

WELCOME TO FINAL DESIGN

EAST LINK EXTENSION

The purpose of tonight's meeting is to:

- Provide an opportunity for the community to meet with Sound Transit's team of engineers, architects, planners and community outreach staff
- Present and gather comments on updated design plans for the Seattle I-90 Segment, including the Rainier Station
- Share information about what to expect during the final design process and how to stay informed



Agenda

5-7 p.m. Open house

- Meet with project staff and view display boards and graphics featuring information about final design and design plans for the Seattle I-90 Segment of East Link Extension

5:30 p.m. Overview presentation

7 p.m. Meeting adjourns



July 2014

LIGHT RAIL ALIGNMENT

EAST LINK EXTENSION



Length: 14 miles

Ride times:

- Mercer Island to University of Washington: 20 minutes
- South Bellevue to Sea-Tac Airport: 50 minutes
- Overlake Transit Center to Bellevue Transit Center: 10 minutes

Rider projection: About 50,000 riders will use East Link every day by 2030

Budget: \$2.8 billion (2010 \$)

Start of service: Targeted 2023

2006-2011

Planning and environmental review

2011-2015

Final design
(we are here)

2015-2022

Construction

Targeted 2022

Testing & pre-operations

Targeted 2023

East Link in service



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I-90 SEGMENT: SEATTLE OVERVIEW

EAST LINK EXTENSION



Travel times (from Rainier Station)

- International District/Chinatown = 5 minutes
- University of Washington = 15 minutes
- Bellevue Transit Center = 15 minutes
- SeaTac Airport = 40 minutes (with transfer at International District Station)

Benefits:

- Provides access to high quality, frequent transit service that operates 20 hours per day
- Approximately 3,000 daily boardings at the Rainier Station (2030)
- Meets the City of Seattle's goals to promote urban villages, link urban centers, and facilitate access to employment centers for residents with expanded access to the Eastside



SUSTAINABILITY

EAST LINK EXTENSION

At Sound Transit, our most important job is moving people onto buses and trains.

Our framework for sustainability:

- **People** Help people move freely by increasing the availability and use of regional transit
- **Planet** Promote environmental stewardship and conserve natural resources
- **Prosperity** Maximize agency efficiency and enable people and businesses to save time and money

Sound Transit is always looking for ways to apply sustainable design principles to our projects, including using renewable construction materials, natural drainage solutions and maximizing natural light at stations.



LOOKING AHEAD TO CONSTRUCTION

EAST LINK EXTENSION

Sound Transit is committed to being a good neighbor by minimizing the impacts of our construction. During construction of East Link, Sound Transit will:

- Provide advanced notification of work and maintain a 24-hour construction hotline
- Maintain property access and minimize traffic disruptions
- Maintain a clean and safe work site
- Minimize noise, dust and debris
- Provide wayfinding and signage
- Reduce visual impacts
- Promote business districts

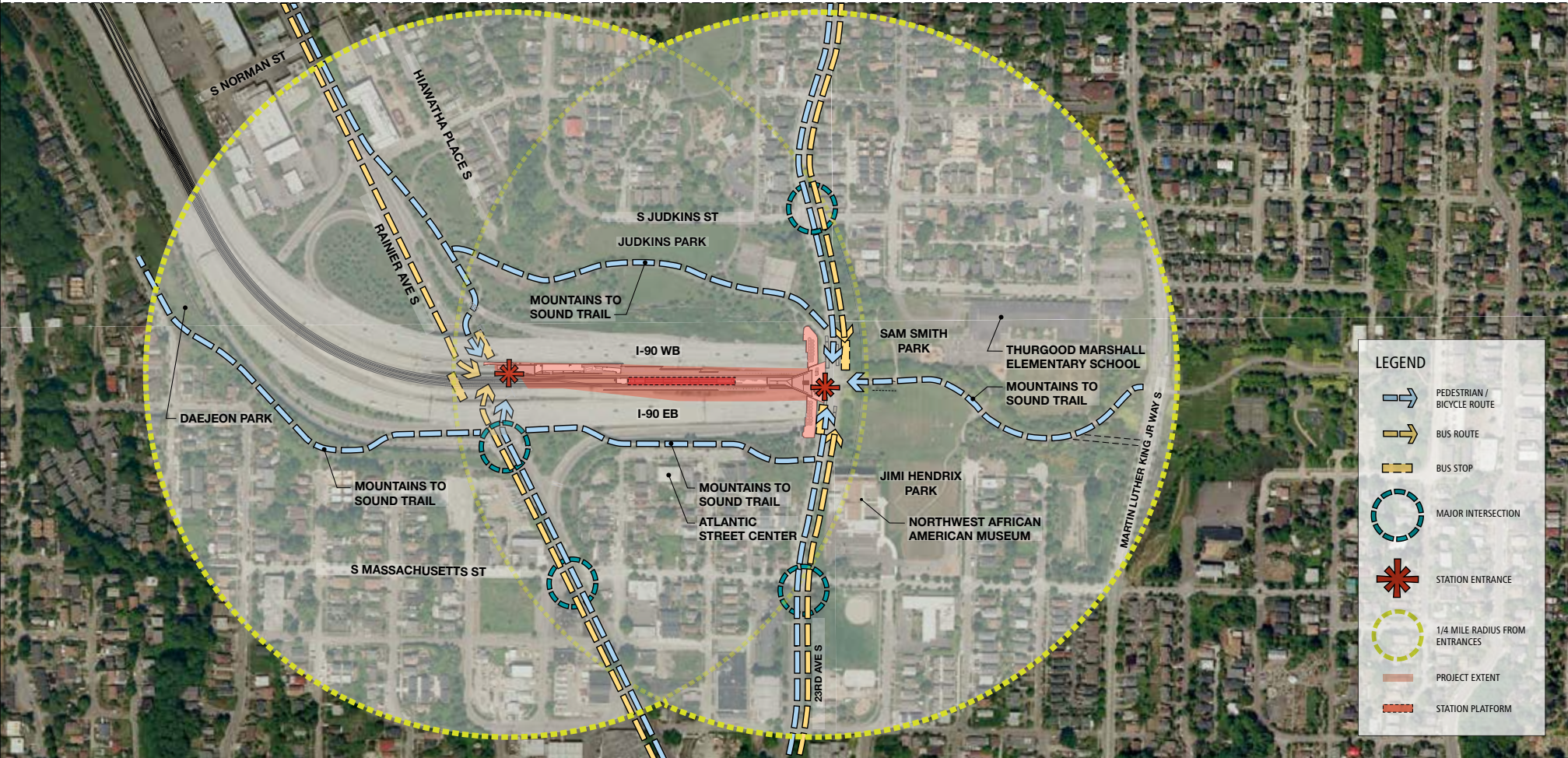
For construction information, call the 24-hour hotline 888-298-2395.



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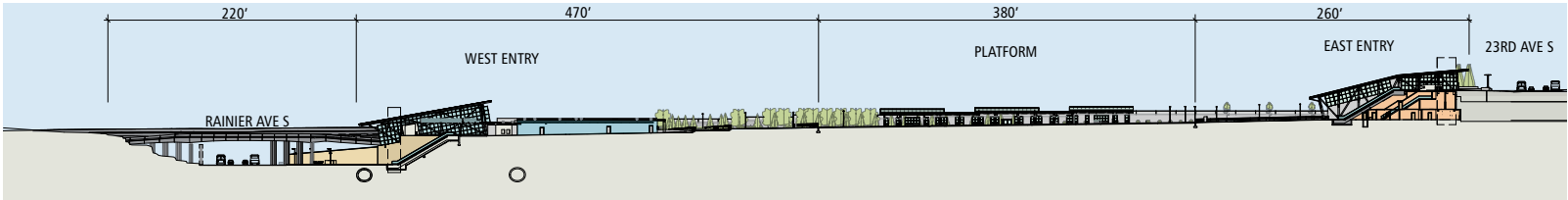
RAINIER STATION - 60% DESIGN

EAST LINK EXTENSION

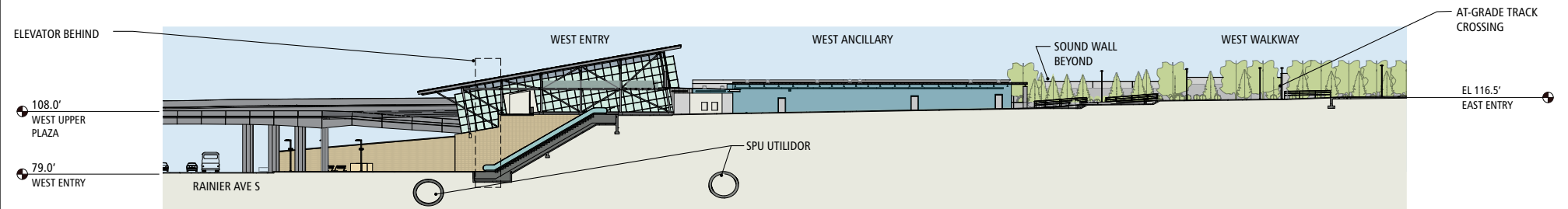


CONTEXTUAL PLAN

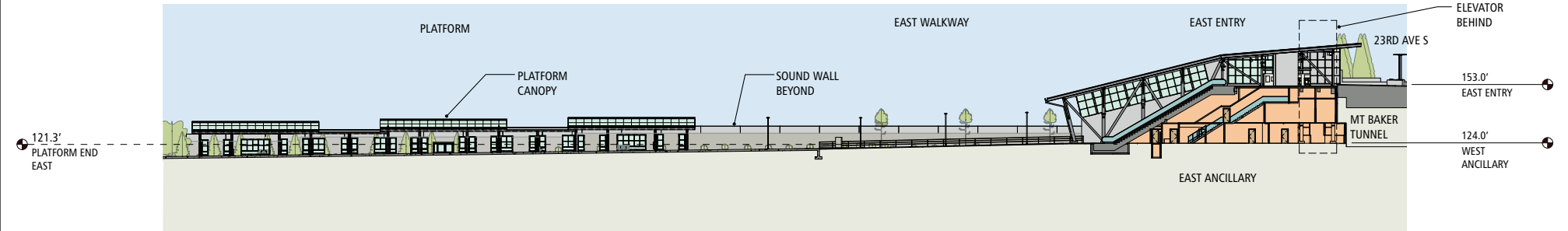
LONGITUDINAL SITE SECTIONS



LONGITUDINAL SITE SECTION



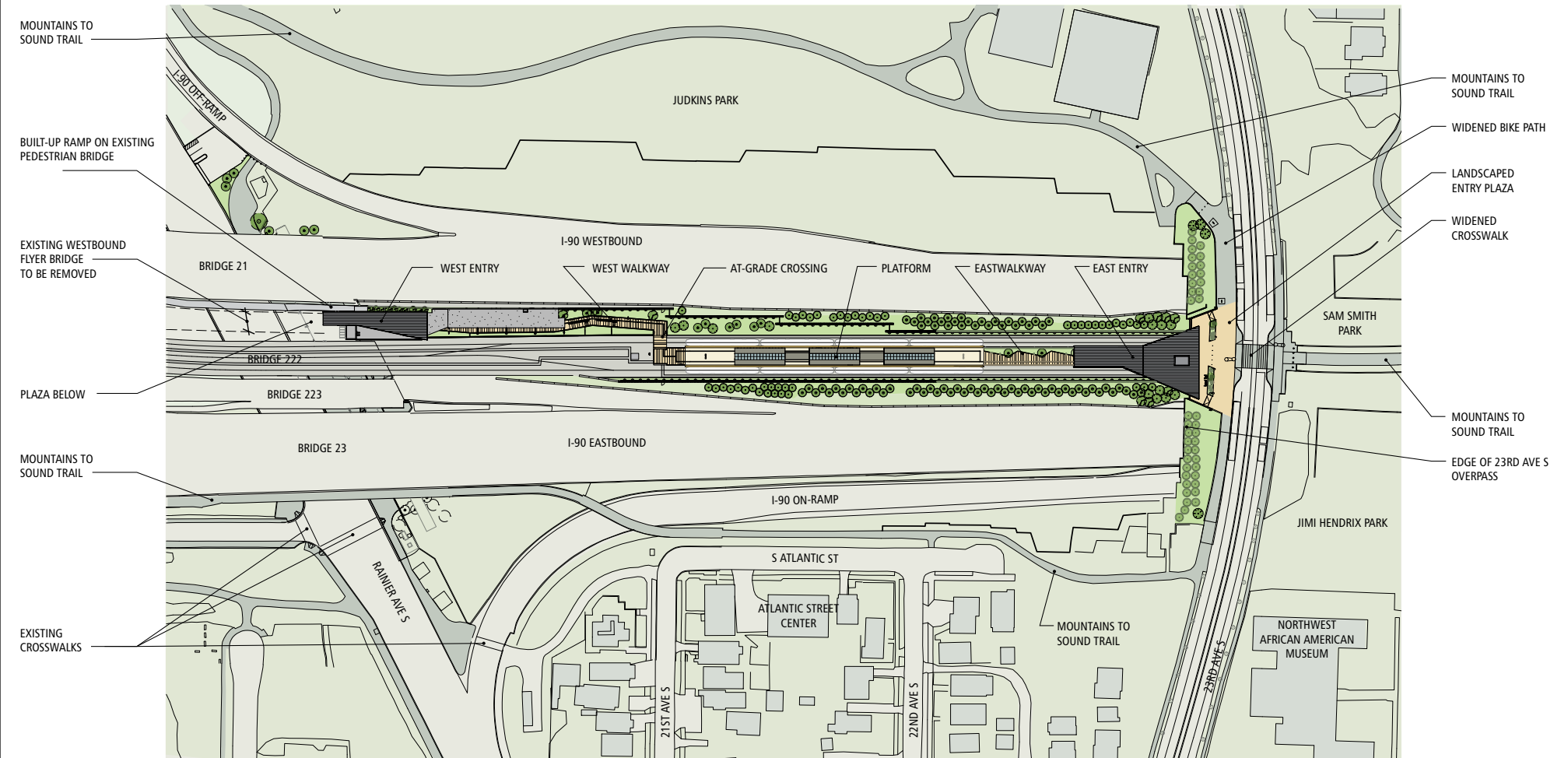
WEST LONGITUDINAL SITE SECTION



EAST LONGITUDINAL SITE SECTION




























RAINIER STATION - 60% DESIGN

EAST LINK EXTENSION



SITE PLAN

PLANT MATERIAL

TREES - EVERGREEN			TREES - DECIDUOUS		
 INCENSE CEDAR <i>Calocedrus decurrens</i>	 AUSTRIAN PINE <i>Pinus nigra</i>		 VINE MAPLE <i>Acer circinatum</i>	 DOUGLAS MAPLE <i>Acer glabrum</i>	 MAIDENHAIR TREE <i>Ginkgo biloba</i>
 CORAL BARK MAPLE <i>Acer palmatum 'Sango-Kaku'</i>	 STAGHORN SUMAC <i>Rhus typhina</i>				
SHRUBS			PERENNIALS		
 OREGON GRAPE <i>Mahonia aquifolium</i>	 SHRUB SERVICEBERRY <i>Amelanchier alnifolia</i>	 DWARF SWEETBOX <i>Sarcococca hookeriana humilis</i>	 KELSEY DOGWOOD <i>Cornus stolonifera 'Kelsey'</i>	 OCEAN SPRAY <i>Holodiscus discolor</i>	 RED FLOWERING CURRANT <i>Ribes sanguineum</i>
 HELLEBORE <i>Hellebore purpurea</i>	 EUPORBIA <i>Euphorbia amygdaloides var. Robbinsii</i>	 BECCA FLAX LILY <i>Dianella caerulea 'DCNCO' P.P.</i>	 GOLD STRIPE FLAX LILY <i>Dianella tasmanica 'Yellow Stripe'</i>		
 DEER FERN <i>Blechnum spicant</i>	 LADY FERN <i>Athyrium filix-femina</i>	 SWORD FERN <i>Polystichum munitum</i>	 SLOUGH SEDGE <i>Carex obnupta</i>	 SOFT RUSH <i>Juncus effusus var. Pacificus</i>	 SWORD LEAF RUSH <i>Juncus ensifolius</i>
 JAPANESE SPURGE <i>Pachysandra terminalis</i>	 KINNIKINNICK <i>Arctostaphylos uva-ursi</i>	 LOW OREGON GRAPE <i>Mahonia nervosa</i>	 SALAL <i>Gaultheria shallon</i>	 BOSTON IVY <i>Parthenocissus tricuspidata</i>	

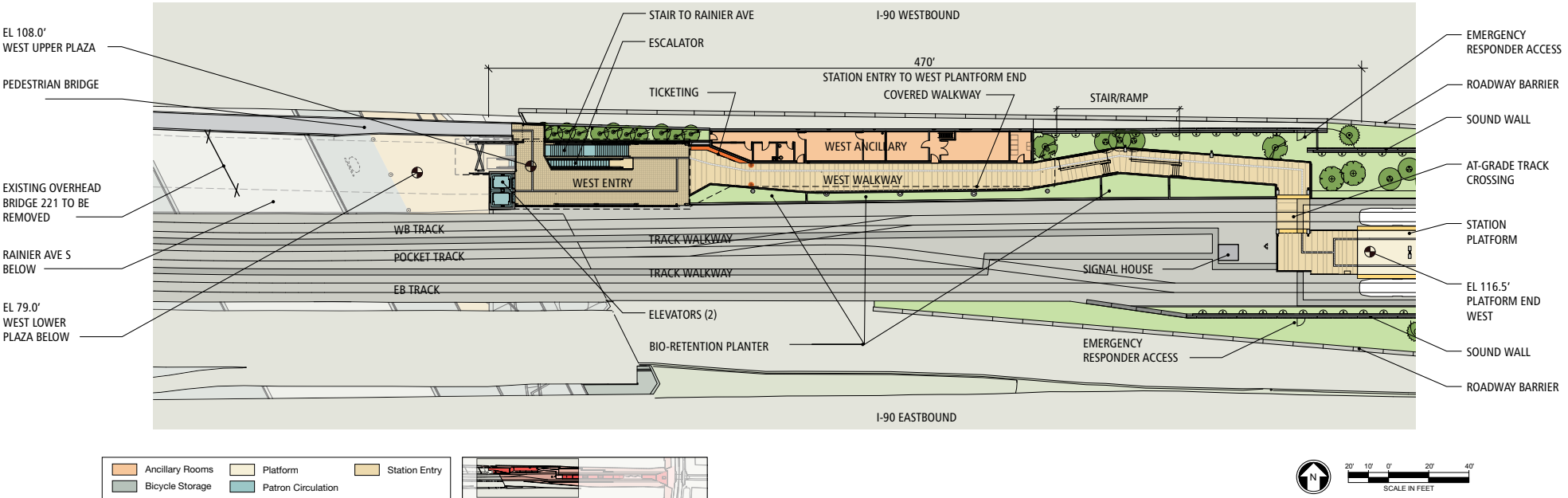
RAINIER STATION - 60% DESIGN

EAST LINK EXTENSION



WEST WALKWAY LOOKING TOWARD WEST ENTRY

WEST ENTRY - WEST WALKWAY PLAN



WEST ENTRY WALKWAY LOOKING WEST



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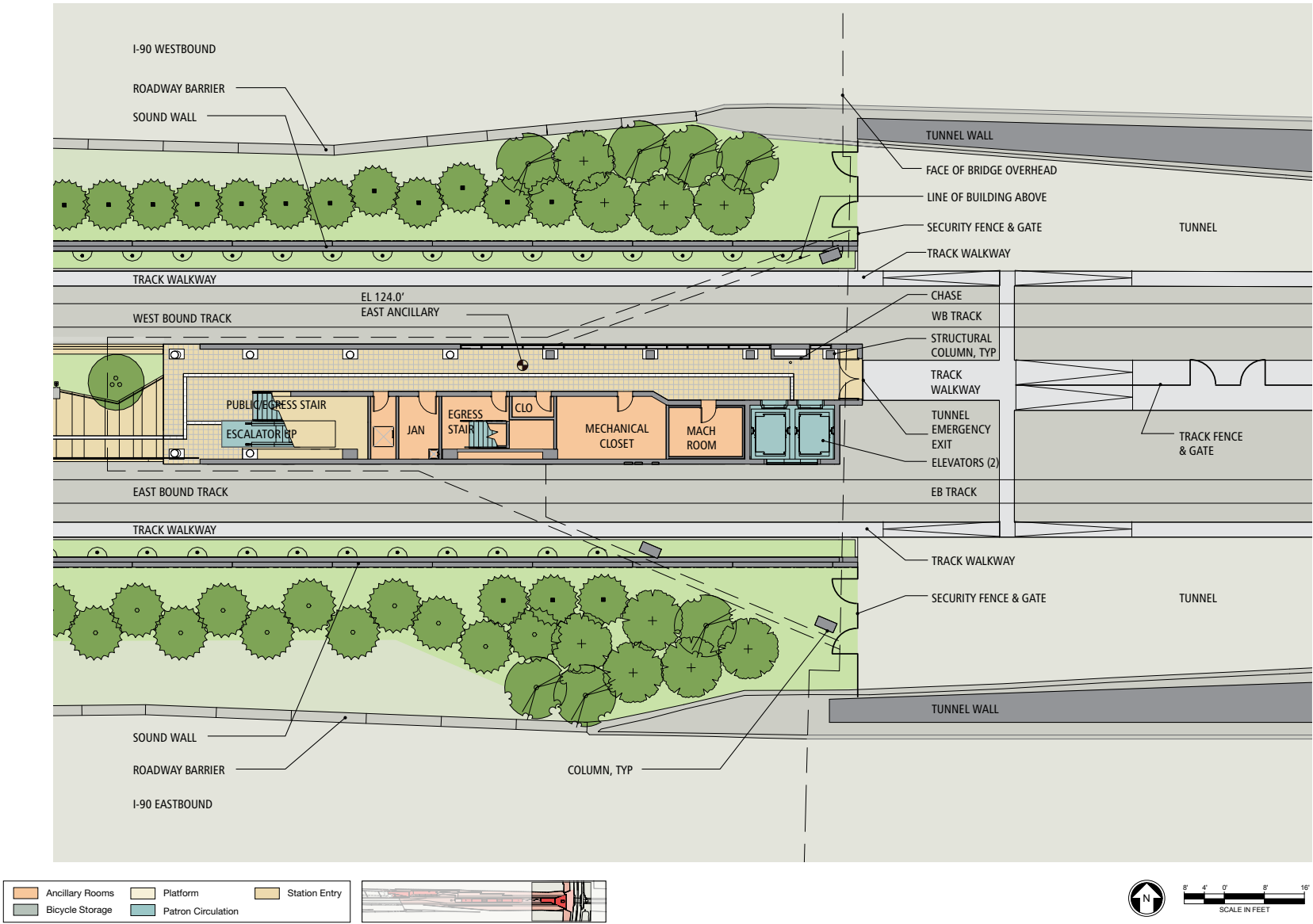
RAINIER STATION - 60% DESIGN

EAST LINK EXTENSION



PLATFORM LOOKING TOWARD EAST ENTRY

EAST ENTRY - LOWER LEVEL PLAN



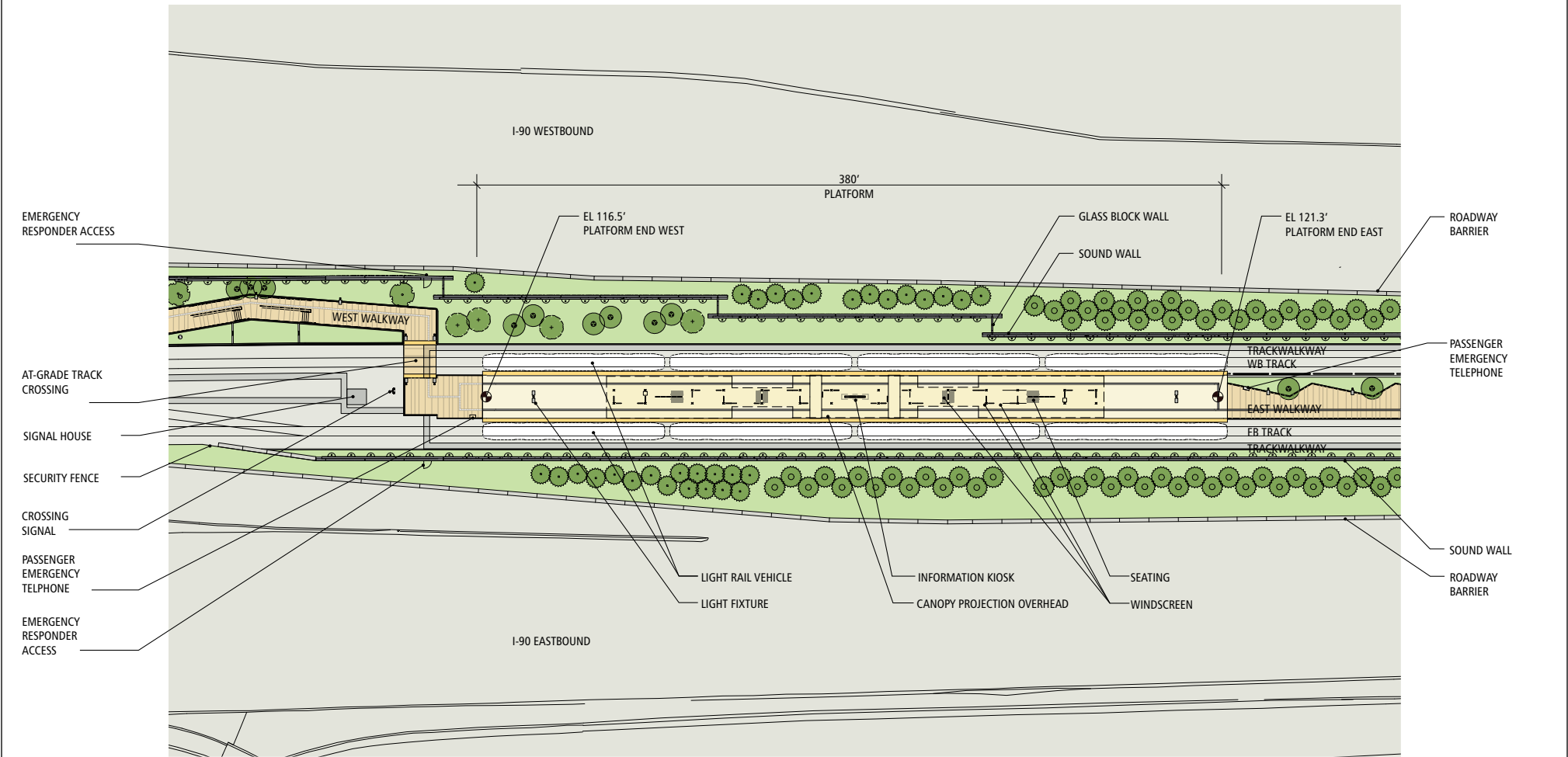
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EAST LINK EXTENSION



PLATFORM CANOPY LOOKING WEST

PLATFORM - PLAN



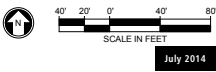
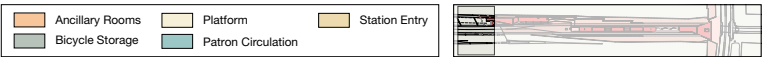
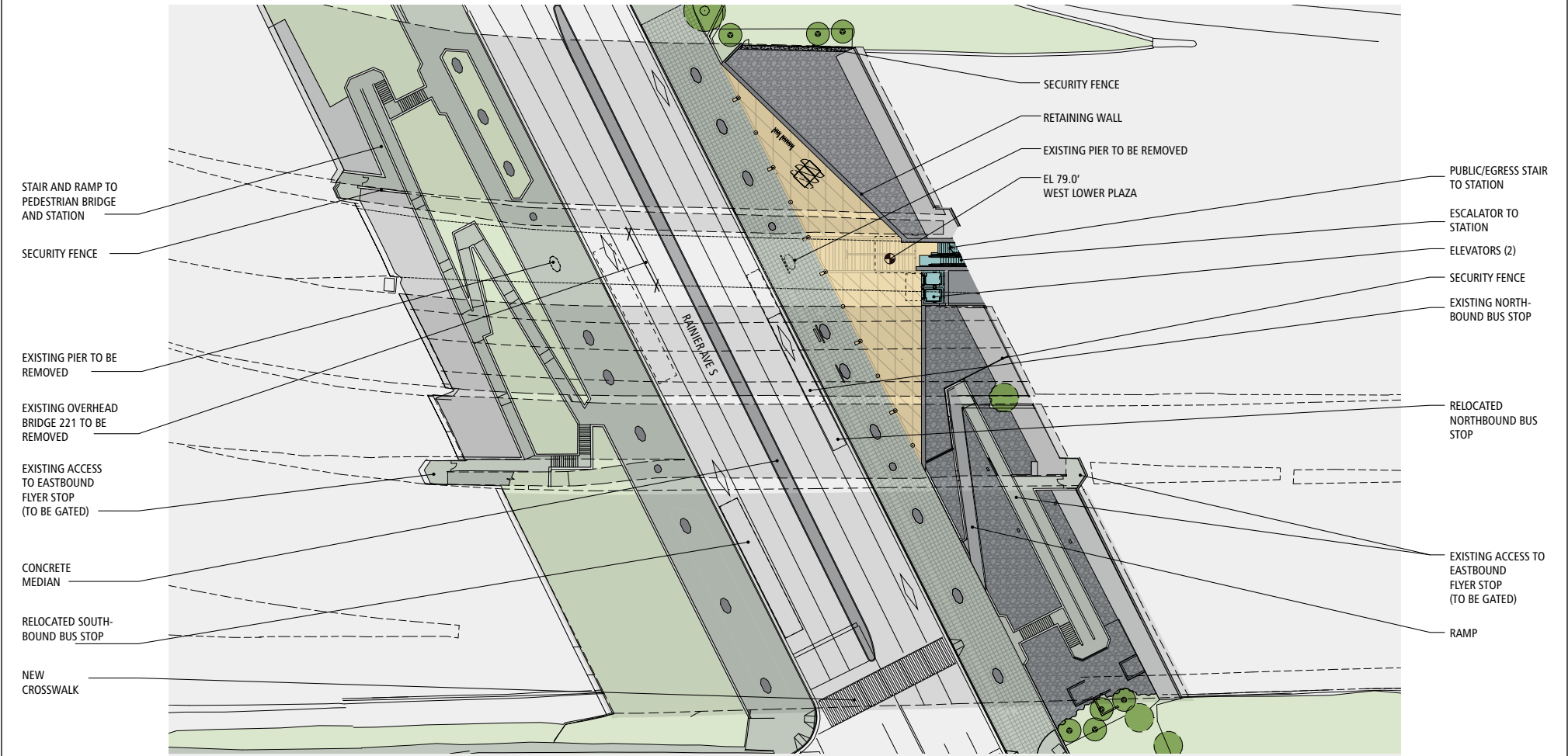
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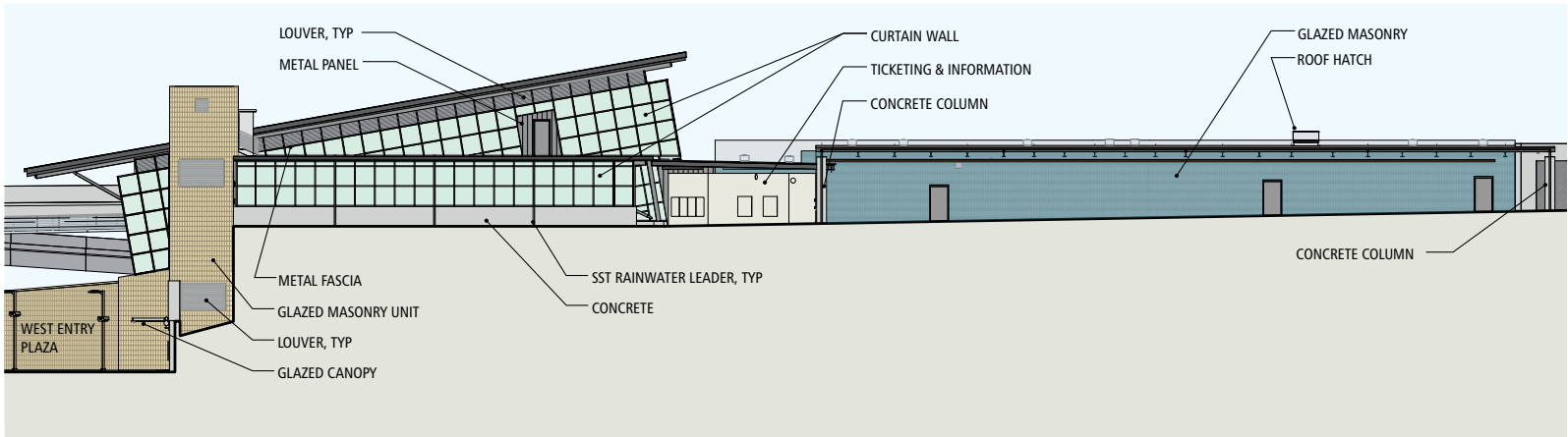
WEST ENTRY AT RAINIER AVENUE SOUTH

WEST ENTRY - LOWER PLAZA PLAN

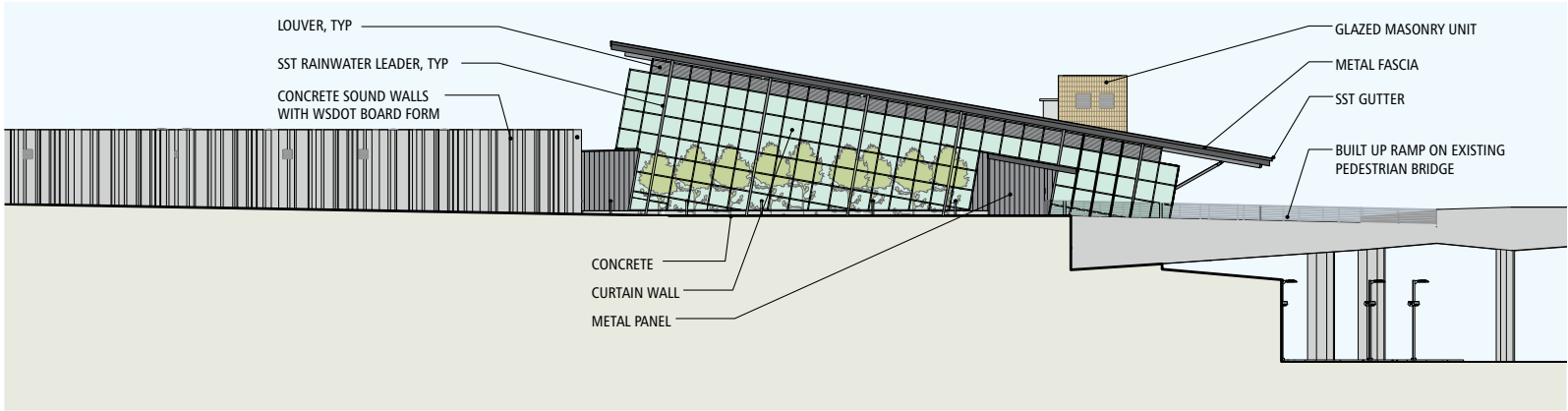


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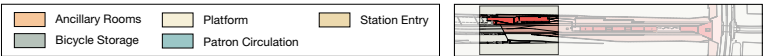
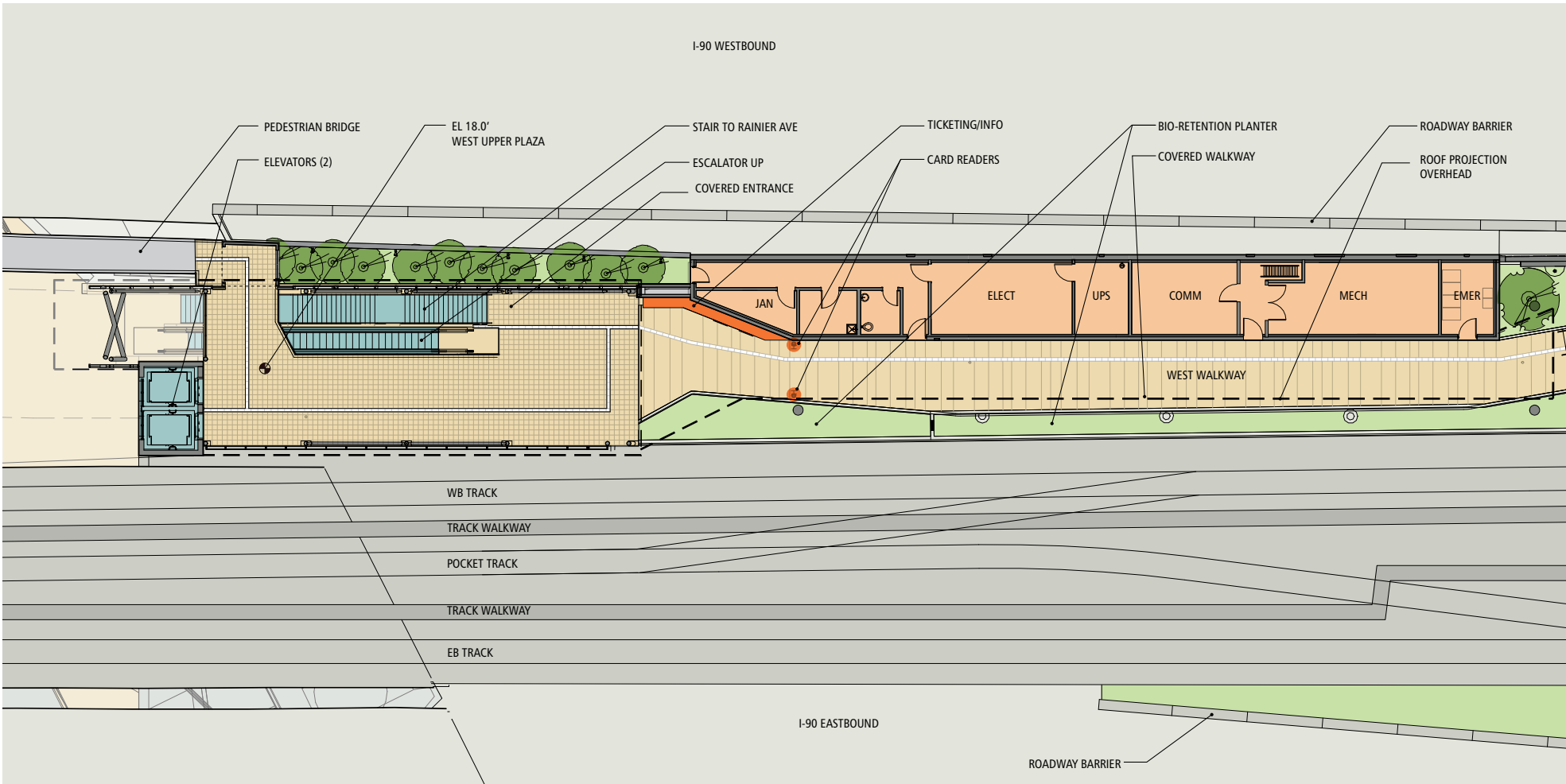
WEST ENTRY - SOUTH ELEVATION



WEST ENTRY - NORTH ELEVATION

WEST ENTRY - EXTERIOR ELEVATIONS

WEST ENTRY - UPPER PLAZA PLAN



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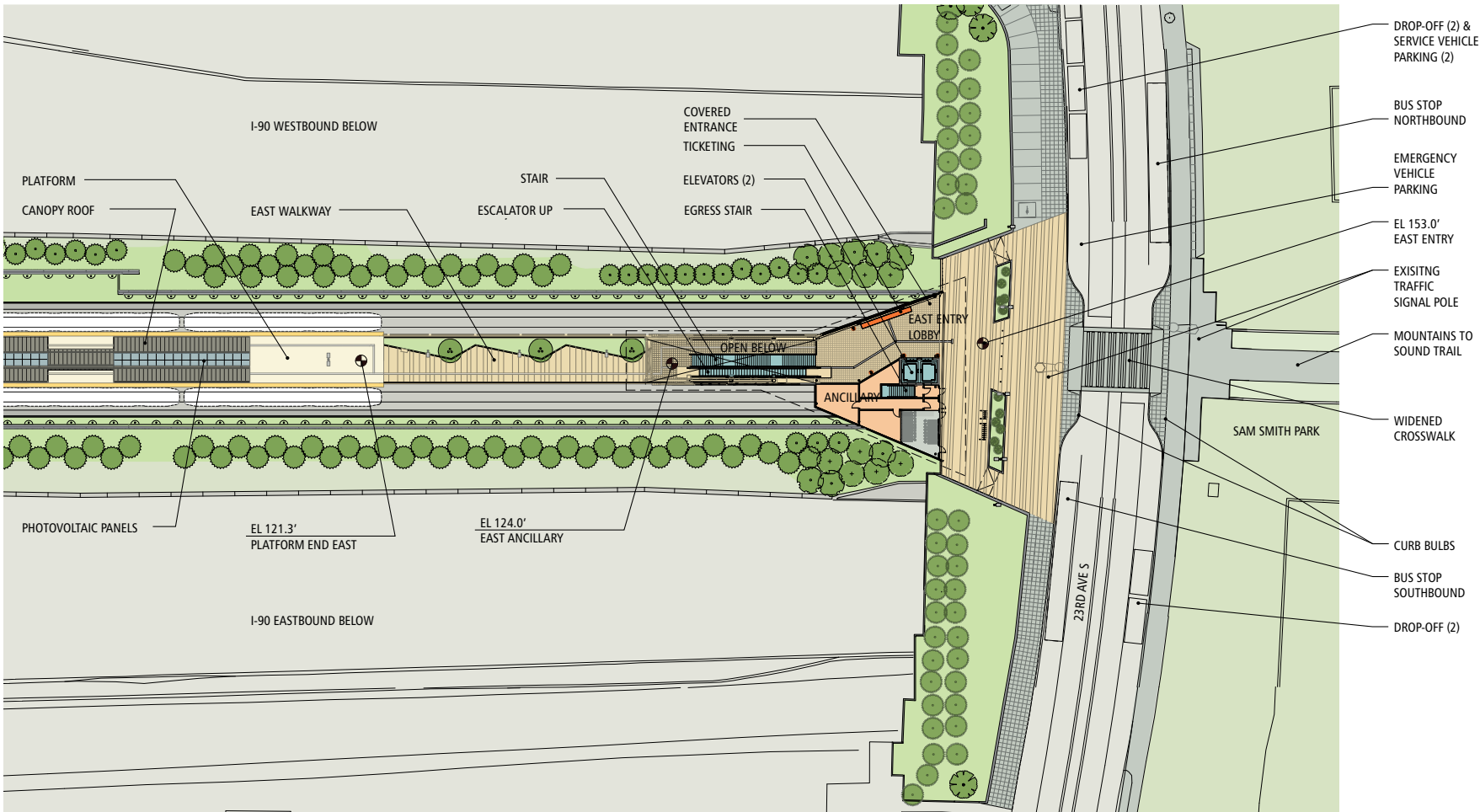
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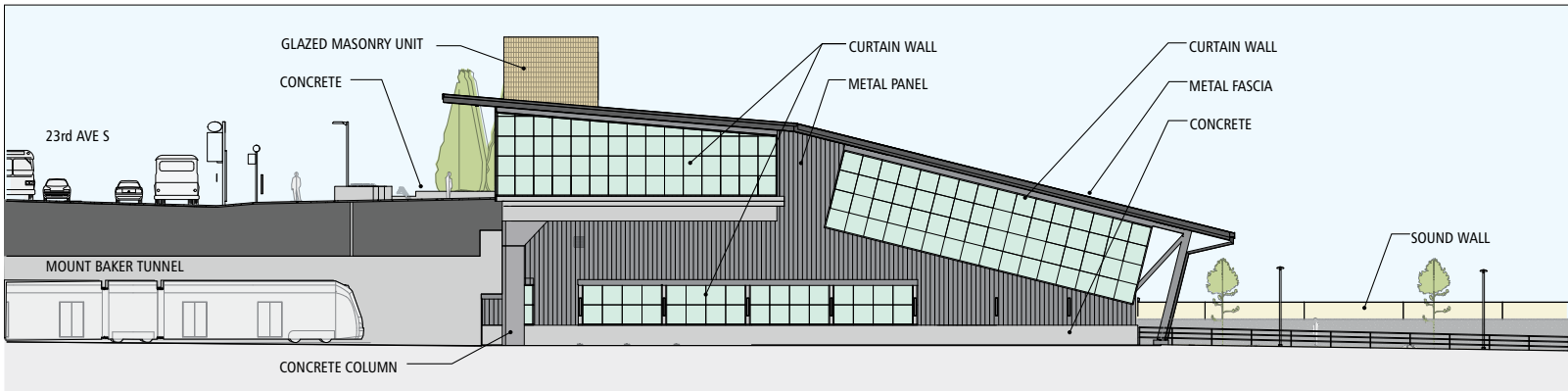
EAST ENTRY AT 23RD AVENUE SOUTH

EAST ENTRY - UPPER PLAZA PLAN

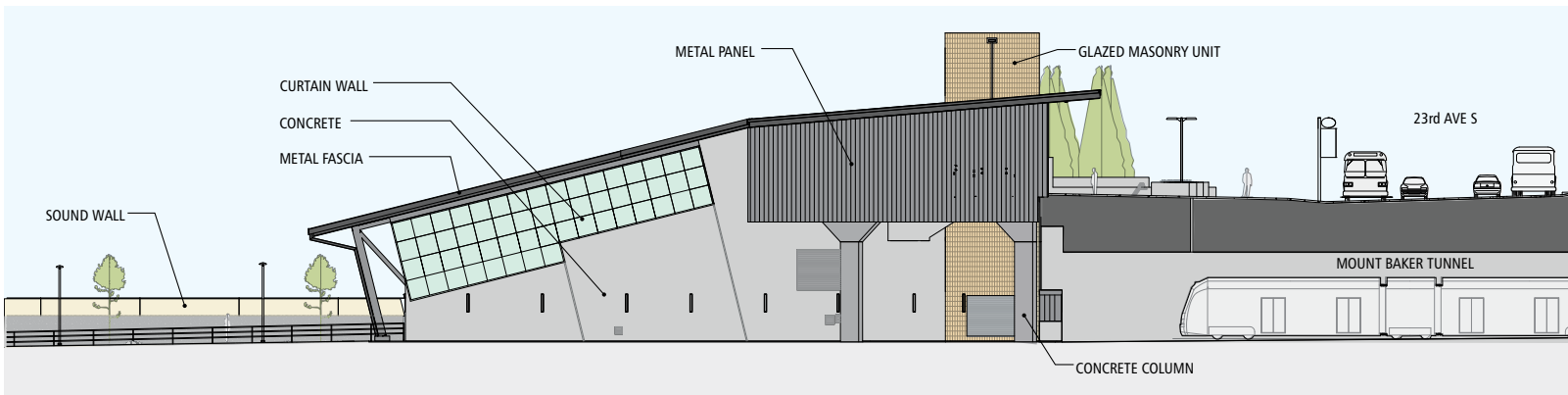


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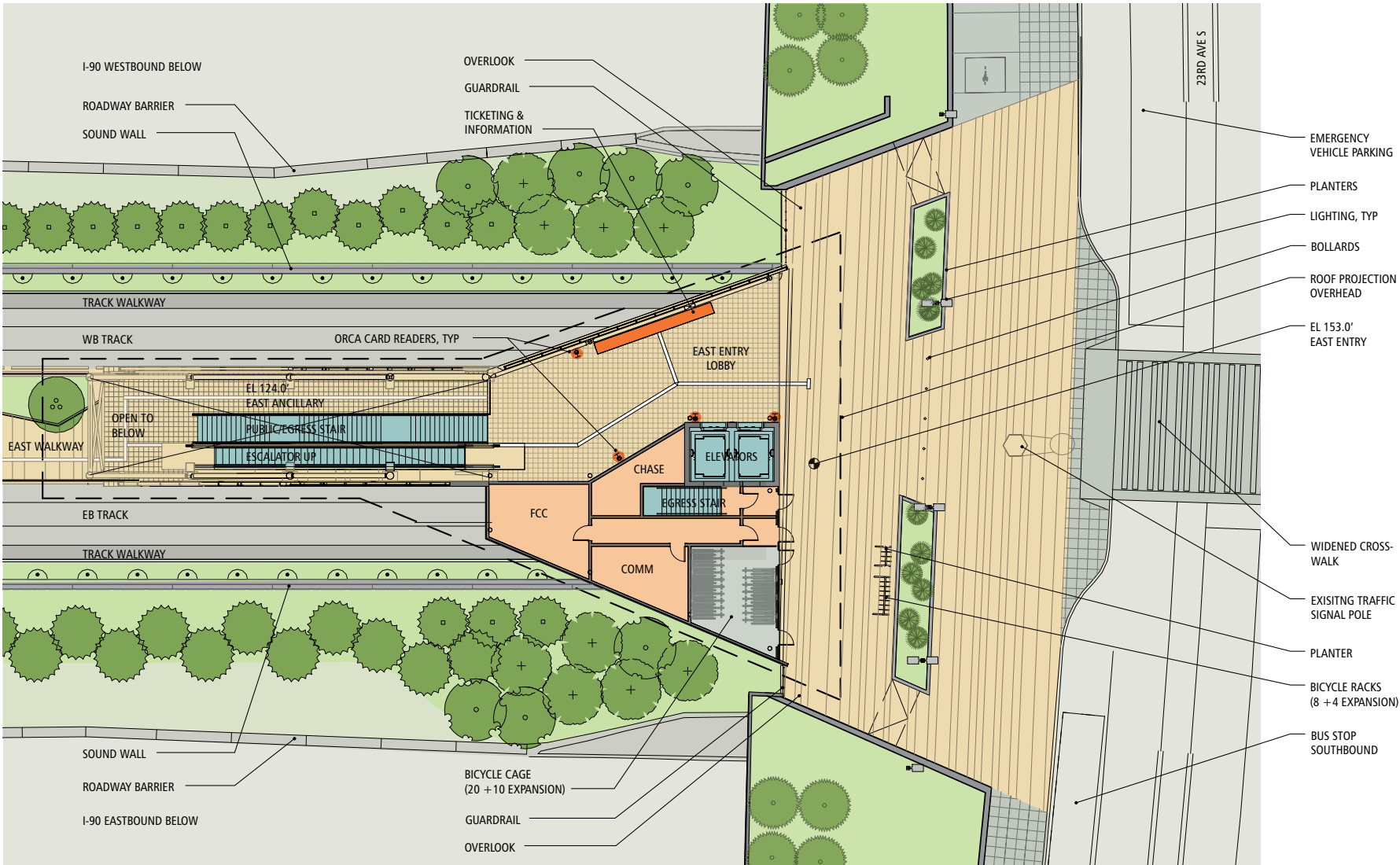
EAST ENTRY - NORTH ELEVATION



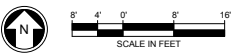
WEST ENTRY - SOUTH ELEVATION

EAST ENTRY - EXTERIOR ELEVATIONS

EAST ENTRY - UPPER PLAZA PLAN



Ancillary Rooms	Platform	Station Entry
Bicycle Storage	Patron Circulation	



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SUPPORTING STRUCTURES

EAST LINK EXTENSION

The safe and efficient operation of a light rail system relies upon a number of components in addition to the track, guideway and stations. These essential system elements house the equipment needed to supply power to the vehicles and ensure that warning signals and communications equipment function properly. Sound Transit will work through the 60% design milestone to identify the locations of these structures and screening where appropriate.

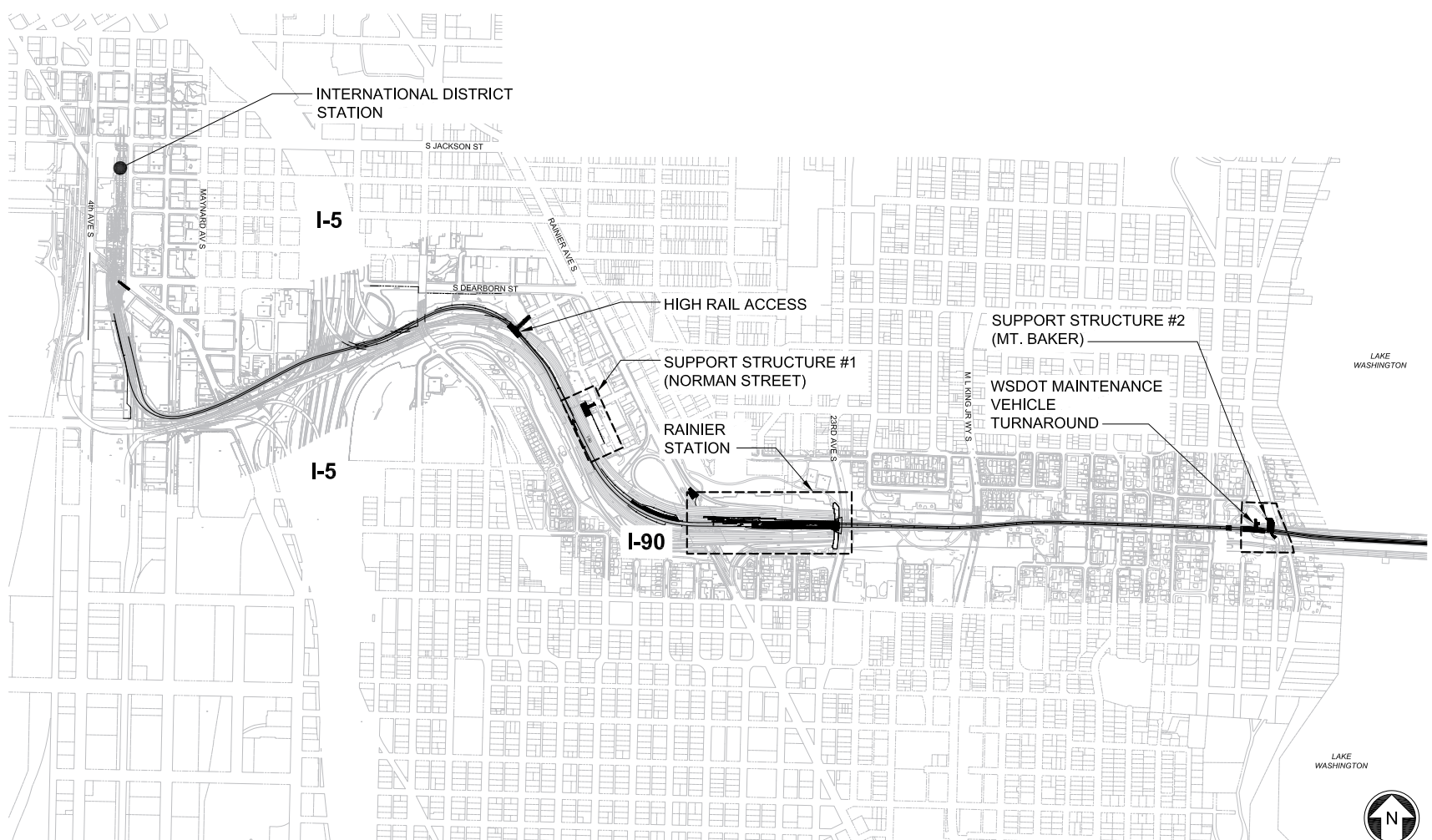
Traction Power Substation (TPSS) are located along the alignment and serve to convert electric power needed to operate the light rail **Overhead Contact System (OCS)** distribute power supplied from the TPSS to the light rail vehicles

Signal buildings house equipment used to control safety and operational signals



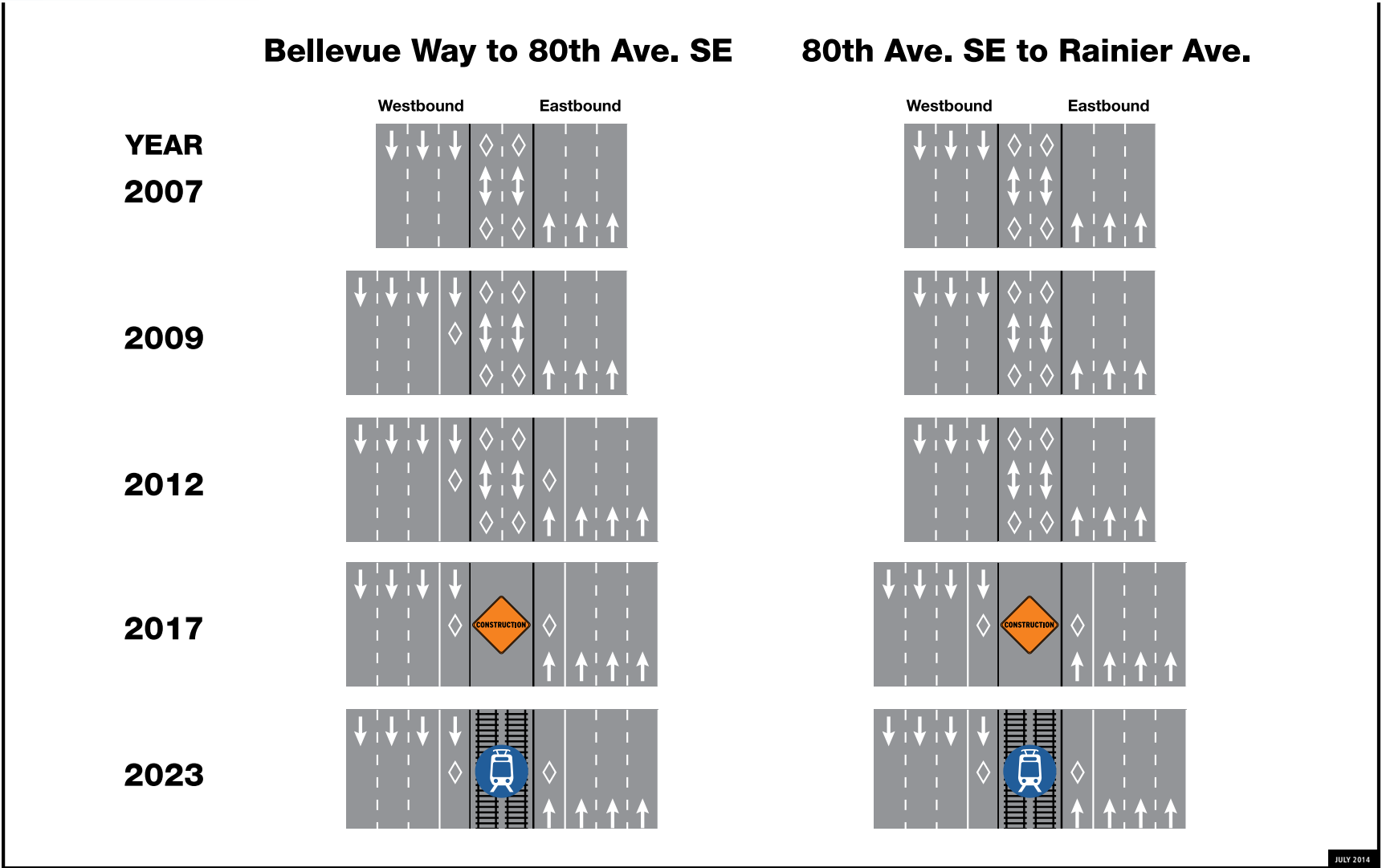
Examples of how architectural treatments and artwork may be used help screen ancillary structures

TPSS Site Locations: Rainier



I-90 CONSTRUCTION TIMELINE

TWO-WAY TRANSIT & EAST LINK EXTENSION PROJECTS



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RAINIER STATION - START OPPORTUNITIES

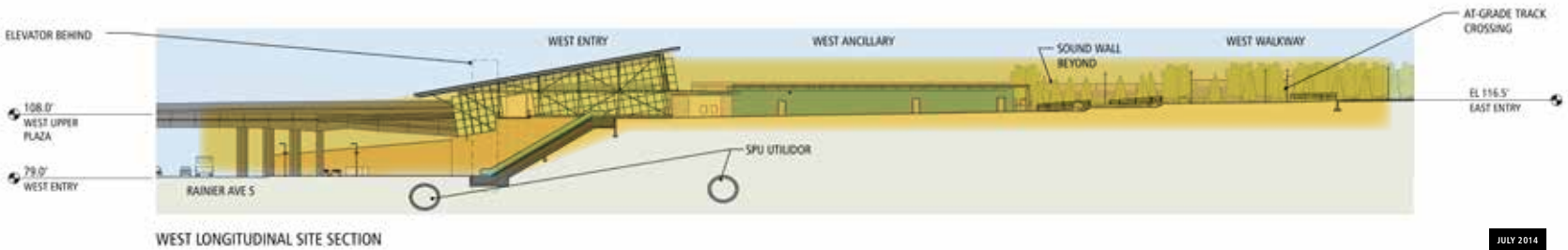
EAST LINK EXTENSION



An artist with an understanding of scale and infrastructure is being sought to consider the Rainier West Entry — with its removed freeway section — and the long pathway to the train platform.

Art projects are being developed for the Rainier 23rd Ave. S Entry to honor the area’s heritage, and that can be enjoyed by the blind.

Art Opportunities



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