

Appendix B:

Workbook and Comment Form Transcriptions

All comments in this section represent transcribed comments from workbooks and blank comment forms received at the workshops or submitted by mail between October 12 and December 14, 2009. The comments were reviewed and transcribed by staff, with a second reviewer to double-check the accuracy of transcriptions. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

Overlake/Redmond Workshop Comments:

Workbooks

1. What are your comments regarding the East Link project?

Exciting enhancement.

2. As Sound Transit refines the preferred alternative in Overlake and Downtown Redmond, what should Sound Transit consider?

Please don't make lanes on I-90 too narrow. Really small shoulders make bridges scary to drive over for some.

4. Are there unique access needs in Overlake or Downtown Redmond that Sound Transit should be aware of?

Pedestrian/bicycle access?

We should do all we can to promote bike usage.

148th Ave NE to 152nd

Will there be any parking here?

NE 24th St to SR 520

Will this impact traffic (E-W) on 40th?

Name: Anonymous

Overlake Preferred Alternative Map

Overlake Village station – This being at-grade doesn't make sense. It will cause a lot of traffic congestion. Should be elevated.

Downtown Redmond Station

Must be elevated. Ok – provide two stations at both ends of Redmond (this is good?) This line is needed now as Redmond is the feeder area for Woodinville, Duvall, etc. etc. The segment through Downtown Redmond must be aerial (elevated) construction (NOT at grade) so that Redmond Downtown traffic flow isn't constantly interrupted (in peak hrs) Allowing train once per 5 min ie 12 traffic interruptions per hour! Not good.

1. What are your comments regarding the East Link project?

Fully support it, only 15 years too late! Why does it take until 2013 to start construction (it is now Oct 2009) Redmond Segment E needs to be funded now.

2. As Sound Transit refines the preferred alternative in Overlake and Downtown Redmond, what should Sound Transit consider?

Making the Redmond segment an actual funded segment that will be in-service in 2020.

3. What are the important neighborhood characteristics Sound Transit should consider?

For Redmond, the line needs to be "aerial" so that it doesn't cut Redmond Downtown into half (again!)

4. Are there unique access needs in Overlake or Downtown Redmond that Sound Transit should be aware of?

Station access?

Improved road drop off locations for cars at Redmond Station will be needed.

Pedestrian/bicycle access?

Underground tunnel between Redmond Station and Redmond Transit Center.

Downtown Redmond Station

Consider underground pedestrian tunnel between downtown Redmond Station and Redmond park-and-ride/Redmond transit center (bus).

Name: Brad Chellen

General Comment Forms

The I-90 Route was determined 33 years ago. Is it still the best? Light rail on 520 instead?

Name: Max Magennese

Very well organized – thank you!

Name: Anonymous

Please elevate light rail along 24th from 148th to 152nd.

Name: Anonymous

If the purpose is to move people and reduce traffic congestion skip downtown Redmond station and follow 520 to the end as about 2000 people from MSFT work down there.

Eminent domain?

Name: Anonymous

Blank comment form was submitted with following name: Bill Beye

South Bellevue Workshop Comments:

Workbooks

Preferred Alternative Map

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?

Impacts on homes on west side of 112th Ave SE will be devastating!!!

Name: Anonymous

Preferred Alternative Map

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 functionally possible to leave remaining land available for alternative uses (such as recreation).

Key Features:

I-90 to 112th Ave SE

Also for this section (see earlier comments), 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 to access the South Bellevue Way light rail station, further exacerbating the situation. Enhanced ped/bike facilities should therefore be included in the development.

SE 8th St to Main Street

Concerned about significant impact on wetlands and riparian area (Sturtevant Creek)

Name: Anonymous

Preferred Alternative Map:

Along this alignment: preserve existing bicycle facilities and join City of Bellevue in funding need bicycle facility improvements (Bellevue Way; 112th Ave)

See my comments/suggestion (next pages) for alignment options I believe should be tested/fatal-flaw analyzed, and the results presented to the public and city staff/council of Bellevue.

1. What are your comments regarding the East Link Project?

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). Find the money using stage development if necessary (i.e. defer the downtown to Overlake link, if necessary!!)

3. What are the important characteristics in Downtown Bellevue that Sound Transit should consider? (i.e. consider school bus routes along _ street, pedestrian connections at __ location)

- Noise and visual impact minimization
- Accommodate peds & bikes along the route and crossing the route
- Avoid at-grade crossings of streets

4. Are there unique access needs in Downtown Bellevue that Sound Transit should be aware of?
Give paramount attention to non-motorized and surface transit (including school buses) movements and circulation.

On Bellevue Way?

- Winters House
- Mercer Slough farmer stand

On or near 112th Avenue SE?

- Open space existing along Bellefield and light

I-90 to 112th Ave SE

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).

Accommodate bicycle traffic safely along Bellevue Way corridor.

112th Ave SE to SE 8th St

Develop and evaluate a depressed alignment option here, as I've suggested also for "Ij-90 to 112th Ave SE" Segment (please see previous page).

SE 8th St to Main Street

East Main Street 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.

Name: Anonymous

Preferred Alternative Map:

- 1) Add park and ride at all stations except downtown
- 2) Combine stations at 124th and 130th into one w/ large park and ride

Name: Anonymous

Preferred Alternative Map:

This route is not the preferred route by the residents of Bellevue, who recently elected now Bellevue City Council members who agree the preferred route is B7 along the Burlington Northern rail bed parallel to I-405.

1. What are your comments regarding the East Link Project?

I want East Link but not up Bellevue Way: Too much environmental impact to wetlands. Risk of potential lawsuit, expense with Winters House historic preservation, too much potential interaction impact with vehicle traffic accessing South Bellevue office park.

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider? (i.e. consider school bus routes along __ street, pedestrian connections at __ location)

Noise impacts with anything elevated. Accident propensity with vehicles and animals. At grade an issue along 112th and parts of Bellevue Way due to potential harm to pedestrian, animals, and vehicles. Noise impact severe if elevated.

3. Are there unique access needs in Downtown Bellevue that Sound Transit should be aware of?

Pedestrian access along South Bellevue Way and 112th Ave. Route impact to Winters House. Pedestrian access across 112th of Bellevue Way. Loss of greenscape and old growth vegetation.

4. Are there unique access needs in Downtown Bellevue that Sound Transit should be aware of? On Bellevue Way?

- **On Bellevue Way?**

Access to the Blueberry Farm and Winters House

- **On or near 112th Avenue SE?**

Bellfield Office Park access on 112th.

- **Pedestrian/bicycle access?**

Safe sidewalk access along South Bellevue Way and 112th Ave currently P&R is commute site only.

- **I-90 to 112th Ave SE**

South Bellevue P&R limited by the amount of traffic using South Bellevue Way already. Adding more parking to the P&R will only limit and impede congested traffic further on Bellevue Way. As a historic preservation issue, the Winters House cannot be relocated to an equivalent site in a nearby/appropriate neighborhood. The land doesn't exist. Elevated trains to noisy, at grade are too dangerous and too close to pedestrians and vehicles and animals. Who supplies the electrical for light rail? Is this a cost billed to municipalities or is Sound Transit electrical and expense to the transportation entity.

- **112th to SE 8th St**

Winters House relocation or historic preservation legal issues. Access to Bellfield Business Park and pedestrian safety along 112th Ave is an issue.

- **SE 8th St to Main Street**

Straightening alignment means running the route along I-405 not up 112th Ave and then

demolishing two major office buildings in the path.

Name: Anonymous

General Comment Forms

- Please consider adding light rail to the new SR 520 bridge.
- Light rail on I=90 bridge will remove two lanes of traffic begin 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.

Name: Joe Fielding

Prefer P&R "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.

Please design P&R 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.

Name: Anonymous

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.

Name: Karen Cannon

South Bellevue park and ride is built on fill in a wetland and would never be built with today's environmental regulations.

2-story Bellefiled Office park is also built on fill in a wetland, each year must utilize pumps for flooding.

Name: Dorothy Scott

Really like the eastern alignment coming off I-90 then behind the South Bellevue Garage then below Bellevue Way along east side of roadway. Am not a fan of the BNSF alignment and am glad the board realized the ridership penalty of it.

I think at at (or below) grade crossing at Bellefields would save money and work just fine, Bellefields does have an alternative access from SE 8th anyway.

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 (e.g. Woodrige) and would permit the use of the existing park and ride (walking distance, not co-located).

Name: Mark Allen

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.

Access to the SE 8th/405 area station could be a more multi-modal access location.

Name: Carolyn Saxegaard

Thank you for offering the South Bellevue Workshop on 10/14/09. Paul Cornish was very helpful in answering my questions with respect to comparing the mod B3 route along 112th to SE 8th versus the no longer preferred 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 & I-405 strage all would impact the costs associated with B7, if it were reconsidered.

Name: Anonymous

Bel-Red Workshop Comments:

Workbooks

Bel-Red Preferred Alternative Map

1. Eliminate 130th Ave NE station; put P&R facility at 124th Ave NE station. 2. Revise configuration to be at-grade from 124th Ave to Overlake Village station. 3. Eliminate "downtown Bellevue" alignments along 108th Ave NE and 110th Ave NE. Transfer N/S alignments to 112th Ave NE. 4. Eliminate NE 16th route through Bel-Red area; align new route north parallel to I-405 to approximately SR-520; run line at grade along SR 520 to Overlake Village Station.

1. What are your comments regarding the East Link project?

2. As Sound Transit refines the preferred alternative in Bel-Red, what should Sound Transit consider?

Eliminate route through Bel-Red area along NE 16th.

3. What are the important neighborhood characteristics Sound Transit should consider?

4. Are there unique access needs in Bel-Red that Sound Transit should be aware of?

Station access?

No

Pedestrian/bicycle access?

No

I-405 to 120th St

Turn route north at approximately 112th Ave NE

120th St to 124th St

Eliminate this route and station

124th St to 136th St

Eliminate this route/station

136th St to SR 520

Name: David F Plummer

Bel-Red Preferred Alternative Map

Don't forget tourists. Hotel guests on 24th Ave NE need connection to train. Why will this take long, 12 more years when stimulus dollars have only 3 years? Avoid at-grade.

1. What are your comments regarding the East Link project?

2. As Sound Transit refines the preferred alternative in Bel-Red, what should Sound Transit consider?

3. What are the important neighborhood characteristics Sound Transit should consider?

Pedestrian access to connector. The [illegible word] Overlake Transit Center is horrible.

4. Are there unique access needs in Bel-Red that Sound Transit should be aware of?

Station access?

Trains must run even on snow days.

Pedestrian/bicycle access?

I-405 to 120th St

Important stop for hospital personnel and visitors, if not patients.

120th St to 124th St

Regional stores are destination stops, such as today's Bellevue Center.

Name: Anonymous

General Comment Forms

As regards the Ashwood station, if it remains and you don't go with the preferred C9T then I would recommend putting the station further east and at grade with a cut and cover under 116th. This would alleviate the 116th crossing issue and I would think be less unsightly. Also could then put under NE 12th pedestrian access the Overlake Hospital to improve access and increase safety at NE 12th crossing. Also much more direct for travelers to get from station to the hospital. Also appreciate and favor saving the Commons building.

Name: Mitch Nudelman

The Overlake village station is hard to get to if west of 148th. The street is hard to cross for pedestrians. Suggest either moving station west so it better serves both sides of 148th or add pedestrian bridges.

Ideal, no expense spared, option would put the station underneath 148th in a tunnel so pedestrians could access the train from an entrance on the SW corner of NE 24th and 148th (Sleep Country) as well as from NE corner (B of A/Safeway).

Name: Steve Corley

I am a big supporter of light rail. However, having any section of it at grade on city streets seems backwards, short-sighted, and prevents me from supporting the project. The Phoenix light rail system which opened earlier this year is having an extraordinary number of incidents due to being at-grade. There's been already a couple of incidents on the MLK line. Cities like Honolulu are going elevated only because of this. 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.

Name: Anonymous

A blank comment form was submitted by Calvin Wang

Downtown Bellevue Workshop Comments:

Workbooks

Downtown Preferred Alternative Map

At-grade routes will seriously disrupt the already not good traffic in Downtown Bellevue and therefore affect the businesses in the City. At-grade services will be a lot slower than either a tunnel or elevated because there are stop lights as well as pedestrians that the train has to wait. If a train breaks down in the middle of the intersection, traffic problems will most likely occur.

1. What are your comments regarding the East Link Project?

Regardless of cost, the project needs to be done correctly the first time. That means ST needs to consider all potential impacts from visual, environmental, traffic, businesses, ridership, then the cost will be last. If there is no money, then don't build a compromised one. A cheaper alternative is not always better, it is only cheaper.

C4A Comments

As mentioned before, at-grade routes will throw everything off because timing will be too difficult to measure. The train will be affected by: weather, traffic on the road, people on the road, bikes on the road, stop lights, people at the traffic control center, and accidents.

C3T Comments

This is the best option. Fewer businesses are disrupted and the train is not affected and will not be influenced by the potential problems mentioned above.

C9T Comments

A cheaper option isn't always a better option. 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. The drawn dotted line would be recommended for further study because fewer impacts will be seen from the business residents and Surrey Downs.

C9A Comments

This route absolutely makes no sense, plus it's at-grade and is just asking for trouble. City of Bellevue cannot afford to have an at-grade train to run to the center of the city. The at-grade will compete with the buses and cars in town.

C11A Comments

Why use Main St and 108th for at-grade if ultimately all you want is to carry people from the East Main Station to the Bellevue Transit Center?? Why not use the 2nd St or 4th?? Changes to Main St. will not be compatible with the new design that COB has in mind, that is, a new bike lane and planter along Main St. An at-grade route will not be compatible with COB's comprehensive plan, which calls for a new urban design, and improvements for the streets, particularly Main St.

Name: Anonymous

Downtown Preferred Alternative Map

With tunnel funding unlikely problems for the preferred rail link. At the present time NE 10th St W of 108th Ave NE has a traffic barrier that requires the eventual 100+ renters in the Ashton to exit right or enter

108th also to go right to go any anywhere. In the mix 30 units at Villa Firenze will live with 100+ 20/10 renters having always go left in the same across the street area. NE 10th St is about to open becoming a much more convenient access to the hospitals requiring crossing the at grade rail line.

C9A Comments

Worth consideration

C11A Comments

Probably my first choice, but undoubtedly long after I'm around to be paying for it.

Name: Harlan Bruner

Downtown Preferred Alternative Map

The worst possible route! Costly and very disruptive to traffic flow.

C9A Comments

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.

I-90 Fact Sheet

Comment: You develop 60 + KSL stress in the rail in major storm look at the calcs made by your engineer.

Name: Alan and Mary Smith

Downtown Preferred Alternative Map

Right from 4 years ago I predicted Sound Transit would select. All the talk was not productive. I am surprised Surrey Downs got a reprieve – so the neighborhoods in South Bellevue will be blighted but who cares? We do? Construction for 3 years what a prospect! Watch City Council we now have some clout!

The logical route. BNSF corridor highlighted.

1. What are your comments regarding the East Link Project?

Put it on railroad BNSF.

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of? Urban blight

4. Are there any unique access needs in South Bellevue that Sound Transit should be aware of?

The S. Bellevue neighborhoods.

I-90 to 112th Ave SE

Put it on BNSF! You're crazy! Elevated more noise. Who cares?!

Name: The Smiths

Attn: Katie Kucimeba
East Link Light Rail

401 South Jackson Street
Seattle, WA 98104

Subject: Downtown Bellevue Workshop 11/18/2009 Participant Comments

Dear Katie,

We've enclosed our comments for incorporating into your other inputs. It must have been gratifying to see a good level of interest by citizens and businesses last night.

It's obvious Sound Transit is reaching out to get better alternatives considered for East Link in downtown Bellevue. Thanks for all your great efforts to make it happen.

As most-impacted residents in Bellevue, we firmly believe this will provide a far better result than currently "Preferred DEIS Alternatives," **C4A at-grade or C3T tunnel which are both unacceptable. See workshop comments enclosed.**

Reiterating our email request to Sue Comis and Bernard Van De Kamp, sent this week, we feel Bellevue Managers and City Council/Mayor must now step up to issues of transparency, being upfront on guidelines for success; and work in full collaboration with Sound Transit to get Downtown Bellevue East Link route done right this time.

Here's our request to Sue and Bernard:

Bellevue Council's constituents need to be able to clearly understand the basis for future decisions so Council members aren't held accountable for any "BAD ST" alternatives being selected for East Link. Transparency becomes very important at this point; and it's been unacceptable for many months now. It's time for ST and Bellevue to join the ranks to get a good result.

Bellevue (Planners and Council, together) should move to set out some clear guidelines to help ST come to a workable recommendation for revising currently preferred (but awful) alternative C4A, to create a better FEIS option. If this can be done, it will clear up many misconceptions about Bellevue's part in decision-making for East Link. Examples:

1. 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.
2. Crossing over NE 8th Street downtown will be an unacceptable alternative for East Link. Traffic flows restrictions; and rail transit slowdowns crossing over main E-W traffic flow routes are not an option.
3. Bellevue's planning policies and procedures (specific sections) must be followed by ST for East Link. Stay clear of the types of light rail problems created downtown San Jose, CA.
4. Proceed no more than two (2) good alternatives for FEIS consideration. The modified C4A ending at NE 6th St can be one option due to budget constraints. But, finding another workable alternative is advisable and necessary to gain better support and cooperation of businesses, Surrey Downs, and other neighborhood constituents. Transparency is important and critical.
5. Having two rail lines, side by side, at grade in downtown along 110th seems problematic, since it does nothing to gain ridership or offer any additional/improved options for transit locations. Also, placing two 90-degree, 100 foot radius turns next to housing neighborhoods (e.g. Surrey Downs,

Ashwood districts) is almost certain to create unacceptable noise and vibration problems for residential areas.

6. Downtown Bellevue needs a “good” transit access to Light Rail. Good access is defined as: “?? Whatever it is”

Please consider how to move this forward. By mid-to end of January, it's all over for our citizen inputs until Final EIS public comments. FEIS could be easy (or very difficult), depending on good planning done by end of this year.

Best regards, Dwight and Mary Schrag*

*See formal letter

Downtown Preferred Alternative Map

This route is a “planning disaster” for downtown Bellevue. See comparison w/C9T attached impacts C4A/C3T not viable. Violates Bellevue Planning policies. Home and City park destroyed. Most unsafe route of all options in DEIS. Blocks traffic flows in downtown area/main route. Will create unacceptable noise for residential areas. Blocks emergency vehicles access to entire at-grade route. Unsafe for pedestrians, residences and vehicles. Creates poor quality living environment for residences and businesses.

1. What are your comments regarding the East Link project?

Must be done right the first time. Must incorporate learning of Central Link, noise emergency and safety risks to pedestrians and vehicles. Good planning (take time now) will provide best results for tax payers and cities.

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider?

See attached (5 page) summary. See attached comparison between C9T and C4A/C3T (one page).

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?

Bellevue Downtown Association (BDA) has done most comprehensive future look at growth, access, need for “excellent” ways to get ridership to current and future/planned businesses/buildings. Work more closely with BDA.

C9A Comments

Best option to minimize costs. Same excellent benefits as C9T. Negatives: Cross NE 4th St will require an overpass for vehicle movement. This is already congested with heavy traffic.

C11A Comments

Poor choice. Many impacts on high-rise residential zone. Will create similar, negative impacts as C4A. Not an acceptable option.

C4A Comments

Unsafe. Not an acceptable alternative. See 8 major problem areas for C4A/C3T attached. (five pages) See attached (one page) comparison to C9T.

C3T Comments

Same as above. See attached comments, 6 pages. Plus, costs almost double despite same types construction problems.

C9T Comments

Many positive design features. Best alternative. Too costly. Best location for hospital station. Good access to bus transit center. Good location for downtown business ridership.

Name: Dwight and Mary Schrag

Downtown Preferred Alternative Map

See my comments on page 5. Future urban costs are far higher than present savings. Pennywise and pound foolish.

C4A Comments

Penny wise – pound foolish! This will kill downtown traffic. Think about what will happen to traffic on 8th street. It is bad enough right now. The future urban costs will be far higher than the upfront costs.

C3T Comments

Best alternative but upfront costs...

C9T Comments

Good alternative with the lowest future impact.

C9A Comments

Still kill downtown traffic. Future costs are bad.

C11A Comments

Still kills downtown traffic. Future costs are bad.

Name: Anonymous

1. What are your comments regarding the East Link Project?

See specifics.

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along _ street, pedestrian connections at _ location)

Speed of trains. Access to Bellevue TC and hospital.

C4A Comments

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.

C3T Comments

Hospital access (see above). Hospital access is better but crossing 116th

C9T Comments

Hospital access is better but crossing 116th needs a pedestrian friendly way into hospital.

C9A Comments

How many traffic lights will trains have to stop at? Better than C11A below if access to existing and unmolested transit center can be made friendly and easy.

C11A Comments

Too many traffic lights (same as above). This involves costly and unnecessary reconstruction of Bellevue. T.C.

Name: Anonymous

Downtown Bellevue Preferred Alternative Map

1. Run the line at grade north/south along 112th Ave NE between Main ST. and NE 12th St.
2. Eliminate all tunnel & at-grade/elevated sections through downtown.
3. Eliminate "East Main" station. Relocate to 112h NE and NE 6th St.

1. What are your comments regarding the East Link Project?

1. It is uneconomic, non-cost effective transit. transit mode. East Link should be replaced with bus rapid transit. Do not route East Link through the "Bel-Red Corridor" run line along SR 520.

Name: Anonymous

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along _ street, pedestrian connections at _ location)

Keep it out of Downtown Area – run line along 112th Ave NE.

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?

No.

C4A Comments

Not required. (Note: Drawing showing 112th as preferred route and station location)

C3T Comments

Not required; too costly. (Note: Drawing showing 112th as preferred route and station location)

C9T Comments

Not required; too costly. (Note: Drawing showing 112th as preferred route and station location)**C9A**

C9A Comments

Not required; too costly. (Note: Drawing showing 112th as preferred route and station location)

C11A Comments

Not required; too costly. (Note: Drawing showing 112th as preferred route and station location)

Name: David F. Plummer

C4A Comments

Major impact to traffic flow. – will add to congestion.

C3T Comments

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

C9T Comments

Reasonable alternative if funding for C3T cannot be secured.

C9A Comments

Would essentially shut down 110th – what happens to various parking garages along 110th?

C11A Comments

Too great of an impact to traffic flow.

Name: Anonymous

Downtown Bellevue Preferred Alternative Map

A. Tight turn will be very noisy in residential areas.

B. Balletini has many residents with limited mobility
– at risk crossing tracks.

C. Traffic conflicts

– West bound traffic often fails to clear 108th

- Left turns from 108th to 8th St often fail to clear. Train will be blocked.

C4A Comments

Worst. 12th and 108th No advantages. All cost.

C3T Comments \$1,175

Okay.

C9T Comments – Best

Name: Anonymous

C4A Comments

This northbound movement from Main to 110th can't be done at a 90 degree angle as shown. Keep west side of 110th to avoid big impact.

C9T Comments – \$980 million

Keep alignment on west side of 110th at corner of 110th and Main Street to avoid impacts to businesses.

C9A Comments

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 difficult intersection.

C11A Comments

108th is better than 110th for double tracks.

Name: Anonymous

C4A Comments

Problem: Safety/congestion/pedestrians. Right now buses are unbearable. In trouble, increased noise, vibration to residential building, destroyed park (NE 12th) destruction of beautiful improvements (Streetscape) along 108th/110th from NE 10th to NE 12th. Ruins lives of elderly populations/ Belletini and (noise-safety) surrounding buildings.

C9T Comments

Environmentally preferred!! What a idea! Improved safety, preserves 108th and 110th from being destroyed, safety of autos/pedestrians, reduces congestion and delays. Saves transit center and locations around.

C9A Comments

Ditto as C9T. Cheaper.

Name: Paul Benker

C4A Comments

With contra flow, anyone turning onto 108th or 110th could be blindsided by oncoming trains. Too much impact to traffic. The hospital station is too far away from NE 8th.

C3T Comments

Tax payers should not be burdened with the additional cost of this option.

C9T Comments

This is a great option. Gets it underground along 110th to minimize traffic disruptions and is cheaper than C3T.

C9A Comments

110th is too busy for an at grade run.

C11A Comments

Not a bad option – less traffic on 108th.

Name: Anonymous

1. What are your comments regarding the East Link Project?

With all the money being collected from the east side, the suggestion that ST cannot afford a tunnel through Bellevue is not believable. Since eastsiders visiting the UW will go by bus over 520 the argument that the eastside should pay for light rail through Seattle is clearly false.

Name: Anonymous

C4A Comments

Way too much impact on traffic flow east and west and residences – access to residences. The C9A and C9T are much better routes.

C9T Comments

Good idea to route to transit center and then out of downtown. Way less impact on east/west traffic in Bellevue.

C9A Comments

Good use of surface streets. It is okay to not have the transit station for buses and trains at the exact same place.

C11A Comments

Avoid impacting 108th Ave NE.

Name: Anonymous

C4A Comments

This represents a very bad alternative. Very high accident risk and very disruptive to traffic.

C9T Comments

This is a very nice solution but will very capital intensive.

C9A Comments

Less desirable than C9T but better than either alternative.

Name: Anonymous

1. What are your comments regarding the East Link Project?

Looking forward to light rail service to Bellevue. Wish there were more stops in downtown especially with the preferred alignment at grade. Wish you came further east up 106th or Bellevue Way.

C4A Comments

Would rather have tunnel, but at grade doesn't sound terrible. Although given that it's going all the way from Main to NE 12th there should be more stops downtown.

C3T Comments

Like this if we can afford it.

C9T Comments

Would rather have it on 108th.

C9A Comments

Hospital station behind Whole Foods is too far from the hospital. Rather see it go up 108th.

C11A Comments

Hospital station (see above.) Given these shorter "at-grade" solutions I would rather have it go on 108th than 110th.

Name: Anonymous

Preferred Alternative Map

A split-route plan like this makes for confusion for new riders. How do I know which side of the Transit Center to go to when I want to go in a particular direction? Since the transit center is so long, it will be very frustrating to have to run from one side to the other.

1. What are your comments regarding the East Link Project?

Needed but perhaps rethink the stops. Add more stops where people actually live.

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along _ street, pedestrian connections at _ location)

Many residents live along NE 112th Ave between 12th and 10th St. Which stop will they go to? Both are too far?

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?

Lots of long traffic light waits. Make sure to rethink these after light rail is in.

C4A Comments

Waste of track, confusing for new riders. Lack of a stop where there is a density of residential units.

C3T Comments

Best Choice. Better will not affect, or be subject to traffic. How about an underground station under 405?

C9T Comments

Serves the fewest residents. Is the hospital really something transit should go to like this?

C9A Comments

Serve no one-residents, but does avoid traffic.

C11A Comments

Same as above, but will probably cause too much traffic. Landing in the transit center is good though.

Name: Anonymous

Preferred Alternative Map

This alternative interferes with traffic too much.

1. What are your comments regarding the East Link Project?

Sections C, D and E should be constructed as soon as possible. To give an alternative to the current bad traffic.

C4A Comments

This alternative impacts traffic too much.

C3T Comments

This is more than needed-too expensive.

C9T Comments

This is a better alternative. The hospital station should accommodate commuter heavy rail use as well as light rail.

C9A Comments

I would prefer an elevated alternative to avoid traffic.

C11A Comments

This impacts traffic too much.

Name: Anonymous

Preferred Alternative Map

Enjoy this option, however a wall/border should be implemented between car traffic and the rail lines. If not, maybe a one-to-two foot trench should be dug for the train route. Too many young and/or foreign drivers in Bellevue to have a non-guarded at-level train system!!

1. What are your comments regarding the East Link Project?

Definitely necessary! After living in Los Angeles/and Chicago, it is imperative in having rail access to downtown Bellevue. 10 years is a long time however!!

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of? With growing population, it is important to consider the amount of pedestrian traffic w/ at-grade options.

Name: Jacob Allen

Preferred Alternative Map

Strongly prefer a tunnel option over at-grade.

1. What are your comments regarding the East Link Project?

Need a tunnel to ensure travel speed and reliability for light rail

-Do not support any effort by City Council to push alignment away from serving downtown (i.e. BNSF alignment)

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along _ street, pedestrian connections at _ location)

Access to core employment in downtown and hospital area

-Willing to sacrifice auto capacity if at-grade alignment to ensure speed and reliability.

-Ensure good ped access within ½ mile radius of any stop.

C3T. #1 Preferred option-but may be unaffordable.

C9T. #2 preferred option.

Name: Tracy Krawczyk

C4A Comments

Any surface alternative is bad idea for downtown consider impacts to safety and traffic and business.

C3T Comments

Double tunnel length than one in C9T alternative-cost?

C9T Comments

Sounds very good will not impact NE 8th and it will better serve hospital area.

Name: Anonymous

Preferred Alternative Map

Tunnel it!

Name: Anonymous

Preferred Alternative Map

Sound Transit should have foreseen that downtown Bellevue would not want an elevated option. Funding for a downtown tunnel should have been included in ST2 and it would not have caused the overall package to fail. We would not be in this current predicament of wanting more than we budgeted for. Very shortsighted. Don't make this mistake with any future extensions.

C4A Comments

This is a terrible configurations. Trains and vehicles will be slowed.

C3T

Acceptable but probably too expensive and not as good as C9T.

C9T

This is clearly the best alternative from a transportation standpoint. Station locations are best and through travel time is superior to other options. Put up as a vote in 2010 on ST3, extending Link to Everett, Tacoma and along I-405, and include extra funding for this option.

C9A

Make this an elevated route and it would be acceptable. Otherwise its not a good choice. On the way here (I walked from the transit center) I saw an unending stream of cars pouring out of the Microsoft Building onto 110th Avenue when turning left onto 4th Street to get to I-405. They'd all have to cross this line in the afternoon.

C11A

I doubt that the situation I described above is unique, but is probably more the norm for downtown Bellevue. Running Link on the streets is not an option.

Name: Anonymous

Preferred Alternative Map

Too much at grade or in the way. Who's preferred? Not mine.

1. What are your comments regarding the East Link Project?

I know a bored tunnel is most expensive. But I strongly prefer a bored tunnel rather than at-grade possibilities. I do strongly prefer sooner rather than later. I will be older in 15 years than I am now.

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider (i.e. consider school bus routes along _ street, pedestrian connections at _ location)

Transit station is in a good location. Light rail needs to like the transit station.

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?

There is a lot of housing (condos) being built in downtown Bellevue. Hopefully more office towers are next. Let's link downtown Bellevue businesses, residences, to each other and to downtown Seattle.

C4A Comments

Too much at-grade and in the way. Good general route.

C3T Comments

Best-best-best. Best option now. Best option in long term future. Politicians, taxpayers, and decision makers can in time find funding.

C9T Comments

Pick CT3 to finish the job.

Name: James Howell

General Comment Forms

C9A makes most sense.

Name: Anonymous

1. Light rail goes from somewhere to nowhere (airport). Build east link sooner rather than later. Let's get East Link soon.

2. Need below ground in downtown Bellevue. Tunnel, don't street level it.

3. Keep two options. Ignore Wallace option it's a D. Okay F.

Name: Anonymous

Prefer the new hybrid C9T for downtown alignment. Bellevue streets (108, 110) are already backed up for blocks in morning and evening w/employers entering and leaving work.

Name: Mary Pat Byrne

I'm concerned about suggestions that the line run up 405 and misses downtown. What's the point? We need to serve downtown.

Name: Anonymous

All planned routes fail to consider the traffic congestion and disruption to local businesses (Access) during construction. Not just months, but years. Why 114th Ave NE along the freeway isn't the preferred route and cheaper too, most Bellevue Business owners can't fathom. Riders can walk a couple of blocks to gain access to a train. No sensitivity to the City's preferred routing – big brother telling everyone what they need.

Name: Anonymous

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.

Name: Howard Katz

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. The construction of galvanized steel high-tensioned towers with electrical wires along the streets of our pristine tree-lined business district and neighborhoods will be a permanent visual blight that Bellevue will never recover from!!

Name: Thomas Ruttkamp

It appears as though the only value of C9T is to provide political cover for Bellevue City Council Members. It makes little sense to have an expensive tunnel for the sole purpose of having a tunnel.

Name: Anonymous

Pedestrian connection between Bellevue TC and new station must not involve at grade crossing of any road.

Name: Anonymous

C9T, C9A and C11A look like good alternatives to C4A and C3T. The Vision Line concept is not better. Its proposed connection to Bellevue Transit Center is too far away.

Name: Anonymous

If East Link is to consider the next decades as a whole and look to its legacy as a project of the century, 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. I fear that a system that side skirts the city to the benefit of the few will be undeserving of a lasting image.

Name: Jeremy Grotho

I hope that East Link to airport transfer at international district station does not involve a big schlep up stairs over tracks back down because that traveler will have suitcases. Could you consider opening line to Mercer Island earlier than 2020?

Name: R. Decker

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.

Name: Anonymous



October 20, 2009

The Honorable Greg Nickels, Sound Transit Board Chair
Sound Transit Board Members
401 S. Jackson St.
Seattle, WA 98104

Subject: City of Redmond Comments:
East Link Light Rail Workshop on October 12, 2009

Thank you for the opportunity to formally comment on the preferred alignment alternatives for East Link Segments D and E that are in the City of Redmond.

The City of Redmond's comments below focus on four areas: 1) Support for the Preferred Alternatives, 2) Opposition to a Fully Aerial Alternative in Overlake, 3) Particular Considerations for the Preferred Alignment Alternative in Overlake, and 4) Complete East Link to Downtown Redmond

Support for the Preferred Alternatives

We would like to thank the Sound Transit (ST) Board for the preferred alternatives that you selected in May 2009 for East Link Segments D and E. The Redmond City Council also supports these alternatives for the reasons below:

Overlake Alignment D2A: This mostly at-grade alignment is located along the north side of NE 24 St. and the west side of 152 Ave. NE.

1. It fully supports the adopted vision and policies for Overlake Village;
2. Locating the alignment on the north side of NE 24th St. rather than the south side reduces impacts to traffic operations;
3. A station location close to NE 24th St. 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; and
4. It supports the City's goals to attract significant residential and mixed-use development to Overlake Village and to promote the evolution of 152nd Ave. NE as a walkable, retail street.

Downtown Redmond, E2 Marymoor Alignment: This alignment is mostly located in the SR 520 Freeway, BNSF and NE 76th St. right-of-ways.

1. It limits the amount of property that would need to be acquired for track, park-and-ride facilities, and stations since it is mostly located in right-of-way;
2. It can be constructed mainly at-grade with grade-separation through the SR 520/SR 202 Interchange;
3. It best maximizes ridership while minimizing costs and impacts; and
4. It has strong citizen support and fully supports the adopted vision and policies for Downtown Redmond.

We appreciate that Sound Transit staff are evaluating, as part of further design of this alternative, opportunities to provide a clear and well-designed pedestrian corridor between a light rail terminus west of Leary Way and the Redmond Transit Center.

Opposition to an Alternative for a Fully Aerial Alignment in Overlake

The City of Redmond supports an aerial alignment along NE 24th St., however the City strongly opposes the proposed alternative for a fully aerial alignment in Overlake. The aerial alignment does not support the vision for a mixed-use/residential neighborhood, it does not support the vision for the 152nd Avenue NE Corridor as a vibrant retail street, and it does not encourage re-development of a walkable urban village. This alternative will result in fewer potential riders for light rail in this area.

Particular Considerations for the Preferred Alignment Alternative in Overlake

Here are specific comments regarding the preferred alignment alternative in Overlake.

1. Overlake Access Ramp: The City of Redmond is working with WSDOT, state legislators and the City of Bellevue on the Overlake Access Ramp, which would provide a direct freeway access ramp from the SR 520/148th Ave. NE Interchange to 152nd Ave. NE. Please include this project in the action alternative.
2. Access: Given the existing and significant amount of planned development in Overlake Village, maintaining adequate access for all transportation modes is critical. As Sound Transit refines the preferred alternative, we ask that vehicular and other access be allowed from the PS Business Parks property to 152nd Ave. NE at approximately NE 28th St.

Pedestrian and bicycle access across the alignment from both sides of NE 24th St. and 152nd Ave. NE is also critical and needs to be further addressed as part of the refined design of the preferred alternative.

3. Turning Radii: Through the Draft EIS process, the alignment turning at the intersection of NE 24 St. and 152 Ave. NE was conceptually designed with a radius of 150 feet. We now understand that an alignment of up to 560 feet is under review. We recognize that this larger radius provides time savings. The City is concerned, however, about the impacts related to this larger radius on adjacent businesses and property owners, and the impact that the left-over remnant of land will have on plans for Overlake Village.

Complete East Link to Downtown Redmond

We urge Sound Transit to continue construction of East Link light rail to Downtown Redmond as part of ST2 should additional funding be available or cost savings achieved. Extension to Downtown supports the re-development of this urban center into a vibrant, walkable, transit oriented community. Extension of East Link at a minimum to the Southeast Redmond Station provides a 1,400 stall parking structure, avoids impacts associated with an interim terminus at Overlake Transit Center, and serves trips from other parts of Redmond, east King County, and Sammamish.

As you may be aware, the City of Redmond is the first partner city to adopt transit-related setbacks in anticipation of light rail. Redmond adopted these setbacks on October 6, 2009 along the Sound Transit Board's preferred alignment as selected through the Draft Environmental Impact Statement process. The City Council took this step to support cost containment by ensuring that no new structures are built in the preferred alignment in Redmond.

Thank you for this opportunity to comment on the East Link Light Rail Project. We look forward to continuing to work with Sound Transit to achieve a light rail design that serves both our community and the needs of the region.

Sincerely,



Nancy McCormick
President
Redmond City Council

C: Leonard McGhee, East Link Project Manager
Katie Kuciemba, Community Outreach Specialist

SEARS HOLDINGS

J. Kal Gibrón, Esq.
Divisional Vice President-Real Estate and Real Estate Law

Sears Holdings Management Corporation
3333 Beverly Road, BC-116B
Hoffman Estates, Illinois 60179
Writer's Direct Dial: (847) 286-9341
Fax: (847) 286-3803

October 14, 2009

The Honorable Greg Nickels, Chair
Board Members
Sound Transit Board of Directors
Union Station
410 Jackson Street
Seattle, WA 98104

Re: East Link Segment D -- Support for Preferred Alternative D2-A (north side of Northeast 24th Street to the west side of 152nd Northeast through Redmond Overlake Village)

Dear Mayor Nickels and Members of the Board:

Thank you for your selection of the D2-A Alternative as the preferred alignment within Segment D, with the design modification to locate the alignment on the north rather than the south side of NE 24th Street. In addition, we wish to thank you for holding the series of neighborhood public workshops to build understanding of the East Link project. Sears, Roebuck and Co. ("Sears") has been actively participating in the East Link project and has submitted comment letters on the Draft Environmental Impact Statement ("DEIS").

It is Sears' understanding that since the date of its last comment letter another alternative alignment, specifically, an elevated alignment on the south side of Northeast 24th to the east side of 152nd Northeast (D2-E) has been added to the alternatives for purposes of continued environmental review. In light of this new information, Sears submits this letter to supplement, and not replace, its previous comment letters.

We are writing to encourage Sound Transit's continued support of the Preferred Alternative for the D2-A alignment. We believe locating the light rail line along the north side of Northeast 24th Street to the west side of 152nd Northeast, is preferable to an elevated alignment along the south side of Northeast 24th to the east side of 152nd Northeast for the following reasons:

1. Consistency with the City of Redmond Overlake Plan

The City of Redmond is working to transition Overlake into a mixed-use, pedestrian-friendly neighborhood that supports regional retail. The East Link alignment through Overlake has tremendous potential to further the city's goals. However, we do not believe an elevated

The Honorable Greg Nickels, Chair
Board Members
Sound Transit Board of Directors
October 14, 2009
Page Two

alignment on the south side of Northeast 24 to the east side of 152nd Northeast will promote the form and function needed to establish such an environment. To the contrary, an elevated structure will present a new aesthetic and physical obstacle for pedestrians and motorists in the neighborhood. In addition, an elevated station on 152nd Northeast would seem to detract from what is expected to be a comprehensive, pedestrian-related redevelopment of the Group Health parcel.

2. Reducing impacts to traffic operations

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

A north side alignment would avoid the intersections, and therefore would appear to mitigate the severity of traffic impacts in this congested area.

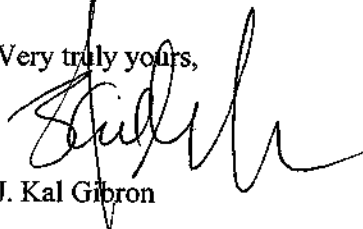
3. Cost

While there would be acquisition costs associated with the Preferred Alternative D2-A, many structures along the north side of Northeast 24th and west side of 152nd Northeast appear to be poised for redevelopment.

An alignment along the south side of the Northeast 24th would require taking a significant portion of the Sears property. As mentioned in our previous comment letters, this is a very valuable store for Sears. The vehicle driveways on the north side of our property are essential to serve the retail traffic to our site. The property costs and consequential damages to the remainder of the Sears' parcel from such an alignment would be significant.

Thank you for the opportunity to comment on this important project. We look forward to evaluation of these alternatives in the FEIS.

Very truly yours,



J. Kal Gibron

Copy: Leonard McGee, East Link Light Rail Project Manager
Katie Kuciemba, East Link Light Rail Community Outreach Specialist
The Honorable John Marchione, Mayor of Redmond

Sound Transit wants to know how light rail can best serve OUR community. Share these facts with them...

Sound Transit, a taxpayer supported agency, is obligated to give equal weight, thorough analysis, and detailed engineering to the B7/Burlington Northern Sante Fe (BNSF) route. It is a viable and economically sound solution to a regional transit problem.

SOUND TRANSIT--WHEN WILL THE AGENCY FACE THE FACTS???

Public Comment	Over 75% of those who commented on the East Link DEIS support the B7 alignment.
Cost Savings	B7 costs no more than B3. With B7, you get a direct link to future connections east to Issaquah and south to Renton. Crossing I-90 over the Mercer Slough is planned for Sound Transit Phase 3 (ST3). Why not build this bridge for future connections now and save money?
Gaining Ridership	Building B7 in today's dollars reduces future expansion costs east to Eastgate and Issaquah by \$125 million (\$125,000,000), decreasing the cost of adding Eastgate's 11,000 daily riders to the light rail system.
Visual Blight	The proposed station at the South Bellevue Park and Ride will reach a height of 75 feet. Tracks will be 30 feet tall, electrical transmission lines will be 15 feet above the tracks, and elevator access will be 30 feet above the transmission lines.
Historical Impacts	Choosing B7 eliminates any impacts to the Winters House -- Bellevue's only public building on the National Register of Historic Places.
Congestion	Using B7 and the BNSF right of way removes construction impacts from Bellevue Way, thereby decreasing gridlock and cut-through traffic in our neighborhoods that would use 108 th Ave., 104 th Ave., and other neighborhood streets.
Noise	B7 has only one curve, resulting in faster travel times and less "wheel squeal". Curves cost more money. B3 has three curves.
City Policy	Bellevue's Light Rail Best Practices and Comprehensive Plan Policies support the B7 route over all other Bellevue alignments proposed by Sound Transit. The Best Practices study, undertaken to benefit our city, took 1 ½ years and cost over \$400,000.00.
Access	A SE8th/405 area station will serve all Bellevue neighborhoods, as well as the South Bellevue Park and Ride, by utilizing drop-off areas, linked bus service and multi-modal access. It will eliminate the need for both the East Main Station and the South Bellevue Park and Ride Station, saving money and increasing travel time.
Comparisons	Per Sound Transit's own analysis, system wide ridership differences are negligible between B7 and B3.
Safety	Grade separation increases speed and safety. B7 is grade separated. By Sound Transit's own analysis, B7 will have no or minimal impacts with regard to accidents. B3 is not grade separated.
Wetland Impacts	The South Bellevue Park and Ride is built on fill in a wetland, and would never be built with today's environmental regulations. The 2-story Bellefield Office Park is also built on fill in a wetland, sinks each year, and must utilize pumps for flooding. How extensive will impacts be for a 4-story parking garage and 400 foot long light rail train station platform in the Mercer Slough?

Questions? Contact Scott Lampe at 425-442-8438, scottlampe@msn.com, or Renay Bennett at 425-637-8670, renaybennett@msn.com

RECEIVED OCT 16 2009

October 14, 2009

Sound Transit
401 South Jackson Street
Seattle, WA 98104



Attn : Katie Kuciemba

Subj.: East Link Light Rail – B-7 Route
Comments

My husband and I have just returned from the Sound Transit Light Rail meeting held tonight at Bellevue High School.

We have been regularly attending the Transit and City Council meetings held regarding Light Rail as it pertains to the South Bellevue routing plans. (B-3 vs B-7)

I am submitting the route plan covering the area from I-90 into downtown Bellevue. I am also submitting the questions and statements distributed tonight on behalf of B-7 as the preferred routing over the B-3 routing as favored by Sound Transit.

We are in total agreement with all of the statements on the information sheet prepared by Scott Lampe and Renay Bennett. We are therefore submitting these same statements as representative of our support of the B-7 route and in rejection of the B-3 route.

The B-3 roadways taking traffic in and out of a major city are too congested already. The B-3 route is through a heavily populated area with serious environmental concerns.

Before final plans are completed, all of the attached statements require full consideration and full justification to the community that you are using our tax dollars in the most efficient and intelligent manner possible. Ultimately, it is the community that will suffer or benefit from your actions. It is the same community who will pay for your successes or mistakes.

Thank you for revisiting your plans for Light Rail Transit as you plan for Rail travel into downtown Bellevue.

Sincerely,

Handwritten signatures of James R. Stone and Shirley Stone. The signatures are in cursive and written in black ink.

Jim and Shirley Stone
1340 Bellefield Park Lane
Bellevue, WA 98004

jim-shirley@msn.com

Sound Transit wants to know how light rail can best serve OUR community. Share these facts with them...

Sound Transit, a taxpayer supported agency, is obligated to give equal weight, thorough analysis, and detailed engineering to the B7/Burlington Northern Sante Fe (BNSF) route. It is a viable and economically sound solution to a regional transit problem.

SOUND TRANSIT--WHEN WILL THE AGENCY FACE THE FACTS???

- Public Comment** Over 75% of those who commented on the East Link DEIS support the B7 alignment.
- Cost Savings** B7 costs no more than B3. With B7, you get a direct link to future connections east to Issaquah and south to Renton. Crossing I-90 over the Mercer Slough is planned for Sound Transit Phase 3 (ST3). Why not build this bridge for future connections now and save money?
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Questions? Contact Scott Lampe at 425-442-8438, scottlampe@msn.com, or Renay Bennett at 425-637-8670, renaybennett@msn.com

C4A & C3T PUBLIC COMMENTS FOR SOUND TRANSIT 11-18-2009

SOUND TRANSIT & WSDOT HAVE NOT provided viable DEIS alternatives for Downtown Bellevue East Link routings. NONE of the downtown options considered in the current DEIS scope are safe, cost effective, or operationally viable. New and better alternatives must be created for FEIS.

Despite known safety risks, scope issues, and planning problems, SOUND TRANSIT Board Members and Executives selected unsafe, inadequate, least-cost alternatives as "PREFERRED" for Downtown Bellevue. Such irresponsible actions are NOT acceptable; and must be fully resolved. Examples of errors and detrimental planning factors used are noted below:

1. CONSTRUCTION IMPACTS AND LIGHT RAIL OPERATION IMPACTS FOR ALL C4A DOWNTOWN BELLEVUE AT-GRADE SITES

Sound Transit did not properly assess key impacts of East Link's Downtown Bellevue preferred C4A or alternate C3T routes in DEIS:

Unacceptable construction AND SAFETY impacts for traffic, downtown neighborhoods, businesses, and residents. Staging areas in McCormick park and construction traffic through nearby residential areas needlessly endangers lives of pedestrians, vehicles, and residents along NE 12th Street, nearby King County Library, Ashwood Park, and Ashwood residential district.

25 LIFE SAFETY RISKS for At-Grade rail lines are described on Sound Transit's website. These cannot be sufficiently mitigated; and C4A route should never be allowed as it puts people at severe risk for Bellevue's downtown East Link.

Nearby businesses will lose their incomes, livelihoods, loss of jobs, and many will be unlikely to survive years of construction detours, dust, noise, traffic congestion, and safety problems. Residential rental properties (Ashton and Ten-20 towers) and retirement center (Belletini) will be forced to close or lose millions of dollars in revenue. This could eventually force bankruptcies.

C4A and C3T create unacceptable living conditions and unbearable quality of life for approximately 1,500 residents along 108th Ave NE; 110th Ave NE; and NE 12th Street/McCormick Park. Property values will plummet for high-density condo zones (Park Place, Belletini, Villa Firenze, and others) and residents will be unable to sell or move to another location without severe financial loss. Noise, vibration, safety issues, dust, construction equipment, earth moving, tunnel boring, materials staging areas, will all create havoc and very negative consequences for downtown residents and nearby businesses.

2. ACCESS THROUGH NEIGHBORHOODS DURING CONSTRUCTION & OPERATION OF EAST LINK ON C4A ROUTE

Sound Transit and WSDOT failed to properly evaluate or assess impacts on neighborhood streets, traffic impacts, construction zones, and safety hazards in East Link Downtown Bellevue DEIS:

Sound Transit and WSDOT did not sufficiently plan or evaluate impacts along North Bellevue (Ashwood District & McCormick Park). NE 12th neighborhood and the downtown business districts along 108th Ave NE & 110th Ave NE were overlooked. Future planned building projects were not considered.

Sound Transit and WSDOT failed to consider requirements for Emergency Vehicle access to high-density neighborhoods, retirement centers, parks, museums, businesses, and public library facilities in and around the construction zones. Incomplete planning places unnecessary risks on Safety of Downtown residents and business people. Due to priority focus on East Link's lowest-cost routes, safety considerations didn't get sufficient priority by the responsible planning agencies.

Despite clear indications of enormous levels of traffic growth in the Downtown Bellevue area, as provided by City of Bellevue Planners, Sound Transit disregarded key facts and chose the worst possible routing while proclaiming "budget limitations" would override SAFETY & LIFE THREATENING RISKS for the public.

City of Bellevue's Planning Policies were clearly violated in interests of Sound Transit's "cost-cutting" approaches. Bypassing the Downtown area Planning Procedures was deemed of no important consequence. Critical planning errors were made in evaluating traffic flows, growth of traffic and business expansion in downtown Bellevue, density of residential neighborhoods, and other permitted and planned construction in the downtown areas during and after the East Link construction schedules.

Risks of accidents, pedestrian risks, vehicle collisions, traffic congestion, detours, and possible permanent disability or even deaths due to construction and light rail impacts were not properly considered nor appropriately evaluated.

Lawsuits and damages for reckless endangerment of citizens are inevitable. Costs for litigation and court penalties will fall on Washington State taxpayers. This is unacceptable, as a direct result of insufficient planning or professional evaluation by WSDOT and Sound Transit for East Link.

3. MCCORMICK PARK PERMANENT DESTRUCTION PLUS USE AS A CONSTRUCTION STAGING AREA & FOR TUNNELING AND ELEVATED OR AT-GRADE RAIL INSTALL. DESTRUCTION OF PROPERTY VALUES.

Sound Transit failed to follow City of Bellevue's Planning practices and procedures. Destruction of City Parks violates Bellevue Planning Policies established for decades.

The North End of Bellevue has only minor green space remaining for use of the neighborhoods and its' many thousands of residents, including hundreds of retirees living in two major retirement centers in the Ashwood District. Often, these people must use walkers, canes, and wheelchairs to negotiate the streets and crosswalks.

Destroying the only remaining public park area having people-friendly walking paths and trees; and replacing it with rail lines and trains speeding by every 7 minutes, prevents thousands of local residents from having a reasonable quality of life; and creates an unacceptable residential living environment.

Most people in this vicinity will be forced to move away to avoid intolerable noise, vibration, and visual destruction of their neighborhood. Removal of the park's trees and shrubs, removal of park amenities, picnic tables, benches, flower beds, and other quality of life benefits will change the entire character of the community. Severe property value losses will result to resident's lifelong investments in their homes and neighborhoods. Thousands of people in the highest-density residential neighborhoods will be severely impacted. This was not disclosed or properly considered in the DEIS planning process.

4. DEMOLISHING RESIDENTIAL HOMES, NEIGHBORHOODS, CITY PARK & MEDICAL CENTER BUILDINGS ALONG NE 12TH STREET

Sound Transit failed to plan properly, made many errors, and did not consider impacts for condos, apartment buildings, retirement centers, North Bellevue neighborhoods, demolition of homes, and medical facilities along the two "preferred DEIS alternatives".

This poorly planned route for Downtown East Link appears to violate Bellevue Planning Policy TR-75.2 for "best community outcomes".

Other serious errors in planning include Sound Transit's and WSDOT's flawed designs for the East Link rail-line curves within the demolished zones at 110th Ave NE and 108th Ave NE intersections with NE 12th St.

Severe track wear and metal-to-metal friction will create intolerable noise and vibration impacts for the entire North End neighborhoods of McCormick Park; King County Library; Belletini Retirement Center; Park Place and Villa Firenze Condominiums; and the Ashwood District businesses and residential zones. Severe, permanent property value losses in North Bellevue will result.

5. NO LIGHT RAIL ACCESS FOR LOCAL RESIDENTS, BUSINESSES, OR NEIGHBORHOODS RIDERSHIP IN THE MOST-IMPACTED DOWNTOWN HIGH-DENSITY ZONES. SEVERE LOSS OF PROPERTY VALUES.

Flawed Sound Transit designs and/or cost constraints for C4A Downtown East Link routes fails to give ANY consideration or provisions for ridership in the most heavily impacted neighborhoods, businesses, apartments, condos of highest density residential areas along the "preferred routes".

There are no provisions for local North End neighborhoods to access Light Rail. These residential neighborhoods are merely "railroad-line passthrough routes" on the way to Bel-Red, Redmond and other communities. East Link will pass through these densely populated residential areas without stopping. Traveling at full speed past a Museum, King County Library, several retirement centers, residential towers, and numerous businesses.

These downtown zones will have disadvantages of an unsafe, noisy rail line, without any local access for use of East Link. Destruction of property values, loss of business, forced moves of residents, and destruction of residential quality of living environments will result. No positive benefits will be gained by any residents or property owners along 108th & 110th Ave NE or NE 12th St.

6. BELLETINI RETIREMENT CENTER LACKS EMERGENCY VEHICLE ACCESS & FOR FIRE ENGINES FOR C4A AT-GRADE ROUTE

Sound Transit failed to assess the Life & Safety Risks along 108th Ave NE to residents of the Belletini Retirement Center. Lack of any provisions for emergency vehicles is a serious, life-threatening flaw in planning. No mitigation measures in DEIS documents.

Due to the East Link rail design, the only major access to the Retirement Center will be over the center of the rail tracks passing in front of the entrance. Fire engines cannot enter due to height restrictions and must park on C4A "rail line tracks" planned for this location. This location is on a "blind curve" with insufficient stopping distance. Trains must be able to stop if an

emergency vehicle is parked there. Due to retirement ages of the occupants for over 150 residences at this location, emergency vehicle calls to this facility are routine and often. A serious safety threat to everyone is created.

7. NOISE ABATEMENT (re: CENTRAL LINK's "EMERGENCY ORDER")

Sound Transit designed tight radius curves along the North End route. This will create Light Rail "noise abatement emergencies" like Central Link's; and likely require additional millions of dollars in future to build noise barriers, soundproofing homes and condos; and will create environmental quality issues with poor living conditions for neighborhoods along East Link's Downtown routes.

Sound Transit must re-evaluate C4A East Link rail curves within planned home demolition zones at 110th Ave. NE and 108th Ave NE intersections with NE 12th St. More homes and residential neighborhoods may need to be DEMOLISHED in order to provide more gradual Light rail curves along the McCormick Park route and avoid severe noise. NOT considered in the DEIS.

Severe track wear and metal-to-metal friction will create intolerable noise and vibration impacts for the entire North End neighborhoods of McCormick Park, King County Library, immediately adjacent Belletini Retirement Center; Park Place and Villa Firenze Condominiums, and the Ashwood District businesses and residential zones. This is unacceptable.

8. VISUAL BLIGHT OF GALVANIZED POWER LINE POLES AND ELECTRICAL HIGH-TENSION LINES ALONG STREETS OF DOWNTOWN STREETS & PARKS. BARRIER FENCES, AUTO BARRICADES, AND SOUND WALLS ALONG STREETS & THROUGH NEIGHBORHOODS.

Sound Transit violated numerous City of Bellevue planning policies, despite Bellevue's full participation in Sound Transit's DEIS process; and 75-day public comment sessions. Sound Transit misled the Public by failing to disclose the nature and extent of at-grade impacts for C4A/C3T route.

By failing to disclose for public awareness (resident's and businesses) and understanding of unsightly, industrial nature of East Links facilities through downtown Bellevue, people did not have a basis to voice their DEIS concerns. Sound Transit routinely uses "cropped-photos" and other techniques to avoid highlighting for public awareness the VISUAL BLIGHT to be created by at-grade Light Rail in downtown Bellevue's streets. file:Nov18-2009STWorkshop

EAST LINK DRAFT EIS OPTIONS FOR DOWNTOWN BELLEVUE ROUTES

"Looks Like a Clear Choice if Impacts are Compared!!"

	<u>C9Tunnel</u>	<u>C3T&C4A</u>
<u>SAFETY: RESIDENTS, PEDESTRIANS & AUTOS</u>	BEST	WORST
ENVIRONMENTAL QUALITY NOISE/VIBRATION	BEST	WORST
SERVES RIDERS IN NORTH END	BEST	WORST
USES COST-EFFECTIVE BNSF RAIL OPTIONS	BEST	WORST
TRAFFIC CONGESTION & DELAYS	BEST	WORST
HOMES & BUSINESSES DEMOLISHED	BEST	WORST
IMPACTS TO RESIDENTIAL COMMUNITIES	BEST	WORST
IMPACTS ON DOWNTOWN BUSINESSES	BEST	WORST
IMPACTS ON CITY UTILITIES & STREETS	BEST	WORST
CONSTRUCTION IMPACTS	BEST	WORST
DESTRUCTION OF DOWNTOWN PARKS	BEST	WORST
IMPACTS ON DOWNTOWN GROWTH	BEST	WORST
IMPACTS ON FUTURE DEVELOPMENT	BEST	WORST
RIDERSHIP BENEFITS FOR DOWNTOWN	BEST	WORST
POTENTIAL FOR COST & SCHEDULE OVERRUNS	BEST	WORST
<u>DOWNTOWN BELLEVUE PLANNING FACTORS - YET TO BE DETERMINED</u>		
SUPPORTED BY BELLEVUE CITY GOVERNMENT	UNKNOWN	<u>NO!</u>
IMPACTS ON TAXATION FOR BELLEVUE	UNKNOWN	UNKNOWN
QUALITY OF COST ESTIMATES & DESIGNS	UNKNOWN	UNKNOWN

VILLA FIRENZE CONDOMINIUM ASSOCIATION

1106 108th Avenue Bellevue, Washington 98004

October 23, 2009

To: Ms Joni Earl, CEO Sound Transit
Sound Transit Board of Directors

Subject: Opposition to Sound Transit's Street Level C4A Route

We the Villa Firenze Condominium Association Board of Directors, would like to go on record with our unanimous opposition to Sound Transit's recommended C4A light rail route through the Ashwood residential area of Bellevue. We believe that this single action will destroy our streets, our homes and our property values. There is little doubt that the trains will cause unbearable noise levels, impossible traffic congestion, life-safety risks and visual blight on our residential streets.

A majority of our residents elected to live in downtown Bellevue to enjoy the character and quality of this City. We believe, this single decision will destroy the charm of our City forever.

While we support the need to effective mass transit, we believe the current Sound Transit preferred street level route (C4A) is critically flawed and should be replaced with the alternative C9T route which we support as a viable and acceptable alternative.

This Board urges the Sound Transit Board to give all possible consideration to the funding of the C9T (downtown tunnel) alternative and declare it the preferred route in the final EIS.

Thank you for your consideration.

Villa Firenze Board of Directors

Thomas J. Ruttkamp, President

Paul F. Held, Treasurer

James J. Kirk, Secretary



cc: Mayor Grant Degginger, Bellevue Washington
Bellevue City Council members (6)