

I-90: Past, present & future



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Focus on I-90 HCT is not new



I-90 bridge in 1960
*when studies began & rail construction from
Seattle to Bellevue was first recommended*

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40-year body of research & regional actions

1960s: Rail first recommended (City of Seattle)

1970s: I-90 center lanes designed & committed
for future transit use (1976 MA)

1980s: Numerous studies find rail feasible
(PSCOG, Metro)

1990s: Sound Transit (RTA) formed



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Regional agreements pave the way

1976 Memorandum Agreement:

- *Cities of Bellevue, Mercer Island & Seattle, King County, Metro, State Highway Commission*
- *3 GP in each direction & 2 transit lanes (3-2T-3)*
 - *Transit lanes designed for future conversion to fixed guideway*
 - *Transit lanes operate at not less than 45 mph average*
 - *Priorities: 1-Transit, 2-Carpools, 3- Mercer Island traffic*

2004 Amendment to Memorandum Agreement:

- *Cities of Bellevue, Mercer Island & Seattle, King County, Sound Transit & State Transportation Commission*
- *R-8A (HOV lanes on outer roadways) is first step toward ultimate configuration for I-90*
 - *Ultimate configuration identified as HCT in center lanes w/ HOV in outer lanes*
 - *HCT = light rail, monorail or substantially equivalent system operating in dedicated right-of-way*

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Current work

Sound Transit:

- Cross-lake corridor 'ripe' for High Capacity Transit (PSRC, 2004)
- I-90/East King County High Capacity Transit issue papers
- Board focus on exclusive right-of-way (LRP, July '05)
 - Light Rail
 - Rail Convertible Bus Rapid Transit
- Additional analysis

WSDOT:

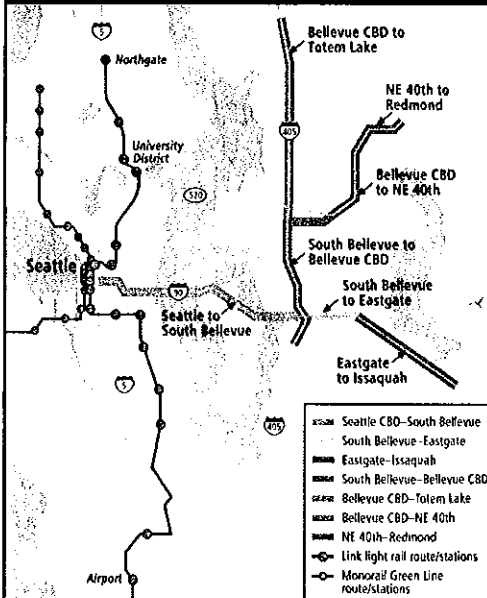
- I-90 Load Test (2005)
- I-90 Traffic Study (2006)



I-90 load test

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Issue papers & HCT mode analysis



5 modes studied:

- HOV/BRT
- Busway BRT
- Light Rail
- Monorail
- Rail-Convertible BRT

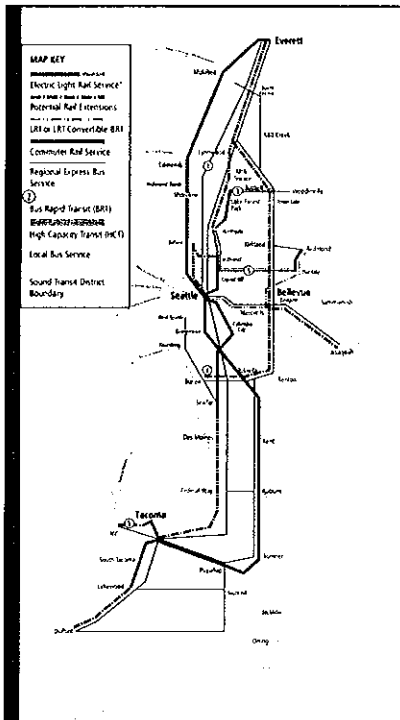
3 Eastside branches:

- Seattle -- S. Bellevue -- Issaquah
- Seattle -- Bellevue -- Redmond
- Seattle -- Bellevue -- Totem Lake

Long Range Plan Update (7/05):

Board decision to focus on RCBRT & Light Rail in Seattle - Bellevue - Overlake -- Redmond branch

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Planning for the long run

- Long Range Plan envisions HCT in East corridor
- PSRC calls cross-lake corridor most ready for HCT after North corridor
- HCT in East corridor connects region's largest job centers

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Additional analysis ('05-06)

- Rail Convertible BRT conversion study
- WSDOT I-90 load test
- ST rail joint feasibility study
- WSDOT I-90 traffic study
- History of I-90 research & actions

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Board Action

- Sound Transit Board identified light rail as the preferred high capacity transit mode for the I-90/East Corridor at their July 13, 2006 meeting.

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*Cities of Bellevue, Issaquah, Kirkland & Redmond
all pool action to support light rail*