

# **Redmond Link Extension**

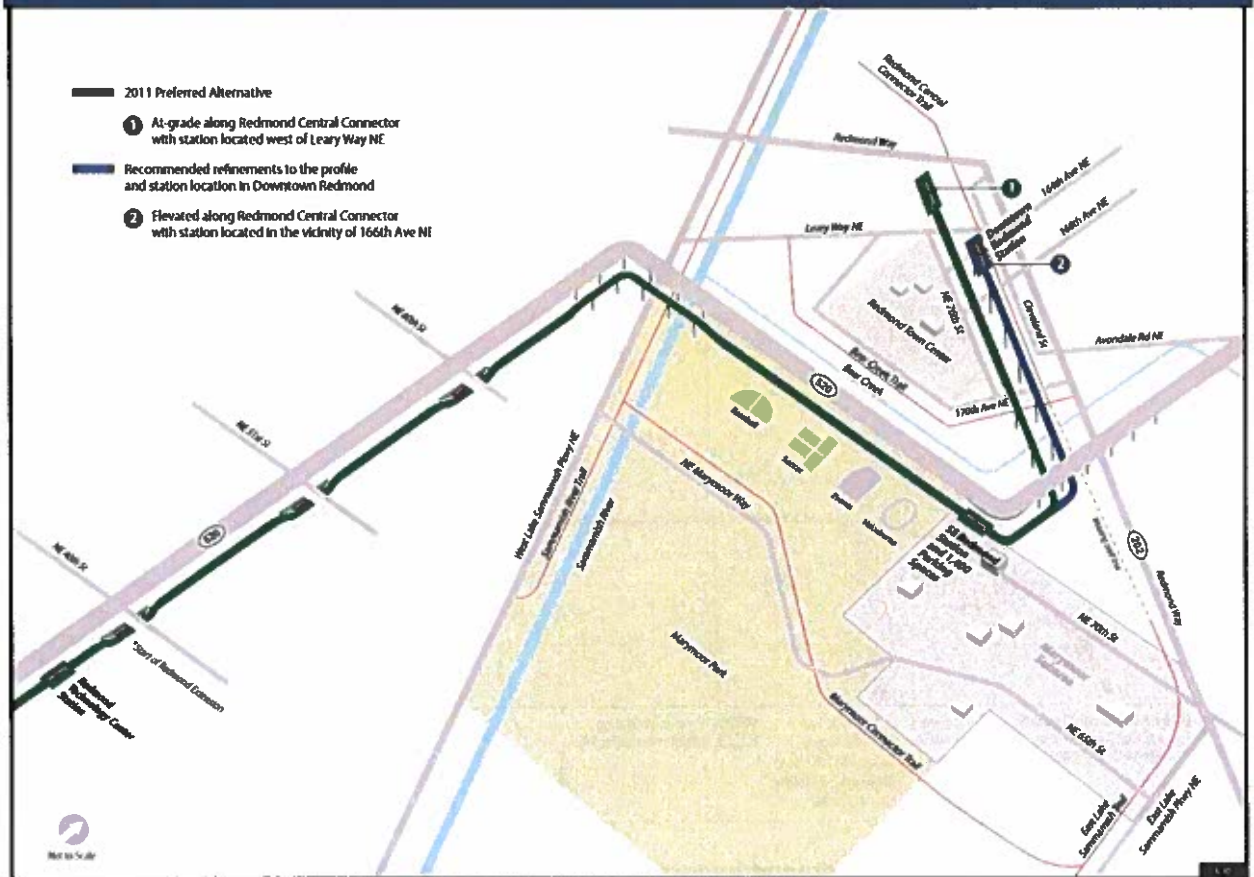
## **Alignment Alternatives**



Current plan of record (from May 17, 2017 Redmond Open House)

## PROPOSED REFINEMENTS

### DOWNTOWN REDMOND LINK EXTENSION

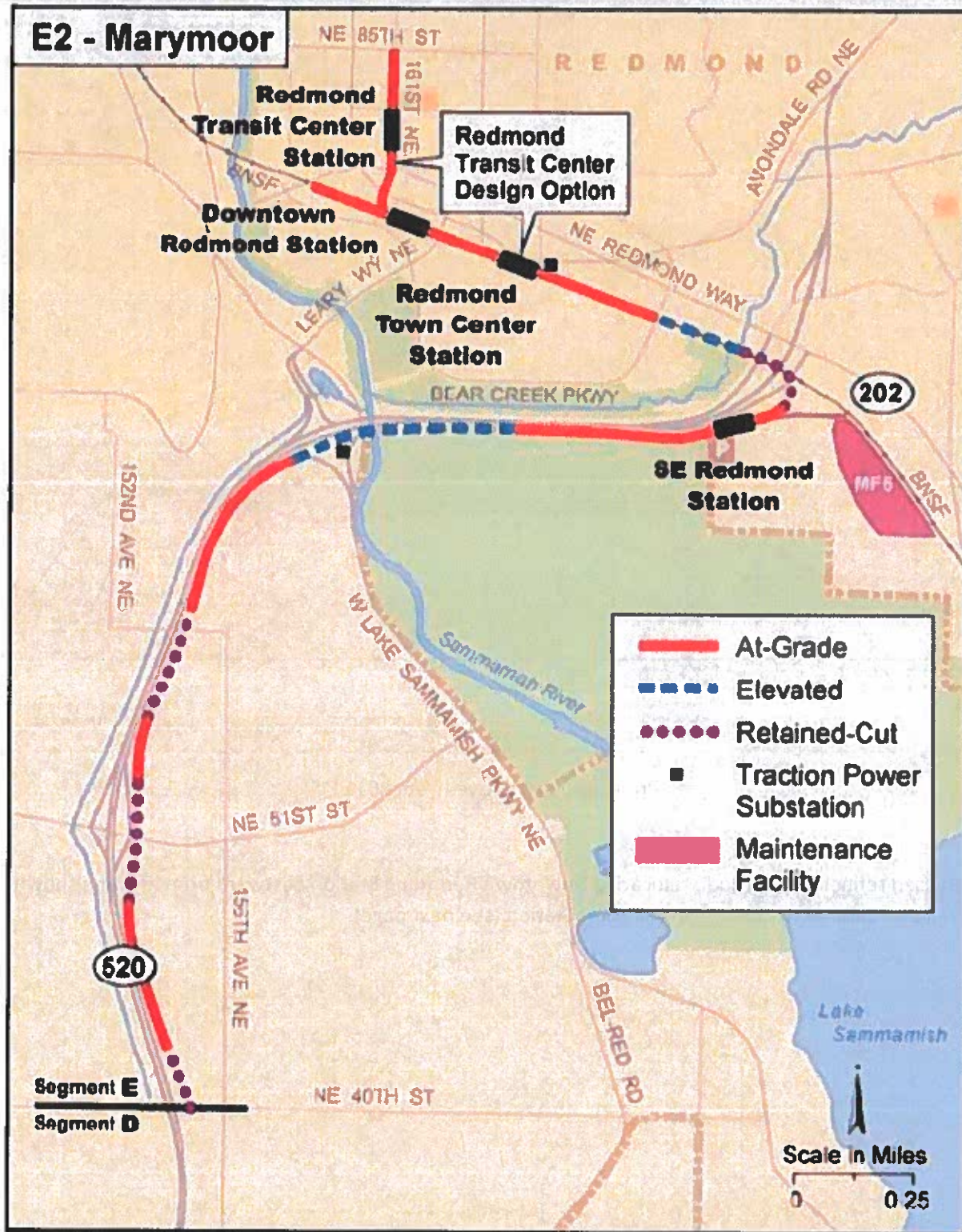


### Proposed refinements (from May 17, 2017 Redmond Open House)



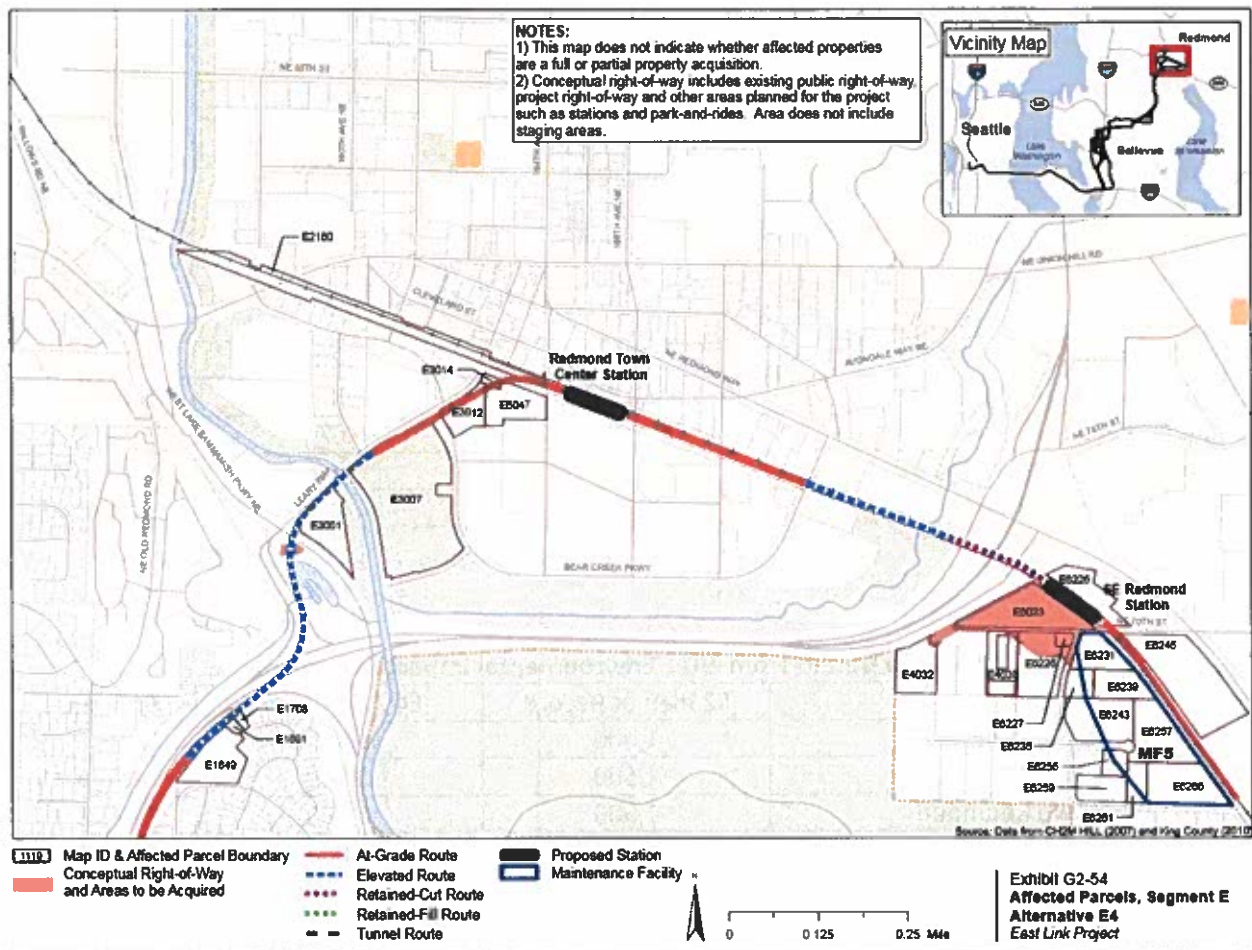






**EXHIBIT 2-46**  
**Preferred Marymoor Alternative (E2)**





E4 Alternative (from 2011 EIS)

E4 alternative reaches the same station locations now being proposed for Redmond.

### Comparisons from 2011 Environmental Impact Statement

	E2 Plan of Record	E4 Alternative	Reference
Cost in Millions	\$555-\$635	\$505-\$580	Table 6-6
Segment Daily Boardings (2030)	3,500	3,500	Table 6-1
East Link Daily Ridership (2030)	49,500	50,000	Table 6-1
Cost per rider	\$11	\$9.75	Exhibit 6-2
Segment Length in Miles	3.7	3.3	Table 2-2
Residential Disruptions	2	2	Table 6-4
Business Displacements	8	7	Table 6-4
Employee Displacements	290	120	Table 6-4
Residential Noise Impacts	181	98	Table 6-4
Park Acreage Lost	2.0	0.7	Table 6-4
Historic Properties Impacted	0	1	Table 6-4
Street Parking Spaces Lost	20	45	Table 3-28

### Ridership Details from 2011 Environmental Impact Statement

	E2 Plan of Record	E4 Alternative	Reference
2020 Downtown Redmond	1,000	1,500	Table 3-15
2020 SE Redmond	1,500	1,500	Table 3-15
2030 Downtown Redmond	1,500	2,000	Table 3-15
2030 SE Redmond	2,000	2,000	Table 3-15