City of Bellevue
East Link Preferred Alignment

February 2009

Process

Multi-year effort parallel to Sound Transit environmental work

- LRT mode preference (summer 2006)
- Environmental scoping (autumn 2006)
- Light Rail Best Practices (2007-2008)
  - Understand experiences and lessons learned in other metropolitan areas
  - Prepare Bellevue for LRT, Comprehensive Plan amendments
- Extensive Council involvement in weighing options and identifying preferred alternative
  - Council meetings, business and neighborhood outreach, public hearing, other mechanisms

Preferred Alternative

Seek “best fit” in Bellevue

- Neighborhood and environmental protection
- Serve downtown growth and mobility challenges
- Influence redevelopment of Bel-Red area – transit oriented development

Seek “best fit” for regional system

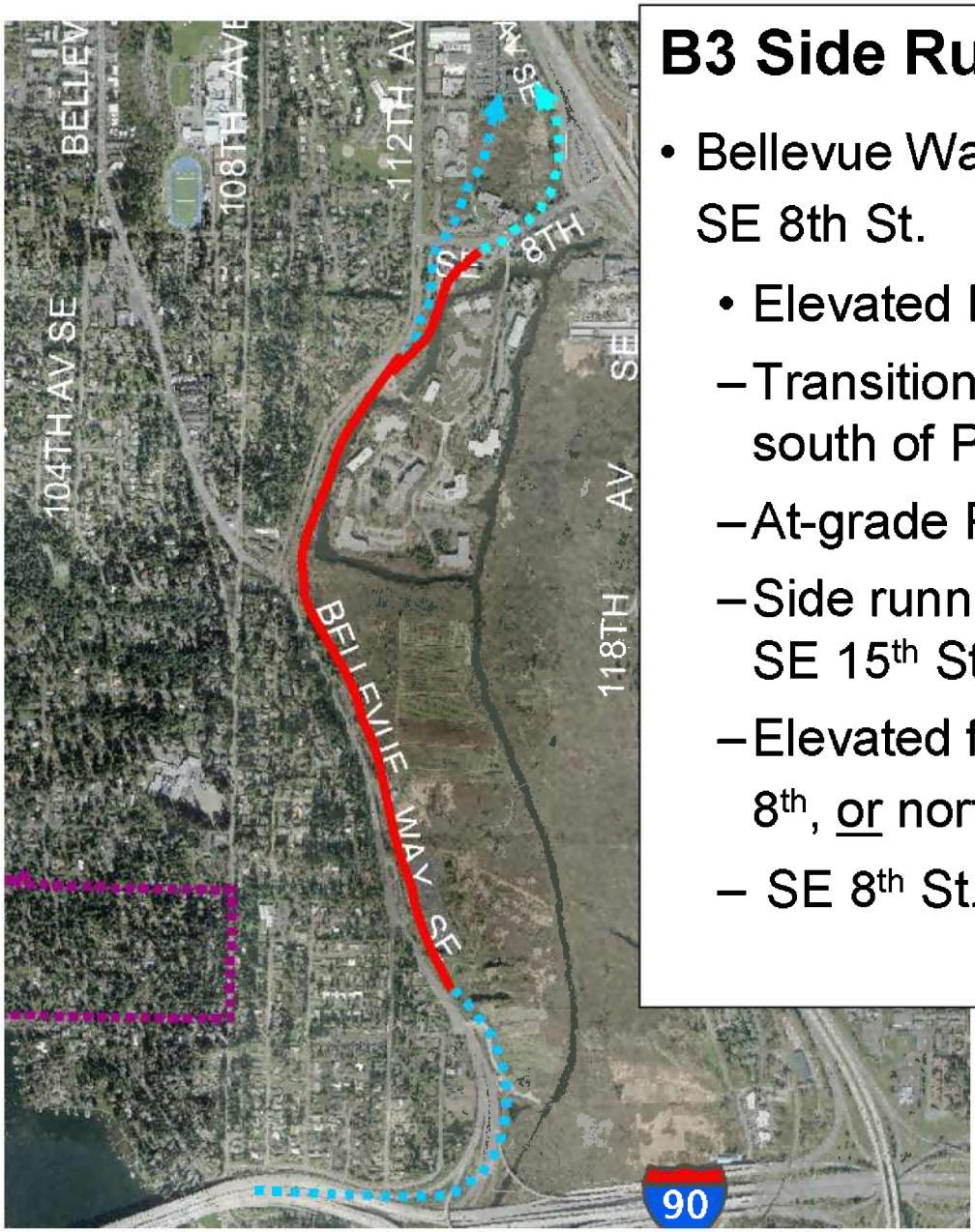
- Maximizes ridership, minimizes travel times and allows for planned and future extensions
- Promotes “smart growth” polices aimed at concentrating development in urban areas near transit

Bellevue's Preferred East Link Light Rail Route
B3 Modified-C2T-D2A

Segment B: I-90 to SE 8th Street

B3 - 112th By-pass (per DEIS):

- Bellevue Way to 112th SE, By-pass at SE 8th St.
  - Elevated I-90 exit
  - Elevated S. Bellevue P&R station
  - Transition from elevated to at-grade north of P&R
  - At-grade median (center) running to SE 15th St. (Bellefields)
  - Elevated from SE 15th to north of SE 8th

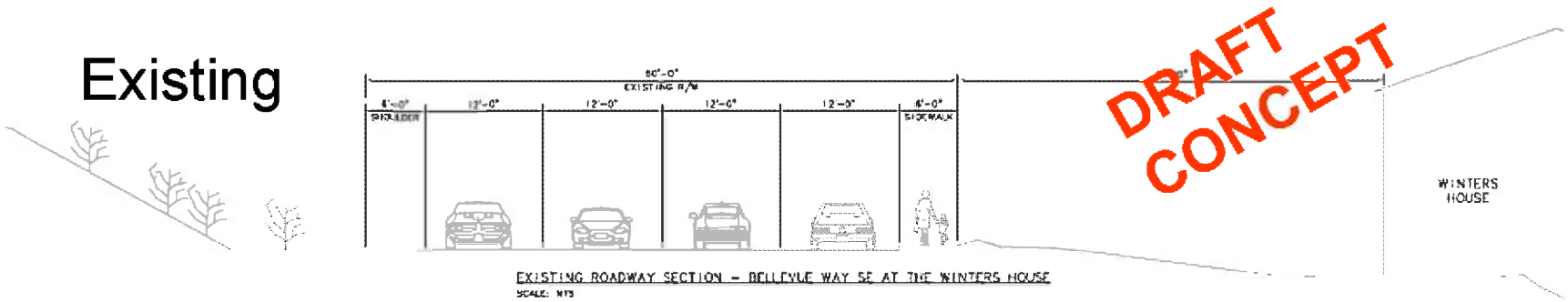


B3 Side Running Concept (City)

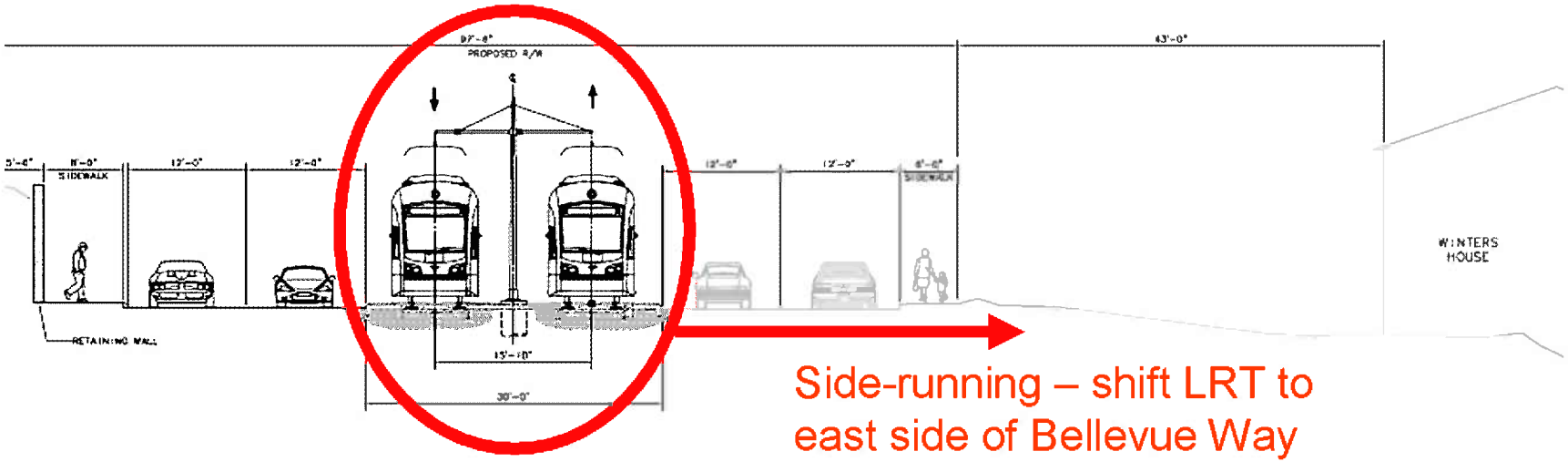
- Bellevue Way to 112th SE, By-pass at SE 8th St.
  - Elevated I-90 exit
  - Transition to side-running at-grade south of P&R
  - At-grade P&R station
  - Side running at-grade from P&R to SE 15th St. (Bellefields) <u>or</u> SE 8th
  - Elevated from SE 15th to north of SE 8th, <u>or</u> north of SE 8th
  - SE 8th St. to Main St. variations

B3 – Representative Cross Section at Winters House

Existing



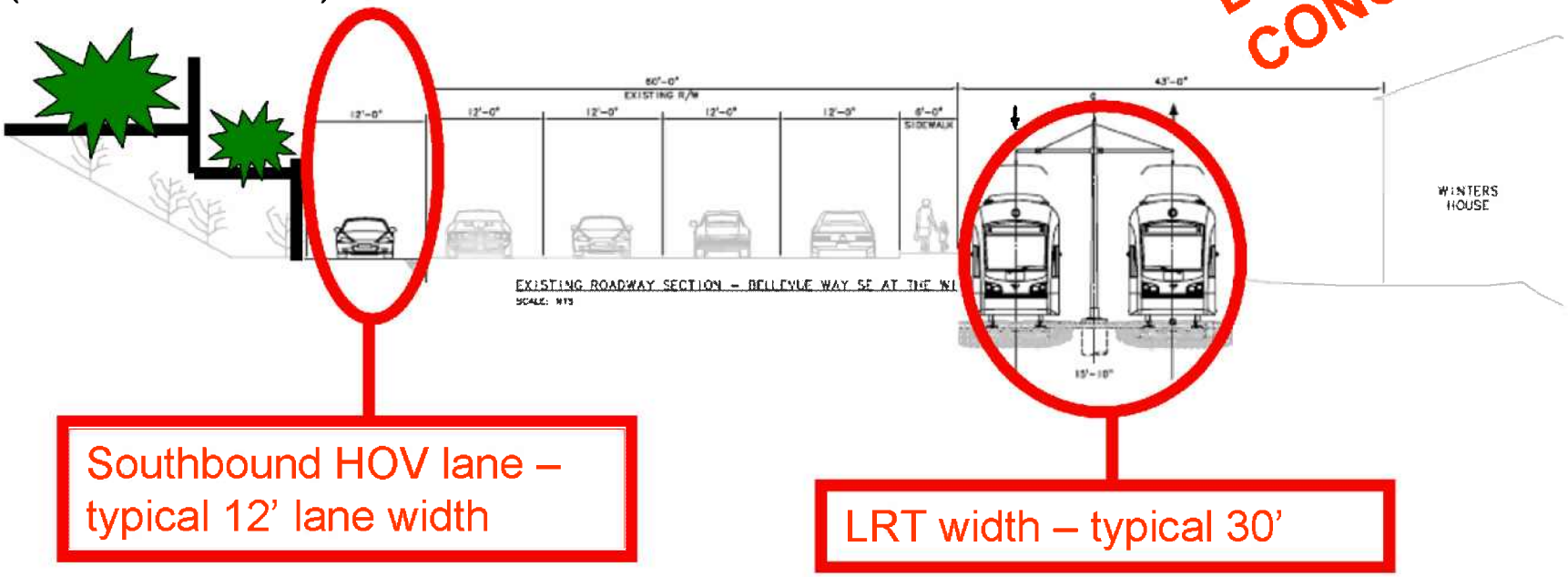
DRAFT CONCEPT



Side-running – shift LRT to east side of Bellevue Way

LRT Side Running with SB HOV

Terraced retaining wall
with landscaping
(“context sensitive)



Southbound HOV lane – typical 12’ lane width

LRT width – typical 30’

Total Width

60’ Existing

100’ +/- with LRT and added SB HOV lane

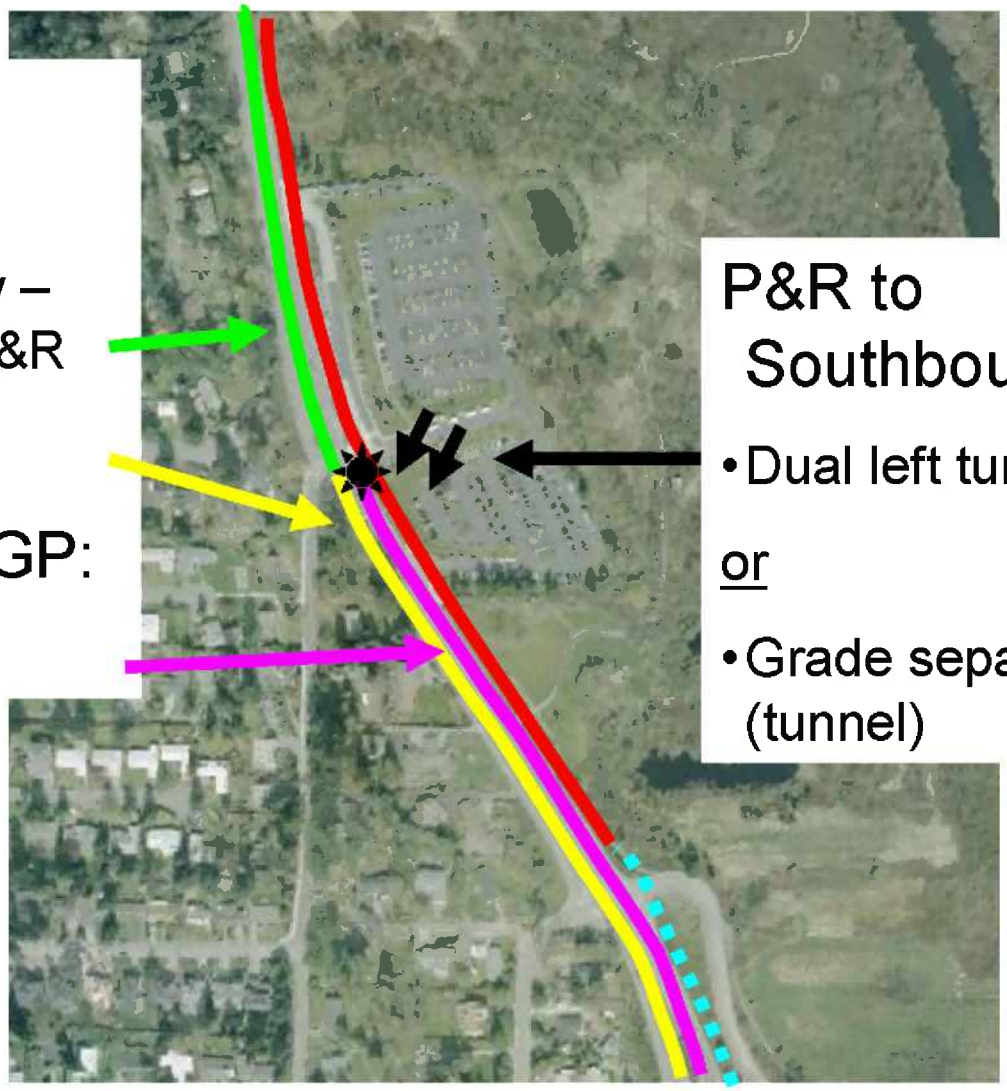
B3 Side-Running Concept: Traffic Mitigation (City)

Southbound HOV:

- Bellevue Way – 112th "Y" to P&R
- P&R to I-90

Northbound GP:

I-90 to P&R



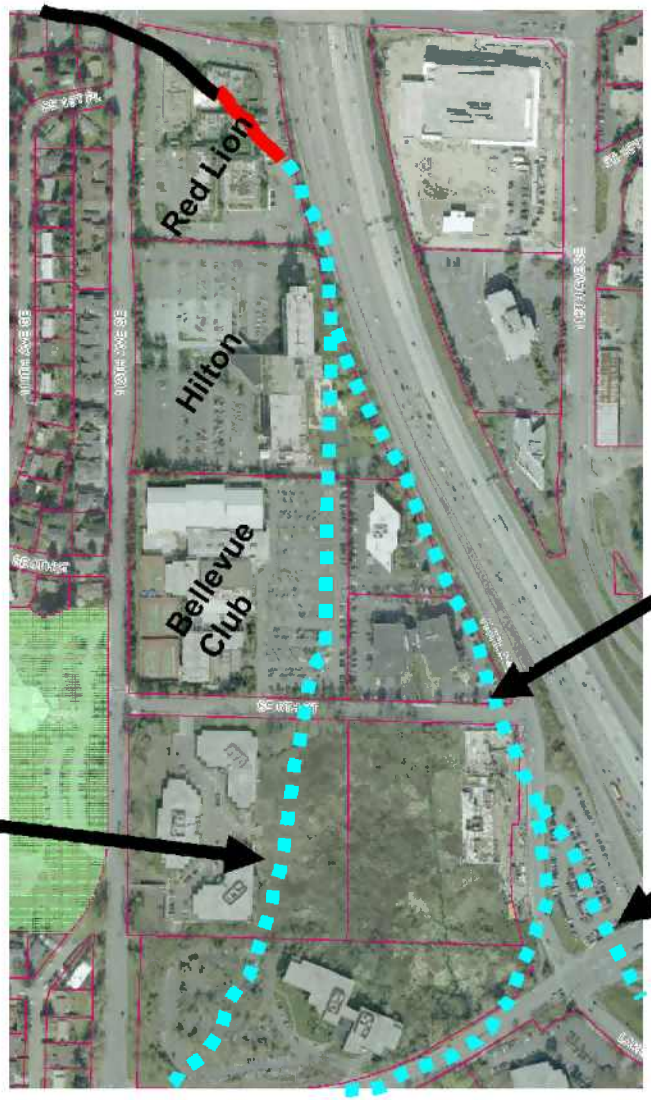
P&R to Southbound:

- Dual left turns

<u>or</u>

- Grade separate (tunnel)

B3 – SE 8th St. to Main St.

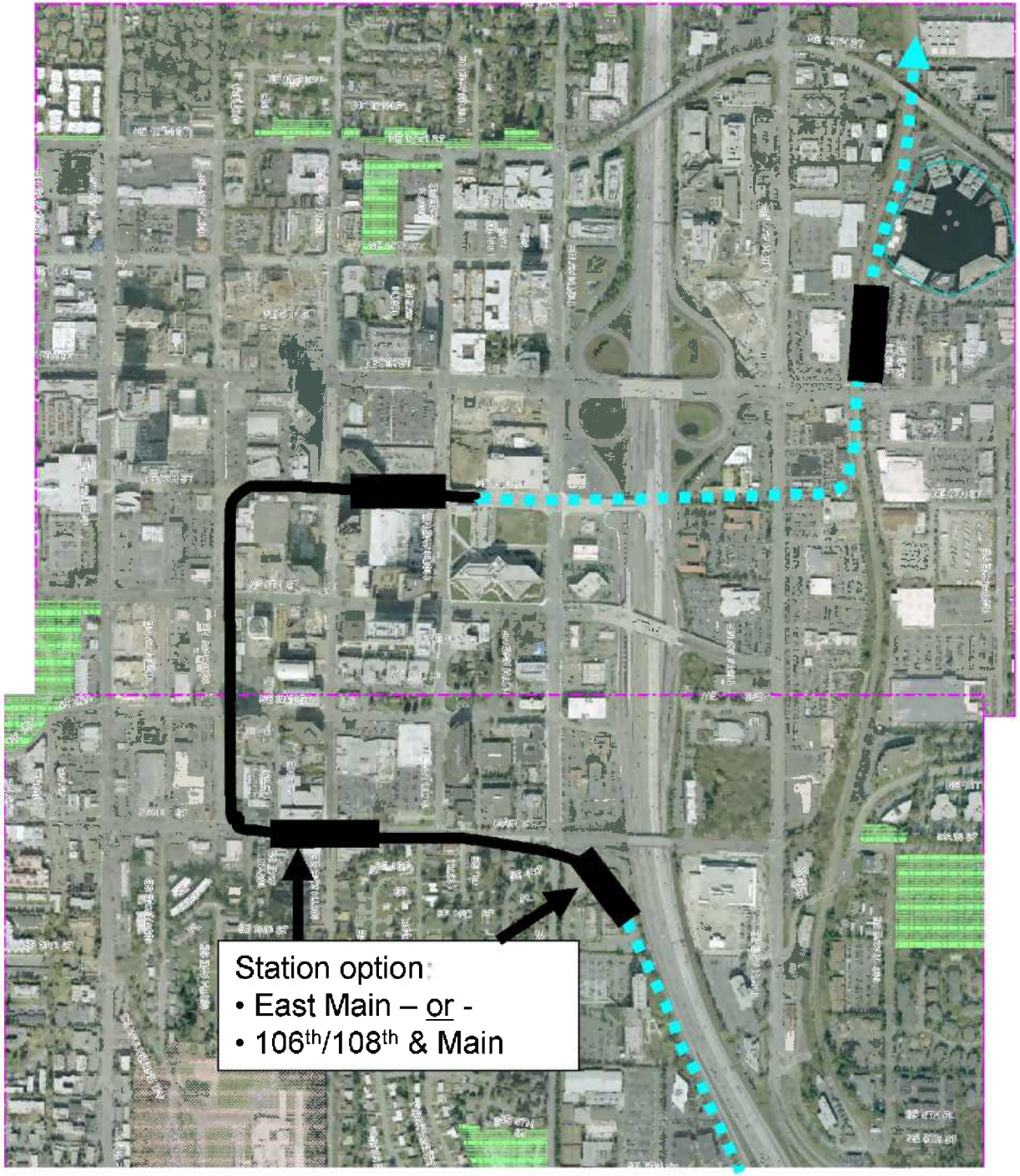


Alternate B3 Alignment – modified in conceptual engineering to eliminate sharp turns (slow speeds & higher operational costs)

B3, Per DEIS

B7, Per DEIS

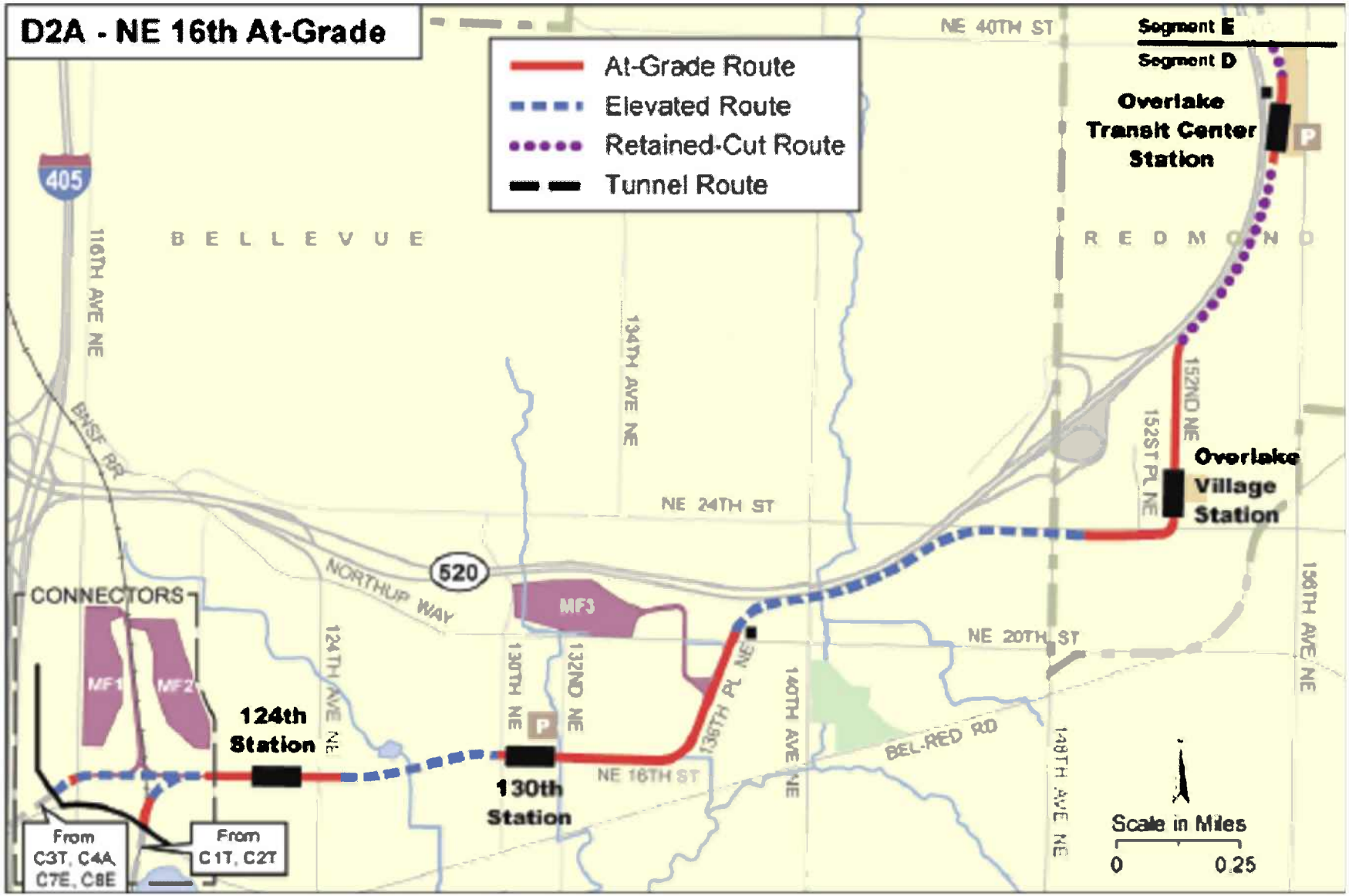
Alternative C2T



Downtown Bellevue Today (last summer)

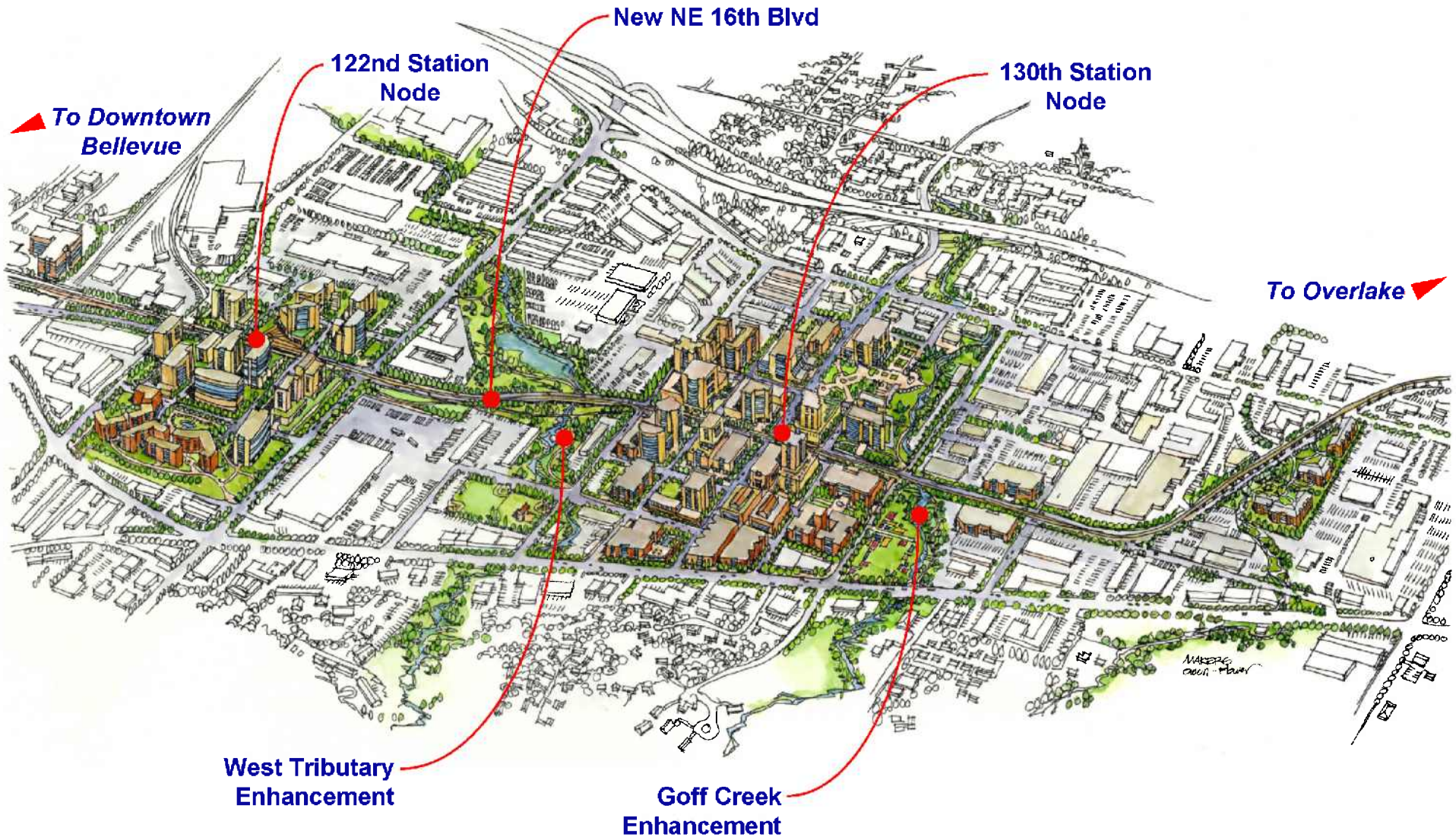
Continuing Development of Downtown

Alternative D2A



The Bel-Red Corridor

Bel-Red: A Vision for 2030



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