

Appendix C: Email Comments

All comments in this section represent comments received by email between February 18 and March 12, 2010.

From: Howard Katz
Sent: Wednesday, February 10, 2010 4:38 PM
To: Kuciemba, Katie
Subject: Bellevue Network on Aging Presentation To The Bellevue City Council

Dear Katie Kuciemba,

The presentation below was made by Berta Seltzer, a BNOA member before the Bellevue City Council, at their meeting at Bellevue City Hall, on Monday February 8th 2010.

You will note in item 2, that we were also letting the council know about access to the large number of Doctors and Dentists on 116th and 112th Avenues. In fact, you have to walk about .4 of a mile, first downhill, and then uphill from the proposed Whole Foods station, to get to the very first medical offices on 116th Avenue, and it is a mile from the Whole Foods proposed station walking first west and then north, until you reach the last medical facility on 116th Avenue.

The Bellevue Senior Advisory Board at the North Bellevue Community Center (Senior Center) endorses the recommendations of the Bellevue Network On Aging, as to where a Hospital Station should be located

The presentation is the official position of a Bellevue City board and was passed unanimously at our meeting last Thursday, which unfortunately you were unable to attend.

Howard Katz

Member Bellevue Network On Aging and
VP Bellevue Senior Advisory Board

Bellevue Network on Aging
Sound Transit Talking Points - 2010

1. A station should be located on or about NE 10th St. so that people with limited mobility can more easily access healthcare facilities such as Overlake Hospital, Group Health and Children's Hospital.
2. Additional stations should be located in proximity to medical facilities such as those situated along 116th Ave. N.E. and 112th Ave. N.E. to improve accessibility to healthcare services.
3. Sound Transit stations should be at "grade level" making them accessible for people with limited mobility such as those who use wheelchairs, walkers and canes and those with limited physical stamina.
4. Elevated platforms make it more difficult for those with limited mobility to negotiate. Therefore, elevated stations should be avoided whenever possible.
5. Sound Transit should be mindful that stations located on hills present a significant obstacle for people with limited mobility. Therefore, planners should avoid stations on hills whenever possible in order to ensure accessibility.
6. Stations should be located in a way that promotes ease of connection from other mass transit options such as bus stops and transit centers.
7. Since Bellevue has the highest percentage of people age 65 and older in King County, the needs of older people should be a transit priority within the City of Bellevue.
8. Statistics show that Bellevue's population of people age 65 and older is rising. The 2000 Census found

that Bellevue's population was comprised of 13.4% of residents who were age 65 and older. In the 2006-2008 American Communities Survey, residents age 65 and older rose to 14.4% of Bellevue's entire population.

9. Original plans for Sound Transit acknowledged the special needs of older adults and those with limited mobility. Sound Transit should continue to maintain this focus.

From: Hans and Patti

Sent: Friday, February 19, 2010 9:49 PM

To: Kuciemba, Katie

Subject: Downtown Bellevue Open house 02/18/10 - Comments

Key fundamental elements:

- Light rail is a public transportation system, not merely a line between point A and point B
- The system is part of a regional transportation infrastructure that emphasizes mobility
- The system is dynamic and evolves over time to meet the needs of the population and the economy. It is therefore not one project with a beginning and an end, but a never-ending process where the "end" station one day - later becomes the starting point for an extension.
- The success of a public transportation system depends on:
 - Efficiency and throughput – how long does it take for a commuter to travel from home to final destination and back, and how many commuters can the system carry at peak hours
 - Convenience and dependability of schedules
 - Ease of access – whether the commuter walks [most people are quite capable of walking 10 minutes], bikes, drives or transfers from other means of public transportation
 - Value – a combination of cost and time – relative to using personal car as a solo driver
 - Safety
- Efficiency and throughput are directly affected by a) the frequencies of stops, b) speed of travel and c) choice of rail track locations relative to target population centers. Optimizing these factors requires very careful trade-offs between speed of travel and convenience of access.
- Therefore, each stop becomes a hub of a local system of feeder buses, Park&Ride, bicycle lanes, walking paths to serve the surrounding community [except in large downtown cores].
- Therefore, light rail tracks must be separated from streets to avoid the congestion [current or future] it is supposed to alleviate. Tracks must be either elevated, placed in tunnels, or if at grade – be completely separated from streets. Street and road capacity must be left to movement of goods, and to members of the public, whose commuting patterns and/or work schedules cannot be efficiently served by public transportation.
- Therefore, all schedules and fares across the system must be coordinated to facilitate ease of transfers between different means of transportation – light rail, train, ferry, express buss and feeder buss services.
 - Each local community and neighborhood will voice its own narrow definition of system requirements, needs and desires. From a system's stand point these are frequently completely at odds with the greater objectives listed above. Sound Transit is the only agency that can maintain focus on the larger picture.

- Light rail must ultimately cross both I-90 and SR-520 and thereby provide an “inner” circle that serves the city centers of Seattle and Bellevue very well, and makes light rail the preferred means of transportation for trips between these two urban centers.
- Light rail should have an “outer” circle that connects the urban centers around Lake Washington [Seattle, Tukwila, Renton, Bellevue, Kirkland, Bothell, Kenmore, Lake City Way, Seattle]
- From the “outer” circle extensions can reach out to surrounding cities, like West Seattle, Federal Way, Issaquah, Redmond, Woodinville, Lynnwood, Ballard, etc.
- The light rail system will serve as the backbone of the regional transportation system, augmented by the rail line from Tacoma to Everett and the Puget Sound ferry system. This grand three-part system will provide true regional mobility.
- It will cost a boatload of money to develop, but it is the only way we can combine a vibrant economic region with sustainable growth and a quality of life that people of the region wants. If we do not invest the necessary money in time, we will loose it all. This calls for multiple concurrent development projects, rather than the current almost sequential project approach in order to have the basic system in place by 2020. Yes, we have started, but we are so far behind in providing what the region needs.

Specific comments to the proposed eastside light rail line and station options:

- The light rail line running across I-90 must stop at South Bellevue Park& Ride. This is a major connection point for commuters originating in the local community, as well as commuters using the I-90 corridor east and commuters living in Newcastle.
- The line should go north along Bellevue Way and follow 112th Ave NE with a stop near SE 8th St, which will serve the south Bellevue business district and the justice center. Avoid the Bellevue wetlands and slough. Maintain connectivity to future line south along the east side of Lake Washington to Renton and Tukwila.
- The line should continue north along 112th Ave NE and go in a tunnel with a below grade station underneath Bellevue Transit Center on 110th Ave NE. Mr. Kemper Freeman can fund a shuttle bus service to his Bellevue Square.
- The line should proceed north and cross I-405 at grade with a station near Overlake and Group Health hospitals, and also serve north Bellevue business district. Maintain connectivity to a future line west along the SR-520 corridor and north to Kirkland and Bothell.
- The line should proceed east with one station in the projected redeveloped area between BelRed Rd and SR-520, and then onwards to Overlake Transit Center, from where shuttle bus service can reach the Microsoft campus and other area businesses, as well as Overlake shopping district. Next stop would be Redmond.

Thank you for the opportunity to comment on the Concept Design Report. I appreciate Sound Transit's continuing effort to reach out to the affected communities.

Sincerely

Hans Gundersen
Redmond

From: Grace Hsieh [mailto:wawa980@comcast.net]
Sent: Monday, February 22, 2010 8:32 AM
To: eastlink- mailbox shared,
Subject: Downtown Bellevue Open House - Comment Form

To Whom it may concern:

Please share your comments regarding the East Link Project:

The East Link Project is a good idea to start with. It is however that Sound Transit needs to design the BEST option out there regardless of cost and funding. If you want to design and develop a massive transportation system, you need to get it right the first time. If the design is flawed, there is no second chance. Environmental impact, neighborhood impact, street and traffic impact, ridership, convenience, security issues, all should be looked into. It is generally agreed that a tunnel would serve the public better for the Downtown Bellevue area because it does NOT impact the traffic on the road and has the highest system-wide ridership. The tunnel option has 100% support from the City of Bellevue, who will HOST and give permits to the construction of the East Link in Bellevue. The tunnel option also has the shortest travel time in Segment C, other than the C14E. If funding is a problem now, then don't build it until there is enough funding. What is the rush? Is it because there is a 'deadline' to meet?

The At-Grade options will simply kill the traffic in Downtown Bellevue. Wasn't there an accident involved with an At-Grade Light Rail train in Seattle a while back? When everything is at-grade, you are asking for trouble. If the train breaks down in the middle of the road, we are asking for traffic problem. If an accident happens on the road, as to what had happened in Seattle with Light Rail, traffic would also be affected. Downtown Bellevue does NOT deserve any train tracks running on its streets. It is not San Francisco nor Portland, nor it is Seattle.

Please put aside politics and let's all think for the people in Bellevue. Let's put aside the financial barriers now and design something that's the best for the people and for the future. If there is not enough funding for the a tunnel now, wait until there is before the project can start. What is the rush??

Best, Grace Hsieh

From: wgeegh@eskimo.com [mailto:wgeegh@eskimo.com]

Sent: Sunday, February 21, 2010 6:19 PM

To: Kuciemba, Katie

Subject: Feb. 18 Open House

Dear Sound Transit,

At the Feb. 18 Open House, I spoke to Sue Comis and several others who said that the DEIS preferred alternative was still being considered. But it was only briefly mentioned in the Concept Design Report, and was not included in any of the comparison tables. I know the main intent was to explain the new alternatives, but it is a heavy burden to require the public to refer back to the DEIS in order to evaluate all the current alternatives (and the tables are not quite the same).

I also spoke to Bernard van de Kamp about including a range of ridership estimates along with a few of the key assumptions. This could easily be overload, but I don't think the public is fully aware of how variable a single number really is. For example, a change in attitude toward commuting in the next 20 years would have a dramatic effect on ridership.

Following are very important features of the DEIS preferred alternative which should be in all other serious alternatives:

There will be high demand for the P&R near 112th SE and Main, as shown by the current excess demand at S. Bellevue P&R. Many AM vehicles originate North, East and West going to Seattle via 112th, and this is a large group of potential riders.

The downtown Transit Center is essential, and the surface route allows easier rider access and is much less expensive than a tunnel. Also it has minimal traffic impact, especially considering the number of drivers who will become riders.

I favor the routing up to 12th St. rather than 6th, especially if there is a pedestrian only station near the library to serve the many new residences there. Also, use an at-grade crossing of I-405 on the existing

roadway for cost savings. Or go to 10th, and use the new 10th St. super-bridge with a station between the hospitals.

AND NOW WE COME TO THE CRUX of my concerns: The 112th SE at-grade alternative is back (note that page 67 says 112th NE instead of SE). Although I'm directly impacted, I must admit that it does make good economic and environmental sense.

So, since several new alternatives have been added, and since the 112th at-grade is back on the table, it seems only fair to reconsider Bellevue Way. But this time analyze an At-Grade alternative all the way up Bellevue Way to the "pedestrian corridor" and then to the Transit Center.

The DEIS Executive Summary, page ES-14, shows zero noise impact after mitigation for B2A or B2E on 112th, so the same mitigation on Bellevue Way answers that possible concern. The entire at-grade route may even be less expensive than the B2A and C4A, since in fact the DEIS shows the B1 Bellevue Way portion is \$80 to \$130 million less than the 112th B2 portions.

Look at a map and you will see only two routes to downtown: Bellevue Way and 112th. Any route to the east that avoids downtown is absurd. The 112th alternatives have been extensively studied. But the Bellevue Way downtown surface route apparently hasn't been studied at all! Just because a few people may oppose light rail, an analysis of this obvious alternative is absolutely necessary. Light rail is too important a decision for the future of Bellevue transportation not to include all reasonable alternatives for evaluation by the public.

Notice that there is only 1 turn on the Bellevue Way route. And there are significantly more residents within easy walking distance of that route than along 112th. I suggest 2 or 3 passenger only stations to serve residents along Bellevue Way with a large P&R at Main (the SW corner block is currently vacant) and perhaps a Bellevue Square station. There is surely plenty of room to share with pedestrians in the pedestrian corridor, and there would be less traffic encountered in downtown. Employee access would be the same as other alternatives at the Transit Center.

Finally, a few general objectives and priorities:

- As many people as possible should be within easy walking distance of a station. Access convenience is a major factor in attracting new riders. A few minutes of travel time, more or less, is much less important, since riders will be reading, working, e-mailing, etc. on the trip.
- A well designed transit feeder system should serve major stations.
- Light rail, transit, and other vehicles should all be integrated together into a well planned total transportation system.
- Some Bellevue intersections are near gridlock now. Public transit is their only cost effective hope.

Wilson Geegh

From: Bob Bengford
Sent: Thursday, February 18, 2010 8:08 AM
To: RTA Main Mailbox
Subject: Eastlink routing/station comments

To:
Mayor Don Davidson
Executive Aaron Reardon, Sound Transit Board Chair

Dear Mayor Davidson and Executive Reardon:

I am unable to attend the Bellevue Open House this afternoon, but I've been following the planning efforts and I would like to share my thoughts with Bellevue's City Council and Sound Transit's Board:

First of all – my wife and I live in the Enatai neighborhood and are within very close walking distance of the South Bellevue Park and Ride. We moved here five years ago precisely because the area has such great access to downtown Seattle and Bellevue. At that time we both worked in Seattle and used Sound Transit's 550 bus nearly every day. It served as a bonus that we found a house so close to the park and ride – and that the City had the foresight to reserve a 10' wide easement at the end of our cul-de-sac. This eventually allowed for the construction of a stairway four years ago to dramatically improve our neighborhood's access to the park and ride, and thus, great transit access. Many of our neighbors now pass our house every day on their way to and from the park and ride. I was aware at the time we moved into the neighborhood that the park and ride was on the projected alignment for Sound Transit's future east link line in Phase 2 – which was another important factor to me. Typically, I take the 550 downtown half the time and bike the I-90 bridge the other half. My wife now works in downtown Bellevue, so she can take the 550 (and hopefully, light rail in the future) in the opposite direction.

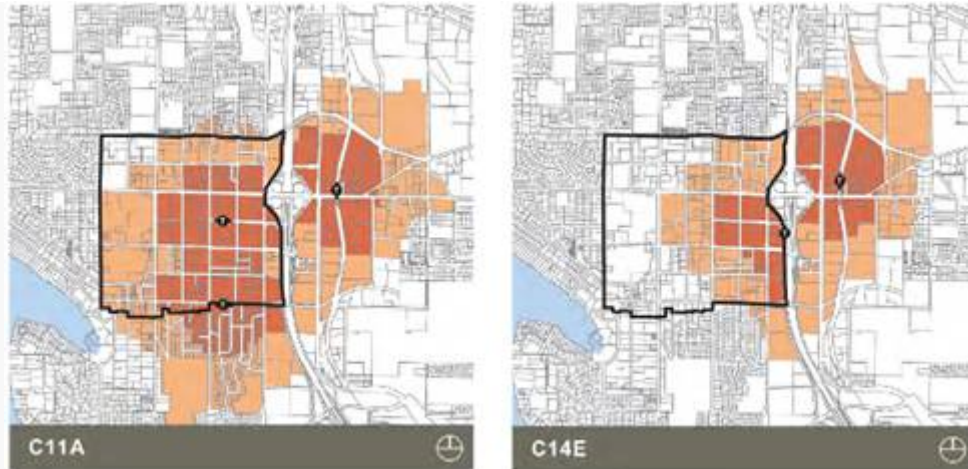
South Bellevue Routes.

I was relieved to see that Bellevue's City Council continues to endorse an east-link station at South Bellevue Park and Ride – rather than the B7 route which would have eliminated our neighborhood's light rail access entirely and projected much lower ridership. However, I was disappointed by the recommendation to study a modified B7 alignment that would cut through the heart of Mercer Slough Park and directly over the trail. I frequently jog through the park from my house and feel the modified B7 plan would be needlessly destructive to the park. I am in support of the Council's February 2009 recommendations for the modified B3 route via Bellevue Way/112th – particularly with the tracks on the east side of these very busy streets, and set below the grade of the street. Efforts should be taken to mitigate noise and visual impacts, minimize tree loss, and provide wetland mitigation/enhancement along this route. While I value the Winters' House – I anticipate there's an opportunity to relocate the structure in a sensitive manner nearby. Based on my review of the proposed routes, EIS, and my familiarity of the area, the benefits/drawbacks of the modified B3 far outweigh those of B7 – most notably in ridership numbers, traffic impacts and environmental impacts – plus I believe the "level" of negative impacts to residents along the B7 route would probably be much greater to those residents west of Bellevue Way/112th along the B3 route – due to number of residences in such close proximity to the route.

As a side note, residents along the Bellevue Way corridor between 112th and Main Street will be heavily impacted by the removal of the 550 route once light rail is in place. Options should be considered to mitigate their loss of transit access for residents in that area.

Downtown Routes.

As a Bellevue resident, frequent downtown visitor, and urban designer, I have a strong interest in the route downtown as well. My recommendation is to choose a route that produces the best long term ridership numbers, provides the best walkable access to downtown residents, office workers, and shoppers, maximizes future transit-oriented development opportunities, and minimizes negative visual/noise impacts. While I had been preferring the tunnel options, I find the surface routes far preferable to an aerial route (primarily due to impacts to the streetscape and surrounding uses) despite the traffic impacts. However, as new routing options have evolved – I find the new C11A surface route to be the most attractive. Its two downtown stations provide excellent walk-shed coverage downtown and provide the opportunity to use the current transit station site. As with the Max Line in Portland, I think a surface route can be well integrated into the streetscape environment. The surface route also provides strong visibility AND accessibility to the light rail system. The reduced cost, of course, brings some benefits. Regarding the "Vision Line", Sound Transit's new report (see walk-shed maps below) makes it quite clear that this elevated route adjacent to I-405 is not a good long term investment for the City of Bellevue, Sound Transit, and the residents of the region.



C11A 5 and 10 minute walk-sheds versus C14E.

Thank you,
Bob Bengford

From: L. Joan Devraun

Sent: Friday, February 19, 2010 4:16 PM

To: Kuciemba, Katie; *Board Administration;

Subject: Public comment on Sound Transit options (Bellevue public meeting of 18-Feb-2010)

Dear Katie and Sound Transit Board Members,

Please do not fund studies of the C14E option: the segment is not practical and does not best serve ridership in Bellevue. The current Bellevue City Council and their proposals represent neither Bellevue residents, nor the public interest. Regarding the options presented at yesterday's public meeting, [The Stranger](#) hit the nail on the head:

TRANSPORTATION Want to Know More About the
Impractical Light Route to Bellevue?

posted by UNPAID INTERN on THU, FEB 18, 2010 at 12:50 PM

Posted by Sarah Anne Lloyd

Earlier this month, Sound Transit released a report on four proposed light-rail alignments for Downtown Bellevue—including the impractical **Vision Line**, which would have lower ridership but has the backing of developers and elected officials supported by developers.



Got something to say? Want to check out the other, far more logical alternatives that will also be presented at the meeting? Sound Transit will be hosting an **open house** today at Bellevue City Hall ([map](#)) from 4:00 to 7:00 p.m.

Since Kemper Freeman backed candidates in the Bellevue City Council elections in November (a matter of public record), the quality of proposals has declined, with:

- A very expensive so-called Vision Line [sic]
- The reemergence of B7 which of the original B proposals had the most expensive construction costs, least ridership (i.e. least revenue), and greatest environmental impact
- The introduction of the B7 Modified which runs straight through a pristine wildlife area, and *still* doesn't serve the downtown

The B7 Modified option was proposed without any kind of public input or consultation with neighbors living in the Mercer Slough and Enatai neighborhoods. Why are our voices not being heard? Are some "more equal" than others in Bellevue?

A source of huge insult to Bellevue residents is the spurious aspersion by Kevin Wallace and his kind that approximately 1000 of us do not exist. Really? Does this mean we can stop paying our mortgages and taxes? On satellite images and street maps I can see the homes of the community I am a part of. If we don't exist, then how is it that we could found the Mercer Slough Neighborhood Association to stand up to developer-backed council whose only interests they have in mind are their own?

These interests on the Bellevue City Council have used public resources, in the form of the City of Bellevue Web site, to spread misinformation that the community I live it does not actually exist! Not surprisingly the Bellevue City Council has become known variously among residents as "The Gong Show", and "The Land of Oz".

It's time to shine some light on the misguided private interests that have resulted in proposals that do not make sense. For example, how is it that a Bellevue City Councilor whose family reportedly owns approximately \$50 million dollars in real estate along the rail line (B3) that he can vote against (source: [Publicola](#)), without being rescued from that vote!?

It's also time bring democracy to Bellevue, and shine some light on members of the Bellevue City Council who are running Bellevue like it's still their private feudal kingdom. The Bellevue of today that I live in more closely resembles san Francisco in the composition of its populace than it does to the Bellevue of 25 plus years ago. Yet modern practices of good local government lag behind the times: despite owning a

home in Bellevue, working here, and being a Bellevue resident in every way, I am not represented by this new city council. That is due to the conspicuous absence of a local ethics law, a gaping loophole that some self-interested parties have taken advantage of.

We the residents of Bellevue need the introduction of an ethics law. Kevin Wallace and his ilk do not represent Bellevue residents, and their actions since being elected are contrary to good government. If the City of Bellevue does not voluntarily adopt an ethics law, there needs to be a recall campaign as a matter of public service. Here are the reasons why:

Current problems on 118th Ave SE

Were a station to be build where the existing Wilburton Park and Ride, as proposed by B7, traffic on 118th Ave SE could not be mitigated. Indeed, the city cannot mitigate *current* traffic problems on 118th Ave SE, and the impacts on various stakeholders.

118th Ave SE is a major cycle route between Seattle and Bellevue (cycling is a form of transit too), but my bikes (a Marin commuter hybrid and [Lightspeed Firenze](#) titanium-frame road bike) are hanging in my garage unused because it is *unsafe* for cyclists on 118th Ave SE.

It's also unsafe for use by:

- School children (the Mercer Slough Environmental Interpretation Center with the Pacific Science Center host up to 150 children visitors per day)
- Pedestrians (joggers and dog walkers)
- Residents (because we respect the speed limit we are frequent victims of road rage)
- Wildlife (because there is no wall between the wildlife area and 118th, the wildlife wanders onto the street, and the amount of road kill caused by speeding traffic is ridiculous)

Here is the list of wildlife and road kill we've seen along our stretch of 118th Ave SE that runs along Mercer Slough: deer, owls, coyotes, rabbits, a cougar – yes, a cougar, and many, many bird species. And then there are we beleaguered residents. Common problems that we experience on a daily basis are as follows:

- Drag Racers
There is a racing contingent out there that is using hidden-out-of-the-public-view 118th Ave SE as a favored speed racing track (we are awoken in my home every time this happens). The problem gets much worse in spring and summer, just in time for the arrival of a season of cyclists.
- Aggressive driving
Those who drive the speed limit are tail gated and honked at. When we signal to turn into *our homes* we are honked at. There is also passing on this single carriageway, no-passing street, and attempted passing. Some vehicles (including the Access disabled transport buses) have to pull over to the side of the road, and thereby block the cycle lane, just to stop the tail gating.
- Heavy industrial vehicles
Every night when I'm trying to go to sleep there are heavy industrial vehicles zooming past with considerable velocity. These vehicles, which are not making deliveries at midnight, are driving like weapons along 118th Ave SE because there are no structural deterrents to them doing so, and because they can drive faster on hidden-out-of-the-public-view 118th Ave SE than they can on I-405 (Note: In their defense the police cannot sit on one street 24/7. It's City of Bellevue Engineering that has a job to do here).

The wildlife don't have a chance, but what about we residents? Why aren't our voices being heard?

Transit

Light rail needs to serve the neighborhoods of Bellevue, and to do so it needs to serve the downtown. It is an asset to our community and will give residents new transportation options. There is no point of building a major transit system if it does not serve the most number of jobs and residents. Light rail should serve the most number of transit users and the B3 alignment accomplishes that purpose.

According to your joint report 99% of jobs (79,000) and 92% of residents (19,000) will be within a 10 minute walk of light rail if the downtown option C11A is chosen. If the Vision Line (which is an extension of the B7 alignment) is chosen, only 79% of jobs and 46% of residents will be within a 10 minute walk. We must choose the option that connects the most number of people and jobs if Bellevue is to remain economically competitive and the vibrant city that we all love so much.

Have you been watching the Olympics?

Without the [TransLink Skytrain](#) system Vancouver could not have hosted the Olympics. TransLink created rail lines that went to stations located at "destinations" where there is much pedestrian traffic, and that people needed to go:

- Granville (downtown shopping centers)
- Burrard (downtown business district)
- Stadium (BC Place for Canucks hockey games, and other huge events)
- Commercial Drive (a vibrant area of restaurants, culture, and pedestrian street traffic)
- Burnaby Metrotown (a huge consortium of shopping malls)
- Waterfront (Seabus connection to North Vancouver Seafront Market (like Pike Place), Transit station, etc.)

Hence, with the result drivers thus had ample motivation to get out of their cars and take transit instead. Significantly, none of these factors apply the B7 or B7 modified alignments, and for those reasons B7/B7 modified are "anti-transit" options.

If you have not seen it already, please see Dan Berrolet's article, [Rule#1: Don't Put a Light Rail Station Next to a Freeway](#).

Environment

The Mercer Slough Nature Park is beloved by the community as a pristine natural space for families to enjoy and recreate. This 320-acre wetland is home to more than 100 bird species and several dozen mammal species.

To quote Andrew McCormick of Eastside Audubon (full press release attached):

The Mercer Slough, according to the city's own Web site, "is Lake Washington's largest remaining wetland. Containing hundreds of plant species and an abundance of water resources, the park provides diverse habitat for over 170 species of wildlife." Included among these species are migrating Yellow Warblers, Warbling Vireos and Western Tanagers, and resident Rufous Hummingbirds, a threatened species in North America.

Construction and operation of light rail through this pristine habitat will cause serious harm to the environment. We should not be locating a major transit line through a nature park. We should be locating it where transit riders will use it. This option is B3, not B7 (or B7 modified).

Costs

This is not about "protecting single family neighborhoods" vs. protecting the slough. This is about situating transit where it is needed the most and making the most of a large tax-payer investment.

Bellevue City council has already picked a preferred alternative – B3. This decision was made a year ago and no new ridership or environmental data has emerged since then that requires a reconsideration of this alternative. Tax dollars have already been spent to study this alternative and move forward with planning. In this tough economic environment, it is wasteful for the council to continue to spend tax dollars despite a decision being reached. Planning decisions should not be politically motivated. They should be based on sound planning and evaluation criteria as well as public benefit. Benefit to a single neighborhood should not trump the city's long term interests. And as a Bellevue resident I can confirm the fact that we're choking in traffic.

The Path Forward

The proper path forward is as follows:

- Adopt B3 or B3 modified to access the Bellevue downtown where there is:
 - Demand for access to Bellevue Square, Lincoln Center, Galleria, the movie cinemas, restaurants, and so forth
 - Existing pedestrian traffic in need of transportation
Ample motivation for drivers to get out of their cars – and thereby reduce the traffic problem
- Stay out of the Mercer Slough wetlands
- Remove the old rail tracks in the *very* narrow corridor between the condominiums and the 405, and convert the old rail corridor into a cycle path, a recommendation long advocated by the Cascade Cycle Club
- Address with engineering amendments the already considerable existing problems along 118th Ave SE to make it safer for residents, wildlife and recreational users such as cyclists:
 - Add stop signs at the entrances of Regent Park and Mercer Park Condominiums to make it safer for residents, and slow down egregiously speeding traffic
 - Make a section of 118th into a School Zone beside Brookshire Condominiums, and the newly erected Mercer Slough Environmental Interpretation Center (host with the Pacific Science Center of up to 150 children visitors per day)
 - Add a pedestrian bridge over 118th Ave SE to prevent huge industrial vehicles (which aren't allowed on this road by law) from being driven like weapons
Increase police speed and DUI traps, particularly in the early hours of the morning

Thank you for your time, and attention to this matter.

Thanks! L. Joan Devraun (ljdevr)

From: Brian OConnell

Sent: Thursday, February 04, 2010 4:11 PM

Subject: Vision Line

Dear Sound Transit Board,

I am writing to you as a resident and board member of the Mercer Slough Neighborhood Association in Bellevue. I won't mix words and simply state that we the residents of the Mercer Slough Neighborhood Association are adamantly against the Bellevue City Council proposed, "Vision Line".

I am sure that you are aware of Section 4(f) of the National Transportation Act of 1966, which states, "that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land

from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

We believe this eliminates the "Vision Line" because there is another feasible and prudent alternative (the side-running B-3) AND needing, "all possible planning to minimize harm to the property resulting from use" will most likely drive the cost of the Vision Line far above any other South Bellevue Alternative.

Here is a link for the complete document.

<http://www.environment.fhwa.dot.gov/4f/index.asp>

Additionally, the Eastside Audubon Society has publicly their opposition of the line too (press release attached).

We agree with the City Council that the South Bellevue P&R MUST be a destination of the East Link line as it is the largest P&R anywhere along the East Link line (contributing to increased ridership), which is why we fully support the side-running B-3 alternative.

Many residents of the Mercer Slough Neighborhood chose this location because of its proximity to nature. We have already been dealt a "Raw Deal" when the Southbound I-405 expansion occurred on the west side of the freeway, and not into the median (east side of the freeway) as originally planned. Ironically, the residents of the Mercer Slough Neighborhood learned of the revised plan for the I-405 expansion as the freeway construction progressed, not prior to construction.

Finally, the B-7 or the proposed "Vision Line" will create the closest passage to any home on the entire East Link line and further impact homeowners that have already been severely impacted on our eastern property lines.

Thank you for your time and consideration,

Brian O'Connell

Vice President, Brookshire Condominiums BOD

BOD, Mercer Slough Neighborhood Association

From: David J Kotker

Dear Council Members,

Judging by the number of emails I've received in the past few days you've opened Pandora's Box by proposing routing light rail through Mercer Slough. I agree with the intent to keep light rail away from neighborhoods and mitigate the impact on downtown traffic. I don't agree with any of your recent proposed routings, because they all have significant shortcomings. They effectively bypass the downtown business core, and what is fast becoming one of Bellevue's largest residential neighborhoods. The population density in the downtown neighborhood will far exceed any other Bellevue neighborhood and will almost certainly support the largest light rail ridership in Bellevue. Since you've reopened the issue I am proposing a light rail route as follows: (1) Cross I-90 to Bellevue Way and stop at the South Bellevue park and ride (2) Descend into a tunnel under Bellevue Way SE north bound to a station at Main Street (the tunnel might be an over and under configuration cut and covered beneath the center lane) (3) Continue under Bellevue Way NE to a station at the Museum and then eastbound to the transit center and across I-405 at Ne 6th St to the hospital district and Bel Red Rd This routing mitigates permanent

negative impacts on neighborhoods, downtown businesses, traffic flow and environmental sensitive areas and best serves downtown. It will be well worth the extra cost and effort involved in the tunneling.

Sincerely,
David J. Kotker

From: Jeff Hirsch
Sent: Monday, February 08, 2010 11:16 AM
Subject: Light rail in downtown Bellevue

February 8, 2010

Dear Sound Transit Board of Directors,

I am writing to ask you to support a light rail alignment in downtown Bellevue that doesn't involve Main Street and will not have a negative impact on the Surrey Downs neighborhood and the professional offices on the south side of Main Street.

I have spoken with many people over the past few weeks who share my belief that the C-14 alignment or the Vision Line Concept is the best route. Main Street is a very busy arterial and should not be compromised by light rail construction or design.

Even if a route is selected that uses 110th Ave., please consider entering that route via NE 2nd Street to avoid impacting Surrey Downs and the confiscation of private properties along Main Street. Presently NE 2nd Street is a lightly traveled road (between 110th and 112th Ave.) and could be utilized for the light rail design with very low impact on traffic and private property.

The Vision Line is a light rail alignment through Bellevue that protects Bellevue's homes, businesses and roads. The City of Bellevue and Sound Transit can use the Vision Line concept to design a light rail segment within our budget in a manner that protects the character and quality of our single family neighborhoods, keeps our arterial roads flowing and keeps our downtown accessible to residents, retailers, professionals and businesses.

Sincerely,
Jeffrey A. Hirsch, D.M.D.

From: Dwight Schrag
Sent: Wednesday, February 10, 2010 2:37 PM
To: Comis, Sue; Kuciemba, Katie
Cc: Bernard van de Kamp
Subject: Bellevue Downtown East Link Concept Design Report

Dear Sue and Katie,

We received our public open house notification. Also, we were able to review ST's Concept Design Report on-line.

This is a good approach for comparisons. The concept views were very helpful. Thanks to ST and City of Bellevue for extra evaluations and analyses. Hopefully, you will get much useful comment on this lengthy report.

We'll be there to provide suggestions during the Public Open House.

Two inputs for now:

1- Recommendations we will offer for C14E may resolve many ridership, access and cost issues. It's also important to eliminate the "circus tent" and moving walkway problems. We have potential solutions to recommend ("Enhanced Vision") to address the problems.

2 - Over \$75 million can be saved from C9T costs by moving the East Link passenger terminal from underground to partially at-grade onto NE 6th Street (East of 110th) adjacent to bus terminal. If ST adds the \$100 million cost savings of the 112th routing suggested for B-Route alternative, the C9T becomes viable for similar cost compared to original downtown preferred route budget.

We appreciate all your good work to deal with residents and business East Link issues downtown.

Best regards, Dwight & Mary Schrag

From: Joe Burcar

Sent: Wednesday, February 10, 2010 9:47 PM

To: *Board Administration; Kuciemba, Katie

Subject: Eastlink - 2/11/2010 Meeting w/Bellvue City Council

Attention: Sound Transit Board of Directors

As a resident of the City of Bellevue, I want to ensure the Sound Transit Board is perfectly aware that I do not support the Bellevue City Council's arbitrary promotion of a new ("Vision Line") *Eastlink* alternative. This action of the Bellevue Council is independent of any true citizen support as well as inconsistent with the NEPA/SEPA public process. I strongly encourage the Sound Transit Board to reject any consideration of new *Eastlink* design options beyond the perimeters of the *May 2009 Eastlink Preferred Alternative*.

As you know, voter approval of Proposition 1 in 2008, entrusted Sound Transit to design and build a regional transportation network including light rail expansion from downtown Seattle to the major eastside population centers of Bellevue and Redmond. This mandate is intended to benefit riders throughout this region, for which minority political views/actions within a segment of the City of Bellevue should not be allowed to threaten or stall transit benefits to the rest of this region. The *Eastlink* planning process has followed (if not exceeded) established public involvement process including project scoping, and consideration of a range of alternatives and identification of a preferred alternative. All of these steps have been completed within the spirit of Environmental and Regional Growth Management requirements based on objective supporting analysis.

Despite Sound Transit's commitment to transparency and integrity of public process, certain members of the Bellevue City Council somehow believe they are not subject to past decisions, nor do they appear to be accountable to due process as they attempt to arbitrarily reverse past decisions independent of the broad interests of their constituents. The Sound Transit Board should not allow this politically motivated attempt at a 'second-bite-of-the-apple' to flaw the *Eastlink* planning process. Imagine what precedent would follow this individual attempt to influence such an important regional transportation project.

Our region cannot afford these delays and should continue to move forward, not backwards. Trust the decisions of your past colleagues trust your analysis supporting the preferred alternative and let's keep this region moving!

Sincerely,

Joe Burcar
Resident City of Bellevue

From: Richard Applestone
Sent: Friday, February 12, 2010 12:13 PM
To: Council@bellevuewa.gov
Cc: Richard Applestone; eastlink- mailbox shared,
Subject: ... SOUND TRANSIT EAST LINK ...

Bellevue City Council,

I URGE YOU TO SELECT AND SUPPORT THE 'VISION LINE' (B7M/C7M) SOUND TRANSIT EAST LINK ALTERNATIVE,

. . . and here is why !

- * The cost is by far the least expensive.
- * The time line to implement appears to be the shortest by far.
- * The degree of difficulty to accomplish this route is much less than competing alternatives.
- * The proposed "Vision Line" stations are much better aligned to serve potential riders.
- * The proposed "Vision Line" is the most direct route without the sharp bends needed to do the surface and tunnel routes.
- * The environmental impact from the "Vision Line" would seem to be much less than Bellefield Park, and no more than what was approved for the new Marriott Residence Inn and other businesses around it. The Bellevue Way / I-90 Park & Ride lot was developed within the same Mercer Slough area.
- * With the planned development of BelRed and businesses east of I-405, downtown Bellevue is expanding east, and the "Vision Line" proposed *Northeast 6th Street Station* fits the future Bellevue better than the existing Bellevue Transit Center.
- * The "Vision Line" alternative avoids the serious disruption to traffic on Main street and 108th Ave. Northeast during construction and after implementation.
- * The added distance east (3 blocks) for riders going west of the Bellevue Transit Center is less than walking the Microsoft Redmond campus, and much less than most businesses in downtown Seattle to their train locations. Also, the Northeast 6th Ave. grade doesn't begin to compare with the hills in downtown Seattle. Why would this distance be a concern, when it is no more than the walk from the end of the Sound Transit Airport station to the terminal, and without carrying / pulling all that luggage. All this plus a moving sidewalk.
- * The mood in America is to reduce costs and the resulting taxes. That alone cries out for the "Vision Line" option.

We don't need Seattle centric east / west decisions; we need Eastside solutions! Thank you for thinking as a Bellevue citizen and taxpayer.

Sincerely,

Dick Applestone

Name: Mary Britton-Simmons

Comments: Do NOT change the Eastside route to go through Mercer Slough. Protect this rich area in spite of the wishes of the Bellevue Council.

Name: Jack Eby

Mr. McGinn-

I have been reviewing the Downtown Bellevue Concept Design Report on the Sound Transit website.

Please do not support alternative C14E. It provides dramatically worse service to the area than any of the other alternatives. It has less of the downtown core within a 10 minute walk than the other alternatives have within a 5 minute walk.

It does not serve the downtown Bellevue area acceptably, mostly because it is far too close to I-405, at the very edge of the Downtown area.

Also, it does not provide an acceptable transfer to local buses; whereas the other alternatives are conveniently close to the Bellevue Transit Center.

Thank you for your time

-Jack Eby

From: Barbra Shepherd

Sent: Friday, February 19, 2010 1:46 PM

To: Kuciemba, Katie

Subject: Funding for Sound Transit "C" options

As a resident of South Bellevue, I respectfully request the Sound Transit Board eliminate the C14E option for the following reasons:

- Routing does not adequately serve a large portion of City of Bellevue population
- Routing does not adequately provide ridership close in access to downtown Bellevue
- Projected ridership figures are lower for the C14E than are projected for the other routings

Thank you for your efforts to provide the City of Bellevue with the best transit system possible.

Barbara Shepherd

From: Carl Krikorian

Sent: Wednesday, February 24, 2010 7:30 AM

To: Kuciemba, Katie

Subject: Comment on Sound Transit Options

My name is Carl Krikorian and I live at 15015 SE 47th Place, Bellevue, 98006. I have lived here for 16 years. I also work at Bellevue City Hall, although I am writing as a Bellevue resident, not as an employee.

I feel the C14E option would be a very poor decision in the long-term. Despite its low cost and use of the BNSF railway, the thought of having light rail so far from the City center and its accompanying reduced ridership, and the elevated walkway cutting across the city, make this a very poor choice. It strikes me as a concept that is "half-baked"; it has good intentions, but it sacrifices long-term benefits for short-term political aims.

Of the three other choices, I think when you look very long term, the tunnel option is the best, but I would be satisfied with any of the options, other than C14E. That's pretty much what I wanted to say. Thank you for considering my opinion.

From: Dwight Schrag
Sent: Friday, February 12, 2010 6:49 AM
To: council Bellevue Council Mmbrs
Cc: Comis, Sue; Kuciemba, Katie; Bernard van de Kamp
Subject: Downtown Bellevue East Link Alternatives

Dear Mayor & City Council:

We missed your design concept review with Sound Transit yesterday. Hopefully it went well. We want to add our continued **strong support for C9T** as the Preferred Downtown solution for East Link.

During the February 18th Public Open House, we will present a one-page chart to Sound Transit planners showing that **C9T has overwhelming advantages to Downtown Bellevue**, in almost every planning aspect, compared to ALL other possible alternatives.

We believe that a simple terminal location change to the C9T will **bring down costs "on par" to C4A.**

We've **offered this recommendation to both Bernard Van De Kamp and Sue Comis:**

Over \$75 million can be saved from C9T costs by moving the East Link passenger terminal from underground to partially at-grade onto NE 6th Street (East of 110th) adjacent to bus terminal. If ST adds the **\$100 million cost savings of the 112th routing suggested for B-Route** alternative, the ("Enhanced") **C9T becomes fully viable for similar (or less) cost compared to original C4A downtown preferred route budget.**

$(\$245 \text{ M}) + \$100 \text{ M} + \$75 \text{ M} + \$70 \text{ M}^{**} = \underline{\underline{\$ \text{ Same as C4A Cost}}}$

** = \$245 M X 30% Contingency factor @ Concept Stage = \$70+ M

Sincerely, Dwight & Mary Schrag

From: Christie Hammond
Sent: Tuesday, February 09, 2010 12:26 PM
To: Sound Transit Board
Cc: *Board Administration; council@bellevuewa.gov; ssarkozy@bellevuewa.gov
Subject: Surrey Downs Appreciation and Requests

Dear Chair Reardon and Sound Transit Board Members:

The Surrey Downs East Link Committee applauds the scheduling of a joint meeting between Sound Transit and the Bellevue City Council. It is this sort of open-minded and forward thinking cooperation that will result in a win/win plan to bring Light Rail to Bellevue. While we remain strong in our support for the original B7 alignment as the best choice for Bellevue, we acknowledge the spirit of compromise that has been entered into during negotiations between Sound Transit and City of Bellevue.

B Segment Alignment:

As evidenced by almost 250 comments in the DEIS supporting the B7 alignment compared to 70 opposing it, there is overwhelming support in Bellevue for the B7 alignment as the route that would have

the least harmful impacts to neighborhoods, businesses and the city of Bellevue in general.^[1] Current data shows that the B7 or B7 Modified alignments would result in the same ridership numbers as the B3 alignment. Data also shows that all B Segment alignments have significant environmental impacts, some more than others.^[2] We respectfully request that the B7-Modified alignment, as well as the original B7 alignment be studied and analyzed to the same degree as any other B segment alignment. This must include in-depth environmental research in order to adequately evaluate and compare the costs, benefits and impacts.

C Segment Alignment:

The February 2010 Sound Transit Downtown Report on Bellevue Light Rail Alternatives Concept Design Report shows the strongest East Link Ridership (51,000) using the C9T alignment. Should Sound Transit and the City of Bellevue be unable to agree on an acceptable means of funding this alternative, the recently proposed C14E alternative becomes the obvious best choice as it is \$80 to \$120 million less expensive than C9A and C11A and has the same ridership as the two at-grade alternatives.

Tunnel Cost Comparisons:

In the January 21, 2010 Citizens Oversight Panel year-end 2009 Performance Report it was pointed out that the bid for 2 miles of the University Link tunnel was recently awarded for \$308 million.^[3] The February 2010 Sound Transit report cited above asserts a 35% difference in cost between a less than one-mile tunnel route in downtown Bellevue (the C9T alignment) versus at-grade (C9A) costing \$350 million. Based on this evidence, we suggest that the incremental cost for the downtown Bellevue tunnel and station is significantly overstated.

- 2 Miles of tunnel in the University Link = \$308 million (less than expected)
- Less than 1 mile of Bellevue tunnel = \$350 million

Tunnel Portal at the Red Lion

Main Street in Bellevue remains an important East-West transportation route for Bellevue citizens. An at grade or elevated alignment that takes right-of-way will add to congestion and cause Main Street to fail concurrency. A tunnel portal on the Red Lion location would ensure downtown concurrency and minimize extensive impacts. In addition to supporting concurrency, making use of the Red Lion site for a tunnel portal supports families and businesses that have made an historical commitment to downtown Bellevue.

Potential Main Street At-Grade Stations:

An important guiding criterion to a successful rail transit system is “connect somewhere to somewhere.”^[4] Going forward with an East Main Street Station does not fulfill this project criterion. Data shows that a Main Street Station at 112th Ave SE does not have the density to support an expensive station at this location and does not create a destination location. Another potential station on Main Street is found in the proposed C11A alignment. Placing a station at Main Street and 108th Avenue does not provide system ridership to justify the high cost of a station. Going forward with this station would eliminate businesses that provide a natural buffer between neighborhoods and downtown growth. The existing downtown Bellevue Transit Center is within the successful ½ mile walking distance and is convenient and well used by the businesses and neighborhoods adjacent to Main and 108th Ave. The stations on Main/112th Ave and Main/108th Ave are not supported by criterion for a successful transit system. Alignments that include either of these stations should be eliminated.

[1] see Sound Transit East Link Project Draft Environmental Impact Statement Public and Agency Comment Summary dated March 2009, page 3

[2] see Downtown Bellevue Light Rail Alternatives Concept Design Report dated February 2010, page 13

[3] see Citizens' Year-End 2009 Performance Report on Sound Transit dated January 21, 2010, page 2

[4] Bellevue Best Practices Report, Executive Summary, p iii.

National Register of Historic Places

The Sound Transit Board must also take into account that the Washington State Department of Archeology and Historic Preservation determined during the East Link DEIS process a large, contiguous section of North Surrey Downs is eligible to be nominated to the National Register of Historic Places as a potential historical district. Further study of the contiguous block of Mithun and Neslund homes in the potential historic district (which are south of Main Street) must be undertaken by Sound Transit. This area could be adversely impacted by visual blight, noise, dust and possible vibration issues and /or condemnation impacts. Sound Transit is required to comply with Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the U.S. Department of Transportation Act of 1966 in order to qualify for Federal funds for ST2. Sound Transit must show that all "feasible and prudent" alignments have been thoroughly considered that would "avoid" historical resources such as the Surrey Downs potential contiguous historical district and The Winters House on Bellevue Way.

We applaud your willingness to address the many issues facing the East Link project. The collaborative efforts evident in the joint meeting between the Sound Transit Board and the Bellevue City Council reflect true steps toward bringing light rail to Bellevue and "doing it right the first time". We urge both governing organizations to continue to meet together. This action lends transparency to the process and highlights the cooperative spirit necessary to achieve the best light rail alignment possible, for the region and for Bellevue.

Sincerely,

Surrey Downs East Link Committee

Scott Lampe, Co-Chair

Renay Bennett

Christie Hammond, Co-Chair

Ron Bennett

Betsy Blackstock

Stacie LeBlanc Anderson

Charles Fisher

Susan Illvanakis

Debi Lelinski

Tracy Larson

Joe Rosmann

Cc: Bellevue City Council Steve Sarkozy

^[1] see Sound Transit East Link Project Draft Environmental Impact Statement Public and Agency Comment Summary dated March 2009, page 3

² see Downtown Bellevue Light Rail Alternatives Concept Design Report dated February 2010, page 13

³ see Citizens' Year-End 2009 Performance Report on Sound Transit dated January 21, 2010, page 2

⁴Bellevue Best Practices Report, Executive Summary, p iii.

From: Jack Eby

Sent: Thursday, February 18, 2010 3:36 PM

To: Constantine, Dow

Subject: East Link Downtown Bellevue Alternative C14E is terrible

Mr. Constantine-

I have been reviewing the Downtown Bellevue Concept Design Report on the Sound Transit website.

Please do not support alternative C14E. It provides dramatically worse service to the area than any of the other alternatives. It has less of the downtown core within a 10 minute walk than the other alternatives have within a 5 minute walk.

It does not serve the downtown Bellevue area acceptably, mostly because it is far too close to I-405, at the very edge of the Downtown area.

Also, it does not provide an acceptable transfer to local buses; whereas the other alternatives are conveniently close to the Bellevue Transit Center.

Thank you for your time

-Jack Eby

From: Bill and Carol Collins
Sent: Thursday, January 28, 2010 5:56 PM
To: kcexec@kingcounty.gov
Subject: Eastside Light Rail

Dear Mr. Constantine:

As a West Seattle alum ('63), I hope we both share the same logic and common sense as the other famous graduates of WS.

My wife and I are very willing to drive from our Renton home to Tukwila to take the light rail to Bellevue. We often shop, quite regularly in fact, at Bellevue Square as well as surrounding businesses. However, we would never think of purchasing an armload and walking a half mile, or more, to the nearest light rail station to return home. In any kind of weather. The whole idea of re-routing the line away from "where people want / need to go" is ridiculous. It would be a travesty to waste taxpayers money in implementing such an idea. We do not plan on taking the train for a sight-seeing trip when we have intentions of making purchases in downtown Bellevue, enjoying the Christmas festivities downtown Bellevue, and spending money in downtown Bellevue. Do you understand what we're saying?

We have read several articles by persons pushing the circumventing route. It is a shame that we can't confront them with facts on an individual basis. On a side note: The idea of linking Woodinville to Bellevue is great, but at the same time "they" insert the word Renton in the same sentence. However, none of them have brought up the fact that there is no link over I-405 yet. That alone would cost over 30 million (a BNSF / State estimate made last year). We are really tired of reading about connecting the whole east side, without bringing up the idea of re-constructing the railroad bridge to "connect Renton to Bellevue."

In closing, by-passing the core of Bellevue is not in our plans and I hope it isn't in yours. The "Vision Line" is really beyond what we envision.

Sincerely,

Bill & Carol Collins

From: Peter Marshall
To: Bellevue City Council
Subject: Sound Transit Route Alternative B3
Date: Mon, 1 Mar 2010

Dear Bellevue City Council Members:

I am writing because opportunities for citizen comment at your Monday, March 1 meeting apparently will be quite limited. From discussions with other people who support route segment B3, I'm sure the designated speakers will express many of my objections to the Council's recent leaning toward Alternate B7. I'll confine this email to a few issues that I think may not otherwise be covered.

Credentials: I have lived in the Enatai neighborhood for more than 32 years, sent kids through the local schools, used the local parks and beaches, etc., etc. I also spent many of those years commuting by bus to and from Seattle, and occasionally to Bellevue. So I'm a bonafide resident, with a definite stake in how this part of Bellevue is affected by the decision on Segment B location and designs.

In recent years I used Sound Transit routes 550 and sometimes 560 from the South Bellevue Park and Ride, and in prior years used the Metro routes that circulated through the Enatai neighborhood. I have found the 10-minute walk (or more often the combined 5-minute walk/jog) to the P&R location quite manageable via the 112th Ave. SE road connection. I know others in the neighborhood are also satisfied with the convenience of being able to walk, bike or even occasionally drive to and park at the P&R facility. We all benefit from using the diverse routes connecting us from there to regional destinations for work trips, special events, etc.

Observations of Park & Ride Function: I suppose most Bellevue residents would have been happier to see the transit system evolve without ever converting a single square foot of Mercer Slough from open space to pavement. But when it happened some years ago we reluctantly saw it as a tradeoff to accommodate the city's and the region's growth by making public transit convenient. Many people understood the logic of its connection to the long-planned extension of light rail on I-90. And I think most of us understood the City of Bellevue's ironclad commitment to preserving the integrity of the remaining 320-acre Mercer Slough as a public open space with the leased farm surrounded and penetrated by public recreational access paths and waterway.

On a recent weekday morning I had an opportunity to observe the variety of trips served through the P&R facility. Over a couple of hours I encountered people coming from the Enatai neighborhood, but also from Factoria, Renton and elsewhere, and going west to Seattle but also north to Overlake, Bellevue and even one to Lynnwood via transfers. Some of these people arrived on foot, others by connecting buses, and of course many by car. The South Bellevue Park and Ride is obviously important to many people's lives. It is firmly established as a transit collection point.

Recent Council Actions: I have been dismayed by the shift in City Council guidance to Sound Transit, specifically the new majority's preference for route B7 along the BNSF rail route, and the related advocacy for a new downtown alternative C14E. I can appreciate the tendency for new councilmembers to show their constituencies that they tried to keep the light rail line from even coming close to long-established neighborhoods, to show they have tried to reduce costs and that they have found an innovative way to keep light rail from disrupting downtown streets or commerce. But they have gone to extremes, and in doing so have lost sight of the purposes and benefits of the regional light rail system. And in the worst B7 variant, they have revealed a willingness to peddle off a priceless public open space piecemeal.

A recent Bellevue Reporter column attempted to justify the terrible B7 variant by saying few people venture into the park on foot, and so possibly if they view it from an elevated train cutting through the

heart of it, they will then be motivated to explore further on foot. That columnist obviously had no personal knowledge of the space and how it is actually used. I would like to think that no Bellevue Council member suffers from that ignorance. You have had and will have much more learned testimony on this subject, so I won't belabor it here.

Possible Misconceptions About Light Rail: I have also heard suggestions that Sound Transit's main purpose should be to get into and then get out of Bellevue as fast as possible. I think that's partly the rationale of B7 and C14E, in bypassing the South Bellevue P&R, making a stop at the Wilburton P&R, and just one other downtown elevated stop at the freeway. Observed through a simplistic lens, that does shave a few minutes off the trip time to Redmond. But aside from the totally unacceptable environmental impacts, it saves those few minutes by abandoning many potential transit riders. And it leaves others to scramble to find a way to the more limited number of stops, many of those probably having to drive further across town and adding to local street traffic. Imagine how that will affect neighborhoods, including Surrey Downs.

My point in bringing this up is that I believe some people misapprehend how light rail will operate in this region. They think of it as a kind of intercity rail line between Seattle and Redmond, with a little bit of Bellevue along the way. When you take that approach, the old BNSF rail route may look OK, appearing to offer a little cheaper right-of-way, and also the false economy of reducing those pesky, time-consuming stops that add a few minutes to the travel time between cities. But in reality the light rail system we're going to have is kind of a hybrid, having some features of intercity rail and some of a local system. New York City's vast subway system has both express and local trains that serve it well. But this region with its development history and obvious financial constraints will not be able to afford such a system in the foreseeable future, if ever. So Link Light Rail must serve some intermediate stops in addition to the obvious downtown destinations. The South Bellevue P&R is one of those.

Recommended Action: The Bellevue Council's routing decisions are difficult, and have many serious consequences for future generations as well as currently vocal interest groups. Alternative B7 is already being included in Sound Transit's EIS, even though I think the analysis will confirm its serious limitations and adverse impacts. I hope that the Council can find a way to gracefully back away from the B7 variant across Mercer Slough, and from the C14E alternative, before they unnecessarily add to the planning/design costs and the public acrimony they will generate. I understand that there may be a tendency to look steadfast to certain groups of supporters of those schemes, and to drag them through the entire EIS process to do so. However, for these new alternatives to be upheld would require distortions of regional transit policies, the bending of state and federal agency environmental regulations, and possible appearance of fairness challenges of Alt C14E. I believe none of these constraints will favor the new wild card proposals. Rather than having outside agencies override the Bellevue City Council, I hope to see the Council decide that these proposals have been sufficiently investigated already to justify endorsement of the previously-agreed alternative B3, and one of the new downtown tunnel alternatives.

Sincerely,

Peter S. Marshall

From: Rice Family

Sent: Thursday, March 04, 2010 9:00 PM

To: Balducci, Claudia

Cc: *Board Administration

Subject: Bellevue Route for Light Rail

Final routing for Light Rail for Bellevue has to be as close and convenient to the downtown business core as possible. We are spending billions on Light Rail. All decisions should be made to increase ridership. The alternatives of taking Light Rail down 112th NE or 116th NE are non-starters. The massive amount of money being spent has to be done in a way that will maximize ridership.

I was not a supporter of Light Rail--and am not now. However, it is a fait accompli. Don't squander what is obvious about routing for political or other transitory pressures.

Regards

Chris Rice
Clyde Hill, WA

From: Keith Watts
Sent: Thursday, March 04, 2010 5:12 PM
To: Sound Transit Board
Subject: my Eastlink feedback...

To whom it may concern, to distinguished members of the Bellevue City Council and Sound Transit board,

I have been following the discussions on TV about eastlink. I have been watching the Bellevue Council meetings on TV and I watched the meeting on TV between Sound Transit board members and Bellevue City Council and I have reviewed the information on your web sites.

I really appreciate all the hard work and meetings that you and your staff have been doing to find a smart alignment. I think you are doing a great job.

Therefore, after much thought and listening to arguments... I am in favor of C14E and B3S. I could live with B2A. Street level system on 112th is ok.

Rational...

There seems to be a rather high probability that Bellevue will continue to build high rises east towards 116th. I405 will become like I5 is in Seattle, surrounded by high rise high density development. Percent walking distance to a C14E station located near I405 will increase over time.

Cost would be less. Traffic operations would less impacted. Construction effects would be less. Construction risks would be less. it would be more consistent with regional plans and policies.

C14E would facilitate a track North to Kirkland that I am sure will be built along I405 one day for a regional system that will serve Renton and Kirkland. People will not want to detour into towns along the way. If we do a C9A or a C3T, and Kirkland does a C9A and Bothell does a C9A and Totem Lake will want a C9A and Woodinville will want a C9A then it will turn into **a milk run**.

I think each city should focus on bringing its people and workers into the city who want to come into the city on a spur or loop. Imagine designating certain trains that go into in downtown Bellevue and others that go straight though up I405 or out to Redmond.

That said, I would love to have a tunnel in Bellevue. I would vote for and support the funding of a light rail tunnel as part of a local system that is designed smart for downtown Bellevue. As part of T3 perhaps.

We should build for the straight through alignment first and then the spur or loop into a downtown Bellevue tunnel second.

It is a set of tradeoffs. It is a regional system and it should be designed to be smart regionally first and then locally second. As a Bellevue resident, I am confident that Bellevue can provide additional enhancements to the regional system to serve Bellevue residents in parallel with the regional light rail system development.

About me:

My name is Keith Watts, 5635 178th Ave SE, Bellevue, WA 98006. I grew up in Bellevue, attending Enatai Elementary, Bellevue Junior High, Bellevue High (class of 1976), I graduated from University of Washington, and I have lived and worked in the Bellevue area for the 23 years. I delivered news papers along Bellevue Way when I was a kid. I have watched Bellevue grow and change. I work for a large software company for 12 years.

Sincerely,
Keith H. Watts