

# East Link

# Monthly Project Update

Bellevue City Council

March 30, 2015

# Tonight's Agenda

- How we got here
  - General East Link History
- What's changed since signing the original Memorandum of Understanding (MOU)
  - Rail alignment through Bellevue
  - OMSF
- Amending the MOU

# It all started.....

## CITY OF BELLEVUE: FUTURE HIGH CAPACITY TRANSIT INTEREST STATEMENT

(Revised and Updated by Council June 20, 2005)

**Introduction:** High Capacity Transit is one of four elements of the City's Transportation Vision (in addition to Regional Bus, General Purpose and Light Rail). The Regional Transportation Vision was adopted in 1999 to articulate the City's vision. These investments are considered essential to support economic development in our region and City's long term growth. Bellevue's continued support of high capacity transit as a component of a regional transportation solution is listed below.

**Context:** Sound Transit is responsible for planning and implementing a high capacity transportation system for the urbanized portion of the Puget Sound region and its surrounding counties. Sound Transit initiated planning for the system in 2004, and has made investments in April 2004. The City will play an important role in the system, and will direct resources to key new HCT projects.

### GUIDING PRINCIPLES - FUTURE HIGH CAPACITY TRANSIT PROJECTS SHALL:

1. **Measurable and consistent with the City's economic development goals.** HCT projects shall be in the regional economy by better supporting the City's economic development. The HCT system supports the City's economic development by providing direct service to the City's major employment centers in Bellevue.
2. **Performance, attractive alternatives to SOV travel, especially for downtown.** It is essential that HCT add new travel capacity within its own right to maximize speed and reliability for HCT service without competing with other modes.
3. **Bellevue's investment and preservation of its neighborhoods and local impacts.** HCT planning should acknowledge and be consistent with the planning that has been done to date, and should seek to maximize providing amenities to neighborhoods while also being sensitive to neighborhood and quality of life.
4. **Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders.** Members of the community should have opportunities throughout the HCT planning and implementation process to help shape the ultimate configuration of an HCT system in Bellevue and throughout the Eastside.
5. **Be consistent with regional and local land use and transportation plans<sup>1</sup>.** Bellevue continues to play a critical role in local and regional planning that affects all aspects of our community—ensuring adherence to these efforts assists in incremental achievement of the City's land use and transportation Visions.

<sup>1</sup> Metropolitan Transportation Plan (Destination 2030) adopted by the Puget Sound Regional Council in 2002 and Vision 2020; (2) Sound Transit's 1996 Long-Range Vision; (3) Bellevue's Comprehensive Plan; and (4) Bellevue's Regional Transportation Vision and related Corridor Interest Statements.



Office of the Mayor • Phone (425) 452-7810 • Fax (425) 452-7919  
Post Office Box 90012 • Bellevue, Washington • 98009 9012

July 10, 2006

The Honorable John Ladenburg  
Chair, Sound Transit Board of Directors  
401 South Jackson  
Seattle, WA 98104

Dear Chair Ladenburg,

I am writing on behalf of the City of Bellevue in recommending the I-90 Corridor Transit Mode Split in November 2006.

As you know, the City of Bellevue has held such a strong support for the City's long term land use and transportation vision. The transit mode split in downtown Bellevue will be necessary to preserve our neighborhood and support economic growth. Based on the Sound Transit plan, it appears that light rail transit will carry more passengers and convenience than rail convertible bus rapid transit. While light rail transit has a somewhat higher initial cost, it avoids both the subsequent cost of retrofitting the corridor and, importantly, the significant service interruptions that would occur when the conversion takes place.

Many of our citizens (including many who support HCT coming to Bellevue) expressed concerns about the configuration in which HCT will be delivered (aerial or tunnel) and the potential adverse effects of certain alignments. The proper configuration and the alignment are crucial to the future livability and success of our community. Bellevue is the second largest city in King County and has the second highest assessed value of any city in the state. We now have over 35,000 jobs and a growing residential population in our downtown—a downtown that is surrounded on three sides with outstanding single family neighborhoods. By 2020, the downtown is projected to have over 63,000 jobs and 14,000 residents. It is imperative that high capacity transit is deployed in a manner that will ensure we receive the most positive impacts from the transit system while assuring the least negative impacts to our neighborhoods and community.

City of Bellevue offices are located at Main Street and 116th Avenue S.E.

# Light Rail Best Practices

## June 2008



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Public Input Opportunities

#### III. LIGHT RAIL BEST PRACTICES CATALOG

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Topics  
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Community Involvement  
Connecting People to Light Rail  
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Property Values  
Station Security  
Construction Impacts and Mitigation

#### IV. NEXT STEPS

#### APPENDICES (available on enclosed CD)

- A. Public Involvement Report
- B. Project Resources
- C. Best Practices Research Memos
- D. Case Study Cities Memo

FINAL COMMITTEE REPORT  
JUNE 17, 2008



### LIGHT RAIL BEST PRACTICES PROJECT TEAM

#### COMMITTEE MEMBERS

Jennifer Robertson, Co-chair; Planning Commission  
Joel Glass, Co-chair; Transportation Commission  
Douglas Mathews; Planning Commission  
Lise Northey; Transportation Commission  
John Rogers; Environmental Services Commission  
Francois Larivee; Environmental Services Commission  
Faith Roland; Parks and Community Services Board  
David Karle; Parks and Community Services Board  
Claudia Balducci; City Council liaison; City Council member  
Dr. Don Davidson; alternate City Council liaison; City Council member

#### CITY OF BELLEVUE STAFF

Goran Sparman, Transportation Director  
Bernard van de Kamp, Regional Projects Manager  
Maria Koengeter, Senior Planner  
Tresa Berg, Public Involvement Manager  
Erikka Hildonen, Administrative Assistant  
Matt Terry, Planning & Community Development Director  
Dan Stroh, Planning Director  
Paul Inghram, Comprehensive Planning Manager  
Mike Kattermann, Senior Planner  
Janet Lewine, Associate Planner  
Radhika Nair, Assistant Planner  
Jeanie Christensen, Planning Assistant

#### CONSULTANTS

David Evans and Associates, Inc.  
Norton Arnold & Co.

BELLEVUE LIGHT RAIL BEST PRACTICES

FINAL COMMITTEE REPORT  
JUNE 17, 2008



### Bellevue Light Rail Best Practices

Final Committee Report

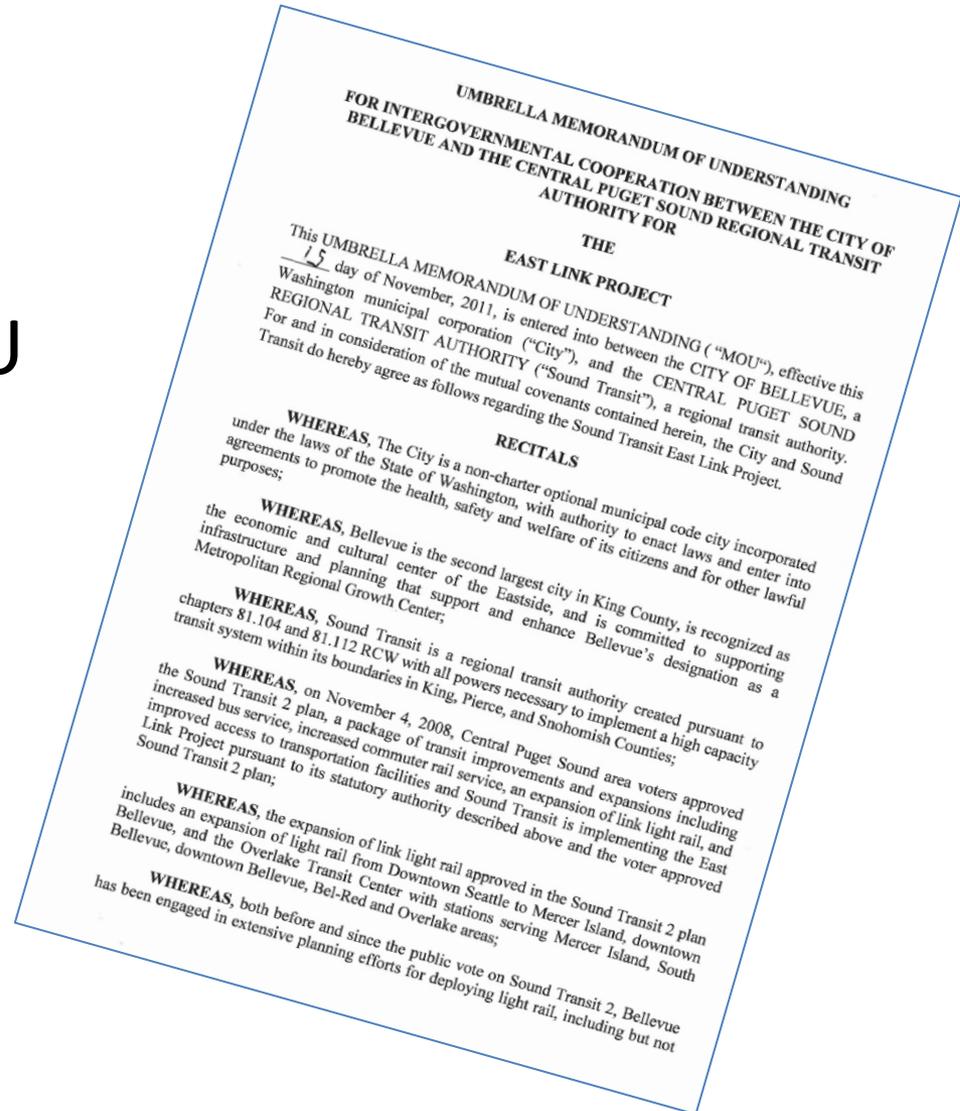
Approved by Committee

June 17, 2008



# Memorandum of Understanding

- Sound Transit and City of Bellevue entered in to MOU
- November 2011



# MOU Alignment



# Cost Savings Study

## April 2012

### East Link Light Rail



## What is the Cost-Savings Decision Making Process?

### Memorandum of Understanding (MOU)

November 2011

The MOU identifies Sound Transit and the City of Bellevue's commitment to work together to manage the project's scope, schedule and budget.

### Collaborative Design Process

Early 2012

The City and Sound Transit are working together to meet the MOU goal of reducing the City's financial contribution for a downtown light rail tunnel by up to \$60 million.

### Cost-Savings Study

Early 2012

Sound Transit and the City of Bellevue developed ideas to reduce East Link costs within the City of Bellevue and convened a peer review panel to identify the most promising ideas.



### What's Next?

Sound Transit and the City of Bellevue will weigh public feedback from open houses, stakeholder briefings and public comment as they refine the cost-savings concepts. All comments will be compiled and shared with the Sound Transit Board and Bellevue City Council. In June, cost-savings ideas will be identified for incorporation into value engineering and further development. As the project moves forward, there will be ongoing community engagement.

## Cost-Savings Ideas Evaluation Criteria

- Potential for cost-savings
- Light rail operations: speed, reliability
- Light rail access & ridership
- Traffic mobility
- Potential noise impacts & mitigation (during operations)
- Visual appearance
- Other potential environmental elements: property acquisition, parks, wetlands, historic resources, vibration
- Potential for schedule risk



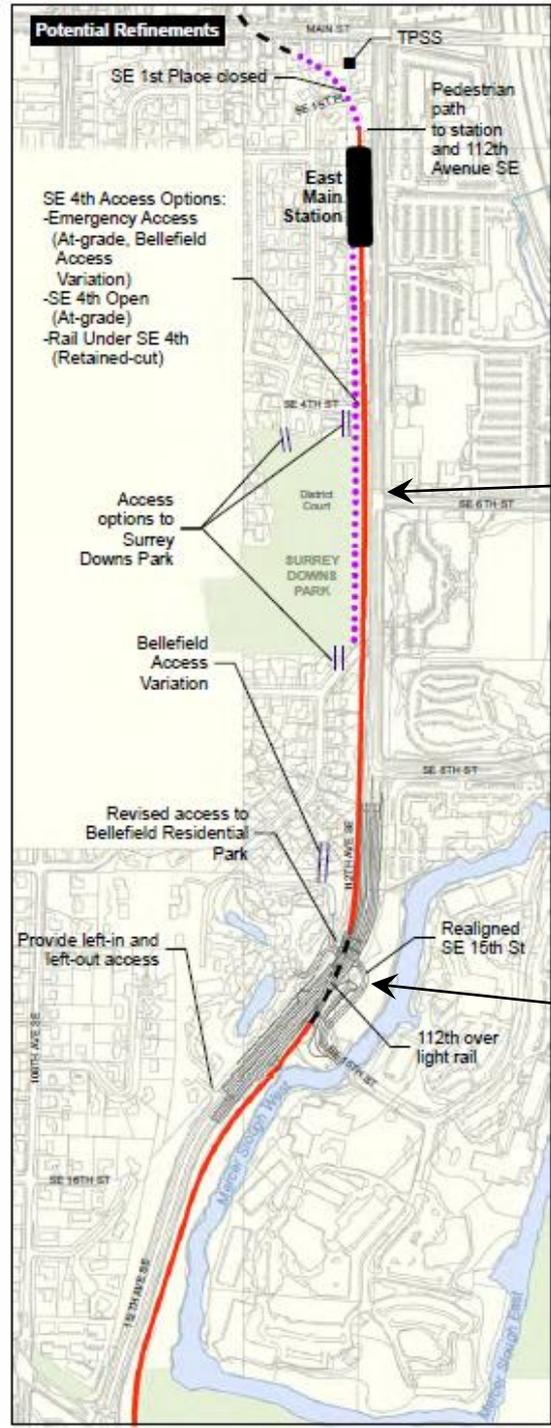
### Next Steps

Cost-savings ideas presented will undergo an initial evaluation that considers engineering, operations, cost, and a review of possible environmental impacts and mitigation. The evaluation of cost-savings ideas will be presented to the Sound Transit Board and City Council in late-May, with an Open House on June 5.

A formal environmental review, if needed, will be conducted after Sound Transit and the City of Bellevue have identified cost-savings ideas for further development in June, 2012.

A final decision on the cost-savings ideas that affect the current project description (per the MOU) will be made no earlier than 2013, after any needed environmental review is complete.

# 112<sup>th</sup> Avenue SE Options



- At-Grade Route
- Elevated Route
- Retained-Cut Route
- Retained-Fill Route
- Tunnel Route
- Station
- Proposed Improvements



**Selected Alternative and Optimized Selected Alternative**

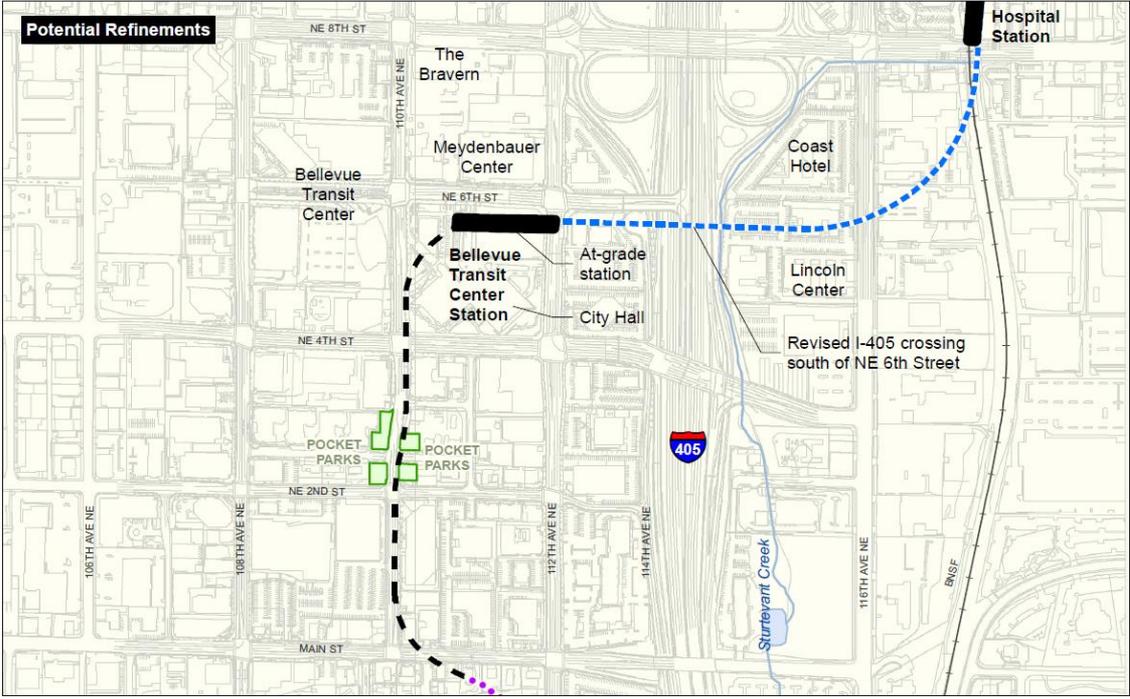


# Downtown Station Options



MOU Alignment  
Downtown Station in Tunnel

**Potential Refinements**



Cost Savings  
Relocate Station to NE 6<sup>th</sup> Street

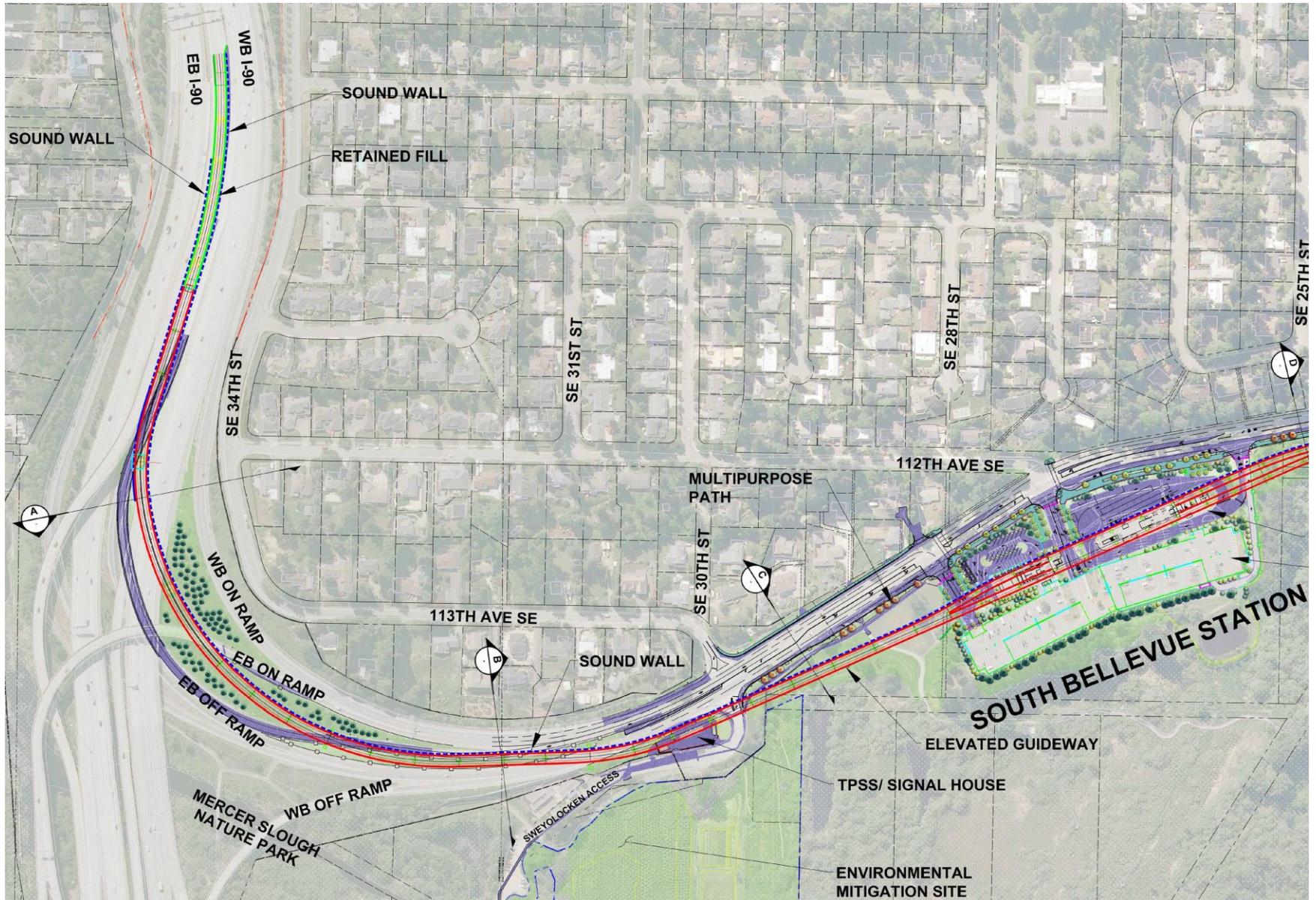
- At-Grade Route
- - - Elevated Route
- Retained-Cut Route
- Retained-Fill Route
- - - Tunnel Route
- Station
- Proposed Improvements



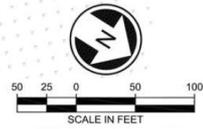
# Cost Savings Outcome

- Resolution No. 8576, April 22, 2013
- Modified the MOU alignment
- Bellevue Way
  - Retained as described in Exhibit C of the MOU “trench in front of Winters House”
- 112<sup>th</sup> Avenue SE Road Over Rail
  - Replaced the City Requested Modification of a light rail fly-over of 112<sup>th</sup> Avenue SE in the approximate location of SE 15<sup>th</sup> with the “road over rails” option of a new 112<sup>th</sup> Avenue SE overpass and light rail crossing under the overpass at grade.
- 112<sup>th</sup> Avenue SE North of Crossover
  - Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at grade crossing of SE 4<sup>th</sup> Street with a controlled access allowing for emergency vehicle access only on SE 4<sup>th</sup> Street and allowing for the development of an alternative access into Surrey Downs from 112<sup>th</sup> Avenue SE through Bellefield Residential Park
- Downtown Station
  - Replace the below-grade Downtown station with a Downtown station with an above-grade station parallel to NE 6<sup>th</sup> (NE 6<sup>th</sup> Station Option).

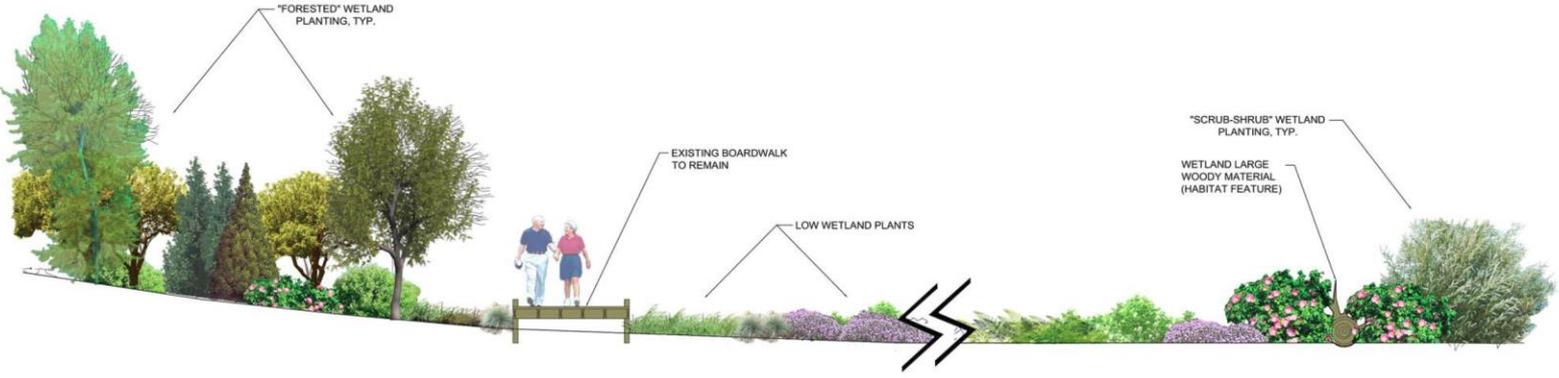
# 90% Design East Link Alignment – South Bellevue



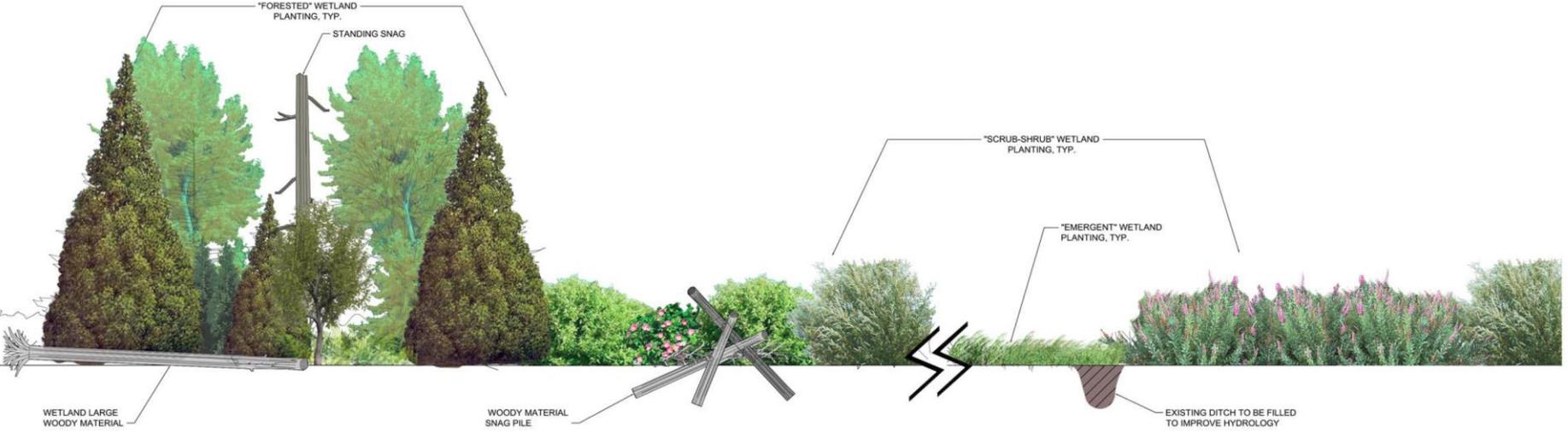
# Sweyolocken Mitigation Site



# Sweyolocken Mitigation Site



**SECTION A-A**



**SECTION B-B**

# Sweyolocken Mitigation Site

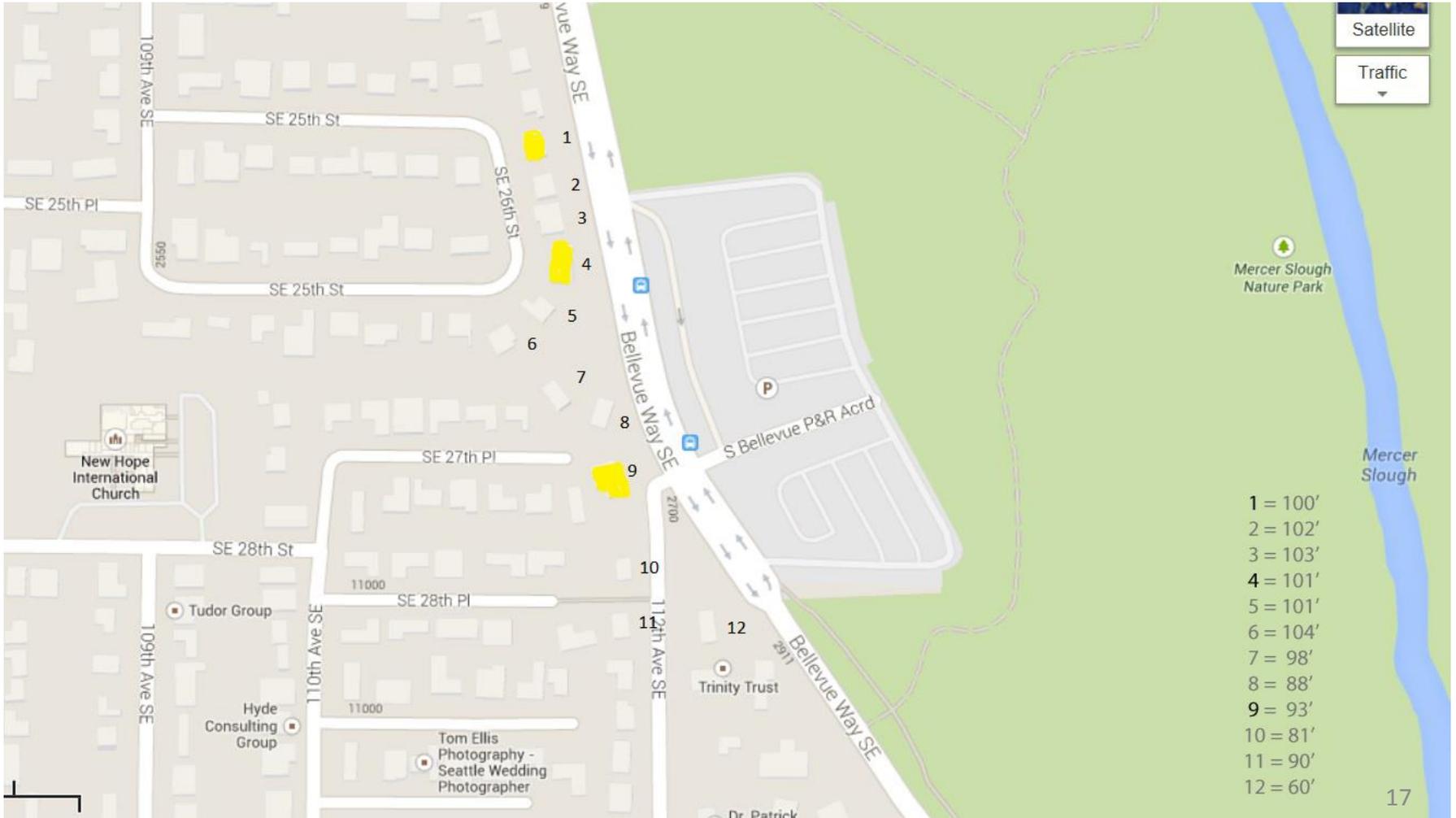


# SOUTH BELLEVUE STATION - PERSPECTIVE AERIAL VIEW

EAST LINK EXTENSION



# Hillside Houses View Map



# View From House #1

## 60% Design Animation Still-Shot



# View From House #4

## 60% Design Animation Still-Shot

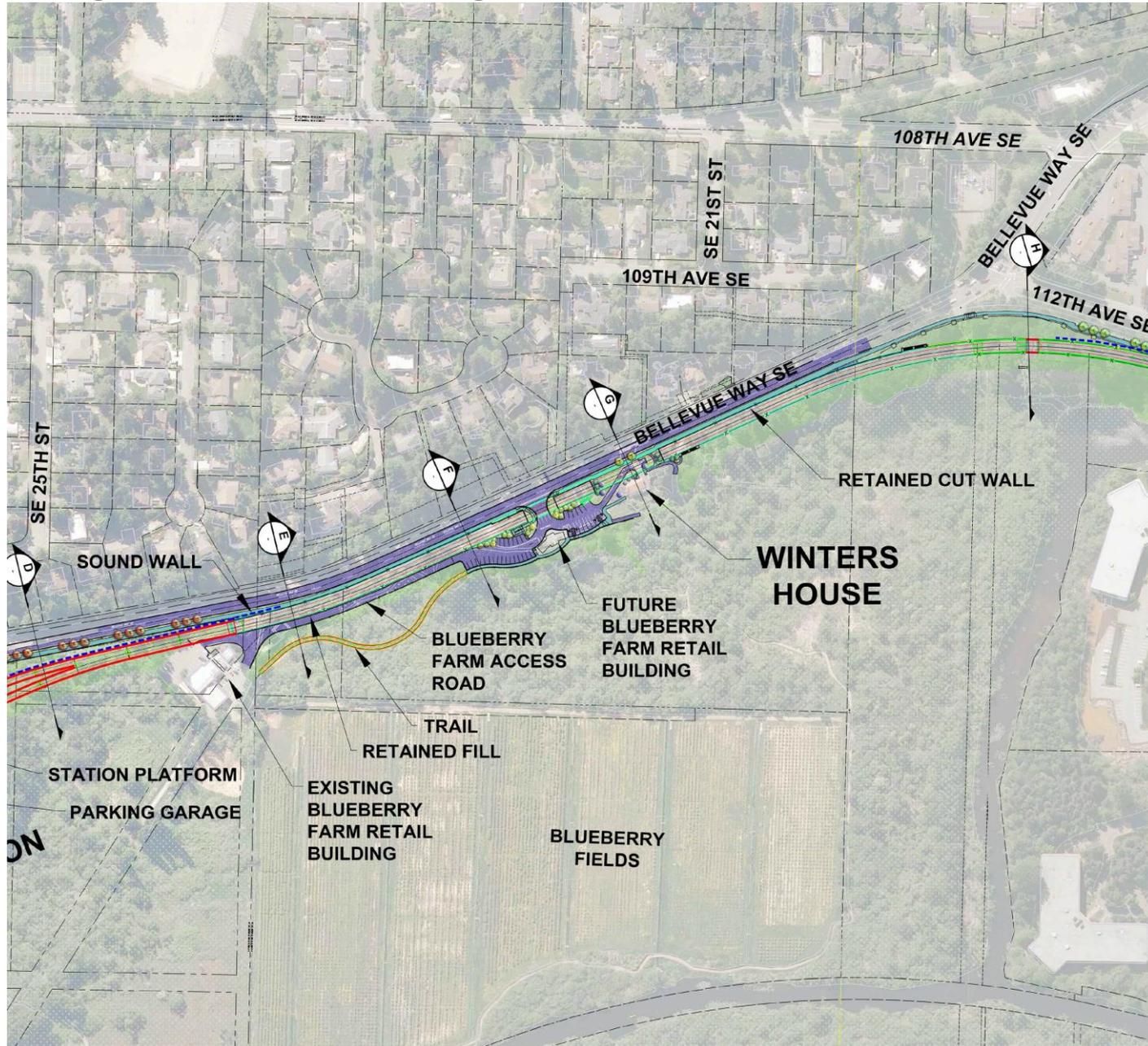


# View From House #9

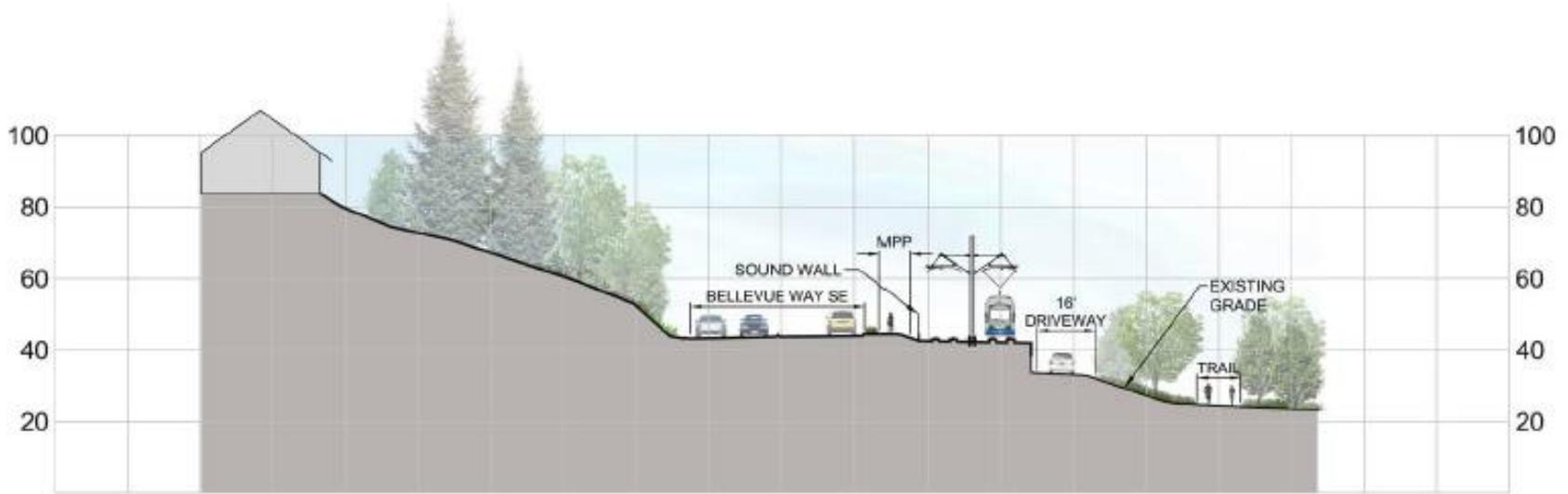
## 60% Design Animation Still-Shot



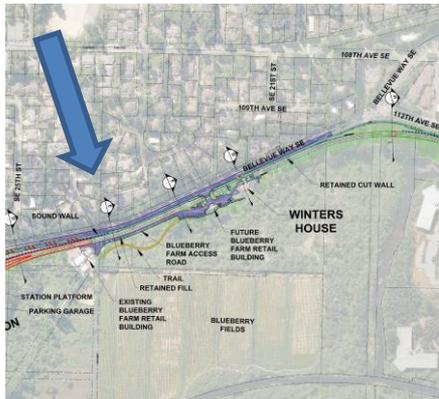
# 90% Design East Link Alignment - Winter's House to Wye



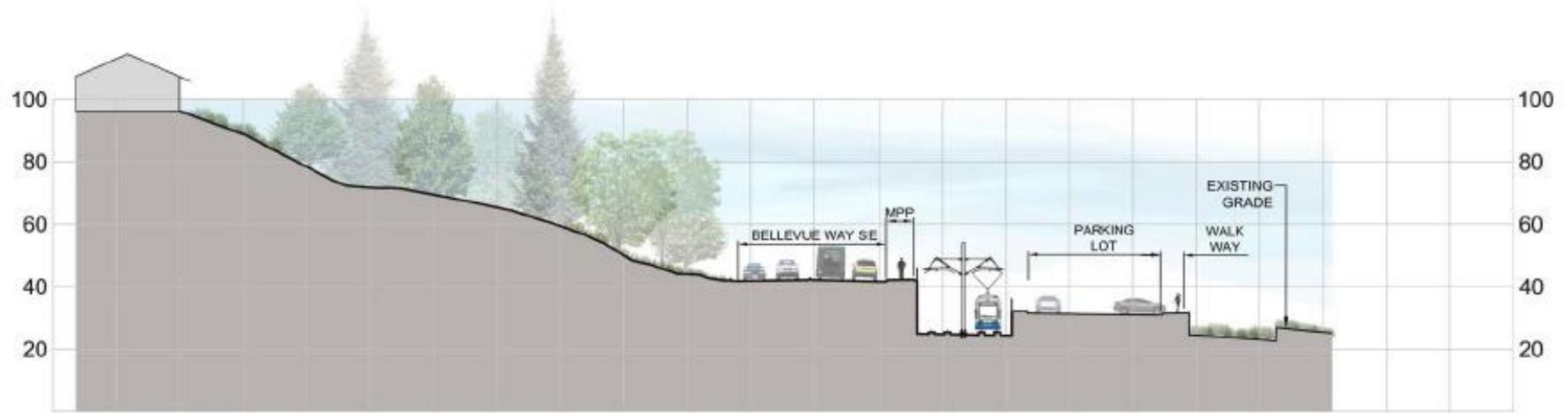
# Bellevue Way SE Cross Sections



## SECTION E BLUEBERRY FARM ACCESS



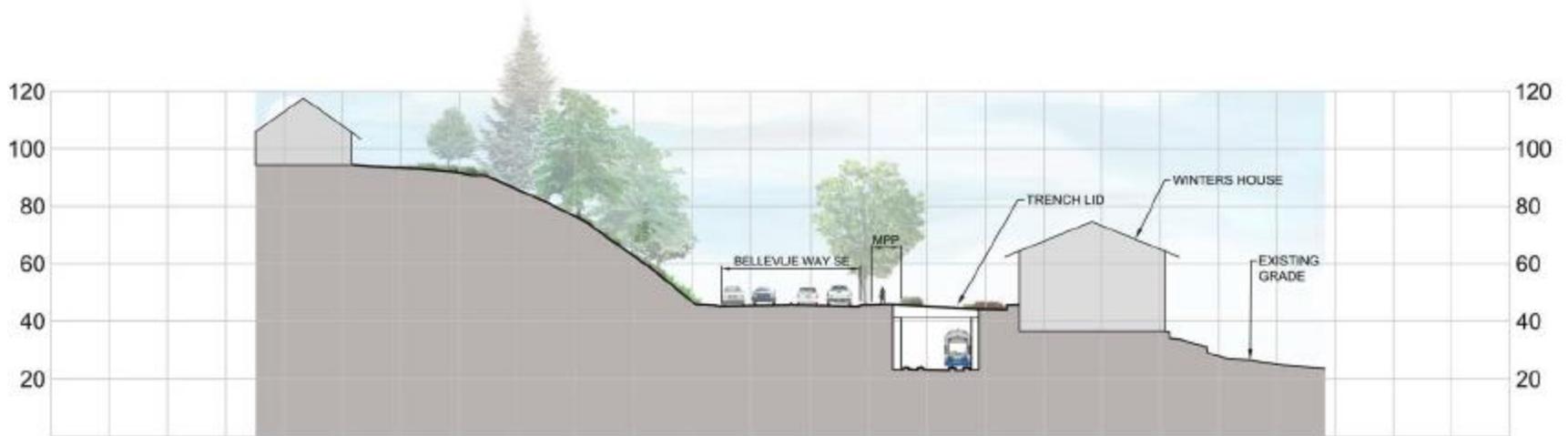
# Bellevue Way SE Cross Sections



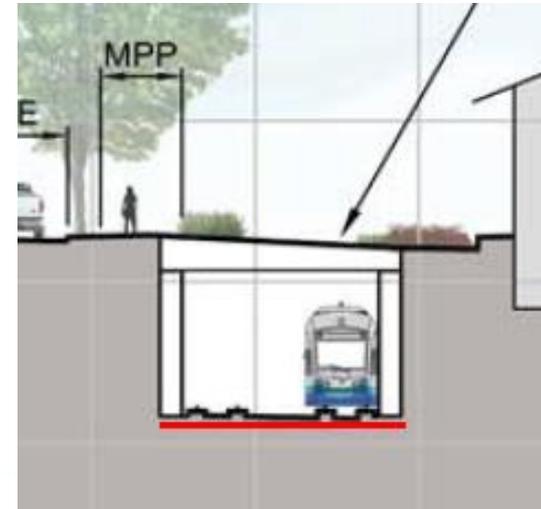
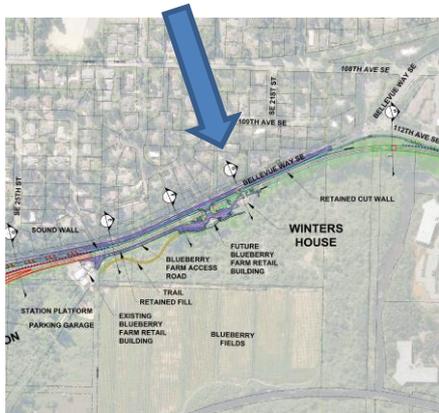
## SECTION F TRENCH SOUTH OF WINTERS HOUSE



# Bellevue Way SE Cross Sections



## SECTION G LIDDED STRUCTURE @ WINTERS HOUSE



— Preliminary Eng. elev.

\* No change between 60% Design & 90% Design elevation

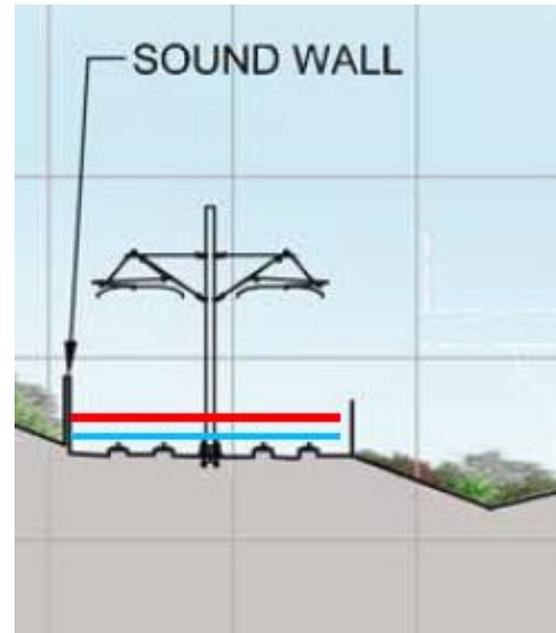
# Bellevue Way SE Cross Sections



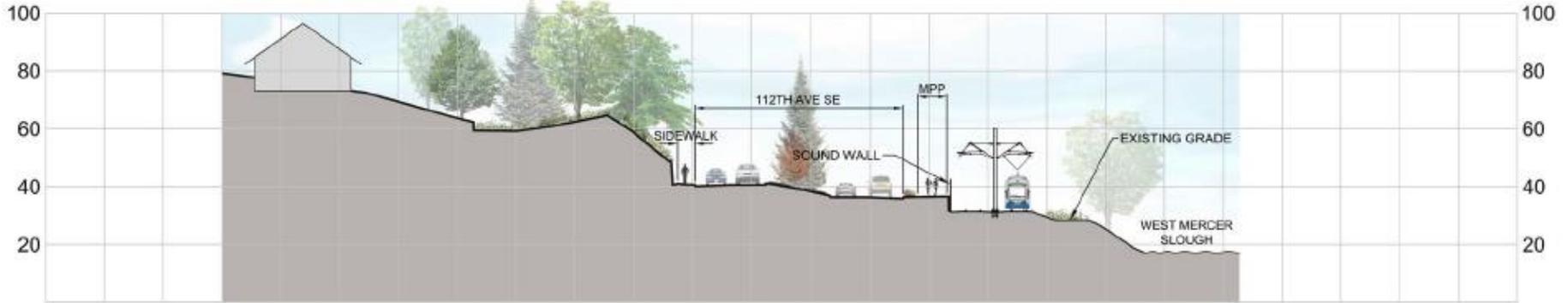
**SECTION H**  
**BELLEVUE WAY SE AND 112TH AVE SE WYE**



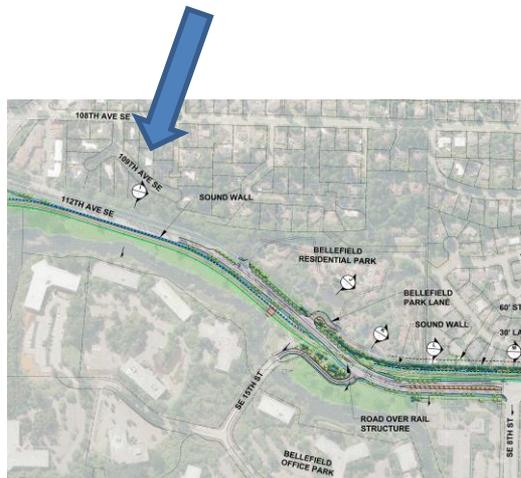
— Preliminary Eng. elev.  
 — 60% Design elev.  
 90% Design elev. shown



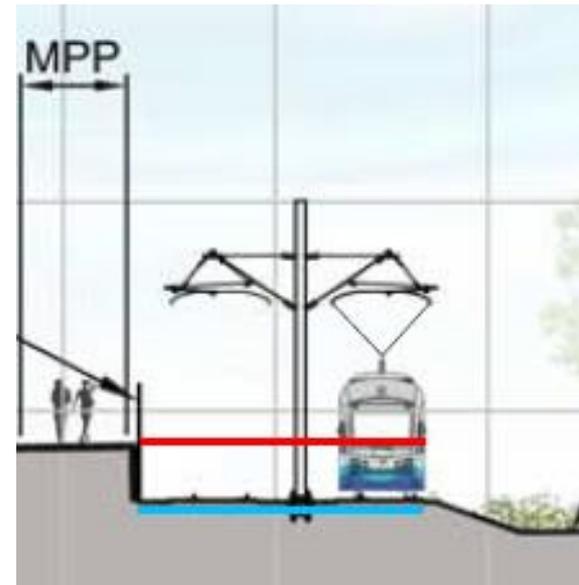
# 112<sup>th</sup> Avenue SE Cross Sections



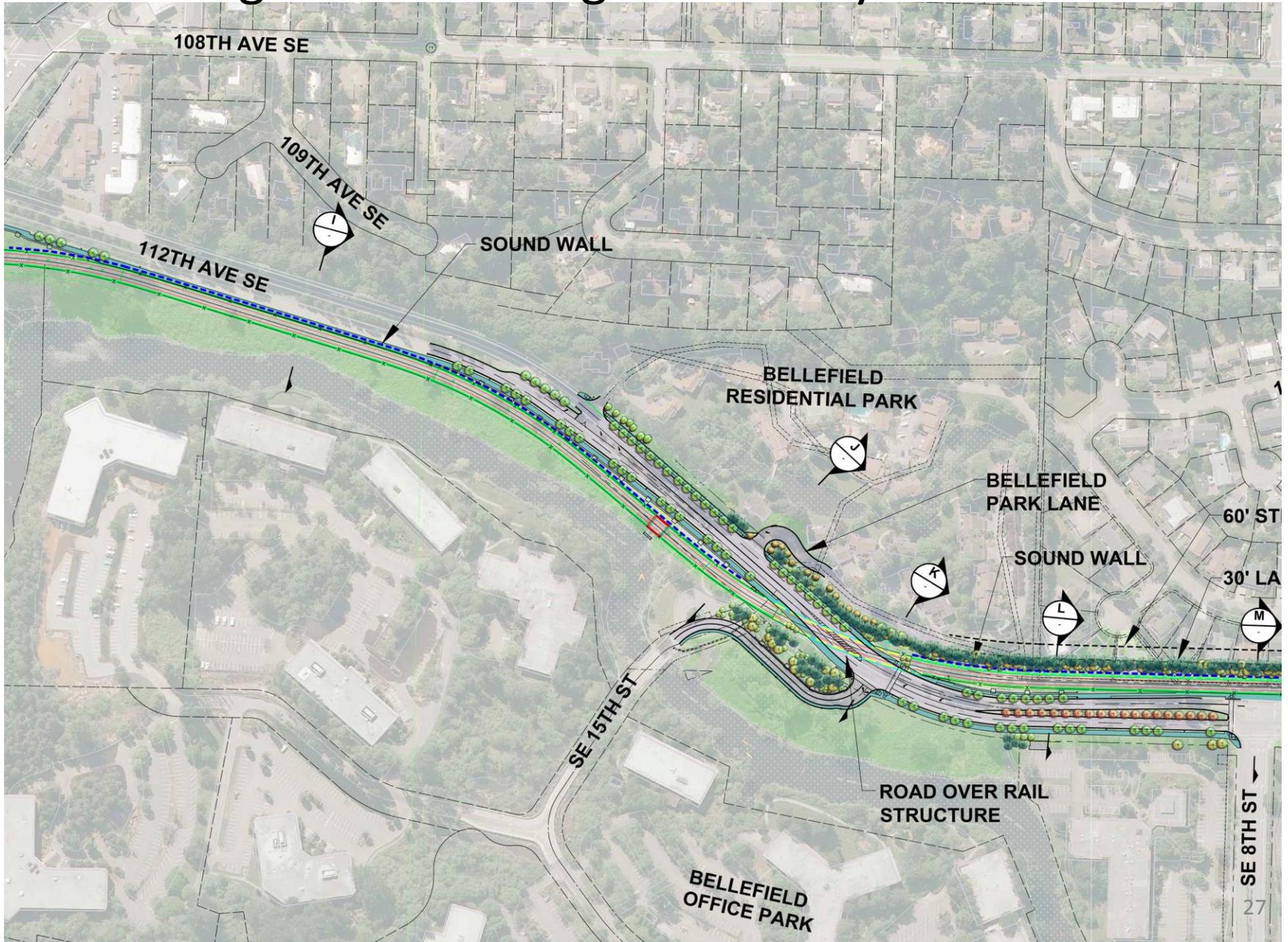
## SECTION I 112TH AVE SE NORTH OF WYE



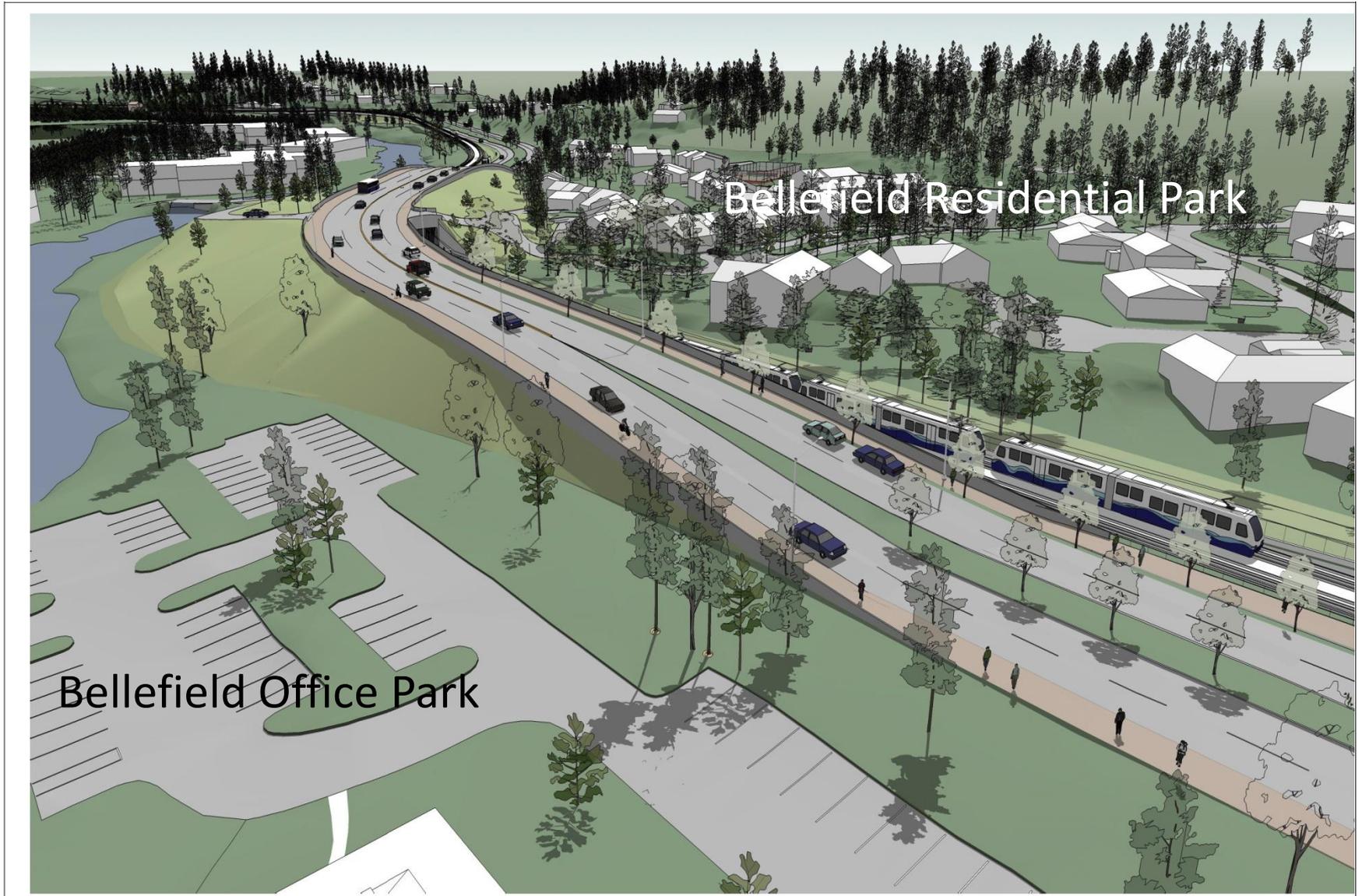
- Preliminary Eng. elev.
- 60% Design elev.
- 90% Design elev. shown



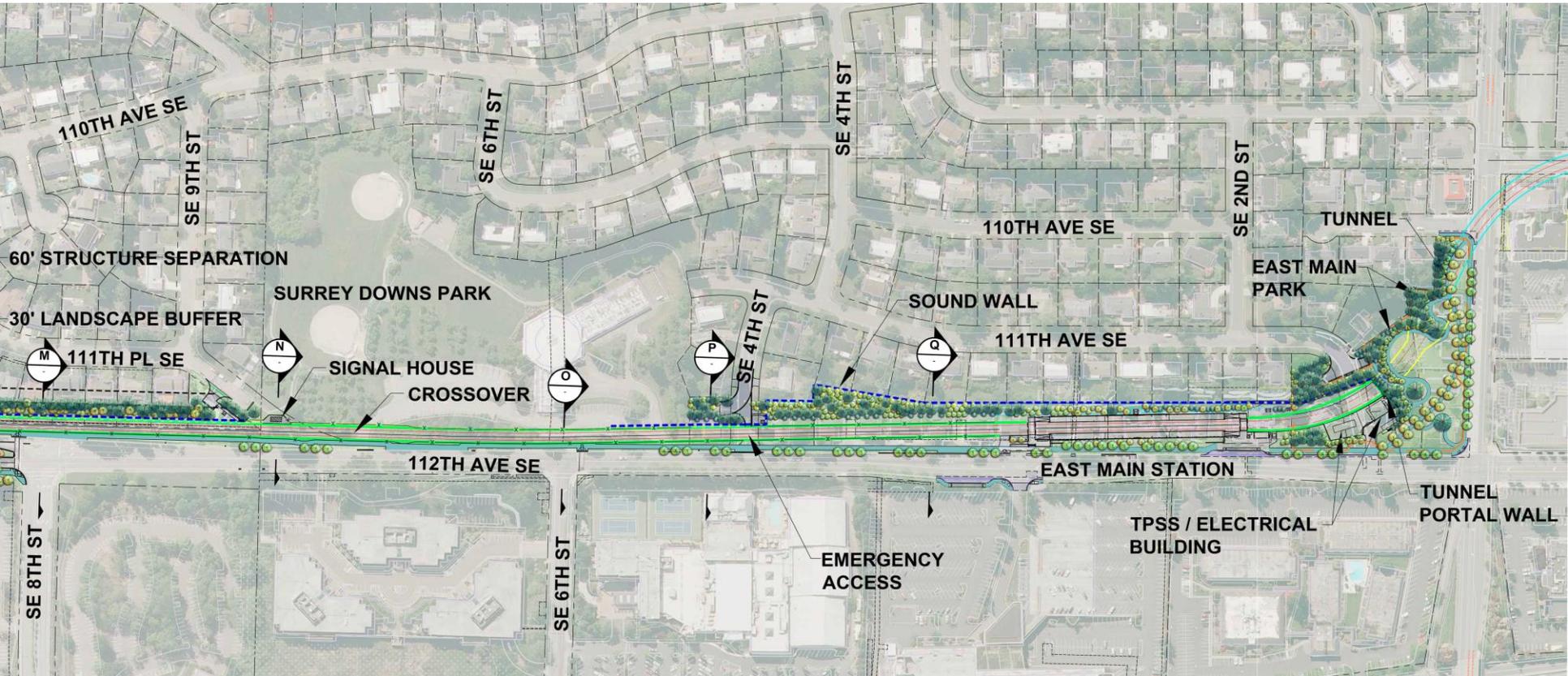
# 90% Design East Link Alignment – Wye to SE 8<sup>th</sup> Street



# 112<sup>th</sup> Avenue SE Road Over Rail



# 90% Design East Link Alignment SE 8<sup>th</sup> Street to Main Street



# 112<sup>th</sup> Avenue SE – South of Surrey Downs Park (Just North of SE 8<sup>th</sup> looking North)



# SE 4<sup>th</sup> Street Emergency Access

(Looking Northwest)



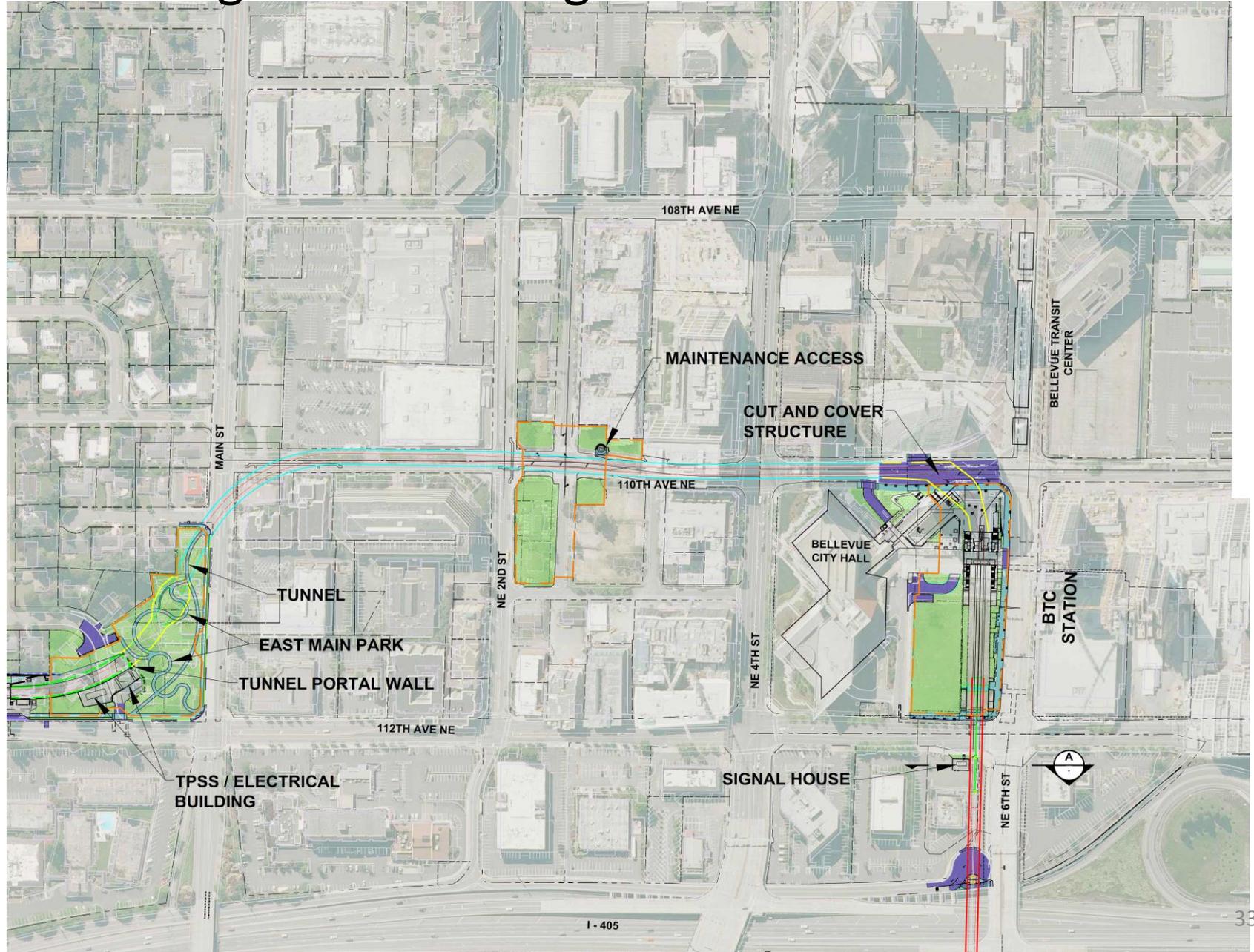
# East Main Station

(Looking Northwest)



112<sup>th</sup> Avenue SE

# 60% Design East Link Alignment – Downtown to I-405



# Mid-Tunnel Access Shaft Headhouse



PSE Bldg

Tunnel Ventilation  
Fan Access

NE 2nd Place

110th Avenue NE

**View From NE 2nd Place**

# Bellevue Transit Center



**Aerial View From BTC**

# Bellevue Transit Center



112th Avenue NE

East Entry View

NE 6th Street

112th & 6th SIGNAL HOUSE  
VIEW FROM NE 6th ST  
EAST LINK EXTENSION



112<sup>th</sup> Avenue NE

# 60% Design East Link Alignment I-405 to 120<sup>th</sup> Avenue NE

# HOSPITAL STATION: STATION VIEW LOOKING NORTHWEST

EAST LINK EXTENSION

Whole Foods

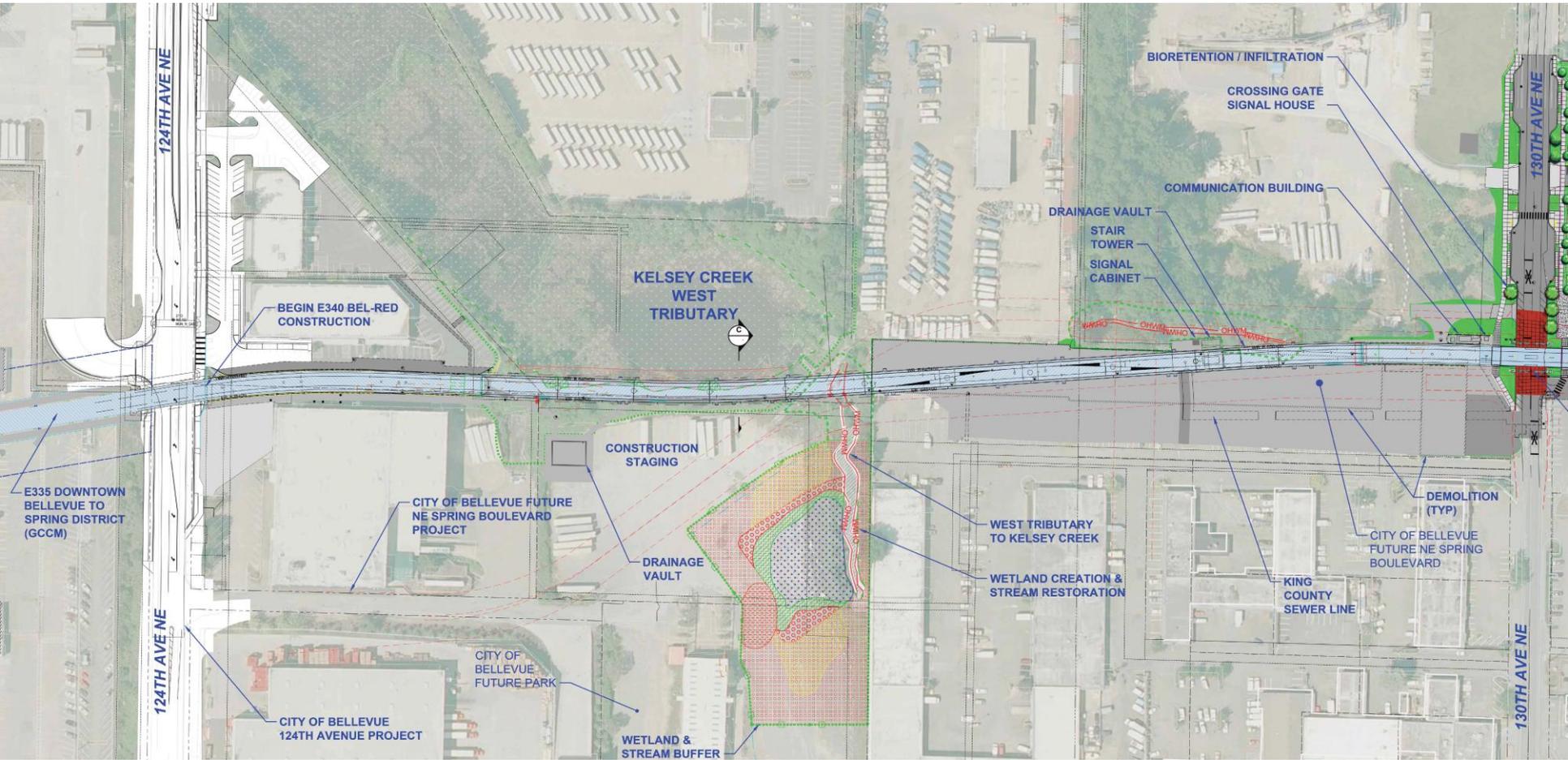


# HOSPITAL STATION: NORTH ENTRANCE

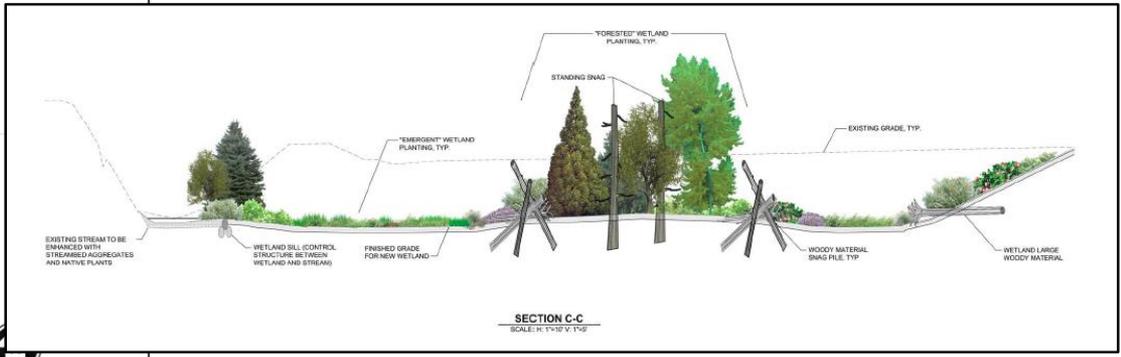
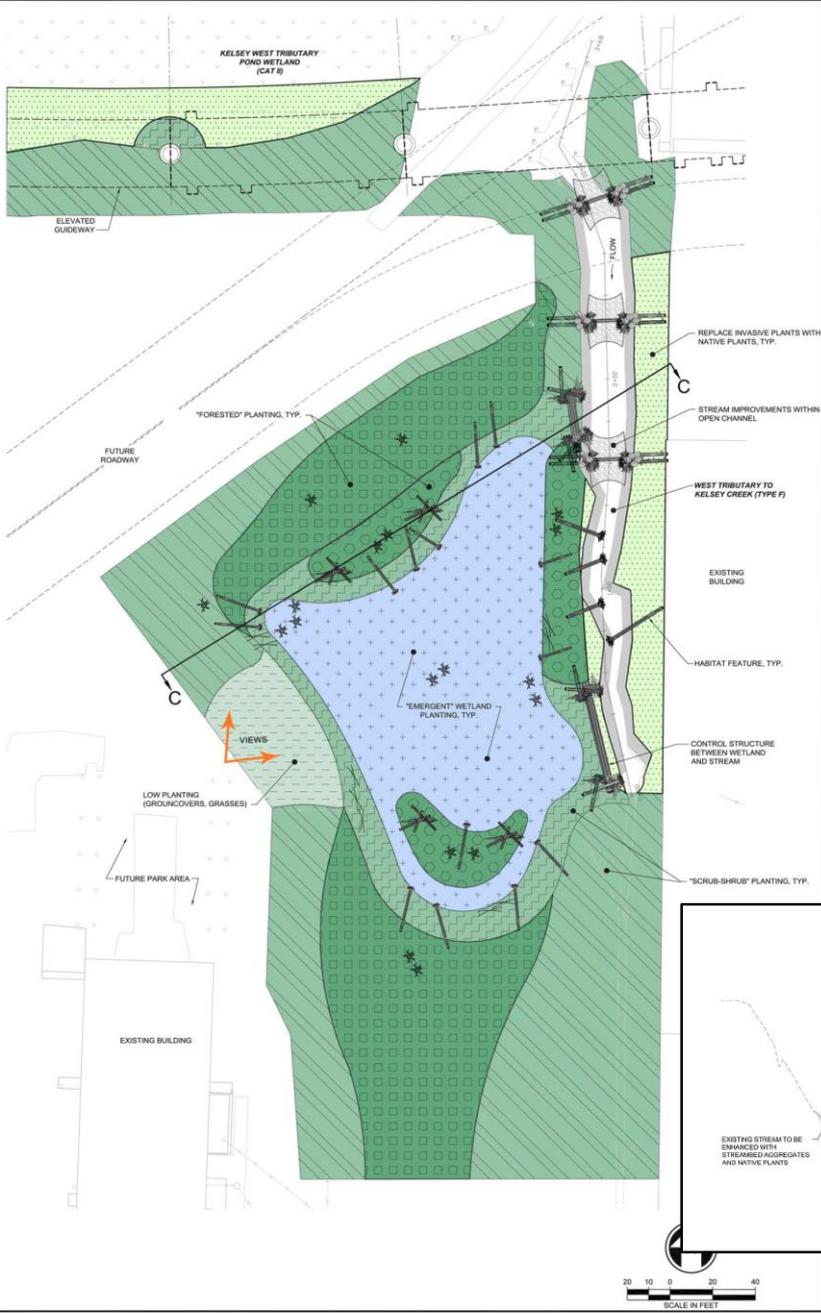
EAST LINK EXTENSION



# 90 % Design East Link Alignment 124<sup>th</sup> Ave NE to 130<sup>th</sup> Ave SE



# West Tributary to Kelsey Creek – Mitigation Site





# East Link Alignment – 130<sup>th</sup> Ave NE to 134<sup>th</sup> Ave SE

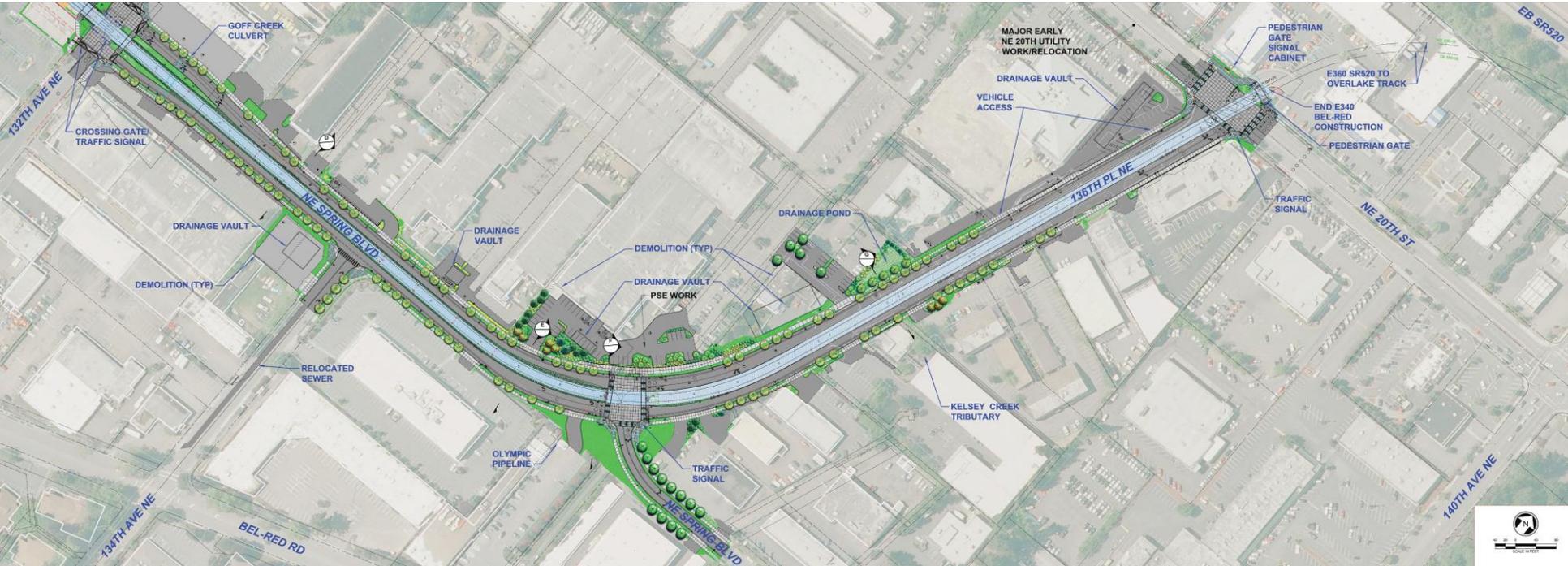
## Site plan (After NE Spring Blvd. Extension)



# 130<sup>th</sup> Station



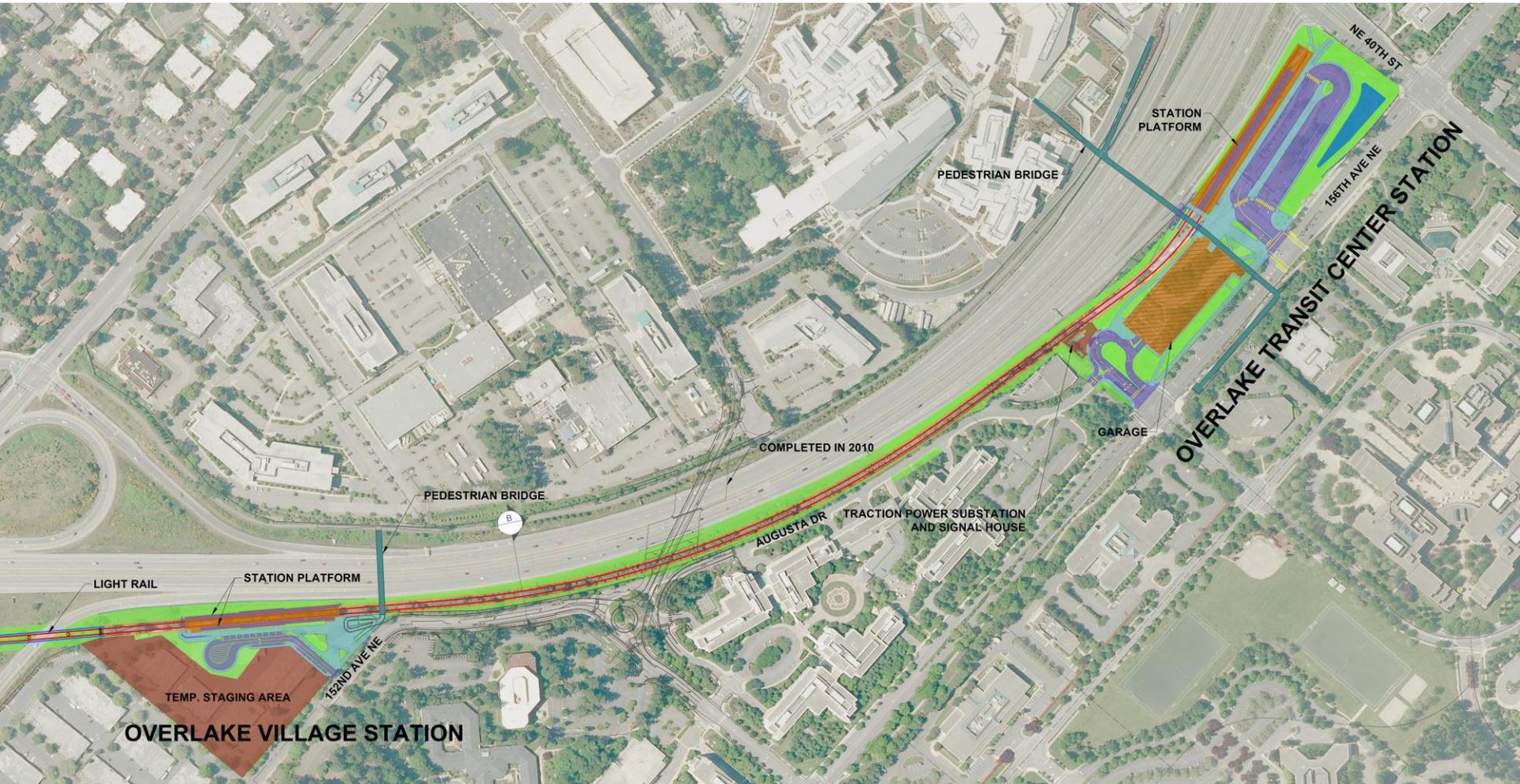
# 90% Design East Link Alignment 134<sup>th</sup> Avenue NE to NE 20<sup>th</sup> Street



# East Link Alignment – Design Build Segment NE 20<sup>th</sup> Street to 148<sup>th</sup> Avenue NE



# East Link Alignment – Design Build Segment 148<sup>th</sup> Avenue NE to Overlake Transit Center

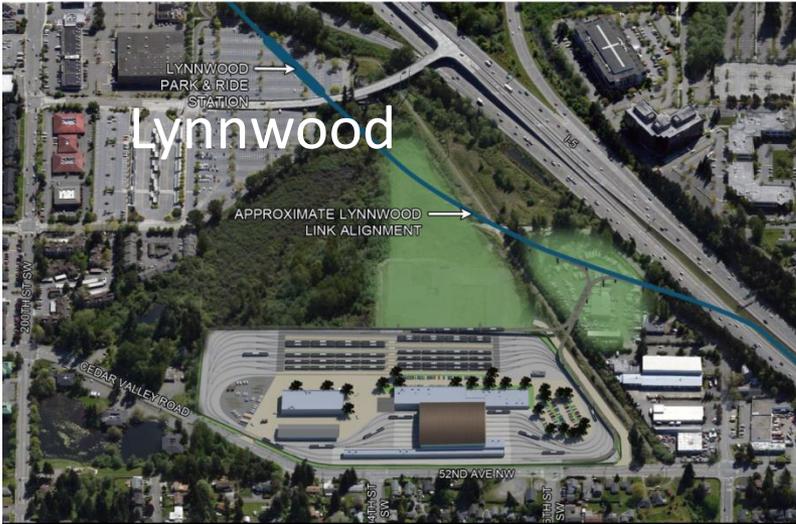


# Operations and Maintenance Satellite Facility (OMSF)

# OMSF

## Draft Environment Impact Statement

### June 2014



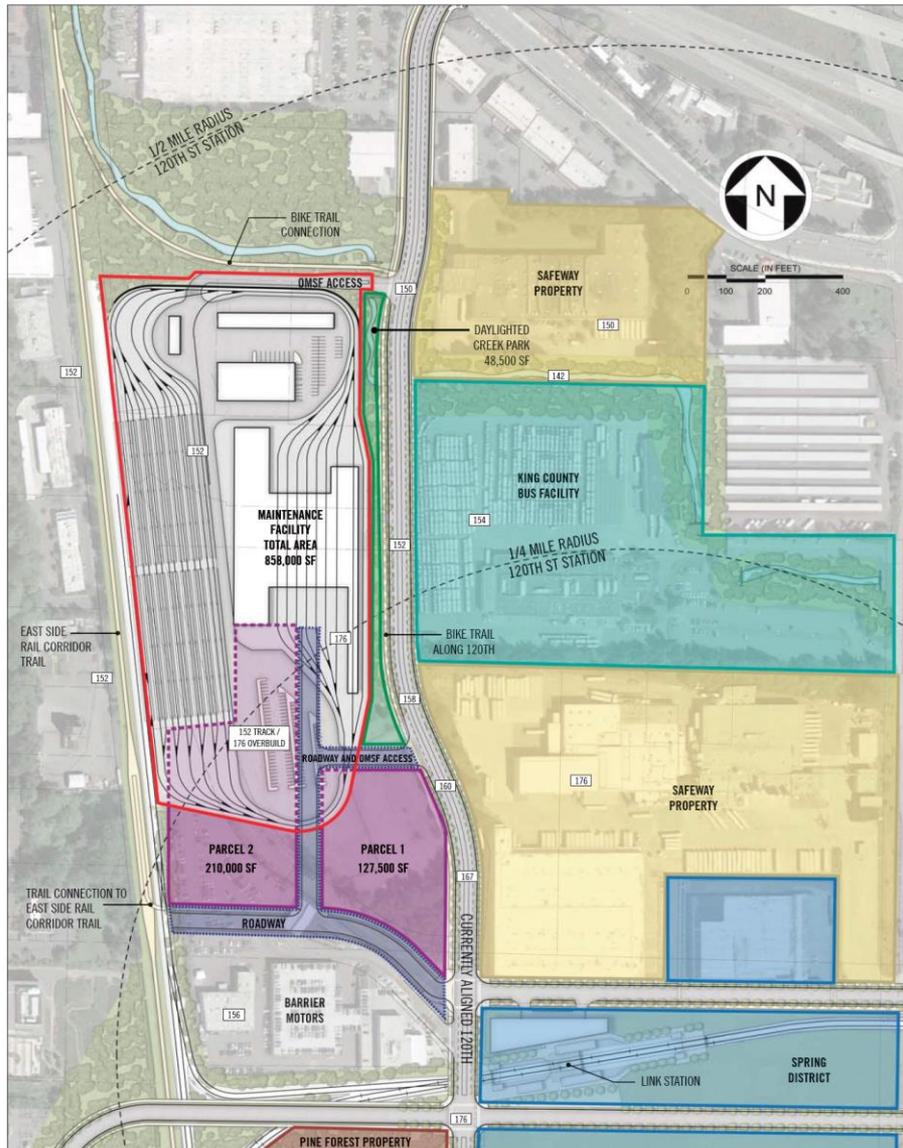
# Sound Transit Board Selection of Preferred Site July 24, 2014



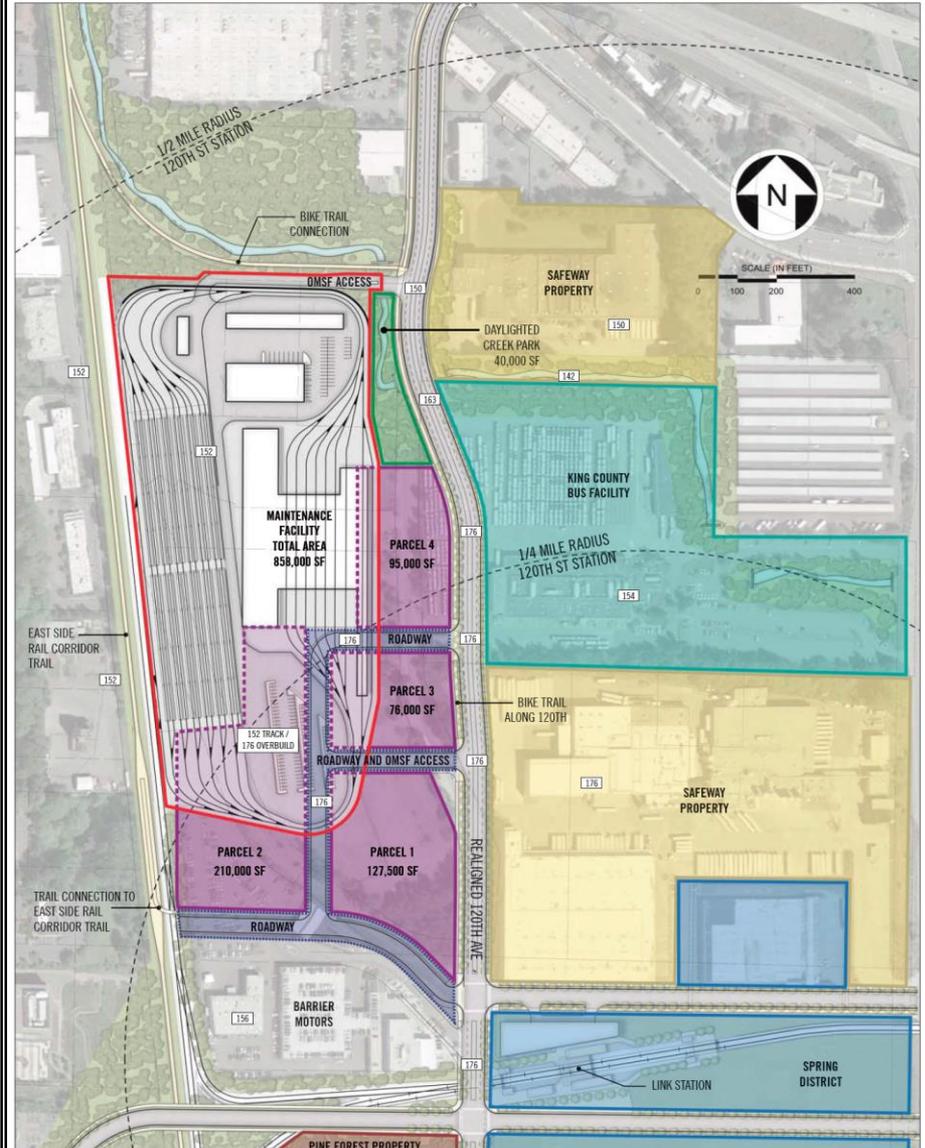
# Operations and Maintenance Satellite Facility (OMSF)

Began Preliminary Engineering	November 2014
Final EIS Target Complete	November 2015
Design and Permitting	2015 – 2017
Construction	2017 - 2020
Operational	2020

# Stakeholder OMSF Options



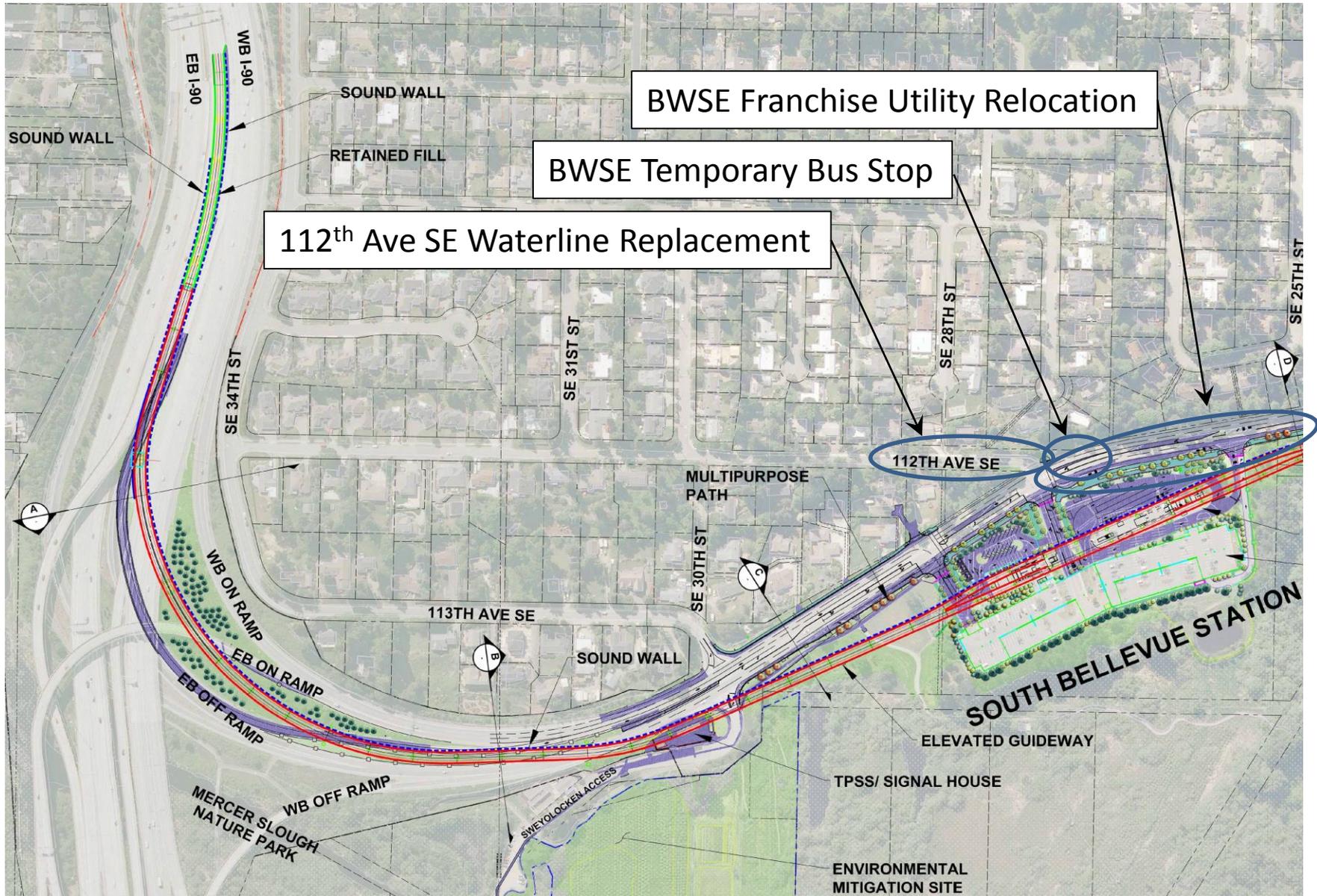
PHASE 1 - SCHEME A2 - CURRENTLY ALIGNED 120TH  
OPERATIONS AND MAINTENANCE SATELLITE FACILITY - BNSF SITE



PHASE 2 - SCHEME A2 - REALIGNED 120TH  
OPERATIONS AND MAINTENANCE SATELLITE FACILITY - BNSF SITE

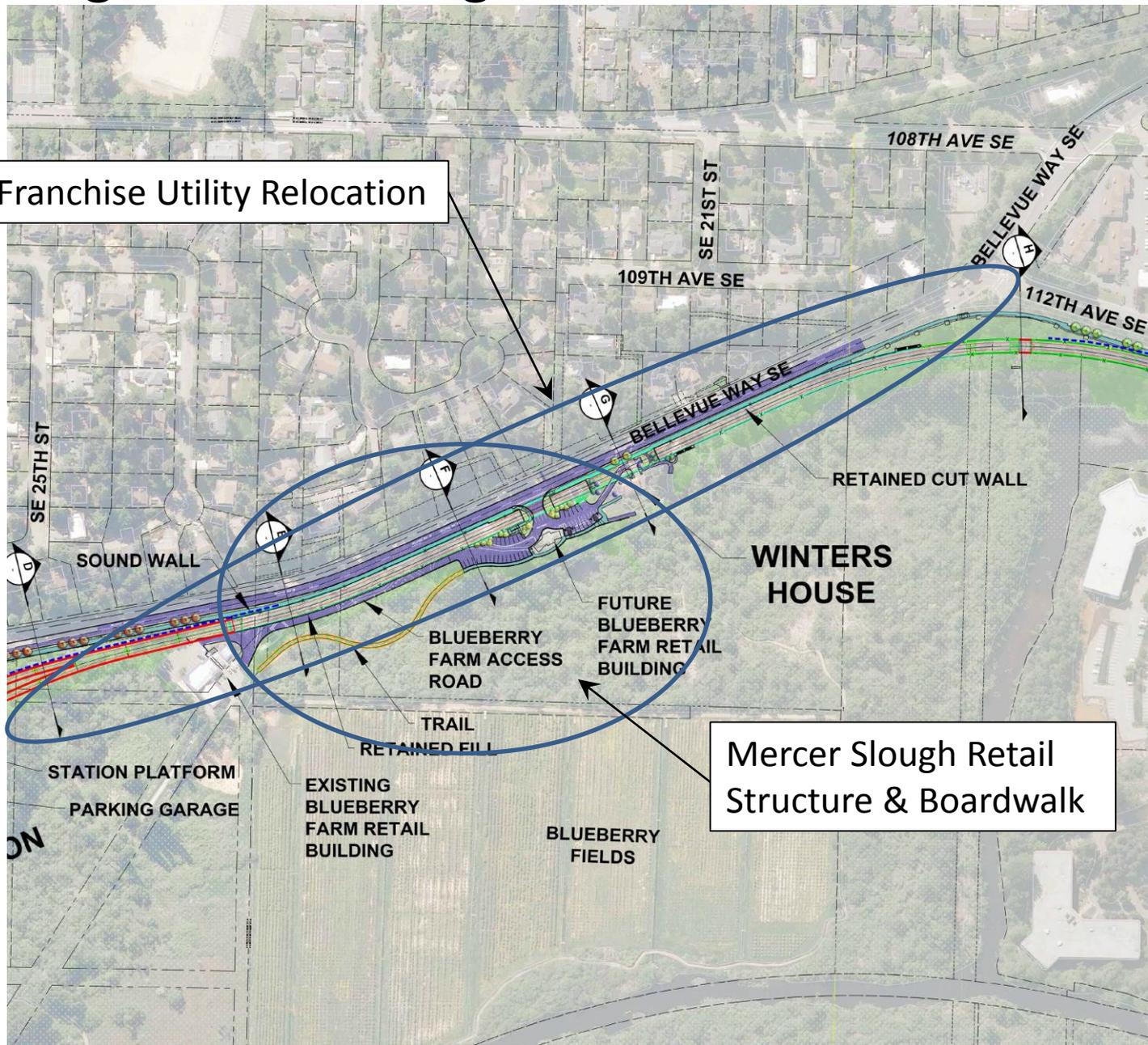
# Coordination of Projects

# 90% Design East Link Alignment – South Bellevue



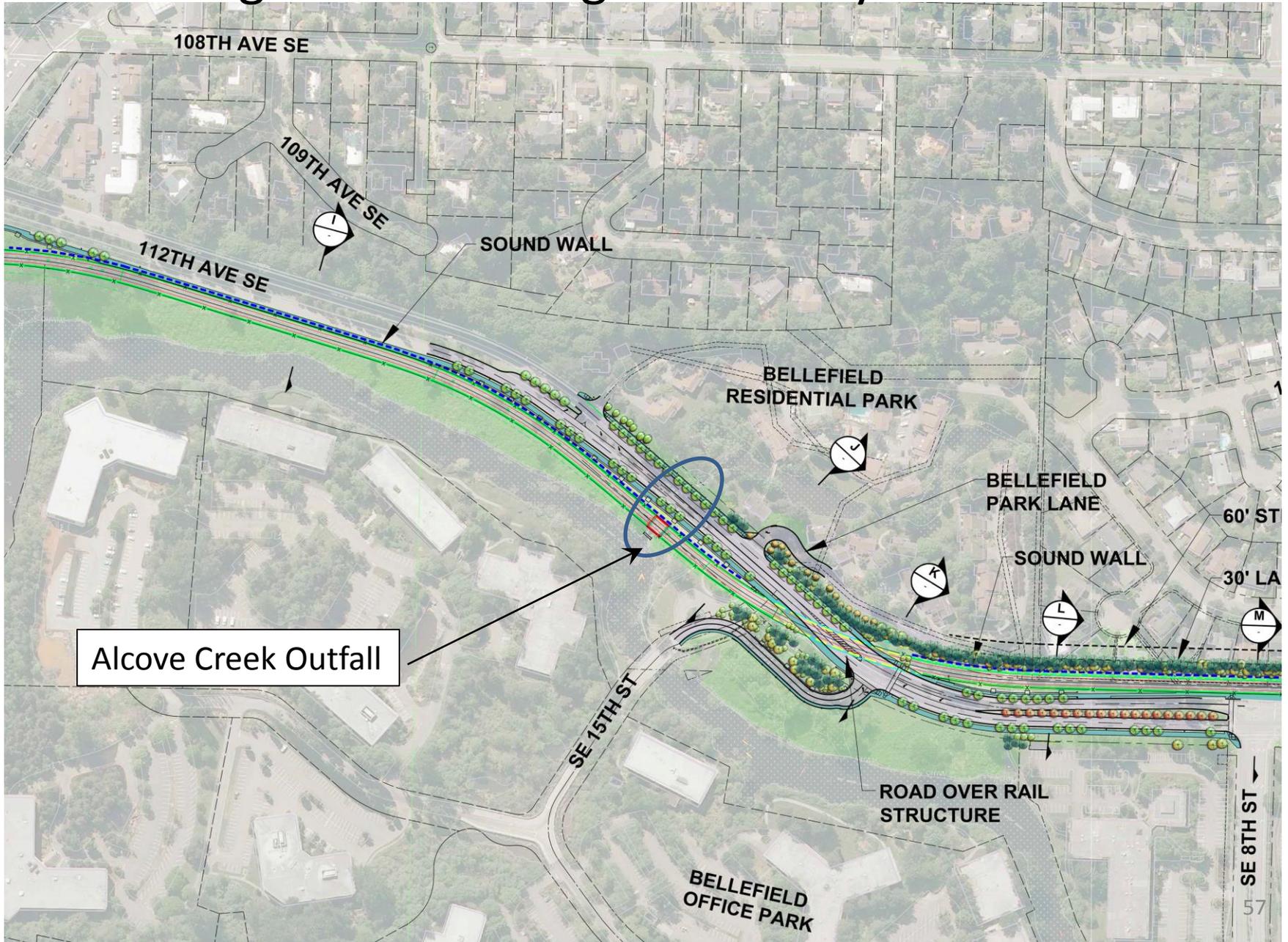
# 90% Design East Link Alignment - Winter's House to Wye

BWSE Franchise Utility Relocation

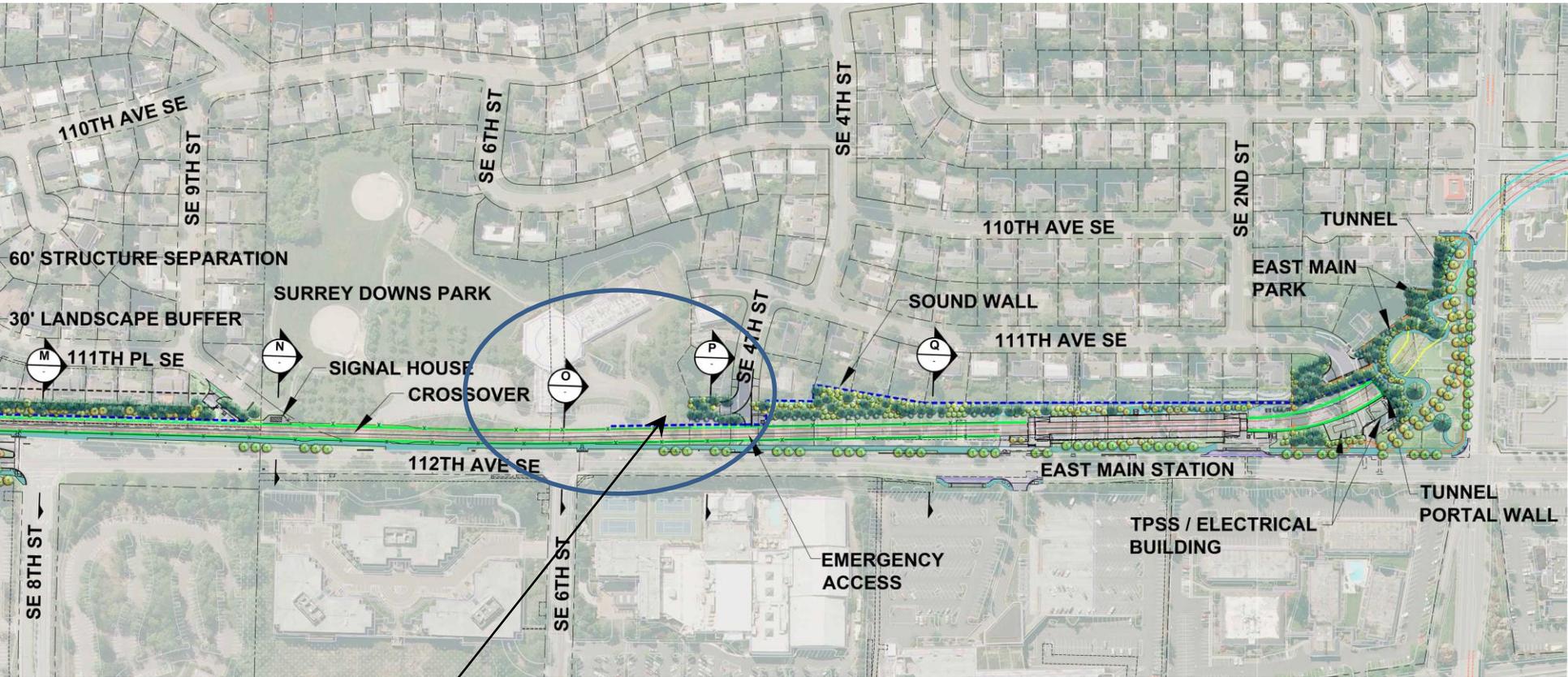


Mercer Slough Retail Structure & Boardwalk

# 90% Design East Link Alignment – Wye to SE 8<sup>th</sup> Street

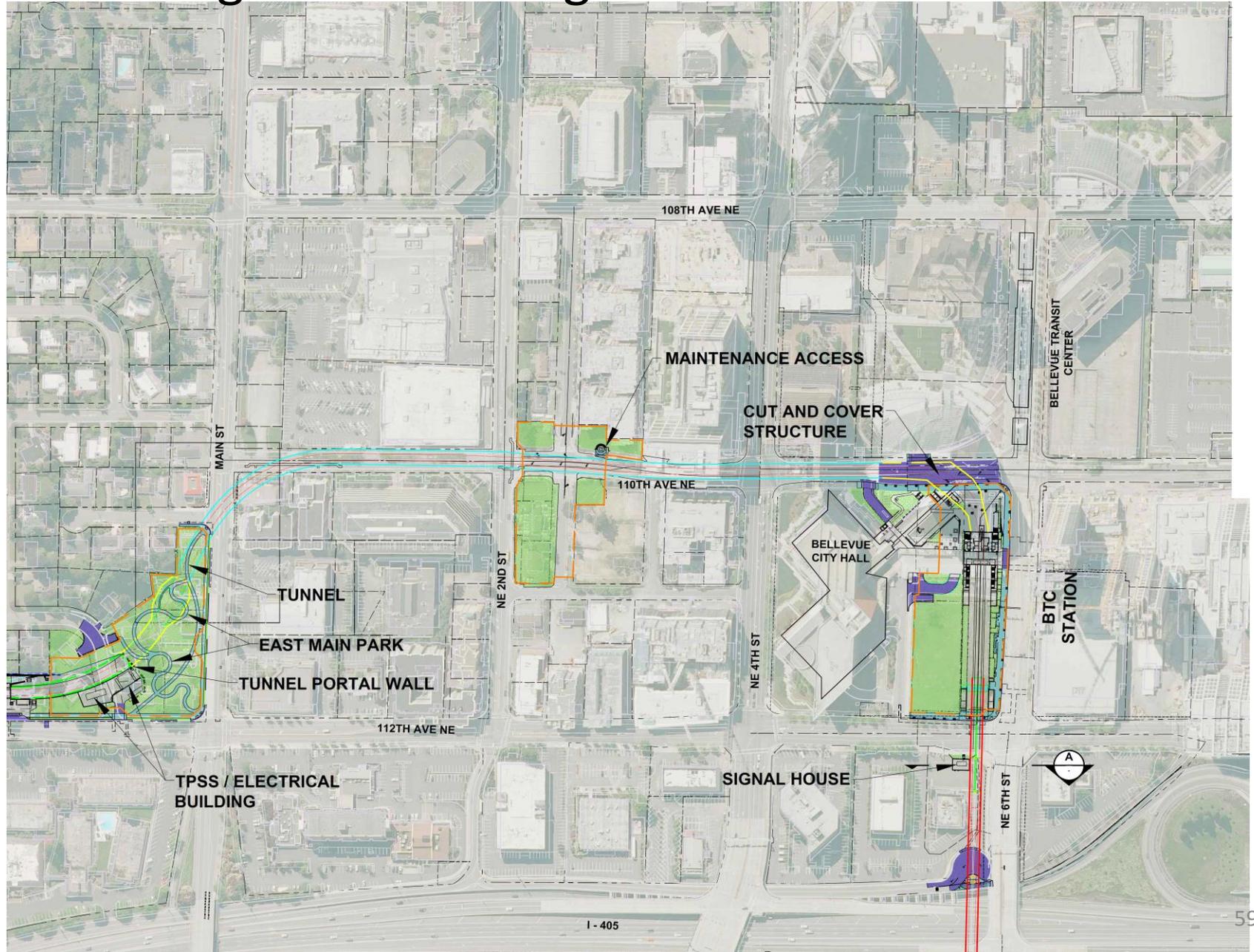


# 90% Design East Link Alignment SE 8<sup>th</sup> Street to Main Street



Surrey Downs Park  
Entry, Parking and  
Storm Drainage

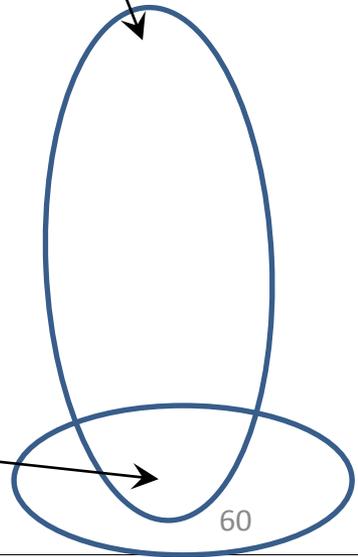
# 60% Design East Link Alignment – Downtown to I-405



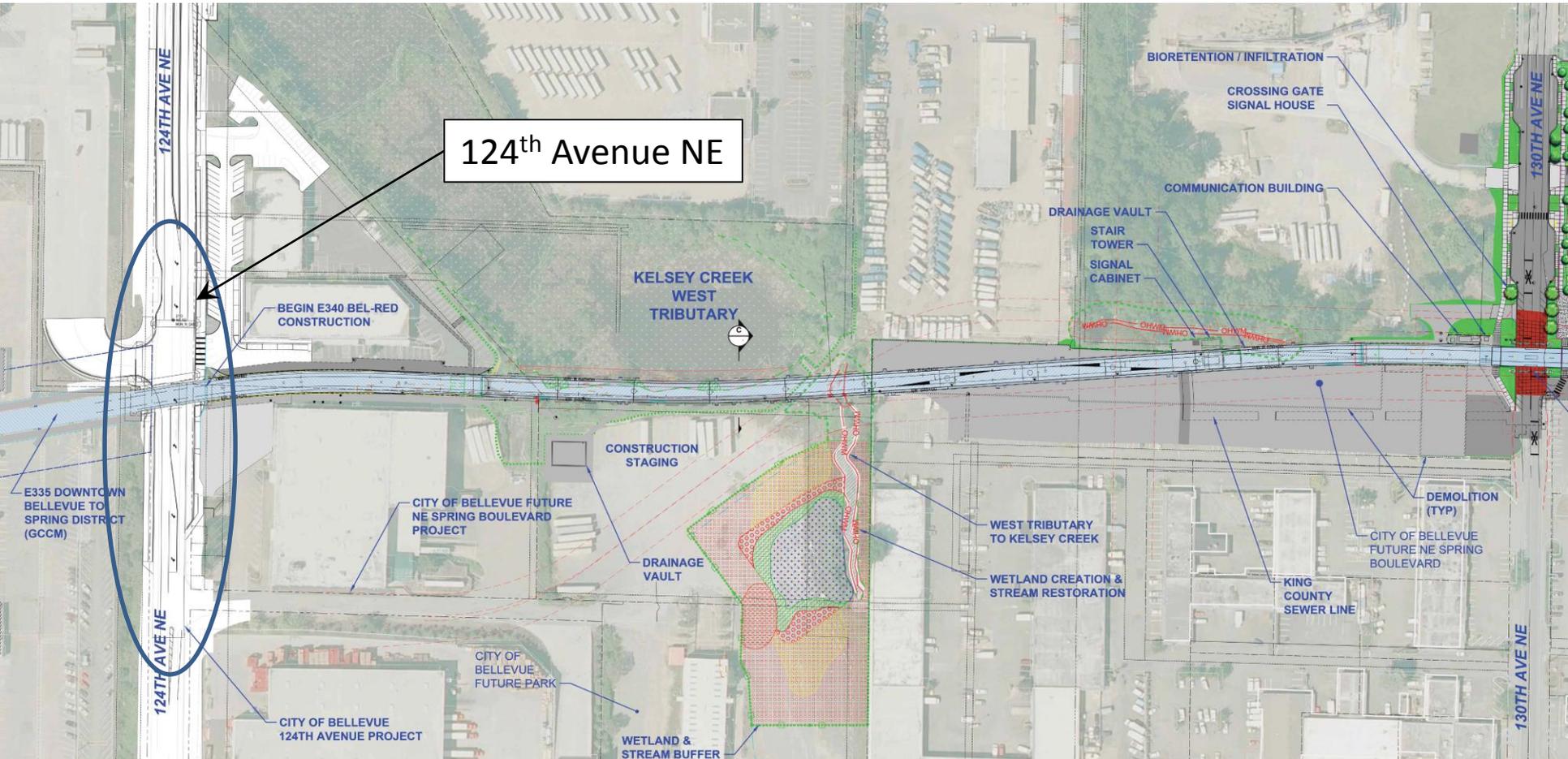
# 60% Design East Link Alignment I-405 to 120<sup>th</sup> Avenue NE

Spring Blvd Zone 1

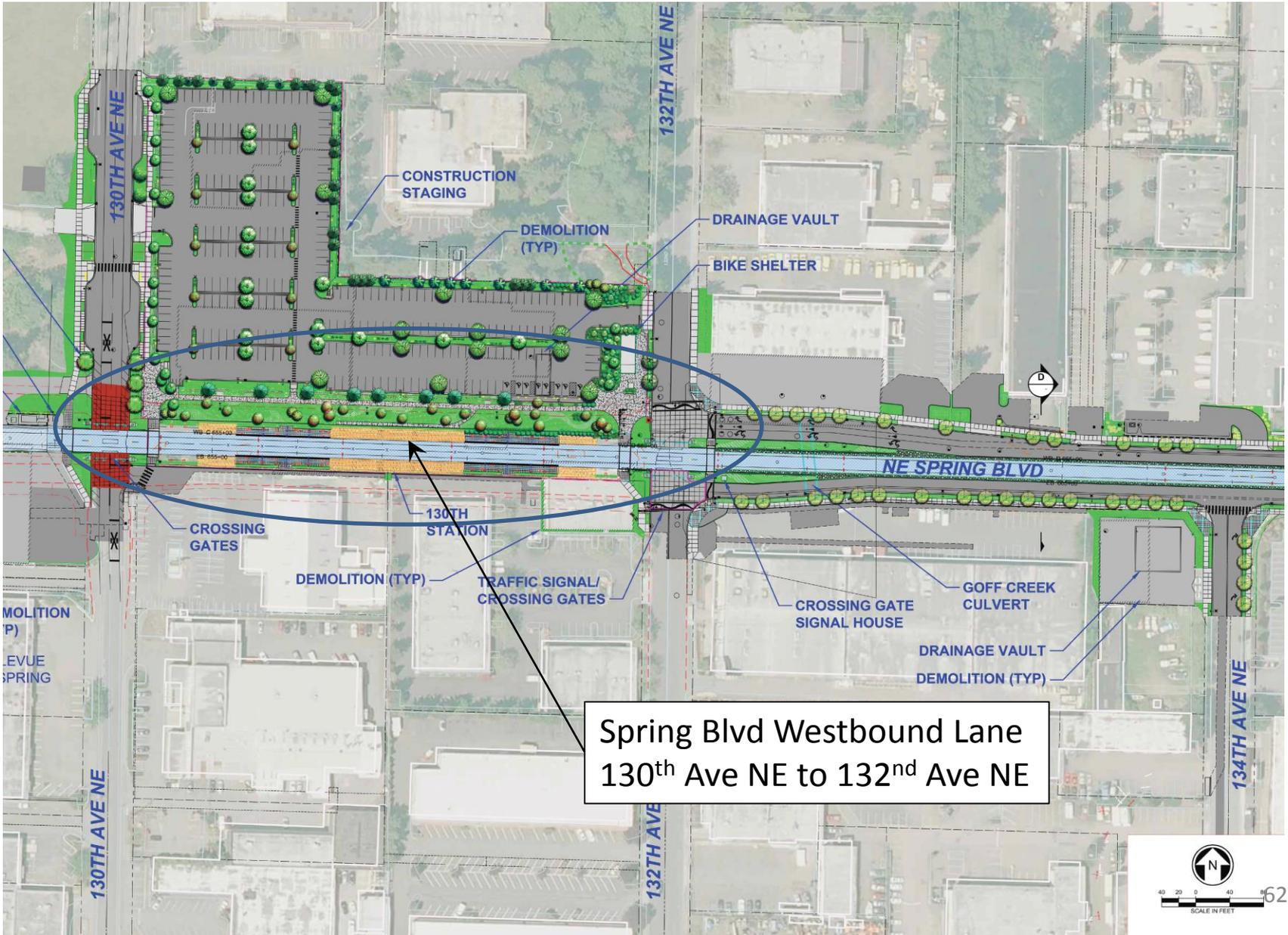
120<sup>th</sup> Avenue NE



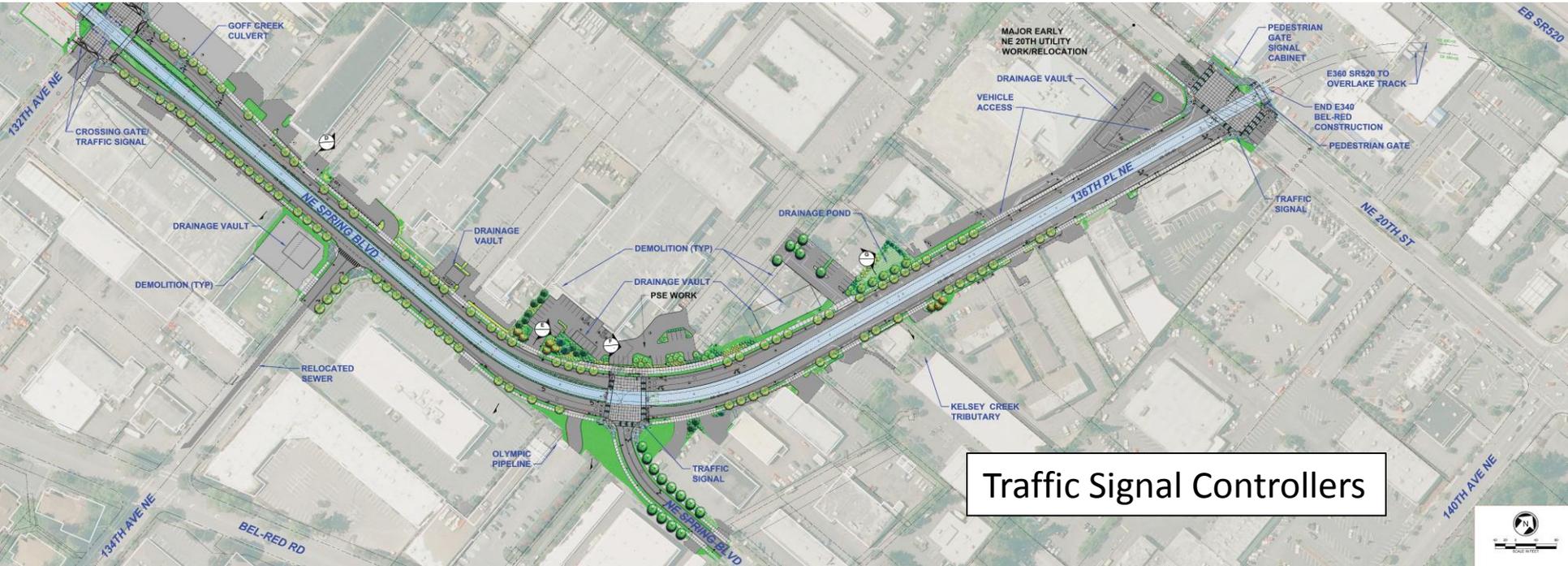
# 90 % Design East Link Alignment 124<sup>th</sup> Ave NE to 130<sup>th</sup> Ave SE



# 90% Design East Link Alignment 130<sup>th</sup> Ave NE to 134<sup>th</sup> Ave SE



# 90% Design East Link Alignment 134<sup>th</sup> Avenue NE to NE 20<sup>th</sup> Street



# Next Steps

April

MOU Amendment