



East Link light rail

Segment D: Bel-Red/Overlake Corridor

Segment Details

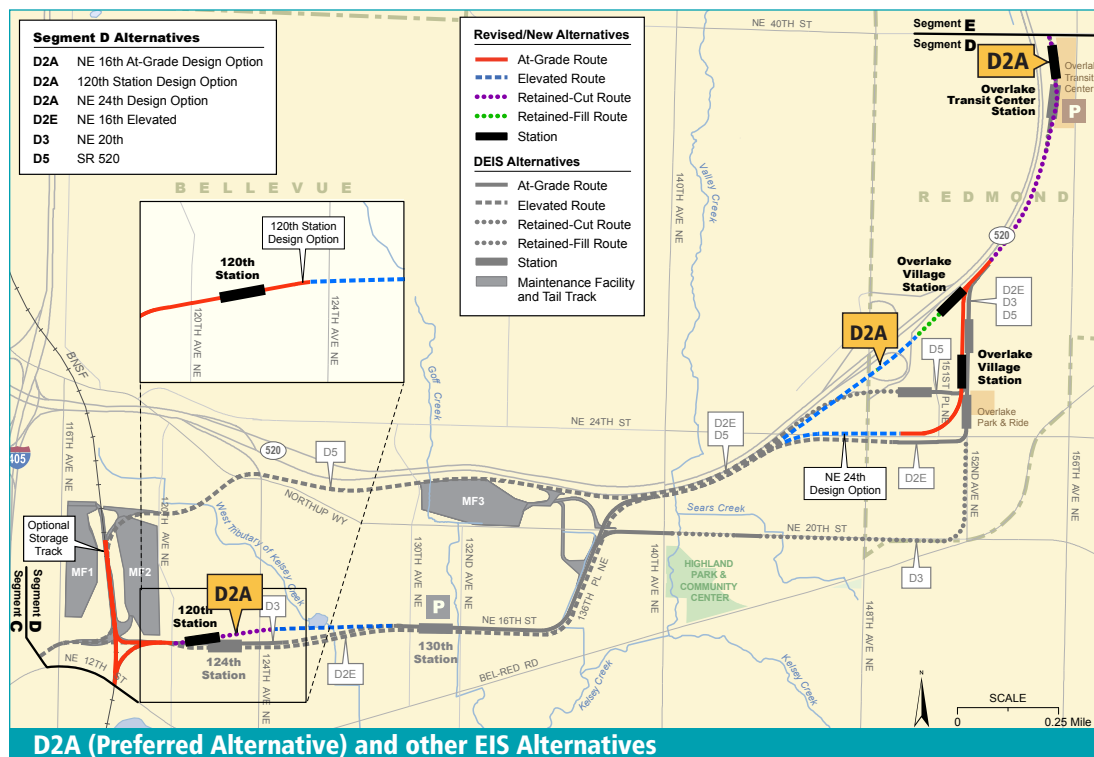
In Segment D, trains will serve the Bel-Red corridor, Overlake Village and Microsoft's Overlake campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Sound Transit evaluated three main route alternatives between downtown Bellevue and the Overlake Transit Center in the 2008 East Link Draft Environmental Impact Statement (DEIS). The preferred alternative, D2A, runs parallel to and north of, a proposed new NE 15th/16th street corridor, continues on the existing NE 16th Street, turns north at 136th Place NE and crosses NE 20th Street, transitioning to run along the south side of SR-520 to the Overlake Transit Center.

In April 2010, the Sound Transit Board identified a retained cut station as the preferred design for the 120th Station in Segment D, but the design is subject to a determination that Sound Transit's costs would be equal to or lower than an at-grade station. The Board also modified the preferred

route in the Overlake area with a shorter, and potentially less expensive, alternative that remains adjacent to SR-520 through the Overlake Village area.

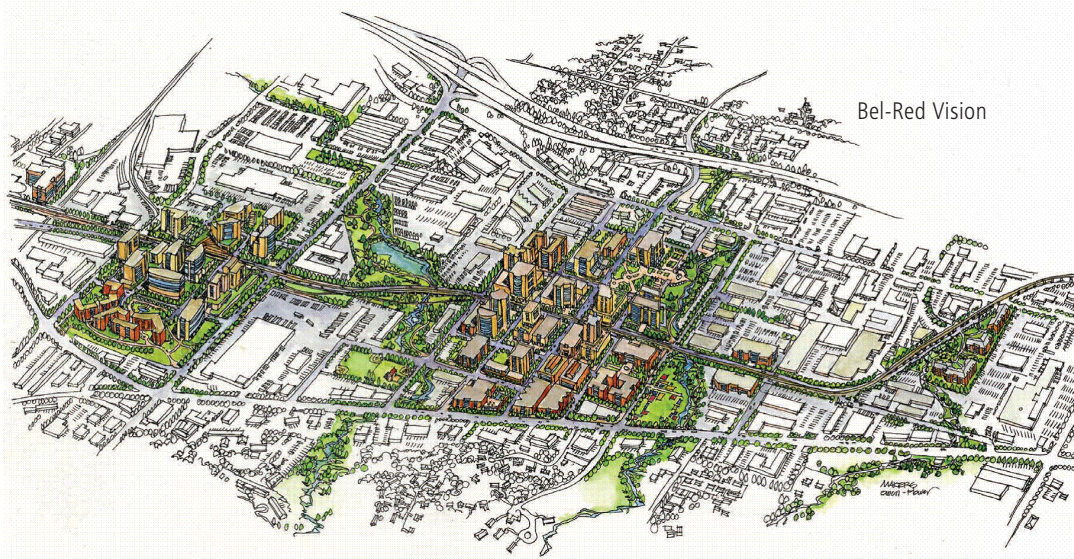
Segment D could include four stations. Stations would be located at:

- 120th Station: Located between 120th and 124th avenues NE north of a new NE 15th Street roadway planned by the City of Bellevue.
- 130th Station: Located on NE 16th Street between 130th and 132nd avenues NE. Includes a park-and-ride lot with 300 parking spaces.
- Overlake Village Station: Adjacent to SR-520 just north of the Overlake Village Park-and-Ride.
- Overlake Transit Center Station: Located at the existing Overlake Transit Center but reconfigured to accommodate the new station and up to 320 parking spaces.



Benefits:

- Provides access to high quality, frequent transit service that operates 20 hours per day.
- Approximately 7,000 daily boardings would occur in this area.
- Supports the dense, transit-oriented land use redevelopment plans of Bellevue and Redmond.
- Will accommodate future growth and planned transportation improvements in the Bel-Red Corridor and Overlake Neighborhood.
- The light rail preferred alternative in this area could serve four stations, provide new park-and-ride access for the Bel-Red corridor and have additional parking spaces near the Overlake Transit Center.
- Light rail in this area would complement existing transit services at Overlake Village Park-and-Ride and the Microsoft Connector service.



What's new in Segment D?

Sound Transit has modified the preferred alternative D2A by shifting the route in the 120th Station area to the north, remaining adjacent to SR-520 north of NE 24th Street, and moving the Overlake Village Station along SR-520. In addition, there are two new design options associated with this alternative:

- The 120th Station design option changes the design from at an-grade to a retained-cut station.
- The NE 24th Street design option involves a route change along the northside of NE 24th Street and the westside of 152nd Avenue NE, with a different location for the Overlake Village Station.

Travel times*

(from 130th Station)

- International District/Chinatown = 25-27 minutes
- University of Washington = 37-39 minutes
- Bellevue Transit Center = 5 minutes
- Overlake Transit Center = 5 minutes

*Reflects preferred alternative travel times

For more information:

Project Web page:

www.soundtransit.org/eastlink

Contact:

Emily Mannetti

Sound Transit Community Outreach Coordinator

206-398-5438

Eastlink@SoundTransit.org