

## **Sound Transit Phase 3 (ST3) System Plan Joint Interest Statement Cities of Bellevue, Issaquah, Kirkland, and Redmond**

The cities of Bellevue, Issaquah, Kirkland, and Redmond share the following interests in the Sound Transit Phase 3 (ST3) System Plan. These shared interests are in addition to city-specific interest statements or comment letters that may be provided to Sound Transit.

**Fund Eastside needs** – ST3 must fully fund investments necessary to meet Eastside transit needs throughout the duration of the ST3 System Plan. The regional transit system must provide viable alternative travel options within the Eastside and connect the Eastside with the region.

**Connect regional growth centers within the Eastside** – Eastside cities have many common interests and goals and are interconnected both economically and geographically. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers. Much of the Eastside transit demand is for travel among Eastside centers and ST3 must invest in service to meet that travel demand.

- Complete the East Link spine to Downtown Redmond; this should be a primary goal of any ST3 package.
- Build light rail from Totem Lake to Issaquah via Bellevue to connect these Eastside regional growth centers with fast, frequent and reliable transit service; delivering this connection within the ST3 timeline is imperative. If light rail is beyond the financial capacity of the Eastside in ST3, then other HCT connections such as Bus Rapid Transit (BRT) should be implemented instead.
- Invest in High Capacity Transit (HCT) and additional Regional Express Service (REX) to ensure that people can travel within the Eastside and beyond.

**Connect the Eastside with the region** – ST3 should continue the legacy of strengthened connections between the Eastside and Snohomish County, South King County and Seattle.

- Implement high-quality BRT along I-405, consistent with but not limited to capital and operational investments identified in the I-405 Master Plan; improved access to I-405 BRT, including “last mile” connections and transit connections to activity centers must also be provided.
- Invest in enhanced and expanded Regional Express Service between Eastside cities and the region, including adding service to overcrowded and high ridership routes and implementing capital investments that improve the quality of these services including BRT type investments.

**Provide an integrated regional transit system with access enhancements** – Sound Transit, King County Metro, and cities must work together to develop a fully integrated regional transit system with enhanced access that supports local and regional plans.

- Integrate all Sound Transit and King County Metro transit service into a regional network that seamlessly connects light rail, bus rapid transit, regional express and local bus service regardless of which agency is providing the service.
- Invest in Transit Oriented Development (TOD) to support High Capacity Transit by becoming an early and active partner in TOD and participate in subarea planning as part of ST3.
- Fund non-motorized station access improvements, such as pedestrian and bicycle facilities, in ST3 and identify them early in project planning and design.
- Advance performance-based initiatives in ST3 that maximize the utilization of existing Park-and-Ride lots and provide increased capacity where appropriate.

**Support system expansion** – Provide operational services, capital improvements and future planning to support the expanded regional transit system.

- Provide facilities and services necessary to operate and maintain the expanded regional transit system, with facility and service planning completed early in the process.
- Lay the foundation for the next phase of regional transit investments by funding studies of future system upgrades and extensions as part of the ST3 System Plan.