



East Link light rail

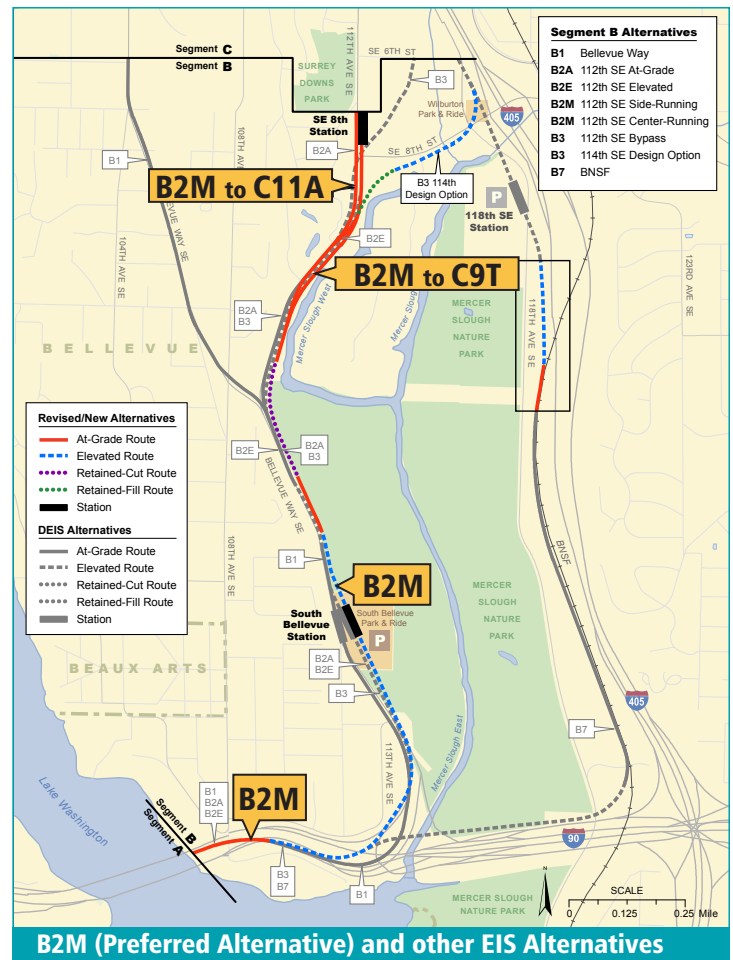
Segment B: South Bellevue

Segment Details

In Segment B, light rail runs between I-90 and SE 6th Street in south Bellevue. Sound Transit evaluated five light rail route alternatives in the 2008 East Link Draft Environmental Impact Statement (DEIS) and studied one new alternative in the Supplemental Draft Environmental Impact Statement (SDEIS). The preferred alternative (B2M) runs elevated from I-90 north along the Eastside of Bellevue Way SE to a station at the South Bellevue Park-and-Ride, an existing regional transit hub. From Bellevue Way SE, the preferred alignment continues north on 112th Avenue SE. During summer 2010, the Sound Transit Board identified an alignment connecting to Segment C running on 112th Avenue SE, after extensive public outreach. The SDEIS also studies a new proposal to preserve the Winters House by running light rail trains in front of the house in a lidded trench east of Bellevue Way SE.

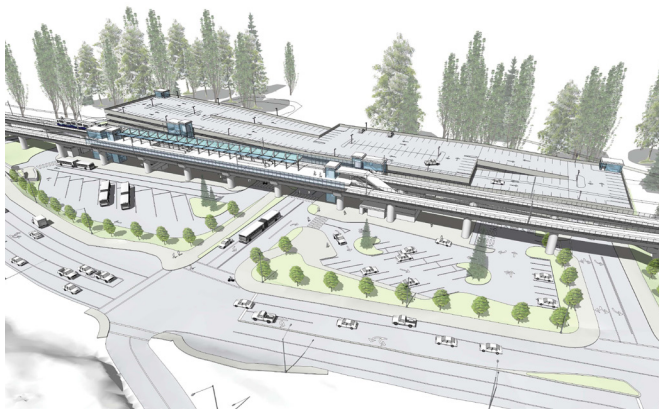
There are two variations of the B2M preferred alternative, depending on whether a tunnel or an at-grade alternative is selected for Segment C in downtown Bellevue. If the route connects to a tunnel alternative (C9T), trains would remain at-grade on the east side of 112th Avenue SE until the SE 8th Station. However, if the route connects to an at-grade alternative (C11A), it would move from the east side of 112th Avenue SE to the center median near SE 15th Street until reaching Segment C at SE 6th Street.

The C11A at-grade alternative does not include a station at SE 8th Street. Instead, a station would be located at Main Street and 108th Avenue NE in downtown Bellevue.



Segment B could include two stations. Stations would be located at:

- South Bellevue Station: Elevated station with a new 1,400 stall parking structure at the existing South Bellevue Park-and-Ride lot.
- SE 8th Station: If the route connects to the tunnel in downtown Bellevue (C9T), the route would include an at-grade station at SE 8th Street and 112th Avenue SE. The variation connecting to an at-grade alignment in downtown Bellevue (C11A) does not include a station at this location.



Simulation of South Bellevue Station and Park-and-Ride



Simulation of light rail in front of Winters House

Benefits:

- Provides access to high quality, frequent transit service that operates 20 hours per day.
- Approximately 4,500 to 5,500 daily boardings in Segment B.
- Increases park-and-ride capacity and travel options for south Bellevue residents and commuters, as well as employees in business parks located east of 112th Avenue SE, consistent with City of Bellevue transportation goals.

What's new in Segment B?

Since the publication of the 2008 DEIS, there is one new alternative in Segment B, the preferred 112th Avenue SE Modified Alternative (B2M), as described on front. In addition, there are two design modifications to alternatives identified in the 2008 DEIS. The first is a design modification to Alternative B3, known as the 114th Extension Design Option. The BNSF Alternative (B7) was also modified in order to address changes along the corridor due to the Washington State Department of Transportation's I-405 Project.

Travel times*

(from South Bellevue Station)

- International District/Chinatown = 14 minutes
- University of Washington = 26 minutes
- Bellevue Transit Center = 5-8 minutes
- Overlake Transit Center = 16-18 minutes
- Sea-tac Airport = 49 minutes

*Reflects preferred alternative travel times

For more information:

Project Web page:

www.soundtransit.org/eastlink

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