested. How will new designs impact? How many spaces at park-and-ride?”*
- *“No one can tell me what the traffic impacts are. Southbound Bellevue Way already seems to have extensive back-ups in the afternoons during rush hour. Has anyone looked into this or run any analyses?”*

Consider traffic mitigation during construction.

- *“Need traffic mitigation along Bellevue Way during construction.”*

### **Environment**

Attendees expressed concern with potential impacts to surrounding habitat and wildlife.

- *“Talk with Bellevue staff regarding river otters. These have been crossing Bellevue Way.”*
- *“How close to wetlands?”*
- *“Avoid noise and visual impacts.”*
- *“Minimize noise and visual impacts”*
- *“What will be done to keep noise levels down?”*
- *“The option to insulate homes against noise provides undesirable options: 1) have no insulation; 2) using backyard results in excessive train noise; 3) having to stay inside to avoid noise when weather is nice.”*

Many noted concerns with flooding due to the wetlands in the area.

- *“The parking garage floods.”*
- *“Lots of flooding on SE 8th Street.”*
- *“South Bellevue park-and-ride is built on fill in a wetland and would never be built with today’s environmental regulations. Two-story Bellefield Office Park is also built on fill in a wetland, each year must utilize pumps for flooding.”*
- *“You cannot put light rail at-grade in Mercer Slough because of high water table in wet season.”*

### **Downtown Bellevue**

Interest in plans for downtown Bellevue and comments regarding downtown alternatives.

- *“On 108th and 110th in downtown, there will likely be numerous conflicts with an at-grade alignment, regular street and pedestrian traffic, and the added issue of cars leaving garages and parking lots. I am not supporting a tunnel option, but sight distance will likely be a major concern here for turning vehicles.”*
- *“Very excited to see an alternative to the 12th Street alignment in downtown Bellevue. The new 6th Street alignment will have much less impact on Bellevue neighborhoods and traffic. Please keep the option in focus.”*
- *“A surface alignment in downtown Bellevue would be a disaster! Only a tunnel and/or aerial alignment can serve the needed accessibility, reliability, level of service & safety both for LRT operations, and motor traffic circulation (local & regional/405 access). Finding the money using stage development if necessary (i.e. defer the downtown to Overlake link, if necessary!!)”*

### **Other**

In addition to sharing interests and ideas regarding the preferred alternative, participants shared the following general comments about the East Link project.

Support for project to move forward.

- *“Build this, built it now! I am tired of delays by special interest groups.”*
- *“We need and want Link in Bellevue.”*
- *“I support the preferred alternatives selected by the Sound Transit Board.”*

Interest in advancing the timeline for the project.

- *“Why will it take 11 more years?”*
- *“Why so long until it’s ready for operation?”*

### Reconsider East Link Project.

- *“This plan is not a good use of funds. We need commuter rail that goes to Issaquah and north-south along I-405.....I say you need to reconsider the eastside link of light rail from Seattle.”*

### Appreciate information about the project and opportunity to talk with staff.

- *“Overall, great job by staff at this meeting in answering questions. Not everything was answered (may be due to early design level), but I feel like I learned a lot.”*
- *“I received a lot of useful information and appreciate Sound Transit’s efforts to keep the community informed.”*

### Consider the costs of B7 route.

- *“...Sound Transit will hopefully acknowledge that the many changes along SE 118th such as permitting the property across from Greenbaums to put up a Storage Rental business as well as the WSDOT sound wall and I-405 storage all would impact the costs associated with B7, if it were reconsidered.”*

### Concern with running light-rail on I-90 and interest in adding light rail to SR 520.

- *“I’m concerned about the feasibility of running light rail on I-90.”*
- *“Please consider adding light rail to the new SR 520 bridge. Light rail on the I-90 Bridge will remove two lanes of traffic being used by vehicles. I suggest adding another bridge..but this would require new tunnels on each side, which would be very costly. Population projections are increasing, so it will be good to provide more mass-transit options.”*

## Comments by Geographic Area

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by geographic area.

### I-90 to 112th Ave SE



### I-90 to 112th Avenue SE

#### Consider new design options for alignment along Bellevue Way.

- *“Develop and evaluate a below-grade alignment along most of Bellevue Way segment, with open depressed x-section, or cut and cover, or combo. Evaluation should particularly emphasize noise, visual impacts, sensitive areas/wetlands, and cost. (Swing alignment further east if necessary to test this alignment option.)”*
- *“Should really consider staying on Bellevue Way to allow a downtown Bellevue Station near Main Street and Bellevue Way to complement at BTC station.”*

The South Bellevue park-and-ride would benefit residents and bus passengers.

- *“Moving it to Bellefield: less accessibility to station.”*
- *“Serving South Bellevue park-and-ride with bus transfers seems very worthwhile.”*
- *“Like park-and-ride: concerned about size of increase and that architecture will blend in. Like art aesthetic appeal.”*
- *“All stations should have park-and-ride (except downtown).”*
- *“This is the right location for a park and ride-serving neighbors to the east and south on a major arterial for neighbors to the north.”*

Consider and evaluate access needs for Blueberry Farm.

- *“(Need) more conceptual work on farm access.”*

Protect and enhance pedestrian and bicycle facilities.

- *“...pedestrian/bike services along Bellevue Way are limited as it is. Adding a light rail line in that area could further diminish these services. At the same time even more pedestrians/cyclists may want access to the South Bellevue Way light rail station, further exacerbating the situation. Enhanced ped/bike facilities should therefore be included in the development.”*
- *“Accommodate bicycle traffic safely along Bellevue Way corridor.”*

### 112th Avenue SE to SE 8th Street

Keep the rail at- or below-grade.

- *“Prefer keeping the rail at or below grade as much as possible-making this option better than current preferred.”*
- *“We who live in this neighborhood are very concerned about visual impacts. This route seems to reduce them significantly, I also like the below-grade routing for the same reason.”*

Move tracks along the east side of Bellevue Way to reduce impacts.

- *“Move tracks along Bellevue way to the east to lessen noise and visual blight, impacts on residential neighborhoods.”*

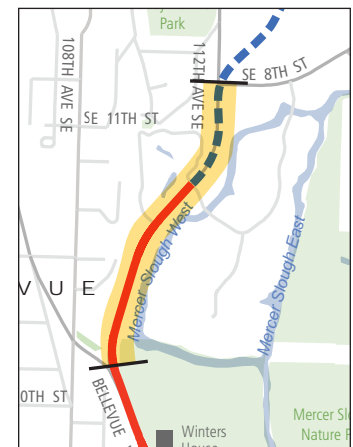
Mixed views regarding alignment at SE 15th.

- *“Prefer elevated at SE 15th-helps preserve capacity on 112th, prevent back-ups.”*
- *“Develop and evaluate a depressed alignment option here...”*
- *“Consider at-grade at SE 15th (cost savings) .....”*

Concern regarding perceived environmental impacts, especially in regard to wetlands and noise.

- *“Concerned about significant impact on wetlands and riparian area (Sturtevant Creek).”*
- *“Address noise impacts.”*

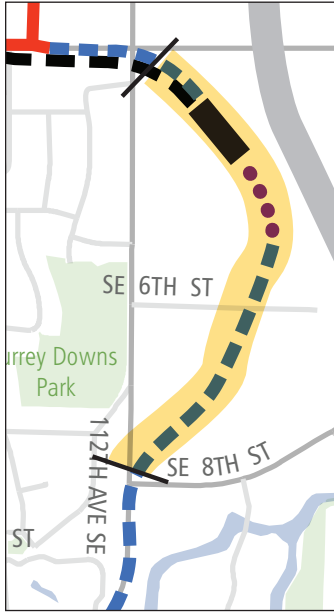
112th Ave SE to SE 8th St



Address traffic needs and capacity on Bellevue Way.

- “Concern about LOS impact on Bellevue Way, especially as result of increase in traffic from expanded park-and-ride.”
- “Increase capacity on Bellevue Way or otherwise make sure light rail doesn’t decrease LOS.”

SE 8th Street to Main Street



### SE 8th Street to Main Street

Maintain alignment along 112th Avenue.

- “Why not along 112th from 8th to Main?”
- “Why not stay at/on 112th instead of deviating-could still do a stop near Main and portal could be on Main.”

Appreciate design modification to reduce perceived property impacts.

- “Thanks for adjusting the alignment to minimize property impact.”

Mixed views regarding need for East Main Station.

- “East Main Station is unnecessary. Eliminate it.”
- “Delete East Main Station.”
- “This station would seem to have little usage-is far from office/commercial core, not particularly well-served by bus route network-consider dropping this station (or deferring it as a longer-range potential option) and instead use the \$ savings for an additional central downtown station or other improved accessibility to the ST link line between Main and Overlake hospital.”
- “Like East Main Station, but maximized accessibility is questionable... what feeds into it? Link to SE 8th park-and-ride?”
- “East Main Station represents an incredible opportunity as a gateway feature (aesthetically) into Bellevue...if it’s “dolled-up” from an artwork & design standpoint.”

Ensure two-way traffic and circulation on 108th & 110th Avenue.

- “No one-way traffic on 108th (southbound only).”
- “No one-way traffic on 110th (northbound only).”

Address needs of pedestrians and bicyclists.

- “Maintain sight distance for bikes at columns.”
- “Look at Bellevue Bike and Pedestrian Plan.”
- “Pedestrians may cut-through bus area.”

Maintain vehicle access and connections.

- “Need better connection to cars.”
- “Do not want to lose access to 30th & 113th.”



Reduce impacts to parking capacity.

- *“Add parking fees.”*
- *“Concerned about temporary loss of park-and-ride. Can there be a future expansion of park-and-ride?”*

Protect neighborhoods, properties and residences.

- *“Destruction of and partial taking of property/single family residences violates City of Bellevue’s best practices for light rail and the spirit/and/or letter of Bellevue’s zoning. Move route to commercial property on the NE corner of 112th and Main. Shift to north side of Main Street.”*
- *“Need to protect neighborhoods all along this route from impacts.”*
- *“Please no condemnations or partial takings in Surrey Downs.”*
- *“Bellevue City Policy-no staging in neighborhoods if a practicable alternative exists.”*
- *“Can you avoid Winters House by going under?”*
- *“Concern about view to berry farm”*

## **Other Comments**

The comments in this section represent additional comments provided following the presentation as well as anecdotal comments as noted by staff about participant interests and concerns.

- Suggestions to share information regarding potential property impacts, since a number of people will lose their homes.
- A participant commented that 75% of respondents to the Draft EIS expressed support for B7. Concern that the B3 route was selected as the preferred.
- Questions about putting light rail on SR 520 vs. I-90.
- Areas of highest concern included perceived traffic and noise impacts, travel times and perceived impacts to property values.
- Interest in plans for downtown Bellevue, especially regarding the alignment on the south side of the road and mitigation plans during construction.
- Desire to see other options, not just preferred alternative.

# Downtown Bellevue Workshop

*Location:* Bellevue City Hall  
450 110th Ave NE, Bellevue, WA  
*Date:* November 18, 2009  
*Time:* 4:00-7:00 p.m.  
*Approximate Attendance:* 163

## Key Themes

- Strong support for a tunnel option due to speed and reliability as well as minimized traffic impacts.
- Interest in the financial feasibility of the options and concern about paying too much for a tunnel option.
- Avoid any impacts to McCormick Park.
- Consider risks to pedestrian and driver safety and carefully evaluate these issues when identifying the best option.
- Concern regarding noise during construction and while trains are in operation.
- Support for identifying additional stations in downtown Bellevue in order to provide more convenient access to homes and businesses.
- Preference for designing the light rail line so it serves the downtown core, however some interest in further study of the “Vision Line” along 114th Ave.
- Support for C3T option, but many concerns about financial feasibility.
- Concern regarding the traffic, access and safety impacts of the C4A alternative.
- Many positive comments about the design and lower cost of the C9T option, but it doesn’t serve the hospital district as well as other options.
- Some support for C9A, however traffic congestion on 110th Ave NE is a concern.
- Favorable response to C11A’s proximity to the Bellevue Transit Center, but concerns about traffic, residential and access impacts.

## Downtown Bellevue Comment Highlights

The comments in this section are representative of the feedback provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the Downtown Bellevue Overview workshop station. Comments received by email following the workshop that did not address a specific alternative are also included in this section. Comments are organized by topic.



## **Tunnel Alternatives**

Many participants provided comments in support of a tunnel alternative through Downtown Bellevue. Speed, reliability and long term planning needs were among the most frequently mentioned reasons for supporting tunnel options. Several of these comments also discouraged all at-grade options.

- *“Need a tunnel to ensure travel speed and reliability for light rail.”*
- *“I think it is of extreme importance that the core of Bellevue be served in the most convenient, quality way possible. A tunnel option, separate from traffic is the best and most timeless way to assure success for generations to come.”*
- *“Preferred Alternative. Tunnel it!”*
- *“The best option for the light rail is one of the tunnel options...Typically street cars impact vehicle traffic, pedestrian traffic, can create unsafe conditions and are annoying to hear.”*
- *“All surface alternative routings are totally inappropriate for the subject route segment: Reliability, capacity, and safety for LRT movements would greatly suffer. Roadway traffic operations, capacity, safety, access and circulation for both motorized and nonmotorized travel modes would be extremely and unacceptably adversely impacted.”*

## **Financial Feasibility**

Several workshop attendees raised concern about the cost of the Downtown Bellevue alternatives, particularly the tunnel options, and encouraged Sound Transit to be prudent with public resources. A few people requested cost analysis information on the new alternatives presented at the workshop.

- *“Is there any cost information out on the new alternatives C9-A and C11- A to compare to the chart showing the comparison of the current alternatives costs?”*
- *“While the tunnel is the best option, unless it can be properly financed, then something else should be done. Please don’t try some crazy taxing or financing scheme and borrow too much. If we don’t have funds, then we don’t have funds. Be financially responsible.”*
- *“Costs for downtown East Link should be within budget constraints that Sound Transit has established. Bellevue is currently in “the red” in its own 10 year CIP budget and cannot afford more taxes for ST supplements.”*

## **Environment**

A few comments noted perceived impacts to the environment especially in the McCormick Park area.

- *“Destroying the only remaining public park area...replacing it with rail lines and trains speeding by every 7 minutes, prevents thousands of local residents from having a reasonable quality of life.”*

Many expressed concern for noise, particularly along residential streets both during construction and operation of link light rail.

- *“Train will be very noisy in residential areas.”*
- *“My main concern is the noise from the construction and the train will make once it becomes operational.”*
- *“Will the light rail be running 24/7? if 24/7, how much noise is it going to make? In Colorado, every time a light rail train comes to a stop light, they always fire off the train’s horn. Will the train drivers be doing the same thing here?”*
- *“Two 90-degree 100 foot radius turns next to housing neighborhoods is almost certain to create unacceptable noise and vibration problems for residential areas.”*

### **Hospital Access**

- *“The transit line has to have a route that stops at Overlake Hospital. The proposed alternatives with a station at Whole Foods need a plan to get older adults to the hospital.”*

### **Pedestrian Access and Safety**

A few comments addressed issues of concern surrounding pedestrian safety and access. Concern for safety was especially common in relation to the at-grade alternatives.

- *“With growing population, it is important to consider the amount of pedestrian traffic with at-grade options.”*
- *“Ensure good pedestrian access within ½ mile radius of any stop.”*
- *“Risks of accidents, pedestrian risks, vehicle collisions...due to construction and light rail impacts were not properly considered nor appropriately evaluated.”*

### **Additional Stations**

Attendees indicated a preference for additional stations in downtown Bellevue and near residential areas.

- *“Looking forward to light rail service to Bellevue. Wish there were more stops in downtown especially with the preferred alignment at grade.”*
- *“Add more stops where people actually live.”*
- *“There are no provisions for local North End neighborhoods to access Light Rail. These residential neighborhoods are merely ‘railroad-line pass through routes’ on the way to other communities.”*

### **Access to Downtown Core**

Several participants commented that light rail should serve population and employment centers in Downtown Bellevue. A few comments referenced the 114th elevated plan proposed by Bellevue City Councilmember, Kevin Wallace and cited concern that the proposed alignment would not provide access to the downtown core.

- “Access to core employment in downtown and hospital area.”
- “Do not support any effort by City Council to push alignment away from serving downtown (i.e. BNSF alignment).”
- “Tunnel or at-grade either way the line must get into downtown Bellevue. (not just go on the side of it) We must send the jobs to people where they are and where they will increasingly be – downtown.”
- “I’m concerned about suggestions that the line run up 405 and misses downtown. What’s the point? We need to serve downtown.”

### Modified/Other Alternatives

While many comments opposed the 114th elevated alignment, others offered support and encouraged Sound Transit to conduct further investigation and analysis. Other comments suggested changes to the existing alternatives and some proposed entirely new or modified routes.

- “Keep it out of Downtown Area – run line along 112th Ave NE.”
- “Vision Line Coalition concept: This alignment concept should be studied in-depth by both the city and Sound Transit”
- “I think the Vision Line is probably the best option available and should be researched more. Since surface street rail is such a pain and will not enhance Bellevue’s downtown at all, and the tunnel looks like it won’t happen, then this option should be explored. The downside of it is that it is somewhat farther away from businesses, shopping, etc.”
- “Utilization of the space above the Bellevue NE 8th/ I-405 interchange would lower cost of property acquisition and slightly shorten the route? At the same time it would straighten the route, thus reducing operational cost.”
- “I suggest one potential approach to bring down costs of C9T....Similar to one of the original elevated alternatives along 112th to 110th, but using a shortened tunnel instead, to get to the bus terminal area along 6th St...A further cost-reduction concept is staying elevated along 112th, accomplishing the same result with far lower costs; and even more great benefits.”

C4A



### Comments by Alternative

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by alternative.

#### C4A

A number of participants and comments received following the workshop cited opposition to the preferred alternative, C4A. Impacts to property values, increased congestion, safety concern and access were commonly indicated as negative consequences of this alternative. The Villa Firenze Condominium Association submitted a letter expressing opposition to C4A. Their top concerns include impacts to property values, noise, congestion, safety and visual impacts of the light rail on residential streets.

An overwhelming percentage of participants commented on the perceived impacts to traffic related to the C4A alternative both during construction and upon completion.

- *“This alternative impacts traffic too much.”*
- *“Major impact to traffic flow.”*
- *“The construction of the C4A line through the heart of our city will cause extreme neighborhood disruption, massive traffic problems, noise pollution and unacceptable safety risks.”*
- *“This will kill downtown traffic. Think about what will happen to traffic on 8th street. It is bad enough right now.”*

A few participants expressed support for the C4A alignment.

- *“I strongly support the preferred C4A surface route through Bellevue. It will be more convenient for riders than a tunnel, and a recent Sound Transit video demonstrated minimal traffic interference.”*

Concern regarding maintaining access to hospital and businesses.

- *“Access to hospital is pretty poor. If people have to walk across 12th along 116th then into hospital complex. At grade in Bellevue would be a traffic disaster. Look at the downtown Portland experience.”*
- *“Keep alignment on west side of 110th to avoid impacts to businesses”*
- *“Blocks emergency vehicles access to entire at-grade route. Unsafe for pedestrians, residences and vehicles. Creates poor quality living environment for residences and businesses.”*

Participants asked Sound Transit to consider construction and safety impacts.

- *“Unacceptable construction and safety impacts for traffic, downtown neighborhoods, businesses and residents.”*

### C3T

Although many participants were in favor of the C3T alternative, several comments raised concern for the financial feasibility of this alternative.

- *“This is more than needed-too expensive.”*
- *“Preferred option-but may be unaffordable.”*
- *“Tax payers should not be burdened with the additional cost of this option.”*
- *“While the tunnel is the best option, unless it can be properly financed, then something else should be done. Please don’t try some crazy taxing or financing scheme and borrow too much. If we don’t have funds, then we don’t have funds. Be financially responsible.”*
- *“Best alternative but upfront costs...”*

Those participants who supported the C3T alternative frequently cited long term goals as the foremost priority.

- *“This makes the most long term sense. Better to spend the money now and have a solution that is the best.”*

### C3T



### C9T



### C9T

Several comments offered positive feedback for C9T as a viable and less expensive alternative to C3T.

- “Good alternative with the lowest future impact.”
- “Reasonable alternative if funding for C3T cannot be secured.”
- “Environmentally preferred!! What an idea! Improved safety, preserves 108th and 110th from being destroyed, safety of autos/pedestrians, reduces congestion and delays. Saves transit center and locations around.”
- “The recent C9T is the best combination of cost and ridership. It goes close to the downtown core of Bellevue. This is key.”
- “Many positive design features. Best alternative. Good access to bus transit center. Good location for downtown business ridership.”

Concern for accessibility, particularly pedestrian access to the hospital ranked as the highest concern with this alternative.

- “The hospital station is too far from the hospital and it would be difficult for the disabled and elderly to cross the street to get to the hospital.”
- “Hospital access is better but crossing 116th needs a pedestrian friendly way into hospital.”

### C9A



### C9A

A few participants provided general support for the C9A alternative.

- “As a pedestrian and frequent user of Metro Bus Service at the Bellevue Transit Center, I’d like to voice my support for the C9A at-grade alternative.”
- “Both C9A and C11A are very highly acceptable – minimum disruption to traffic flow and hopefully less disruptive to traffic flow at the NE 8th Street interchange.”
- “Best option to minimize costs.”
- “Good use of surface streets. It is okay to not have the transit station for buses and trains at the exact same place.”

Some participants critiqued C9A; many of these comments referenced perceived congestion on 110th as their primary reason.

- “110th Street should not be used as an optional route. The road is too narrow to accommodate cars and the light rail. Even if it becomes a one-way road, it will still adversely affect traffic through that area.”
- “110th is too busy for an at grade run.”
- “Still kill downtown traffic. Future costs are bad.”
- “Would essentially shut down 110th”
- “I would prefer an elevated alternative to avoid traffic.”
- “Keep alignment on west side of 110th @ Main street (it is underdeveloped, where as the east side has buildings that will be impacted). At grade crossing of 4th will further tie up traffic at an already different intersection.”



## Workshop Station: C11A

Comments in favor of C11A addressed the proximity to the transit center as a positive feature of this alternative.

- *“I prefer C11A which permits the Link station to be at the current Bellevue Transit Center and closer to the center of downtown Bellevue than any of the other alternatives.”*
- *“I found at-grade alternative C11A more appealing. With the trains pulling in to the Bellevue Transit Center it will be more convenient for making train/bus connections.”*

Other comments cited perceived negative impacts to traffic, residences and access concerns with C11A.

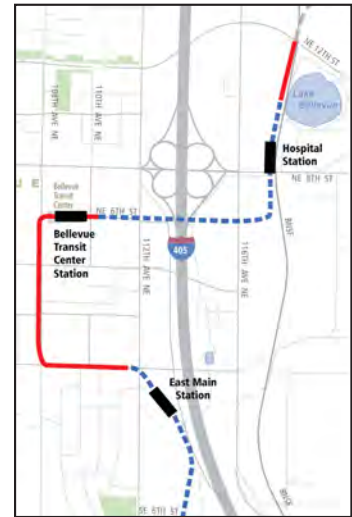
- *“Too far from the hospital station.”*
- *“Still kills downtown traffic. Future costs are bad.”*
- *“Too many traffic lights (same as above). This involves costly and unnecessary reconstruction of Bellevue Transit Center.”*
- *“Too great of an impact to traffic flow.”*
- *“An at-grade route will not be compatible with City of Bellevue’s comprehensive plan, which calls for a new urban design, and improvements to Main Street.”*
- *“Poor choice. Many impacts on high-rise residential zone. Will create similar, negative impacts as C4A. Not an acceptable option.”*
- *“This impacts traffic too much.”*

## Other Comments

The comments in this section represent additional comments provided following the presentation as well as anecdotal comments as noted by staff about participant interests and concerns.

- Positive response to the new alternatives and Sound Transit’s willingness to modify the preferred alternative.
- Comments were made by participants about their opposition to the project.
- A comment after the presentation was made requesting to see a support of hands for C4A. The same individual expressed opposition to C4A.

C11A



# Bel-Red Corridor Workshop

*Location:* Stevenson Elementary School Gym,  
14220 NE 8th Street, Bellevue

*Date:* October 15, 2009

*Time:* 5:00-7:30 pm

*Approximate Attendance:* 64

## Key Themes

- Make pedestrian access and safety a top priority.
- Plan for adequate bus connections at light rail stations.
- Interest in building park-and-ride facilities to ensure parking capacity is adequate at the stations.
- Proposals to modify the preferred alternate to grade separate street crossings.
- Concern for potential impacts to commercial property owners.

## Bel-Red Corridor Comment Highlights

The comments in this section are representative of the comments provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the comment station and the Bel-Red Overview workshop station. Comments are organized by topic.



## **Bel-Red Corridor Preferred Alternative Alignment**

Many participants indicated a preference to modify the preferred alternative along particular segments to ensure safety and avoid potential impacts to traffic and businesses.

- *“Concern about safety issues along at-grade sections especially people crossing mid-block across tracks.”*
- *“Grade separate at 120th”*
- *“Grade-separate 120th/124th”*
- *“Being at-grade creates a huge public safety hazard and will impact traffic tremendously. I don’t think this is worth doing unless it is entirely underground and elevated (in combination) and only at-grade on freeway corridors.”*
- *“Prefer BNSF alignment therefore below grade at 120th & 124th”*

## **Multi-Modal Connections and Access**

Pedestrian safety and access is a top priority.

- *“Add pedestrian access across NE 12th to the Overlake Hospital to improve access and increase safety.”*
- *“Some Wilburton residents are concerned that the station is too far to walk to.”*

Ensure adequate bus connections to light rail stations.

- *“Need to plan for connections to the light rail how to connect neighborhoods to light rail stations.”*
- *“Taking bus to any of stations defeats the purpose. Still have to park somewhere to take bus-no nearby park-and-ride near bus.”*
- *“How do pedestrians get to station? Show more detail, bus stops, etc. to station.”*
- *“Ensure good pedestrian and bus connections to stations.”*

## **Parking**

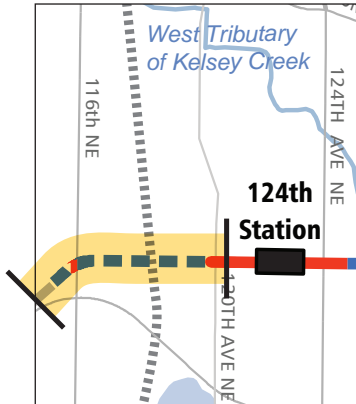
Build additional parking lots near the stations to meet parking needs.

- *“Need parking at stations – more at 130th.”*
- *“Add park-and-ride (136th to SR 520)”*
- *“Put park-and-ride facility at 124th Ave NE station”*

## Comments by Geographic Area

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by geographic area.

I-405 to 120th Ave

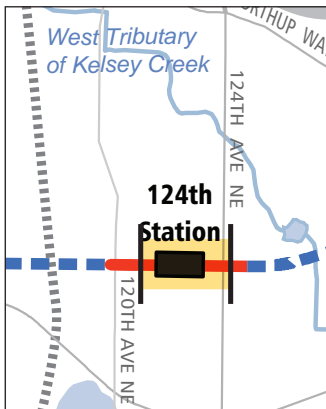


### I-405 to 120th Avenue

Interest in grade separation.

- *“Grade separate at 120th”*
- *“116th is heavily traveled – grade separate”*
- *“Elevate or tunnel to avoid degradation of capacity and efficiency of expanded 120th Ave NE and eliminate conflict with Bellevue Lane.”*

120th Ave to 124th Ave



### 120th Avenue to 124th Avenue

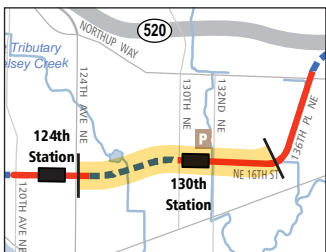
Concern for business and perceived property impacts.

- *“Project will have impacts to small businesses in this area along with Bel-Red plan”*
- *“Concerned about limitations to future development”*

Address needs of pedestrians.

- *“Ensure good pedestrian and bus connections to stations.”*
- *“How do pedestrians get to station – show more detail, show bus stops, etc. to station”*

124th Ave to 136th Ave



### 124th Avenue to 136th Avenue

Proposals for elevated track.

- *“Preference for elevated track”*
- *“Elevate to fit more transit capacity into narrow right-of-way, while maintaining existing driveway access”*
- *“Elevate entire way”*

Ensure convenient access and connections to light rail.

- *“Sidewalks needed between 124th and 130th stations and N/S to those stations.”*
- *“Need to plan for connections to light rail. How to connect neighborhoods to light rail stations i.e. Vancouver’s community shuttles.”*

## 136th Avenue to SR 520

Proposals for additional elevated guideway.

- *“Elevated alignment along 136th St”*
- *“Elevated across NE 20th St to avoid traffic, and extremely busy street.”*
- *“Maintain function at 136th and 16th by elevating east link.”*

Build additional park-and-ride facilities

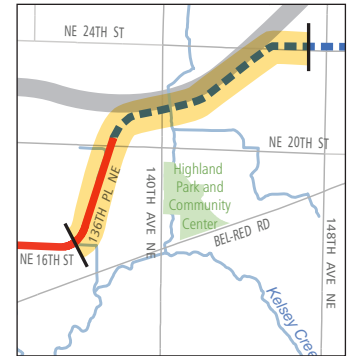
- *“Taking the bus to any of the stations defeats the purpose.”*
- *“Stevenson residents want a parking station”*

## Other Comments

The comments in this section represent additional comments provided following the presentation as well as anecdotal comments as noted by staff about participant interests and concerns.

- Concern for perceived impacts to commercial property owners.
- Grade separate 120th and 124th Streets.
- Support for more park-and-ride lots.
- Provide access to light rail stations for residents that live south of the 130th station.
- The 130th Ave station is too close to the 124th St station and there is a significant gap between these stations and the 152nd St station.

136th Ave to SR 520



# Overlake/Redmond Workshop

*Location:* Veterans of Foreign Wars Hall  
4330 148th Ave NE, Redmond

*Date:* October 12, 2009

*Time:* 5:00-7:30 p.m.

*Approximate Attendance:* 54

## Key Themes

- Support for plans to move alignment along north side of NE 24th to minimize traffic perceived impacts.
- Ensure stations are well-planned and are situated to serve the greatest number of citizens, taking into account access, pedestrian and bicycle needs, as well as parking.
- High-level of interest and ideas about ways to improve pedestrian and bicycle access, particularly from the Overlake Transit Center to the Microsoft campus.
- Consider potential noise and park impacts of proposed alignment.
- Preserve access and consider circulation in, and around, Safeway Store near alignment.
- Interest from public participants for grade separated crossings where possible to maximize the efficiency of travel and minimize perceived traffic impacts.



## Overlake/Redmond Segment-Wide Comment Highlights

The comments in this section are representative of the comments provided through the general comment forms, the introductory section of the workbook (pages 5-6), as well as any comments provided on aerial maps and flip charts at the comment station and the Overlake/Redmond Overview workshop station. Comments are organized by topic.

### Overlake/Redmond Preferred Alternative Alignment

The Redmond City Council submitted a comment letter expressing support for the mostly at-grade alignment along the north side of NE 24th Street and the west side of 152nd Avenue NE. The Council opposes a fully aerial alignment in Overlake because such an alignment conflicts with Redmond's vision for the 152nd Avenue NE corridor. One comment letter expressed concern about the perceived impacts of an elevated structure along NE 24th on traffic operations.

- *“While an elevated structure along NE 24th would allow automobile flow under the structure, we believe the visual and physical clutter of the crossing at NE 24th and 152nd Avenue NE will restrict traffic operations and further deteriorate intersection function.”*

The Redmond City Council also requested that Sound Transit include the Overlake Access Ramp project in the action alternative, which would provide a direct freeway access ramp from the SR 520/148th Avenue NE interchange to 152nd Avenue NE.

Some participants proposed grade separation to minimize perceived impacts to traffic, maintain access to driveways, enhance pedestrian access and safety, and decrease travel times on the East Link line. Support for a grade separated alignment between 130th Station and Overlake Village Station is demonstrated below:

- *“After 130th Station, quickly transition to elevated before turning onto 136th Place, especially when crossing NE 20th Street, which has fourth highest traffic count in the city. Elevated mitigates impacts to existing businesses and reduces the width of property takings and business access.”*
- *“Elevated tracks preferred. Total travel time does not provide incentive to choose train over car.”*
- *“For Redmond, the line needs to be “aerial” so that it does not cut Redmond downtown into half (again).”*
- *“Overlake Village Station being at grade doesn't make sense. It will cause a lot of traffic congestion. It should be elevated.”*

Several participants commented in support of the Sound Transit Board's proposal to move the alignment to the north side of NE 24th.

- *“Support alignment along north side of side of NE 24th.”*
- *“Locating the alignment on the north side of NE 24th rather than the south side reduces impacts to traffic operations.”*

Participants made other suggestions to improve the function of the light rail alignment.

- *“Move line to the east side of 152nd and remain elevated along NE 24th and 152nd Avenue NE.”*
- *“Stay with preferred alignment between 148th to 152nd.”*
- *“How will the alignment between NE 24th to SR 520 impact east-west traffic on 40th?”*

### **Station Access and Location**

Several participants commented about access to planned stations, the location of existing stations, and placement of future stations.

- *“A station location close to NE 24th Street is ideal since it is central for serving people in Overlake Village as well as portions of the Bel-Red corridor just east of Overlake.”*
- *“Station on Group Health’s vacant land is adjacent to park and ride, preserves existing businesses and buildings, and provides potential condemnation savings of \$20-\$30 million.”*
- *“Improved drop off location for cars at Redmond Station will be needed.”*
- *“Minimizing station platform distance to NE 40th Street overpass is neighborhood community advantage.”*

### **Environment**

Some participants expressed concern about the project’s perceived impact on noise and plans for future park development.

- *“Concern about noise impacts of line, especially along SR 520.”*
- *“How will light rail impact Redmond’s plan for a new park near the new downtown Redmond station?”*

### **Multi-Modal Connections and Access**

Participants indicated interest in bicycle and pedestrian enhancements, especially at the Overlake Transit Center and the Overlake Village Station. The Redmond City Council identified pedestrian and bicycle access across the alignment from both sides of NE 24th Street and 152nd Avenue NE as a critical need and requested that Sound Transit address the issue as it advances design work on the preferred alternative.

- *“Interest in pedestrian access to Overlake Village Station.”*
- *“We should do all we can to promote bike usage.”*



## Business and Property Impacts

A few participants expressed concern about access to the Safeway site at NE 24th Street near 148th Ave NE that may be affected by the proposed alignment.

- “Preserve access to Safeway, it is key to future residential development.”
- “With existing line plans, driveway along 148th to Safeway property has less than 100 feet to cross free right lane, all moving north and accelerating.”

The City of Redmond expressed concern about the potential increase in the turning radius at the intersection at NE 24th Street and 152nd Avenue NE. Changes to the intersection and access would effect businesses and property owners as well as future plans for the development of Overlake Village.

- “As Sound Transit refines the preferred alternative, we ask that vehicular and other access be allowed from the PS Business Park property to 152nd Avenue NE at approximately 28th Street.”

Property owners were concerned about perceived impacts to the Sears property at 2200 148th Ave NE.

- “An alignment along the south side of NE 24th would require taking a significant portion of the Sears property. The property costs and consequential damages to the remainder of the Sears parcel from such an alignment would be significant.”

## Comments by Geographic Area

The comments in this section are representative of the comments provided at each workshop station, as well as comments provided in the workbooks (pages 7-8), organized by geographic area.

### 148th Avenue NE to 152nd Avenue NE

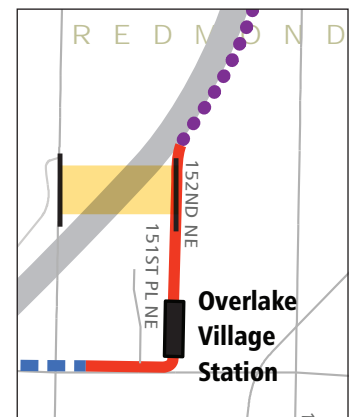
Interest in parking access and availability.

- “Will there be any parking here?”

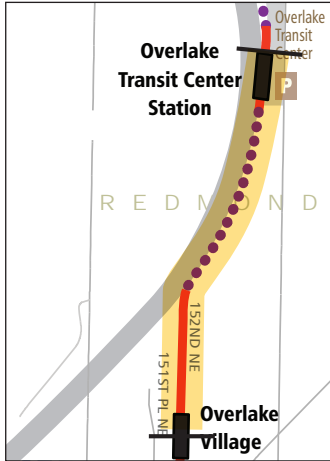
Grade separate alignment between 148th and 152nd to avoid traffic impacts.

- “Why not all aerial (148th to 152nd)? Already elevated east of 148th. Driveways can be maintained.”
- “The traffic on NE 24th and 148th is already terrible. Please elevate the light rail line to avoid making it worse. I drive through it every day.”
- “Support north side of NE 24th and aerial treatment-addresses congestion. Support at-grade at NE 152nd. Helps pedestrian access.”

148th Ave NE to 152nd Ave NE



NE 24th St to SR 520



**NE 24th Street to SR 520**

Concern for traffic impacts in the area.

- “Will this impact traffic (east-west) on 40th?”

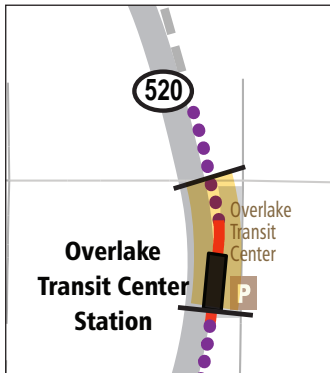
Propose grade separated alignment.

- “Would like elevated until past station.”

Interest in station access and location.

- “Consider station on south side of NE 24th. It is more centrally located with ¼ mile radius.”
- “Interest in pedestrian access to station.”

Overlake Transit Center

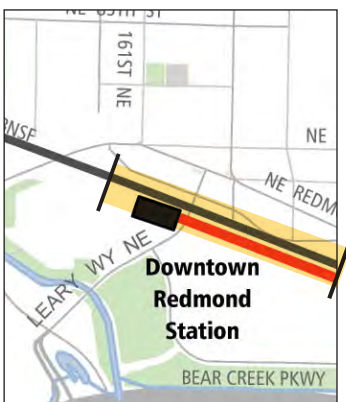


**Overlake Transit Center**

Support for improved bicycle and pedestrian access and facilities in and around the transit center.

- “Cyclists want west to east campus connection.”
- “Bicycle access needed to avoid 156th and 120th.”
- “City of Redmond and Microsoft want bike bridge across SR 520.”
- “More pedestrian-friendly access.”

Downtown Redmond Station



**Downtown Redmond Station**

Consider pedestrian needs and plan for future connections and facilities.

- “Consider underground pedestrian tunnel between downtown Redmond Station and Redmond park-and-ride/Redmond Transit center (bus).”
- “Need better pedestrian connection in the area-should be planning out taking this and other efforts into consideration.”

Improve the efficiency of the alignment with a more direct route and grade separated tracks.

- “Elevated tracks preferred-total travel time does not provide incentive to choose train over car.”
- “Why does alignment cross Marymoor Park-seems a more direct connection to downtown Redmond makes more sense (higher ridership, better use of funds).”

# Additional Comments

The following section highlights the feedback received by email or mail during the comment period following the workshops. These comments do not reference a specific meeting but provide general feedback. Comments are organized by topic and transcribed comments are italicized below to highlight the tone of the feedback received.

Mercer Island will be negatively impacted by the construction of East Link.

- *“Mercer Island will suffer heavily from this project. Negative impacts include construction disruptions, loss of express lanes, increased traffic, noise, overuse of Mercer Island park-and-ride, destruction of the Mercer Island business district.”*
- *“To reduce the increased traffic caused by light rail, two more light rail stops should be added East and West Mercer Way.”*
- *“Increase bus service, 202 and 205, should be increased by 30 runs per day. Along with the increased service, funding for direct marketing of this service should be started.”*

Opposition to at-grade alignment.

- *“I am completely opposed to a ground level system that is interfacing with traffic, roads, peds...If a system is not hindered and intersecting with traffic, etc. I will use the system all the time.”*
- *“One critical place of concern for me is downtown Bellevue. Your system is doomed if you have at-grade transportation here.”*

# Next Steps

The community feedback provided during the neighborhood workshops is important to Sound Transit and regional decision-makers. Sound Transit will weigh this feedback, along with cost, ridership, service quality, environmental impacts, land use impacts, and service efficiency. The East Link project team also plans to continue outreach efforts by scheduling community briefings, hosting community open houses and providing ongoing project updates through the mail, e-mail, and website.

Sound Transit is also preparing a Final Environmental Impact Statement that will be published in late 2010, which will evaluate the preferred alternative and other alternatives from the Draft EIS. After the Final EIS is completed, the Sound Transit Board will make a final decision on the project alignment and stations locations.

In order to address frequently asked questions raised during the workshops, Sound Transit will update the East Link website to answer these and other questions we hear from the public. We are always interested in hearing your thoughts about the East Link project!

## Contact

Please submit comments or questions to:  
Katie Kuciemba, Community Outreach Specialist  
(206) 398-5459  
katie.kuciemba@soundtransit.org  
401 South Jackson Street, Seattle, WA 98104

For information in alternative formats, call: TTY: Relay: 711  
or e-mail [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)