

# 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

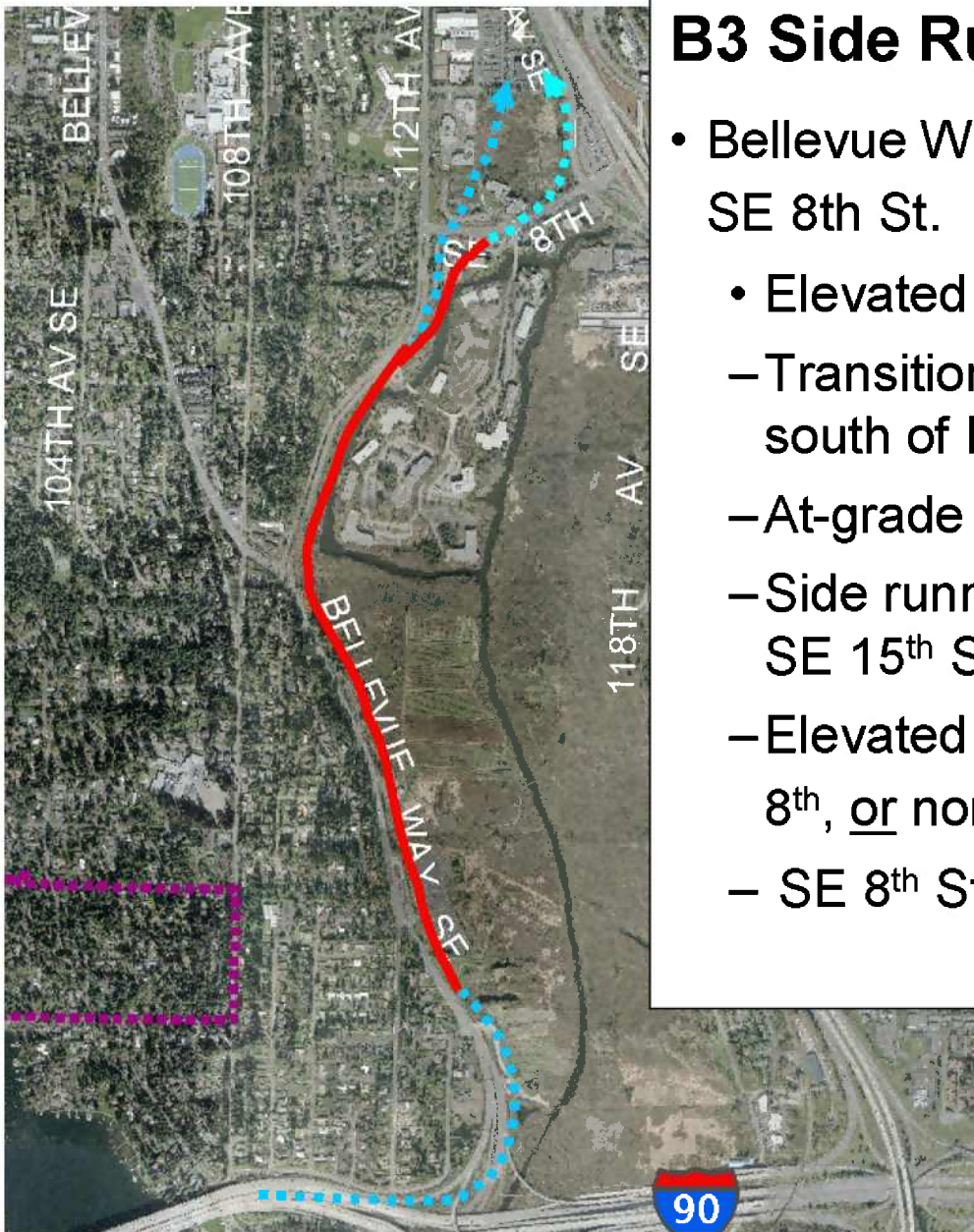


## B3 - 112th SE Bypass



## B3 - 112<sup>th</sup> By-pass (per DEIS):

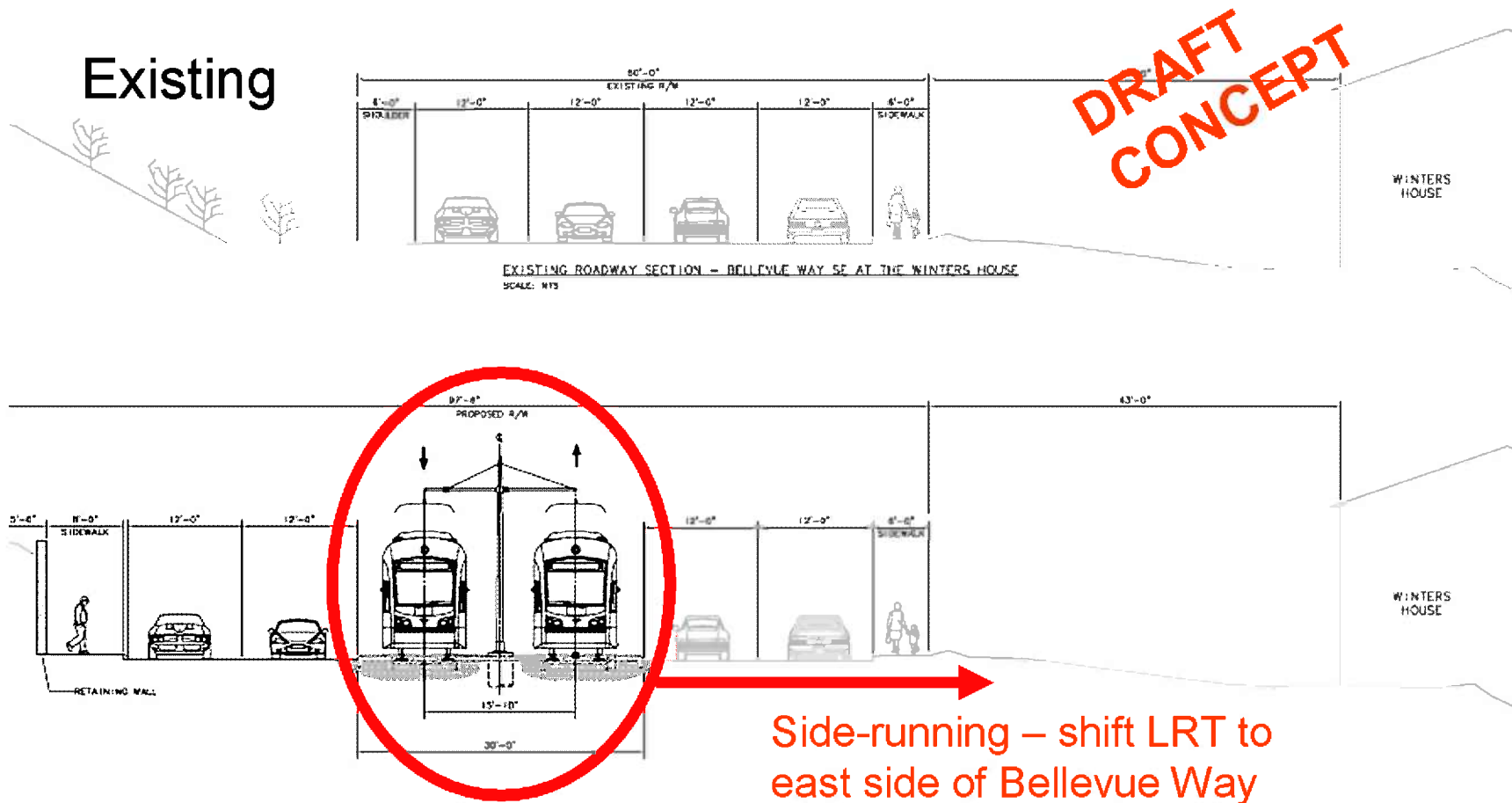
- Bellevue Way to 112<sup>th</sup> SE, By-pass at SE 8<sup>th</sup> St.
  - Elevated I-90 exit
  - Elevated S. Bellevue P&R station
  - Transition from elevated to at-grade north of P&R
  - At-grade median (center) running to SE 15<sup>th</sup> St. (Bellefields)
  - Elevated from SE 15<sup>th</sup> to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



## 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 15<sup>th</sup> St. (Bellefields) or SE 8<sup>th</sup>
    - Elevated from SE 15th to north of SE 8<sup>th</sup>, or north of SE 8<sup>th</sup>
    - SE 8<sup>th</sup> St. to Main St. variations

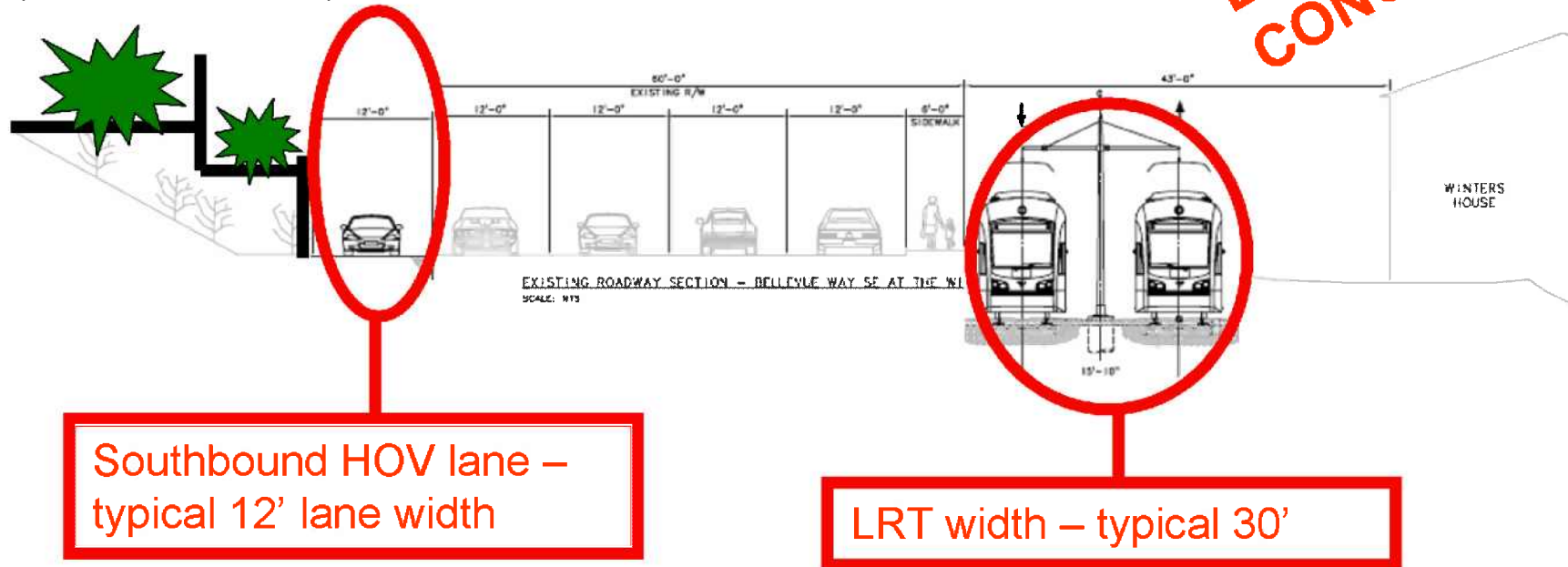
# B3 – Representative Cross Section at Winters House





# LRT Side Running with SB HOV

Terraced retaining wall  
with landscaping  
("context sensitive")



## Total Width

60' Existing

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

# B3 Side-Running Concept: Traffic Mitigation (City)

## Southbound HOV:

- Bellevue Way – 112<sup>th</sup> “Y” to P&R
- P&R to I-90

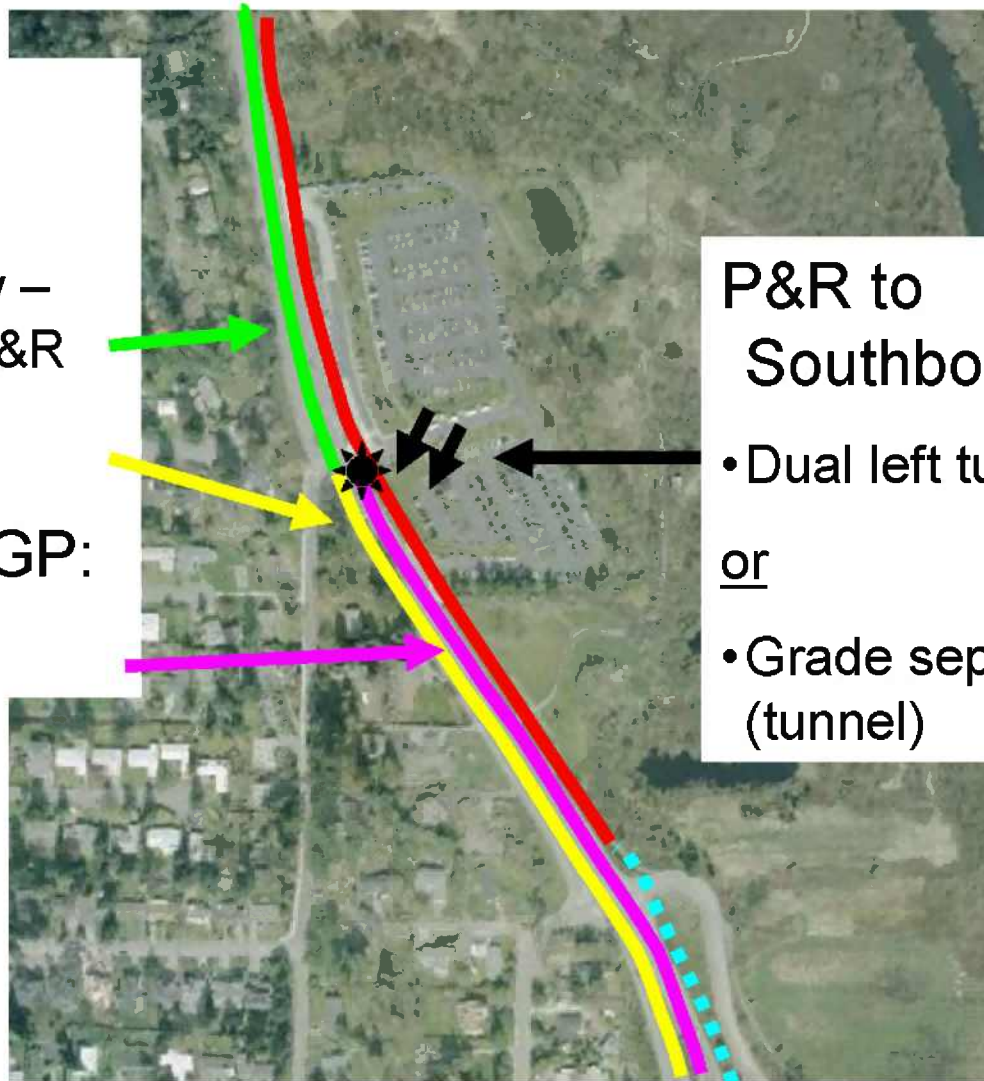
## Northbound GP: I-90 to P&R

## P&R to Southbound:

- Dual left turns

or

- Grade separate (tunnel)



# B3 – SE 8<sup>th</sup> 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



# Downtown Bellevue Today (last summer)



# Continuing Development of Downtown



# Alternative D2A

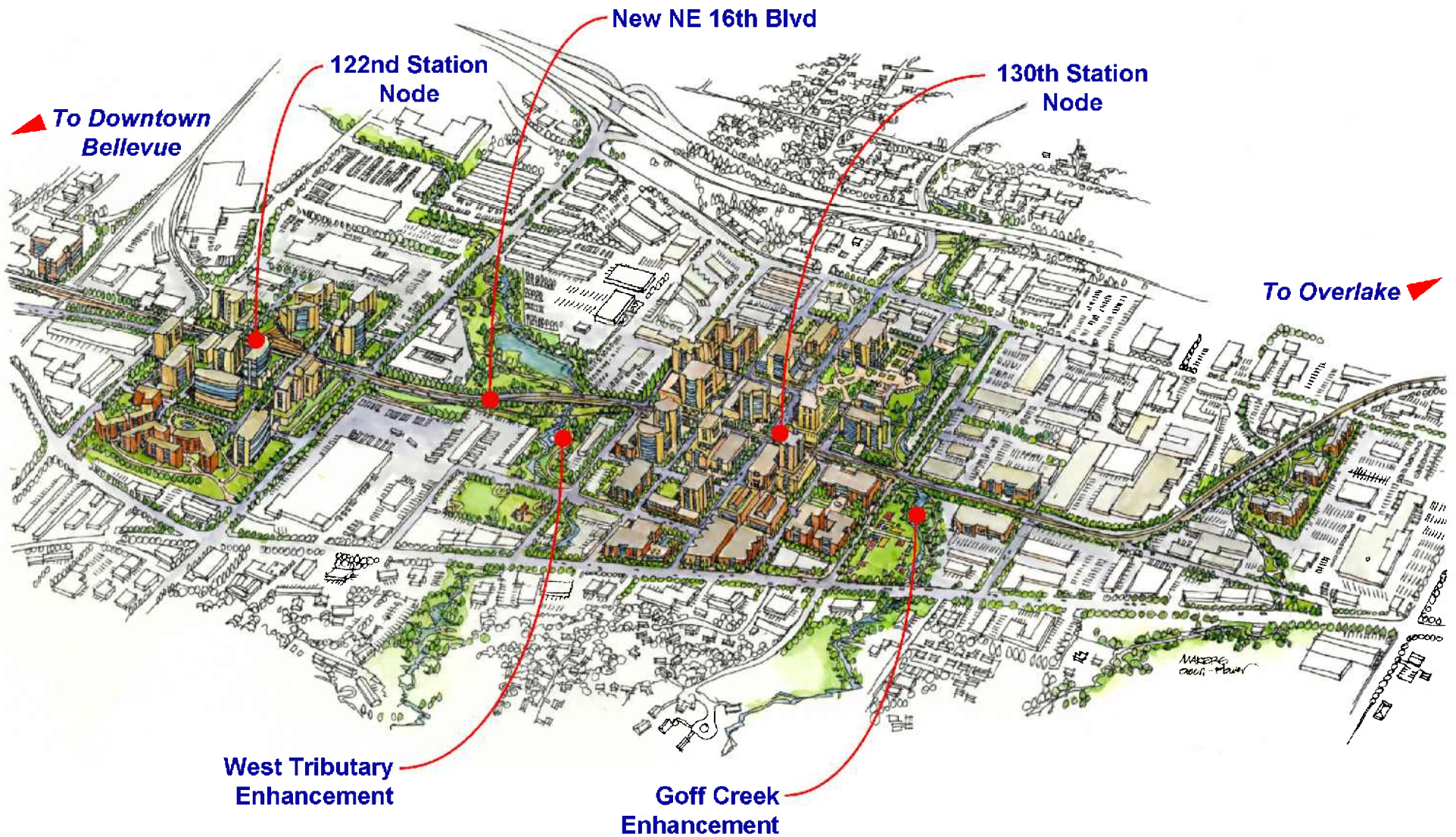


# The Bel-Red Corridor





# Bel-Red: A Vision for 2030



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



- Legend**
- Station Locations
  - Route Profile**
    - At-Grade
    - Beveled
    - Retained Cut
    - Tunnel
  - Design Variations Proposed**
    - Downtown
    - City Limits

© 2007-2009  
  
 1 inch = 2,000 feet

**North**

Please note: This map provides approximate locations of East Link route and station alternatives. See Appendix G2 of the East Link Project Draft EIS for more information.

**City of Bellevue**  
 Planning and Community Development Department  
 Map date: 2/24/2009

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