



East Link light rail

Segment C: Downtown Bellevue

July 2011

Segment Details

Segment C serves downtown Bellevue with alternatives running from approximately SE 6th and NE 12th Streets. Sound Transit evaluated 10 alternatives in the 2011 Final Environmental Impact Statement (FEIS).

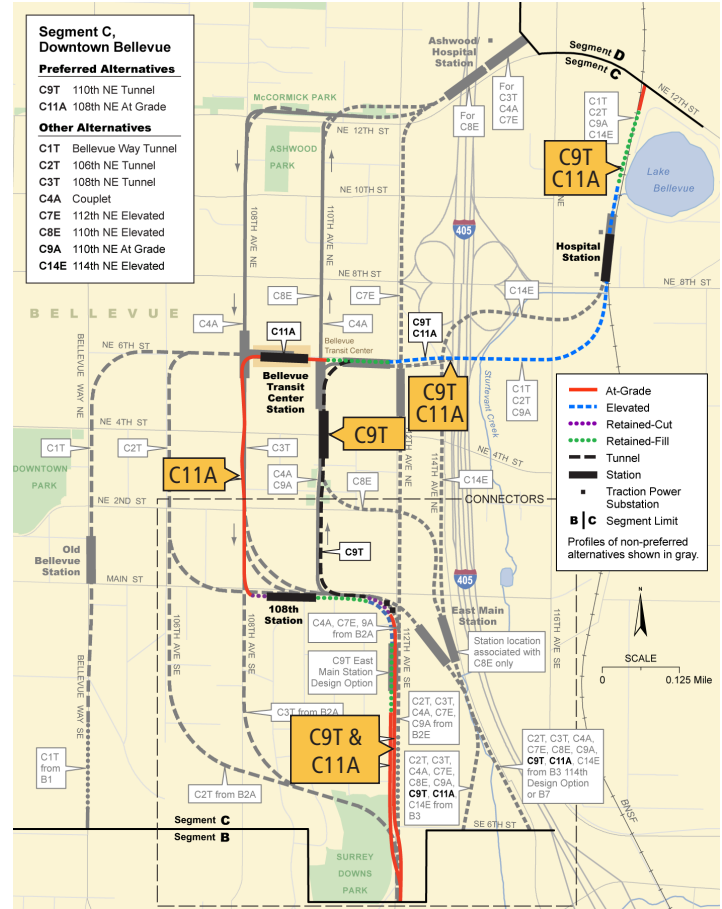
There are two preferred alternatives in this segment: a cut-and-cover tunnel along 110th Avenue NE (C9T) and an at-grade alignment on 108th Avenue NE (C11A).

C9T begins on the east side of 112th Avenue SE, then transitions to the west side at SE 6th Street before turning west into a tunnel portal on Main Street. C9T then turns north under 110th Avenue NE to the Bellevue Transit Center Station at NE 4th Street. C9T turns east at NE 6th Street and exits the tunnel portal, transitions to an elevated profile in the center of NE 6th Street, and then crosses to the north side of NE 6th Street to pass over 112th Avenue NE, I-405, and 116th Avenue NE to the elevated Hospital Station in the former BNSF Railway corridor.

C11A begins on the east side of 112th Avenue SE, then travels on the south side of Main Street in a retained cut to the 108th Station and turns north at-grade over Main Street to the center of 108th Avenue NE. At NE 6th Street, C11A turns east in the center of the street to the at-grade Bellevue Transit Center Station. C11A then crosses 110th Avenue NE at-grade, transitioning to a retained-fill and then an elevated profile before crossing 112th Avenue NE, I-405, and 116th Avenue NE to the elevated Hospital Station in the former BNSF Railway corridor.

Preferred alternatives in Segment C could include the following stations located at:

- 108th Station (C11A – at-grade only): Located on Main Street between 108th and 110th avenues NE.
- Bellevue Transit Center Station (both C9T – tunnel and C11A – at-grade): Both alternatives are served by the Bellevue Transit Center Station, although the exact station location varies by alternative, see map.
- Hospital Station (Both C9T – tunnel and C11A – at-grade): Elevated station just north of NE 8th Street within the BNSF right-of-way.



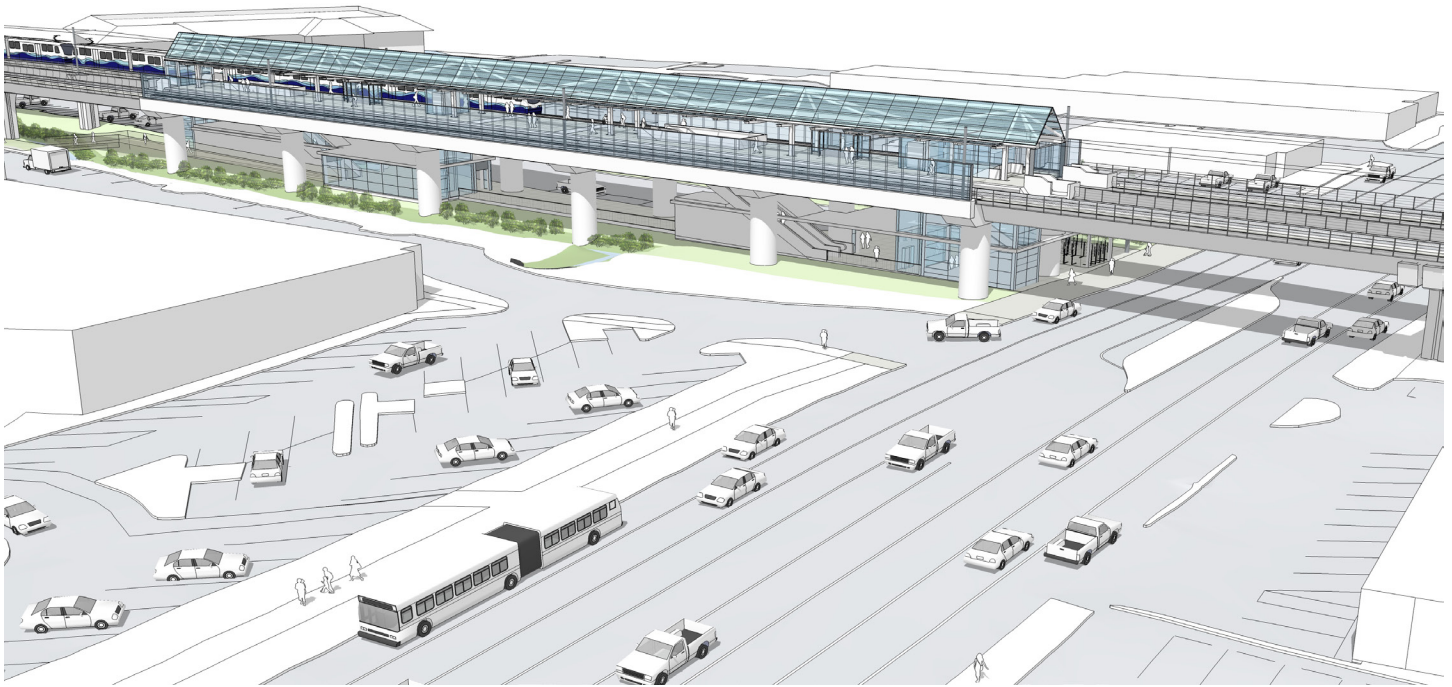
C9T & C11A (Preferred Alternatives) and other EIS Alternatives

Funding a Downtown Bellevue Tunnel

The ST2 plan provides funding for an at-grade or elevated alternative in downtown Bellevue (Segment C). The preferred tunnel alternative exceeds the East Link finance plan by approximately \$310 million (2010 dollars). For the Sound Transit Board to select the preferred tunnel alternative (C9T) in this segment, more funding sources would be required.

What's New in Segment C?

The C9T – East Main Station Design Option is a station on 112th Avenue SE which is a consideration with a connection from Preferred Alternative B2M as an alternate to SE 8th Station in Segment B.



Simulation of Hospital Station looking northeast

Benefits:

- Provides access to high quality, frequent transit service that operates 20 hours per day.
- Approximately 8,000 daily boardings would occur in downtown Bellevue.
- Light rail in this area would serve the dense central business district of downtown Bellevue, providing access to employment, education, and recreation.
- The City of Bellevue's downtown plan anticipates adding 14,000 housing units and 38,000 jobs by 2030.

Travel times*

(from Bellevue Transit Center)

- International District/Chinatown = 20-22 minutes
- University of Washington = 30-32 minutes
- Mercer Island = 10-12 minutes
- Overlake Transit Center = 10 minutes

* Reflects preferred alternative travel times

For more information:

Project Web page:

www.soundtransit.org/eastlink

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