Harvey, Nancy

From: Parker, Camron
Sent: Monday, March 15, 2010 4:35 PM
To: Harvey, Nancy
Cc: Smith, Terry; Foran, Patrick
Subject: PB: East Link Update
Attachments: Segment_B_Fact.pdf

Nancy – here's an East Link update for the entire Parks & Community Services Board...

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Chair Keeney and Board members,

The Board's letter to the City Council regarding the "B7 Modified" East Link alignment proposal (contemplating a mid-park crossing from the South Bellevue Park and Ride to the BNSF corridor) was delivered before the Council meeting last Monday, on March 8.

At that meeting, the City Council continued a discussion about their preferred alternative in the B segment. At the end of the night, the Council made two votes. The first vote was to changed the City Council's preliminary preferred local alternative to the B7 alignment (not modified). You can see the B7 in the attached fact sheet – it does not serve the South Bellevue Park and Ride and parallels I-90 on the north side to the I-405/I-90 interchange, where it proceeds north on the BNSF corridor.

The second vote was for the Council to send a letter to Sound Transit with the following messages:
*Expressing the Council's change in preference to B7
*Retracting the Council's previous request for study of B7 Modified
*Committing to continue working with Sound Transit on environmental analysis of all B segment route options under consideration.

The third point is particularly important as the park impacts of all the East Link segment alternatives (preferred and not preferred) will continue to be actively evaluated by the City and Sound Transit in anticipation of the Final Environmental Impact Statement for East Link, which may be published in late 2010 or early 2011.

This evening (March 15) the Council is scheduled to discuss several newer alignment options through downtown Bellevue. From a park impact lens, all new options currently exit downtown at NE 6th Street. The prior route options that would impact McCormick Park by exiting downtown at NE 12th are still on the table, but are not being actively studied at this time.

We continue to track possible impacts to the NE 2nd Pocket Parks (at NE 2nd and 110th Avenue) and Surrey Downs park, one or both of which could be impacted by various downtown alignments. Clarity on these potential impacts will be coming in the next 4-6 weeks as both the Bellevue City Council and Sound Transit Board are revisiting their preferences for alignments through downtown.

If you have any questions about East Link or the Environmental Impact Statement (EIS) process, please contact me.

-Camron

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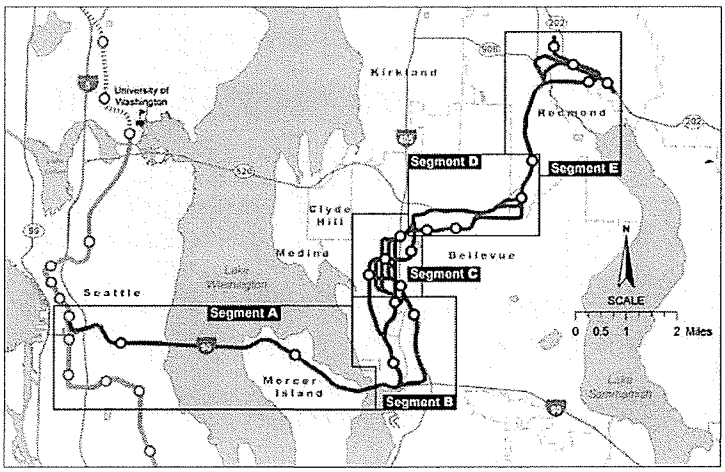
FACT SHEET

FALL 2008

SOUNDTRANSIT
RIDE THE WAVE

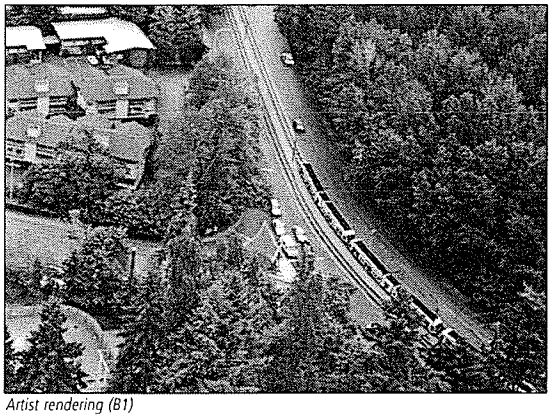
EAST LINK Segment B: South Bellevue

Sound Transit's proposed East Link light rail project will tie into the light rail line currently under construction from Sea-Tac International Airport to downtown Seattle and cross Lake Washington on the I-90 bridge. Its 18 miles will ultimately connect the Eastside's biggest population and employment centers, including Mercer Island, Bellevue, the Bel-Red Corridor, Overlake and Redmond.

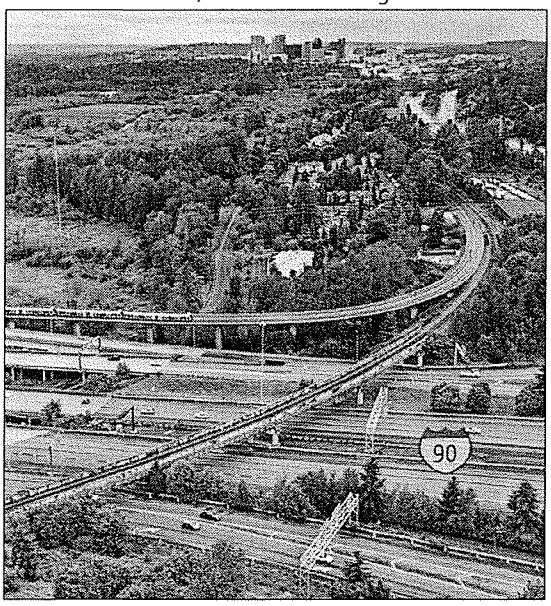


In September 2006, Sound Transit, the Federal Transit Administration (FTA) and Washington State Department of Transportation (WSDOT) began an approximately three year environmental review process, including preparing an environmental impact statement (EIS). In December 2006, the Sound Transit Board identified the light rail routes, stations and maintenance facility alternatives that will be studied in detail in the East Link Draft EIS. The project team is now advancing conceptual engineering on the EIS alternatives and preparing the environmental analysis.

Funding to build East Link between Seattle and the Overlake Transit Center in Redmond is included in Sound Transit 2, also know as Proposition 1, the Mass Transit Expansion Proposal that was approved by voters in King, Pierce and Snohomish counties on Nov. 4. The proposal provides funding for an at-grade or elevated alternative in downtown Bellevue. If the Sound Transit Board selects a tunnel alternative, additional funding sources will be required. Sound Transit is also conducting environmental review on a future extension for downtown Redmond.



Artist rendering (B1)



Artist rendering (B7)

Segment details

Segment B contains five light rail route alternatives between I-90 and SE 6th Street. All alternatives leave the I-90 center roadway at Bellevue Way SE. Four of the alternatives follow Bellevue Way north and one of the alternatives continues parallel to I-90 on a new bridge across the south edge of Mercer Slough.

Bellevue Way SE (B1; B2-A; B2-E; B3)

The Bellevue Way SE alternatives leave I-90 either surface level by existing HOV ramp or elevated over the west-bound lanes of I-90. One route (B1) continues along Bellevue Way SE north all the way to downtown Bellevue. Two route alternatives diverge from Bellevue Way SE following 112th Avenue SE to downtown Bellevue (one is at-grade, B2-A and one is elevated, B2-E) and a fourth option turns east from 112th Avenue SE to SE 8th Street and then heads north behind commercial buildings to downtown Bellevue (B3).

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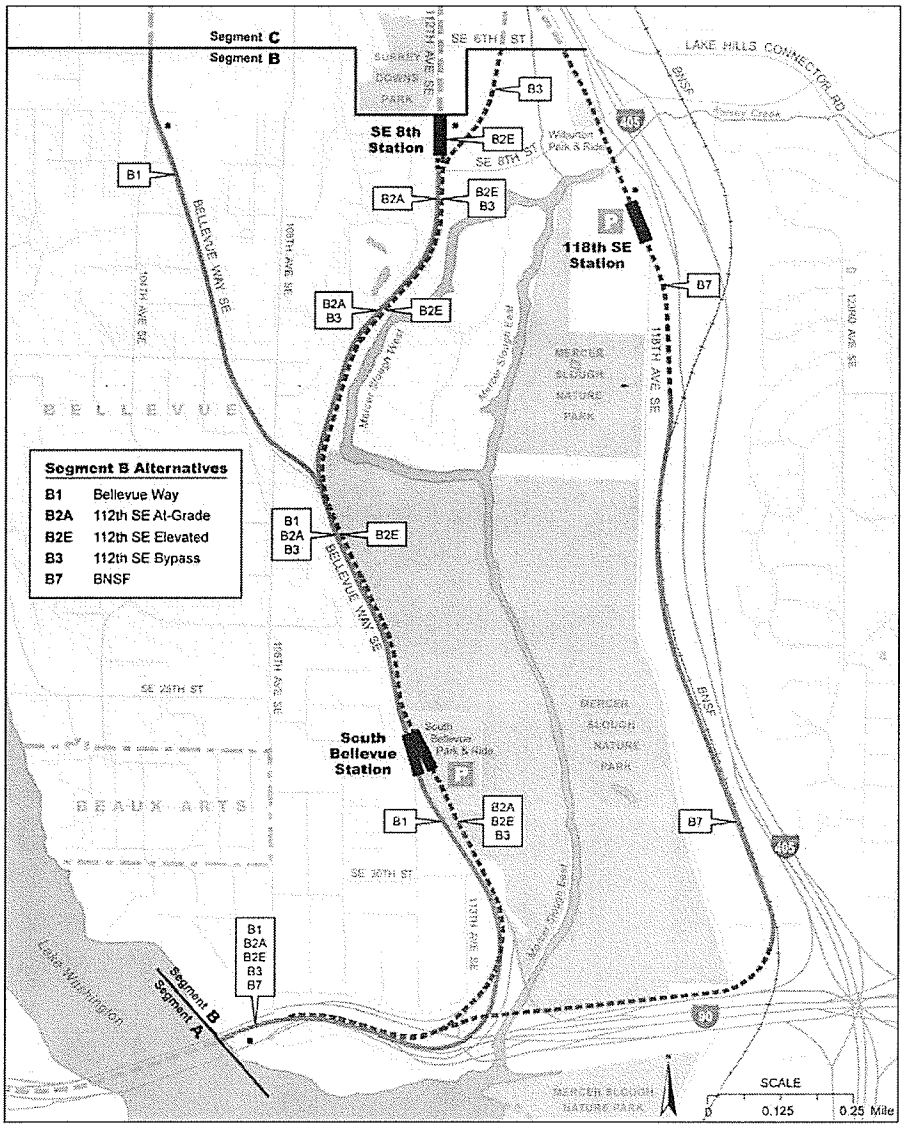


Exhibit: **Segment B, South Bellevue Alternatives**
East Link Project

Travel times	
Downtown Seattle to S. Bellevue:	Approx. 12 minutes
S. Bellevue to Overlake TC/Microsoft:	Approx. 13 to 20 minutes
S. Bellevue to University of Washington	Approx. 23 minutes

BNSF Railroad/I-405 Corridor (B7)

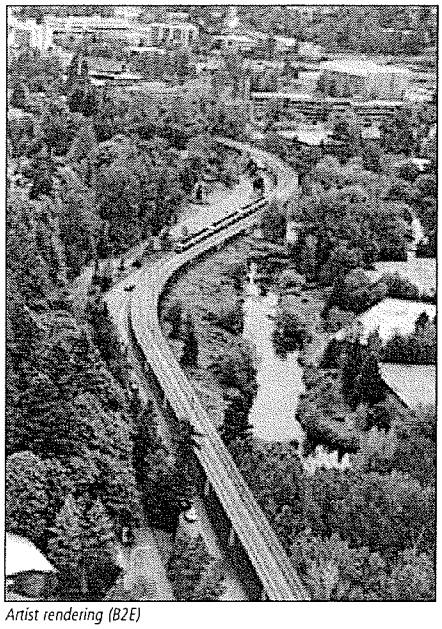
The alternative on the east side of Mercer Slough would continue east from Bellevue Way SE elevated along the north side of I-90, then heading north along the BNSF railroad. At SE 8th Street, B7 would continue north near I-405/114th Avenue SE to downtown Bellevue.

Stations

- South Bellevue Park-and-Ride with expanded parking up to 1476 spaces (serves all Bellevue Way routes).
- SE 8th Street with pedestrian access (serves routes along 112th).
- 118th Ave SE with new park and ride for 1000 cars south of SE 8th Street (serves Alternative B7/BNSF corridor).

What have we heard?

During the scoping for the EIS and in subsequent communications, the West Bellevue neighborhoods expressed concern about potential neighborhood impacts, in particular with the routes along Bellevue Way, and 112th. In addition, many indicated a desire to study routes near I-405(the B7/BNSF route is preferred by many). Others expressed interest in having local access to the light rail system at the South Bellevue and other stations.



Artist rendering (B2E)

For more information, contact Ann Mueller, Community Outreach, at (206) 370-5511 or ann.mueller@soundtransit.org. You can also visit Sound Transit's Website at www.soundtransit.org. Accommodations may be arranged with sufficient notice for persons with disabilities by calling (206) 689-4927 or 1-888-713-6030 TTY. To request printed materials in alternative formats, call (206) 689-4927 or 1-888-713-6030 TTY.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for the Central Puget Sound.