East Link Project Briefing

Connecting downtown Seattle, Bellevue and Redmond via I-90 and Mercer Island
East Link Project Timeline

<table>
<thead>
<tr>
<th>Schedule</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping period and public meetings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public meetings and outreach</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound Transit Board identifies EIS* alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternatives development</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound Transit prepares Draft EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment period for Draft EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound Transit Board identifies Preferred Alternative</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound Transit prepares Final EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound Transit Board adopts project</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTA issues Record of Decision</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Environmental Impact Statement
Scoping Complete

- 4 Public Scoping Meetings (~400 attendees)
  - Distributed 155,000 postcards
  - Materials on Website
  - Held meetings throughout the corridor
- Scoping summary report complete
  - Largest number of light rail route comments from West Bellevue neighborhoods
East Link Project Alternatives
Evaluation of Light Rail Alternatives

- Comparative analysis
  - Intended to illustrate differences between alternatives
  - Based on current design level (~2%)
- Board identification of most promising alternatives
  - Briefed on November 9
  - Seeking action on December 14th
- Alternatives selected will have their full impacts evaluated in the EIS
  - Preferred route selected after DEIS published in 2008
Evaluation Results

• Board Briefing Book
  – Summary level discussion of each alternative

• Today’s Briefing
  – Observations with respect to cost, ridership, construction risk, and impacts that help to distinguish alternatives
Evaluation Findings:
General Observations

• Ridership
  – Generally similar because all alternatives serve the same major markets
  – Some differences in local accessibility

• Cost
  – Differences based on length, profile and number of stations

• Impacts
  – Types of impacts vary by alternative
Segment A: Seattle to South Bellevue

Street Level/At-Grade
Station Location
Segment A

• No route alternatives
• I-90 operation options to analyze include:
  – Rail only or rail-bus operations on HOV Ramp between downtown Seattle and Rainier Avenue (D-2 Roadway)
  – Potential to preserve HOV Access from Bellevue Way to I-90 WB HOV and EB I-90 to I-405
Segment B: South Bellevue to Downtown Bellevue

Street Level/At-Grade

Elevated

Station Location
### Segment B: Observations

#### Bellevue Way Alternative
- **B1: Bellevue Way**
  - Higher cost and impacts to adjacent uses
  - Only alternative that connects to C1 in downtown

#### Bellevue Way/112th Alternatives
- **B2-A: Bellevue Way/112th**
  - Slightly lower to lower relocations
  - Lower costs
- **B3: Bellevue Way/I-405**
  - Longer route with higher costs and relocations than B2 alternatives

#### I-405 Corridor Alternatives
- New bridge across Mercer Slough adds cost, risk, and ecosystem impacts
- **B4: 118th/112th Avenue**
  - High park impacts unless 118th Avenue is rebuilt to the east which would increase cost
- **B5: 118th/I-405**
- **B6: BNSF/112th**
  - Avoids park impacts
- **B7: BNSF/I-405**
  - Alternative B7 has higher ridership and lower noise and construction disturbance impacts
## Segment C: Observations

### Tunnel Alternative

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
</table>
| C1-T: Bellevue Way/NE 6th | Good station locations but highest cost  
Potential largest cut-and-cover impacts |
| C2-T: 106th Avenue | Substantial out-of direction travel  
Single station serving downtown |
| C3-T: 108th Avenue | Lowest cost tunnel alternative  
Highest staging area impacts |

### At-Grade Alternative

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C4-A: 108th/110th Couplet</td>
<td>Detailed EIS traffic analysis required to fully assess impacts</td>
</tr>
</tbody>
</table>

### Elevated Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
</table>
| C7-E: 112th Avenue | Lower cost than tunneling without traffic impacts of at-grade  
Ridership of C7-E may improve with a direct pedestrian connection to transit center |
| C8-E: 110th Avenue |  
|
### Segment D: Observations

<table>
<thead>
<tr>
<th>Bel-Red Road Alternative</th>
<th>NE 16th Alternatives</th>
<th>BNSF/SR 520 Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>• D1: Bel-Red Road</td>
<td>• D2-A: NE 16th/SR 520</td>
<td>• D5: BNSF/SR 520</td>
</tr>
<tr>
<td></td>
<td>• D2-E: NE 16th/SR 520</td>
<td>•</td>
</tr>
<tr>
<td></td>
<td>• D3: NE 16th/NE 20th</td>
<td>•</td>
</tr>
<tr>
<td></td>
<td>• D4: NE 16th/Bel-Red Road</td>
<td>•</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Serves commercial and residential areas but with generally highest impact to adjacent uses</td>
</tr>
<tr>
<td></td>
<td>➢ All serve potential redevelopment area of Bel-Red corridor</td>
<td>• Generally lowest impacts of the NE 16th alternatives</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Highest relocations of NE 16th alternatives</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Generally highest impacts of NE 16th alternatives</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Lowest cost but no stations included in Bel-Red corridor</td>
</tr>
</tbody>
</table>
Segment E: Overlake Transit Center to Redmond

Street Level/At-Grade
Elevated
Retained Cut
Station Location
## Segment E: Observations

### SR 520/SR 202 Terminus

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E1: Redmond Way</td>
<td>Serves same stations as E4 but longer route increases cost</td>
</tr>
<tr>
<td>E4: Leary Way</td>
<td>Shortest route with lowest cost</td>
</tr>
</tbody>
</table>

### Redmond Park-and-Ride Terminus

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E2: Marymoor Park</td>
<td>City of Redmond staff propose shortening route by one station to reduce length and cost</td>
</tr>
</tbody>
</table>

### Bear Creek Park-and-Ride Terminus

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E3: Bear Creek</td>
<td>Highest impacts</td>
</tr>
<tr>
<td></td>
<td>Multiple traffic impacts could require costly grade separation to mitigate</td>
</tr>
</tbody>
</table>
Maintenance Facilities

Bel-Red Corridor

Observations

• M1
  • Serves all interim termini
  • Generally slightly higher to higher impacts

• M2
  • Serves all interim termini but highest cost
  • Generally lower impacts

• M3
  • Generally lower impacts but potential impact to Goff Creek

• M4
  • Higher relocations and construction disturbance

• M5
  • Lowest cost
  • Average relocations

Redmond
Next Steps

• Stakeholder briefings
  – Cities, businesses, neighborhoods

• Board selects light rail route alternatives
  – December 14th
Questions?