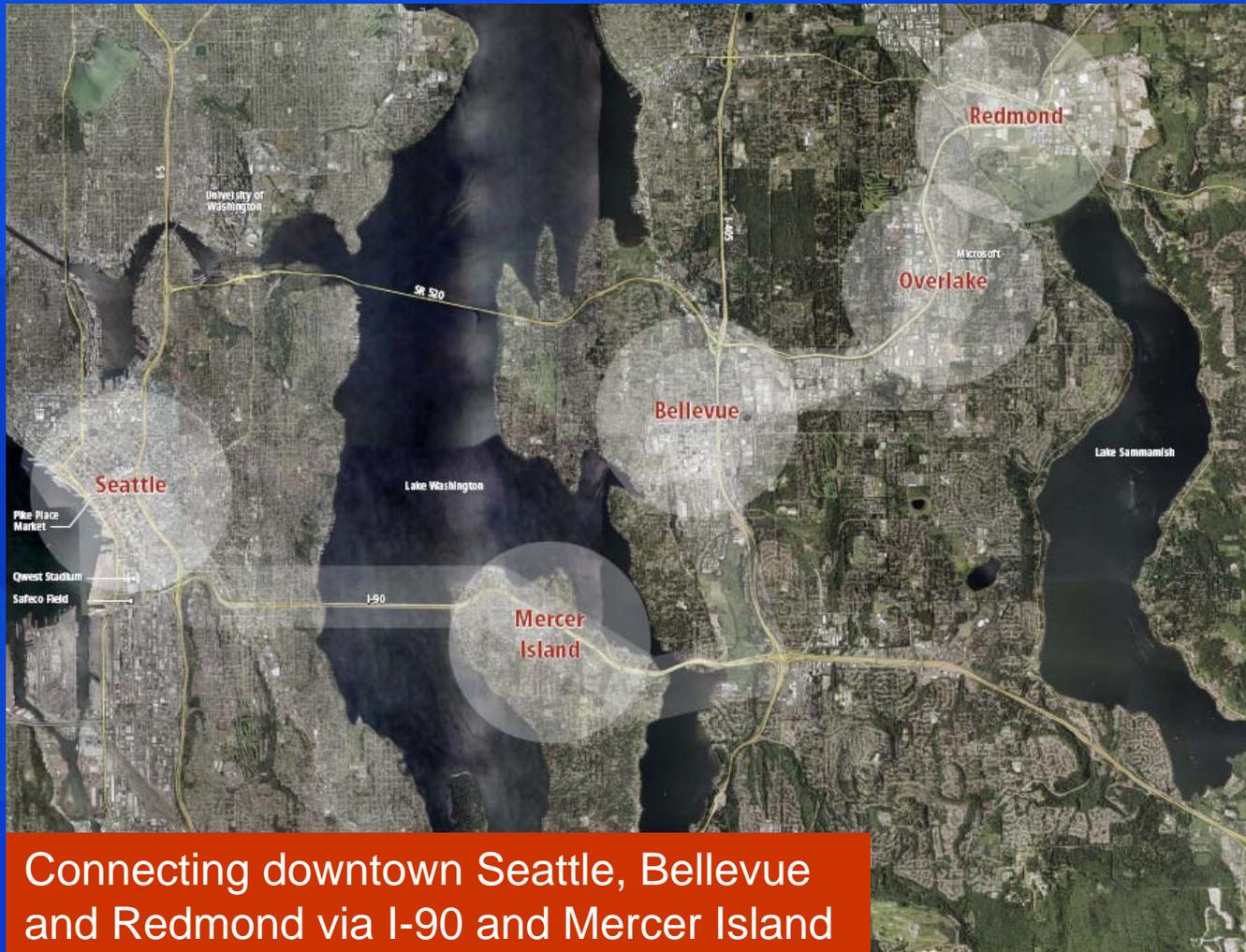
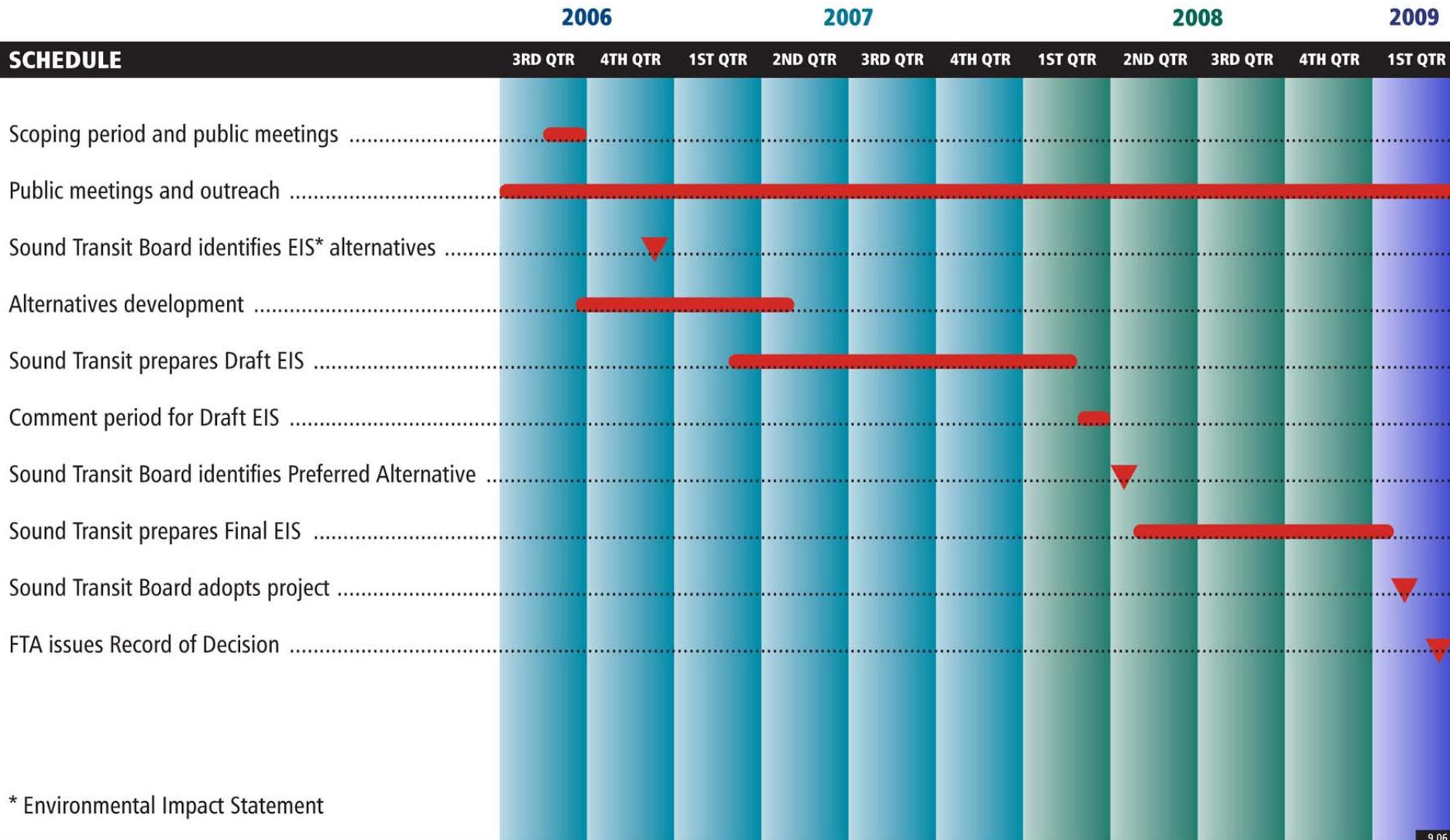


# East Link Project Briefing



Connecting downtown Seattle, Bellevue and Redmond via I-90 and Mercer Island

# East Link Project Timeline



# 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 PUBLIC SCOPING

30-Day Public Comment Period: Sept. 1 to Oct. 2, 2006

Sound Transit, the Federal Transit Administration and WSDOT are beginning an environmental analysis, or Environmental Impact Statement (EIS), for the East Link project. On Sept. 1, 2006, the East Link project will begin the first step in the EIS process called "public scoping."

During scoping, comments are being sought on the proposed scope of the EIS:

- the proposed range of alternatives for consideration
- the elements of the built and natural environment to be evaluated for project impacts
- the preliminary project Purpose and Need Statement

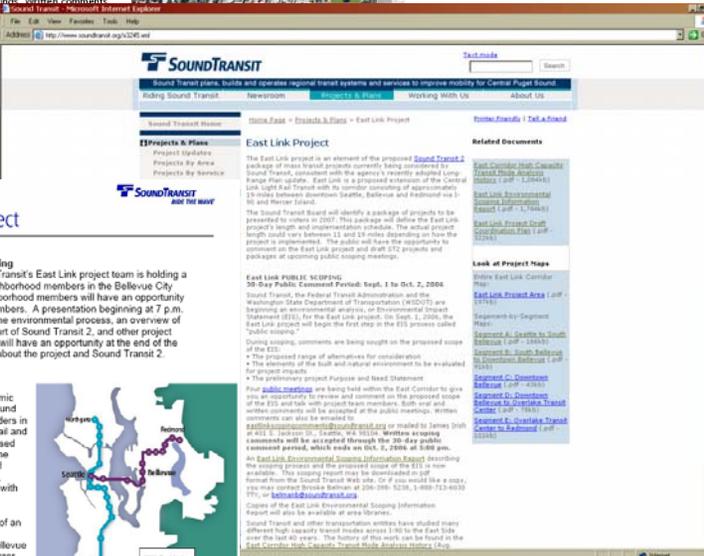
Four public meetings are being held within the East Corridor to give you an opportunity to review and comment on the proposed scope of the EIS and talk with project team members. Both oral and written comments can also be emailed to eastlinkscoping@soundtransit.org or mailed to James St., Seattle, WA 98104. Written comments will be accepted through the 30-day public comment period which ends on Oct. 2, 2006.



Sound Transit's proposed East Link project will connect downtown Seattle, Bellevue and Redmond via I-90 and Mercer Island.



POSTNET  
STANDARD  
U.S. POSTAGE  
PAID  
SEATTLE, WA  
PERMIT NO. 1001



SEPTEMBER 2006

## East Link Project

Sept. 27 Neighborhood Briefing

On Sept. 27 at 7 p.m., Sound Transit's East Link project team is holding a briefing for West Bellevue neighborhood members in the Bellevue City Hall Council Chambers. Neighborhood members will have an opportunity to meet and talk with team members. A presentation beginning at 7 p.m. will include information about the environmental process, an overview of the project, how East Link is part of Sound Transit 2, and other project related information. Attendees will have an opportunity at the end of the presentation to ask questions about the project and Sound Transit 2. Please join us!

**Project Description**

The Eastside is a major economic engine in the Central Puget Sound area and is home to global leaders in technology, manufacturing, retail and finance. Sound Transit's proposed East Link project will connect the region's biggest population and employment centers in Seattle, Bellevue and Redmond, along with Sea-Tac International Airport.

The East Link project consists of an approximately 19-mile corridor between downtown Seattle, Bellevue and Redmond via I-90 and Mercer Island. Project length could vary between 11 and 19 miles, depending on how the project is implemented.

East Link is part of a proposed Sound Transit 2 package that includes more light rail and improvements to Sounder commuter rail and ST Express regional bus systems. Sound Transit 2 is part of a Roads & Transit package that will be presented to voters in November 2007. The Sound Transit Board and the Regional Transportation Investment District are identifying projects that will be part of that package. This package will define the East Link project's length and implementation schedule. Besides Sound Transit 2 investments, the Roads & Transit plan will include a series of potential investments to major roadways and bridges in King, Pierce and Snohomish counties.

Sound Transit's regional network of express buses, commuter rail, light rail and Sounder commuter rail services to improve mobility for Central Puget Sound. Riding Sound Transit. Newsroom. Projects & Transit. Working with Us. About Us.

Sound Transit Mission: Sound Transit is committed to providing safe, reliable, and convenient transit services to improve mobility for Central Puget Sound.

East Link Project

The East Link project is an element of the proposed Sound Transit 2 package of transit options that is being studied by Sound Transit, the Federal Transit Administration and the Washington State Department of Transportation (WSDOT) as part of an Environmental Impact Statement (EIS) for the East Link project. On Sept. 1, 2006, the East Link project will begin the first step in the EIS process called "public scoping."

During scoping, comments are being sought on the proposed scope of the EIS:

- the proposed range of alternatives for consideration
- the elements of the built and natural environment to be evaluated for project impacts
- the preliminary project Purpose and Need Statement

Public scoping meetings are being held within the East Corridor to give you an opportunity to review and comment on the proposed scope of the EIS and talk with project team members. Both oral and written comments can also be emailed to eastlinkscoping@soundtransit.org or mailed to James St., Seattle, WA 98104. Written comments will be accepted through the 30-day public comment period, which ends on Oct. 2, 2006, at 5:00 p.m.

An East Link Environmental Scoping Information Report describing the scoping process and the proposed scope of the EIS is now available. This scoping report may be downloaded in pdf format from the Sound Transit web site. If you would like a copy, you may contact Bruce Barlow at 206-399-5239, 1-800-713-6030 or [barlow@soundtransit.org](mailto:barlow@soundtransit.org).

Copies of the East Link Environmental Scoping Information Report will also be available at area libraries.

Sound Transit and other transportation entities have studied many different high capacity transit modes since 1976 to help the East Side over the last 30 years. The history of this work can be found in the East Corridor High Capacity Transit Mode Analysis Volume 1 (July 2005).

Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104-2026  
206-399-5239  
1-800-713-6030  
[www.soundtransit.org](http://www.soundtransit.org)



# 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/112<sup>th</sup> Alternatives

- B2-A: Bellevue Way/112<sup>th</sup>
- B2-E: Bellevue Way/112<sup>th</sup>
- B3: Bellevue Way/I-405
- Slightly lower to lower relocations
- Lower costs
- Longer route with higher costs and relocations than B2 alternatives

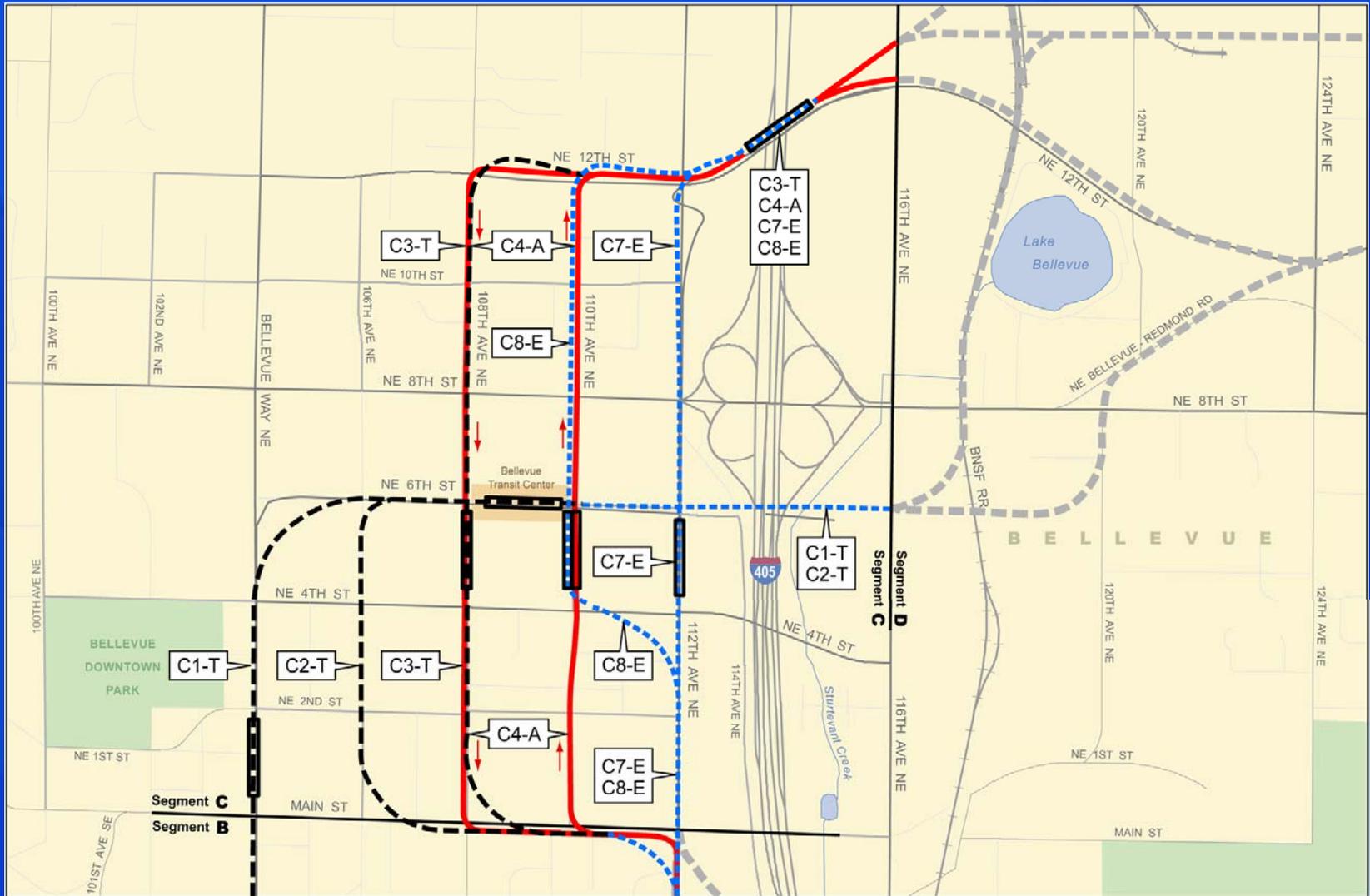
## I-405 Corridor Alternatives

➤ New bridge across Mercer Slough adds cost, risk, and ecosystem impacts

- B4: 118<sup>th</sup>/112<sup>th</sup> Avenue
- B5: 118<sup>th</sup>/I405
- B6: BNSF/112<sup>th</sup>
- B7: BNSF/I-405
- High park impacts unless 118<sup>th</sup> Avenue is rebuilt to the east which would increase cost
- Avoids park impacts
- Alternative B7 has higher ridership and lower noise and construction disturbance impacts



# Segment C: Downtown Bellevue



- Street Level/At-Grade
- - - Tunnel
- Station Location
- - - Elevated

# Segment C: Observations

## Tunnel Alternative

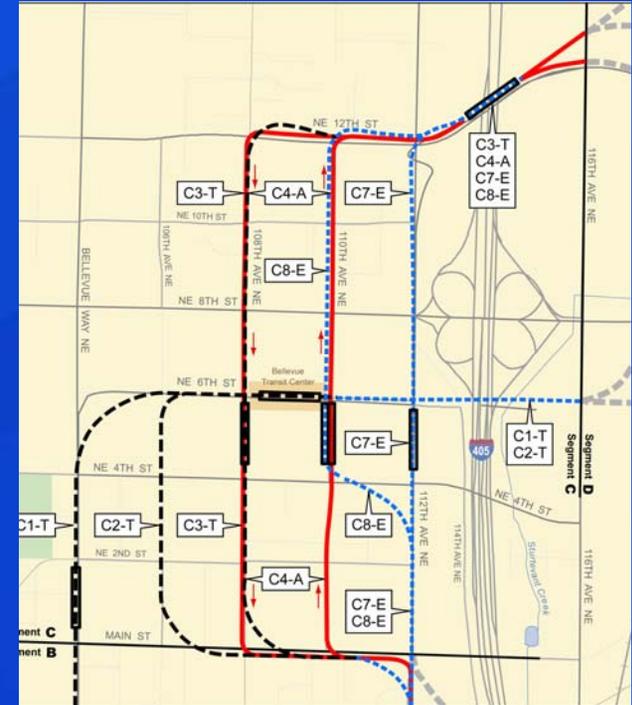
- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>C1-T: Bellevue Way/NE 6th</li> </ul>     | <ul style="list-style-type: none"> <li>Good station locations but highest cost</li> <li>Potentially largest cut-and-cover impacts</li> </ul> |
| <ul style="list-style-type: none"> <li>C2-T: 106<sup>th</sup> Avenue</li> </ul> | <ul style="list-style-type: none"> <li>Substantial out-of direction travel</li> <li>Single station serving downtown</li> </ul>               |
| <ul style="list-style-type: none"> <li>C3-T: 108<sup>th</sup> Avenue</li> </ul> | <ul style="list-style-type: none"> <li>Lowest cost tunnel alternative</li> <li>Highest staging area impacts</li> </ul>                       |

## At-Grade Alternative

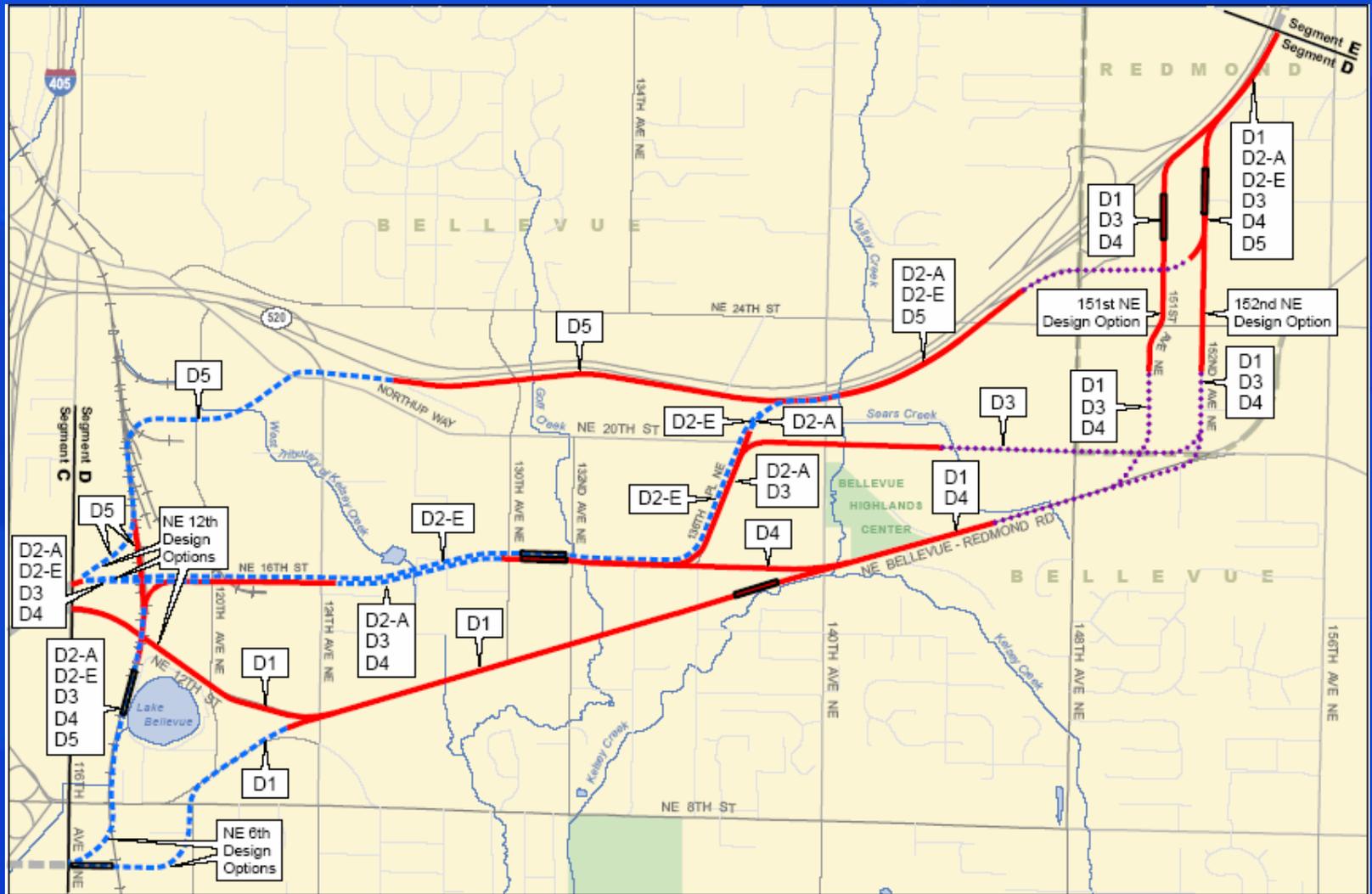
- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>C4-A: 108<sup>th</sup>/110<sup>th</sup> Couplet</li> </ul> | <ul style="list-style-type: none"> <li>Detailed EIS traffic analysis required to fully assess impacts</li> </ul> |
|---|--|

## Elevated Alternatives

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>C7-E: 112<sup>th</sup> Avenue</li> </ul> | <ul style="list-style-type: none"> <li>Lower cost than tunneling without traffic impacts of at-grade</li> <li>Ridership of C7-E may improve with a direct pedestrian connection to transit center</li> </ul> |
| <ul style="list-style-type: none"> <li>C8-E: 110<sup>th</sup> Avenue</li> </ul> |  |



# Segment D: Downtown Bellevue to Overlake Transit Center



- Street Level/At-Grade
- Tunnel
- Elevated
- Retained Cut
- Station Location

# Segment D: Observations

## Bel-Red Road Alternative

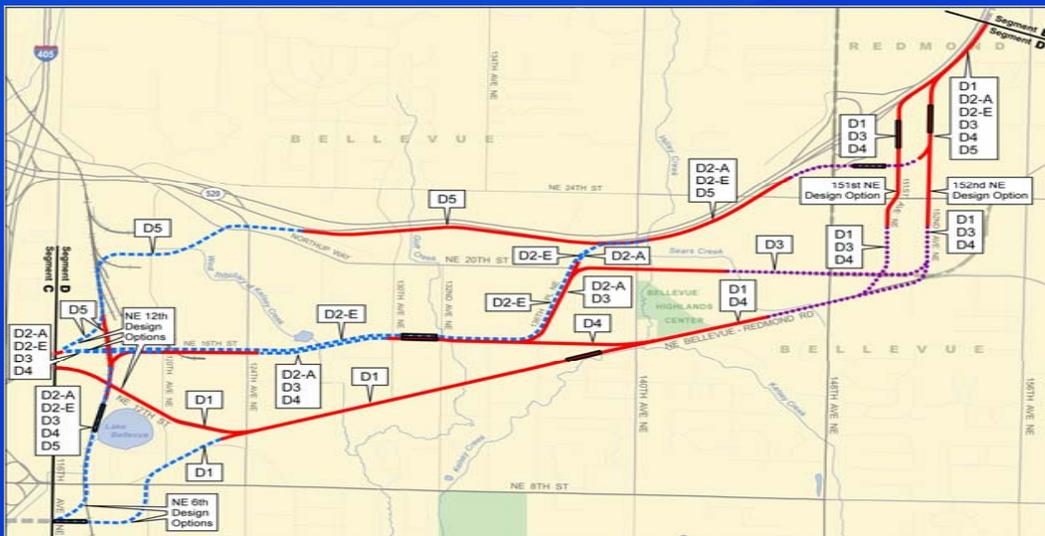
- D1: Bel-Red Road
- Serves commercial and residential areas but with generally highest impact to adjacent uses

## NE 16<sup>th</sup> Alternatives

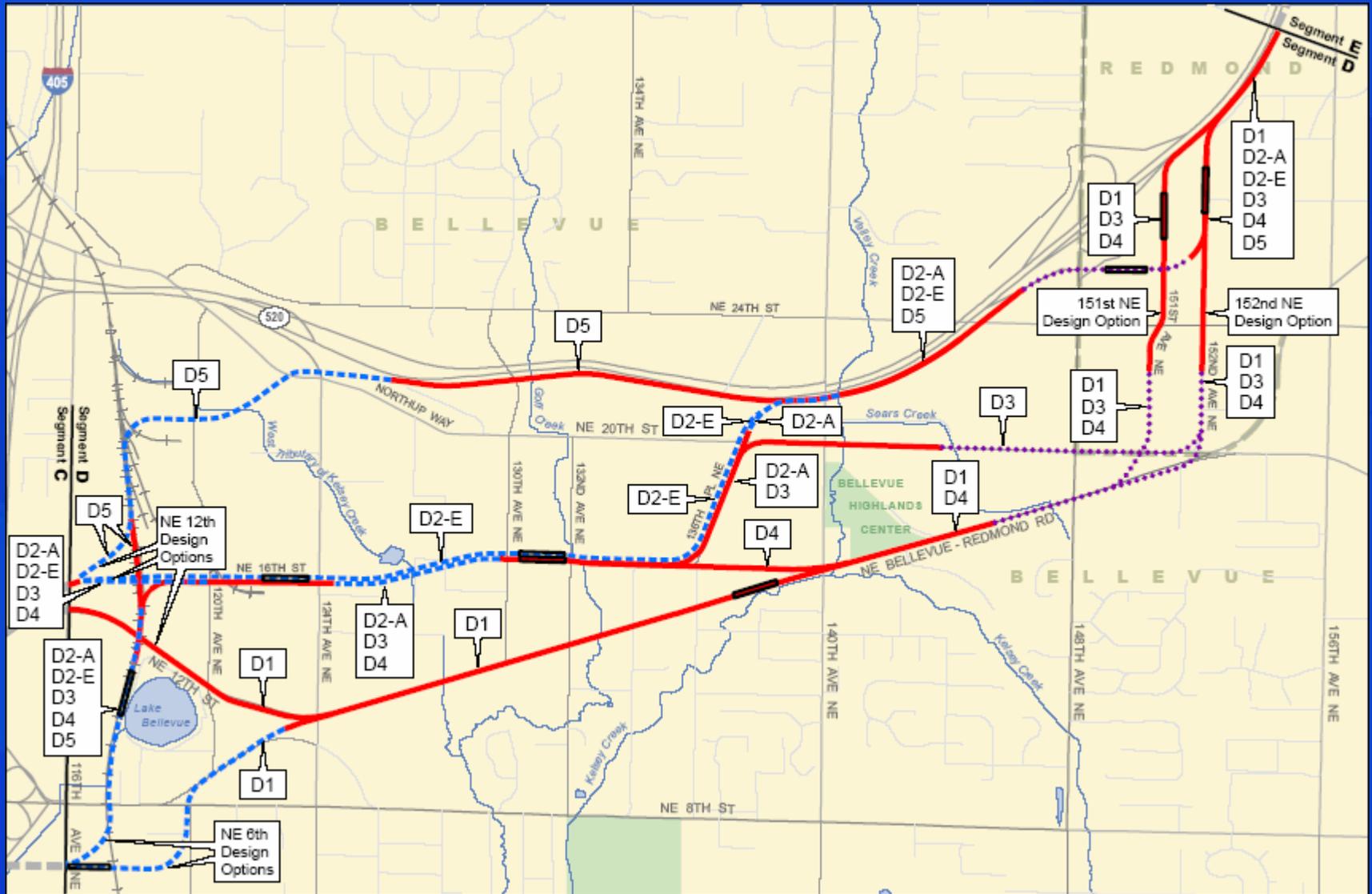
- All serve potential redevelopment area of Bel-Red corridor
- D2-A: NE 16<sup>th</sup>/SR 520
- D2-E: NE 16<sup>th</sup>/SR 520
- D3: NE 16<sup>th</sup>/NE 20th
- D4: NE 16<sup>th</sup>/Bel-Red Road
- Generally lowest impacts of the NE 16<sup>th</sup> alternatives
- Highest relocations of NE 16<sup>th</sup> alternatives
- Generally highest impacts of NE 16<sup>th</sup> alternatives

## BNSF/SR 520 Alternative

- D5: BNSF/SR 520
- Lowest cost but no stations included in Bel-Red corridor



# Segment D: Scoping Comments



- Street Level/At-Grade
- - - - Tunnel
- . . . . . Elevated

- Retained Cut
- Station Location

# Segment E: Overlake Transit Center to Redmond



- Street Level/At-Grade
- Elevated
- Retained Cut
- Station Location

# Segment E: Observations

## SR 520/SR 202 Terminus

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>E1: Redmond Way</li> </ul> | <ul style="list-style-type: none"> <li>Serves same stations as E4 but longer route increases cost</li> </ul> |
| <ul style="list-style-type: none"> <li>E4: Leary Way</li> </ul>   | <ul style="list-style-type: none"> <li>Shortest route with lowest cost</li> </ul>                            |

## Redmond Park-and-Ride Terminus

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>E2: Marymoor Park</li> </ul> | <ul style="list-style-type: none"> <li>City of Redmond staff propose shortening route by one station to reduce length and cost</li> </ul> |
|---|---|

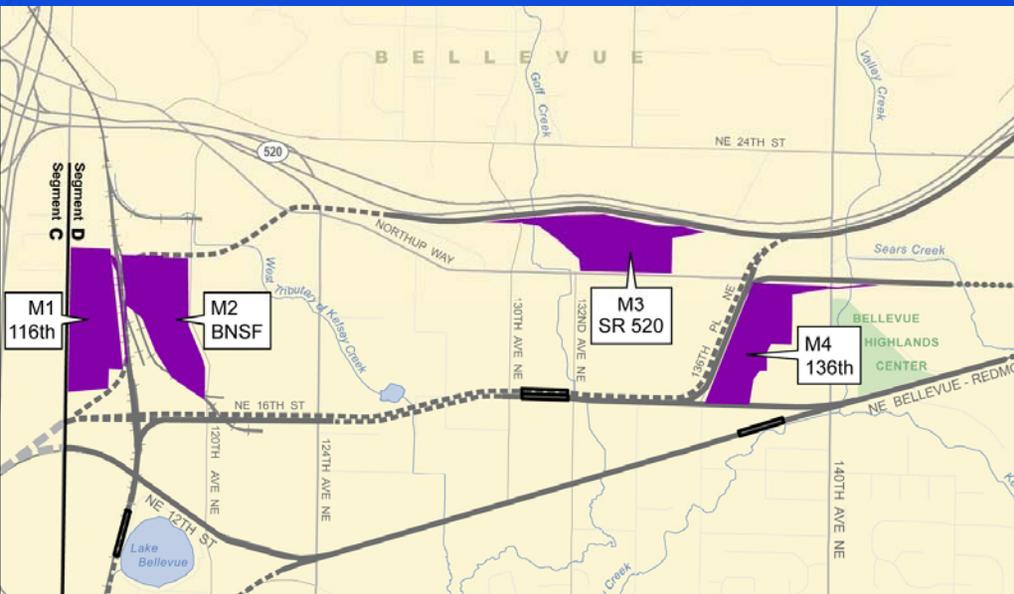
## Bear Creek Park-and-Ride Terminus

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>E3: Bear Creek</li> </ul> | <ul style="list-style-type: none"> <li>Highest impacts</li> <li>Multiple traffic impacts could require costly grade separation to mitigate</li> </ul> |
|--|---|



# Maintenance Facilities

## Bel-Red Corridor



## Redmond



## Observations

- |      |   |
|------|---|
| • M1 | • Serves all interim termini<br>• Generally slightly higher to higher impacts |
| • M2 | • Serves all interim termini but highest cost<br>• Generally lower impacts    |
| • M3 | • Generally lower impacts but potential impact to Goff Creek                  |
| • M4 | • Higher relocations and construction disturbance                             |
| • M5 | • Lowest cost<br>• Average relocations  |

# Next Steps

- Stakeholder briefings
  - Cities, businesses, neighborhoods
- Board selects light rail route alternatives
  - December 14th

# Questions?

