ALTERNATIVES EVALUATION

EAST LINK PROJECT

Sound Transit Board Briefing Book
Light Rail Alternatives

Seattle to Bellevue
to Redmond

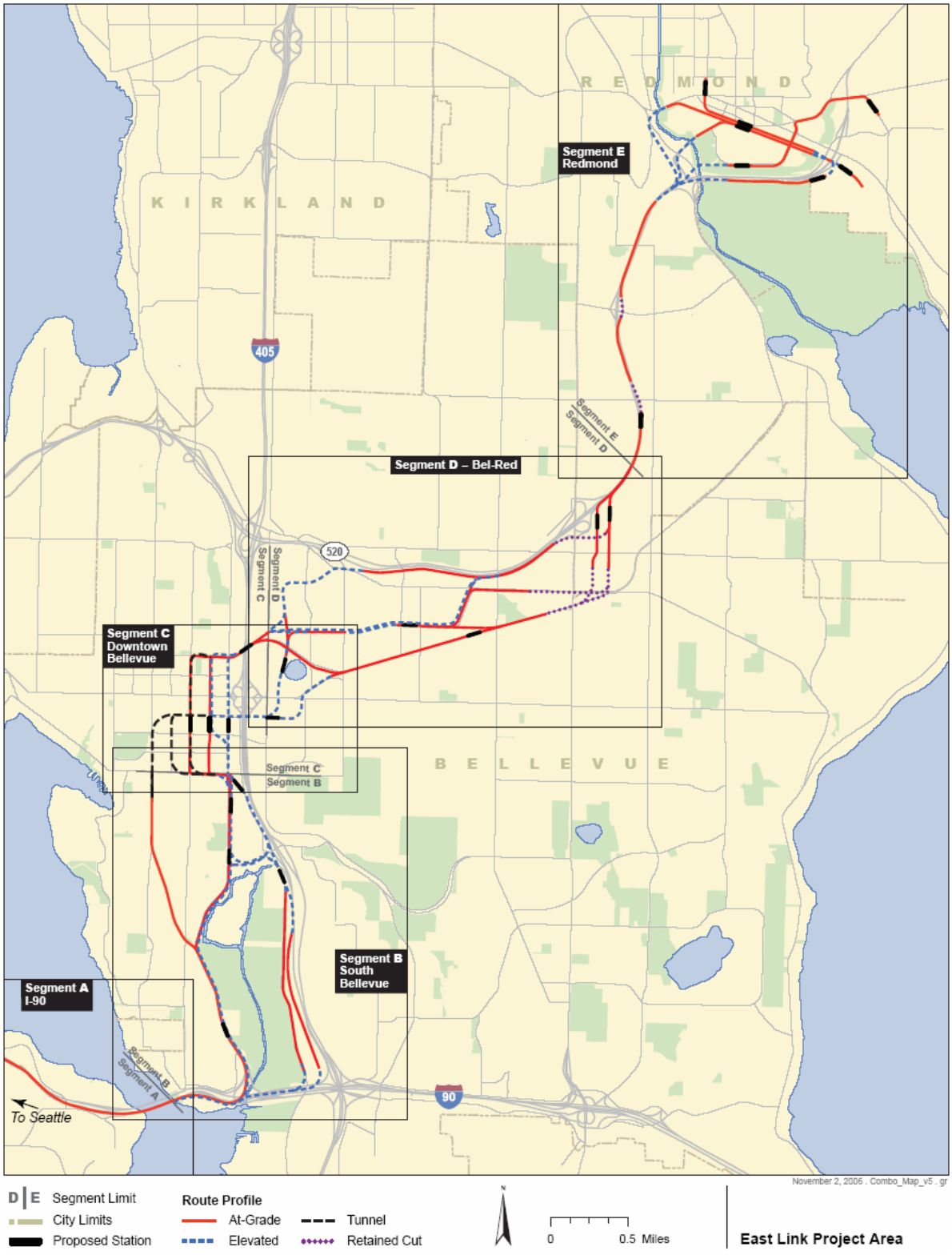
November 2006

SOUNDTRANSIT

CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

TABLE OF CONTENTS

FIGURE 1: EAST LINK PROJECT



INTRODUCTION

This briefing book evaluates the route alternatives that are being considered for further study for light rail extensions from the International District to Mercer Island, Bellevue, and Redmond. Staff will be briefing the Sound Transt Board (Board) on November 9, 2006 and seeking selection of the light rail alternatives to be included in the East Link Environmental Impact Statement (EIS) at its December 14, 2006 meeting.

Background

Current and future trends reveal a need to provide high-capacity transit between Seattle and the Bellevue and Redmond urban centers including: population and employment growth; increased demand for transit services; regional urban center land use plans; increased congestion on I-90; operating deficiencies in transit service; and limited transit capacity and connectivity between the major employment centers of downtown Seattle, Bellevue, and Overlake.

With the adoption of the Long-Range Plan in July 2005, the Board identified two transportation modes for further analysis in the Seattle to Bellevue and Redmond via I-90 corridor: Light Rail Transit and Rail-Convertible Bus Rapid Transit. The Board also directed staff to conduct further transportation analysis in the corridor and present the results of that analysis to the Board for consideration in ST2 planning. Further analysis was conducted including:

- a full scale "load test" that simulated light rail operations on the I-90 floating bridge and elevated superstructure confirming its capacity to support light rail, and
- a planning level analysis of the feasibility of the rail expansion joint: necessary for the construction and operation of light rail on the I-90 bridge,
- a Washington State Department of Transportation report detailing future congestion on I-90 and projected traffic effects on I-90 resulting from converting the center roadway to exclusive transit use,
- and a historical review of the more than 40 years of planning studies and agreements relevant to the I-90 corridor between the Eastside and Seattle.

Based on the results of above analysis, the Long Range Plan SEIS, and the technical reports and issue papers on alternative transportation modes, on July 13, 2006, the Sound Transit Board identified light rail as the preferred transportation mode for the East Link project.

DEPICTION OF THE EAST LINK ALTERNATIVES

The East Link project consists of an approximately 11 to 19-mile corridor between downtown Seattle, Bellevue, and Redmond via I-90 and Mercer Island. The study area has been defined in five segments for evaluation purposes: Seattle to south Bellevue; south Bellevue to Downtown Bellevue; Downtown Bellevue to 116th Avenue NE; Downtown Bellevue to Overlake Transit Center; and Overlake Transit Center to downtown Redmond (see Figure 1). The project will serve the transit destinations of downtown Seattle, Mercer Island, downtown Bellevue, Overlake and downtown Redmond.

The following is a depiction of the station and route alternatives in each of the five project segments and a preliminary assessment of their potential costs, ridership and impacts. This depiction is neither definitive nor final. It is based on the current level of design (approximately 2%). It is intended to show the differences between alternatives when compared to other alternatives in the same segment sufficient for the Board to identify the most

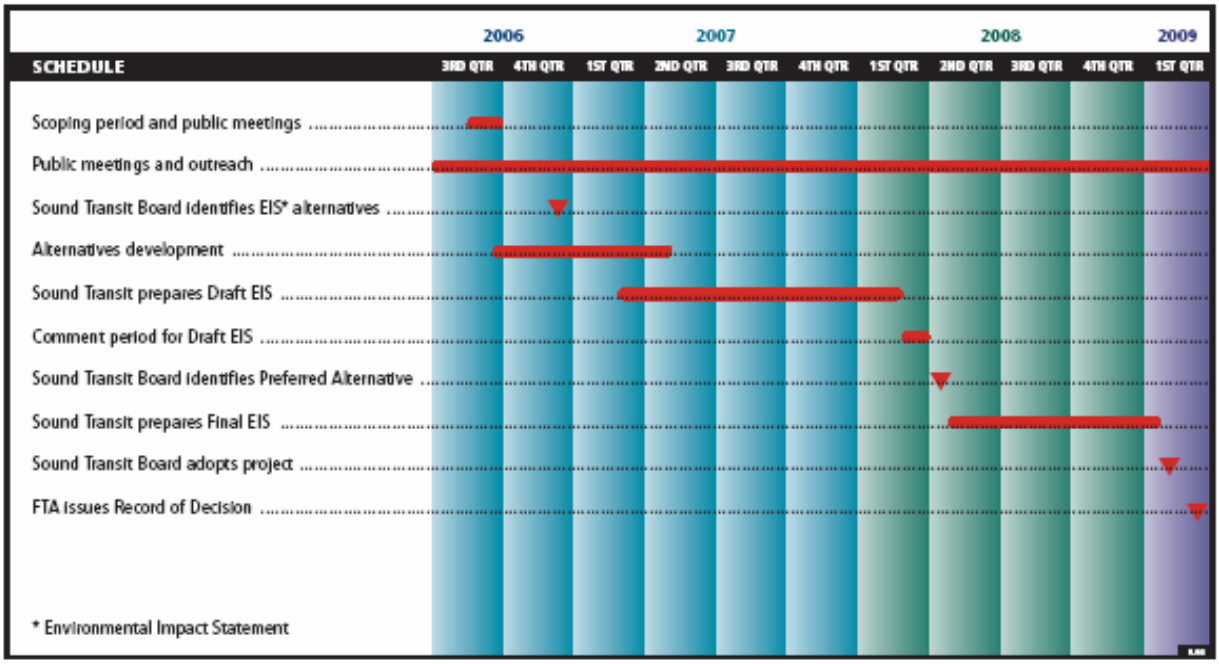
promising alternatives for further evaluation in the EIS. A full evaluation of the impacts of the alternatives will be provided during the EIS phase of the project.

A matrix found in Appendix A provides a summary comparison between the alternatives in each segment in relation to the goals and objectives of the project. The proposed project goals and objectives include improving mobility, preserving environmental quality, maintaining consistency with local land use plans, minimizing construction risk, and providing a financially feasible solution. Indicators have been selected for each of these to facilitate comparison of the alternatives in terms of their ability to meet these goals.

SCHEDULE AND PUBLIC INPUT

Opportunities for public input will take place throughout the environmental review and project development periods. The East Link schedule is shown below. During the September scoping period, Sound Transit mailed postcards to over 154,000 residents and businesses announcing the scooping period; held well attended public open houses in Seattle, Bellevue, Mercer Island, and Redmond; and reviewed approximately 300 written and oral comments made at the scoping meetings or received during the scoping period, and, as appropriate, refined the proposed alternatives, issues, and public involvement program. Appendix B contains a summary of the scoping comments received.

East Link is one project in the ST2 funding package of transit improvements. Sound Transit sought input on the ST2 packages by hosting open house meetings and collecting input via an online survey. With these efforts, Sound Transit recorded over 5,000 respondents input. Nearly 80 percent of respondents addressing rail expansion consistently supported the maximized rail extension options with light rail to downtown Redmond, followed by lower but still strong for the medium rail expansion option with light rail to Overlake. A full compilation of the ST2 funding package comments is being separately prepared and reported to the Sound Transit Board of Directors.



EVALUATION RESULTS

SEGMENT A: SEATTLE TO SOUTH BELLEVUE VIA I-90

In Segment A there is only one route alternative between downtown Seattle and Bellevue. The route begins in the Downtown Seattle Transit Tunnel and connects to the Central Link light rail system that is currently under construction at the Chinatown/International District station. It enters I-90 via the D2 roadway, a high occupancy vehicle (HOV) ramp between downtown Seattle and Rainier Avenue. The route is in the center reversible lanes of I-90 across Lake Washington and Mercer Island. Because there is only one route alternative under consideration no evaluation of alternatives is presented here. System-wide ridership for East Link ranges from 31,000 to 36,000 depending upon route alternatives in Bellevue and Redmond. Segment A has a travel time of approximately 12 minutes.

Stations:

- I-90 at Rainier Avenue
- I-90 on Mercer Island between 77th Avenue SE and 80th Avenue SE

Segment B

Alternative	# of Stations	Costs (Relative to Lowest)	Ridership (daily boardings)	Construction Risk	Overall Impacts
Bellevue Way Alternative					
B1 Bellevue Way	**1**	**+ 65%**	**34,500**	**Slightly Lower**	• **Highest relocations** • **Higher potential noise impacts** • **Higher construction disturbance**
Bellevue Way/112th Avenue NE Alternatives					
B2-A 112th at-grade	**2**	**Lowest**	**34,500**	**Slightly Lower**	• **Slightly lower relocations** • **Higher potential noise impacts** • **Higher construction disturbance**
B2-E 112th elevated	**2**	**+25%**	**34,500**	**Slightly Lower**	• **Lower relocations** • **Slightly lower noise impacts** • **Slightly higher construction disturbance** • **Higher visual impacts**
B3 Bel Way/I-405	**2**	**+ 45%**	**35,000**	**Slightly Higher**	• **Slightly lower relocations** • **Slightly higher noise impacts** • **Average construction disturbance**
East of Mercer Slough Alternatives					
B4 118th/112th	**1**	**+ 35%**	**31,000**	**Higher**	• **Higher ecosystem/park impacts;** • **Slightly lower to slightly higher relocations** • **Lower construction disturbance** • **Slightly higher to higher visual impacts**
B5 118th/I-405	**2**	**+ 65%**	**33,000**	**Higher**	
B6 BNSF/112th	**1**	**+ 40%**	**31,000**	**Higher**	• **Higher ecosystem impacts** • **Average to slightly higher relocations** • **Lower construction disturbance**
B7 BNSF/I-405	**2**	**+ 75%**	**33,000**	**Higher**	

SEGMENT B: I-90 TO DOWNTOWN BELLEVUE

In Segment B there are eight route alternatives between I-90 and downtown Bellevue. All alternatives leave the I-90 center roadway at Bellevue Way SE.

Four of the alternatives follow Bellevue Way SE north and four of the alternatives continue parallel to I-90 on a new bridge across the south edge of Mercer Slough.

The Bellevue Way SE alternatives leave I-90 either at-grade by the existing HOV ramp or elevated over the west-bound lanes of I-90.

One route continues along Bellevue Way SE north all the way to downtown Bellevue. Two route alternatives diverge from Bellevue Way SE following 112th Avenue SE to downtown Bellevue (one is at grade and one is elevated), and a fourth option turns east from 112th Avenue SE to SE 8th Street and then follows I-405/114th Avenue SE north to downtown Bellevue.

The alternatives on the east side of the Mercer Slough would continue east from Bellevue Way SE on the north side of I-90, two heading north in the vicinity of 118th Avenue SE and two heading north in the vicinity of the BNSF railroad. At SE 8th Street, either alternative could continue north near I-405/114th Avenue SE or turn west on SE 8th Street and then head north on 112th Avenue SE to downtown Bellevue.

ROUTE B1: BELLEVUE WAY – 1 STATION

This route travels north along Bellevue Way SE at grade to a station at South Bellevue Park and Ride. It stays on Bellevue Way SE at grade in a center median transitioning to a tunnel under Main Street.

Relative merits of this route

- Serves the South Bellevue Park and Ride and follows an existing 4 to 5-lane major arterial street with mild grades. Bellevue Way would be widened to provide a median for the light rail trackway.
- The only route which connects with the tunnel alternative C1-T and its station on Bellevue Way NE north of Main Street.

Station(s):

- At-grade at South Bellevue Park and Ride

Evaluation Summary:

- **Construction**: Construction risk is slightly lower than other alternatives because this route would only minimally impact the Mercer Slough's poor soils and it has only a short distance of tunnel. It has lower utility impacts.
- **Potential Environmental Impacts**: Higher levels of construction disturbance to businesses and residences than other alternatives since the alternative passes through relatively dense development in the north end. This alternative would have the highest number of relocations in the B segment due primarily to residential relocations along the north part of Bellevue Way SE. It also has a higher potential for noise impacts. The route travels on the edge of Mercer Slough Nature Park but would have a lower impact on ecosystems since it primarily uses the existing built roadway. The route has somewhat higher impacts on traffic as compared to the other B alternatives.
- **Markets served:** The station serves the regional South Bellevue Park and Ride, and the West Bellevue residential neighborhoods.
- **Cost**: 65% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE B2-A: BELLEVUE WAY SE/112TH AVENUE SE AT-GRADE– 2 STATIONS

This route travels north along Bellevue Way SE at grade to a station at South Bellevue Park and Ride. It continues north on Bellevue Way at grade in a center median until it reaches the "Y" at 112th Avenue SE. It then continues north on 112th Avenue SE at grade in the center median with a station at SE 8th Street. From there it continues in the median to downtown.

Relative merits of this route

- Serves the South Bellevue Park and Ride and follows existing 4-lane major arterial street with mild grades which would be widened to provide a median for the light rail trackway.
- Has a slightly lower number of business and residential relocations than other alternatives in the B segment.
- Total costs are the lowest of all the alternatives.

Station(s):

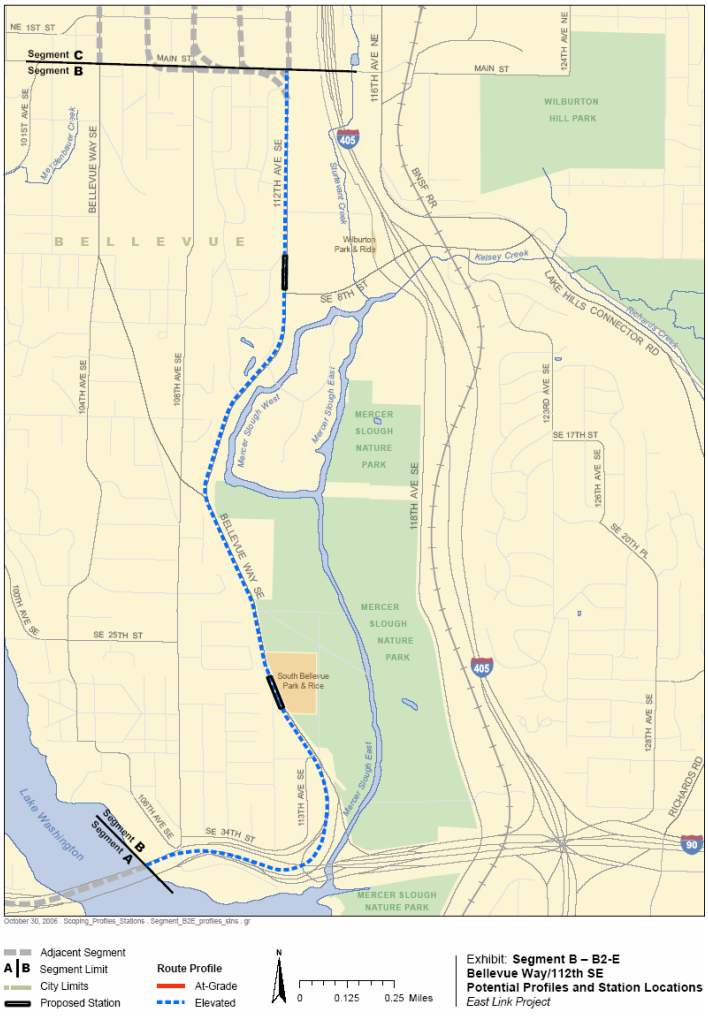
- At-grade at South Bellevue Park and Ride
- At-grade at 112th Avenue SE at SE 8th Street

Evaluation Summary:

- **Construction**: Construction risk is slightly lower than the other alternatives because it would only minimally impact Mercer Slough's poor soils and utility impacts are lower.
- **Potential Environmental Impacts**: This alternative would have slightly higher effects on traffic than the other B alternatives. This route has a slightly lower number of business and residential relocations than other alternatives in the B segment. However, the potential for noise impacts and construction disturbance is relatively high since the northern portion of the route passes through an area of dense development. The route travels on the edge of Mercer Slough Nature Park but would have a lower impact on ecosystems since it primarily uses existing built roadways.
- **Markets served:** The stations serve the regional South Bellevue Park and Ride, and West Bellevue residential neighborhoods and the commercial area east of 112th Avenue SE.
- **Cost**: Lowest among alternatives in this segment.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative

ROUTE B2-E: BELLEVUE WAY SE/112TH AVENUE SE ELEVATED – 2 STATIONS

This route follows the same alignment as B2-A except the entire route is elevated. It travels north along Bellevue Way SE elevated to an elevated station at South Bellevue Park and Ride. It continues north on Bellevue Way SE elevated on the east side until it reaches the "Y" at 112th. It then continues north on 112th Avenue SE elevated on the east side with a station north at SE 8th Street.



Relative merits of this route

- Serves the South Bellevue Park and Ride and follows an existing 4-lane major arterial street with mild grades which would be widened in some locations to provide space for the columns of the elevated guideway.
- Has the lowest displacement in Segment B.

Station(s):

- At-grade at South Bellevue Park and Ride
- At-grade at 112th Avenue SE north of SE 8th Street

Evaluation Summary:

- **Construction**: Construction risk would be slightly higher than the at-grade alternative if the alignment is on the east side of the Bellevue Way SE and 112th Avenue SE due to the soft soils in Mercer Slough. Utility impacts are slightly lower than average for the B segment alternatives.
- **Potential Environmental Impacts**: This alternative would have lower effects on traffic and lowest number of business and residential relocations than other alternatives in the B segment. Construction disturbance is slightly higher since the northern portion of the route passes through an area of dense development. The route travels on the edge of Mercer Slough Nature Park but would have a lower impact on ecosystems since it primarily uses existing built roadways, but higher visual impacts due to the elevated structure adjacent to the parkway and neighborhood areas.
- **Markets served:** The stations serve the regional South Bellevue Park and Ride, and West Bellevue residential neighborhoods and the commercial area east of 112th Avenue SE.
- **Cost**: 25% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,000 system-wide daily boardings in 2030 with this alternative.

ROUTE B3: BELLEVUE WAY SE/I-405– 2 STATIONS

This route follows the same alignment as B2-A and B2-E up to SE 8th Street where it turns east and becomes elevated on SE 8th Street to 114th Street just before 1-405 at which point it heads north elevated on the west side of 114thAvenue NE/I-405 to a station south of Main Street.

Relative merits of this route

- Similar to B2-A with higher total costs and greater length due to the routing along 114th Avenue NE/I-405.
- System-wide ridership is the highest of all alternatives since it serves both the South Bellevue Park-and-Ride and a station near downtown.

Station(s):

- At-grade at South Bellevue Park and Ride
- Elevated at 114th Avenue SE and Main Street

Evaluation Summary

- **Construction**: Slightly higher construction risk than other alternatives due to soft soil conditions along SE 8th Street and overhead power line on 114th Avenue NE.
- **Potential Environmental Impacts**: Relocations are slightly lower than average and higher than B-2 due to hotel relocation at the Main Street Station. This route travels on the western edge of Mercer Slough Nature Park but would have a lower impact on ecosystems since it primarily uses existing built roadway. Traffic impacts would be slightly higher. Construction disturbance would be average.
- **Markets served:** These stations serve the South Bellevue Park and Ride, the West Bellevue residential neighborhoods and the southeast downtown commercial area.
- **Cost**: 45% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 35,000 system-wide daily boardings in 2030 with this alternative.

ROUTE B4: 118TH AVENUE SE/112TH AVENUE SE– 1 STATION

This route parallels I-90 on a new elevated bridge through the south edge of Mercer Slough to 118th Avenue SE where it turns north and comes to grade. It continues at grade on the west side of 118th north to an elevated station and new park and ride south of SE 8th Street. As an elevated structure it turns west on SE 8th to 112th Ave SE and then north along 112th.

Relative merits of this route

- Crosses Mercer Slough and lies adjacent to or in the Mercer Slough Nature Park along both the south and east sides.
- Provides a park and ride station near SE 8th Street
- Ridership is less than the other alternatives due a single station in an isolated location.

Stations

- Elevated on 118th Avenue SE near SE 8th Street

Evaluation Summary:

- **Construction**: Higher construction risk since this alternative encounters poor soil conditions along three sides of Mercer Slough. It has lower utility impacts.
- **Potential Environmental Impacts**: Relocations are due to business relocations at the potential station/park-and-ride site, but still slightly lower than other routes. Ecosystem, park and visual impacts are high because this alternative requires a new bridge structure across Mercer Slough and along the south side of Mercer Slough Nature Park and because it runs along two sides of the park. Noise, traffic, and construction disturbance impacts are generally less than the alternatives using Bellevue Way SE.
- **Markets served:** The station serves primarily as a park and ride and transit transfer center as well as serving some nearby commercial offices and residences located east of I-405.
- **Cost**: 35% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 31,000 system-wide daily boardings in 2030 with this alternative.

ROUTE B5: 118TH AVENUE SE/I-405– 2 STATIONS

This route is similar to B4, but from SE 8th Street continues elevated north along the west side of I-405 and 114th Avenue SE to an elevated station south of Main Street.

Relative merits of this route

- Lies across Mercer Slough adjacent to or in the Mercer Slough Nature Park along both the south and east sides.
- Provides a new park and ride and station near SE 8th Street as well as a station serving the southeast area of downtown Bellevue.

Station(s):

- Elevated on 118th Avenue SE near SE 8th Street
- Elevated at 114th Avenue SE and Main Street

Evaluation Summary:

- **Construction**: Higher construction risk due to poor soil conditions along two sides of Mercer Slough. Utility impacts are lower.
- **Potential Environmental Impacts**: Relocations are due to business relocations at the potential station/park-and-ride sites, but still slightly lower than other routes. Both ecosystem and park impacts are higher than other alternatives because this alternative requires a new bridge structure across Mercer Slough and along the south side of Mercer Slough Nature Park and because it runs along two sides of the park. Noise, traffic, and construction disturbance impacts are less than the alternatives using Bellevue Way SE.
- **Markets served:** The SE 8th Street station serves primarily as a park and ride and transit transfer center as well as serving some nearby commercial offices and residences located east of I-405. The Main Street station serves the southeast downtown area.
- **Cost**: 65% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 33,000 system-wide daily boardings in 2030 with this alternative.

ROUTE B6: BNSF/112TH AVENUE SE – 1 STATION

This route parallels I-90 just to the north on a new bridge to the Burlington Northern Santa Fe (BNSF) railroad right-of-way where it turns north and comes to grade. It continues at grade on the west side of the BNSF north to an elevated station and potential park and ride south of SE 8th Street. As an elevated structure it turns west on SE 8th Street to 112th Avenue SE and then north along 112thAvenue SE.

Relative merits of this route

- Crosses the south edge of Mercer Slough and lies in the Mercer Slough Nature Park along the south side.
- Utilizes an existing freight rail corridor that is being abandoned.
- Provides a new park and ride and station near SE 8th Street.
- Ridership is among the lowest of Segment B alternatives

Station(s):

- Elevated on 118th Avenue SE near SE 8th Street

Evaluation Summary:

- **Construction**: Higher construction risk than other alternatives due to soft soil conditions along south and north sides of Mercer Slough and more impacts to major utilities.
- **Potential Environmental Impacts**: Relocations are in the mid-range due to business relocations at the potential station/park-and-ride site. Ecosystem impacts are high because this alternative requires a new bridge structure across Mercer Slough along the south side of Mercer Slough Nature Park. Traffic and construction disturbance impacts are less than the alternatives using Bellevue Way SE. Park impacts are lower than the 118th Avenue SE alternatives and about the same as those that run along Bellevue Way. Noise impacts are slightly higher than average.
- **Markets served:** The SE 8th Street station serves primarily as a park and ride and transit transfer center as well as serving some nearby commercial offices and residences located east of I-405.
- **Cost**: 40% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 31,000 system-wide daily boardings in 2030 with this alternative.

ROUTE B7: BNSF/I-405– 2 STATIONS

This route is similar to B6, but from SE 8th Street continues elevated north along the west side of I-405 and 114th Street SE to an elevated station south of Main Street.

Relative merits of this route

- Travels across the south edge of Mercer Slough and lies in the Mercer Slough Nature Park along the south side resulting in ecosystem impacts.
- Utilizes an existing freight rail corridor that is being abandoned.
- Provides a new park and ride and station near SE 8th Street as well as a station serving the southeast area of downtown Bellevue.

Station(s):

- Elevated on 118th Avenue SE near SE 8th Street
- Elevated at 114th Avenue SE and Main Street

Evaluation Summary:

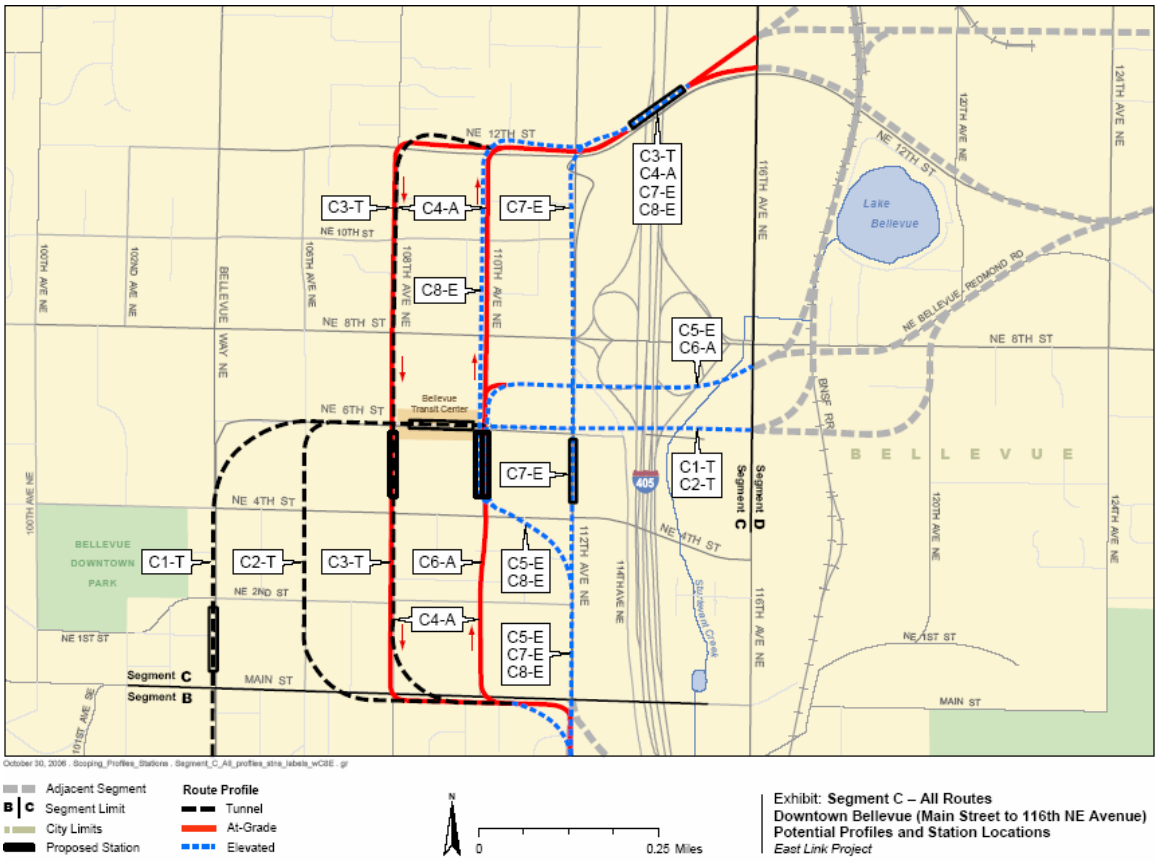
- **Construction**: Higher construction risk than other alternatives due to soft soil conditions along south side of Mercer Slough and more impacts to major utilities.
- **Potential Environmental Impacts**: Similar to Alternative B1, this alternative has slightly higher relocations in the B segment due to business relocations north and south of SE 8th Street. Ecosystem impacts are high because this alternative requires a new bridge structure across Mercer Slough and along the south side of Mercer Slough Nature Park. Traffic, noise and construction disturbance impacts are less than the alternatives using Bellevue Way SE. Park impacts are lower than the 118th Avenue SE alternatives and about the same as those that run along Bellevue Way SE.
- **Markets served:** The SE 8th Street station serves primarily as a park and ride and transit transfer center as well as serving some nearby commercial offices and residences located east of I-405. The Main Street station serves the southeast downtown area.
- **Cost**: 75% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 33,000 system-wide daily boardings in 2030 with this alternative.

Segment C

Alternative	# of Stations	Costs (Relative to Lowest)	Ridership (daily boardings)	Construction Risk	Overall Impacts
Tunnel Alternatives					
➢ All tunnel alternatives require sizeable portal and station construction staging areas					
C1-T Bellevue Way /NE 6th	2	+ 215%*	35,500	Higher	• Lower relocations • Slightly higher construction disturbance
C2-T 106th Avenue	1	+ 160%*	34,500	Higher	• Much higher relocations • Lower construction disturbance
C3-T 108th Avenue	2	+ 135%	34,500	Higher	• Much higher relocations • Higher construction disturbance • McCormick Park and noise impacts
At-Grade Alternative					
C4-A 108th/110th Couplet	2	+ 10%	34,000	Lower	• Much higher traffic and parking impacts • McCormick Park impacts • Higher construction disturbance
Elevated Alternatives					
C7-E: 112th Avenue	2	Lowest	32,000	Slightly Lower	• Lower relocations • Slightly higher traffic
C8-E: 110th Avenue	2	+ 10%	34,000	Slightly Lower	• Lower relocations • McCormick Park impacts • Higher potential noise impacts • Higher visual impacts • Slightly higher traffic

* Cost also increase in Segment D with a crossing of I-405 at NE 6th Street rather NE 12th Street.

SEGMENT C: DOWNTOWN BELLEVUE – MAIN STREET TO OVERLAKE HOSPITAL



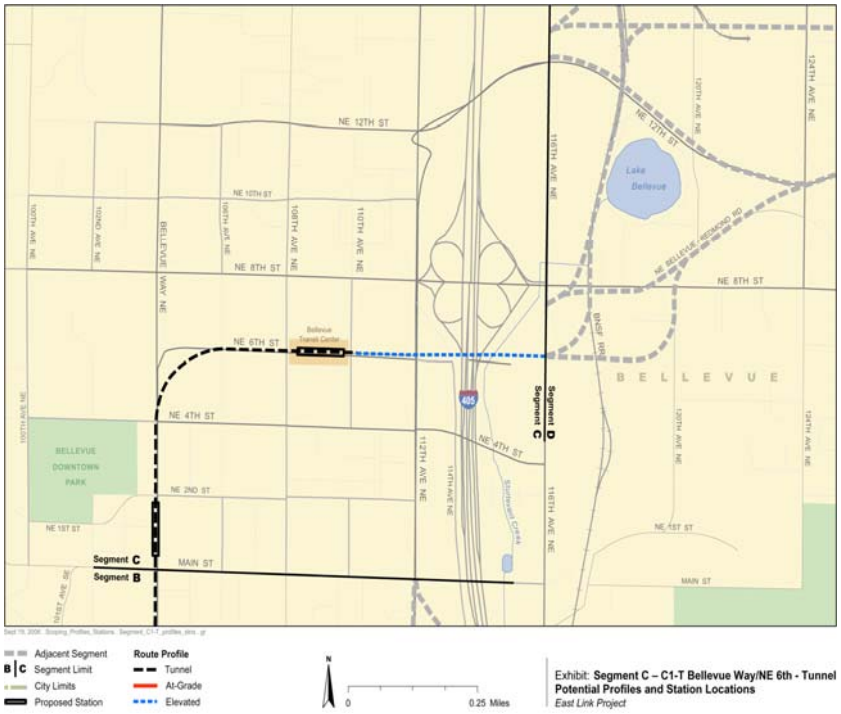
Segment C serves downtown Bellevue with alternatives that travel from south of Main Street to 116th Avenue NE on the east side of I-405. There are three (3) tunnel alternatives, two (2) elevated alternatives, and (1) at-grade alternative. Two alternatives were evaluated during scoping but are not recommended for further study. They are:

- Route C5-E: 110th Avenue/NE 7th Street Elevated
- Route C6-A: 110th Avenue NE At-Grade/NE 7th Street Elevated

These routes would have operated north on 110th Avenue NE in either an elevated or at-grade configuration and then turned east and traveled behind the Meydenbauer Center elevated. During the course of alternatives development, the developer of property on the northeast corner of NE 6th Street and 110th Avenue NE broke ground on a 400,000 square foot residential tower in the path of where these alternatives turn from 110th Avenue NE to behind the Meydenbauer Center.

Route C1-T: Bellevue WaySE/NE 6th Street Tunnel – 2 stations

This route approaches downtown Bellevue from Bellevue Way SE transitioning into a tunnel south of Main Street with a subway station located between Main Street and NE 2nd Street. The route continues under the NE 6th Street pedestrian corridor with a subway station located under the Bellevue Transit Center. The route then emerges out of the ground between Bellevue City Hall and the Meydenbauer Center onto an elevated structure over 112th Avenue NE and I-405 towards the Bel-Red Corridor.



Relative merits of this route

- Provides two stations in downtown Bellevue, and as a result slightly higher ridership than the alternatives with one downtown station.
- Cost of tunneling and subway station construction makes this the highest cost alternative in downtown Bellevue.
- Cut-and-cover tunnel construction will result in impacts on Bellevue Way and NE 6th Street and requires the temporary relocation and reconstruction of the Bellevue Transit Center.

Station(s):

- Cut-and-cover subway station at Bellevue Way/Main Street
- Cut-and-cover subway station at the Bellevue Transit Center

Evaluation Summary:

- **Construction**: Higher risk compared to the other alternatives in this segment due to tunnel construction and crossing of I-405. Cut-and-cover tunnel construction will result in impacts on Bellevue Way, the NE 6th Street corridor, and requires temporary relocation and reconstruction of the Bellevue Transit Center.
- **Potential Environmental Impacts**: Business relocations will be required to provide station entrance sites and tunnel construction staging areas
- **Markets served;** The stations serve the City Center, Bellevue Transit Center, City Hall, Meydenbauer Center, Old Bellevue, and the NE 6th Street pedestrian corridor. The Overlake Hospital complex would be served by a station in Segment D.
- **Cost**: 215% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 35,500 system-wide daily boardings in 2030 with this alternative.

ROUTE C2-T: 106THTH AVENUE NE TUNNEL – 1 STATION

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor and then turns west into a tunnel on the south side of Main Street, turns north under 106th Avenue NE, and then east under the NE 6th Street pedestrian corridor with a subway station located under the Bellevue Transit Center. The route then emerges out of the ground between Bellevue City Hall and the Meydenbauer Center onto an elevated structure across 112th Avenue NE and I-405 towards the Bel-Red Corridor.

Relative merits of this route

- Provides a single downtown station.
- A single rather than two subway stations results in lower costs than the Bellevue Way/NE 6th Street tunnel but still much higher than the elevated or at-grade alternatives.
- Cut-and-cover station and portal construction will result in impacts on NE 6th Street and requires the reconstruction of the Bellevue Transit Center.
- The tunnel portal and tunnel construction staging area will result in displacements on the south side of Main Street.

Station(s):

- Cut-and-cover subway station at the Bellevue Transit Center

Evaluation Summary:

- **Construction**: Higher risk due to tunnel construction and crossing of I-405. Cut-and-cover station and portal construction will result in impacts on NE 6th Street and requires the reconstruction of the Bellevue Transit Center.
- **Potential Environmental Impacts**: Business and residential relocations will be among the highest of alternatives in this segment in order to provide station entrance sites, tunnel portal, and tunnel construction staging areas
- **Markets served;** The station serves the City Center, Bellevue Transit Center, City Hall, Meydenbauer Center, and the NE 6th Street pedestrian corridor. The Overlake Hospital complex would be served by a station in Segment D.
- **Cost**: 160% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE C3-T: 108TH AVENUE NE TUNNEL – 2 STATIONS

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor and then turns west into a tunnel on the south side of Main Street. The route turns north under 108th Avenue NE with a subway station located between NE 4th and NE 6th streets. The route then emerges out of the ground on the north side of NE 12th Street, where it travels at-grade across 112th Avenue NE and onto a new overpass across I-405 with a station serving the Overlake Hospital complex and the northeast area of downtown.

Relative merits of this route

- Provides 2 stations serving Downtown Bellevue.
- A single rather than two subway stations results in lower costs than the Bellevue Way/NE 6th Street tunnel but still much higher costs than the elevated or at-grade alternatives.
- Cut-and-cover station and portal construction will result in impacts on 108th Avenue NE and McCormick Park.
- The tunnel portals and tunnel construction staging areas will result in displacements on the south side of Main Street and potentially adjacent to McCormick Park.

Station(s):

- Cut-and-cover subway station on 108th Avenue NE by the Bellevue Transit Center
- Elevated station over I-405 along NE 12th Street

Evaluation Summary:

- **Construction**: Higher risk due to tunnel construction and crossing of I-405. Cut-and-cover station and portal construction will result in impacts on 108th Avenue NE and McCormick Park.
- **Potential Environmental Impacts**: Business and residential relocations will be highest of alternatives in this segment in order to provide station entrance sites, tunnel portal, and tunnel construction staging areas; McCormick Park will be impacted and generally higher construction disturbance.
- **Markets served;** The stations serve the City Center, Bellevue Transit Center, City Hall, Meydenbauer Center, the NE 6th Street pedestrian corridor, northeast corner of downtown, and the Overlake Hospital complex.
- **Cost**: 135% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE C4-A: 108TH AND 110TH AVENUES NE AT-GRADE COUPLET – 2 STATIONS

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor and then turns west along the south side of Main Street. The route turns north with the northbound track operating on 110th Avenue NE and the southbound track operating on 108th Avenue NE with at-grade station platforms by the Bellevue Transit Center. The route then turns east on the north side of NE 12th Street where it travels at-grade across 112thth Avenue NE and onto a new overpass across I-405 with a station serving the Overlake Hospital complex and the northeast area of downtown.

Relative merits of this route

- Provides two stations serving Downtown Bellevue.
- At-grade construction results in much lower costs than the tunnel alternatives.
- The route will result in displacements on the south side of Main Street, though fewer than with a tunnel portal and staging area, and will impact McCormick Park.

Station(s):

- At-grade station on 108th and 110th avenues NE by the Bellevue Transit Center
- Elevated station over I-405 along NE 12th Street

Evaluation Summary:

- **Construction**: Overall lower construction risk due to primarily surface construction but some risk still associated with the crossing of I-405. Street reconstruction impacts will occur along the route.
- **Potential Environmental Impacts**: Business and some residential relocation will be slightly lower than average in this segment though some will be required along the south side of Main Street; a traffic lane will be removed along 108th and 110th Avenues NE; and on-street and private parking will be removed; McCormick Park will be impacted and general higher construction disturbance
- **Markets served;** The stations serve the City Center, Bellevue Transit Center, City Hall, Meydenbauer Center, the NE 6th Street pedestrian corridor, northeast corner of downtown, and the Overlake Hospital complex.
- **Cost**: 10% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,000 system-wide daily boardings in 2030 with this alternative.

ROUTE C7-E: 112TH AVENUE NE ELEVATED – 2 STATIONS

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor. The route continues elevated along 112th Avenue NE with an elevated station between NE 4th and NE 6th streets. The route then turns east on the north side of NE 12th street where it travels onto a new overpass across I-405 with a station serving the Overlake Hospital complex and the northeast area of downtown.

Relative merits of this route

- Provides two stations serving Downtown Bellevue but locations are the eastern edge of downtown, and as a result, it has slightly lower ridership than the other downtown alternatives.
- Elevated construction results in much lower costs than the tunnel alternatives.
- Has the fewest displacements of the downtown Bellevue alternatives.

Station(s):

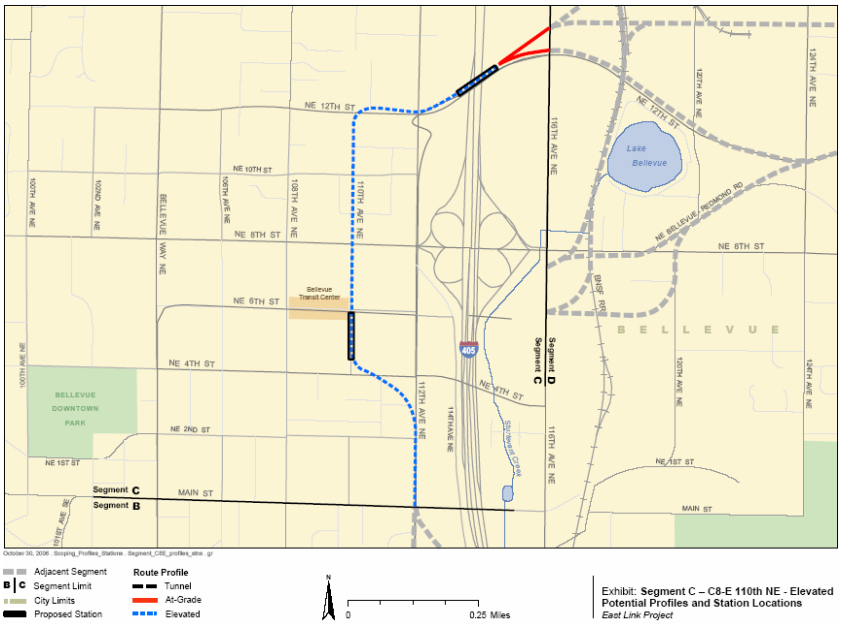
- Elevated station on 112th Avenue NE between NE 4th and NE 6th streets
- Elevated station over I-405 along NE 12th Street

Evaluation Summary:

- **Construction**: Slightly lower risk due to elevated construction but still some risk associated with the crossing of I-405. Construction impacts will occur along the route as the columns and guideway are built.
- **Potential Environmental Impacts**: Slightly higher visual impacts from the elevated guideway. Some reduction in traffic capacity will occur as a result of the space occupied by columns for the elevated guideway but resulting in the least relocations.
- **Markets served;** The stations serve the eastern edge of downtown Bellevue, City Hall, Meydenbauer Center, the northeast corner of downtown, and the Overlake Hospital complex.
- **Cost**: Lowest among alternatives in this segment.
- **Daily boardings:** Preliminary forecasts predict 32,000 system-wide daily boardings in 2030 with this alternative.

ROUTE C8-E: 110TH AVENUE NE ELEVATED – 2 STATIONS

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor. The route continues elevated along 112th Avenue NE and then turns west to 110th Avenue NE with an elevated station by the Bellevue Transit Center. The route then turns east on the north side of NE 12th street where it travels onto a new overpass across I-405 with a station serving the Overlake Hospital complex and the northeast area of downtown.



Relative merits of this route

- Provides two stations in Downtown Bellevue
- Elevated construction results in much lower costs than the tunnel alternatives
- Has lower displacements than most downtown alternatives but impacts McCormick Park and has higher visual impacts

Station(s):

- Elevated station on 110th Avenue NE by the Bellevue Transit Center
- Elevated station over I-405 along NE 12th Street

Evaluation Summary:

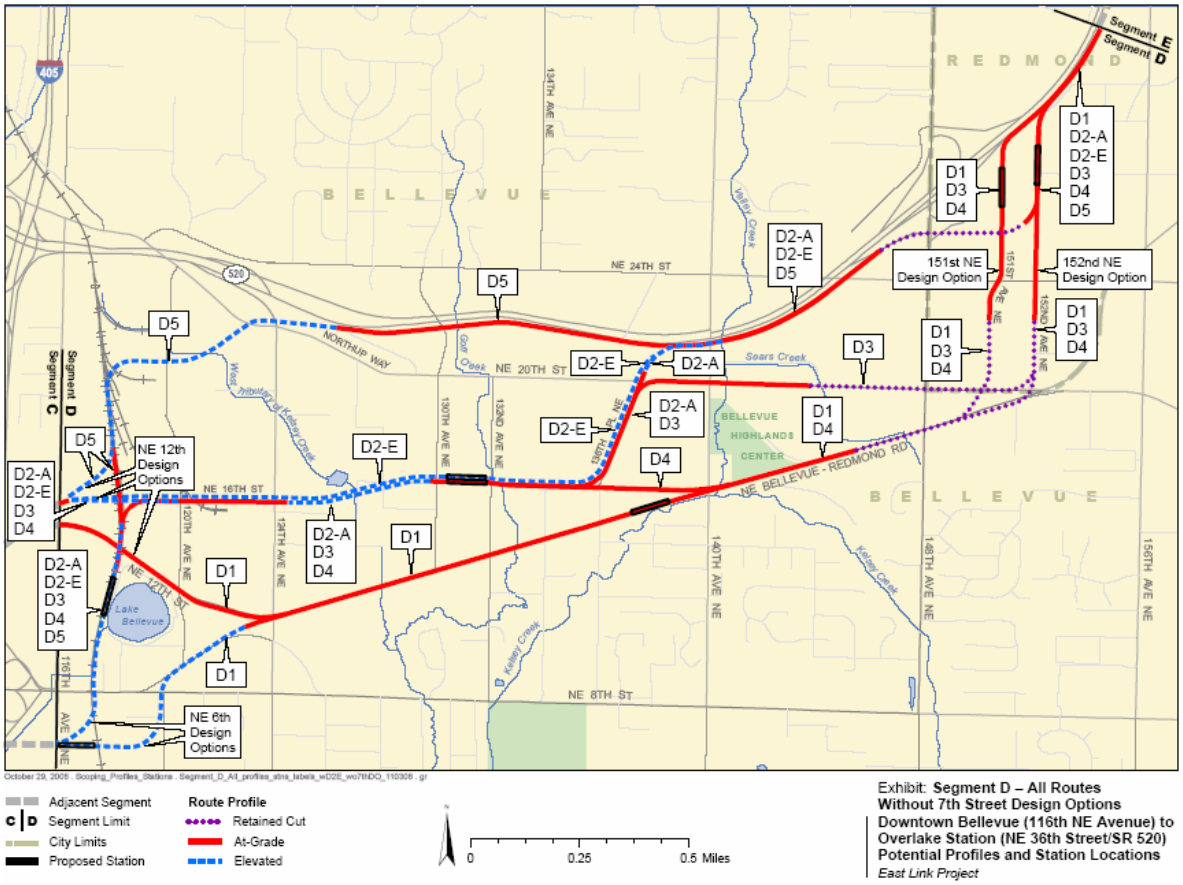
- **Construction**: Slightly lower risk due to elevated construction but still some risk associated with the crossing of I-405. Construction impacts will occur along the route as the columns and guideway are built.
- **Potential Environmental Impacts**: Higher visual, noise and park impacts from the elevated guideway; some reduction in traffic capacity will occur as a result of the space occupied by columns for the elevated guideway.
- **Markets served;** The stations serve the City Center, Bellevue Transit Center, City Hall, Meydenbauer Center, northeast corner of downtown, and the Overlake Hospital complex.
- **Cost**: 10% more than the lowest cost alternative.
- **Daily boardings:** Preliminary forecasts predict 34,000 system-wide daily boardings in 2030 with this alternative.

Segment D

Alternative	# of Stations	Costs (Relative to Lowest)*	Ridership (daily boardings)	Construction Risk	Overall Impacts
Bel-Red Road Alternative					
D1 Bel-Red Road	**2 - 3**	**+ 25% To + 60%**	**34,500**	**Average**	• **Generally higher impacts to adjacent uses due to widening of Bel-Red Road** • **Slightly lower relocations** • **Much higher traffic** • **Higher construction disturbance**
NE 16th Alternatives					
D2-A NE16th/SR-520 at-grade	**2 - 3**	**+ 45% To + 70%**	**34,000**	**Average**	• **Slightly higher relocations** • **Otherwise generally lower impacts**
D2-E NE16th/SR-520 elevated	**2 - 3**	**+ 20% To + 40%**	**34,500**	**Average**	• **Generally lower impacts**
D3 NE16th/NE20th	**2 - 3**	**+ 40% To + 80%**	**34,000**	**Average**	• **Slightly higher to higher relocations** • **Higher construction disturbance** • **Slightly higher traffic impacts**
D4 NE16th/Bel-Red Road	**2 - 3**	**+ 30% To + 70%**	**34,500**	**Average**	• **Slightly higher traffic impacts** • **Higher construction disturbance**
BNSF/SR 520 Alternative					
D5 BNSF/SR520	**1 - 2**	**Lowest To + 35%**	**34,000**	**Average**	• **Generally lowest impacts** • **Located on southern edge of SR -520 right-of-way** • **Higher ecosyten impacts**

* Each alternative has two – three alignment combinations due to various design options on the west end (NE 6th and NE 12th Streets) and east end (151st and 152nd Avenues NE). Costs are higher on the west end with the NE 6th Street design option and similar on the east end with either option.

SEGMENT D: DOWNTOWN BELLEVUE TO OVERLAKE TRANSIT CENTER



In Segment D there are three (3) main route alternatives between downtown Bellevue and the Overlake Transit Center: SR520, NE 16th Street and NE Bellevue-Redmond (Bel-Red) Road; and four (4) design options including two (2) different connections to alternatives entering or leaving downtown Bellevue and two (2) parallel options to serve the Overlake neighborhood in Redmond to/from the Bel-Red Road route alternative.

Design Options

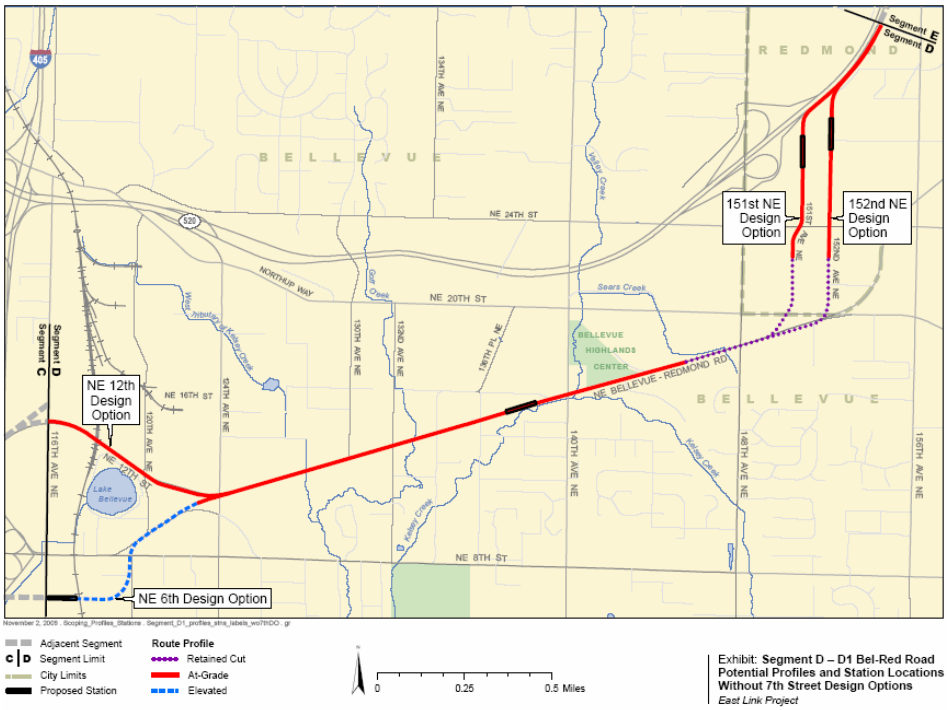
Downtown Bellevue Connections:

- NE 12th Street – connects to downtown Bellevue alignments including a tunnel on NE 12th Street (C3-T), an at-grade alignment on NE 12th Street (C4-A) and an elevated alignment on NE 12th Street (C7-E and C8-E).
- NE 6th Street – connects to downtown Bellevue alignments including two tunnel alignments through downtown which become an elevated alignment over I-405 (C1-T and C2-T); then follows a potential NE 6th Street extension to 120th Avenue NE or follows the BNSF R-O-W.

Overlake Connections:

- 151st Place NE – connects to alignments coming from either Bel-Red Road or NE 20th Street, a portion of which is new right-of-way through a parking lot.
- 152nd Avenue NE - connects to alignments coming from either Bel-Red Road or NE 20th Street.

ROUTE D1: NE BELLEVUE-REDMOND ROAD – 2 OR 3 STATIONS



From downtown Bellevue this route utilizes either NE 6th or NE 12th Streets, and then heads east at-grade in the center of Bel-Red Road then into a retained cut under 148th Avenue NE to either 151st Place NE or 152nd Avenue NE.

Relative merits of this route

- Serves commercial, residential and recreational uses as well as redevelopment opportunities in the Redmond/Overlake Neighborhood.
- Bel-Red Road would be widened to provide a median for the light rail track way.

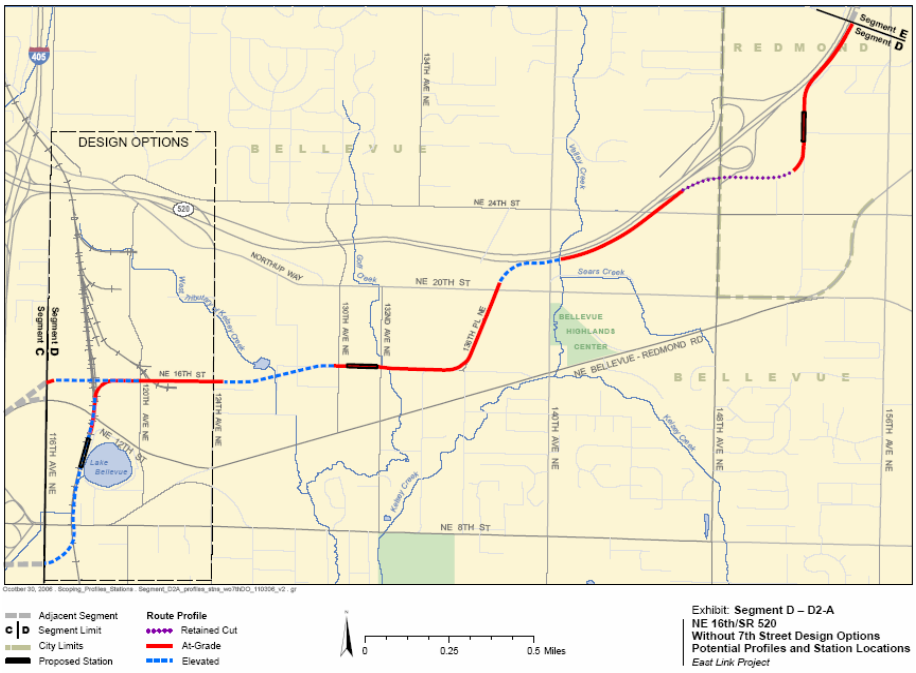
Station(s):

- Elevated at NE 6th Street and 116th Avenue NE (with NE 6th Street design option)
- At-grade at 138th Ave NE
- At-grade at 151st Place NE or 152nd Avenue NE

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts:** Generally higher impacts compared to other alternatives in the segment, particularly impacts on the ecosystem and park and noise but lower relocations; and higher traffic and general construction disturbance.
- **Markets served:** The stations serve the Overlake Hospital area, Bel-Red corridor businesses, Evergreen Shopping Center; nearby multi-family residential areas, Highland Community Center, the YMCA, and the Redmond/Overlake neighborhood.
- **Cost**: 25% to 60% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE D2-A: NE 16TH STREET/SR 520 TO OVERLAKE– 2 OR 3 STATIONS



From downtown Bellevue this route either heads north along the BNSF with a station near Overlake Hospital or east from the NE 12th Street//I-405 Overlake Hospital Station. The route heads east at-grade in new right-of-way in the vicinity of NE 16th Street to an at-grade station between 130th and 132nd Avenues NE. The route continues at grade along NE 16th Street then north along 136th Place NE crossing NE 20th Street, then east elevated to an at-grade alignment along SR 520. The route continues along the south side of SR 520 at-grade to a retained-cut underneath 148th Avenue NE and continues to a station at 152nd Avenue NE and NE 28th Street near Group Health Cooperative.

Relative merits of this route

- Supports redevelopment opportunities in the Bel-Red Corridor and Redmond/Overlake neighborhood and avoids impacts on major arterials.
- Creates new transportation corridor in the vicinity of NE 16th Street.
- Construction of new transportation corridor will displace some existing business.

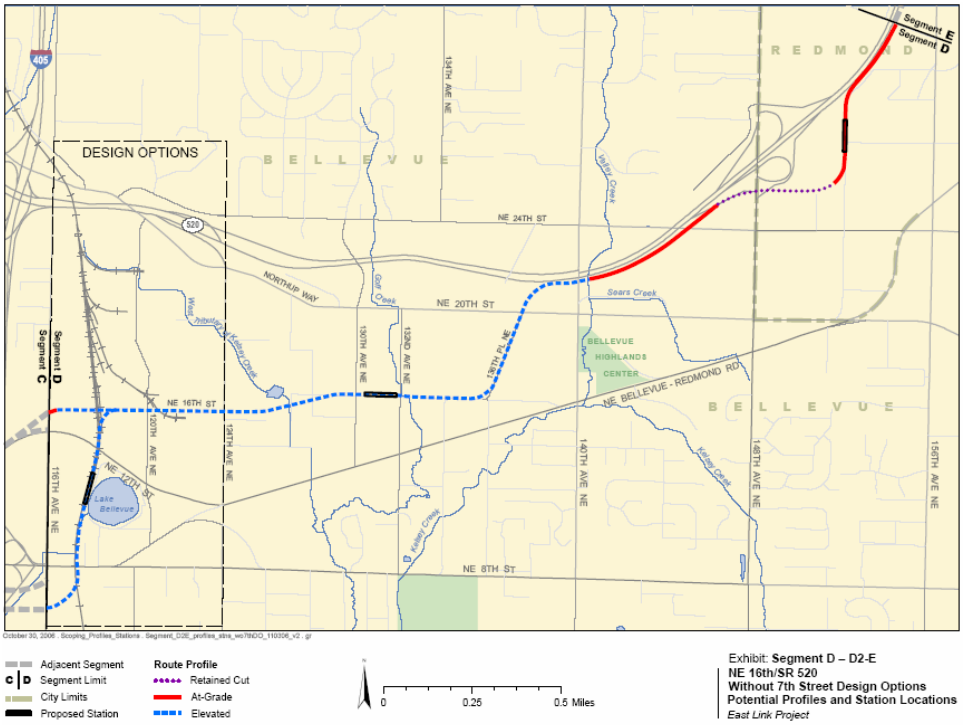
Station(s):

- Elevated near Lake Bellevue (NE 6th Street design option)
- At-grade at 130thth Avenue NE
- At-grade at 152nd Avenue NE

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Generally lower impacts overall with the exception of relocations which are slightly higher than other alternatives in this segment.
- **Markets served:** The stations serve the Overlake Hospital area, Bel-Red Road businesses and Overlake neighborhood.
- **Cost**: 45% to 70% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,000 system-wide daily boardings in 2030 with this alternative.

ROUTE D2-E: NE 16TH STREET/SR 520 TO OVERLAKE– 2 OR 3 STATIONS



This route follows the same alignment as D2 except that it is elevated along NE 16th Street and 136th Place NE.

Relative merits of this route

- Supports redevelopment opportunities in the Bel-Red Corridor and Redmond/Overlake neighborhood and avoid impacts on major arterials.
- Creates a new transportation corridor in the vicinity of NE 16th Street which will displace some existing businesses but fewer than the at-grade alignment.

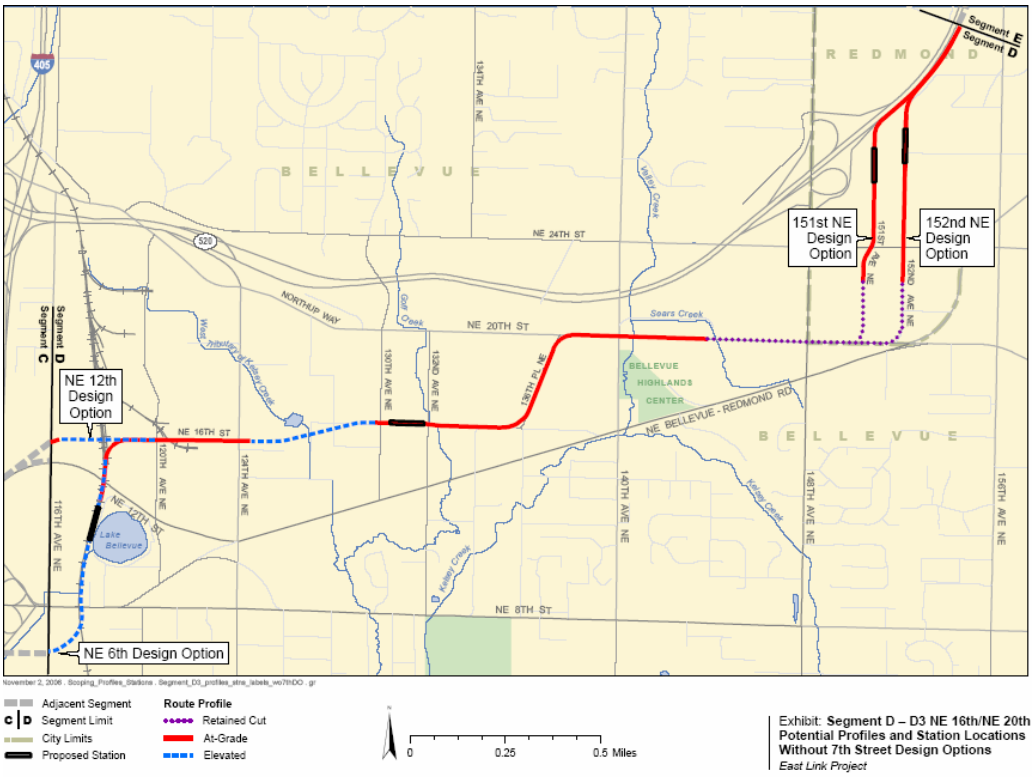
Station(s):

- Elevated in BNSF right-of-way near Lake Bellevue (NE 6th Street design option)
- Elevated at 130th Avenue NE
- Elevated at 152nd Avenue NE

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Generally lower impacts overall when compared with other alternatives in this segment
- **Markets served:** The stations serve Overlake Hospital, Bel-Red Road businesses and Redmond/Overlake neighborhood.
- **Cost**: 20% to 40% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE D3: NE 16TH STREET/NE 20TH STREET TO OVERLAKE– 2 OR 3 STATIONS



This route is the same as Route D2-A, but continues east along NE 20th Street rather than SR 520. From 136th Place NE the route follows NE 20th Street crossing under 148th Avenue NE in a retained cut then at-grade along either 151st Place NE or 152nd Avenue NE to a station south of SR 520 in Redmond/Overlake neighborhood.

Relative merits of this route

- Supports redevelopment opportunities in the Bel-Red Corridor and Redmond/Overlake Neighborhood.
- Creates news transportation corridor in the vicinity of NE 16th Street.
- Construction of new transportation corridor will displace some existing business.

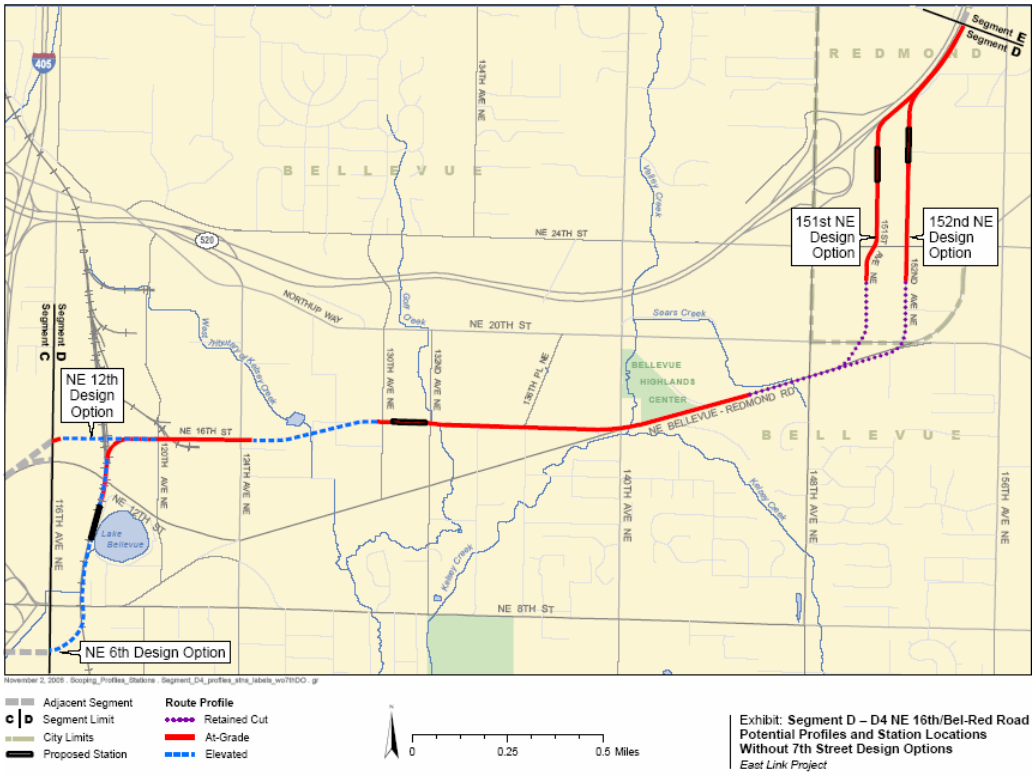
Station(s):

- Elevated in BNSF right-of-way adjacent to Lake Bellevue (NE 6th Street design option)
- At-grade at 132nd Avenue NE
- At-grade at 151st Place NE or 152nd Avenue NE

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Slightly higher to higher impacts due to relocations and construction disturbance otherwise slightly lower to lower on most other environmental impacts.
- **Markets served:** The stations serve the Overlake Hospital area, Bel-Red Road businesses and Redmond/Overlake Neighborhood.
- **Cost**: 40% to 80% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,000 system-wide daily boardings in 2030 with this alternative.

ROUTE D4: NE 16TH STREET/BEL-RED ROAD TO OVERLAKE – 3 STATIONS



This route is similar to D2 and D3 but travels east on Bel-Red Road rather than SR 520 or NE 20th Street. It would cross 140th Avenue NE at-grade and cross under 148th Avenue NE in a retained cut coming to a station north of NE 24th Street on 151st Place NE or 152nd Avenue NE in the Redmond/Overlake neighborhood.

Relative merits of this route

- Supports redevelopment opportunities in the Bel-Red Corridor and Redmond/Overlake neighborhood.
- Creates news transportation corridor in the vicinity of NE 16th Street.
- Construction of new transportation corridor will displace some existing businesses.

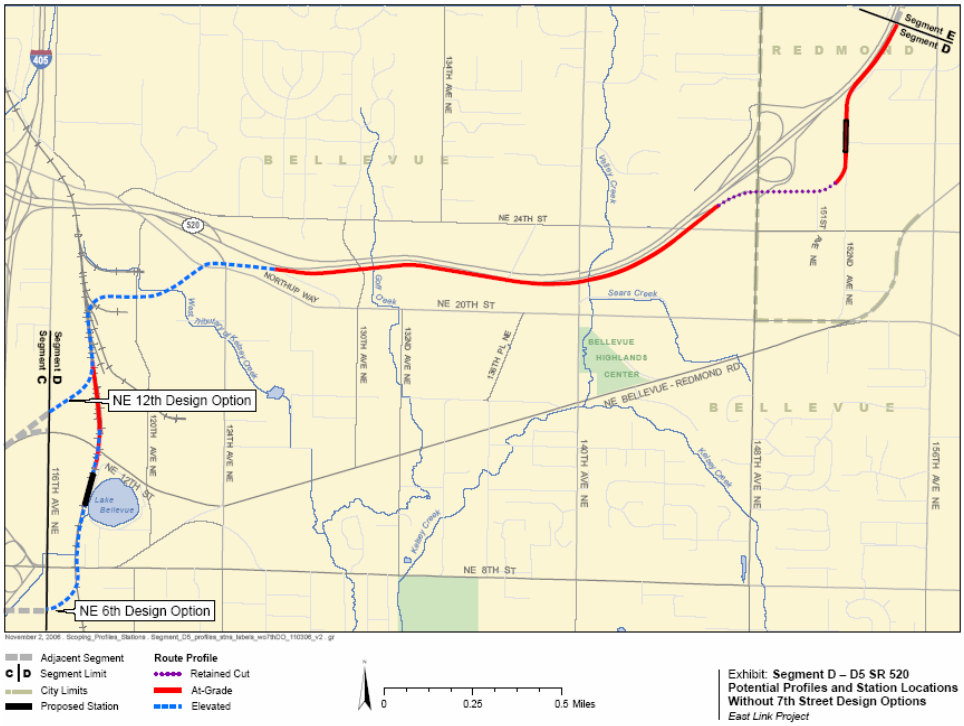
Station(s):

- Elevated in BNSF right-of-way adjacent to Lake Bellevue (with NE 6th Street design option)
- At-grade at 132nd Avenue NE
- At-grade at 151st Place NE or 152nd Avenue NE

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Average to higher impacts compared to other alternatives in this segment due to higher construction disturbance and slightly higher park, cultural resources, and noise impacts. It has lower relocations and ecosystem impacts.
- **Markets served:** The stations serve the Overlake Hospital area, Bel-Red corridor businesses and Redmond/Overlake neighborhood.
- **Cost**: 30% to 70% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE D5: BNSF/SR 520 TO OVERLAKE– 2 STATIONS



From downtown Bellevue this route heads north elevated in the BNSF right-of-way in the vicinity of NE 20th Street, then east to SR 520 where it runs along the south side of SR 520 ROW at-grade or retained fill sections, then into a retained cut underneath 148th Avenue NE, then at-grade along 152nd Avenue NE to a station south of SR 520 in the Redmond/Overlake neighborhood.

Relative merits of this route

- Has the least land use disruptions among other alternatives in this segment due to operating along SR 520 but provides no stations in the Bel-Red Corridor.

Station(s):

- Elevated in BNSF right-of-way adjacent to Lake Bellevue (NE 6th Street design option)
- At-grade at 152nd Avenue NE

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Generally the lowest impacts overall compared to other alternatives in this segment but higher ecosystem impacts due to impacts to wetland areas.
- **Markets served:** The stations serve Overlake Hospital area and Redmond/Overlake neighborhood.
- **Cost**: Lowest to 35% more than the lowest cost alternative in this segment.
- **Ridership:** Preliminary forecasts predict 34,000 system-wide daily boardings in 2030 with this alternative.

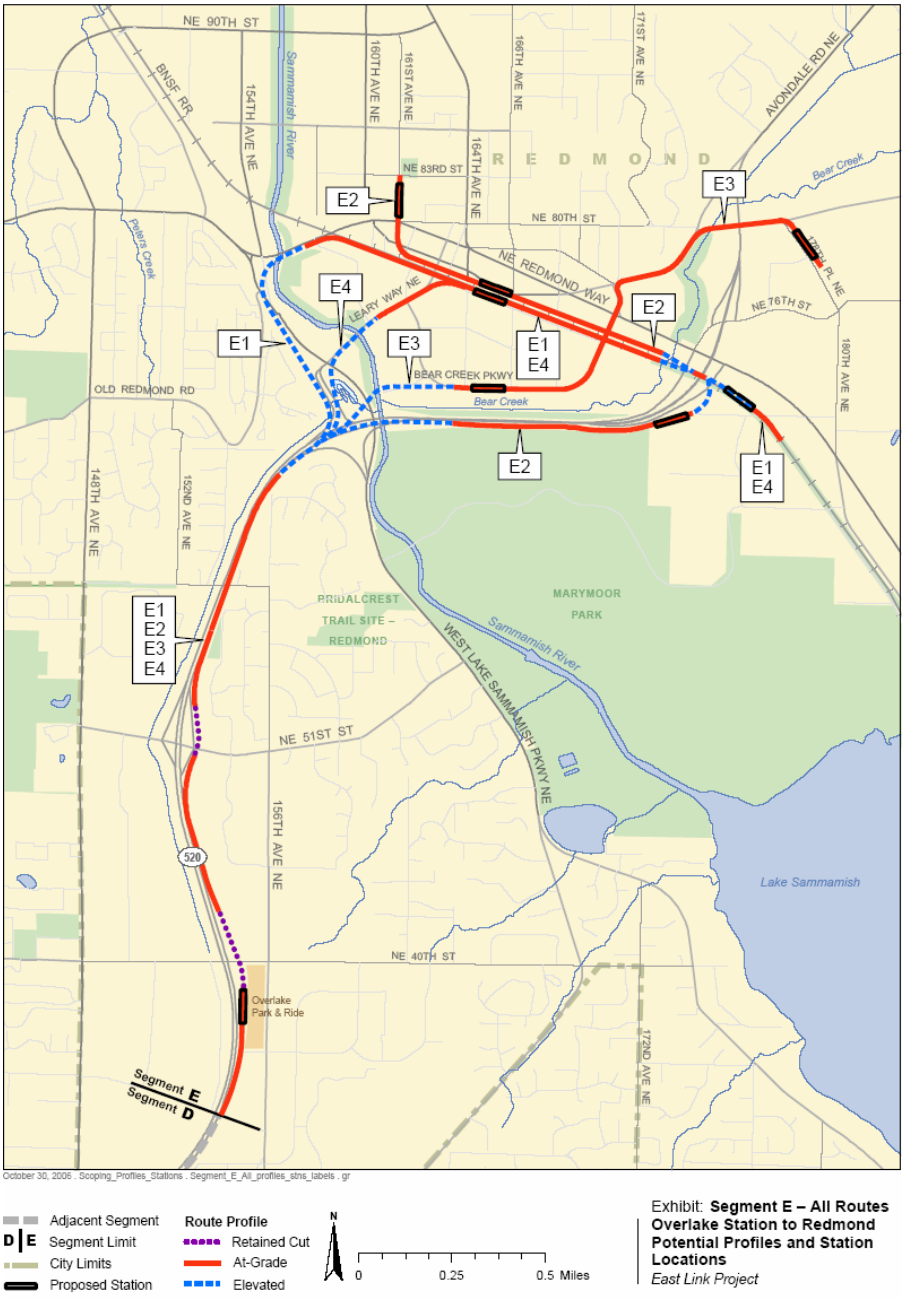
Segment E

Alternative	# of Stations	Costs (Relative to Lowest)	Ridership (daily boardings)	Construction Risk	Overall Impacts
SR 520/SR 202 Terminus					
E1: Redmond Way	**3**	**+ 10%**	**35,000**	**Average**	• **Generally slightly lower impacts** • **Slightly higher noise impacts** • **Higher construction disturbance**
E4: Leary Way	**3**	**Lowest**	**35,000**	**Average**	• **Generally the lowest impacts** • **Slightly higher noise impacts**
Redmond Park-and-Ride Terminus					
E2: Marymoor	**4**	**+ 20%***	**36,000**	**Average**	• **Generally lower impacts** • **Slightly higher relocations** • **Higher park impacts**
Bear Creek Park-and-Rdie Terminus					
E3: Bear Creek	**3**	**+ 5%**	**34,500**	**Average**	• **Generally the highest impacts including higher ecosystem, park and traffic impacts**

* City of Redmond staff supports consideration of a Redmond Town Center terminus to lower costs.

SEGMENT E: OVERLAKE TRANSIT CENTER TO DOWNTOWN REDMOND

In Segment E there is one primary alignment between Overlake Transit Center and West Lake Sammamish Parkway NE (SR 520) and four route alternatives through Downtown Redmond. The downtown alternatives are Redmond Way, Marymoor Park, Bear Creek, and Leary Way. Segment E is the end of the line for the East Link Project, and the alternatives terminate at either the Redmond Park or Ride, the Bear Creek Park and Ride or a new park and ride near the intersection of SR 520 and SR 202.



ROUTE E1: REDMOND WAY – 3 STATIONS

This route begins at the Overlake Transit Center and follows SR 520 north to West Lake Sammamish Parkway, then over SR 520 to the west and continues elevated along and above West Lake Sammamish Parkway, then turns northeast over West Lake Sammamish Parkway NE and the Sammamish River, to grade onto Redmond Way and southeast in the BNSF right-of-way to a terminus southeast of SR 520.

Relative merits of this route

- Utilizes abandoned BNSF right-of-way in downtown Redmond
- Includes a new park and ride at the project terminus.

Station(s):

- At grade at Overlake Transit Center
- At-grade at 166th Avenue NE (Redmond Town Center)
- At-grade at NE 70th Street (terminus)

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Lower to slightly lower overall impacts when compared to other alternatives in this segment. However, higher construction disturbance impacts and slightly higher cultural and noise impacts.
- **Markets served:** The stations serve Microsoft, Overlake Redmond Town Center and northeast and southeast Redmond via access to terminus park and rides.
- **Cost**: 10% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 35,000 system-wide daily boardings in 2030 with this alternative.

ROUTE E2: MARYMOOR PARK – 4 STATIONS

This route begins at the Overlake Transit Center and follows SR 520 north to West Lake Sammamish Parkway NE then continuing east along the edge SR 520 and Marymoor Park to the abandoned BNSF right-of-way near SR 202 then west along the BNSF to 161st Street NE then north to a terminus at NE 83rd[rd] Street.

Relative merits of this route

- Provides two Downtown Redmond stations and a new park and ride at SR 520/SR 202.
- Utilizes abandoned BNSF right-of-way in downtown Redmond.
- Would have a single crossing of SR 520 but have impacts to the northern edge of Marymoor Park.

Station(s):

- At-grade at Overlake Transit Center
- At-grade at NE 70th Street
- At-grade at 166th Avenue NE (Redmond Town Center)
- At grade at Redmond Park and Ride (NE 83rd Street: terminus)

Evaluation Summary:

- **Construction**: Average construction risk with use of BNSF and SR 520 right-of-way.
- **Potential Environmental Impacts**: Generally lower overall impacts compared to other alternatives in this segment. However, slightly higher number of relocations, parking removed and highest park impacts.
- **Markets served:** The stations serve Microsoft, populations on the Sammamish Plateau, Union and Novelty Hill communities, Redmond Town Center and north Redmond.
- **Cost**: 20% more than the lowest cost alternative with a terminus at the Redmond Park and Ride. City of Redmond staff supports consideration of a Redmond Town Center terminus to lower costs.
- **Ridership:** Preliminary forecasts predict 36,000 system-wide daily boardings in 2030 with this alternative.

ROUTE E3: BEAR CREEK – 3 STATIONS

This route begins at the Overlake Transit Center and follows SR 520 north, then crosses over West Lake Sammamish Parkway NE and the Sammamish River, then continuing east along the south side of Bear Creek Parkway at-grade, then north at-grade in the median of 170th Avenue NE, then northeast on Avondale Road, then east on Union Hill Road, then southeast on 178th Place NE to a terminus at the Bear Creek Park and Ride.

Relative merits of this route

- Serves an existing park and ride near the Union and Novelty Hill communities.
- Traffic impacts along the route may require elevating portions of the route if selected for further analysis in the EIS.

Station(s):

- At-grade at Overlake Transit Center
- At-grade on Bear Creek Parkway at 166th Avenue NE (Redmond Town Center)
- At grade at 178th Place NE (terminus)

Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Above average number of impacts compared to other alternatives in this segment including higher ecosystem, park and traffic impacts due to its location and the number of at-grade crossings. New river crossing results in high ecosystem impacts.
- **Markets served:** The stations serve Microsoft, Redmond Town Center and northeast and southeast Redmond via access to terminus park and rides.
- **Cost**: 5% more than the lowest cost alternative.
- **Ridership:** Preliminary forecasts predict 34,500 system-wide daily boardings in 2030 with this alternative.

ROUTE E4: LEARY WAY – 3 STATIONS

This route begins at the Overlake Transit Center and follows SR 520 north to West Lake Sammamish Parkway, then elevated crosses over West Lake Sammamish Parkway and the Sammamish River, coming to grade in the median of Leary Way, turning southeast onto the BNSF right-of-way to a terminus southeast of SR 520.

Relative merits of this route

- Shortest route of the four alternatives.
- Mostly at-grade.
- Utilizes abandoned BNSF right-of-way in downtown Redmond.
- Includes a new park and ride at the terminus of the project.
- Lowest total cost.

Station(s):

- At-grade at Overlake Transit Center
- At-grade at 166th Avenue NE (Redmond Town Center)
- At grade at NE 70th Street (terminus)

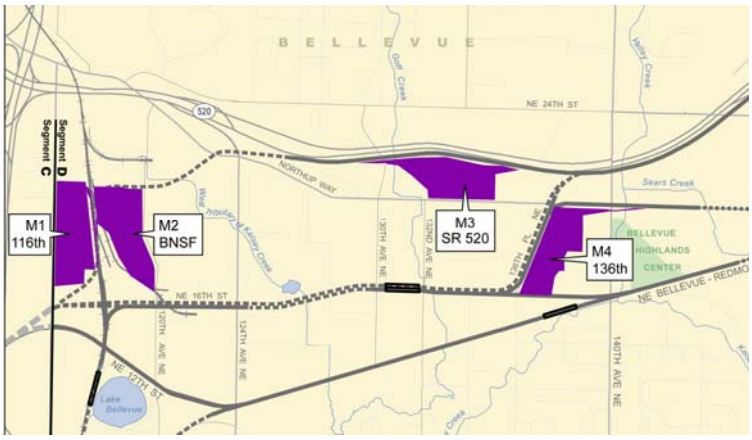
Evaluation Summary:

- **Construction**: Construction risks are average with other alternatives within this segment.
- **Potential Environmental Impacts**: Generally the lowest number of impacts compared to other alternatives in this Segment with only slightly higher noise impacts.
- **Markets served:** The stations serve Microsoft, Redmond Town Center and northeast and southeast Redmond via access to terminus park and rides.
- **Cost**: Lowest among alternatives in this segment.
- **Ridership:** Preliminary forecasts predict 35,000 system-wide daily boardings in 2030 with this alternative.

MAINTENANCE FACILITY ALTERNATIVES

Five (5) alternative maintenance facility locations were evaluated including four (4) in the Bel-Red Corridor in the City of Bellevue and one (1) in the City of Redmond. Activities at the maintenance base would include light rail vehicle storage, operator report facilities, light vehicle maintenance, and maintenance of way facilities. A track leading from the mainline to the maintenance base would also be required. The East Link maintenance base is proposed to be located on a 15 to 20 acre site.

Bel-Red Corridor

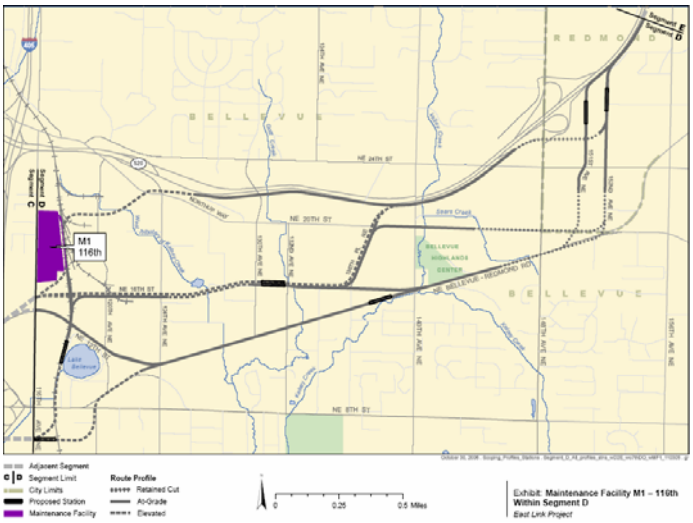


Redmond

Alternatives	Cost	Construction Risks	Overall Impacts
Bel-Red Corridor			
MF-1: 116th Avenue NE	+90%	Higher	• Generally slightly higher to higher impacts • Potential wetland impact
MF-2: BNSF	+ 165%	Slightly Higher	• Generally lower impacts
MF-3: SR 520	+ 60%	Slightly Lower	• Generally lower impacts • Potential impact to Goff Creek
MF-4: NE 136th Place NE	+ 30%	Slightly Lower	• Higher relocations • Slightly higher parking impacts • Higher construction disturbance
Redmond			
MF-5: Redmond	Lowest	Lower	• Average relocations

MF - 1: 116TH AVENUE NE

This site is located on the western edge of the Bel-Red Corridor. Consists of approximately 16 acres and is bounded on the west by 116th Avenue NE, the BNSF right-of-way on the east NE 21st Street on the north and approximately NE 16th Street on the south.



Relative merits of this site

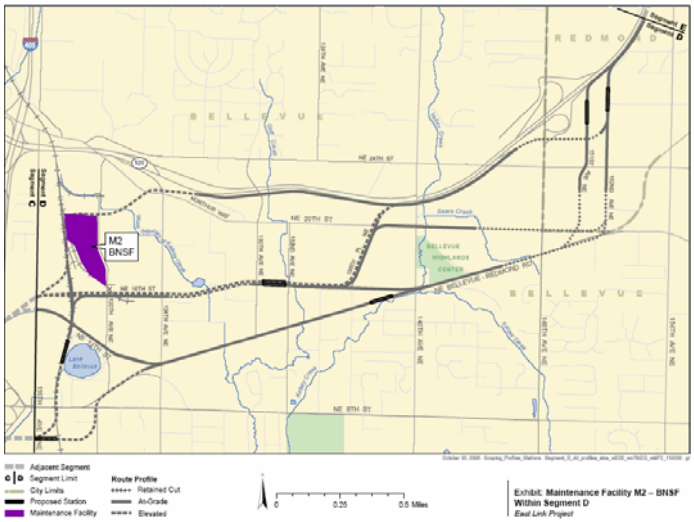
- Site is located adjacent to route alternative D-5 on to the existing BNSF rail corridor and can be easily accessed by all route alternatives leaving or entering downtown Bellevue.
- Development of the site would place facility near the level of the BNSF and below 116th Avenue NE with limited views from non-industrial properties to the west.

Evaluation Summary:

- **Construction**: Higher risk than other alternatives due substantial grading and retaining walls that would be required.
- **Potential Environmental Impacts**: Slightly higher to higher due to relocations, wetland, noise, and visual impacts and construction disturbance.
- **Cost**: 90% more than the lowest cost alternative.

MF - 2: BNSF

This site is located on the western edge of the Bel-Red Corridor opposite of MF-1 and consist of approximately 16 acres. It is bounded on the west by the BNSF right-of-way, 120th Avenue NE on the east and approximately NE 21st Street on the north and NE 16th Street on the south.



Relative merits of this site

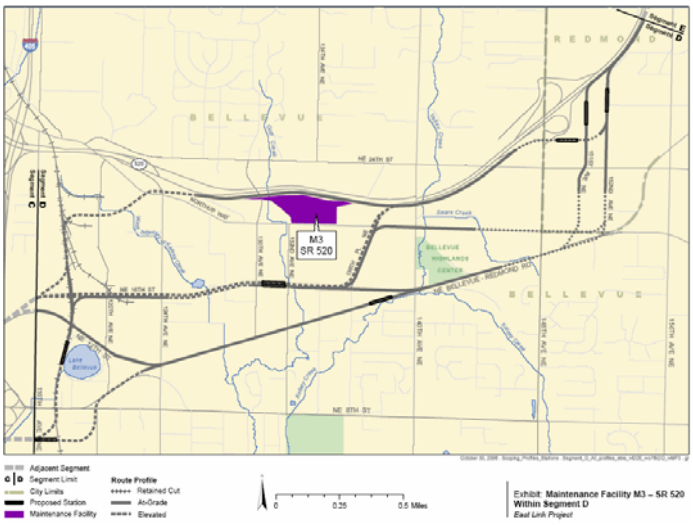
- Located adjacent to route alternative D-5 on to the existing BNSF rail corridor.
- Easily accessed by all route alternatives leaving or entering downtown Bellevue.
- Is situated within an industrial area and views of it from non-industrial properties are limited.

Evaluation Summary:

- **Construction**: Slightly higher construction risk due to major sewer running along side and through site
- **Potential Environmental Impacts**: Lower than the average number of impacts due to existing industrial development
- **Cost**: 165% more than the lowest cost alternative.

MF – 3 : SR-520

This site is located on the northern edge of the Bel-Red Project Study Area. Consists of approximately 20 acres and is bounded by SR 520 on the north and NE 20th Street on the south and generally between 130th Avenue NE and 136th Place NE to the west and east respectively.



Relative merits of this site

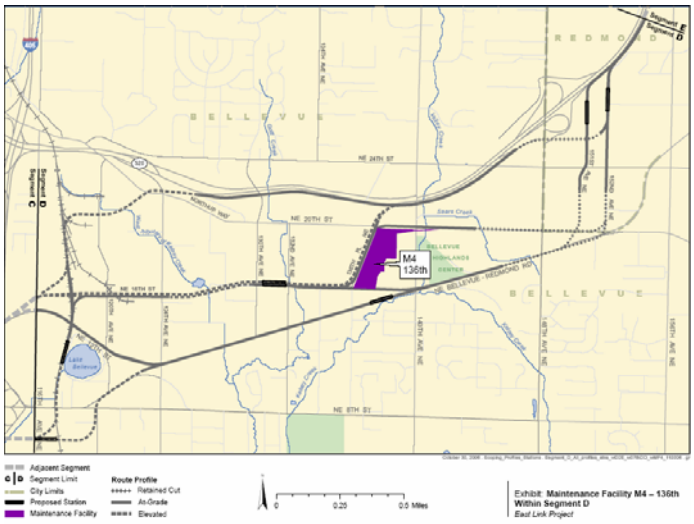
- Located adjacent route alternative D-5
- Reasonably accessed by all route alternatives with the exception of routes D-1 and D-4.
- Sits at a lower elevation that SR 520.
- Views of the facility from residential properties to the north across SR 520 are very limited.

Evaluation Summary:

- **Construction**: Slightly lower than average number on risks due to development of site.
- **Potential Environmental Impacts**: Mostly lower than average overall but slightly higher ecosystem impacts due to impacts to Goff Creek
- **Cost**: 60% more than the lowest cost alternative.

MF – 4 : 136TH PLACE

This site is centrally located in the Bel-Red Corridor. Consists of approximately 15 acres and is bounded on the west by 136th Place NE, commercial and industrial properties on the east, NE 20th Street on the north and NE 16th Street on the south.



Relative merits of this site

- Located adjacent route alternatives D2-A, D2-E, D3 and D4.
- Reasonably accessed by all route alternatives with the exception of routes D-1 and D-5.

Evaluation Summary:

- **Construction**: Slightly lower construction risk than average when compared to the other alternatives.
- **Potential Environmental Impacts**: Higher than the average number of relocations; higher construction disturbance and slightly higher parking removed due to the number of businesses and parcels affected.
- **Cost**: 30% more than the lowest cost alternative.

MF – 5: REDMOND

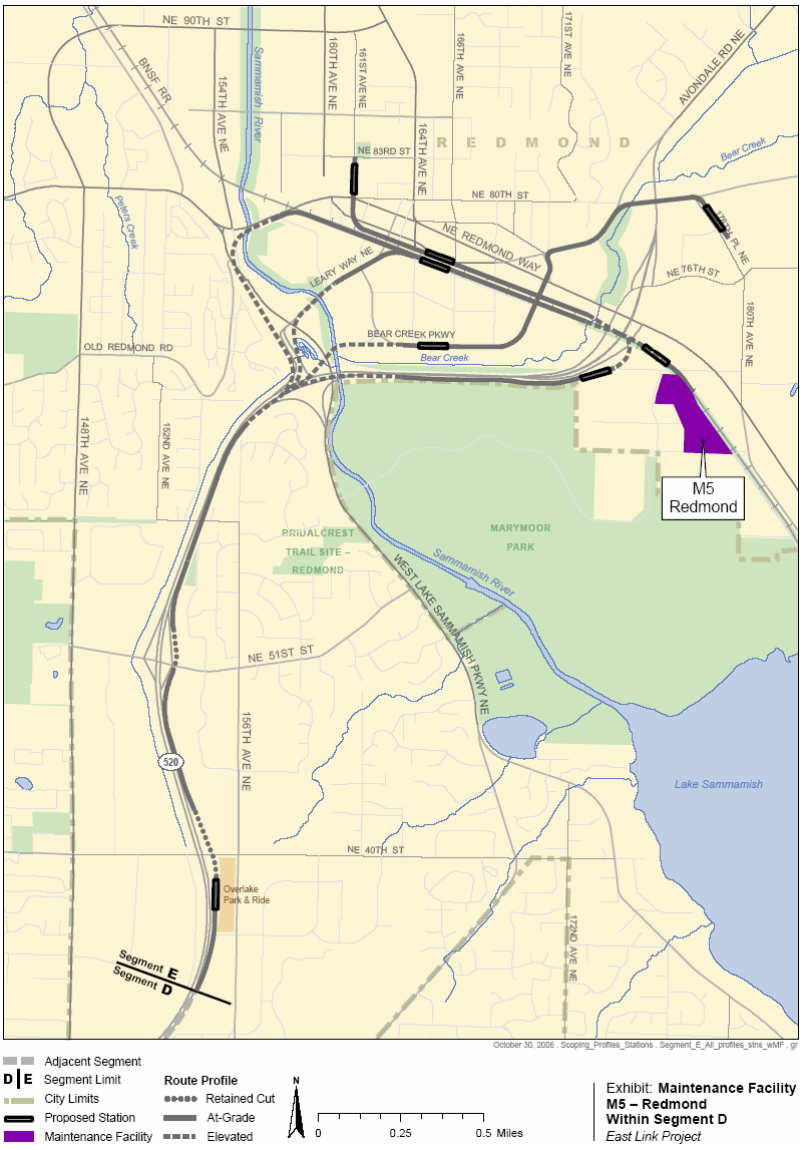
This site is located at the end of the line for the East Link Project near a terminus in Southeast Redmond. Consists of approximately 17 acres in an industrial area and is bounded on the west by 176th Avenue NE, abandoned BNSF right-of-way on the north, and NE 65th Street on the south and generally south and east of the intersection of SR 520 and SR 202.

Relative merits of this site

This site is located in an industrial area at the terminus of alternatives E1 and E4. This site can be reasonably accessed by all route alternatives with the exception of E3.

Evaluation Summary:

- **Construction**: Lower construction risks due to industrial development.
- **Potential Environmental Impacts**: Average number of relocations and slightly higher than the average number of cultural resource impacts due to impact to historic railroad corridor
- **Cost**: Lowest among alternatives being considered.



APPENDIX A: COMPARISON MATRIX

EAST LINK ALTERNATIVE
COMPARISON EVALUATION RESULTS

	TRANSPORTATION GOAL: IMPROVE MOBILITY			ENVIRONMENTAL GOAL: PRESERVE ENVIRONMENTAL QUALITY											LAND USE GOAL	IMPLEMENTATION GOAL: MINIMIZE RISK		FINANCIALLY FEASIBLE: PROVIDE A FINANCIALLY FEASIBLE SOLUTION	
Route Description	**Ridership**	**Travel Time (Minutes)**	**EJ Population (one-half mile of station)**	**Relocations**	**Ecosystem Impacts**	**Park Impacts**	**Cultural Impacts**	**Noise Impacts**	**Visual Impacts**	**Traffic Impacts (Arterials/ Interchanges)**	**Parking Removed**	**Lanes Removed**	**EJ Population (within 100 Feet of route)**	**Construction Disturbance**	**Land Use Plans**	**Construction Risk Issues**	**Utilities**	**Costs (Delta to the Lowest)**	**O&M Costs**
Segment B																			
B1 - Bellevue Way	34,500	6.0	Lower	Higher	Lower	Lower	Slightly Higher	Higher	Slightly Higher	Slightly Higher	Slightly Lower	Higher	Higher	Higher	Consistent	Slightly Lower	Lower	65%	Lower
B2-A - Bellevue Way/112th SE	34,500	6.1	Slightly Higher	Slightly Lower	Lower	Lower	Slightly Higher	Higher	Slightly Higher	Slightly Higher	Lower	Higher	Slightly Lower	Higher	Consistent	Slightly Lower	Lower	0%	Lower
B2-E – Bellevue Way/112th SE	34,500	6.0	Higher	Lower	Lower	Slightly Lower	Slightly Higher	Slightly Lower	Higher	None	Lower	None	Slightly Lower	Slightly Higher	Consistent	Slightly Lower	Lower	25%	Slightly Lower
B3 - Bellevue Way/I-405	35,000	7.0	Slightly Higher	Slightly Lower	Lower	Lower	Average	Slightly Higher	Slightly Higher	Slightly Higher	Slightly Lower	Lower	Slightly Lower	Average	Consistent	Slightly Higher	Higher	45%	Slightly Higher
B4 - 118th SE/112th SE	31,000	6.8	Lower	Slightly Lower	Higher	Much Higher	Slightly Lower	Slightly Higher	Higher	None	Slightly Lower	None	Slightly Lower	Lower	Consistent	Higher	Lower	35%	Slightly Lower
B5 - 118th SE/I-405	33,000	6.6	Higher	Slightly Higher	Higher	Much Higher	Slightly Lower	Lower	Slightly Higher	None	Slightly Lower	None	Slightly Lower	Lower	Consistent	Higher	Lower	65%	Higher
B6 - BNSF/112th SE	31,000	6.6	Lower	Average	Higher	Lower	Slightly Lower	Slightly Higher	Slightly Lower	None	Slightly Higher	None	Slightly Higher	Lower	Consistent	Higher	Higher	40%	Higher
B7 - BNSF/I-405	33,000	6.4	Higher	Slightly Higher	Higher	Lower	Slightly Lower	Lower	Slightly Lower	None	Higher	None	Slightly Higher	Lower	Consistent	Higher	Higher	75%	Much Higher
Segment C																			
C1 - T - Bellevue Way/NE 6th - Tunnel	35,500	3.1	Higher	Lower	None	Slightly Lower	Slightly Lower	Lower	Slightly Higher	None	Lower	None	Lower	Slightly Higher	Consistent	Higher	Lower	215%	Higher
C2 – T - 106th NE - Tunnel	34,500	4.1	Lower	Much Higher	None	Slightly Lower	Slightly Higher	Lower	Slightly Higher	Slightly Lower	Slightly Lower	None	Slightly Higher	Lower	Consistent	Higher	Lower	160%	Higher
C3 – T - 108th NE - Tunnel	34,500	4.2	Higher	Much Higher	None	Higher	Slightly Higher	Slightly Higher	Slightly Higher	Slightly Lower	Slightly Lower	None	Slightly Higher	Higher	Consistent	Higher	Slightly Higher	135%	Much Higher
C4 – A - 108th/110th Couplet	34,000	4.8/4.4	Higher	Slightly Higher	None	Higher	Slightly Higher	Slightly Higher	Lower	Slightly Higher	Much Higher	Much Higher	Higher	Higher	Consistent	Lower	Slightly Higher	10%	Lower
C5 – E - 110th NE – Elevated *(Not recommended for further analysis)*	*34,000*	*2.8*	*Lower*	*Lower*	*None*	*Slightly Lower*	*None*	*Lower*	*Higher*	*Average*	*Lower*	*Lower*	*Slightly Lower*	*Lower*	*Consistent*	*Slightly Lower*	*Lower*		*Lower*
C6 – A - 110th NE - At-grade/Elevated *(Not recommended for further analysis)*	*34,000*	*3.9*	*Lower*	*Slightly Lower*	*None*	*Slightly Lower*	*None*	*Lower*	*Lower*	*Slightly Lower*	*Lower*	*Higher*	*Slightly Lower*	*Lower*	*Consistent*	*Lower*	*Lower*		*Lower*
C7 – E - 112th NE - Elevated	32,000	2.6	Higher	Lower	None	Slightly Lower	None	Slightly Higher	Slightly Higher	Slightly Higher	Lower	None	Slightly Higher	Lower	Consistent	Slightly Lower	Slightly Higher	0%	Slightly Lower
C8-E – 110th NE Elevated	34,00	--	Slightly Higher	Lower	None	Higher	None	Higher	Higher	Slightly Higher	Higher	Slightly Higher	Slightly Higher	Slightly Lower	Consistent	Slightly Lower	Slightly Higher	10%	Slightly Lower

NOTE: RANKINGS ARE COMPARATIVE TO THE AVERAGE IMPACT WITHIN THAT SEGMENT FOR THE SPECIFIC RESOURCE EVALUATED. AVERAGES ARE NOT THE SAME FOR EACH SEGMENT.

EAST LINK ALTERNATIVE
COMPARISON EVALUATION RESULTS

	TRANSPORTATION GOAL: IMPROVE MOBILITY			ENVIRONMENTAL GOAL: PRESERVE ENVIRONMENTAL QUALITY											LAND USE GOAL	IMPLEMENTATION GOAL: MINIMIZE RISK		FINANCIALLY FEASIBLE: PROVIDE A FINANCIALLY FEASIBLE SOLUTION	
Route Description	**Ridership**	**Travel Time (Minutes)**	**EJ Population (one-half mile of station)**	**Relocations**	**Ecosystem Impacts**	**Park Impacts**	**Cultural Impacts**	**Noise Impacts**	**Visual Impacts**	**Traffic at Arterials/ Interchanges**	**Parking Removed**	**Lanes Removed**	**EJ Population (within 100 Feet of route)**	**Construction Disturbance**	**Land Use Plans**	**Construction Risk Issues**	**Utilities**	**Costs (Delta to lowest cost)**	**O&M Costs**
Segment D																			
D1 - Bel-Red Road	34,500	8.0 (7.4 – 8.6)	Higher to Much Higher	Slightly Lower	Slightly Higher	Slightly Higher	Slightly Higher	Slightly Higher	Slightly Higher	Much Higher	Slightly Lower	Much Higher	Higher	Higher	Consistent	Average	Higher	25% to 60%	Much Higher
D2-A – NE 16th Street/SR 520	34,000	9.2 (8.9 – 9.3)	Much Lower	Slightly Higher	Slightly Lower	None	None	Slightly Lower	Lower	None	Slightly Lower	None	Lower to Slightly Lower	Lower	Consistent	Average	Lower	45% to 70%	Lower
D2-E – NE 16th Street/SR 520	34500	8.2 (7.5 – 8.9)	Lower	Slightly Lower to Lower	Lower	None	None	Slightly Lower	Lower	None	Slightly Lower	None	Lower to Slightly Lower	Lower	Consistent	Average	Lower	20% to 40%	Slightly Higher
D3 – NE 16th Street/NE 20th Street	34,000	9.9 (9.0–10.0)	Slightly higher to Higher	Slightly Higher to Higher	Lower	None	None	Slightly Lower	Lower	Slightly Higher	Lower to Higher	Lower	Slightly Lower	Slightly Higher to Higher	Consistent	Average	Slightly Higher	40% to 80%	Slightly Higher
D4 – NE 16th Street/Bel-Red Road	34,500	9.3 (8.0 – 9.8)	Slightly Higher to Higher	Slightly Lower to Average	Lower	Slightly Higher	Slightly Higher	Slightly Higher	Lower	Slightly Higher	Higher	Slightly Lower	Slightly Lower to Slightly Higher	Slightly Higher to Higher	Consistent	Average	Higher	30% to 70%	Lower
D5 – SR 520	34,000	7.6 (7.5 – 7.7)	Much Lower	Lower to Slightly Lower	Higher	None	Slightly Higher	Slightly Lower	Lower	None	Much Lower	None	Lower to Slightly Higher	Lower	Consistent	Average	Slightly Higher	0% to 35%	Higher
Segment E																			
E1 – Redmond Way	35,000	8.4	Lower	Slightly Lower	Slightly Lower	Lower	Slightly Higher	Slightly Higher	Slightly Lower	None	Lower	None	Slightly Higher	Higher	Consistent	Average	Higher	10%	Slightly Lower
E2 – SR 520/202/BNSF	36,000	8.5	Higher	Slightly Higher	Lower	Higher	Slightly Lower	Slightly Lower	Slightly Lower	Slightly Lower	Slightly Higher	None	Slightly Lower	Slightly Lower	Consistent	Average	Lower	20%	Slightly Lower
E3 – Bear Creek Way	34,500	9.1	Slightly Lower	Slightly Higher	Higher	Higher	Slightly Lower	Slightly Lower	Slightly Higher	Slightly Higher	Higher	Higher	Slightly Higher	Slightly Lower	Consistent	Average	Higher	5%	Lower
E4 – Leary Way	35,000	7.8	Lower	Slightly Lower	Slightly Lower	Lower	Slightly Lower	Slightly Higher	Slightly Lower	Slightly Lower	Lower	Lower	Slightly Lower	Slightly Lower	Consistent	Average	Lower	0%	Higher

NOTE: RANKINGS ARE COMPARATIVE TO THE AVERAGE IMPACT WITHIN THAT SEGMENT FOR THE SPECIFIC RESOURCE EVALUATED. AVERAGES ARE NOT THE SAME FOR EACH SEGMENT.

EAST LINK ALTERNATIVE
COMPARISON EVALUATION RESULTS

	ENVIRONMENTAL GOAL: PRESERVE ENVIRONMENTAL QUALITY											LAND USE GOAL	IMPLEMENTATION GOAL: MINIMIZE RISK		FINANCIALLY FEASIBLE: PROVIDE A FINANCIALLY FEASIBLE SOLUTION	
Route Description	**Relocations**	**Ecosystem Impacts**	*** Park Impacts**	**Cultural Impacts**	**Noise Impacts**	**Visual Impacts**	**Traffic at Arterials/ Interchanges**	**Parking Removed**	**Lanes Removed**	*** EJ Population (within 100 Feet of route)**	**Construction Disturbance**	**Land Use Plans**	**Construction Risk Issues**	**Utilities**	**Capital Costs**	**O&M Costs**
Maintenance Facilities																
MF1 – 116th	Slightly Higher	Higher	N/A	Lower	Slightly Higher	Slightly Higher		Lower		N/A	Slightly Higher	Inconsistent	Higher	N/A	90%	
MF2 – BNSF	Lower	Lower	N/A	Lower	Lower	Slightly Lower		Lower		N/A	Lower	Consistent	Slightly Higher	N/A	165%	
MF3 – SR 520	Slightly Lower	Slightly Higher	N/A	Lower	Lower	Lower		Slightly Lower		N/A	Lower	Mostly Inconsistent	Slightly Lower	N/A	60%	
MF4 – 136th	Higher	Lower	N/A	Lower	Lower	Lower		Slightly Higher		N/A	Higher	Mostly Inconsistent	Slightly Lower	N/A	30%	
MF5 - Redmond	Average	Lower	N/A	Slightly Higher	Lower	Slightly Lower		Slightly Lower		N/A	Slightly Lower	Consistent	Lower	N/A	0%	

* Zero to barely notable impacts

NOTE: RANKINGS ARE COMPARATIVE TO THE AVERAGE IMPACT WITHIN THAT SEGMENT FOR THE SPECIFIC RESOURCE EVALUATED. AVERAGES ARE NOT THE SAME FOR EACH SEGMENT.

APPENDIX B: SCOPING SUMMARY REPORT

SOUNDTRANSIT

Central Puget Sound
Regional Transit Authority

Environmental Impact Statement

Scoping Summary Report

East Link Project

October 2006

TABLE OF CONTENTS

Purpose

Sound Transit is beginning an environmental review process for the East Link Project, which is a proposed extension of the Central Link Light Rail Transit project from Seattle to Bellevue and Redmond via I-90 and Mercer Island. This process is in compliance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA).

Consistent with producing an environmental impact statement (EIS), Sound Transit conducted a scoping process to receive input on the East Link Preliminary Purpose and Need Statement, preliminary alignment alternatives, and environmental resources to be analyzed.

The purpose of this report is to summarize comments received during the public scoping period. This information will be considered by Sound Transit in identifying the range of reasonable alternatives and potential environmental issues to be evaluated in the EIS.

Background

The East Link Project is an element of the proposed Sound Transit 2 (ST2) package of mass transit projects currently being considered by Sound Transit. The project is consistent with the agency's recently adopted Long-Range Plan update.

After the adoption of the Long-Range Plan, Sound Transit began developing the next phase of transit investments for implementation, which is called ST2. On July 13, 2006, the Sound Transit Board of Directors identified three capital investment options for expanding the regional transit system under ST2. In each option, light rail transit is identified as the preferred transportation mode for HCT in the East Link (Seattle to Bellevue and Redmond via I-90 and Mercer Island) corridor.

The three capital investment options were issued for public and agency review and comment during the same public scoping comment period as the East Link scoping period. The scoping period took place from September 1, 2006, to October 2, 2006. After a review of public and agency comments, the Sound Transit Board of Directors will select a final ST2 package, which will then be submitted to the voters within the Sound Transit District in November 2007, alongside a companion package of regional road investments. Together, this package of roadway and transit improvements is referred to as the Regional Transportation Improvement District, or RTID.

As the public agency proposing the East Link project, Sound Transit is required to comply with SEPA and is the lead agency under SEPA. Washington State Department of Transportation (WSDOT), which has jurisdiction over Interstate 90 (I-90), State Route 520 (SR 520), and Interstate 405 (I-405) and would approve any activities on its facilities, will serve as a SEPA co-lead agency along with Sound Transit.

The East Link project will also pursue federal funding from the Federal Transit Administration (FTA). As a result, the FTA is required to undertake an environmental review in compliance with NEPA. The FTA, as the federal lead agency under NEPA, with Sound Transit and WSDOT as the state lead agencies under SEPA, have determined that the East Link project may have adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the East Link project.

The Scoping Process

Scoping is the first step in the EIS process. During scoping, the range of proposed actions, alternatives, and impacts to be discussed in an EIS are evaluated. This scoping process was initiated by Sound Transit, and is being conducted in consultation with city and county agencies; affected tribes; regional, state, and federal agencies; interest groups; businesses; affected communities; individuals; and the public. The following activities were undertaken in support of and during the scoping process:

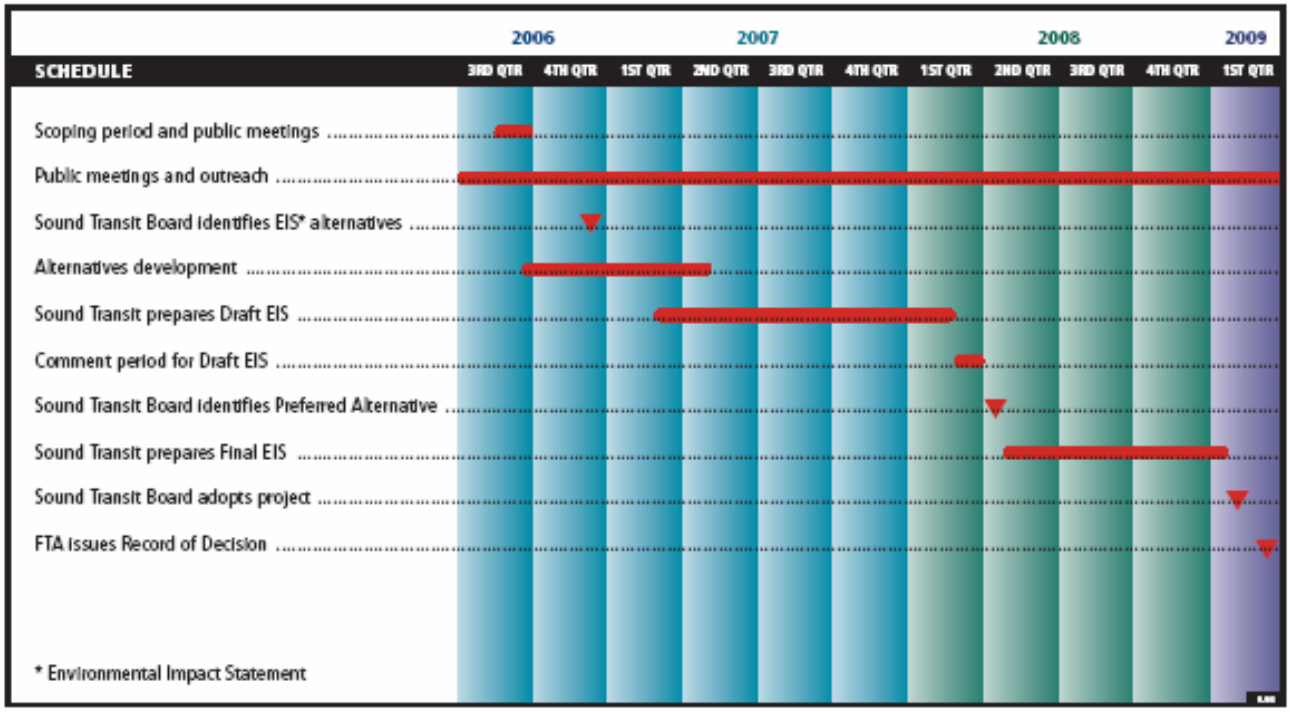
- Identified proposed alternatives for evaluation, environmental issues to be addressed, and opportunities for public involvement.
- Released the Environmental Scoping Information Report on September 1, 2006, describing the proposed alternatives, issues, draft Purpose and Need Statement, and the public involvement schedule. This report was available at the public open houses, the agency scoping meeting, and on the Sound Transit Web site.
- Sent postcards to over 154,000 residents and businesses to announce the beginning of the scoping process, the public open houses, and the availability of the Environmental Scoping Information Report.
- Held four well-attended public scoping meetings (see dates below) to present project information and receive comments to help refine proposed alternatives, environmental issues, and the environmental process.
- Held one agency scoping meeting on September 12, 2006, to receive comments from interested and affected agencies.
- Met or corresponded with affected local, regional, state, and federal agencies, tribes, and other organizations about issues within their jurisdiction or concern.
- Reviewed approximately 300 written and oral comments made at the scoping meetings or received during the scoping period, and, as appropriate, refined the proposed alternatives, issues, and public involvement program.
- Prepared this Scoping Summary Report to summarize the results of the scoping process, including comments received, and made the report readily available to the public.

The public scoping open house dates were:

Wednesday, September 13, 2006 4:30 p.m. – 7:30 p.m. Meydenbauer Center 11100 NE 6th Street Bellevue, WA	Thursday, September 14, 2006 4:30 p.m. – 7:30 p.m. Old Redmond Schoolhouse Community Center 16600 NE 80th Street Redmond, WA
Wednesday, September 20, 2006 4:30 p.m. – 7:30 p.m. Union Station, Great Hall 401 S. Jackson Street Seattle, WA	Thursday, September 21, 2006 4:30 p.m. – 7:30 p.m. Community Center at Mercer View 8236 SE 24th Street Mercer Island, WA

The proposed East Link study schedule is shown below. Opportunities for public involvement and input will continue throughout the environmental review process.

East Link Study Schedule



Summary of Comments Received

This summary is an overview of approximately 300 comments received between September 1, 2006, and October 2, 2006. Nearly half of those who commented expressed preferences for particular East Link route alternatives. Other comments addressed concerns specific to a segment or larger concerns for the project as a whole. The comments are organized into sections. This section is organized by (1) Comments Specific to the Preliminary Purpose and Need Statement; (2) Comments Not Specific to a Segment; (3) Comments Specific to a Segment; and (4) Comments from Public Agencies, Jurisdictions, and Institutions. The format of these sections is similar to the expected contents of the Draft Environmental Impact Statement, with comments organized by the following topics (where comments in the identified categories were not offered, the category is not listed):

- Transportation
- Economics
- Displacements and relocations
- Neighborhoods and land use
- Visual and aesthetic resources
- Air quality
- Noise, vibration, and electromagnetic fields
- Geology and soils
- Historic and archaeological resources
- Parklands
- Construction
- Other concerns

1. Comments Specific to the Preliminary Purpose and Need Statement

Sound Transit received 12 comments specific to the Preliminary Purpose and Need Statement. The Cities of Seattle, Bellevue, and Redmond support light rail as appropriate to the purpose and need of the project. The City of Seattle indicated that alternate high-capacity transit (HCT) modes have been studied extensively, do not perform as well as light rail, and should not be studied further. The City of Bellevue commented that light rail transit offers a meaningful solution to worsening cross-Lake Washington and intra-Eastside mobility problems.

A few commenters, including WSDOT, Fish and Wild Service, and Federal Highway Administration (FHWA), indicated that the Purpose and Need Statement was too narrowly focused and requested that Sound Transit refer to HCT or other alternatives, such as bus rapid transit (BRT), rather than specifying only light rail in the Purpose and Need Statement. Bellevue, Mercer Island, FHWA, King County Department of Transportation (KCDOT), Seattle Department of Transportation (SDOT), and WSDOT as well as some organized groups expressed a desire that all alternatives undergo evaluation of how each will affect the current and future regional transportation system, including facilities, operations, and performance.

Furthermore, it was requested that the Purpose and Need Statement be expanded to include how East Link will address transit operational deficiencies, such as reliability and travel speed, for all transit modes using shared facilities.

Additionally, specific project objectives were offered from organized transportation coalitions, WSDOT, and the City of Mercer Island:

- Provide a reliable and efficient alternative for moving people throughout the region.
- Improve speed and reliability and expand capacity for people traveling on the region's increasingly congested transportation corridors, while preserving the environment.
- Increase mobility and accessibility to and from the region's highest employment and housing concentrations by providing a transportation alternative.
- Select a comprehensive solution capable of meeting all or most of east King County's most critical regional transit needs.
- Move the greatest number of people across the I-90 bridge.

One group proposed that "the Purpose and Need Statement should be expanded to include the SR 520 and I-405 corridors, as well as all Eastside cities, including Renton, Kent, and Auburn. This would support their feeling that there is a greater need to serve north-south congestion in east King County than a system connecting Seattle with the east side of King County.

The City of Mercer Island proposed to include the following language in the Purpose and Need Statement:

- The conversion of the center I-90 roadway amendment agrees "to the earliest possible conversion of the center roadway to two-way High Capacity Transit operation based on outcome of studies and funding approvals" and only after "additional facilities and services" have been provided to Mercer Island residents "to the extent of loss of mobility to and from Mercer Island."
- The I-90 amendment requires the construction and operation of all phases of the I-90 Two-Way Transit and High-Occupancy Vehicle (HOV) Operations Project and the addition of two new HOV lanes in the outer roadways prior to and not concurrent with conversion of the center roadway to HCT.

2. Comments Not Specific to a Segment

General Support

Many respondents explicitly supported extending light rail from Seattle to the Eastside, with comments not specific to segments. A majority of comments supported the idea of light rail to the

Eastside with some suggested modifications (discussed by segment below). Several respondents indicated that the project should be built as fast as possible. A few comments generally supported all alignments in each segment.

Sound Transit 2 (ST2) and Project Funding Options

ST2 is a funding package that includes the East Link project as one of many transit improvements. Sound Transit sought input on the ST2 packages by hosting four open house meetings and collecting input via an online survey. With these efforts, ST recorded over 5,000 respondents' input. These comments are being separately compiled and reported to the Sound Transit Board of Directors. Nearly 80 percent of respondents addressing rail expansion consistently supported the maximized rail extension options, followed by lower but still strong support for medium rail extension option. Four-hundred sixty-nine respondents on the ST2 funding package mentioned adding transit and specifically rail to the east side of Lake Washington.

Two of the ST2 open houses were held together with the East Link public scoping meetings. Twenty-eight respondents on the East Link comment cards mentioned their preference for ST2 funding packages. Of these, 22 respondents supported the maximum system extension of ST2 and the East Link project and maximum tax under consideration to fund these projects. Six respondents favored the medium system expansion of ST2 and the East Link project. A few respondents were interested in an East Link project that would serve a broader, region-wide transit system serving Seattle, Bothell and Kenmore, Kirkland, Issaquah, Tukwila and Renton, and out to Pierce County.

Alternatives to Light Rail

Approximately 56 respondents on the East Link project supported light rail, while 26 indicated a preference for transit other than light rail. Of these, nine mentioned bus rapid transit (BRT) and eight suggested additional bus service (non-BRT). Six mentioned various other transit modes such as maglev, high speed trains, or other unspecified transit technologies, and three mentioned additional single occupant vehicle (SOV) travel lanes.

"Do Nothing" Alternative

While the majority of responses were in favor of the East Link project connecting to the Eastside via I-90, there was some concern on whether or not an HCT system, particularly rail, was needed on the Eastside. Less than 1 percent of respondents suggested that a "Do Nothing" alternative would demonstrate the natural, future increase in Sound Transit ridership. These respondents indicated a desire to review the "Do Nothing" option prior to the November 2007 vote.

Transportation

Transportation-related comments included the following:

- Transportation Benefits – A few requests were made, mostly from public agencies, that the environmental review should analyze overall transit ridership by area and the potential ridership demand, including bus and East Link patronage. Comments also expressed concern that light rail may provide less accessibility and availability for riders who currently use the bus system.
- Intermodal Connections – Several commenters suggested that the light rail route should provide efficient and adequate connections with other existing and future transit modes in Seattle and throughout east King County as well as connect well with park-and-ride facilities. Some requested that the project review potential connections from areas east of I-405, such as Factoria, Newport Hills, and Wilburton. Some were concerned that East Link might reduce the likelihood of improvements to north-south transit and connections with bus routes.

One eastside business organization commented that the East Link Draft EIS should evaluate and make clear how implementation of its potential alternatives will affect implementation of the I-405 Corridor Program Master Plan, as laid out in the 2002 Record of Decision, including its transit, roadway, and freight mobility.

- Pedestrian and Bicycle Activity – Sixteen respondents suggested that station areas should provide for safe and efficient pedestrian and biking connections, especially near the Rainier station in Seattle and a station in downtown Bellevue. The need for sidewalks in station areas and the method for evaluating pedestrian impacts was a concern for a couple of people.

Land Use and Economics

A few development-focused businesses and agency comments requested that long-range plans for growth and development be considered in the EIS evaluation. Others asked that the routes be evaluated in comparison to the land use and economic goals for the area, noting that some routes would serve established population and employment areas, while others would serve emerging growth areas. WSDOT requested that the land use evaluation in the EIS consider regional and local land use goals on I-90, I-405, SR 520, SR 167, and I-5.

Construction Impacts

Construction of the route and stations was seen as potentially disruptive to all business areas near potential routes. The Bellevue Downtown Association is concerned about construction impacts on businesses and adjacent properties; private development activities; commuter patterns; and capacity on arterials, I-90, I-405, and SR 520. A couple of the comments expressed concern that the construction effects could potentially negate any current or planned transportation improvements to the corridor.

Other Comments

The costs for the project and the time required to make a decision were cited as important issues by several respondents. While a few respondents were concerned with the cost of the project and voting before understanding the route that Sound Transit was planning to select, still others expressed support to pay additional taxes to get the project built as soon as possible. Several comments were received concerning the visual impact of overhead utility lines.

3 Comments Specific to a Segment

Segment A (Seattle to South Bellevue)

Route and Station Preferences

Some commenters questioned why I-90 is the preferred route over SR 520, concluding that building the system in compliance with any updates to the SR 520 floating bridge would better serve the region or be more efficient. Others suggested different cross-lake options such as a new bridge or tunnel under Lake Washington and some questioned the feasibility of building light rail on the floating bridge portion of I-90.

One comment reflected that the Rainier Avenue/I-90 station should be considered provisional if additional funding is needed for Eastside expansion. There were two comments requesting an additional or relocated [from Rainier Avenue] station at the Goodwill site near Dearborn.

Although the Mercer Island Park-and-Ride is currently being expanded, a few Mercer Island residents voiced strong concerns about the number of available spaces for island residents because many of the park-and-ride parking places are currently used by non-resident commuters. There is apprehension that even with the expansion, Mercer Island residents will be unable to use the facility.

Transportation

Many residents of Mercer Island were concerned about losing lanes on I-90 as well as direct I-90 access for residents and loss in mobility. The City of Mercer Island was concerned about the conversion of the center roadway and how its implementation fits in with the Amendment to the Memorandum of Agreement between the cities of Seattle, Mercer Island, and Bellevue; King County Metro; and the Washington State Highway Commission. Mercer Island commented that its agreement to the amendment is contingent upon satisfactory mitigation of any "loss of mobility from Mercer Island". Similarly, FHWA expressed concern for the degradation of the function of I-90. Finally, the City of Bellevue wants to preserve HOV capacity at the Bellevue Way interchange at I-90.

Bicycle and Pedestrian

A few respondents indicated a preference to widen the bicycle lane across I-90. A few respondents indicated the importance of bicycle connections to other areas of Seattle from the Rainier station.

Segment B (South Bellevue to Main Street)

Route and Station Preferences

Sound Transit received 107 comments relating to route preferences in Segment B. A considerable number of comments opposed the Bellevue Way SE and 112th Ave SE routes and emphasized studying either 118th Avenue SE or the BNSF Railway corridor. One respondent suggested that if either of these routes were selected, the abandoned I-405 Wilburton overpass should be considered for a maintenance facility. Over 50 respondents also indicated a preference to keep light rail along I-405 in this segment, primarily as a route that did not include 112th Avenue SE. A few commenters expressed a preference for the Bellevue Way SE route as it would better serve prime shopping centers as it approaches downtown Bellevue. However, about 15 stated that they want it in a tunnel if along Bellevue Way. Several commenters said that East Link should provide connectivity between Eastgate Park-and-Ride, Factoria, and Newport with downtown Bellevue via Richards Road or I-405.

Some comments noted that the South Bellevue Park-and-Ride should be expanded to adequately serve current and future commuters, as well as provide adequate and frequent bus connections, while others requested that the land surrounding the existing park-and-ride not be used for an expanded station or park-and-ride.

Transportation

Many residents' comments focused on transportation interfaces within Segment B and how the project might worsen traffic (cut-through traffic, degraded access onto arterials, and related noise disturbance) in adjacent neighborhoods. It was requested that routes east of I-90 and I-405 be considered for the environmental review.

Neighborhoods: Displacements and Relocations

Comments reflected a great concern for impacts on south and west Bellevue neighborhoods, including Enatai, Surrey Downs, and residential areas along Bellevue Way SE. Representatives from Segment B neighborhoods expressed concern that an alignment through 112th Avenue SE would greatly impact their neighborhood and may force many residents to move or may result in the loss of the neighborhood's integrity and infrastructure. Roughly a dozen respondents were concerned about the necessity of acquiring right-of-way for East Link and the subsequent potential loss of housing and cumulative impacts of East Link. A few respondents requested that Sound Transit conduct and disclose a detailed study of the displacement and relocation impacts of each alternative prior to the vote on the ST2 and RTID package in November 2007. The residents expressed concern for degradation of quality of life, such as loss of urban forest areas such as Mercer Slough that have developed over time.

Visual and Aesthetic Resources

Proclaimed residents and a few others expressed concern about the proposed elevated sections of the East Link alternatives causing visual and lighting impacts along 112th Avenue SE.

Noise and Vibration

Residents expressed concern that construction and operation of a light rail system would greatly increase the noise level in their area, especially in the Mercer Slough area, along Bellevue Way and 112th Avenue.

Ecosystems, Wetlands, and Parklands

Concern for potential impacts to Mercer Slough and associated wetlands and habitat was noted for routes using Bellevue Way SE. Comments indicated that particular environmental concern and review should be given to the following areas: Lake Washington, Mercer Slough, Sturtevant Creek, and Kelsey Creek.

Historic Resources

Six comments reflected concern for historical buildings, specifically the Winters House on Bellevue Way and the Sacred Heart Church (which borders Segment B & C)

Segment C (Downtown Bellevue)

Route and Station Preferences

Over 50 comments addressed tunnel routes in Downtown Bellevue. The City of Bellevue and Bellevue business organizations (36 comments) support tunnel route alternatives in order to preserve traffic capacity in downtown Bellevue. Likewise, they do not support routes that remove transportation capacity. Those who preferred at-grade alignments preferred the convenience, visibility, and cost-effectiveness of this alignment. Two respondents said they would like routes that travel through areas east of I-405. Most who mentioned downtown access felt a preference for a strong connection with the current Bellevue Transit Center.

Singular comments included accessing Bellevue only through NE 4th and NE 8th Streets; continuation of the 118th Street route to NE 4th, NE 2nd, or NE 6th; the addition of a route from NE 8th Street to 156th Avenue NE; a route into Bellevue elevated across I-405 onto Main Street; and an additional at-grade route at 108th Avenue SE because it would provide satisfactory access both west and east to Bellevue Way SE and 112th Avenue SE for retail and businesses. Also, a few responders suggested an additional station at Bellevue Square.

King County requested addressing the impacts on King County's Meydenbauer property and considering the addition of NE 8th Street to 156th Ave NE (Crossroads) as an alternative alignment.

The Bellevue Downtown Association (BDA) does not support any at-grade route alternatives which would remove roadway capacity in downtown Bellevue.

Economics

The Bellevue Downtown Association (BDA) expressed interest in how this project may affect and enhance growth, development patterns, transportation capacity, and overall accessibility to, from, and within downtown Bellevue.

Segment D (Downtown Bellevue to Overlake Station)

Route and Station Preferences

Approximately 20 comments related to route preferences in Segment D. Route preferences generally listed the Bel-Red Corridor or NE 16th Street as the best alignments to reach the Overlake Transit Center and the SR 520 alignment as the least preferred. Additional stations were suggested at Sears along 148th Avenue NE and at NE 16th Street and 124th Avenue.

Several respondents supported a station at the Group Health/Overlake Hospital Medical Center, including the Hospital, noting its growing needs. Also, workers at the Microsoft campus near Overlake Transit Center commented on the urgent need to connect Seattle Central Link Light Rail to Overlake and Redmond. An additional route was suggested to connect Bellevue Way to the park-and-ride near SR 520 and Northup Way (South Kirkland Park and Ride).

Land Use

Several commenters requested that Sound Transit integrate Segment D with the redevelopment plans of the Bel-Red Corridor to maximize land use and potential redevelopment in that area.

Segment E (Overlake Station to Redmond)

Route and Station Preferences

Eighteen commenters specified support for full extension into Redmond, whereas six commenters felt that there was little benefit in this segment. Three people expressed an interest in going to Woodinville. Three other respondents highly desire a Bear Creek Park-and-Ride stop, while one person felt the Leary Way and Bear Creek alignments might cause negative effects in downtown Redmond. The commenters who preferred Bear Creek Park-and-Ride said it would provide downtown Redmond with light rail, yet also provide a closer link for residents from Redmond Ridge and the Snoqualmie Valley. In contrast, Redmond city staff commented that neither the Bear Creek route nor the Leary Way routes complemented future land use plans as well as other routes.

Additional stations were suggested at NE 80th Street; NE 51st Street and SR 520; half-way between the Overlake Transit Center and Redmond at NE 60th; and 140th Avenue and the Overlake Transit Center. One comment suggested moving the station to north of the Overlake Safeway store on NE 24th and west of 152nd Avenue.

Transportation

With light rail service to Redmond, comments reflected, it is imperative that Sound Transit integrate East Link with bus service.

4. Comments from Public Agencies and Jurisdictions

Sound Transit received comments from federal, state, and local agencies. Most of these agencies requested coordination with Sound Transit, or highlighted specific concerns related to light rail construction and operation. These comments are summarized below by agency.

United States Department of Transportation, Federal Highway Administration

Comments from the Federal Highway Administration (FHWA) targeted the Preliminary Purpose and Need Statement, range of alternatives, NEPA studies, FHWA's role as a cooperating agency under NEPA, and WSDOT's role as a co-lead agency under SEPA and NEPA. The following bullets summarize FHWA's comments:

- FHWA's experience suggests that the Purpose and Need Statement is too narrowly focused and that it should refer to high capacity transit rather than light rail specifically.
- FHWA's jurisdiction is approval of an access change in use of the interstate right-of-way and changes to access ramps. Potential impacts and mitigation for access changes need to be evaluated.
- The EIS should consider a broader range of HCT alternatives. This can be addressed by including the reasoning from earlier planning studies if they have ruled out other transit technology alternatives.
- The effects on the region's overall transportation system in the project vicinity should be evaluated.

- Completion of the R-8A alternative is required for East Link to function properly and should be included in the No Build Alternative.
- FHWA is concerned about how the proposal of HCT in the I-90 corridor will impact I-90 operations and safety.
- FHWA recommends that FTA consider WSDOT as a NEPA co-lead agency.

United States Department of the Interior, National Park Service

The National Park Service (NPS) anticipates an analysis of park effects that is consistent with Section 4(f) of the Department of Transportation Act, and recommends early consultation with the Interagency Committee for Outdoor Recreation to identify any Section 6(f) properties protected by the Land and Water Conservation Fund Act that may be affected.

United States Department of the Interior, Fish and Wildlife Service

The United States Fish and Wildlife Service suggests employing the term “high-capacity transit” instead of “light rail” in each reference to HCT, whether in regards to the Central Link light rail line or East Link.

U.S. Department of Homeland Security, Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) requests that FTA, as the federal lead agency under NEPA, perform a rigorous review to identify practicable alternatives to avoid the floodplain. If avoiding a floodplain is not possible, then FTA should consider alternatives to avoid adverse effects and incompatible development in the floodplain.

Washington State Department of Transportation

WSDOT confirmed their status as co-lead with Sound Transit under SEPA and expects to participate as a co-lead or cooperating agency under NEPA. WSDOT offered comments on the Preliminary Purpose and Need Statement, as well as desired ridership, transportation, and environmental analyses, as listed below:

- A narrow purpose and need could present a risk of legal challenge. The purpose and need and scoping process should assure that all reasonable HCT alternatives be accounted for in the environmental review either by fresh analysis or by reference and/or incorporation of materials from prior studies.
- Use current information in the environmental analysis to assure that issues and opportunities from emerging technologies are not precluded.
- Consider other regional transportation projects and programs on I-90, I-405, SR 520, SR 167, and I-5.
- Review interim and construction-period effects. Specifically, WSDOT is concerned with efficient management of traffic during construction.
- Reflect ridership in a single-seat trip between East Link and Airport Link through a direct rail connection between the two routes.
- Demonstrate regional ridership as compared with project-specific ridership, by segment. Ridership should reflect travel time and station spacing for trips throughout the entire light rail system.
- Consider adding another downtown Bellevue station. The trade-off between additional stations and increased travel time needs to be thoroughly examined. Absolute light rail travel time should be compared with automobile travel times.

- Evaluate and make clear how implementation of the project's potential alternatives will affect implementation of the I-405 Corridor Program Master Plan, as laid out in the 2002 Record of Decision, including its transit, roadway and freight mobility.

Washington State Department of Ecology

The Washington Department of Ecology (WDOE) provided the following comments on various environmental resources, including water quality and the protection of Lake Washington, Mercer Slough, Sturtevant Creek, Kelsey Creek, Bear Creek, and Sammamish River, and all adjacent wetlands:

- Mitigation – A description of possible mitigation options for unavoidable adverse impacts should be provided, including impacts on potential or known fish habitat and any wetlands.
- Contaminated Sites – Unidentified contaminated sites may be found during site investigations for the East Link route. Any new contamination sites should be reported to WDOE in accordance with the Model Toxics Control Act.
- Soil Disposal – The soils generated for disposal will need to be evaluated to determine whether they fall under the authority of state solid waste regulations.
- Stormwater – The East Link project will cross a number of Section 303(d)-listed waterbodies. The project should be designed to meet the new WDOE stormwater manual requirements.
- Water Quality – Concrete and grout should be managed to avoid impacts on water quality.
- Shoreline Management Act – The East Link project scoping-level evaluation of waterway crossing options (i.e., bridges vs. tunnels) should be evaluated within the context of the Shoreline Management Act. The East Link project has the potential to require consistency review/permits within four locally administered shoreline master programs in the cities of Seattle, Mercer Island, Bellevue, and Redmond.

Washington State Department of Natural Resources – South Puget Sound Region

The Washington State Department of Natural Resources (WDNR) notes that sections of the East Link project will cross state-owned aquatic land, including Lake Washington and the Sammamish River. Sound Transit is required to complete an easement agreement with WDNR in order to do so.

King County Department of Transportation

The King County Department of Transportation (KCDOT) expressed their concern about the potential to increase congestion on I-90; therefore, they wish to review transportation analyses that address I-90, and how East Link may be phased with other improvements to I-90. Other related comments are summarized as:

- Address how road system capacity and bus operations will be maintained during construction.
- Include intermodal connections for local and regional transit service, as well as for pedestrians and bicycles.
- Include forecasts of bus-transit ridership figures for Metro and Sound Transit bus service.

City of Bellevue

The City of Bellevue supports light rail transit as the preferred HCT mode for the I-90 corridor. Bellevue expressed support for the East Link project to serve residential and business centers,

while avoiding or minimizing adverse impacts where possible. The following summarizes the City's concerns about proposed routes in the segments within Bellevue:

- Segment B (South Bellevue to Downtown Bellevue) – Bellevue would like to preserve transportation capacity to, from, and along Bellevue Way, while also enhancing transit accessibility to nearby residents around the South Bellevue Park-and-Ride. The South Bellevue Park-and-Ride could act as a major transfer point to and from the Eastside bus network and provide greater capacity to the project.

  Bellevue is interested in reviewing the route selection process for Segment B, with an interest in the 118th and BNSF Railway alternative routes.

  In addition, routing and station location options should consider long-term system effects so that future expansions along I-90 would not be precluded.

- Segment C (Downtown Bellevue) – The environmental review for this segment should assume a station at the Bellevue Transit Center and the appropriate facilities to accommodate forecasted bus-transit volumes without compromising roadway capacity. Therefore, Bellevue feels that the tunnel options should be reviewed extensively so that light rail does not come at the expense of the mobility of other transportation modes. Elevated configurations should also be reviewed with respect to transportation impacts and urban design.

- Segment D (Downtown Bellevue to Overlake Transit Center) – Bellevue is vested in enhancing land use within the Bel-Red Corridor and providing HCT access to the medical district. The City does not support a route following SR 520 for the whole length of the Bel-Red corridor. Furthermore, Bellevue requests that the East Link project include a station along a new NE 16th Street corridor near NE 16th Street and 124th Avenue.

- Environmental Resources – Bellevue requests that relocations, land use, construction, and traffic impacts be carefully analyzed in the environmental document. The City also requests that Sound Transit consider local transit feeder options to best serve multiple activity centers in Bellevue, Factoria, Eastgate, Crossroads, and Overlake.

City of Mercer Island

Mercer Island offered several comments on the Purpose and Need Statement and the potential effects the project may have on the conversion of the center roadway of I-90 to HCT. A summary of the City's comments about the Purpose and Need Statement are provided on page 4 of this report. In addition, Mercer Island listed the following issues to be analyzed in the EIS:

- Frequency of train travel
- Operational effects of light rail on the floating bridge
- Duration of center roadway closure during construction
- Equitable access for Mercer Island and mitigation for residents, including enhanced local bus service for the rail station and the Mercer Island Park-and-Ride

City of Redmond

The City of Redmond supports the preliminary Purpose and Need Statement and agrees with the listing of environmental elements that should be evaluated in the EIS. As to preferred routes and a maintenance facility, Redmond requests the following:

- Locating the light rail alignment line along the south side of SR 520 from West Lake Sammamish Parkway NE to the SR 520/SR 202 interchange, turning left into the BNSF Railway right-of-way, and continuing northeast in the right-of-way to 161st Avenue NE and the downtown Redmond Park-and-Ride; or

- Entering downtown Redmond from SR 520, turn north to travel along West Lake Sammamish Parkway NE to the BNSF Railway right-of-way, then travel southeast in the BNSF right-of-way to the SR 520/SR 202 interchange; and
- Locating the East Link maintenance base in the industrial area south of East Lake Sammamish Parkway NE and east of Marymoor Park

Other considerations include:

- Redmond would like to move the proposed Overlake neighborhood station to a more central location with better access to Overlake residents and businesses.
- Redmond prefers that retained cuts be covered as much as possible in the below-grade to at-grade alignments.
- Redmond does not support light rail on either Leary Way or Bear Creek Parkway because of potential negative impacts on traffic and adjacent residential uses and the lack of connectivity with Redmond Town Center and downtown Redmond.

City of Seattle Department of Transportation

The Seattle Department of Transportation (SDOT) expressed support for the Purpose and Need focusing on light rail. SDOT requests that environmental review include the following:

- Develop conceptual future local bus service networks in response to a shift of passengers from buses to light rail and connectivity with future bus and streetcar lines.
- Analyze impacts on, and alternatives for travel to/from, Seattle by high-occupancy vehicles (HOVs) and regional buses.
- Assess the feasibility of joint bus and rail operations in the Downtown Seattle Transit Tunnel.
- Evaluate options to create a more pedestrian- and bicycle-friendly, accessible street environment at the Rainier Avenue South and I-90 interchange area.
- Address potential parking issues, such as “hide and ride” (people using on-street parking and walking to the station) impacts.
- Address impacts on freight movement in the Rainier Avenue station area.
- Review current and pending City of Seattle transportation projects that may influence or impact East Link project implementation.
- Address potential utility impacts, as identified by Seattle Public Utilities, including: water facilities, drainage and wastewater facilities, population forecasts, and tunnel fire/life safety.

Next Steps

Screening Analysis

The alternatives presented in the East Link Project Environmental Scoping Information Report and the alternatives that emerged from the public scoping process will undergo a screening analysis to determine which alternatives to study in the Draft EIS.

Draft Environmental Impact Statement

The Draft EIS, which is planned for release in the first or second quarter of 2008, will provide an in-depth analysis of the East Link alternatives. Sound Transit, WSDOT, and the FTA will circulate the Draft EIS to affected local jurisdictions, state and federal agencies, community organizations, environmental and other interest groups, and interested individuals. The document will also be

available at Sound Transit offices, public libraries, and community centers. A 45-day formal public comment period on the Draft EIS will extend from the date of issuance of the document. In addition, public hearings will be held during the comment period to receive verbal testimony.

Final EIS and Mitigation Commitments

The Final EIS will document and address comments received on the Draft EIS. It will also document any mitigation commitments associated with the East Link project.

Federal Approval

Soon after the Final EIS is issued, FTA will issue an environmental determination.

List of Respondents and Availability of Purpose and Need Statement

Approximately 300 comments were received and recorded by Sound Transit as of October 2, 2006. The names of organizations and individuals from whom Sound Transit received comments are listed below. Copies of all scoping comments submitted to Sound Transit are available for review at Sound Transit's offices at 401 S. Jackson Street, Seattle, Washington 98104-2826, or by contacting Lauren Swift at (206) 398-5445.

Agency Scoping Comment Providers

Name	Agency
Office of the Mayor	City of Bellevue
Bryan Cairns	City of Mercer Island
Rosemarie M. Ives	City of Redmond
Daniel M. Mathis	Federal Highway Administration
Mark G. Eberlein	U.S. Department of Homeland Security
Ken S. Berg	U.S. Department of the Interior, Fish and Wildlife Service
Rory D. Westberg	United States Department of the Interior
Rebekah R. Padgett	Washington Department of Ecology
Monica Durkin	Washington State Department of Natural Resources
Harold S. Taniguchi	Washington State Department of Transportation
Douglas B. MacDonald	Washington State Department of Transportation
Ronald C. Sheck	Washington State Department of Transportation
Charlie Howard	Puget Sound Regional Council
Jon Layzer	Seattle Department of Transportation
Harold Taniguchi	King County Department of Transportation
Kevin Desmond	King County Metro
Dennis E. Lewarch	The Suquamish Tribe

Organization Scoping Comment Providers

Name	Organization
Renay Bennett	Bellecrest Neighborhood Association
Patrick Bannon	Bellevue Downtown Association
Lisa Rowe and Leslie Lloyd	Bellevue Downtown Association
John Niles	Coalition for Effective Transportation Alternatives
LuAnn Carlson	Corporate Strategies and Development, LLC
Jim Horn, Dick Paylor, Bruce Nurse, Bell Eager, Jim MacIsaac, Will Knedlik	Eastside Transportation Association
Jill Ostrem, Roy Farrell, Peter Morgan	Group Health
Jeff French	Intercare Insurance Services
Bruce L. Nurse	Kemper Development Company
Emmett Maloof	Maloof Investments
Tom Parker	Overlake Hospital Medical Center
David Schooler	Sterling Realty Organization
Stacie LeBlanc Anderson	Surrey Downs Community Club
Dave Skelton	The Skelton Family Trust
Andrea & Nathan Harrison	US Business & Marketing Group
James E. McCutcheon	VanderWel, Jacobson, Bishop & McCutcheon

Citizen Scoping Comment Providers

Alan W. Smith
Alice Nordwall
Amy Faith
Andy and Heather Hermanson
Angela Settle
Angela Smith
Ann K.
Ann Kruse
Arlene Darby
Azaria Rousso
Barbara Sauerbrey
Barbara Zepeda
Bernice Dye
Beth Johnson
Bill Eames
Bill Hirt
Bo Lu
Bob & Ginger Fulton
Bob & Joanna Bengford
Bonnie Lindner
Brenda Nicholson
Brian Baker
Brian Dougherty
Brianna Sieberg
Bruce Becker
Bruce N. Lee
Bryan Weinstein
Carol Pattison
Carolyn Graham
Charles Bollergeon
Chris Hooker
Claire Almquist
Cliff Hanks
Colleen Broadus
Collette Norby-Slychord
Connie Ellsbury
Corbin & Debbie Tudor
Craig and Natasha Black
Craig Clampitt

Craig Dalby
Craig Marker
D. Houck on behalf R. Westberg
Dale Murphy
Dan Haffner
Daniel Witmer
Darrell M. Scattergood
Daryl and Diane Wendle
David and Brenda Kern
David Delinger III
David F. Plummer
David Lester
David M. Dodge
David Myerson
David Schwartz
David Smith
David Smith
David T. Hasbrook
David Wiggins
Deborah Lelinski
Dennis E. Lewarch
Dennis O'Keefe
Dennis R. Schnabel
Don Peterson
Donald F. Padelford
Donald G. Miller
Donald Haas
Donald Peterson
Douglas D. Hoople
Duane Goehner
Edward Hudek
Edwin Lambert
Eleanor & John Griffin
Ellen Sollod
Ellie & Arye Gittleman
Erin Fleck
Forrest Jammer
Frank Paddock
Fred Baxter

Gary Fulton
George Petrovich
Gerry Tolentino
Gordon Stoll
Grant Degginger
Gunter Kaldschmidt
Hank Myers
Hans Gunderson
Harriet Weiss
Harriett Morton
Helene Marcelia
Henry Brown
Hermes Shabhazian
I. Robert Andrews
Ingrid Clair
Ingrid Hanou Clampitt
Ira Appelman
Ira Worden
J. Juel
Jacob Struiksma
James McIntosh
James Miller
James Morris
Janet Hall
Janis Gane-Johnson
Janusz Springer
Jeff Cockill
Jeff Roberts
Jennifer Thompson
Jerome C. Baer
Jessica Strater
Jessica Zbogar-Smith
Jin Li
JL Kangley
Joanne Sor
Joe Russell
John A and Anne L P Heil
John Egbert
John Griffin
John M. Kloeck
John Morgan
John Sciuchetti
Johnson M. Marshall

Jon Lilja
Joseph Mack
Joseph Mauri
Josh Benaloh
J Swearing
Judith Clark
Judith Giniger
Julie Painley
Kam Boulle
Karen Stash
Katharine Hough
Keith Swenson
Kelly Sublett
Kevin Michael Paulich
Kevin Weishaar
KM Saul
Kyle & Katy Enger
Kyle Houser
Laura Fox
Leonard Marino
Leonard Newstrum
Linda and Wayne Bosshar
Linda Hildreth
Linda Welshons
Lise Northey
Lona J. Hendricks
Lynn Hall
Lynn Lee Thompson
Lynne Pogue
M. Fleming
M. Heller
Maia Richardson
Marc Goyette
Margaret Harrington
Mark S. Allen
Mark S. Brown
Marty Hill
Mary Stoll
Maryann and Kevin Klustner
Matt Leber
Matthew Kerner
Max Maginness
Megan Durning

Merinda & Thomas Stone
Michelle M. Hauser
Mike Fleming
Mike McMahon
Mike Schuh
Mr. & Mrs. J. Ollis
Murali Krishnan
Nancy & Shawn Matheson
Ned Friend
Pam Toelle
Pamela B. Hiatt
Pat Janes
Pat Little
Patsy Bonincontri
Paul R. Harvey
Peter Montgomery
PGHarris58
Phil Miller
Richard Chinn
Richard D. Willard
Richard Tait
Rita Moore
Robert Hildreth
Robin M. Ray
Rodney Rutherford
Ron
Ron Relle
Russell Powell
Ruth Patterson
S. Alsin
Salina Lyons
Sam Elder
Sam Osheroff
Samir Chudgar
Sandy Campbell
Sandy Howard
Sanusz Springer
Sara Suter
Sarah Larsen
Scott Cameron
Scott J. Beam
Scott Nicholson
Sebastian Helm

Sharon Bosse
Stephanie Major
Steve Erickson
Steve Miller
Steve Nagygeller
Steve Strauch
Steven Greenberg
Susan Bidwell
Susan Flagg
Susan Moe
Susan Ogilvie
Susan R. Woerdehoff
Susie Gostyla
Tara S.
Terri Dige
Terry Pepple
Terry Peterson
Thomas Pearson
Thomas Smailus
Tim and Cheryl Erwin
Tim Gould
Tina Guerrerro
Todd R. Woosley
Tom McArthur
Tony Gaetjens
Tony Rahman
Tracy Wise
Travis Gunther
Troy Carr
Valdi Havrda
Victoria and Robert Williamson
Wayne Suyenage
William & Elizabeth Baluch
William Bonner
William Bradburd
William & Carol Easterbrook
Williams Troffey
Yolanda Marshall

Kyle Enger
Brenda Nicholson
Anne and John Heil
Susan Moe
John Kloeck
Valdi Havrda
James Miller
Ira Appelman
Pat Little
Carolyn Graham
Laura Fox
Alan Smith
Mark Allen
Susan Bidwell
Bo Lu
Tara S
Scott Bean
Angela Smith
TerryPetersen
Edward Hudek
Dennis & Sandy O'Keefe
Kevin Weishaar
Janis Johnson
Mark Allen
Steve Miller
Tiel Heller
Sam Elder
Anthony Gaetjens
Ingrid Clair
Renay Bennett
Ingrid Clampitt
Craig Dalby
Mary Stoll
Gerard Tolentino