City of Bellevue
Interest Statement Concerning Update to Sound Transit's Long Range Plan
being renamed: ST3 System Plan Interest Statement
(Early planning for future ST3 Program)

The City of Bellevue has long embraced and successfully advocated for a multimodal approach to addressing its regional transportation challenges. The regional network of highway, HOV, regional bus and future light rail serving our region and Bellevue must work in a highly integrated fashion to achieve system performance even as our area continues to grow.

Looking beyond the implementation of East Link to 2023 is an important question as Sound Transit updates its Long Range Plan. The City of Bellevue urges the Sound Transit Board to affirm its support of the following improvements serving the region (not in priority order):

1. ***Build upon ST2 Light Rail Investments.*** Bellevue strongly affirms its support for the extension of rail from Overlake to Downtown Redmond approved in ST2. The City also supports extensions to Tacoma and Everett in the future and applauds the Sound Transit Board for including these extensions in the Long Range Plan Update now underway.

2. ***Sustain Regional Express Bus (REX) Service.*** Sound Transit's REX service must provide a supportive role to all ST rail stations to maximize ST2 investments and provide high capacity transit (HCT) for high demand activity centers throughout the Sound Transit district.

3. ***Advance Bus Rapid Transit (BRT) Serving I-405 Consistent with I-405 Master Plan.*** I-405 BRT has been partially implemented since the I-405 Master Plan was adopted in 2002. We look forward to forthcoming alternative analysis of I-405, the Eastside's "main street" and Bellevue urges the Sound Transit Board to place a high priority on this critical corridor given its tremendous multimodal potential.

4. ***Provide High Capacity Transit Connecting Bellevue, Issaquah and Kirkland.*** Bellevue supports the Sound Transit Board including this corridor for study that will articulate alternatives for optimal High Capacity Transit connections between these three eastside jurisdictions.

5. ***Develop a Strategic Park and Ride Lot Expansion Plan.*** Sound Transit should coordinate closely with other transit providers and WSDOT to ensure the entire HCT system has adequate and strategically placed park and ride lots at the outer edges of the region to intercept trips "upstream" in highly traveled corridors.

6. ***Implement a Highly Integrated System.*** The Long Range Plan should strengthen system integration and continuity among all transit providers through continued commitment to connecting our region's centers and providing appropriate feeder service to the regional rail spine. Bellevue's Transit Master Plan (Proposed Frequent Transit Network) is a critical component to improving future mobility for the eastside and as such it should be considered into the HCT corridors and other service improvements to optimize the effectiveness of the future HCT network.

7. ***Include the Bellevue College [Regional] Connection in the Next Plan.*** Bellevue supports the Sound Transit Boards inclusion of a revised 142nd Place SE transit corridor serving Bellevue College's 36,000 students. Eighty percent of the trips coming to the college originate outside of Bellevue and improving this corridor will provide

significant operational reliability and travel time savings for transit. The City urges it be included as a priority project in the adopted Plan update.

8. *Consideration of Future Eastside Rail Corridor (ERC).* The City supports consideration of the corridor for long term passenger rail. While we believe this is a long-term option, it is critically important that planning for the ERC is consistent with Bellevue's 2013 ERC Interest Statement, particularly as it relates to long term implementation activities*: "Ensure affected local intersections and state highway interchanges along the corridor are carefully analyzed, planned and phased, especially where there are overlapping or competing interests for uses of the ERC right-of-way in highly constrained locations."*