

Sound Transit Phase 3 Candidate Project Scope Comment Letters

Bellevue City Council

January 19, 2016

City of Bellevue Comment Letter

- Restructured the letter into three clear sections of (1) maintaining subarea equity, (2) Enhancing intra-eastside connections, and (3) demonstrating multi-agency coordination.
- Added language to the subarea equity section about transparency for the voters, the balance of funds with projects, rather than borrowing funds across subarea lines, and inviting Sound Transit staff to attend the February 8 Council meeting to discuss subarea equity.
- Emphasized early project delivery for I-405 BRT and the LRT extension to Redmond.
- Described the NE 6th Street crossing extension as reaching to 120th Avenue NE.
- Described three park-and-ride lots to be added to the I-405 BRT scope.

City of Bellevue Comment Letter

- Included information about the social equity implications of transit.
- Encouraged planning coordination between City and Sound Transit staff, particularly in regard to the Grand Connection.
- Invited King County Metro and Sound Transit staffs to update Council on their coordination work at an upcoming Council meeting.
- Included language about planning for HCT on SR 520 bridge

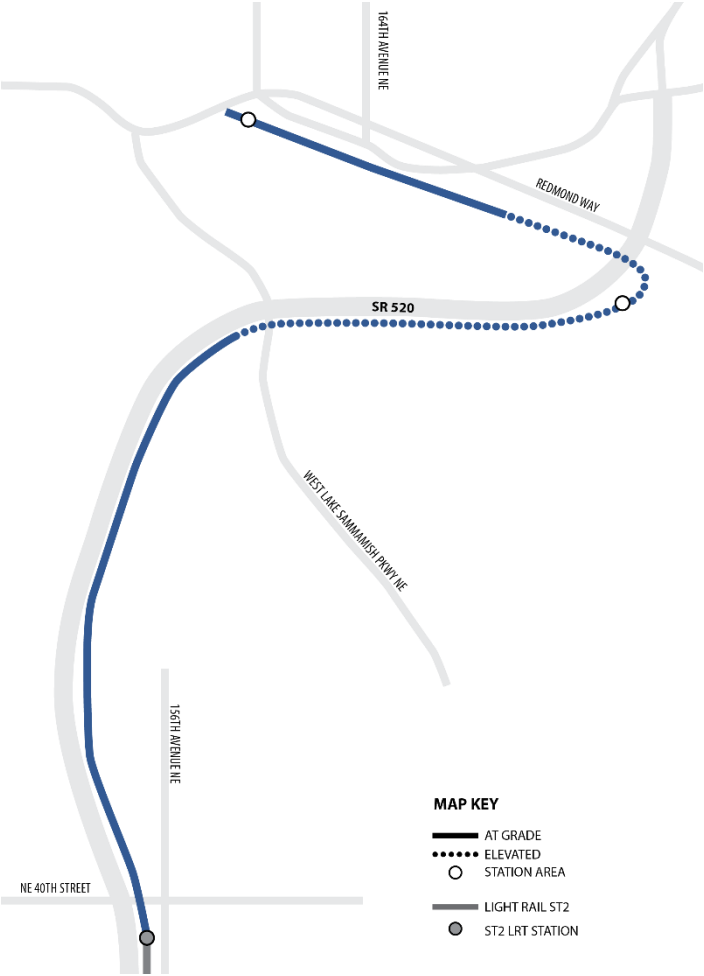
Joint Comment Letter

- Added language about Sub Area Equity
- Added park-and-ride facilities in association with I-405 BRT
- New language regarding HCT from Totem Lake to Bellevue and Issaquah

ST3 Next Steps

January 28 th	Sound Transit Board review agency comments and approve candidate project scope
March 24 th	Sound Transit Board reviews additional analysis and develops draft system plan
April	Additional public input on draft system plan
June 23 rd	Sound Transit Board Adopts ST3 Final System Plan

E-01: Overlake to Redmond LRT

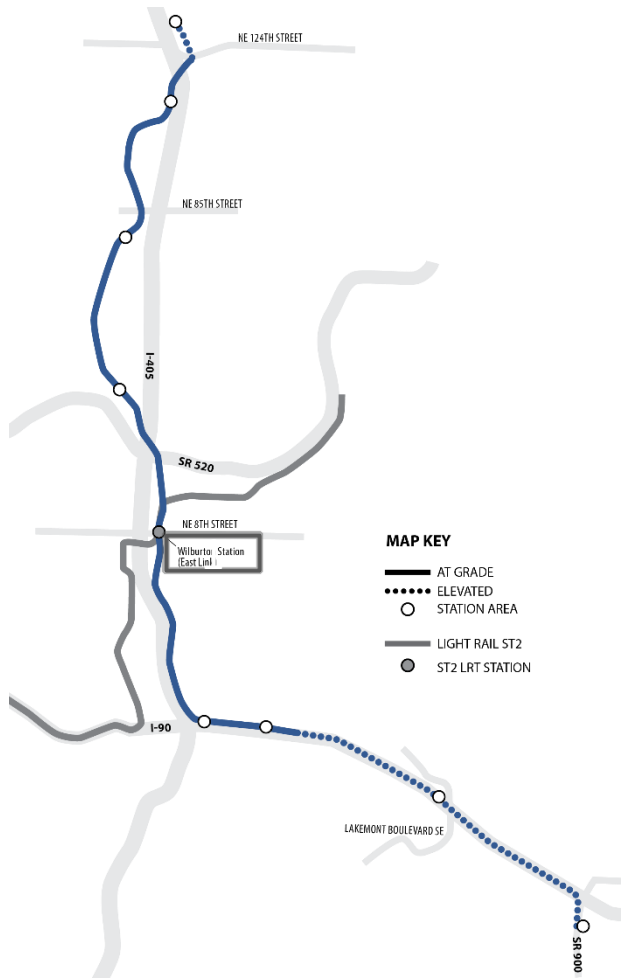


OVERLAKE TO DOWNTOWN REDMOND
Length: 3.7 Miles
ST3 Candidate Project
E-01















	REGIONAL LIGHT RAIL SPINE	YES
	RIDERSHIP (DAILY PROJECT RIDERS)	8,000—10,000
	CAPITAL COST (2014 \$ M)	\$1,041—\$1,114
	ANNUAL O&M COST (2014 \$ M)	\$11.83
	TRAVEL TIME (MIN)	8
	RELIABILITY	HIGH
	SYSTEM INTEGRATION	MEDIUM
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	50—60%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2 CENTERS
	PLANS AND POLICIES	MEDIUM-HIGH
	MARKET SUPPORT	MEDIUM-HIGH
	LAND USE AND DEVELOPMENT/ TOD POTENTIAL	
	POP PER ACRE (2014/2040)	3 / 9
	ACTIVITY UNITS	
	EMP PER ACRE (2014/2040)	11 / 20
	POP+EMP PER ACRE (2014/2040)	14 / 29
	MINORITY/LOW-INCOME	46% / 9%
	SOCIOECONOMIC BENEFITS	
	POPULATION (2014/2040)	3,200 / 8,700
	EMPLOYMENT (2014/2040)	10,200 / 18,900

E-03: Totem Lake to Issaquah LRT

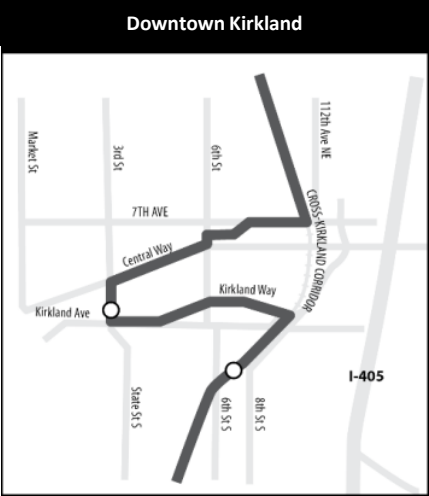


**TOTEM LAKE TO
ISSAQUAH**
Length: 17.5 Miles
ST3 Candidate Project
E-03



	REGIONAL LIGHT RAIL SPINE	NO
	RIDERSHIP (DAILY PROJECT RIDERS)	12,000—15,000
	CAPITAL COST (2014 \$ M)	\$3,157—\$3,379
	ANNUAL O&M COST (2014 \$ M)	\$42.18
	TRAVEL TIME (MIN)	31
	RELIABILITY	MEDIUM-HIGH
	SYSTEM INTEGRATION	MEDIUM-LOW
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	25—35%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2+ CENTERS
PLANS AND POLICIES		MEDIUM
MARKET SUPPORT		MEDIUM
	POP PER ACRE (2014/2040)	6 / 8
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	7 / 13
	POP+EMP PER ACRE (2014/2040)	13 / 21
MINORITY/LOW-INCOME		29% / 7%
	SOCIOECONOMIC BENEFITS	
	POPULATION (2014/2040)	24,100 / 29,400
	EMPLOYMENT (2014/2040)	28,300 / 50,900

E-06: Totem Lake to Bellevue BRT















**TOTEM LAKE TO
BELLEVUE BRT**
Length: 10 Miles
ST3 Candidate Project
E-06



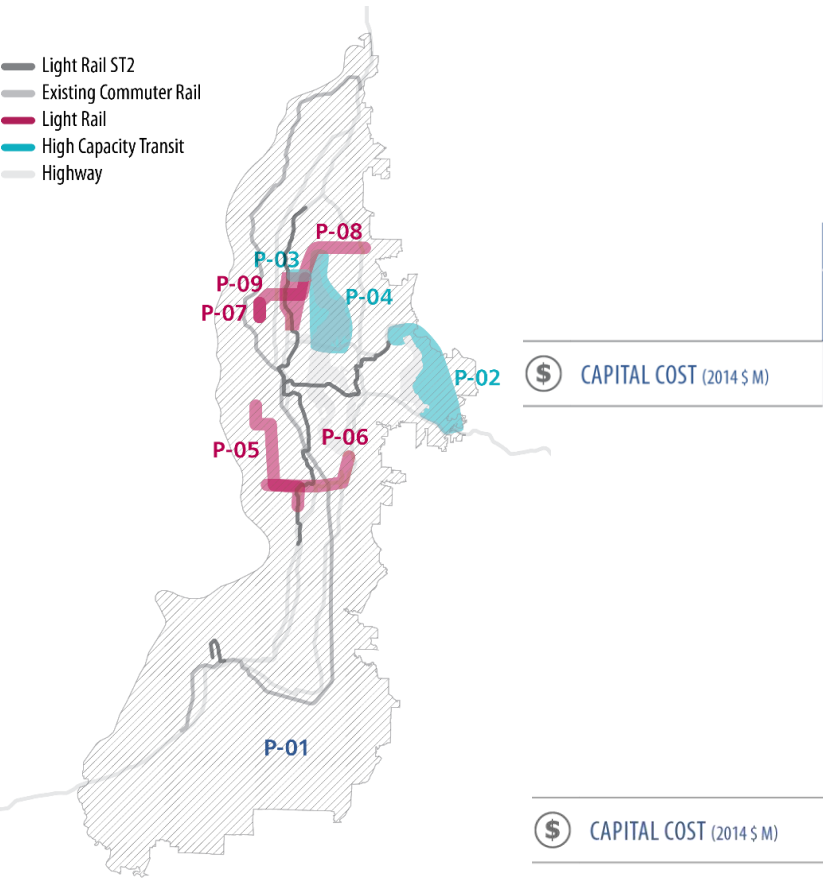
	REGIONAL LIGHT RAIL SPINE	NO
	RIDERSHIP (DAILY PROJECT RIDERS)	2,500—3,500
	CAPITAL COST (2014 \$ M)	\$698—\$747
	ANNUAL O&M COST (2014 \$ M)	\$14.72
	TRAVEL TIME (MIN)	35
	RELIABILITY	MEDIUM-HIGH
	SYSTEM INTEGRATION	MEDIUM
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	35—45%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2 CENTERS
	PLANS AND POLICIES	MEDIUM
	MARKET SUPPORT	MEDIUM-HIGH
	POP PER ACRE (2014/2040)	8 / 12
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	19 / 34
	POP+EMP PER ACRE (2014/2040)	27 / 46
	MINORITY/LOW-INCOME	30% / 8%
	POPULATION (2014/2040)	27,200 / 43,400
	EMPLOYMENT (2014/2040)	68,600 / 119,300

Additional East Project



ST3 Candidate Project E-05 North Sammamish Park-and-Ride		
 REGIONAL LIGHT RAIL SPINE	NO	
 RIDERSHIP (DAILY PROJECT RIDERS)	N/A	
 CAPITAL COST (2014 \$ M)	\$11—\$12	
 ANNUAL O&M COST (2014 \$ M)	\$0.43	
 TRAVEL TIME (MIN)	N/A	
 RELIABILITY	N/A	
 SYSTEM INTEGRATION	N/A	
 EASE OF NON-MOTORIZED ACCESS	N/A	
 PERCENT OF NON-MOTORIZED ACCESS	N/A	
 CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	0 CENTERS	
PLANS AND POLICIES		
MARKET SUPPORT		
 LAND USE AND DEVELOPMENT/ TOD POTENTIAL	POP PER ACRE (2014/2040)	N/A
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	N/A
	POP+EMP PER ACRE (2014/2040)	N/A
	MINORITY/LOW-INCOME	
 SOCIOECONOMIC BENEFITS	POPULATION (2014/2040)	N/A
	EMPLOYMENT (2014/2040)	N/A

Region-wide Projects + Planning Studies



R-05	R-06	R-07
System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Innovation and Technology Fund	Transit Oriented Development Program
\$170—\$181	\$123—\$132	\$16—\$17

P-01	P-02—P-09
Future System Planning (ST4)	P-02: HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond P-03: HCT Study: Access and Connection on NE 145th from State Route 522 to Link Light Rail P-04: HCT Study: Northern Lake Washington Crossing P-05: HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station P-06: HCT Study: Light Rail directly linking Burien to Tukwila and Renton P-07: HCT Study: Light Rail from Ballard to Crown Hill P-08: HCT Study: Light Rail on SR 522 P-09: HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City
\$60—\$64	\$26—\$28