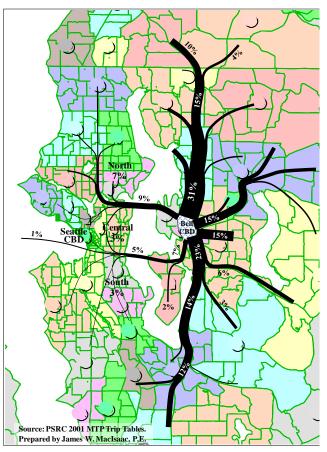
## 6. What is an example of a new suburban transit focus?

The left illustration below shows the access patterns for 78,000 jobs in downtown Bellevue by 2030. They typify the access patterns for 483,000 jobs on the Eastside by 2030. Note that only 14% of the employees will come from Seattle, currently served by 31 Metro Transit and Sound Transit trans-lake bus routes expressing across the two trans-lake bridges. The same proportion approaches from Snohomish County, served by only three bus routes; and the same proportion approaches from South King and Pierce Counties, served by only four transit routes. Only 8 other transit routes serve downtown Bellevue from the Eastside.

Five years ago the Eastside cities unanimously approved the I-405 Corridor Program. The primary transit system approved by that plan was a Bus Rapid Transit (BRT) system in the I-405 corridor to serve the major north-south employee access patterns of the Eastside. Its capital cost estimate was under \$200 million. The November 2007 Sound Transit ST2 regional transit plan totally ignored that plan and instead proposed a \$6 billion light rail transit project from Seattle to the Overlake/Microsoft area, to be completed by 2027. The currently emerging ST2 plan has reduced the ST2 proposal to a rail line from Seattle to downtown Bellevue by 2020 (replacing BRT route 550) plus increased trans-lake express bus services. Again, it totally ignores the north-south transit access needs of Eastside employment centers.

The right diagram below illustrates the far more urgently needed I-405 corridor BRT plan for the Eastside. It could be implemented over the next five years with existing Sound Transit tax revenues after the Phase 1 program is completed in 2009. It would require no Sound Transit tax increase.



2030 Home-Work Person Trips <u>To</u> DOWNTOWN BELLEVUE



IF the Eastside should choose a major increase in Sound Transit taxes, it should be focused on a north-south bus transit tunnel thru central Bellevue. Downtown Bellevue cannot accommodate its needed 2030 bus volumes on surface streets – with or without an east-west LRT line. The transit tunnel would place regional transit routes underground from six regional access corridors. Not only would this be of far greater transit service for downtown Bellevue, it would put Bellevue on national acclaim as a 21<sup>st</sup> century address of suburban city transit solutions.

## **Central Bellevue Bus Tunnel**

