

Appendix C:

Workshop Station Comment Transcriptions

All comments in this section represent transcribed comments from flip chart notes and comments written on aerial photos at the workshops. 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 – Strip Plot Notes

Segment D – Alternative D2A – Overlake Transit Center

1. Minimizing station platform distance to NE 40th St overpass is neighborhood community advantage. (high density housing resident on 148th)
2. Discharge into Lake Sammamish. Issue is phosphorous removal.
3. Busy intersection
4. Underground vault for 520 water
5. OTC water treatment
6. Microsoft Bridge
7. Ped walkway

Segment D – Alternative D2A

1. Segment boundaries
2. Lake Bellevue – how can it cross Lake Bellevue at ground level?
3. Concern about increase in accidents ped/car/train. Complicates at-grade crossing.
4. Avoid wetland impacts
5. More parking
6. Smooth out curve
7. No at-grade, instead do elevated.
8. Concerned about acquisitions.
9. Who lives here? Move station
10. People
11. 300 capacity

NE 24th St to SR 520

1. Would like elevated until past station
2. Park and ride
3. Elevated
4. Potential new ramp from SR 520
5. PS Business Park
6. Tunnel.

Overlake/Redmond Workshop - Flip Chart notes

NE 24th to SR 520

- 148th to 152nd-why not all aerial?
 - Already elevated east of 148th
 - Driveways can be maintained
- Agree!
- Support north side of NE 24th & aerial treatment-addresses congestion. Support at-grade at NE 152nd. Helps pedestrian access.
- The traffic on NE 24th & 148th is already terrible. Please elevate the light rail line to avoid making it worse. I drive through it every day.
- Interest in pedestrian access to station
- Consider station on south side of NE 24th
 - More centrally located with ¼ mile radius

Overlake/Redmond Overview

- Preserve access to Safeway
 - Key to future residential development
- Remain elevated on 24th & 152nd
- Station on Group Health's vacant land
 - Adjacent to park& ride
 - Preserves existing buildings and over 70 businesses
 - Potential condemnation savings of \$20-30 million
- With existing line plans, driveway along 148th to Safeway property has less than 100 ft to cross free right lane all moving north and accelerating
- Maintain access along NE 24th to Safeway site
- Move line to east side of 152nd and remain elevated along NE 24th & 152nd Ave NE
- After 130th Station, quickly transition to elevated before turning onto 136th PI, especially when crossing NE 20th (which has 4th highest traffic count in city).
- Elevated mitigates impact to existing businesses and reduces width of property takings and business access
- Funding concerns ST facing 20% reduction in forecasted revenue causing ST to drastically change plans

148th to 152nd

- Stay with preferred alignment

Overlake Transit Center

- Bicycle access to avoid 156th & 120th

- Cyclists want west to eastside campus connection
- City of Redmond and Microsoft want bike bridge across SR 520
- More pedestrian-friendly access

Redmond

- Elevated tracks preferred-total travel time doesn't provide incentive to choose train over car.
- Why does alignment cross Marymoor Park-seems a more direct connection to downtown Redmond makes more sense (higher ridership, better use of \$)
- Agree-it needs to be elevated through Redmond
- Interested in future station at 51st
- Concern about noise impacts of line especially along SR 520
- How will light rail impact Redmond's plan for a new park near downtown Redmond station?
- Questions about decision to elevate/retain cut SE Redmond Station & park-and-ride
- Need for better pedestrian connections in area-should be planned out taking this and other efforts into consideration

South Bellevue Workshop – Strip Plot Notes

Segment B to Main Street

1. Traffic back-ups on normal days with games schedule more traffic back-ups.
2. Talk w/Bellevue staff re: river otters. These have been seen crossing Bellevue Way.
3. Security issues
4. Concern re: wetland impact
5. U-turn pocket. As mitigation.
6. Not sufficient 360 degree access.
7. Not well integrated with buses, cars, pedestrians. Right now. Consider Eastgate park-and-ride garage.
8. Show Mercer Slough trails.
9. Rain = buildings flood. Water table.
10. Consider elevating this section. Visual/neighborhood view impact will not be significant and it will reduce the footprint damage on the ground. Also, preserves ability of wildlife to cross 112th.
11. Lots of flooding SE 8th St
12. Adjust bus routes to improve integration. Build multi story structure.
13. Elevated guide way.
 - a. View impact
 - b. Visual blight
 - c. Very loud
14. Why are not the other alternatives alignments that the City is debating being presented tonight?
Please do not consider constructive comments an endorsement of this alignment in lieu of more knowledge re the alternative routes/alignments.
15. Where is parking for this station (comment refers to East Main Street Station)? Parking needs!
16. Floods - entire Bellevue Way adjacent to wetland.
17. Check with City of Bellevue on pontoon Styrofoam
18. Parking garage floods
19. Paying attention to traffic especially on game days. Back-ups occur on 112th SE and Bellevue Way up to Main Street where both streets meet at Bellevue Way. More traffic capacity going SB from 112th proceeding to I-90. Not to mention 108th and 110th will be changed to one-way traffic in certain areas.
20. Like to co-locate with blueberry farm
21. Increased cut through traffic in evenings/peak mostly during construction. Work with Bellevue staff closely.
22. I voted for B7! (Not B3)

Segment B & C4A – Segment B to Main Street

1. Noise study/area – study during p.m.
2. Traffic mitigation during construction
3. Hide-n-ride parking during construction.
 - a. Make sure to have a station here at S. Bellevue.
4. Place park-and-ride closer to the freeway for better access.
5. Visual impact of elevated tracks, noise impacts.
 - a. Concern about louder trains due to elevated tracks.
6. 103 and 109th Ave SE McMains (since 1955). Property: concern about construction/noise impacts because of adjacent property is shown to be a staging area/need noise protection from construction + 8 trains.

7. Traffic impacts due to additional parking in park-and-ride.
8. Don't take private homes.
 - a. Look at alternative that doesn't impact residential zoning.
 - b. Respect City of Bellevue zoning and best practices study.
9. Why station here - doesn't seem to have ridership.
10. Why aren't the other alternatives being shown tonight.
11. No degradation in level of service on South Bellevue.
12. Grades - issue.

Segment B – 112th Ave to Se 8th St

1. Show slough view on east alignment.

Segment B - Slough View Exhibit

1. Prefer keeping the rail at or below grade as much as possible – making this option better than current preferred.
2. This location reduces the huge visual impacts of the structures.
3. South Bellevue is not an appropriate station location – there is not 360 degree access and Bellevue Way is already gridlocked in rush hour. Insufficient pedestrian access to meet Sound Transit's own recommended best practices. (Consultant recommendation to City of Bellevue process).
4. Not true and I can and do walk to S. Bellevue today. (comment made in response to #3).
5. We who live in this neighborhood are very concerned about visual impacts. This route seems to reduce them significantly, I also like the below-grade routing for the same reason.

C3T

1. Property value impacts due to alignment/construction and ability to sell.
2. Also concerned about proximity of home to alignment.

South Bellevue Workshop – Flip Chart Notes

I-90 to 112th Ave SE

- Question about impact to wetlands and visual (bucolic area).
- Moving to Bellefield: less accessibility to station.
- Likes P&R: 1) Concerned about size of increase, architecture blending in, 2) Likes Eastgate and art? Aesthetic appeal, 3) City Hall garage is good. More natural, less concrete.
- More concept work on farm access.
- All stations should have park and ride (except downtown). 130th and 124th should be combined (one station) with large park and ride.
- P: Visual tie not as good as Bellefield.
- O: Concern about 'view' to Berry farm (T structures)
- N: Maintain level of service on Bellevue Way
- M: Good ped/bike access and bypass
- L: Add parking fees
- K: B7 would reduce park and ride impact.
- J: Station, busses, and parking expansion will block access.
- A: Winters House needs room. Important to relate to neighborhood.
- B: Can you avoid Winters by going under?
- C: Do not want to lose access to 30th and 113th
- D: Concerned about security in garage.
- E: What is it?
- F: B7 avoids Winter's impact.
- G: Peds may cut thru bus area.
- H: Concerned about temporary loss of park and ride. Can there be further expansion of park and ride?

Segment B to Main Street

Sheet 1

1. South Bellevue park and ride does not meet the criteria for a good station. How will St handle driving capacity when already very congested – does not have 360 degree access; only has one way in. My family can't get into park and ride to pick me up now, so I'm forced to drive my car from home to the park and ride so I can get out and get home otherwise I would have someone come and pick me up.
2. Build this, build it now! I am tired of delays by special interest groups.
3. Build ASAP!

Sheet 2

1. Noise and Holly Tree lane. What will be done to keep noise levels down? Noise walls, plantings, etc.
2. Need traffic mitigation along Bellevue Way during construction.
3. Need to address hide and ride parking if you close South Bellevue park and ride during construction.
4. Does the LRT impact traffic?
5. Bellevue Way already congested how will new designs impact; how many spaces at park and ride?
6. Concerned some bus services will go away.
7. Do not support elevated visually unappealing.
8. Concerned about noise related to elevation.
9. Proximity to single family homes. No mitigation.

Sheet 3

- The option to insulate homes against noise provides 3 undesirable options: 1) have no insulation and excessive train noise; 2) using backyard with excessive train noise, 3) Having to stay inside and avoid noise when the weather is nice.
- I very enthusiastically favor a train station at the South Bellevue park and ride. I live in this neighborhood and I am very concerned that B7 supporters will prevent the station.
- Prefers B7. Better alignment than Bellevue Way b/c visual blight, crosses environmental wetlands between SE 8th and SE 6th and others, will link future connections to Issaquah and 405 S. cities.

112th to SE 8th

- Concern about level of service impact on Bellevue Way, especially as a result of increase in traffic going to expanded park and ride.
- Increase capacity of Bellevue Way or otherwise make sure light rail doesn't decrease level of service.
- Isn't the Winters House on a Register of protected/historic buildings? Moving it seems to violate that historic preservation – the house and the location seem to be critical to its status as a protected property.
- Prefers elevated @ SE 15th – helps preserve capacity on 112th prevent (illegible word)
- Address noise impacts
- Why not along 112th from 8th to Main?
- How will bus routes running across I-90 change when light rail service begins?
- Consider at grade at SE 15th (cost savings) and tunnel cut/cover at SE 8th
- Consider change in conditions along B7 route (i.e. recent new construction) if ST will reconsider decision not to pursue B7 alignment along Bellevue Way.
- Suggestion to move tracks along Bellevue Way to the east to lessen noise and visual blight, impacts on residential neighborhoods.

SE 8th to Main Street

1. Station behind Bellevue Club
2. Eliminate Main Street station to save money.
3. Better connectivity to cars.
4. What is this building?
5. Need to protect neighborhoods all along this route from impacts.
6. Will parking garages be impacted?
7. No one way traffic on 108th (SB only)
8. No one way traffic on 110th (NB only)
9. Being at grade downtown will cause traffic problems w/crossroads especially on NE 4th and 8th.
10. 10: Please no condemnation of partial takings in Surrey Downs.
11. 11: Bellevue City policy – no staging in neighborhoods if a practicable alternative exists. This planned staging in Surrey Downs is unacceptable.

12. Maintain site distance for bikes at columns.
13. Look at Bellevue bike and pedestrian plan.
14. East Main station is unnecessary. Eliminate it.
15. Destruction of and partial taking of property/single family residences violates City of Bellevue's best practices for light rail and the spirit and/or letter of Bellvue's zoning. Move route to commercial property on the NE corner of 112th and Main. Shift to north side of Main Street.
16. Delete East Main station.
17. How big is East Main station?
18. Like East Main station, but maximized accessibility is questionable...what feeds into it? Link to SE 8th park-and-ride?
19. East Main Station represents an incredible opportunity as a gateway feature (aesthetically) into Bellevue...if it's "dolled up" from an artwork and design standpoint.

Bel Red Corridor Workshop – Strip Plot Notes

I-405 to 120th Ave NE

1. Elevated alignment over 116th Ave NE
2. Want single corridor LRT and Rd.
3. Grade separate at 120th (2 comments)
4. Elevate or tunnel to avoid degradation of capacity and efficiency of expanded 120th Ave NE and eliminate conflict with Bellevue Lane

120th Ave NE to 124th Ave NE

1. Project will have impacts to small businesses in this area along w/ Bel-Red plan
2. Concerned about limitations to future development
3. Traffic impacts along 120th and 124th and bicycle facility impacts along 120th and 124th.
4. Grade-separate 120th/124th
5. Cost to cross at grade and degradation to level of service should be paid by ST i.e. other developers.
6. I do not like this idea (refers to comment to cut and cover grade separate at C9T)
7. C9T cut and cover grade separate
8. How do pedestrians get to station – show more detail, show bus stops, etc. to station.
9. Lower station (refers to 124th Avenue Station)

124th Ave NE to 136th PI NE

1. PNB is cornerstone of Bel-Red Arts District - Protect access and retain parking.
2. Elevate entire way.

136th to SR 520

1. Make sure plan does not infringe on 520 expansion
2. Station location most central – Overlake neighborhood uses parking lot.
3. Maintain function at 136th and 16th by elevating east link.

Bel-Red Corridor Workshop – Flip Chart Notes

Bel Red Segment Overview

1. At grade/go under road crossings at 140th/148th
2. Eliminate 130th station-save \$
3. 124th developer should provide park-and-ride
4. Favor grade-separated 120th (why improve if train coming)
5. Prefer train and road (16th) in one corridor (uses too much land)
6. Grade separate NE 20th
7. Would two corridors take more space?
8. Grade separate 124th & 120th (Lost time over century at grade). (3 comments)
9. Station location interface with pedestrian bridge
10. Go straight from 116th do not use substation as a constraint
11. Nothing at grade
12. 136th PI/140th station (Safeway) (4 comments)
13. Spacing poor ½ mile; 1 ¾ mile
14. People will walk a mile from home
15. Serve Highland CC
16. Too much in one corridor at 130th
17. Why highland community center picture shown?
18. Add station at 151st (Nintendo)

I-405 to 120th

- Grade separation at 120th
- Consider going under 116th with a retained cut (and then cover just 116th) or put station under 116th
- Need parking at stations-more at 130th
- 116th heavily traveled-grade separate

- Winters House-consider relocating to south of park-and-ride (interpretive center & mitigate noise. Better access for the elderly. Don't like the Bellefiled idea. Buildings are sinking. Not as good historically in relation to slough. Hard to find.
- Any chance of tucking LRT up against proposed 15th/16th from I-405 next to 12th ST in front of PSE...puts station closer to hospital? (2 comments)
- Cross 12th at grade difficult. (Pedestrian bridge or tunnel).
- Cross 116th at grade difficult. (Pedestrian bridge or tunnel).
- What power source is the system using? Solar/electric? Are there different types of "hybrid" trains to use?
- Copper versus steel catenary wires. Why use copper on top wire?
- Don't like grade crossing at 116th. City of Bellevue should lower 116th and 124th.
- Quick needs to be the #1 priority.
- Are there typical types of structures used for ST?

120th to 124th

- Ensure good pedestrian and bus connections to stations
- Preserve commuter rail
- Alignment from downtown with tunnel could be funded through "benefit district"
- 124th Plaza-concerned with impacts to further develop property due to rail and road improvements
- ST should pay 100% of D segment's costs
- Grade separation at 120th & 124th (2 comments)
- Prefer BNSF alignment therefore below grade at 120th & 124th
- City of Bellevue should lower 124th so light rail can go over

124th St to 136th St

- Go faster, make efficient (the area is going to redevelop)
- More parking
- Move park-and-ride at 130th station to cement plant property because it's already open space
- Sidewalks needed at between 124th & 130th stations and n/s to those stations
- Need to plan for connections to the light rail how to connect neighborhoods to light rail stations. i.e. Vancouver's community shuttle c20, c19 lines
- Concern about safety issues along at-grade sections especially people crossing mid-block across tracks
- Grade separate 124th crossing
- Elevated-fit more transit capacity into narrow right-of-way, while maintaining existing driveway access

- Preserve existing access-implementation of vision for area will take decades
- Preference for elevated track

136th to SR 520

- Elevated alignment along 136th
- Elevated across NE 20th to avoid traffic, street extremely busy
- Do not impact PNB
- 1. Some Wilburton residents are concerned that the station is too far to walk to.
- 2. Wants parking near station (Stevenson residents)
- 3. Taking bus to any of stations defeats the purpose. Still have to park somewhere to take bus-no nearby park-and-ride near bus
- 4. Wants stop closer to Crossroads. Lots of economically challenged people needing transit

Strip plot notes – Downtown Bellevue Workshop

C9T

- Cut and cover on Main
- Elevated (comment appears to suggest elevated segment on 112th to NE 2nd connecting to 110th)
- Tunnel or at-grade (at NE 2nd)
- Ped. tunnel to hospital or moving sidewalk
- Would like tunnel or retained cut under NE 8th street along Lake Bellevue (above ground south of NE 8th)
- Move alignment, work with Athletic Club for development.

C11A

- Not bad, it's okay. Better than I expected.

Downtown Bellevue Workshop – Flip Chart Notes

C4A

- Concerns
 - Noise on track at 108th and 12th NE.
 - Bellitini residents crossing street
 - Traffic impact on 8th, 108th and 110th
- No further north than 6th, keep out of residential areas.
- I prefer this alignment b/c it's cost effective.
- Are there options to move to the east?
- Are you taking a tree here? Where is the nearest station?
- Would like to see more downtown stations along 108th and 110th.
- Cut down big evergreen tree! And build a tall wall to keep the noise down. Keep this one! Do this one!

C9A

- Hospital station – far away.
- Street car circulator gives mores stops – don't want people driving b/c stops are too far apart.
- Short wait times is important
- 110th is too crowded. Elevated on 112th better option bus/car complaints. Slows traffic and trains.
- 110th is too far west.
- Make presentation available online.
- C11 Is better for passenger transfer – bus/trains should share platform.
- Better not to have to cross –get buses going same direction as trains.
- Minimize bus/train transfer time.
- Streetcar circulator for trains in downtown
- Use NE 2nd and not Main Street

C3T

- Ok option, but unlikely to get funding.
- Do you have a cost "range" as opposed to a set \$.
- What is the difference between retained cut and fill?
- Concerned about travel time from Redmond to get through Bellevue.
- Interest in doing cost analysis for line.
- Any ped connections planned to hospital? Ensure good transit connections.
- Prefer C3T – voted for service to downtown. Take a long-term look. Sound Transit should help figure out hour to pay.
- Prefer any route that serves transit center. Voters approved route to serve Bellevue.
- Please avoid home within construction area between 108th and 110th.

C9T

- Underground access to transit center
- Move alignment farther east near Bellevue club
- Eliminate E. Main station to save money/go faster

- Like cut and cover in Main Street. (Avoid businesses) several people commented (might save \$\$ also).
- Make whole foods serve south side of 8th street.
- SW corner of 110th and Main: stage constraint to provide continuous access to business (dentist office = new building. (07).
- Direct line (520 to Redmond) w/more stops better than indirect
- Move short tunnel station around to 6th
- Move line to 2nd instead of Main – elevated tunnel along 112th, west onto 2nd, transition to tunnel or at-grade – avoids impacts to Main and 2nd appears to have much less traffic/real estate impacts.
- Do it right or shorten system. Wait for money.
- Stay on BNSF (miss downtown)
- Prefer C9 alternatives.
- Must serve downtown – not eastside of I-405.