

# PUBLIC INVOLVEMENT AND NEXT STEPS

## Public Involvement Process

Public input received in early 2009 during the comment period for the East Link Draft Environmental Impact Statement (EIS) helped guide the Sound Transit Board as they identified a preferred alternative. The Final EIS, to be released at the end of 2010, will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments.

Feedback received at the Fall 2009 workshops helped guide the project team as they began preliminary engineering work on the East Link Preferred alternative. In response to concern from both the community and peer review panels, Sound Transit is now evaluating new options for downtown Bellevue. The East Link project team will continue seeking feedback in response to key issues along the preferred alternative.

### Upcoming opportunities to stay involved

- Community and stakeholder briefings (ongoing)
- Community meetings (Spring 2010)
- Community fairs and festivals (Summer 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)

### How to provide feedback

- Submit comment forms tonight or through mail or email
- Speak with a member of the project team

### For more information contact:

Katie Kuciemba  
Community Outreach Specialist  
206-398-5459 or  
[eastlink@soundtransit.org](mailto:eastlink@soundtransit.org)  
[www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)



Project team member explains alternatives during a public meeting



Citizens providing comments during the Bellevue Draft EIS Open House



# EAST LINK LIGHT RAIL TIMELINE

## Milestones and Key Features of the Project Development and Decision Process

	2006	2007	2008	2009	2010	2011	2012 →
<b>Design/ Engineering</b>	<b>✓ Scoping alternatives</b> <ul style="list-style-type: none"> <li>1% design</li> </ul>	<b>✓ Conceptual engineering</b> <ul style="list-style-type: none"> <li>5% design</li> </ul>		<b>Preliminary engineering</b> <ul style="list-style-type: none"> <li>30% design</li> <li>Geotechnical work &amp; surveying</li> </ul>		<b>Final design</b> <ul style="list-style-type: none"> <li>60%, 90% and 100% design</li> </ul>	
<b>Environmental</b>	<b>✓ Scoping period (Fall)</b> <ul style="list-style-type: none"> <li>30-day comment period on scope of Environmental Impact Statement (EIS).</li> </ul> <b>✓ Draft EIS Alternatives (December)</b> <ul style="list-style-type: none"> <li>Sound Transit Board identified alternatives to be considered in Draft EIS</li> </ul>	<b>✓ Draft EIS</b> <ul style="list-style-type: none"> <li>Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives</li> <li>Analyzed project's environmental impacts, mitigation measures and benefits</li> <li>75 day public comment period (December 2008 - February 2009)</li> </ul>		<b>✓ Identify Preferred Alternative (May)</b> <ul style="list-style-type: none"> <li>Sound Transit Board identified a preferred alternative (not a final decision)</li> </ul>	<b>Reevaluate Downtown Bellevue Preferred Alternative (Spring)</b>  <b>Final EIS (Fall)</b> <ul style="list-style-type: none"> <li>Evaluates preferred alternative and all alternatives considered in Draft EIS</li> <li>Responds to comments on the Draft EIS</li> <li>Describes proposed mitigation commitments</li> </ul>	<b>Project Decision</b> <ul style="list-style-type: none"> <li>Sound Transit Board makes a final decision on project to be built after completion of Final EIS.</li> </ul> <b>Federal Record of Decision</b> <ul style="list-style-type: none"> <li>FTA issues a federal Record of Decision (required before any federal funding or approvals)</li> </ul>	
<b>Public Involvement</b>	<b>✓ Scoping outreach</b> <ul style="list-style-type: none"> <li>Held four public scoping meetings and one agency scoping meetings</li> <li>Received approximately 300 comments</li> <li>Community briefings</li> </ul>	<b>✓ Route &amp; station workshops (Spring)</b> <ul style="list-style-type: none"> <li>Conducted five community workshops</li> </ul> <b>✓ Fairs &amp; festivals (Summer)</b> <ul style="list-style-type: none"> <li>Conducted outreach and gathered comments at community festivals</li> </ul> <b>✓ Community briefings (Ongoing)</b> <ul style="list-style-type: none"> <li>Briefed community groups and organizations</li> </ul>	<b>✓ Fairs &amp; festivals (Summer)</b> <ul style="list-style-type: none"> <li>Conducted outreach and gathered comments at community festivals</li> </ul> <b>✓ Community briefings (Ongoing)</b> <ul style="list-style-type: none"> <li>Briefed community groups and organizations</li> </ul>	<b>✓ Draft EIS hearings (Jan-Feb)</b> <ul style="list-style-type: none"> <li>Conducted five public hearings to gather comment on Draft EIS</li> <li>Approximately 765 comments received</li> </ul> <b>✓ Fairs &amp; festivals (Summer)</b> <ul style="list-style-type: none"> <li>Conducted outreach and gathered comments at community festivals</li> </ul> <b>✓ Community workshops (Fall)</b> <ul style="list-style-type: none"> <li>Neighborhood-focused design workshops</li> </ul> <b>✓ Community briefings (Ongoing)</b> <ul style="list-style-type: none"> <li>Briefings to community groups and organizations</li> </ul>	<b>Public meetings (Winter/Spring):</b> <ul style="list-style-type: none"> <li>Conduct public meetings throughout alignment</li> </ul> <b>Fairs &amp; festivals (Summer)</b> <ul style="list-style-type: none"> <li>Conduct outreach and gather comments at community festivals</li> </ul> <b>Community briefings (Ongoing)</b> <ul style="list-style-type: none"> <li>Briefings to community groups and organizations</li> </ul>	<b>Community briefings (Ongoing)</b> <ul style="list-style-type: none"> <li>Briefings to community groups and organizations</li> </ul>	<div>2020 Service Begins →</div>
<b>Construction</b>							<div>Begin Construction Late 2013</div>



# C9T: 110TH NE TUNNEL ALTERNATIVE

## Description:

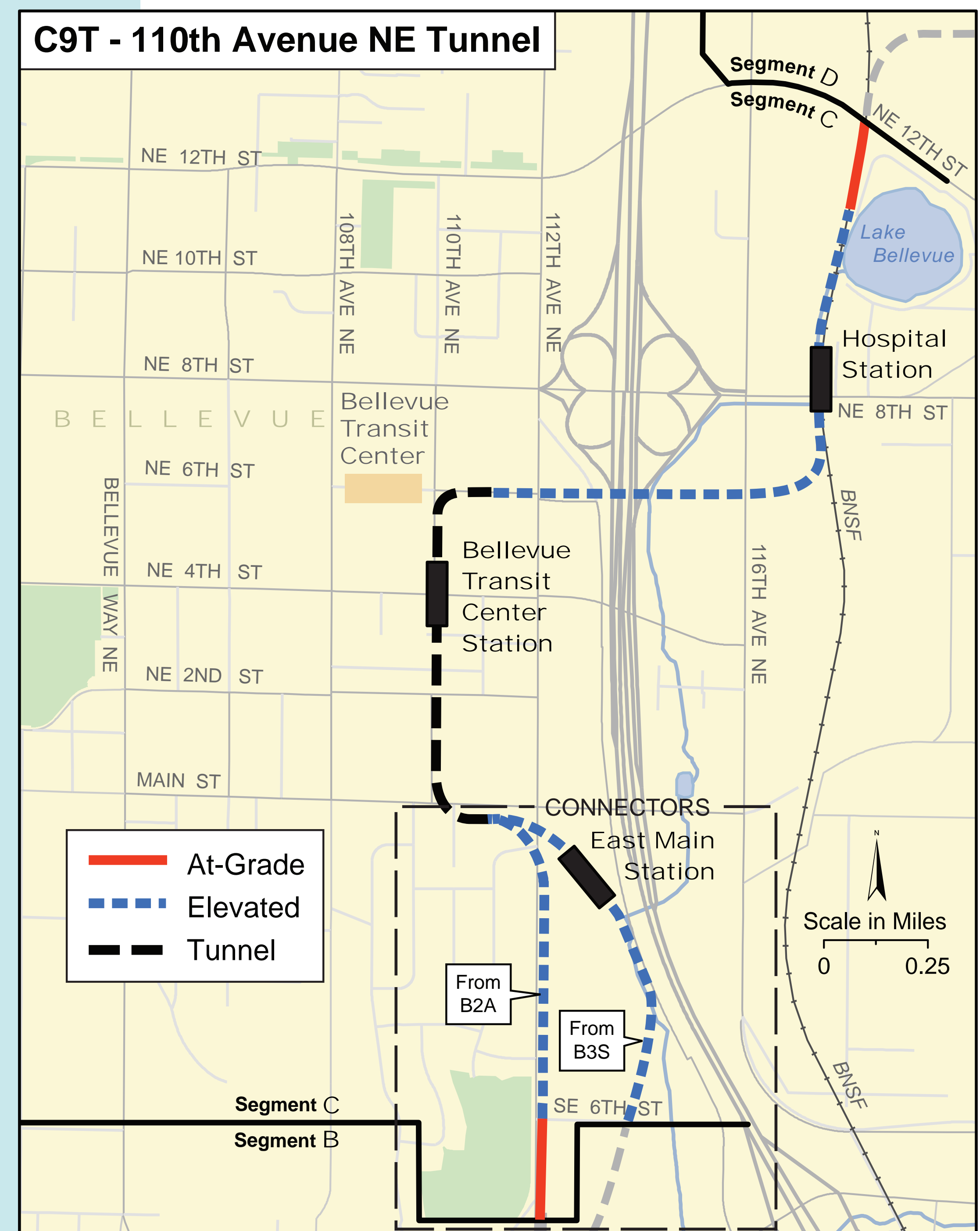
- Fully grade-separated.
- After crossing over 112th Avenue NE south of Main Street, the cut-and-cover tunnel begins at 110th Avenue NE and ends on NE 6th Street east of 110th Avenue NE.
- After light rail leaves the tunnel, it crosses over 112th Avenue NE and I-405.

## Stations:

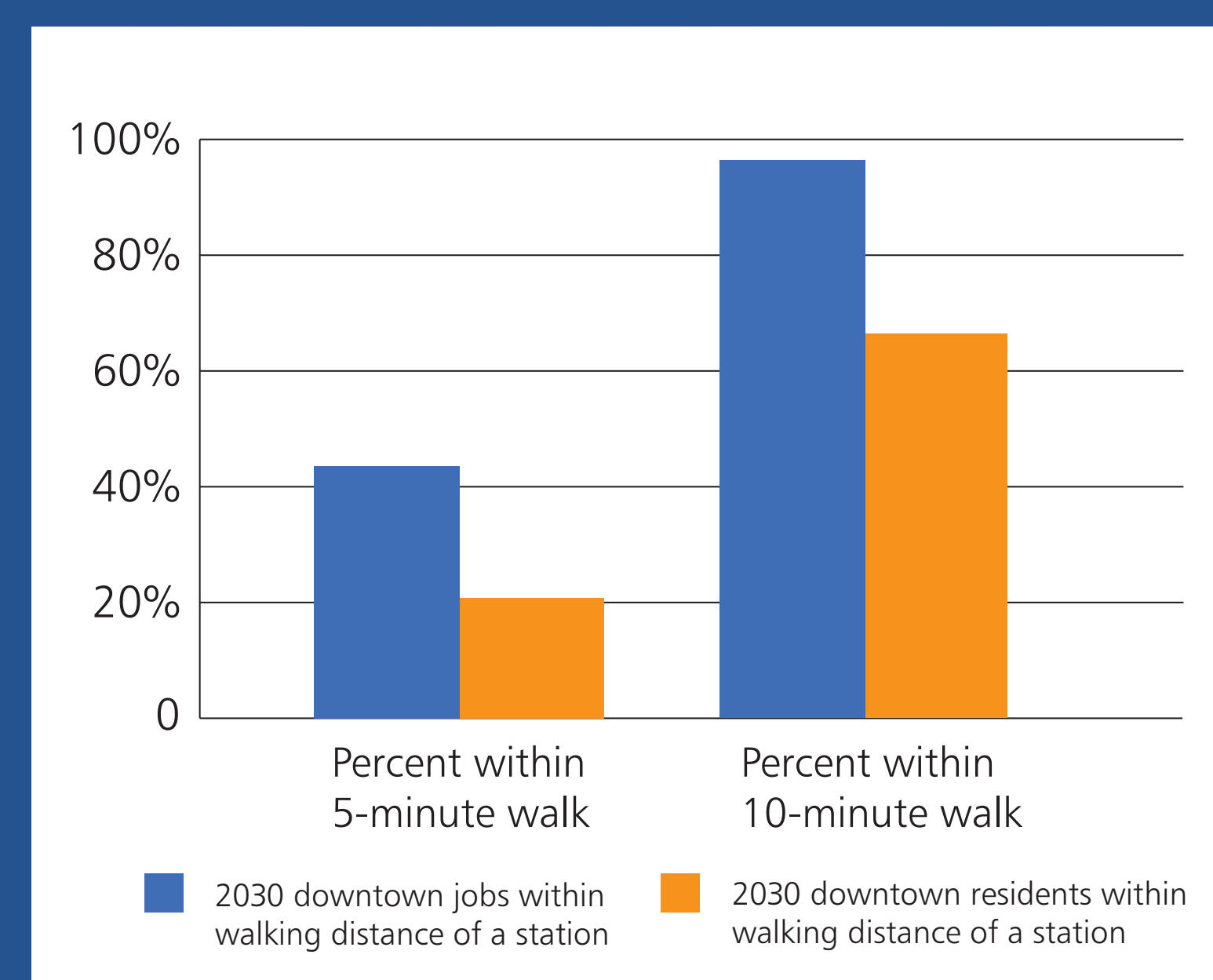
- Bellevue Transit Center Station is located under 110th Avenue NE near NE 4th Street south of the existing Bellevue Transit Center. Station entrances are at City Hall and south of NE 4th Street.
- Hospital Station is elevated and located at NE 8th Street in the former BNSF Railway corridor. Includes grade-separated pedestrian crossing of NE 8th Street.
- East Main Station is located on the southeast corner of Main Street and 112th Avenue SE.

## Technical Analysis:

- Highest cost of the new alternatives
- 6 minute travel time in Segment C
- Causes the most construction disruption (tunnel excavation and restoration of street)
- Highest system-wide ridership



- Cost: \$990 million (2007 dollars)
- 8,000 boardings in Segment C
- 51,000 East Link riders
- 44% of jobs and 21% of residents within 5-min. walk
- 97% of jobs and 66% of residents within 10-min. walk
- 3 stations in Segment C





# C9A: 110TH NE AT-GRADE ALTERNATIVE

## Description:

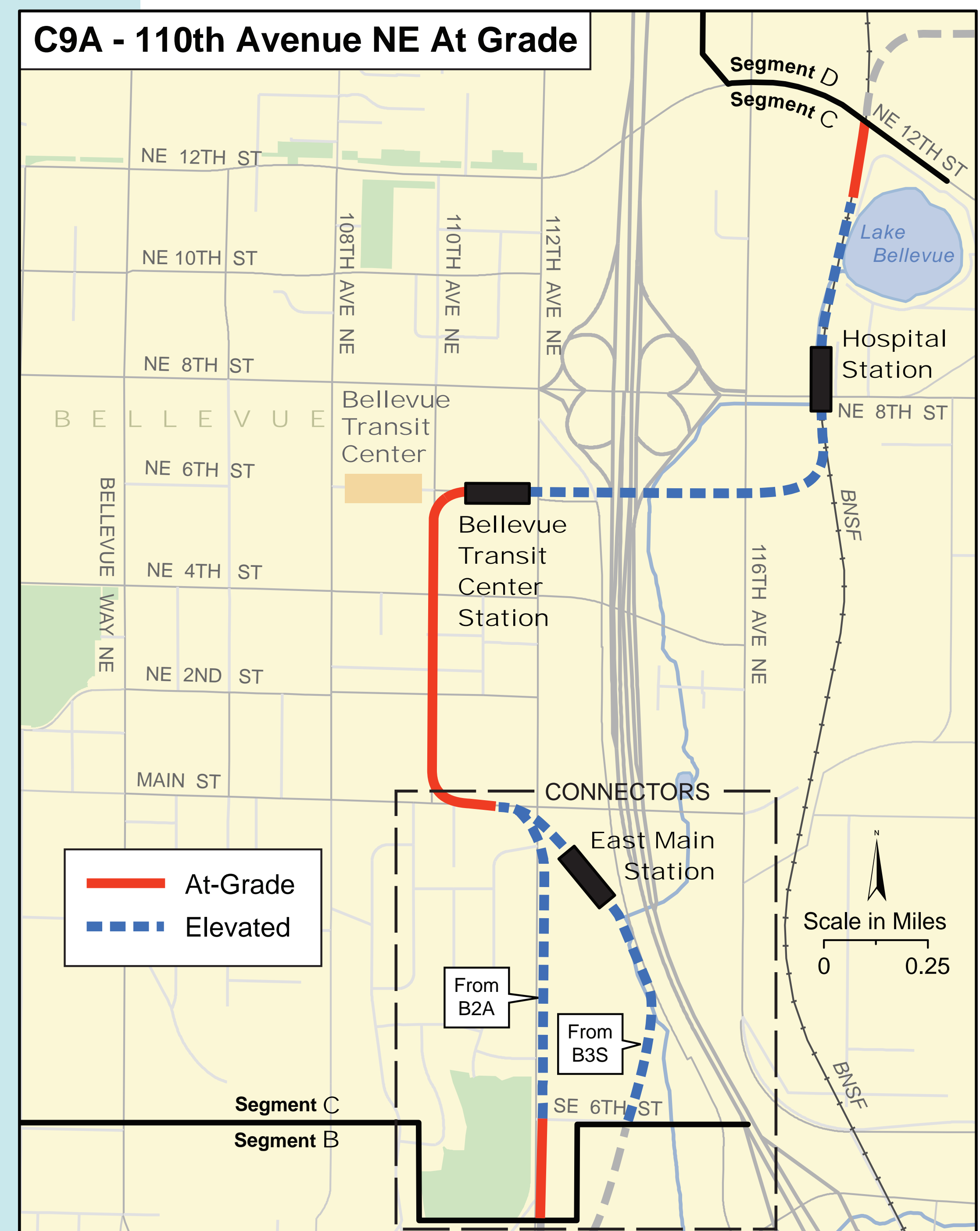
- The route is 24 percent at-grade and 76 percent grade-separated.
- Light rail crosses over 112th Avenue NE at Main Street, then transitions to at-grade between Main Street and NE 6th Street in the center of 110th Avenue NE.
- East of 110th Avenue NE on NE 6th Street, light rail crosses over 112th Avenue NE and I-405.

## Stations:

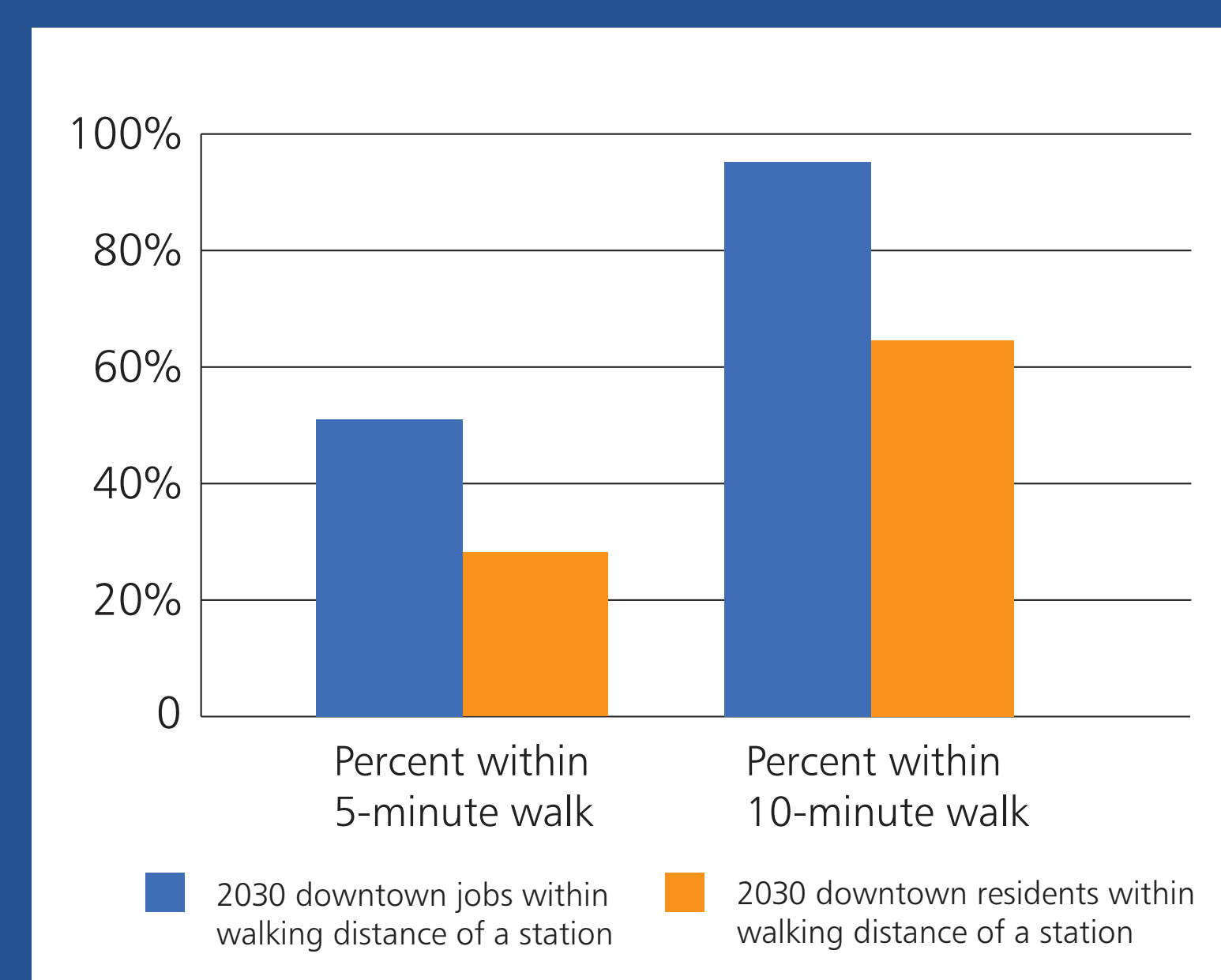
- Bellevue Transit Center Station is elevated on NE 6th Street east of 110th Avenue NE with an at-grade (level) entrance from the existing transit center.
- Hospital Station is located at NE 8th Street in the former BNSF Railway corridor and includes a grade-separated pedestrian crossing of NE 8th Street.
- East Main Station is located on the southeast corner of Main Street and 112th Avenue SE.

## Technical Analysis:

- Costs less than alternatives C9T and C11A
- 9 minute travel time in Segment C
- Transition structure is lower along Main Street between 112th and 110th Avenue than C11A



- Cost: \$640 million (2007 dollars)
- 7,500 boardings in Segment C
- 48,500 East Link riders
- 51% of jobs and 28% of residents within 5-min. walk
- 96% of jobs and 63% of residents within 10-min. walk
- 3 stations in Segment C





# C11A: 108TH NE AT-GRADE ALTERNATIVE

## Description:

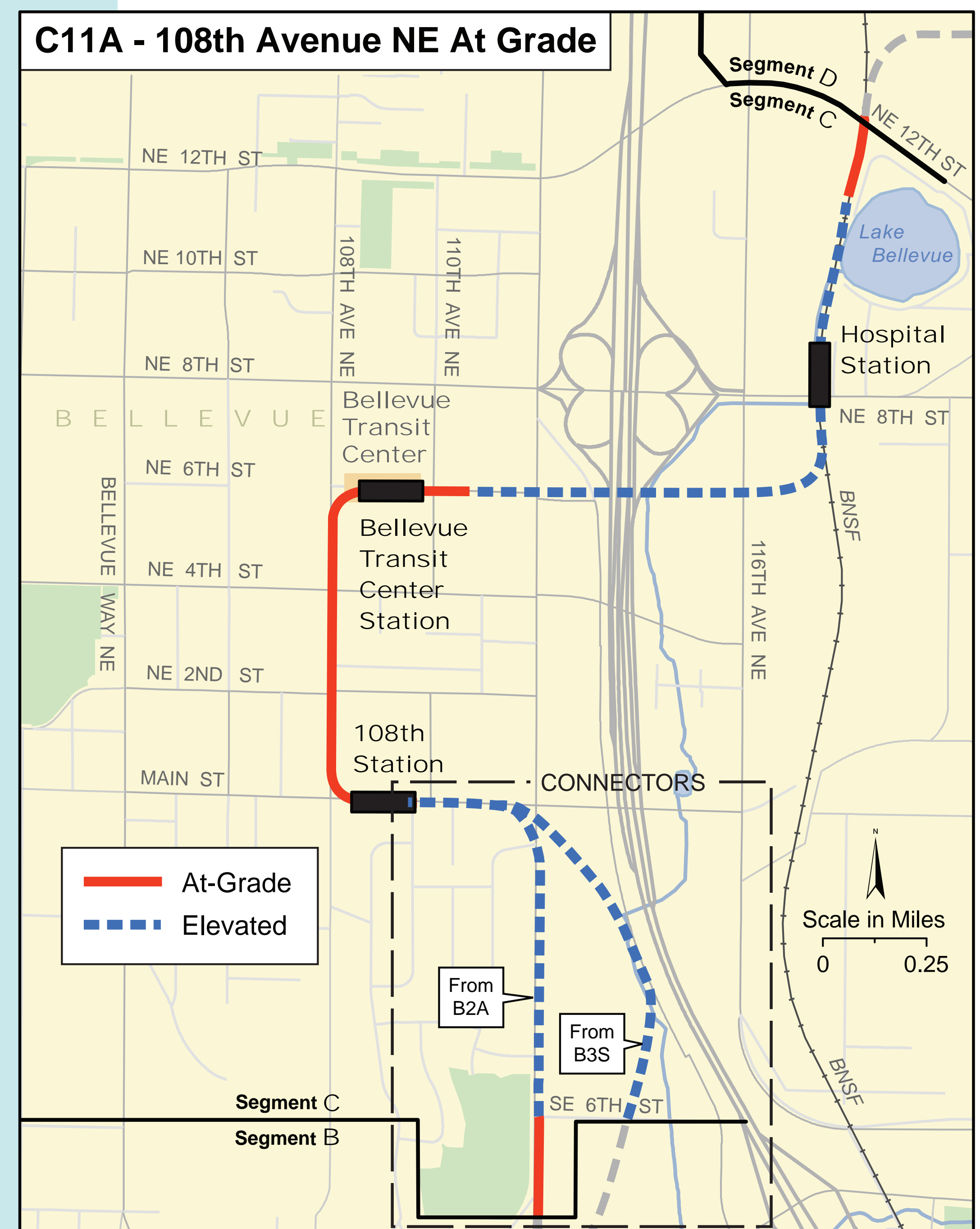
- The route is 27 percent at-grade and 73 percent grade-separated.
- Light rail crosses over 112th Avenue NE at Main Street, then travels at-grade on the south side of Main Street, then travels in the center of 108th Avenue NE and NE 6th Street.
- On NE 6th Street east of 110th Avenue NE, light rail climbs up to a structure in order to cross over 112th Avenue NE and I-405.

## Stations:

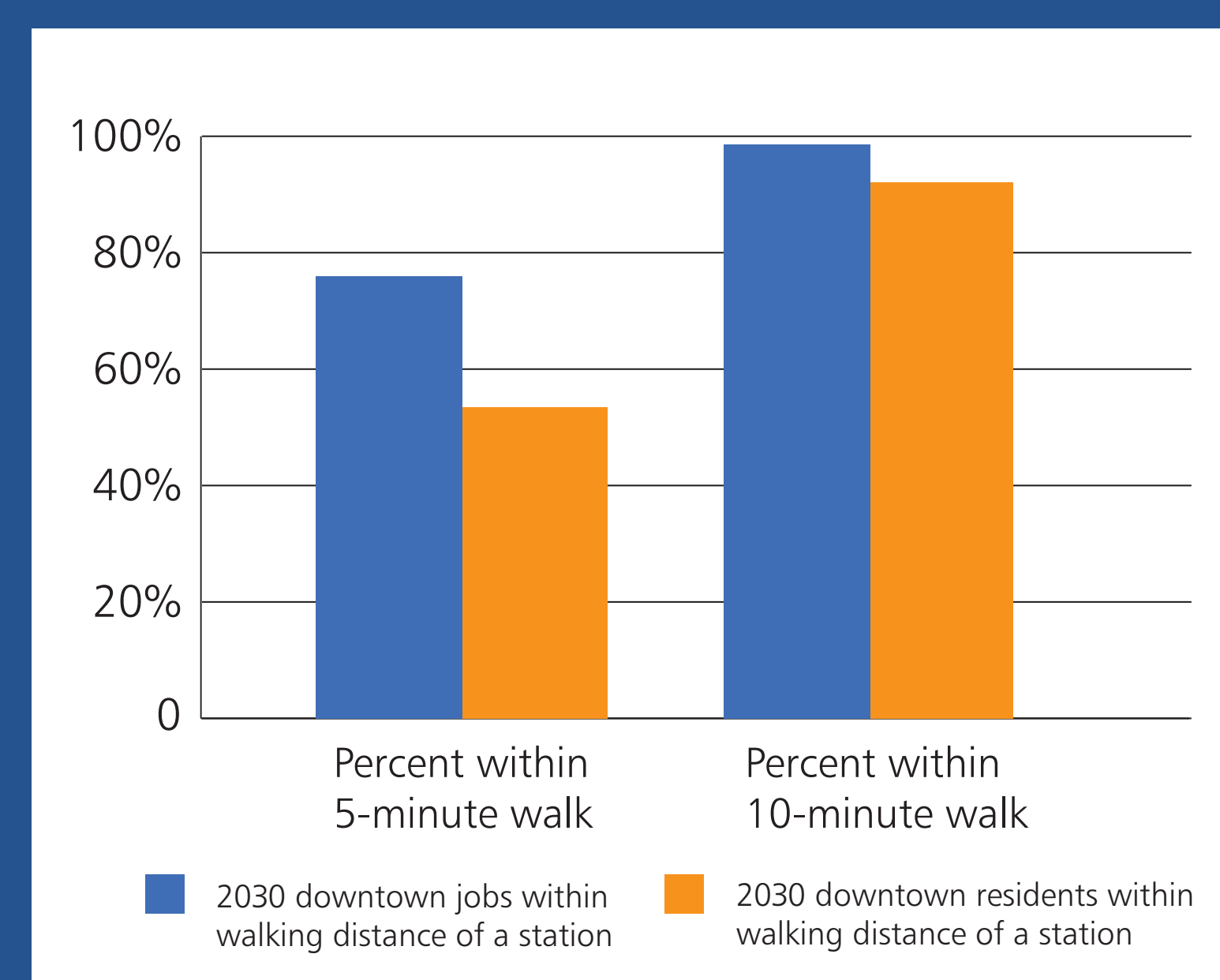
- Bellevue Transit Center Station is at-grade at the existing Bellevue Transit Center on NE 6th Street between 108th Avenue NE and 110th Avenue NE.
- The elevated Hospital Station is located at NE 8th Street in the former BNSF Railway corridor and includes a grade-separated pedestrian crossing of NE 8th Street.
- The 108th Station is located on the south side of Main Street between 108th Avenue and 110th Avenue NE.

## Technical Analysis:

- Higher cost than alternatives C9A and C14E but still within ST2 budget
- 9 minute travel time in Segment C
- Highest percentage of downtown jobs and residents within walking distance of a station
- Displaces more businesses on Main Street than the other options
- Requires reconstruction of the Bellevue Transit Center



- Cost: \$680 million (2007 dollars)
- 8,000 boardings in Segment C
- 49,000 East Link riders
- 76% of jobs and 53% of residents within 5-min. walk
- 99% of jobs and 92% of residents within 10-min. walk
- 3 stations in Segment C





# C14E: 114TH NE ELEVATED ALTERNATIVE

## Description:

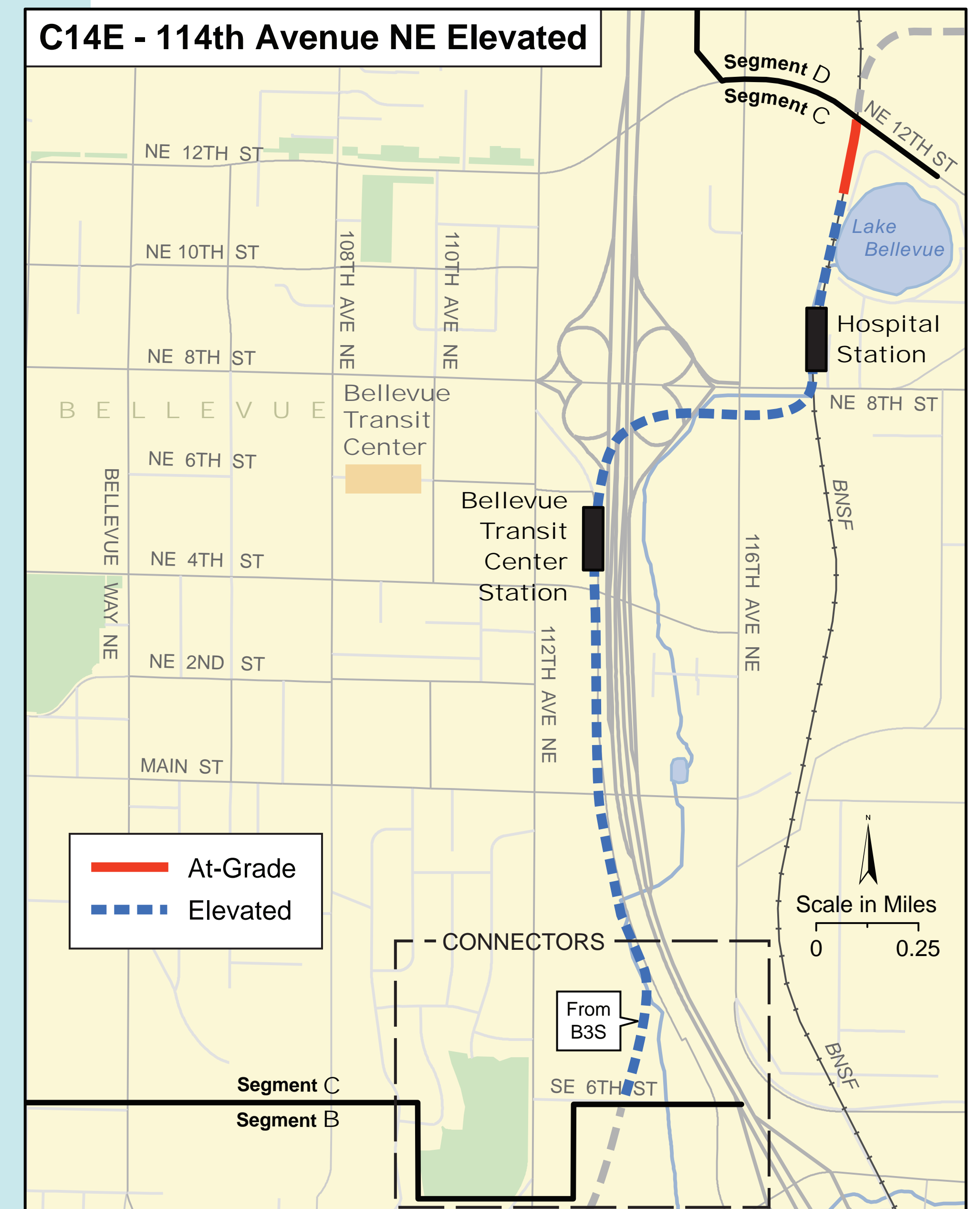
- The route is fully grade-separated.
- Light rail follows 114th Avenue NE from Main Street to the south side of the I-405/NE 8th Street interchange.
- The route crosses over I-405 beginning at NE 6th Street.

## Stations:

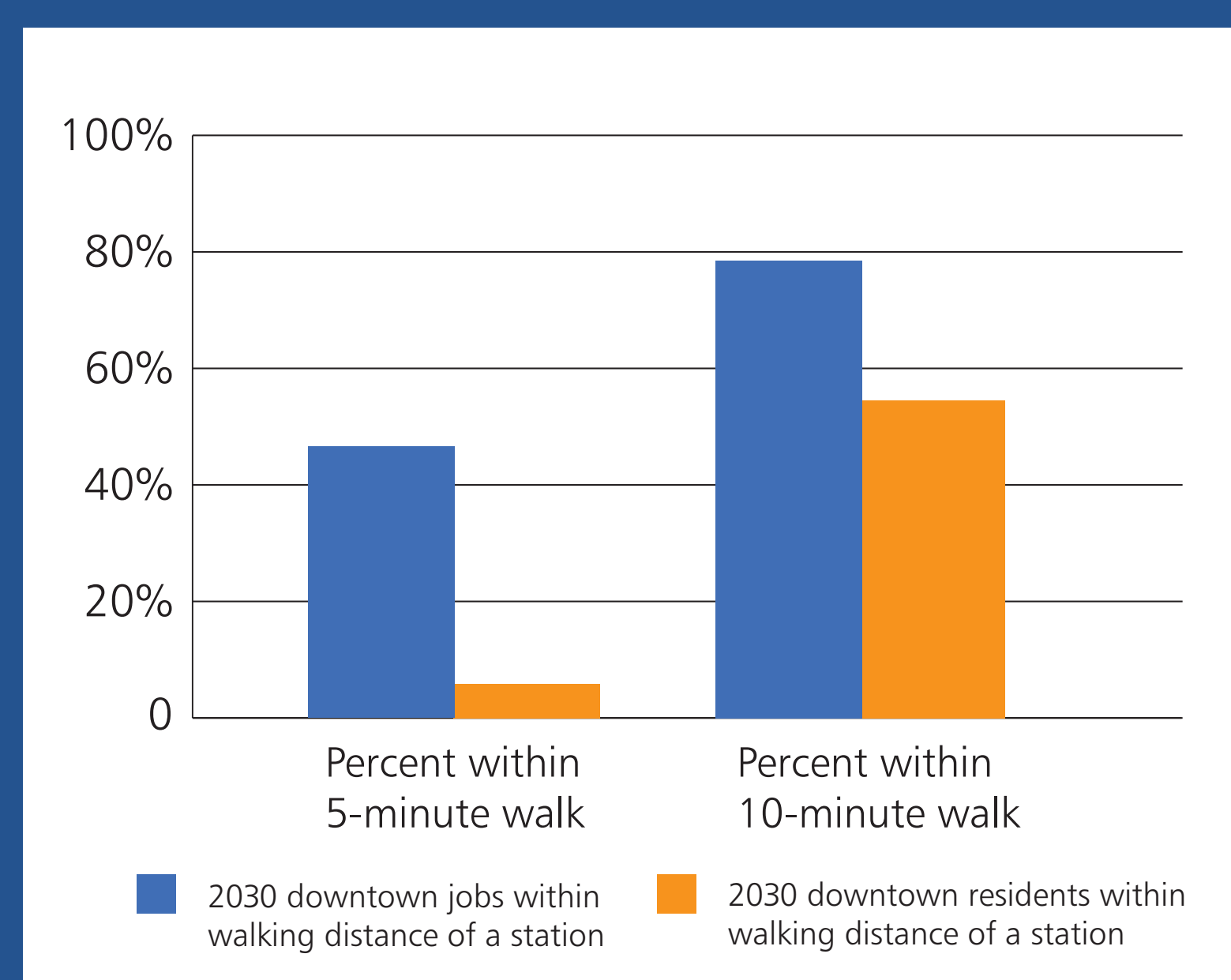
- Bellevue Transit Center Station is located on an elevated structure above 114th Avenue NE, between NE 4th Street and NE 6th Street, east of the existing transit center. Moving sidewalks connect the station to City Hall Plaza.
- The elevated Hospital Station is located in the former BNSF Railway corridor north of NE 8th Street.

## Technical Analysis:

- Costs less than the other new alternatives
- 4 minute travel time in Segment C
- Lowest Segment C ridership of any new alternative
- Lowest percentage of downtown jobs and residents within walking distance of a station
- Less disruption than the tunnel and at-grade options during construction



- Cost: \$560 million (2007 dollars)\*
- 6,000 boardings in Segment C
- 48,500 East Link riders
- 27% of jobs and 7% of residents within 5-min. walk
- 79% of jobs and 46% of residents within 10-min. walk
- 2 stations in Segment C



\* The cost estimate for C14E does not include the addition of a circulator bus and park-and-ride lot. The addition of these amenities would add \$70 million to project cost.



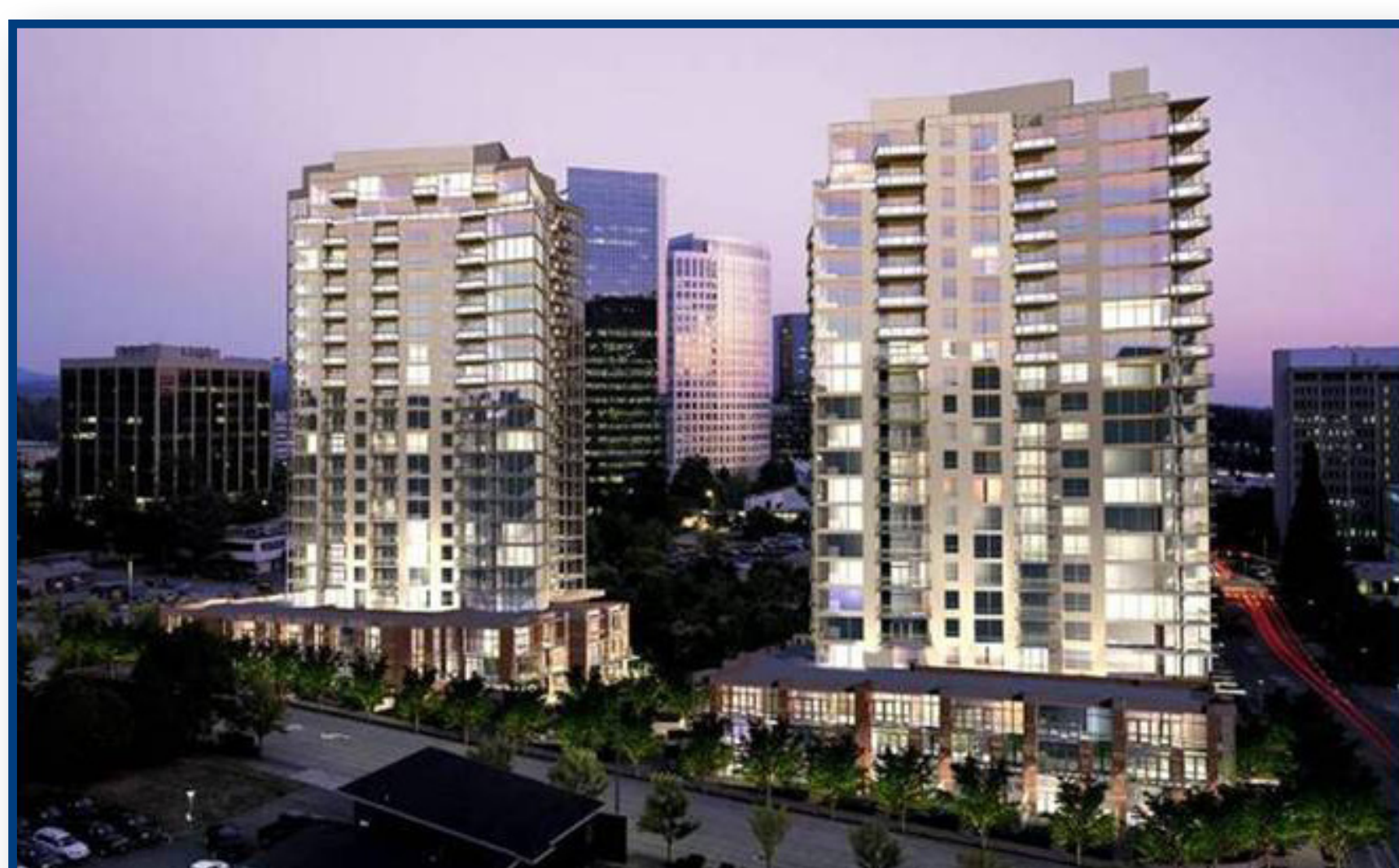
# DOWNTOWN BELLEVUE PREFERRED ALTERNATIVE (IDENTIFIED MAY 2009)

Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast (C4A). However, the Sound Transit Board will consider a largely bored tunnel under 108th Avenue Northeast if additional funding is found. (C3T) Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement.

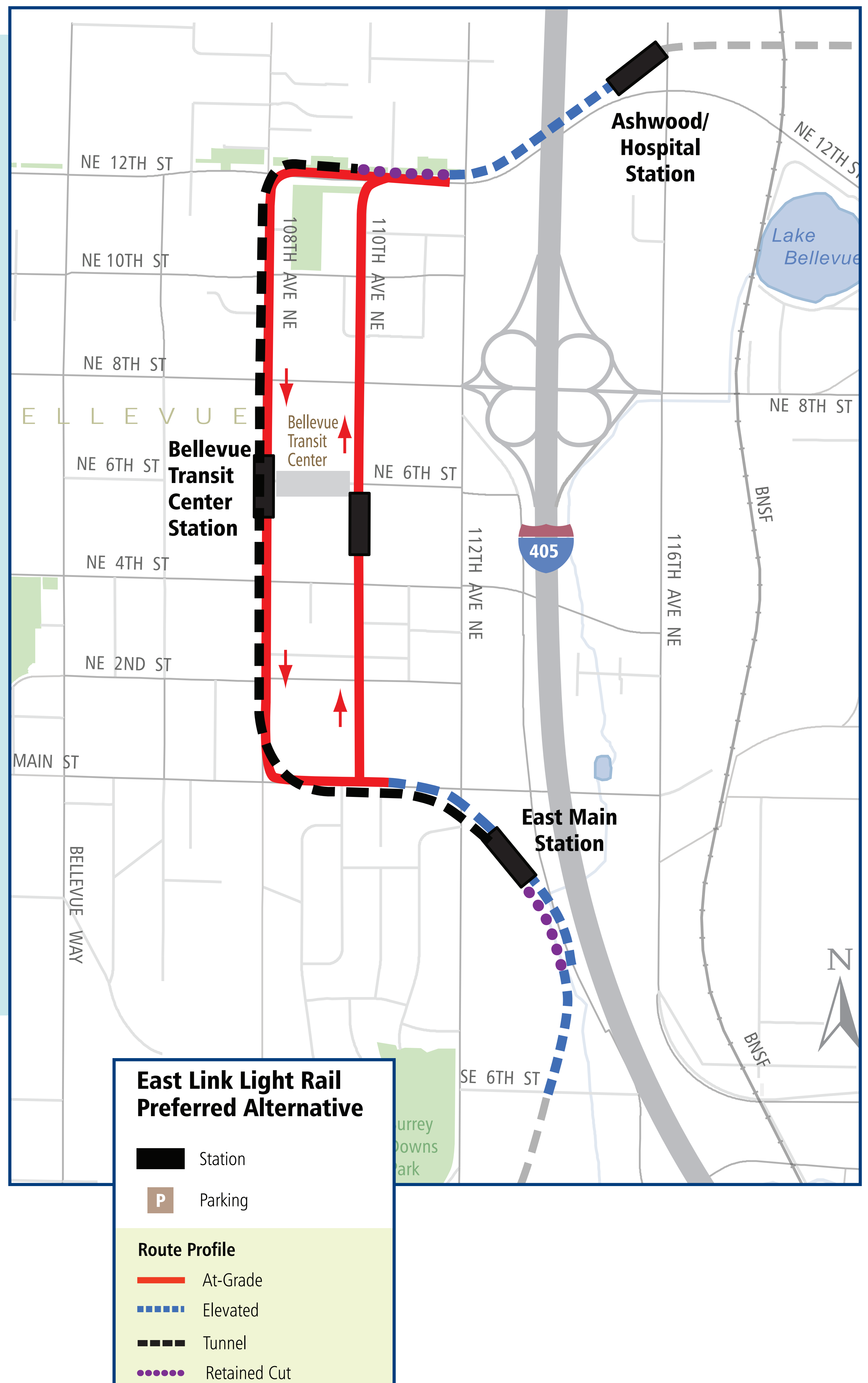
Additionally, in Fall 2009, the Sound Transit Board directed staff to further evaluate a new tunnel alternative and two at-grade alternatives recommended by recent peer review, and an elevated alternative requested for study by the City of Bellevue.



Bellevue Transit Center



Downtown Bellevue



## Travel times (from Bellevue Transit Center):

International District/Chinatown=19 minutes • University of Washington=30 minutes  
Mercer Island=11 minutes • Overlake Transit Center= 13 minutes • Microsoft Campus= 15 minutes • Airport=55 minutes