City of Bellevue
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February 25, 2009

The Honorable Greg Nickels, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

Re: Bellevue City Council East Link Alignment Preferences

Dear Chair Nickels,

On behalf of the Bellevue City Council, I am writing to transmit the City's preferred East Link alignment alternatives to the Sound Transit Board. The Sound Transit 2 package, including the East Link Project, was overwhelmingly endorsed by Bellevue voters last fall, and it represents an immense long-term transportation investment for our community. This project will help the City and region realize significant land use goals and provide economic and community development benefits for generations to come. We strongly believe the City and Sound Transit must work diligently to ensure the project enhances local and regional transportation systems and is designed in a way that protects neighborhoods and businesses and advances the local and regional land use vision.

The City's preferred routing decisions are the result of careful study and significant public discussion. Bellevue has invested over three years in review, planning, outreach and deliberation to reach this recommendation. Preparations for light rail include the Bel-Red Corridor planning effort, the Light Rail Best Practices Project, Downtown planning efforts, and public engagement. The Bel-Red Corridor Plan, adopted earlier this month, was undertaken in part because of the transformative opportunity presented by light rail. This area has potential to be one of the largest transit-oriented-developments in the region. The Council initiated the Light Rail Best Practices Project to develop principles and policies that reflect community values in order to prepare for important decisions related to the integration of light rail in Bellevue. In the course of reviewing other systems, including extensive site visits and meetings with transit system providers and local agencies, we found no other example of a city taking such a proactive approach to preparing for the arrival of light rail. Additionally, the Council held two public hearings on light rail to listen to our citizens and stakeholders on this vital topic. This work prepared the Council to grapple with the complexity of issues reflected in the alignment selection process.

<u>The Bellevue City Council's Preferred Alternatives (Map Attached)</u>

Segment B: B3, the Bellevue Way/112th Avenue SE Bypass, modified to be east-side running

B3 modified to be east-side running on Bellevue Way and 112th Avenue SE balances three key principles in South Bellevue: provides transit access by facilitating regional and local connections at the South Bellevue Park-and-Ride, protects neighborhoods by placing the line farther away from residences, and minimizes construction impacts by

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reducing the amount of street reconstruction required along these major transportation corridors.

Segment C: C2T, the 106th Avenue NE Tunnel Alternative via the Red Lion site

C2T maximizes value for both the regional transportation system and the land use opportunities presented by light rail. For the regional transportation system, the tunnel accommodates the multi-modal transportation system necessary for a metropolitan center and provides capacity for future expansion of the light rail system not possible with an at-grade or elevated alignment. For land use, C2T allows downtown Bellevue to continue to accommodate regional growth and helps realize local land use potential east of I-405 in Wilburton.

Segment D: D2A, the NE 16th Street At-Grade Alternative

D2A advances local and regional goals by facilitating redevelopment of the Bel-Red Subarea in a pattern that focuses a majority of employment and residential growth in mixed-use, pedestrian-oriented and transit-supportive nodes, centered around light rail stations at 124th and 130th Avenues NE. These are among the most transformative transit-oriented-development opportunities on the East Link project and will significantly support ridership, while also connecting to Overlake in an efficient manner consistent with Redmond's adopted plans.

The City's preferred alternatives are essential to achieving local and regional land use plans and to the ability of Bellevue to accommodate future growth as one of five metropolitan centers for the region. In addition to meeting Bellevue's light rail policy principles, our preferred alignments ensure that the metropolitan centers of Seattle and Bellevue, along with Redmond's urban centers, will be connected via a light rail system. Our recommendation maximizes the ability of the system to meet long-term regional transportation needs and to grow the system over time while balancing the needs of the City. These local needs include protecting parks and neighborhoods and ensuring the system is compatible with and supports our long-term vision for Downtown Bellevue and the recently adopted Bel-Red Subarea Plan.

We recognize the challenges Sound Transit faces in balancing these choices with funding resources. However, East Link is a 100-year investment for the region and it will be a defining feature for Bellevue. The Sound Transit Board has a record of thoughtfully balancing the long-term needs of the system with funding and local values. We are committed to being an active partner with Sound Transit to identify potential cost saving measures and additional funding resources to ensure the City's preferred alternatives can be implemented and the system is built to support the regional vision.

The selection of the East Link alignment is a critical step in advancing the project. We appreciate the opportunity to share the results of our extensive process to identify Bellevue's preferences, and would welcome the opportunity to provide Board members with a tour of the segment areas so that you may see first hand the unique qualities of each part of Bellevue where light rail will travel.

A more detailed discussion regarding the City's process and the recommendations by segment is provided below.

Background Context

Light rail is a critical component of the city's vision for its future and the future of the region. Bellevue is the second largest city in King County, growing in recent years to become a center of commerce and culture on the Eastside. Our Downtown has become dense with high rise offices and, increasingly, with residential towers. Downtown Bellevue must have the highest level of service and performance from light rail while having a minimal effect on mobility for transit and cars. The additional travel capacity provided by light rail ensures the continued vibrancy of downtown as it grows. In the Bel-Red Subarea, the planned transit-oriented development coupled with light rail will transform the area into a vibrant, sustainable community. For Bellevue as a whole, East Link provides much needed transit service improvements in reliability, travel time, frequency, and convenience, making transit an attractive travel alternative to driving alone.

At the same time, we are mindful about the potential impacts of light rail and the many details of project development that are presently unknown. The City Council and members of the community are concerned about both the temporary and permanent impacts of property displacements, construction, and visual and operational impacts. We recognize that there are numerous critical decisions ahead in project design that will further define the scope of impacts and mitigation opportunities. We look forward to collaborating with Sound Transit and the Bellevue community to evaluate trade-offs and develop innovative, thoughtful approaches to system design and mitigation.

In anticipation of the East Link project, the City Council initiated the Light Rail Best Practices Project in 2007 to prepare for important decisions related to the integration of light rail in Bellevue. The project included research and case study tours to learn from the experiences of other cities and the development of light rail related policies, guiding principles, and an action plan for light rail integration. The City's light rail policy principles are:

- Connect "somewhere to somewhere" by conveniently serving the places where people live, work, and play
- Accommodate long-term, multi-modal transportation system development
- Optimize ridership
- Consider construction impacts and risks
- Protect environmentally sensitive areas
- Advance the long-term land use vision by serving existing and planned concentrations of employment and population by:
    - Serving transit oriented development (TOD), in the Downtown and Bel-Red subareas
    - Protecting the character and livability of existing neighborhoods
    - Selecting alignment profiles that are consistent with the urban design context of their locations

The policies and principles have aided the Council's consideration of alignment options, allowing Council to focus on key priorities and values of the community in selecting our preferred alignment. Additionally, the Light Rail Best Practices Project has prepared the City to be an engaged, informed partner with Sound Transit in realizing the optimal potential for East Link in Bellevue.

The Recommendation Process

The City Council followed a deliberative process to identify our preferred East Link alternatives, focusing on three components: a technical review of the information provided in the East Link Draft Environmental Impact Statement (DEIS), a review of relevant City policy, and consideration of extensive public input. In December and January, Sound Transit and City staff provided a series of briefings on the findings of the East Link DEIS. We appreciate the time and responsiveness of Sound Transit staff in providing detailed information on alignments, and the City's comments based on a technical review of the DEIS are attached. Major themes of the technical review include:

- Ensuring growth forecasts are reported accurately in the FEIS and reflected in the technical analysis;
- Concern that the DEIS underestimates traffic issues and transit ridership, and requesting more thorough analysis of the impacts of light rail on the transportation network, including street operations, signal timing, and distribution of volumes; and
- Requesting more thorough analysis of mitigation measures and providing more detail on construction impacts and mitigation.

The essential nature of light rail to the City's vision is reflected in an adopted body of light rail policy contained in the Comprehensive Plan and Council interest statements. This body of policy articulates the community values related to the development of light rail in Bellevue. The City Council carefully considered the ability of each alignment to advance City policy direction and be consistent with community values regarding light rail development in Bellevue. Finally, the City Council received hundreds of emails and listened to hundreds of comments during a public hearing on Bellevue's preferences on February 2. Upon thorough consideration of impacts associated with each alignment, compatibility with City policies, and public input, the City Council has identified the alternatives described below as our preferred route for East Link in Bellevue.

The Locally Preferred Alternatives

Segment B – B3 Modified

The alignment in this segment posed the most difficult choice for the Council because of the potential impacts in all of the options. After carefully considering each of the alignments as presented in the DEIS, the Council concluded that B3 modified to address some significant adverse impacts is the preferred alignment. Council is recommending a B3 Modified alignment with an emphasis on the following features:

- Elevated exiting I-90 to preserve the westbound HOV on-ramp, touching down to an at-grade profile to the east of Bellevue Way just south of the south Bellevue Park-and-Ride.
- At-grade station on the existing South Bellevue Park-and-Ride property with the proposed 1400 stall garage.
- At-grade, or depressed at feasible, in its own new right-of-way on the east side of the existing street, along the entire length of Bellevue Way and 112th Avenue SE, and
- Turning eastbound on the south side of SE 8th Street, transitioning to an elevated structure, and crossing over SE 8th Street to turn north along 114th Avenue SE to the Red Lion site.

After extensive deliberation, the Council developed this modified alignment to serve the South Bellevue Park-and-Ride, avoid many of the undesirable impacts of other Bellevue Way alignments, protect neighborhoods, and potentially reduce costs and ease construction of East

Link in South Bellevue. B3 Modified is the most consistent with local policy objectives and has potential to best meet the needs of both Bellevue and Sound Transit. Bellevue staff will work closely with Sound Transit in the coming months to more fully evaluate the alternative and to ensure the design of the route accomplishes our mutual goals.

The Council believes, based on a preliminary analysis by City staff, that this modified alternative at least partially mitigates operational and environmental impacts of the DEIS B3 alternative. First, running the alignment on the east side of Bellevue Way and 112th Avenue SE may avoid the residential displacements of the other alignments and moves light rail farther away from all residential uses, thereby reducing noise and visual impacts. In San Jose, the Light Rail Best Practices Committee visited segments that were median-running and pushed the right-of-way closer to existing residences. This resulted in greater traffic noise and reduced setbacks for these residences, a situation that can and should be avoided in Bellevue. The ability to minimize these types of impacts by moving the tracks farther away from residential uses does not exist with the B1 and B7 alternatives. Second, one of the reasons for median-running is to avoid driveway conflicts along a street. However, in this instance there are only six driveways that would be affected, three of which are associated with the park-and-ride facility, and only one driveway along 112th Avenue SE. All of these driveways can either be modified or eliminated to address safety and access issues. One of the driveways is at the F.W. Winters House. The Winters House may need to be relocated in order to accommodate this alternative. Based on a preliminary assessment, the Council believes this is feasible and the relocation costs could be offset by the cost savings of this modification. Third, traffic impacts at the Bellevue Way and 112th Avenue SE "Y" intersection would be avoided by a side-running configuration. Finally, by turning eastbound on the south side of SE 8th Street, then transitioning to an elevated structure that would cross over SE 8th Street and turn north to continue along 114th Avenue SE, the B3 Modified may avoid impacts to businesses north of SE 8th St.

There are potentially significant project cost savings and benefits from reduced construction disruption to be realized by avoiding a substantial rebuild of Bellevue Way and 112th Avenue SE and preserving existing right-of-way. The 112th Avenue SE and Bellevue Way corridors between Downtown and I-90 experience high traffic volumes, particularly during peak hours. These streets also serve critical transit routes, including the Sound Transit 550. Sustained partial closures of lanes along these roadways would cause severe traffic impacts both in the corridor itself and on already congested alternative routes. Maintaining traffic capacity on Bellevue Way is imperative, as is mitigating all construction impacts. Building light rail on the east side of the road would allow Sound Transit to minimize street disruption and may be more straightforward because of the avoidance of some of the complexities involved in working in an urban street environment.

Finally, the B3 Modified alternative maintains and optimizes the regional connections of the South Bellevue Park-and-Ride and the HOV direct access ramp connecting Bellevue Way to westbound I-90. Service to the South Bellevue Park-and-Ride builds on the existing local and regional transit service pattern, linking other parts of Bellevue and the region to the light rail system. The South Bellevue Park-and-Ride also offers convenient walking access for residents of the Enatai neighborhood and bicycle access from the I-90 bike path. These critical multi-modal connections make the B3 Modified alignment the best fit for Bellevue and the East Link system.

While the B3 Modified offers many opportunities to avoid and minimize impacts, some are unavoidable. As under all Bellevue Way alternatives, there will be extensive permanent traffic impacts due to the expansion of the South Bellevue Park-and-Ride. Bellevue staff have developed additional conceptual mitigation strategies, such as grade-separated access to the Park-and-Ride, to address this increased traffic and request that these be further analyzed in the FEIS. During construction, we are concerned about how the temporary closure of the South Bellevue Park-and-Ride and displacement of transit service will be mitigated. As part of the analysis of B3 Modified, we request a through exploration of both permanent and temporary impacts and mitigation opportunities.

Mitigation will be key to the success of East Link throughout Bellevue and nowhere is that more evident than in segment B. The City's Light Rail Best Practices Report recommended that the City "anticipate impacts and advocate for exceptional mitigation." "Exceptional" does not necessarily mean more expensive. Rather, it requires that the City and Sound Transit explore the potential range of mitigation measures to effectively address impacts and not simply rely on a minimum or standard approach. Council strongly recommends that the FEIS thoroughly analyze and compare the impacts and mitigation of the B3 Modified with the DEIS B3 alternative. The City is committed to working closely with Sound Transit to make this modified alternative work for both Bellevue and Sound Transit.

The Council also spent significant time discussing the B7 alternative. There are several advantages to this alignment, including the use of existing BNSF right-of-way to avoid disruption and rebuilding of Bellevue Way and 112th Avenue SE, creating additional transit linkages and expanded park-and-ride capacity along the I-405 corridor, and avoiding impacts to the Surrey Downs and Enatai residential neighborhoods. However, the Council concluded that there are significant adverse impacts associated with B7 as presented in the DEIS and that there are extremely limited opportunities for mitigation. First, the intersections along SE 8th Street at 118th Avenue SE and I-405 are presently very congested. The addition of significant volumes to these intersections from the 118th Station would cause extreme delay. Opportunities for mitigation are severely constrained due to the widening of I-405 to the west and the physical environment including wetlands, fish ladders, existing development, and the Mercer Slough Nature Park, all of which limit roadway expansion. Based on Bellevue staff's preliminary analysis of potential traffic impacts on 118th Avenue SE and the intersections near the 118th Station, Council believes the impacts would be extremely difficult, if not impossible, to mitigate. Second, for patrons heading to Seattle from the south or east, accessing the 118th Station would require out-of-direction travel along the heavily congested I-405 mainline. Third, because there is limited transit in the area currently, transit service patterns would be modified, causing repercussions for the remainder of the system, and also require out-of-direction travel and add travel time for thru-riders to access the station. Increased travel times and out-of-direction travel are notable deterrents to taking transit and have the potential to negatively impact ridership. Finally, there would be significant, adverse impacts to some of the residences along the BNSF right-of-way that could not be completely mitigated. Although the DEIS indicates noise walls and other mitigation could be used to attenuate noise on the inside of units, there is not mitigation proposed that would address the noise on the outside decks and balconies.

Despite these concerns, some Council members preferred B7, particularly if the traffic and community impacts could be mitigated. Therefore, as Sound Transit proceeds with the FEIS, analysis of B7 should be further advanced, including assessing traffic impacts for nearby

intersections and along the entire length of 118th Avenue SE, reviewing projected ridership, evaluating opportunities for regional transit connections, identifying construction and community impacts, and evaluating the potential for future light rail extensions. A thorough evaluation of mitigation opportunities and feasibility should be assessed for all identified impacts. This will facilitate a more informed reevaluation of the B3 and B7 alternatives by Council if the B3 Modified is not found to be feasible in its entirety.

Council unanimously rejected the B1 alternative for several important reasons. First, it has the highest number of residential displacements, including 13 in segment B and 93 in segment C. Second, the construction-related disruption to traffic along Bellevue Way from I-90 into Downtown Bellevue would be significant on one of the city's primary north-south routes. Third, this option requires substantially rebuilding all of Bellevue Way to accommodate median-running light rail up to segment C. Finally, B1 would significantly impact access in this area by restricting turning movements along Bellevue Way and eliminating both HOV direct access ramps to I-90. The Council did not feel these impacts were acceptable given other viable alternatives.

Although the B2A alignment is similar to B3, the Council rejected this alternative in favor of the B3 Modified for many reasons First, B2A continues at-grade along 112th Avenue SE into Downtown and it locates a station at SE 8th Street and 112th Avenue SE. Council strongly favored locating a station closer to Downtown and the adjacent neighborhood does not favor a station at SE 8th Street. Second, the modified B3 alignment has an advantage over B2A in that it turns away from the residential neighborhoods on 112th Avenue SE as it approaches Downtown. This avoids the widening on 112th Avenue SE where right-of-way becomes more constrained north of SE 8th Street and avoids removal of mature vegetation in this corridor. Third, the median-running alignment of the B2A alternative would result in significant traffic disruption during construction and require rebuilding of a substantial amount of Bellevue Way and 112th Avenue SE. Finally, the median-running alignment would remove the vegetated median along 112th Avenue SE which contributes to the character of the surrounding residential areas. For these reasons, Council strongly believes B3 Modified is superior to B2A.

Council also unanimously rejected the B2E alternative. Although it follows some of the same routing as the B3 Modified, it has none of the other advantages as the Council's preferred alternative for this segment. The elevated structure would create a "wall" for the entire length of the segment, resulting in tremendous visual impacts for nearby residents and patrons of the Mercer Slough natural area. This alternative also has the highest costs for segment B without commensurate benefits. Although this alternative would place a station at 112th Avenue SE and SE 8th Street, the residential neighborhoods in this area have concerns about this station location and feel a station on Main Street, closer to Downtown, would provide the benefits of light rail access without the same impacts.

As stewards of the regional investment, the Council recognizes and appreciates the Sound Transit Board's focus on key considerations for the region as evaluated and summarized in the DEIS alignment comparison. We find B3 Modified is the best option from a regional, as well as local, evaluation process.

To conclude the discussion of segment B preferences, key comparisons consistent with the evaluation summary of the DEIS Executive Summary are addressed below:

Markets Served: B3 Modified serves the regional South Bellevue Park-and-Ride and connects to an East Main Station in Segment C, serving the southern part of Downtown and Surrey Downs, and the hotels and businesses to the south of the Red Lion site.
Ridership: Forecasts predict 4,000 daily boardings at the South Bellevue Park-and-Ride in 2030. This is significantly more than the 1,000 daily boardings predicted for the 118th Station on the B7 alignment. The 500 boardings predicted at the SE 8th Station, to be served by B2A or B2E, can be served at an East Main Station.
Transportation Impacts: Under B2A and B3, traffic at the intersection of Bellevue Way and 112th Avenue SE would experience delays due to light rail vehicles travelling at-grade through the intersection. B3 side-running may avoid this impact by placing light rail adjacent to the intersection, thereby avoiding traffic impacts and any associated impacts to light rail performance. There are opportunities to mitigate traffic from the expanded park-and-ride north and south on Bellevue Way. Impacts to the SE 8th Street and 118th Avenue SE intersection associated with B7 would be difficult, if not impossible, to adequately mitigate because of environmental and right-of-way constraints in the area.
Environmental Impacts During Operation: B2A and B3 would displace three residences, no businesses, impact 20 noise receptors which could be mitigated for indoor noise, and reduce visual quality by removing vegetation on the west side of Bellevue Way and the 112th Avenue SE median. B3 side-running, not including possible mitigation measures, may avoid displacing the three residences and may not require expansion of the roadway to the west thereby reducing noise impacts, and preventing removal of the vegetation described above. B3 side-running may require a larger acquisition of Mercer Slough and wetlands than the 1.2 acres in B3, but additional mitigation opportunities exist within Mercer Slough. B7 would displace four businesses with 130 employees, noise would affect up to 98 receptors which could be mitigated for indoor noise (but not outdoor), and would permanently impact up to 1.8 acres of wetland and 3.1 acres of high-value non-wetland habitat.
Temporary Impacts During Construction: In all Bellevue Way options, modification to Bellevue Way and 112th Avenue SE and partial or full closure of the South Bellevue Park-and-Ride would temporarily result in traffic detours, lane closures and signal modifications. Maintaining traffic capacity on Bellevue Way is imperative. B3 Modified has the potential to minimize construction in the street right-of-way, thereby minimizing these negative impacts. A temporary construction easement along the west side of Mercer Slough would be required under all Bellevue Way options and B3 Modified. B7 would also require temporary construction easements in the Slough and partial long-term lane closures on 118th Avenue SE.
Construction Risk: Construction risk is low for all B alignment options. B3 Modified has potential for even lower construction risk because of the reduced exposure to risk associated with rebuilding streets.

Segment C – C2T

The Council weighed the relative benefits and impacts of the three potential profiles for Downtown Bellevue: elevated, at-grade and tunnel. Based on the light rail policy principles, as well as the research of other systems in the Light Rail Best Practices Report, the City Council concluded that a tunnel through Downtown Bellevue best meets the needs of the city and the region. Of the three tunnel options, the City Council unanimously recommends alternative C2T because it provides the best service to key parts of segment C and it maximizes value to the region's taxpayers by realizing short- and long-range needs and benefits of the system.

In early 2008, Bellevue's Light Rail Best Practices Committee visited three other systems (Portland, San Jose, and San Diego) and met with transit agency staff. All of these systems face significant challenges with the at-grade portion in their respective downtowns. In Portland and San Diego, the main issue is the limitation of the street capacity to accommodate system expansion. San Jose is experiencing lower ridership and capacity restrictions due to the slower operating speeds through downtown – it is a "choke point" in the middle of the system. Transit staff for all of these systems indicated that a tunnel would have resolved these issues. A key similarity of Bellevue to San Jose noted by the Light Rail Best Practices Committee is that light rail riders would be traveling both to and through Downtown. The Committee believed, and the Council concurs, that Downtown Bellevue could become a "choke-point" for the entire East Link system with an at-grade alignment. The lesson learned from these systems, expressed by agency staff in San Jose, is to "build it right the first time." As in Seattle, a tunnel provides capacity necessary to serve the growth commensurate with Bellevue's role as a metropolitan center and to allow future system expansion to Totem Lake or along the 520 corridor that an at-grade or elevated system could not provide.

Another compelling reason for the C2T recommendation is that it provides a station in the area immediately east of Downtown and I-405, the Wilburton Subarea, that is slated for redevelopment to a more intensive mix of uses. This station location also better serves the entire hospital district than a station over or just east of I-405 on NE 12th Street. Although the C1T option would follow the same alignment east of I-405 as C2T, the C1T option was rejected by the City Council after weighing system benefits with construction costs, residential and business displacements and other environmental considerations.

One aspect of the C1T option that the City Council preferred is the additional downtown station near Old Bellevue. The remarkable growth of Downtown Bellevue in recent years places the area on track with the forecast of 14,000 residents and 63,000 jobs by 2020 anticipated in the *Downtown Implementation Plan*. Robust additional growth in housing and jobs is expected to continue well beyond 2020, with 19,000 residents and 79,000 jobs forecast for the year 2030. The Council feels very strongly that East Link should be designed and built today to serve that future growth. For these reasons, the City Council strongly encourages Sound Transit to analyze a station location at Main Street and 106th Avenue NE in the south-central area of Downtown in the FEIS. If it was a promising location, it could be built in lieu of a station at the Red Lion site at Main Street and 112th Avenue SE. The Council's preferred construction staging area for the east end of the tunnel remains at the Red Lion site, with minimal impacts on the south side of Main Street west of 112th Avenue NE to avoid residential impacts as adopted in Comprehensive Plan policy TR-75.35.

The City Council unanimously rejected the at-grade alignment for segment C. Additionally, we did not hear any support from the community for an at-grade alignment Downtown. Downtown Bellevue's "super block" configuration has about 50% fewer streets than a typical downtown of this size. As a result, high volumes of traffic are focused on a few streets with little or no opportunity to disperse traffic traveling into and through the area. This is compounded by the fact that most Downtown Bellevue right-of-ways are relatively narrow (60 feet typical right-of-way width), and buildings are set to the edge of the sidewalk rather than set back by a landscaping strip. These factors constrain or even prohibit the ability to add capacity for light rail or vehicular travel in the future. Light rail is a critical component of the growth strategy, and

because right-of-way is so limited, light rail must be implemented as a complementary investment, and not at the expense of limited street capacity.

We appreciate that Sound Transit performed supplemental traffic modeling of the surface alternative, but the City's technical review of this modeling found serious flaws and gaps. Several of these are critical or fatal flaws for this alternative, summarized below:

1) The analysis does not consider the potential for light rail system disruption from traffic congestion. As traffic volumes increase (as they are projected to do with or without light rail), there will be more frequent intersection delays along NE 4th and NE 8th Streets, the major east-west routes. This would cause back-ups onto the I-405 mainline and block the light rail route, resulting in delays and potential service disruptions on the entire system.
2) The analysis makes assumptions about signal phasing that are inconsistent with accommodating expected future demand and result in more favorable light rail and street operations performance than is reasonably expected.
3) The model did not accommodate a significant share (approx. 15%) of traffic trying to access Downtown Bellevue in the Build and No Build scenarios. Assuming that the other vehicles are not served (for example, they are backed up on the I-405 mainline) in order to accommodate light rail trains is not realistic, given the impacts to the entire transportation network, i.e. to local streets, buses, trains, and highways.
4) The model does not reflect adopted plans and land use forecasts for adjacent areas (e.g. the Bel-Red Corridor) and therefore underestimates the impacts on downtown street performance and light rail operations.
5) The model simplified property access by assuming the closure of driveway access across light rail tracks. Given existing garages and building configurations, this likely is not feasible and underestimates street system impacts and property access issues. It also does not assess the impact on light rail performance where driveways cannot be closed.
6) The analysis assumes a single train with nine minute headways and a seven minute travel time through the segment. Council views this system as a 100-year investment that should take into account future expansion to serve other areas of the Eastside. System expansion would increase the number and frequency of trains that would either use the same tracks or occupy additional streets; in either instance, exacerbating the situation described above.

Although the C3T option also offers high performance and short travel times, the Council felt that the impacts outweighed the benefits of this alternative. C3T has one of the highest displacements of businesses and employees, a large number of which would be medical clinics and offices associated with Overlake Hospital and the City's hospital district. The owners and tenants of these buildings have voiced strong concerns that finding suitable relocation space near the hospital would be extremely difficult if not impossible. The station proposed at this location on NE 12th Street would be less convenient for the Hospital District and would not advance the redevelopment potential within the Wilburton Subarea. In addition, the displacement of McCormick Park, both short- and long-term, would permanently and adversely alter the character and visual quality of this Section 4(f) protected resource, which defines the north edge of Downtown and the southern edge of the adjacent neighborhoods. These impacts could be reasonably avoided by the preferred C2T alignment.

The Council also unanimously rejected the two elevated options through Downtown. Elevated structures are in direct conflict with the well-established urban design policies and principles for the Downtown. Specifically, the elevated structures would:

- degrade the pedestrian environment, a key component of a successful light rail system;
- create access conflicts with several high-rise residential and office buildings;
- create severe visual, shade and shadow impacts on Downtown streets and sidewalks, including the view corridors that frame views of the Cascade Mountains; and
- have significantly higher business and employee displacements than the C2T alternative.

In addition, the C7E alternative provides very poor service to a major portion of the Downtown and the C8E could have significant traffic conflicts depending on column placement. Both of these alternatives have some of the lowest ridership and do not provide high value when weighing the impacts and benefits.

In selecting the C2T alternative, the Council recognizes that there could be disruptions from the cut-and-cover portions of the project. However, we understand that there is potential to bore approximately half of the C2T tunnel, and we strongly encourage Sound Transit to explore this possibility further in the FEIS. The Light Rail Best Practices Report contains lessons learned and techniques from other systems that describe how to minimize those impacts. Bellevue will work closely with Sound Transit in the design, planning and construction phases to identify and implement effective measures to minimize impacts. We also recognize that the C2T option initially has higher construction costs. However, we believe working together in the design process, we can reduce costs and make this segment both efficient and cost effective. We feel it has the best combination of performance and community value, making it the best investment for the next 100 years based on a regional, as well as local, evaluation process.

To conclude the discussion of Segment C preferences, key comparisons consistent with the evaluation summary of the DEIS Executive Summary are addressed below:

Markets Served: In Downtown, C2T serves the city center, City Hall, Bellevue Transit Center, Meydenbauer Center, and the NE 6th Street pedestrian corridor conveniently with a station directly underneath the existing Bellevue Transit Center. East of I-405, the Hospital Station serves Overlake and Group Health Medical Centers more conveniently than a station at NE 12th Street and also serves the Wilburton area slated for more intense redevelopment in the near future. The East Main Station serves the southeast corner of downtown, nearby neighborhoods, and the hotels and businesses to the south of the Red Lion site. A station farther west on Main Street has potential to better serve more of the Downtown as well as nearby neighborhoods and businesses.

Ridership: Forecasts predict 7,500 daily boardings at these stations in 2030. We anticipate C2T will produce higher ridership in the long-term because of the capacity and travel time benefits provided by a tunnel for future system expansion and because the Wilburton area will develop in a manner that is more transit supportive. The delta of 500 boardings between C3T is statistically insignificant in the long-term perspective. The at-grade and elevated options forecast 1,000 – 2,000 fewer boardings than C2T.

Transportation Impacts: The tunnel portal on NE 6th Street would reduce the roadway to one lane in each direction between 110th Avenue NE and 112th Avenue NE. This is preferable to the permanent change in access for residents of the neighborhood north of McCormick Park under C3T, C4A, and C8E, where a street would be closed by the transition structure and a new street connection created by taking a single-family home under C3T. However, design will be critical

to ensure continued transit access from the HOV dedicated ramp connecting I-405 to the Bellevue Transit Center via NE 6th Street.
Environmental Impacts During Operation: C2T generally has fewer noise, vibration, and displacement impacts than other downtown options. It also provides a feasible and prudent avoidance alternative to the impacts to McCormick Park associated with C3T, C4A, and C8E. These alternatives impacting McCormick Park are of particular concern because of the necessity of purchasing single-family residences for staging and parkland replacement and because of the DEIS finding of a 4(f) parkland use that cannot be mitigated to a de minimus level.
Temporary Impacts During Construction: While we recognize that C2T will have surface construction impacts due to the cut-and-cover tunnel, we find attributes of C2T construction more favorable than the alternatives, including construction on lower volume corridors than comparable alternatives, the ability to minimize staging-related displacements and consolidate staging activities outside of residential areas, and the opportunity to collaborate to phase construction and coordinate utility relocation and other related components of construction.
Construction Risk: As just described, we are committed to working with Sound Transit to minimize impacts and construction risks of C2T.

Segment D – D2A
Bellevue's preferred alternative for Segment D is D2A, an at-grade alignment that is closely integrated and is consistent with the major land use and transportation planning decisions that have been considered and made for the Bel-Red Corridor over the past several years, while also advancing regional goals.

Recognizing both the redevelopment potential within the corridor (based in part on its strong location proximate to both Downtown Bellevue and Overlake) and the opportunity to plan land uses integrated with light rail, Bellevue has concluded a three and a half year planning process for Bel-Red with City Council adoption of a Comprehensive Plan amendment adopting a new Subarea Plan for the area on February 17, 2009.

The Bel-Red Corridor Project, which was initiated in fall 2005, was an ambitious planning effort that involved a 16-member City Council-appointed steering committee, five of the City's boards and commissions, and input from hundreds of residents and business owners. A programmatic Draft Environmental Impact Statement (EIS), published in January 2007, analyzed the various alternatives for land use and transportation that emerged from the steering committee's work. In July 2007 a Final EIS documented the preliminary preferred alternative. The Draft EIS included assumptions made about high capacity transit service at certain locations within the corridor, and the FEIS included assumptions about high capacity transit service near Overlake Hospital Medical Center (OHMC), near 124th Avenue NE, near 130th Avenue NE, and in Overlake at 152nd Avenue NE. Subsequently, the preliminary preferred alternative was crafted into the Bel-Red Subarea Plan, plus Land Use Code amendments and design standards to implement the Plan.

A fundamental objective that is embedded in the Bel-Red Subarea Plan is a new development pattern that focuses a majority of the employment and residential growth in two mixed-use, pedestrian-oriented and transit supportive nodes, centered on potential future light rail stations. Given that the geography of the Bel-Red Subarea is rather linear, the location of those stations, and the alignment connecting them, was necessarily placed near the center of the corridor (along a proposed extension of NE 15th/16th Street, which the City intends to build) to achieve the envisioned development within ¼ mile of a station.

Transit oriented development near the two Bel-Red Subarea stations at 124th Avenue NE and 130th Avenue NE, will be among the most significant TOD opportunities on the East Link corridor. Light rail transit will help support a projected 4.5 million square feet of additional commercial development and 5,000 housing units in the Bel-Red Subarea by 2030. A majority of this redevelopment will be clustered around the proposed stations, which will significantly support ridership in this segment. The development of both stations is integral to the future success of these two TOD notes.

Since light rail is such an important component to supporting the land use vision within Bel-Red, how the alignment and stations are planned within the corridor to support contemplated land use and redevelopment is of critical importance to the City. At the 124th Avenue NE node, we are aware that Wright Runstad, the owners of the proposed "Spring District" site, has proposed a modification of D2A that would have a station in a retained cut adjacent to their proposed development. While the City has not had extensive time to fully study this proposal, we would encourage Sound Transit to further analyze this during the preparation of the FEIS.

It is important to note that while D2A is the alignment that is most consistent with the Bel-Red Subarea Plan, D5 is by far the least consistent. This alignment would not provide any service within the Bel-Red corridor, and is therefore not at all consistent with the City's land use and transportation vision (and Comprehensive Plan) for the area. We also believe that this alignment option would not deliver the same overall ridership and system benefits that would be delivered with the other alignment options for Segment D, particularly D2A. We also question the feasibility of D5, given potential future plans to widen or improve State Route 520.

The other alignment options within Segment D (D2E and D3) both would serve stations proposed in the Bel-Red corridor at 124th Avenue NE and 130th Avenue NE, but neither are as desirable as D2A. D2E is an all-elevated alignment, and the City is concerned about the aesthetic impacts that alignment would have with proposed redevelopment (and the broader land use vision) for the 124th Avenue NE and 130th Avenue NE development nodes. The alignment would also be more expensive than D2A without seeming to offer any accompanying ridership benefits. Alignment D3 would run light rail along a portion of NE 20th Street, which is an important retail corridor with a significant number of commercial driveway entrances. It appears from the EIS analysis that this alignment could induce significant hardship for those businesses, again with no accompanying benefit.

Finally, we support the station location option at the Overlake Village area in Redmond as proposed in Option D2A. We have incorporated this station location assumption into the Bel-Red Subarea Plan for the east end of the Bel-Red area. The City also supports, along with the City of Redmond, the D2A alignment running along NE 24th Street that connects the two cities. On the west side of the Segment D alignment the Bel-Red planning process did not specifically address in great detail which alignment option from Segment C would connect to Bel-Red from the west. Bellevue's preferred alternative for Segment C, C2T, is completely compatible with the City Council's preferred Segment D alternative, D2A.

We also find that D2A is the best option after a regional, as well as local, evaluation process. To conclude the discussion of Segment D preferences, key comparisons consistent with the evaluation summary of the DEIS Executive Summary are addressed below:

Markets Served: D2A serves the Bel-Red Subarea, including two development nodes at 124th Avenue NE and 130th Avenue NE, as well as Overlake Village and the Overlake Transit Center. D5 would not serve the Bel-Red Corridor at all.
Ridership: Forecasts predict 6,500 daily boardings for D2A in 2030, similar to all other D-segment alignments. We believe the forecasts will be higher for D2A once the city's land use changes for the Bel-Red Corridor are considered.
Transportation Impacts: D2A would have intersection impacts to at-grade crossings and limit some properties to right-turn-only movements, many of which can be minimized through design modifications. In comparison, D3 would limit access to a number of businesses along NE 20th Street and 152nd Avenue NE, and would require expansion of a number of intersections, and D5 may limit the ability to expand SR 520 consistent with regionally adopted plans.
Environmental Impacts During Operation: D2A, D2E, and D3 have relatively similar wetland and stream impacts in the NE 16th Street corridor and all present the opportunity to coordinate mitigation with city improvements to streams and wetlands as part of the Bel-Red Subarea Plan implementation. Beyond NE 16th Street, D3 has higher business displacements. D5 has higher habitat impacts and noise impacts, although these noise impacts can be mitigated.
Temporary Impacts During Construction: D2A, like D2E and D3, presents the opportunity to coordinate construction with the City's development of the NE 16th Street corridor, allowing both agencies to minimize disruption to surrounding property owners and sensitive users. Beyond NE 16th Street, D3 poses significant construction impacts without any additional benefit. In Overlake, construction impacts are relatively comparable between alignments.
Construction Risk: Construction risk would be low and offer the opportunity to coordinate with the City's development of NE 16th Street, as noted previously.

Segment E
Looking further east, we are in agreement with the City of Redmond on critical considerations in Segment E. First, we strongly agree that East Link must reach the Overlake Transit Center as part of this phase of East Link construction. We support Redmond's desire to provide interim bus rapid transit service near downtown Redmond to mitigate potential parking and traffic impacts associated with the interim terminus station and to build ridership for a future extension of East Link to downtown Redmond. Second, as described above, we support the D2A alignment with light rail travelling on NE 24th Street to a station on 152nd Avenue NE in the Overlake Village. Third, we view maintenance base MF-5 in downtown Redmond as the most desirable location. The three maintenance bases evaluated in Segment D are not consistent with the land uses envisioned for the Bel-Red Corridor. Given that the maintenance base will not be operationally necessary until East Link is extended to downtown Redmond, there is no funding included in ST2 for the base, and MF-5 is consistent with the surrounding land uses in Redmond, we see no need for a maintenance base site to be selected in the Bel-Red area.

Moving Forward
The long-term benefits for Bellevue from light rail are significant for both the transportation system and the advancement of the land use and economic vision. Light rail is critical to reinforcing Bellevue's development as a metropolitan center for the region as well as a population, economic and cultural center of the Eastside. However, the benefits of the system cannot be achieved without some significant short-term disruption and inconvenience during construction and without making some long-term change to the existing environment. If done incorrectly, construction poses potential risk for long-term negative impacts. Proven techniques to avoid, minimize and mitigate these impacts should be employed to make the impacts

manageable. The longer-term changes that will be required to incorporate light rail into Bellevue will require careful balancing of community values, priorities, and trade-offs between long-term needs and benefits and the existing features. We are prepared to partner with Sound Transit to ensure that the project is developed as a net benefit for the local community, while minimizing impacts and providing meaningful mitigation.

The Council extends our appreciation to the Sound Transit staff for working extensively with the City, our residents and businesses to disseminate information and answer questions about the routing alternatives. Hundreds of Bellevue citizens and stakeholders took advantage of these opportunities to learn about East Link and provide comments directly to the Sound Transit Board. One of the key lessons learned in the Light Rail Best Practices effort was that on-going public involvement is essential for success in Bellevue. We look forward to continued collaboration on outreach efforts throughout the life of the project. We look forward to continuing to work closely with the Sound Transit Board and staff through your selection of a preferred alignment for the entire line and into the next phase of design work for the system.

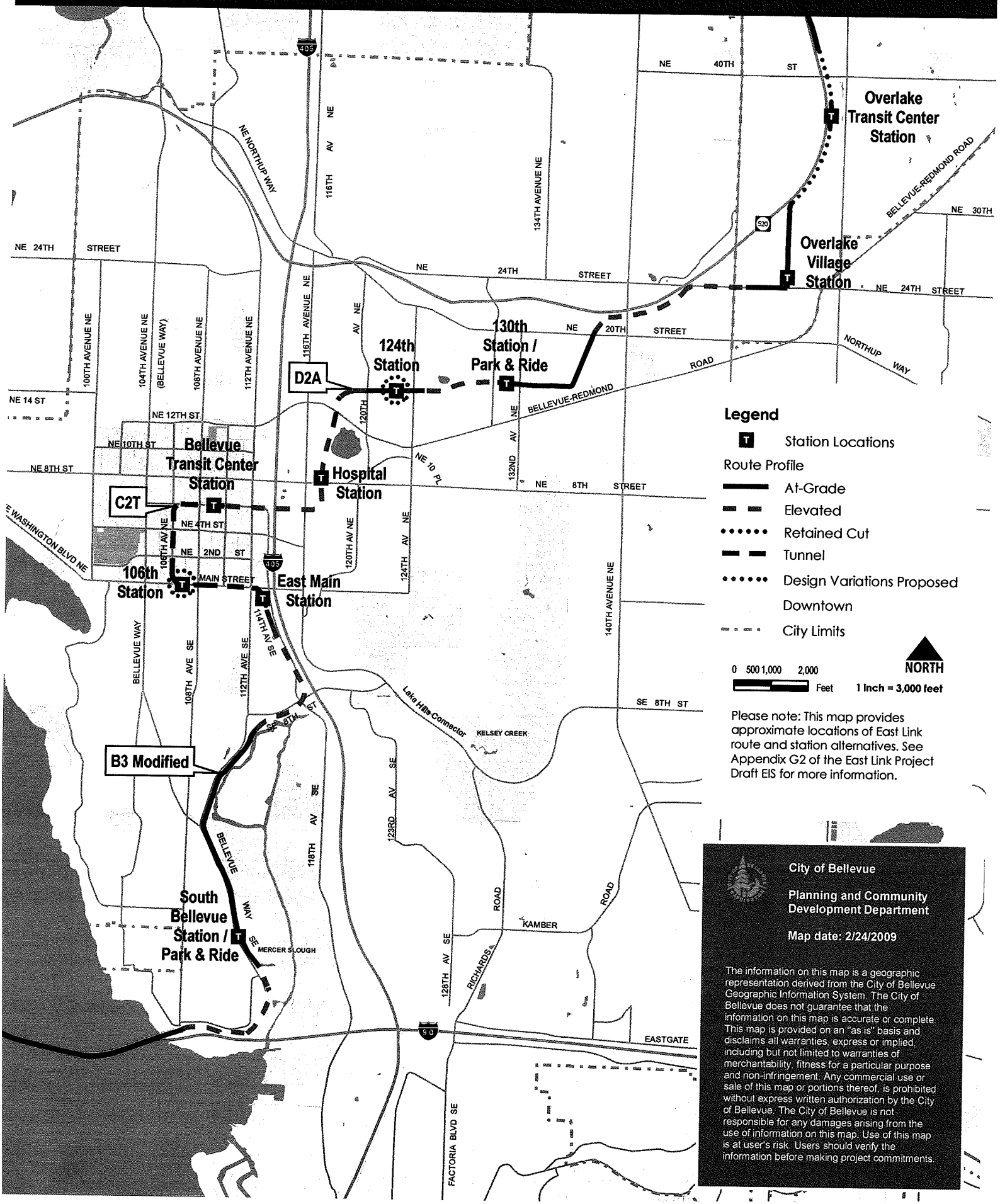
Sincerely,

Grant S. Degginger
Mayor, City of Bellevue

Enclosures: Map of Bellevue's Preferred East Link Routing
DEIS comment memo to James Irish, Link Environmental Manager
City of Bellevue Staff DEIS technical comments

cc: Sound Transit Board
Bellevue City Council
Steve Sarkozy, City Manager
Goran Sparrman, Transportation Director
Matt Terry, Planning and Community Development Director

Bellevue's Preferred East Link Light Rail Route
B3 Modified-C2T-D2A



City of Bellevue
Post Office Box 90012 • Bellevue, Washington • 98009 9012

February 25, 2009

Mr. James Irish
Link Environmental Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: East Link DEIS City of Bellevue technical review comments

Dear Mr. Irish:

The purpose of this letter is to formally transmit to Sound Transit the City of Bellevue's technical review comments on the East Link Draft Environmental Impact Statement (DEIS). The City recognizes the commitment of effort and resources by Sound Transit to conduct an environmental analysis on a project of this scale and complexity. We appreciate the additional time provided by the extended 75-day comment period and the collaborative approach to public involvement to reach out to a broad range of stakeholders. The City of Bellevue and Sound Transit have worked diligently over the course of this project to foster a strong working relationship that is respectful of our mutual and individual objectives. We look forward to building on this relationship as we jointly work through the City's comments on the DEIS to assist Sound Transit in developing a Final EIS that meets our mutual needs.

Since the release of the DEIS in December 2008, Bellevue staff from multiple departments have reviewed the document and its appendices in their respective areas of knowledge and expertise. Although the review produced over 700 comments (enclosed), the majority can be summarized in a few major themes arranged in the following categories: 1) factual corrections; 2) additional information and/or analysis needed; 3) mitigation; and, 4) consistency with City codes and policies. In addition, City staff have also provided comments on the VISSIM model developed as a supplement to the DEIS analysis of the C4A downtown Bellevue at-grade alignment.

1) Factual Corrections

Growth forecasts are reported inconsistently in various tables throughout the document. For example, the reporting of downtown population and employment growth is inconsistent compared to Bellevue's Downtown Implementation Plan (DIP) update and the Puget Sound Regional Council's (PSRC) current forecasts. Growth forecasts are a key component in land use analysis as well as transportation demand modeling. Preliminary conversations with Sound Transit and their consultants indicate that accurate data was used in the modeling. Bellevue staff will continue to work with Sound Transit to ensure the forecasts are consistently reported and applied in the Final EIS.

In Downtown Bellevue, the DEIS demand modeling assumes a less robust transportation system than that adopted in PSRC's Destination 2030 and assumed in the DIP update. For example, the DEIS acknowledges only partial I-405 improvements rather than the full highway expansion and I-405 Bus Rapid Transit. Without the full planned transportation system, staff are concerned that the DEIS underestimates traffic issues and transit ridership. We would like to work with Sound Transit staff to reassess the "reasonably foreseeable projects" included in the DEIS modeling to better reflect the planned transportation network and more accurately assess traffic impacts and transit ridership.

The City of Bellevue recognizes that the Bel-Red Subarea Plan was not adopted prior to preparation of the DEIS and therefore could not be analyzed in the DEIS. However, there are inconsistent references to the draft plan in the DEIS that should be resolved with a full analysis of the recently adopted Bel-Red Subarea Plan in the Final EIS. The Bel-Red Plan is predicated upon light rail serving the area and the two transit-oriented nodes at 124th Avenue NE and 130th Avenue NE in particular. The significant changes to land use and transportation in this area need to be factored into the planning and design of the light rail system as well as the analysis of impacts and mitigation. Bellevue staff will continue to work with PSRC and Sound Transit to provide updated figures and information for use in the land use and transportation demand modeling for the Bel-Red Subarea.

2) Additional Information and/or Analysis Needed

The vast majority of City of Bellevue comments fall into this category due in large part to the lack of detail and specificity in the DEIS about impacts. In short, the discussion of impacts is often too general, raising additional questions and making an assessment of impacts and mitigation difficult. A more thorough discussion of the full range of impacts will be informed by additional design (preliminary engineering) and is needed in the FEIS. A sampling of the issues, grouped by topic, follows.

Street Operations:

The assessment of street operations in the DEIS leaves many questions unanswered regarding street operations, signal timing, and distribution of traffic volumes. In downtown, additional factors that should be considered in the FEIS traffic analysis include increased pedestrian volumes, redistribution of traffic from closed driveways and the need for additional cycles to accommodate joint bus-light rail lanes on 108th Avenue NE and 110th Avenue NE.

Outside of downtown, U-turns and the effectiveness of traffic calming should be assessed fully in the FEIS. In the DEIS, most intersections show the same LOS for build and no build because of the forecasting model's limited ability to assess the magnitude of impact once intersections are failing (LOS F). Understanding the magnitude of congestion is critical to identifying appropriate mitigation and system management strategies. A more thorough analysis of street operations should be included in the FEIS, reflecting the updated street network for recently adopted City plans (e.g. Bel-Red and Wilburton) and evaluating intersections that are critical to the functioning of the overall street network, including those indirectly impacted by light rail (e.g. NE 8th Street and 116th Ave NE).

A thorough analysis of the street operations around station areas is also needed. At South Bellevue, the intensity of access and the sensitive land uses adjacent to the site require additional analysis. Southbound traffic capacity on Bellevue Way, access into and out of the expanded park and ride facility, bus transit and other vehicular traffic generated by the increased park and ride capacity and introduction of light rail should be factored in to fully assess impacts and identify appropriate mitigation strategies. In the area of the 118th Ave SE Station, additional analysis is needed of the operational impacts at the SE 8th St/118th Ave SE intersection in order to fully understand the magnitude of the impact from station volumes and identify adequate mitigation. Additionally, the DEIS has not analyzed the traffic impact on 118th Ave SE south of the station. 118th Ave SE is used as an alternative route to I-405 by drivers wishing to get to the I-405/Coal Creek Parkway intersection. The addition of park and ride traffic to the limited capacity of 118th Ave SE and the I-405/Coal Creek Parkway intersection will further increase delays. Additional analysis is needed to fully understand these impacts and identify appropriate mitigation. Finally, the 124th Ave Station in the Bel-Red Subarea merits further analysis in conjunction with the development of Spring District. Analysis should consider the function of the station with light rail at- or below-grade as well as impacts of the two options on the surrounding street network.

Neighborhoods:
The DEIS does not comprehensively analyze impacts to neighborhoods adjacent to alignments and staging areas. The DEIS presumes that because the routes are not bisecting or separating sections of neighborhoods, the neighborhoods are not impacted by the construction or alignment. For example, if residential or commercial buildings are removed from the perimeter of a neighborhood (e.g. south of Main Street at 112th Avenue SE, McCormick Park), residences that were interior to the neighborhood are now on the edge. The occupants of these buildings may experience a change in the surrounding environment and potential temporary impacts from construction staging areas (e.g. noise, lighting, parking, debris) and potential permanent impacts from noise and aesthetic changes. Proximity impacts on neighborhoods for both light rail construction and operation should be thoroughly evaluated in the FEIS.

Visual Quality:
The visual impact of the light rail line, especially elevated structures, is significantly understated, particularly in light of existing City policies and regulations addressing urban design, local context and character. There is inconsistent discussion of how the assessment arrived at its conclusions. There is also a tendency to apply a visual quality rating for one area to the entire segment, even though the profile, context and land use may vary along the alignment (e.g. 112th Avenue SE from SE 8th Street to NE 12th Street). A more thorough analysis of visual quality impacts, with more precise attention to context and local policies, is needed in the FEIS.

Parks:
The DEIS discussion of both permanent and temporary use of City parks is overly broad and dismissive of impacts. The discussion lacks detail about the duration of the use of parks and impacts on facilities and programs as well as planned park improvements. In particular, proposed mitigation for temporary use of parks needs further consideration

consistent with the City's preliminary views of potential park impacts included in Appendix D of the DEIS. There also should be a clear and firm commitment by Sound Transit to restore the parks to pre-construction condition or better.

The City also questions whether the lack of detailed analysis in the Evaluation of Avoidance Alternatives for McCormick Park, as required by Section 4(f), meets the federal regulatory standard for such analyses as codified at 23 CFR 774.17 under the definition of feasible and prudent avoidance alternative. Specifically, none of the conclusions regarding feasible or prudent avoidance alternatives are tested or proven by cost-benefit, level of service or other analytic assessment techniques.

Critical Areas:
More discussion of temporary and permanent impacts to wetlands, shoreline and other critical areas is needed as well as detailed mitigation measures to address these impacts. One area where the assessment should include additional analysis is in regard to how the project could impact the hydrology of the Mercer Slough as well as its recreational use. Mitigation should address value and function of impacted critical areas in terms of temporary and permanent impacts.

Construction:
The analysis of construction impacts is very general, often speaking too broadly to the impacts of various types of construction that may be used in the East Link project without addressing specifics by location or attempting to quantify the magnitude of construction impacts. While the City recognizes that a more detailed construction plan will be developed during final design, there are a number of areas that would benefit from more detail within the FEIS. For example, rather than simply noting that detours, lane closures and construction sequencing will occur, a specific assessment of the locations and impacts of such revisions should be included. This assessment should consider impacts to general traffic, pedestrian circulation, emergency response, and transit vehicles, including identifying any temporary reroutes, relocation of the South Bellevue park-and-ride, and additional or alternate layover locations.

Other major transportation projects such as the I-405 widening and the SR 520 reconstruction could be in their construction phases at the same time as the East Link Light Rail project. As a result, there could be significant adverse impacts on the Eastside transportation system from multiple closures, detours, haul routes and other construction-related issues. The FEIS should address project management and coordination of these major projects to identify and mitigate the cumulative impacts to the Eastside transportation system.

In addition to a more detailed assessment of traffic impacts during construction, the FEIS should provide more detail and fully evaluate the construction impacts on residences and businesses, including acknowledging the impacts to residences adjacent to the tracks and staging area. While these impacts are temporary, some will be of a notable duration and have the potential to adversely affect quality of life and the viability of businesses.

3) Mitigation

The DEIS offers specific measures in some sections and takes a "broad-brush" approach to mitigation in several others. A major infrastructure project like East Link will create a number of impacts and will require a variety of mitigation measures. Mitigation is needed to deal with short-term impacts such as the construction described above and long-term impacts usually related to the operation of light rail. A more detailed discussion of specific, proposed mitigation measures tied to the potential impacts is necessary to be able to evaluate the effectiveness of the proposed measures.

For example, mitigation measures that describe how construction management plans and construction sequencing could be applied in certain areas to minimize impacts to traffic and property access during street construction could be discussed in greater detail. Comments overall seek more detailed discussion of mitigation tied to specific impacts for issues including but not limited to staging areas; detours for traffic, transit and other modes; visual screening for construction and operation; street operations post-construction; temporary displacement of recreational facilities; and construction parking.

The "broad-brush" language appears to presume that standard mitigation will suffice. The City of Bellevue comments reflect the discussion in the Light Rail Best Practices Report that standard mitigation may not suffice in many instances. The Light Rail Best Practices Report includes many approaches used successfully by other systems and these should be incorporated into the East Link mitigation plan. Bellevue staff will work with Sound Transit to develop a comprehensive mitigation plan.

4) Consistency with City Codes and Policies

The DEIS makes the following statements (DEIS p. 4.2-12) related to consistency with local plans and policies:

> "Because jurisdictions have the duty to accommodate the East Link Project, the stations associated with the project would be compatible with the jurisdiction's zoning."
>
> "...it is assumed that Bellevue would accommodate the East Link Project, an essential public facility, by exempting the construction of a maintenance facility in the project permitting process."

The City of Bellevue recognizes that East Link is considered an essential public facility (EPF) under the Growth Management Act (i.e. cities cannot preclude the siting of an EPF). However, this does not exempt the project from analyzing the consistency with local plans and policies or from complying with applicable local codes. The DEIS lacks sufficient analysis of how the alternatives are consistent with existing city policies, plans and regulations. Bellevue's Land Use Code (LUC 20.20.350) and Comprehensive Plan policies (CF-13, 14, 15 and 16) identify the approval process for EPF uses and require a conditional use permit. The permit process, including other local review and permits that will be required (e.g. Shoreline Development, right-of-way use, critical areas) should be addressed in the FEIS.

C4A VISSIM Model:
The VISSIM Model used to analyze the impacts to street operations with the C4A at-grade alignment as a supplement to the DEIS analysis is based upon assumptions that are inconsistent with city street management practices and Bellevue's updated Downtown Implementation Plan (DIP). Because the City would dispute many of the assumptions, we are concerned that the results of the analysis, suggesting that C4A would have minimal impacts to the downtown street network, are fatally flawed and do not represent a workable outcome for at-grade light rail in downtown. Assumptions of concern include:

1) Signal phasing: The green band for NE 4th Street and NE 8th Street is eastbound-only in order to provide more time for light rail trains. A two-way green band is needed to accommodate 2030 volumes, particularly on NE 8th Street where westbound volumes are expected to be similar to eastbound. By shortening the green band, the model assumes light rail train priority which may not be feasible or practical to provide, thereby impacting light rail travel times. Additionally, the left turn phasing may be more flexible than City practices allow due to concerns about safety and driver expectations.

2) Not all volumes in the Build and No Build scenarios are served in the model. Thus, there is more vehicle demand than the system can handle, forcing the city to make choices about how to provide signal operations in the oversaturated network. These choices would be limited by at-grade light rail. Assuming that the other vehicles are not served (for example, they are backed up on the I-405 mainline) in order to accommodate light rail trains is not a realistic assumption, given the impacts to the entire transportation network, i.e. to local streets, buses, trains, and highways.

3) The limited geographic scope of the model does not capture the full impacts of at-grade light rail. The downtown street network impacts and is impacted by streets and major intersections outside of downtown. While we recognize that a VISSIM model cannot be run for the entire city, the model should be designed to reflect the increased pressure on the downtown system from the expanded Bel-Red and Wilburton street networks and should evaluate key intersections adjacent to I-405, including NE 4th Street on the I-405 overpass and NE 8th Street at 116th Avenue NE.

4) The model does not fully reflect the impact of closing driveway access to parking garages and residential buildings to eliminate potential vehicle/light rail conflicts. In some cases, this may not be possible or practical and in other cases would require expensive building alterations to revise parking access. The re-route is only approximate in the model and does not account for the redistribution of traffic that would result from the closure and/or relocation of these driveways.

5) Of particular concern to both the City and Sound Transit, the model does not account for the impact of traffic congestion on at-grade light rail operations. Traffic volumes are projected to increase with or without light rail which will result in more frequent intersection delays along NE 8th and NE 4th Streets, the major east-west routes connecting downtown to I-405. The volume of traffic potentially could block intersections which

would also delay light rail service along the entire line. Accidents between vehicles and/or between vehicles and light rail would further increase delays at these intersections.

6) Further, the model does not test future expansion of the light rail system consistent with Sound Transit's adopted long-range plan. The City of Bellevue regards the East Link Light Rail Project as a long term, 100-year investment that should be able to accommodate future system expansion that will serve other Eastside destinations. Such expansion would increase the frequency of trains operating through downtown Bellevue; the increase in light rail frequency will impact signal timing, phasing and may limit the flexibility of the street system to accommodate increasing traffic congestion. Specifically, the model assumes a single train with nine minute headways. With extensions across SR 520 or north to Totem Lake, the number of trains and the headways would increase. Additionally, while the nine minute headway is assumed for purposes of the DEIS analysis, Sound Transit may wish to explore other operational scenarios in this extension of East Link, such as shorter, three-car trains with more frequent headways, which would also have consequences for the performance of light rail and street operations.

The City of Bellevue looks forward to continued cooperation with Sound Transit as the East Link FEIS is developed and in the subsequent implementation of the project. If you have any questions or would like clarification of the comments in this transmittal or the attached comments please contact Bernard van de Kamp, Regional Projects Manager, at 425-452-6459 or bvandekamp@bellevuewa.gov.

Sincerely,

Goran G. Sparrman, P.E.
Director, Transportation Department

Enclosure: East Link DEIS City of Bellevue technical review comment table

East Link DEIS
Bellevue Staff Comments

	Document Title	Page#	Comments
1	DEIS	DEIS overall	DEIS is inconsistent in how it treats the Bel-Red Study, sometimes ignoring, sometimes discussing potential impacts and outcomes generally, and sometimes assessing specific impacts and outcomes with Bel-Red plan. Bel-Red Plan will be adopted in Feb 09, and impacts with adopted plan should be reflected consistently throughout FEIS.
2	DEIS	DEIS overall	In general, discussion of mitigation techniques is vague and non-committal throughout document. For FEIS, include more detailed discussion of mitigation opportunites. Particular areas for discussion: transit service, street reconstruction, business impacts and economic development, station-supportive infrastructure, and on-going operational obligations to be borne by city such as paying for RPZs and station police response. The city's Light Rail best Practices report is attached with mitigation techniques identified and veted by a citizen oversight committee for consideration for application in Bellevue.
3	DEIS	Overall	The arterial intersections analyzed look pretty complete for Bellevue, but we would want to be sure that all of our monitored intersections that could possibly be impacted are included. It looks like along NE 24 St and NE 8th between 116th and 148th have not been included and could potentially be impacted, these intesections should also be analyzed.
4	DEIS	Overall	All discussions about mode shares should be consistent and also make clear specifically what they are describing (person or vehicle trips, daily or peak, all trips or work trips) to avoid confusion.
5	DEIS	Overall	When discussing post-processing on intersection forecasts, note that the process may differ to some extent from the Bellevue post processing methodology. Be consistent, use BKR Transportation Analysis Zones (TAZs) rather than regional model.
6	East Link DEIS	General Comment	Document lacks discussion on how attempt is made to minimize impacts to natural resources by 1)Avoiding impact, 2)Minimizing impact, and 3) When unavoidable mitigating for impacts. Analysis of preference seems to be focused on monetary cost and should be more balanced by including cost to environment.
7	Exec Sum	ES-6	Table ES-2: Add "park impacts" to Key Environmental Issues listed for Alternatives C2T and C3T - due to significant temporary use of Surrey Downs Park for staging and tunnel boring.
8	Executive Summary	ES-6&7	Population and employment forecasts for downtown Bellevue appear to be incorrect (too low) and therefore call into question the accuracy of ridership forecasts.
9	Executive Summary	ES-9	What is the operational effect of joint LRT and bus use of the D2 roadway? Effect on reliability?
10	Executive Summary	ES-12	If D2 Roadway is joint bus-rail use is there an operational or reliability impact? Any operational issues where eastbound buses would merge into the new (R8A) HOV lane?
11	Executive Summary	ES-15, 18	Bellevue Way SE/112th Ave SE delay - "This impact can be mitigated": how? How could overall delay on Bellevue Way SE be improved? The I-90 Two Way Transit HOV project added delay to the S. Bell P&R intersection and proposed a SB HOV lane to I-90 as mitigation, but has not been implemented.
12	Executive Summary	ES-16	Explain the impact of eastbound HOV off ramp removal (delay, mainline impact, etc.)
13	Executive Summary	ES-19	118th Station appears to be in a restricted critical areas zone and may require additional permits.
14	Executive Summary	ES-21	Population and employment numbers for downtown Bellevue look correct here, but are not consistent with Table 1-3 (p. 1-5)
15	Executive Summary	ES-22	Business impacts are noted in the text but what about the temporary impacts of construction on businesses?
16	Executive Summary	ES-23	Transportation Impacts: How would elimination of left turns be mitigated? Would next signalized intersections be wide enough or widened to accommodate the U-turns?
17	Executive Summary	ES-23, 27, 28	How severe would the "temporary adverse impacts" to businesses be? Considering construction would last four to six years, how could the impacts be mitigated?
18	Executive Summary	ES-24	What would reduced NE 6th capacity do to operations, particularly buses? This is the link between the direct access ramp and Bellevue Transit Center. How would it afect the planned I-405 Bus Rapid Transit system?
19	Executive Summary	ES-29	Segment D introductory paragraph notes Bel-Red and Overlake plans but fails to make it clear that this growth has not been assumed in the analysis - this will need to be rectified in the FEIS

East Link DEIS
Bellevue Staff Comments

	Document Title	Page#	Comments
20	Exec Sum	ES-45	ES.8: Insert the following underlined text in the last sentence of the section: "Closure of part or all of McCormick Parkand Surrey Downs Park would occur during construction of the 106th NE Tunnel (C2T), the 108th Tunnel..."
21	East Link DEIS	pp 1-3 and 105	There is an inconsistency in the way land use forecasts are reported. Page 1-3 (and other places in the document) cite PSRC 2006 small area forecasts. However, the "expected growth" table on page 1-5 cites other data, including 2002 data from PSRC. The numbers reported for downtown Bellevue are considerably less (in terms of 2030 "targets") than PSRC forecasts show. The 2006 small area forecasts for FAZ 4900 (Downtown Bellevue) show a 2030 employment forecast of 77,511 jobs, and a residential forecast of 17,456 persons; the numbers in Table 1-3 are considerably less than that. This calls into question what assumptions were used in ridership forecasting (See comment #64, p3-21).
22	Chapter 1, Table 1-1	1-3	Bellevue's 2000 population should match the 2000 Census figure of 109,569. The 2030 residential forecast for Bellevue done in the year 2006 by PSRC does not fully include the city's planned growth in the Bel-Red Subarea by 2030. The city will work PSRC to incorporate the planned Bel-Red growth numbers into the forecasts.
23	Chapter 1, Table 1-2	1-3	The 2030 employment forecast for Bellevue done in the year 2006 by PSRC does not fully include the city's planned growth in the Bel-Red Subarea by 2030. The city will work with PSRC to update the forecast.
24	East Link Project DEIS	1-3	Regarding section 1.2.1 Growth and Demand, how do the alternatives or options address the impact to expand other transportation systems (roadways) as an alternative or to mitigate impacts, either temporary or permanent? As an example where alternatives would result in the loss of left turn lanes or in part where capacity can not be fully restored due to added impact, the DEIS documentation fails to identify how the specific impact will be mitigated or where other improvements are now needed and there associated in-direct impact to address the impact including changes in growth and travel demands?
25	Chapter 1, Exhibit 1-2	1-4	Does the map exhibit correctly show the level of forecast population and employment growth for Downtown Bellevue (especially compared to the Overlake and Redmond areas)? Is the map showing total combined numbers? Or is it a density measure?
26	Chapter 1	1-4	The statement at the bottom of the first column is erroneous in the amount of the "2030 target" that was reached in 2000 for population, housing and employment.
27	DEIS	1-4	Discussion about Bellevue growth is based on incorrect information - see comments regarding table 1-3
28	DEIS	1-5	Table 1-3 has incorrect 2030 population and employment figures for downtown Bellevue, they are way too low (already exceeded) and are clearly in conflict with Table 1-4 (11,000 new housing units but only 4,400 population?). The population and employment figures need to be corrected to ensure the accuracy of the transportation demand model ridership forecasts
29	Chapter 1, Table 1-3	1-5	Figures for Downtown Bellevue (FAZ 4900) appear to be erroneous, especially for 2030 targeted population and employment.
30	Chapter 1	1-5	First column, second paragraph: Elaborate on the importance of high capacity transit with regards to the Downtown (Bellevue) Subarea Plan and the Bel-Red Corridor planning efforts. (Similar to what is done for the Overlake Neighborhood Plan at the bottom of the page).
31	Chapter 1	1-5	First Column, last paragraph: Strike the reference to the data provided in Table 1-4 for Downtown Bellevue being limited to projects under construction or under review.
32	DEIS	1-5	For Bellevue CBD, 2 tables inconsistent, Table 1-3 incorrect - If these growth projections used as basis for DEIS calculations, must correct throughout. Projections well below accurate numbers.
33	East Link Project DEIS	1-11	The document references the Bel-Red land use plan; however, there are a number of areas regarding land use, population and employment forecasts, and arterial street improvements that do not appear to reflect recently adopted City of Redmond or pending City of Bellevue amendments for the Bel-Red corridor.
34	East Link Project DEIS	1-11	While the third paragraph describes the I-90 R8A project improvements, the DEIS does not fully address mitigation in the loss of improvements construction in that one HOV lane or a GP lane will be displaced. Thus it is not clear how the proposal accommodates all phases of I-90 two-way transit and HOV operations in the center lanes or mitigates the associated impact thereto.
35	East Link Project DEIS	2-3	Regarding project evaluation criteria and construction risk, it appears the assessment of the alternatives should include overall impact to the transportation system in the event of construction delays, the ability to complete utility relocations (some that may be performed by others), the ability or inability to complete work within regulatory restrictions where Corps, HPA, or other fish passage restrictions will exist or where flooding conditions may occur, i.e., SE 6th, 140th Ave NE or additional time to address dewatering, or sensitive/hazardous elements such as working in proximity to Olympic Pipeline?

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36	East Link Project DEIS	2-4	Regarding paragraph for maintenance facilities, it is not clear how proposals in area D address the new Bel-Red land use changes, and impact on Medical development or address impact to other proposed public facilities such as Children's Hospital, as information on page 2-3 describes that the evaluation used criteria regarding compatibility with surrounding land use, zoning, and relatively flat areas.
37	East Link Project DEIS	2-5	The alternatives analysis suggest that in "Table 2-1 summaries roadway and transit projects that have been incorporated into the No Build Alternative." The list does not fully reflect the I-405 Master Plan or other projects in the Bel-Red proposed Comprehensive Plan amendment.
38	DEIS	2-7	At-grade profile: How many is a moderate number of riders? What is the ridership figure when at-grade does not work well?
39	DEIS	2-8	1st column, 1st paragraph, 2nd to last sentence: Need to explain why bored tunnel typically the most expensive when the one bored tunnel of the 3 in Seg C is the least expensive. Or explain why the two cut and cover options are the most expensive.
40	DEIS	2-8	If D2 joint bus and LRT operations, will the buses ever need to be phased out like in Downtown Seattle Transit Tunnel? What is train and bus capacity of D2? Any operational impacts to LRT with joint operations?
41	East Link Project DEIS	2-10	Exhibit 2-12 At-Grade Center Platform reflect 10' wide travel lanes between the station and roadway outside curb. The dimensions are not consistent with plan information which should reflect no less than 11 travel lanes.
42	DEIS	2-21	Do B7, C1T or C2T, and D5 preclude commuter rail on BNSF?
43	East Link Project DEIS	2-21	It is not clear how the CT2 and CT3 alternatives mitigate impact to HOV access to/from the I-405 NE 6th Street HOV interchange, further reflecting that the interchange will likely serve at the point of connection to future enhance toll lanes, let alone existing HOV lanes, and how HOV traffic is impacted or dispersed through the NE 6th corridor. Further it is not clear how the portal will adversely affect transit's ability to cross the intersection at 110th Ave NE to clear medians at entry points and if the center platform within the existing transit center were to be reduced in length where such service capacity would be moved or further reduced/impacted or mitigated.
44	East Link Project DEIS	2-21	Regarding CT2 & CT3 alternatives it is not clear how HOV traffic exiting/entering at NE 6th/112th Ave NE will be diverted to other intersections. Thus, it is not clear what other intersection improvements are necessary or recommended to address both temporary construction or long term impact due to a loss in capacity and connection with 110th Ave NE.
45	East Link Project DEIS	2-21	It is not clear how the CT1 or CT 2 alternatives exit the portal to "an elevated profile in the median of 112th Ave NE." What median is in 112th Ave NE? The existing median in the NE 6th HOV connection to I-405 may ultimately be needed to address left turn channelization, especially if the HOV interchange is extended to the east.
46	East Link Project DEIS	2-21/2-23	Preservation of alignment modifications for the NE 2nd Street interchange will push the proposed LRT alignment further west than shown (see previous comment regarding lack of I-405 Master Plan). This will result in a conflict with the open stream channel and associated perimeter setbacks. This will also result in further changes to the East Main Street Station
47	DEIS	2-24	For C4A, at what train service level do buses have to be removed from shared lanes?
48	East Link Project DEIS	2-25	Its not clear why D2 and D3 alignment alternatives would cross NE 20th Street (Northup Way) at-grade. As evaluated with Bel-Red elements, this intersection will require grade separation and further analysis suggested that the LRT grade would begin to elevate immediately existing the proposed 130th station location, thus minimizing potential impact to the adjacent stream channel along 136th Ave NE.
49	East Link Project DEIS	2-25	Reviewing the Utilities information it is not clear how surface or elevated alternatives through the D segment in the vicinity of NE 16th and 136th Ave NE will address potential conflicts and other sensitive issues regarding the location of two Olympic Pipe line facilities or further monitoring provision during construction to further minimize risk or significant adverse impact. This element is also not address regarding proximity to facilities on the D5 alignment
50	2.3 Project Alternatives	2-29	Views from SR-520 of MF3 have not been analyzed. This location if part of the Bel-Red Area and should reflect the design intent and quality for the location.
51	DEIS	2-30	The city of Bellevue's Light Rail Best Practices project highlighted the importance of landscaping along at-grade LRT. Is the vegetative clear zone a ST standard? How determined? What kind of vegetation allowed? Consider how landscaping is addressed in San Jose, CA along lines.
52	DEIS	2-30	How large a space required for tunnel vents and the surface building?
53	DEIS	2-31	Table 2.5: Were alternative service configurations considered, such as smaller trains at more frequent headways? What are trade-offs for service with 3 car trains at higher frequency?

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54	2.3 Project Alternatives	2-32	The visual impact of staging activities should be further analyzed. Construction parking especially should be considered. Temporary parking lots are often unsightly diminishing the appearance of an overall area. Ongoing maintenance of these areas is necessary for these types of functions to be good neighbors.
55	East Link Project DEIS	2-35	It is not clear how the project addresses disposal or treatment of contaminated soils or ground water that will be encountered at various locations. It is also not clear how any building demolitions address mitigation of hazardous materials or what standards, codes will be followed.
56	DEIS	3-1	Table 3-1: Is this based on correct population and employment forecasts (see comment regarding Tables 1-3 and 1-4).
57	DEIS	3-12	Assumes ST and Metro would add service to maintain existing transit Level of Service (LOS) in future. This is unlikely given Metro's financial condition and forecasts. This underestimates the benefits of East Link. Does this assumption also assume Metro is providing feeder service equivalent to the transit-share assumed in the ridership analysis? If Metro does not have resources to provide feeder service as assumed in the DEIS, are ridership numbers valid? An assessment of the number of buses and approximate cost to feed the LRT system at a level to meet ridership assumption should be included in the FEIS; agencies can then have a conversation about who pays and what service is reallocated.
58	DEIS	3-15	2nd column, 2nd paragraph: Statement that there would not be any bus service between Bel-Red and downtown Redmond except with light rail is not an absolute. The Bel-Red plan envisions transit improvements. If there is a termini station in Bel-Red, providing transit service to build ridership and connect major urban centers highly likely. This statement is misleading and should be deleted.
59	DEIS	3-15	Segment C: A Metro RapidRide route will connect Downtown Bellevue, Overlake, and Redmond is beginning in 2013, sentence should reflect this.
60	DEIS	3-15	"...ST 550 would be eliminated." What mitigation would be provided to compensate for the loss of bus service along Bellevue Way? ST 550 is the only route on Bellevue Way between approximately SE 8th St. and 108th Ave SE.
61	DEIS	3-15	What about KC Metro Transit service changes? The narrative provides very little detail. There needs to be a clear feeder network to connect neighborhoods/the local system to the regional system/LRT line.
62	East Link DEIS	3-15	In the section relating to Segment C, the DEIS states that under the couplet alternative (C4A), transit that uses 108th Avenue NE and 110th Avenue NE would "switch to parallel streets based on the revised direction of the one-way couplet in Downtown Bellevue". Which parallel streets were assumed, and were overall traffic and bus volumes (and impact on surface bus performance) evaluated?
63	DEIS	3-16 and 3-17	Suggest creating visuals similar to Exhibit 3-7 and 3-8 that show transit reliability with and without LRT, as reliability is a key benefit of LRT that buses cannot compete with (in the way that they can compete with hours of service or frequency)
64	DEIS	3-17	ST 550 currently has high passenger loads, often standing room. Is this reflected in the LOS A rating?
65	DEIS	3-18	What is the effect of D2 joint operations on LRT LOS?
66	DEIS	3-19	Table 3-7: Can delete "Note" b/c buses will not be in tunnel under build scenario.
67	DEIS	3-21	Section 3.4.3.6: Concern that the erroneous employment and population figures in Tables 1-3 and 1-4 were used as the basis for the forecasting model
68	East Link DEIS	3-21	Section 3.4.3.6 of the document states that the Sound Transit ridership forecasting model used 2020 and 2030 land use forecasts based on 2006 PSRC projections. Based on Exhibit 1-2 (page 1-4), it appears that Forecast Analysis Zones (FAZs) were the unit used in ridership forecasting. FAZs tend to be very large, and using land use projections at this level limits the ability to test land use change or intensity at more specific station areas. Transit Oriented Development (TOD) nodes tend to be only about 125 acres (assuming a quarter-mile radius), and FAZs are much larger than that; thus, forecasting at the FAZ level likely does not allow for considering variations in land use intensity within FAZs, and specifically at station sites. The city recommends using the BKR TAZ zone structure around station areas, or ay a minimum, the PSRC TAZ zone structure.
69	East Link DEIS	3-21	Within the entire section on light rail ridership (Section 3.4.3.6), it would be helpful to summarize what assumptions were used in terms of how people would access the stations for purpose of ridership. Boardings can be made by people traveling by foot, bicycle, local bus, or automobile (if parking lots or drop-off locations are provided at stations). This information would be helpful to include in terms of assessing ridership estimates at stations.

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70	East Link DEIS	3-25 and 3-26	The forecasted Segment D ridership forecasts are the same for all alternatives. This does not appear justifiable given that Alignment D5 has two fewer stations in the segment than do the other alternatives. The City's planning assumptions in the Bel-Red corridor project (and included in the Draft and Final Environmental Impact Statements (January and July, 2006) assume land use intensity in proximity to the proposed stations at 124th Avenue NE and 130th Avenue NE, that do not appear to be considered in the East Link DEIS. Ridership forecasts, particularly in Segment D, should be re-calculated in the FEIS.
71	DEIS	3-26	1st paragraph: Dispute assertion that ridership would be the same without 130th station built b/c 130th has a park and ride that would not be built at 124th which is key for providing local access and transit connections.
72	DEIS	3-27	Last paragraph: Does Bellevue Transit Center have to be closed to construct C3T station? Station located N-S on 108th, so BTC could be avoided.
73	East Link Project DEIS	3-27	As noted under 3.4.4 areas with construction in the roadway may be reduced to one lane in each direction. The report does not fully address where impacts are triggered elsewhere; whereas, additional improvements will be need to address the extended construction impacts related to the alternative.
74	East Link Project DEIS	3-27	As noted above there are roadway capacity impacts and traffic will be diverted; however, as also reflected bus service will also be re-routed and relocated along various streets. Thus, to provide additional transit capacity along such streets, how are traffic impacts mitigation, and with the need for sufficient pedestrian facilities, what mitigation is proposed to address ridership needs, i.e., rider services, weather protection, restroom facilities for drivers, etc.
75	Chapt 3	3-34, 3-42	Losing direct HOV lane access at the Bellevue Way/I-90 interchange due to LRT alignment alternatives is a major concern for regional HOV mobility. What would be the cost of modifying the interchange to maintain both eastbound and westbound direct HOV lane access? f the WB HOV direct access ramp at I-90/Bellevue Way is lost how could it be mitigated? Would a southbound HOV lane on Bellevue Way from the P&R lot to I-90 compensate for the 10-12 minute added travel time? If not, would a southbound HOV lane from the 112th/Bellevue Way Y to I-90 eliminate the added delay? Further analysis of impacts and mitigation is needed.
76	DEIS	3-47	Section 3.6: Throughout section, discussion is dismissive of street impacts. Many intersections will be F in No Build and in Build. Degree of F impacts not only street performance but light rail performance. If intersections will operate worse, even if a worse F, mitigation measures must be evaluated in order to ensure performance of LRT and transportation system.
77	Chapt 3	3-48	Why does section 6.0 in Appendix H1 state that downtown Bellevue intersections are already operating at capacity, when on page 3-48 you state that all downtown intersections are operating at LOS D or better except for just 3? Not consistent.
78	DEIS	3-49	Need much stronger commitment to deal with spill over parking if it becomes a problem. This could become a permanent, on-going problem and thus should be dealt with accordingly - it is not a City-generated problem, rather negative impact from the siting of the Park and Ride lot and regional travel so it should be mitigated by the regional agency
79	DEIS	3-50	First paragraph - a discussion of parking utilization around Bellevue Transit Center contradicts itself. In line 3, is this supposed to be referring to the Old Bellevue station, not BTC?
80	DEIS	3-50	At-grade LOS evaluation does not take into consideration driveway access and resulting delay which is a major issue in downtown Bellevue. The analysis appears to ignore the spillback effect on intersections and thus shows better conditions than would reasonably be expected. Elsewhere in the documentation there is reference to closing garage access points for garages that have more than one access - this is an erroneous assumption as large-scale garages require adequate ingress and egress.
81	Chapt 3	3-50	It is stated that for at grade alternatives outside the downtown LRT would receive priority at signals. What impact does this have on intersection delay and traffic operations? Further work needed here.
82	DEIS	3-56	Operations and LOS discussion: Discussion indicates LOS degraded at South Bellevue P&R entrance and at the "Y" intersection of Bellevue Way and 112th Ave. In bulleted lists, these intersections seemed to be confused. Clarify if one or both should be listed in each of three bulleted lists and correct.
83	DEIS	3-56	How would traffic impacts at S. Bellevue P&R lot be mitigated?
84	DEIS	3-56	Why would there be no gated light rail crossings with the at-grade alternative? Wouldn't they be required for major driveways such as Belfields Office Park to improve safety?
85	DEIS	3-56	Is there any travel delay impact of the added signal at the northern access to the P&R lot at the next signal to the south (southern P&R access)?

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86	DEIS	3-56	New restrictions along 112th would be right in right out - will the design at the next signalized intersections allow for u-turns? Its unclear from the plans in appendix G1 whether this is the case. In either case, this would result with lengthy out of direction travel. Is there a reasonable way to accommodate left turns in this area?
87	Chapt 3	3-56	The intersection of Bellevue Way and Park and Ride is an existing bottleneck for traffic southbound on Bellevue Way and congestion is common. At grade alternatives through this intersection would significantly compound this concern due to additional signal phases added for LRT and traffic ops leaving even less signal time for Bellevue Way. Elevated alternatives would help reduce the concern. Additional analysis should include side running options. What mitigations are proposed?
88	Chapt 3	3-56	It is stated that signalizing Bellevue Way and SE 30th St would improve intersection operations...access from SE 30th St may be improved but overall intersection LOS would significantly suffer due to stopping Bellevue Way...it would result in another delay point. Also, was a signal warrant analysis done....what signal warrant was met?
89	Chapt 3	3-56	It is stated that no other intersections along Bellevue Way where LRT is at-grade would experience worse intersection operations. However, it apprears protected left turn phases would be added at 108th Ave, SE 16th, SE 10th, and SE 8th St intersections...these phases, along with any LRT priority, would add significant delay to these intersections. Review in FEIS.
90	Chapt 3	3-56	For at grade alternatives at Bellevue Way and 112th Ave SE (the Y intersection), it is stated that intersection operations would degrade. For mitigation, a right turn bypass lane from northbound Bellevue Way to northbound 112th Ave SE should be installed....this lane would not stop for the LRT only for pedestrian crossings. Plans should be updated to show right turn lane(s) configuration and length. Environmental impact on Mercer Slough should also be analyzed.
91	Chapt 3	3-56	Why would signalization of the north South Bellevue Park and Ride entrance be necessary in elevated alternatives? What signal warrant?
92	DEIS	3-56	The LOS for the SE 8th St/118th Ave SE intersection is discussed but there is no analysis of the impact on 118th Ave SE south of the proposed station. 118th Ave SE is used as an alternative route to I-405 with heavy peak period traffic along 118th and at the 118th/Coal Creek Pkwy/I-405 intersection; the additional traffic from the station will cause further delay. The traffic impact needs to analyzed and appropriate mitigation outlined in the FEIS.
93	DEIS	3-57	Segment C discussion: Reflect updated Wilburton Plan and projects in FEIS.
94	DEIS	3-57	Top of column 2 - 3rd bullet should be split into two
95	Chapt 3	3-57	Unclear if 108th and 106th will be converted to a one way couplet by Bellevue in no build scenario
96	Chapt 3	3-57	Operations and LOS - disagree that 106th/108th couplet will improve LOS..how was this conclusion reached?
97	Chapt 3	3-58	LOS data not particularly helpful...an intersection going from no build LOS to build LOS F isn't enough info...need to know how bad is the LOS F...what's the change in delay or v/c? Good example is Bellevue Way and S Bel P&R signal..the no build LOS F would be significantly better than the B1 LOS F due to the additional signal phases needed for B1. Better info needed.
98	Chapt 3	3-58	What capacity increases (in addition to an eastbound right turn lane) could be accomplished at SE 8th and 118th if the B7 alignment were selected? What traffic movements show the worse delays and could additional lanes mitigate this?
99	Chapt 3	3-58	Shouldn't the Legend heading say 2030, not 2020?
100	DEIS	3-59	LOS F (and other LOS) figures do not adequately reflect the additional delay caused by LRT, particularly for the C4A alternative - in some cases the duration of delay more than doubles, causing a borderline F to become a very deep F. This needs to be better articulated to explain the actual (severe) effect
101	Chapt 3	3-59	Shouldn't the Legend heading say 2030, not 2020?
102	DEIS	3-60	Need to determine appropriate mitigation for closure of driveways on 108th and 110th with C4A alternative - not reasonable to simply close access as these are major trip generators with large underground garages. Some garages have access to both 108th and 110th due to volumes - eliminating access would be a major issue and would likely worsen traffic conditions due to higher volumes at the remaining access point(s).
103	Chapt 3	3-60	It is stated that full signal priority for LRT is not proposed...what does this mean? How much if any is being proposed?
104	Chapt 3	3-60	It is stated that drwy locations along 108th and 110th would be closed if access is available elsewhere..what drwys would be affected? What's the impact? Do the alternative locations have adequate capacity and safety?
105	Chapt 3	3-60	Would gates be provided at drwys? What would be the impact on the sidewalk area and on peds?
106	Chapt 3	3-60	Would left turns at signalized intersections in the C4A alt be protected only? Was this accounted for in the LOS analysis? Was the impact to ped xing delay considered?

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107	DEIS	3-61	First Paragraph: B2A becomes elevated between SE 6th and Main Street, not staying at-grade until Main Street as described. Update text and access impacts to reflect this design.
108	DEIS	3-61	2nd paragraph: Is there an impact to signal cycles or LOS becuase of added U-turns?
109	DEIS	3-61, Appendix H16-61, 6-71	Need to explain why no additional trips expected at interim stations. What analysis was used to draw this conclusion? Discuss mitigation such as transit feeder scenarios for interim stations and drop-off zones.
110	DEIS	3-61	Would allowed C4A U-turn movements at SE 6th/112th and Main/112th require additional width or is width of street adequate with the at-grade alternative? The system would be elevated at Main/112th, so would there be adequate room for U-turns?
111	Chapt 3	3-61	If C4A connects to B2A, it is stated that driveways on 112th would become Right in Right out. What about SE 4th St? SE 1st St? What would be the impact of intersection operations at Main and 112th if these turns were directed to make Uturns there...was the significant reduction in the northbound left turn lane at Main and 112th considered in this?
112	Chapt 3	3-61	C8E - How will this affect u-turns at signalized intersections?
113	Chapt 3	3-61	C8E - What is the impact of the left turn restriction at 110th and NE 8th?
114	Chapt 3	3-61	Segment D - the 140th/NE 20th additional left turn pocket project is done.
115	Chapt 3	3-61	Plans have been developed for the NE 16th St extension and should be included and discussed in the FEIS.
116	East Link DEIS	3-61	The list of roadway projects planning by the City of Bellevue (listed under Segment D) does not include the list of improvements proposed by the new Bel-Red subarea plan. These should be incorporated in the FEIS, once the plan (and updated Transportation Facilities Plan) are adopted by the City of Bellevue.
117	Chapt 3	3-62	At grade crossing of 116th Ave north of NE 12th St would significantly affect signal operations, delay, and ability to coordinate NE 12th St. LRT is elevated on either side of this crossing...why not elevate it over 116th as well? Evaluate the conditions assuming the Bel-Red plan and include additional mitigation as required.
118	DEIS	3-64	Need to evaluate LRT in combination with NE 15/16th St. corridor to understand geometry of roadway, ridership, traffic effects, etc. The evaluation needs complete revision in the FEIS to reflect Bellevue's Bel-Red Corridor Plan and Redmond's Overlake Neighborhood Plan
119	DEIS	3-64	City studies indicate serious traffic problems on 116th Ave between NE 12th and 8th Stsby 2020. Adding Bel-Red growth will worsen this condition. East Link FEIS will need to closely evaluate the 116th corridor with the revised Bel-Red and Overlake growth assumptions. Need to determine whether an at-grade crossing of 12th/116th would work with this assumption
120	East Link DEIS	3-64, 3-78	Overall, the Potential Mitigation sections of the DEIS are incomplete and do not explicitly outline mitigation measures. One example of this relates to property access impacts of alternative D3. This retained cut alignment option would appear to have significant impacts on property access for businesses along NE 20th Street (some of these are cited on page 64, although the real impact appears to be understated. However, the Potential Mitigation section of this part of the DEIS (on page 3-78) makes no mention of proposed mitigation to address these property access impacts.
121	DEIS	3-68	Segment C discussion: Identify the number of driveways that will not be closed and will cross LRT tracks. How manage business driveways crossing LRT that cannot be closed? Signalized? To adequately assess intersection impacts, essential to know how closing driveways changes movements and volumes at nearby intersections and how it will interact with light rail.
122	DEIS	3-68	How is pedestrian safety and awareness addressed with cars and LRT travelling in opposite directions?
123	DEIS	3-68	Question the statement that C4A would have minimal safety impacts - the assumed closure of driveways on 108th and 110th Aves would impact volumes at other locations and internal circulation.
124	DEIS	3-68	How would left turn restrictions be mitigated? There are limited opportunities for U-turns in downtown Bellevue. Were these restrictions assumed in the LOS calculations? These types of restrictions would change travel patterns and would likely change volumes at many critical intersections.
125	DEIS	3-69	With alternative B1, how would loss of parking stalls be mitigated? At what point would loss of stalls impact a parcel to the degree that it would be a full take?
126	DEIS	3-70	The verbiage suggests a lack of certainty that hide-and-ride will not be a problem. How will Sound Transit deal with the issue, given that its a regional system drawing regional trips and thus should have a regional solution?
127	DEIS	3-70	If loading zones are removed then where would this function take place? Mitigation needs to be clear.
128	DEIS	3-71	Removal of parking near 130th station - what is the mitigation? Is the loss so severe that the affected parcels would be full takes?

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129	DEIS	3-73	Need analysis to support the statement that existing traffic calming devices would be sufficient to deter traffic detours through neighborhoods. Current experience is that they help, but fall short of eliminating the problem. With presumably far worse conditions during construction this statement needs supporting analysis
130	DEIS	3-74	Define meaning of ratings (e.g., "low" "neighborhood traffic intrusion". Is there any technical rigor to support these ratings?
131	DEIS	3-74	Table 3-29: field for Construction Truck Traffic/Bellevue Way north of 112th Ave SE is blank - should contain 'low', 'medium' or 'high'.
132	DEIS	3-78	Segment B discussion: Confusion about impacts and mitigation at intersection of Bellevue Way and 112th and at intersection on Bellevue Way that is South Bellevue Park and Ride entrance. Discuss both as appropriate. See note p.3-56
133	DEIS	3-78	Segment C discussion: A northbound right-turn pocket at 110th ave and NE 8th St is being built as part of the Bravern. Is a second right turn proposed? Or offer alternative mitigation.
134	DEIS	3-78	Mitigation at Bellevue Way SE/112th Ave SE is a right-turn pocket - would this mitigation treatment be a longer pocket? Would this be single or dual right turn lanes?
135	DEIS	3-78	Segment D: Need to re-evaluate with Bel-Red and Overlake plans included. Will a vehicle clearance phase be needed?
136	Chapt 3	3-78	Segment B - How could the Bellevue Way at 112th Avenue SE (South Bellevue Park and Ride) improve in LOS to LOC C with just the addition of a northbound right turn pocket?...do you have the correct location? Even if you meant the Bellevue Way and 112th Ave SE (the Y) intersection, there is no way a northbound right turn pocket would improve operations to LOS C. Please check what you mean here.
137	Chapt 3	3-78	Segment B - an eastbound right turn lane for SE 8th St and 118th is a good idea but what else would help at this intersection?
138	East Link DEIS	3-78	Also relating to the Potential Mitigation section (Section 3.6.5 of the DEIS), it mentions that in Section C only two intersections would require mitigation, and both of these are associated with one of the elevated alternatives (C8E). No intersection mitigation would be required for the Downtown surface alternative (C4A)? This seems unlikely.
139	DEIS	3-79	Last paragraph of Segment E discussion: Add equivalent paragraph to end of segment D discussion.
140	DEIS	3-79	Hide and ride may prove to be a problem elsewhere - need a ST commitment to deal with the issue if it arises.
141	DEIS	3-79	Parking control measures will likely be needed in downtown to mitigate the loss of on-street parking and loading zones. When implemented, why should the City be responsible for monitoring and enforcement? The problem would be a result of ST actions and therefore ST should be responsible
142	East Link DEIS	3-80	3.7.2.1: This statement is inaccurate: "Sidewalks are available along most arterial streets within the study area, providing sufficient pedestrian connections." As indicated in the City of Bellevue's Sidewalk and Bicycle Gap Analysis (see attached maps and spreadsheet) there are an estimated 18 miles of sidewalk, 53 miles of bicycle facility, 20 miles of off-street paths, and 3 miles of trail facility gaps in the vicinity of the station locations. The non-motorized facility gaps are derived from 1/2 mile sidewalk study area and 1 mile bicycle study area data from the City of Bellevue's 2009 Pedestrian and Bicycle Transportation Plan.
143	East Link DEIS	3-81	Segment B- Reference in last paragraph of this section seems irrelevant since this "missing" sidewalk has no significant relationship to the pedestrian connections to any future light rail station, and there is a new sidewalk on the south side of the street that provides a walk-to-school route.
144	East Link DEIS	3-81	3.7.2.1: What is the source of the statistic: "Currently, almost 700 pedestrians during the PM peak hour use the large pedestrian crosswalk at the intersection of 108th Avenue NE and NE 6th Street (adjacent to the Bellevue Transit Center)."
145	DEIS	3-82	3rd paragraph: 108th Ave NE used by bikers to connect from I-90 trail to downtown
146	DEIS	3-82	4th paragraph: Add Lake to Lake Trail and Lake Washington Loop
147	DEIS	3-82	3.7.3 - As discussed, including improvements around stations to minimize impacts and provide pedestrian access is a critical component of the project.
148	DEIS	3-82	4th par: Bel-Red Corridor Plan anticipates significant pedestrian and bicycle trips in the area with changing land use and redevelopment. Acknowledge Plan in this paragraph.
149	DEIS	3-82	3.7.3: Sidewalks built around stations will need to meet adopted city of Bellevue pedestrian and bicycle plan standards and provide sufficient capacity to accommodate the increased pedestrian demand generated by light rail.
150	East Link DEIS	3-82	3.7.2.2. 3rd paragraph: NE 20th Street and 148th Avenue NE are NOT designated bicycle routes. 108th Avenue and 124th Avenue NE should be included as bike routes.

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151	East Link DEIS	3-82	3.7.2.2. 4th paragraph:The statement regarding access to the SR 520 trail is not accurate with respect to Segment D. There is trail access from NE 24th Street - at approximately 124th Avenue NE and at 136th Place NE. These are both within very reasonable bicycling distance from two stations in Segment D. Since this is a section on bicycling, why is there a reference to walking distance from the stations? There is no trail access from a public park in Segment D.
152	East Link DEIS	3-82	3.7.2.2. 4th paragraph: In the section discussing the BNSF Trail - while the trail does indeed touch on Segments B, C and D, and terminate in Segment E, the route between Segment D and E goes north through Kirkland and Woodinville before turning south and terminating in Segment E.
153	East Link DEIS	3-82	3.7.2.2: There are no "designated bicycle routes, marked bicycle lanes, and regional multi-use trails include.. Bel-Red Road ... 148th avenues NE." Please eliminate these two corridors from this sentence.
154	DEIS	3-83	Table 3-30: What is the source for the ped and bike counts? The 2020 and 2030 South Bellevue Park and Ride counts appear low.
155	DEIS	3-83	Table 3-30: Update to reflect Bel-Red plan
156	East Link DEIS	3-83	3.7.2.2: There are no "designated bicycle routes, marked bicycle lanes, and regional multi-use trails include... Bel-Red Road ... 148th avenues NE." Please eliminate these two corridors from this sentence.
157	DEIS	3-84 - 3-85	City and Sound Transit will need to assess pedestrian needs around station areas and jointly determine responsibility for filling in missing sidewalk segments.
158	DEIS	3-84	Key bicycle routes to include in consideration: 108th in Segment B, 120th and 124th in Segment D; remove 148th (not a bicycle route on any part)
159	DEIS	3-84	South Bellevue Park and Ride walk/bike access - propose remedies to the disconnect between the Park and Ride and the neighborhood.
160	DEIS	3-84	Are there options to combine the sidewalk and trail, thereby reducing impacts in the Mercer Slough?
161	DEIS	3-86	Exhibit 3-26: Explain why the 0.35 mile radius was used rather than traditional 0.25 mile radius around the stations.
162	DEIS	3-88	2nd column, 3rd par: Are construction impacts to the I-90 bike trail associated with construction of B7?
163	DEIS	3-88	2nd column, last par: 1st sentance also true for B7, C1T, C2T and D5 - "The potential multi-use trail along the BNSF Railway would be affected if constructed prior to East Link."
164	Transportation Environment	3-88	3.7.3.6: This section of the DEIS states, "Impacts on the trail network within the Mercer Slough Nature Park are not expected." This is inconsistent with 4.17.3.2, which states "Alternatives B2A, B2E, and B3 would require relocation of a portion of the Heritage Farm Trail just east of its current location, between the South Bellevue Park-and-Ride Lot and the Frederick Winters House." Even this statement does not capture the full impact to trails. It omits impacted trails adjacent to Bellevue Way, south of the South Bellevue Park and Ride.
165	DEIS	3-89	Potential Mitigation section is vague - be clear about whether ST would replace all facilities affected by construction or whether ST would rebuild to planned conditions (e.g., build missing sidewalks where they are planned). The City's expectation is replacement to planned condition.
166	East Link DEIS	3-89	In section 3.7.4 of the DEIS, it states that "no mitigation is necessary beyond the design improvements that Sound Transit would provide immediately adjacent to East Link stations". The document should spell out what the assumed level of mitigation, and within what radius of the station (just immediately adjacent?). Mitigation of the non-motorized environment is likely to be inadequate if confined just to stations, given that each station is likely to generate significant pedestrian and bicycle activity. The document should also spell out assumptions for bicycle parking/storage facilities at each station.
167	East Link DEIS	3-89	Table 3-30: What is the source of the table reflecting the pedestrian and bicycle trips?
168	DEIS	3-91	1st column, 4th line: BNSF transaction expected early 2009
169	DEIS	3-91	Note that BNSF acquisition has not happened, as of 1/09
170	East Link Project DEIS	3-91	It is not clear how traffic management will be coordinated with other regional and local improvements that will and may be under construction during the same duration needed to implement LRT, including advanced relocation of utility relocations. How is this to be coordinated and who will maintain oversight on such a needed effort?
171	East Link Project DEIS	3-93	While the alternatives somewhat identify potential impact to the arterial street system, there is limited information regarding impact and mitigation measures to both pedestrian facilities where improvements will be required to both sides of an arterial street as a result of a median location approach or bike facilities. As an example how will pedestrians navigate a corridor with sidewalks on either side of a street under reconstruction at the same time? Further, if bike facilities are compromised, and users are redirected to other streets, what facilities will be put in place to provide safety or even the ability to ride along the detour?

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172	East Link Project DEIS	3-93	D3 is described as having a retained cut having crossed 140th Avenue NE with at-grade operations to the west. This area is subject to flooding during seasonal rains, which further reflects conditions associated with the Valley Creek tributary as a whole. What provisions will be taken to mitigate potential construction impacts that may occur during flooding to protect stream habitat; moreover, how is it expected that rail operations would be interrupted in such an event.
173	East Link Project DEIS	3-93	Segment B3, while elevated will also cross SE 6th Street where seasonal rains also create flooding issues in the vicinity of the proposed alignment. What provisions will be put in place to mitigate potential construction impacts that may occur during flooding conditions to protect the stream channel and upper Mercer Slough in such events?
174	DEIS	4.1-1	2nd column, 3rd par: in FEIS, discuss easements needed and process for acquiring
175	4.1 Affected Environment	4.1-2	reference to Table 4.1-2 in last paragraph appears to be incorrect
176	DEIS	4.1-6	p. 4.1-8, 2nd column, end of 1st par, states that redevelopment areas around Main and 112th staging has not yet been determined. 4.1-6 discussion of segment C says staging area a temporary use and would be available for redevelopment. Need to be consistent - change here to match 4.1-8.
177	4.1 Affected Environment	4.1-6	RE: King County/METRO site adjacent to city hall: The City of Bellevue has expressed interest in acquiring this site for public use (e.g., fire station, city hall expansion). If Sound Transit uses this site for construction staging, they should coordinate with the City to ensure that such use occurs in a manner that is compatible with the City's long-term land use interests. Although Sound Transit states that construction staging sites would be purchased, the METRO site could instead be leased.
178	4.1 Affected Environment	4.1-7	Segment D should acknowledge city plans that support an extension of NE 6th street to the east side of I-405, and identify potential impacts to planned pedestrian and transit crossing of I-405 at 6th
179	4.1 Affected Environment	4.1-7	Segment D should identify impact to Children's Hospital site
180	4.1 Affected Environment	4.1-7	Segment D should recognize the planning redevelopment of the Bel-Red area when discussing business impacts, including those private development projects, such as Wright Runstad's Spring District, that have been proposed.
181	4.1 Affected Environment	4.1-7	RE: Displacement of Fire Department training facility: The proper name for this facility is the Public Safety Training Center, and is utilized by both the Bellevue Police and Bellevue Fire Departments for training of emergency service personnel. Continued operation of this facility is essential for meeting training requirements mandated by the State of Washington. It would be extremely difficult to relocate this facility, and loss of this essential public facility would constitute an unmitigated significant adverse impact. Challenges in relocating the facility include: (1) Location: Finding a similar sized site in a non-residential setting zoned for such use within the City of Bellevue significantly limits the options. The existing facility is utilized for live fire training generating significant amounts of smoke, and generates noise from helicopter landings, chain saws, and vehicles operating in simulated emergency situations. It is also used for Police firearms training, K-9 unit housing and training, and other Police and Fire training activities; (continued below)
182			(2) Cost: The cost of building a new facility would likely be significantly greater because of new regulations such as new standards for the gun range and NPDES requirements for elicit discharges of water utilized in fire training operations; (3) Timing: The training center is used on a continual basis and a replacement could not be bought, but rather a facility would have to be designed and constructed. It would likely take 5 years from authorization to occupancy. More information on this facility is contained in*Attachment to Comment PCD-16*.
183	4.1 Affected Environment	4.1-8	RE: Staging at Surrey Downs and McCormick Parks: The EIS should be more definitive on the parts of Surrey Downs and McCormick Parks would be needed for staging. How will this relate to redevelopment of Surrey Downs with respect to the recently approved master plan? How will the use of McCormick Park affect adjacent properties, in terms of acquisition?
184	Affected Environ: Acquisitions, etc.	4.1-9	4.1.4 *Eastside Relocation Opportunities*: This section discusses general potential for residential and commercial relocation, but does not consider public uses, such as the King County District Court and City of Bellevue Adult Probation, which may be displaced by a staging area. Other sections highlight the move of the court as an overall benefit, so providing some indication of Sound Transit's perceived role in the relocation of this difficult to site land use would be appropriate in this section.
185	4.1 Affected Environment	4.1-11	RE: Potential Mitigation Measures: Other potential or proposed mitigating measures should include: Lease staging sites vs. purchase; partial vs. full acquisitions; assist with finding, funding, permitting, and constructing suitable replacement Public Safety Training Center (prior to displacement from current location); careful selection of staging area in Surrey Downs, and coordination with the City of Bellevue on Surrey Downs phasing. Displacement of the Public Safety Training Center is viewed as a significant adverse impact by the City.

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186	4.1.6 Potential Mitigation Measures	4.1-11	Inclusion of some of the provisions from the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and the State of Washington's relocation and property acquisition regulations would be helpful, either here or in a referenced appendix.
187	4.2 Land Use	Pages 4.2-1 (reference to Appendix F4-2), page 4.2-3 (Section 4.2.2.2 Segment B), and page F4.2-4 (Section F4.2.3.5 City of Bellevue Comprehensive Plan).	Sections 4.2.1 and 4.2.2 do not characterize the full range of existing and future allowable land uses according to the city's Comprehensive Plan and zoning, for Segment B. For example, Table 4.2-1 does not recognize significant commercial uses like the hotel and retail furniture store for the 118th station. The table also characterizes SE 8th and 118th as "Mixed Use" when the phrase, "mix of uses" would be more accurate.
188			Section 4.2.1 and Appendix F4-2 do not identify the full range of Comprehensive Plan policies that relate to the project and the policy consistency analysis mischaracterizes how subarea planning works in Bellevue. Subareas that the project alternatives would travel through include Southwest Bellevue, Richards Valley, Downtown, Wilburton and Bel-Red. Subarea plans do not treat major transportation corridors such as Bellevue Way and I-405 as *border* features, and likewise do not treat major features such as the Mercer Slough Nature Park as discrete features for which impacts can be treated separately from the subarea. Rather, these features are seen as integral to each subarea. Project alternatives should analyze how the alternatives could influence the use of these corridors, how to maintain and enhance community connections among these features, and implications for the other land use goals identified within the subarea plans. Add these policies to the table for analysis: S-SW-1, S-SW-14, Transportation sub-section Goals, S-SW-19, Urban Design sub-section Goals, S-RV-6, S-RV-7, S-RV-8, S-RV-24.
189	East Link DEIS	4.2-1, 4.2-12	Land Use: Local Jurisdiction Shoreline Master Programs (Amended every 10 years, December 2009 deadline) - Revised deadline 2010. Bellevue is in the process of updating its Shoreline Master Program. Light rail will be considered in the context of the SMA in effect at the time of permit application.
190	4.2 Land Use	4.2-2	The policy analysis of impacts on generalized land uses should more accurately capture the key concept of *mixed use* in the Comprehensive Plan. Segment B analysis should characterize existing and future allowable land uses as a *mix of uses* that occur within station areas, because the city's comprehensive plan clearly distinguishes Commercial and Mixed Use areas from Residential/Neighborhood areas, where the defined uses in these areas are intended to have different future outcomes. The following policies should be added to Table F4.2-1 for analysis: LU-9, LU-16, LU-19, LU-33.
191	DEIS		4.2.2.2: To west of 112th north of intersection with Bellevue Way: predominantely residential, both multi-family and single-family (not just single).
192	4.2 Land Use	4.2.3 Environmental Impacts – Consistency with Land Use Plans and Policies page 4.2-11 and 4.2-12	"Once Sound Transit's routing decision has been finalized, each of the jurisdictions has a duty to accommodate the East Link Project in their land use plans. Because the jurisdictions have the duty to accommodate the East Link Project, the stations associated with the project would be compatible with the jurisdiction's zoning." This statement does not account for the ability of local jurisdictions to regulate the siting of essential public facilities. For Bellevue, this is LUC 20.20.350. The analysis appears to suggest that potential project inconsistencies which might be identified by the plans and policies of jurisdictions would be dismissed under the presumption of essential public facilities status for the project. This in turn would preclude mitigation of those inconsistencies by the application of development regulations. The analysis should evaluate consistency of the alternatives with existing plans and codes and indicate how the different alternatives would comply and/or mitigate for those inconsistencies.
193			The city encourages the identification of impacts of the project alternatives by participatory and coordinated review of the project, which implements policies CF-8, TR-75.3, and TR-75.7. The analysis should be revised so that the city will regulate the siting process according to Policies CF-13, 14, 15, and 16, and mitigate impacts of the project preferred alternative through the city's regulatory permit structure, including but not limited to LUC Section 20.30B – Conditional Use Permit. The analysis should reflect this in the siting process for essential public facilities that is anticipated by the GMA. Add these policies to the table for analysis: CF-7, CF-8, CF-15, CF-16, CF-17, CF-18, CF-19.
194	4.2 Land Use	4.2-7	Land Use map of Downtown Bellevue understates mixed use residential uses.
195	DEIS	4.2-7 & 4.2-10	Exhibit 4.2-4 and end of 1st paragraph: multi-family distributed throughout downtown not just in NE corner - reflect in text and map
196	4.2 Land Use	4.2-10	Expand the discussion of section 4.2.2.4 regarding the importance of high capacity transit to the Bel-Red Corridor planning effort, and how the neighborhoods being created in the subarea provide the opportunity for a high level of transit orientation. Provide a short discussion of the planned mix of uses, intensities and heights to better understand what's shown in Exhibit 4.2-5. Include market forecasts for the Bel-Red area.

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197	4.2.3.2 Consistency with Land Use Plans & Policies	4.2-12	Overly broad statement: "Regional, state and local land use plans in the study area share the goal of improving transit accessibility and encouraging transit usage by concentrating mixed land uses in the project corridor". DEIS review must always recognize that some areas of the project corridor are not proposed for redevelopment to mixed use, such as environmentally sensitive and residential areas of Segment B, South Bellevue.
198	4.2.3.2 Direct Impacts Common to All Build Alternatives	4.2-13, -14, -15	Table 4.2-2 "Potential Land Use Conversion to Transportation-Related Land Use" compares the maximum amount of zoned land (outside of the existing roadway rights-of-way) that would be converted to a transportation-related use for each of the alternatives. The totals do not include the staging areas that are required in Segment C, nor areas where remnant land could be sold for redevelopment after construction. However, for Segment C Downtown Bellevue, the Tunnel alternatives have the highest land conversion. A map depicting these changes would be useful and better explain the differences.
199	4.2.3.2 Direct Impacts Common to All Build Alternatives	4.2-14	Table 4.2-2 "Potential Land Use Conversion to Transportation-Related Land Use" Segment D2A NE 16th At-Grade and Segment D2E NE 16th Elevated have nearly the same amount of total land converted to Transportation-Related Land Use. A map depicting these changes would be useful and better explain the differences, especially since much of NE 16th is not an existing roadway.
200	4.2.3.2 Direct Impacts Common to All Build Alternatives	4.2-14	Table 4.2-2 "Potential Land Use Conversion to Transportation-Related Land Use" Does not show any converted Mixed Use zoning for Bellevue Alternatives. As noted in another comment, this is because the DEIS analysis does not recognize that Bellevue's DT is a mixed-use area and a residential neighborhood. This table and related analysis should be updated to reflect the mixed use nature of the downtown.
201	East Link DEIS	4.2-14	Table 4.2-2: Does not recognize parks and open space use. Somehow need to recognize parks and open space uses which are zoned Residential in Bellevue. These include the Mercer Slough Nature Park and the Sturtevant Creek Wetland between SE 6th and SE 8th.
202	4.2.3.3 Impacts During Construction common to all build alts	4.2-17	One construction impact common to all alternatives (except Segment A) is displaced residential and/or commercial property; but there is no discussion in this section. Rather, this is discussed pages 4.2-12 & -13 Direct Impacts Common to all Build Alternatives: "Aside from Segment A, all of the East Link Project alternatives require the acquisition of properties to allow for construction of the project. Although property acquisitions, displacements, and the conversion of land use would occur prior to construction of the project, they would be considered an operational impact because of their potential long-term effects. Any acquisition of property would convert existing land uses to public right-of-way (which is a transportation-related use) to be used for construction and operation of the East Link Project." This discussion does not sufficiently address the construction or operation impact of properties in or near construction staging areas, or ST mitigation of those impacts (see Best Practices: "Site and design construction staging areas to minimize disruption and inconvenience to adjacent land uses"; and PolicyTR-75.35: "Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists".
203	4.2.3.3 Impacts During Construction common to all build alts	4.2-17	Hospital Station associated w/C1T and C2T- are there environmental concerns with siting this station directly over Sturtevant Creek?
204	DEIS	4.2-18	Construction impacts mitigation (4.2.3.3): Text suggests measures to reduce the impacts of construction which helps, but there should be an attempt to fully mitigate impacts. Signage, advertisements, and outreach would not be sufficient.
205	4.2.3.3 Impacts During Construction common to all build alts	4.2-18	Mitigation to address impacts during construction: "During construction, Sound Transit would implement measures (i.e., advertisements and signage) as well as public outreach (i.e., public involvement meetings, website, and telephone to allow residents and businesses to voice their concerns) to help adjacent land uses maintain open and accessible conditions". See Best Practices related to construction impacts and mitigation and Policy TR 75-32 regarding a Construction Management Plan that includes a Construction Phasing Plan that minimizes the corridor length distrupted at one time and minimizes the time period of disruption; and Policy TR-75.34: The City will work with Sound Transit to develop and implement an early and ongoing program to provide assistance to residents and businesses affected by construction. This process should be reflected in the text of the FEIS.
206	DEIS	4.2-20	Staging area discussion omits C1T and Red Lion sites - add equivalent discussion of impacts and mitigation

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207	DEIS	4.2-20	In general, staging area discussion inconsistent about redevelopment potential between sections, generally dismissive of impacts to surrounding areas, and is unclear about who rebuilds and to what standard.
208	Affected Environ: Land Use and Affected Environ: Parkland	4.2-20 4.17-7 4.17-8	4.2.3.3, 4.17.3.2: In several sections of the DEIS a new linear buffer park along Main Street between 108th Ave NE and 112th Ave NE is suggested by proposing that "after construction, part of this staging area could be used by the City of Bellevue to construct a transition park south of Main Street to buffer residences from the downtown core." The concept of such a park is listed in the Downtown Subarea plan. However, similar to McCormick Park, the City does not assume that a landscaped buffer adjacent to a rail facility is viable as a functional public park resource or provides sufficent mitigation.
209	Affected Environ: Land Use and Affected Environ: Parkland and Appendix D	4.2-20 4.17-7 4.17-13 D-7	4.2.3.3 & 4.17.3.2 & 4.17.3.3 & D.4.4.1: For route alternatives C2T and C3T, Sound Transit proposes a 4-5 year use of the northern half of Surrey Downs Community Park as a staging area for tunnel construction. The DEIS proposes an active role for Sound Transit in the relocation of the King County District Court and City of Bellevue Adult Misdemeanant Probation Office, while at the same time distancing the organization from any role in the redevelopment of the site after the temporary use is ended. It is the City of Bellevue's opinion that these roles should be reversed.
210			The future location(s) of the court and probation office has been a recent subject of study by the City and a decision on the locations of these services will be reached without regard to Sound Transit's proposed action. As to the park's redevelopment, a master plan for the park has been prepared and funds to implement the plan were approved through the 2008 Parks and Natural Areas Levy. Sound Transits proposed action at this site has a greater potential to negatively impact the master plan implementation of the park rather than the future site of the court facility. The DEIS should recognize this and propose mitigation that would allow for Sound Transits participation in the redevelopment of the park.
211	4.2.4 Potential Mitigation Measures	4.2-21	Overly Broad Statement "No mitigation related to land use would be required during operation of the East Link Project. The East Link Project does not result in inconsistencies with adopted land use plans. Although Sound Transit cannot minimize all disturbances during construction, impacts would not be anticipated to cause substantial changes in land use. Therefore, no specific mitigation related to land use would be required." Operation of the light rail train will require mitigation to address compatibility issues with adjacent land uses as discussed in the Light Rail Best Practices Report, including, but not limited to aesthetics, noise, lighting, parking, facility design, maintenance and security. These and other specific mitigation measures should be described. See Best Practices related to Community and Neighborhoods; Land Use; and Construction Impacts and Mitigation for discussion and mitigation measures.
212	4.3.2.1 Population	4.3-1, 2	The discussion of population growth rates, household growth rates, and job growth rates neglects to provide an accurate description of the actual amount of growth projected to occur within each county. For example, although the smallest average annual population growth rate is forecast for King County, the total amount of population growth forecast for King County is 72 percent greater than that forecast for Snohomish County, which has the largest forecast of average annual population growth.
213	East Link DEIS	4.3-1	4.3: provide information not only about business relocations but also the number that could close— a percentage estimate or number (along with type and number of jobs) here would be useful to help gauge as magnitude.
214	East Link DEIS	4.3-1	4.3: It also might be useful to mention any residents dislocation. Although there is virtually zero of this impact in the Bel-Red area, this may be important in other areas. In addition to the reference to section 4.1—how many affected? Comment on the net addition of new residents if redevelopment plans are successful.
215	East Link DEIS	4.3-1	4.3: It is also important to recognize that there is often a significant lag time between the negative impacts felt and the new positive impacts realized.
216	East Link DEIS	4.3-1	4.3.2.1: Population-should add numbers as well a percents of change-the number is actually more useful.
217	East Link DEIS	4.3-1	4.3.2.1: Households-again, use numbers as well as percents-this tells us more about the scale of the change-percent of change is not useful without numbers.
218	East Link DEIS	4.3-1	4.3.2.1: Income-where is the forecast for this? Provide information to help understand impacts of spending from new residents and losses from those displaced.
219	East Link DEIS	4.3-2	4.3.2.1: Employment-numbers as well as percents; talking about employment by sector tells nothing about the impact of sector changes-do not just point to the appendix-describe what this portends in relation to the light rail and Bellevue's new Bel-Red plan and zoning.

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220	4.3.2.2 Demographic and Economic Trends in Study Area, Table 4.3-1	4.3-2	Estimates for Segment B, C, and D (except Overlake portion) should be based on Bellevue Transportation Analysis Zone projections from the City of Bellevue, similar to what was done for the City of Seattle.
221	East Link DEIS	4.3-2	4.3.2.1: Unemployment- Where is the forecast? And the numbers as they relate to the Eastside cities.
222	East Link DEIS	4.3-2	4.3.2.2: Trends in Study Area-does this tell us anything additional?-such as how spending changes will affect the economy, how housing will affect the economy vis-à-vis income levels.
223	East Link DEIS	4.3-2	4.3.2.2: Local Revenue Sources- What appears to be missing here is any discussion of B&O taxes and utility taxes, both of which have big impacts on Bellevue-as to the Note for Table 4.3-1, why isn't the proposed and planned growth factored in, it improves and offsets the negative economic impacts.
224	East Link DEIS	4.3-2	4.3.2.3: Regional Transportation - 2nd paragraph-note, too, that the new rail enhances these same relationships within the Eastside; a lot of the economic flow is out of Seattle to the Eastside which is recognized as a metropolitan center.
225	East Link DEIS	4.3-3	4.3.2.3 paragraph 3 A.) delete the word "also" toward the end of the 3rd sentence
226	East Link DEIS	4.3-3	4.3.2.3 paragraph 3 B.) Add a new paragraph in this section, as follows: - "On the Eastside, light rail is expected to significantly influence the concentration and growth of technology businesses in Redmond, Bellevue downtown, and especially the area in between these two centers as efficient expansion is made possible. Technology businesses are worker and idea intensive industries that rely on travel between sites for meetings as well as the travel into work site meetings by employees and partners from global locations. Flexibility and speed of transportation alternatives, reduction in parking requirements and easy/quick access via transit are very important to the industry."
227	East Link DEIS	4.3-3	As noted in the footnote to Table 4.3-1, the population, housing unit, and employment forecasts for Segment D do not include the City's anticipated land use in the Bel-Red corridor.
228	4.3.3.2 Impacts during Operation, Direct Impacts, Displacements	4.3-3	It would be helpful to direct readers to Appendix G.2 for a list and map of affected properties.
229	East Link DEIS	4.3-4	4.3.3.1: what would be the impacts to economic development here-none are stated?
230	East Link DEIS	4.3-4	4.3.3.2: Displacements-3rd paragraph-needs to better describe business closure and job losses (not just relocation regardless of whether in Bellevue or outside the area); there will be businesses that close and jobs lost for a variety of reasons.
231	DEIS	4.3-4	Table 4.3-3 reports directly impacted businesses. Need some indication of construction impacts and the possible business failures due to prolonged construction
232	4.3.3.2 Impacts during Operation	4.3-5	Table 4.3-4: Figures for 2000 and 2030 employment by segment based on Bellevue Transportation Analysis Zone projections will be provided.
233	DEIS	4.3-6	Table 4.3-5 - any analysis of possible increase in property values due to LRT? There is some mention of the possible positive indirect impacts on page 4.3-9
234	East Link DEIS	4.3-7	4.3.3.2: Impacts of Displacements-again needs to talk about more than just property taxes, especially in Bellevue where the sales, B&O, and utility taxes are key.
235	East Link DEIS	4.3-7	4.3.3.2: 2nd paragraph-needs a better discussion of the long term offsets resulting from new and increased commercial and residential development and again discussing all relevant taxes.
236	East Link DEIS	4.3-7	4.3.3.2: 3rd paragraph, closing sentences on other taxes-this, too, can be improved with a better discussion, with some numbers, as to the impacts on other taxes resulting short and long term from light rail.
237	4.3.3.2, Indirect Impacts	4.3-7	Bottom of first column: While the Bel-Red plan is built around a nodal development with a high transit-orientation, the land use transformation will likely begin far ahead of the light rail service being available. The city is planning significant transportation and parks and open space changes to support the upzoning to occur in the Bel-Red area. The amount of increased value to property owners linked solely to light rail service is debatable.

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238	4.3.3.2, Negative Indirect Impacts	4.3-9	Second column, third paragraph: The start of the discussion of negative visual impacts appears to underestimate the magnitude of change associated with the at-grade and elevated alternatives. There is also no discussion of the visual impact on publicly-owned park property which would occur (especially along Bellevue Way and 112th Avenue in Segment B).
239	East Link DEIS	4.3-9	A.) in the first paragraph of Positive Direct Impacts, add to first sentence the additional clause as follows: "and between important nodes of economic activity."
240	East Link DEIS	4.3-9	4.3.3.2: Indirect Impacts-are there any studies showing offsets by the positive land value increases over the negative ones? Lots of open space studies show this to occur-loss of tax base to publically owned parks and open space offset by increased land values.
241	DEIS	4.3-10	Are the $93 M of federal funds secured or assumed?
242	4.3.3.3 Potential Negative Economic Impacts from Construction	4.3-11	Second column: The construction impacts are underestimated for segments B and C. While Segment B does house many professional offices, there will likely be significant lost revenue for businesses that rely on drive-by traffic and from long-standing professional office customers who wish to avoid the congestion. Segment C (Downtown Bellevue) has a limited street grid, with few alternate routes. This will result in pockets of significant congestion during congestion under most of the route alternatives. Many downtown businesses rely both on foot traffic as well as auto traffic to remain viable.
243	DEIS	4.3-13	What other potential mitigation measures might be used? The text notes that the list is incomplete, so what else could be done?
244	4.3.4 Potential Mitigation Measures	4.3-13	In addition to the list of potential mitigation measures listed, include development of a public involvement program that defines the type and extent of communications with the public, division and phasing of construction activity to short segments, and establishment of a business loan program to support affected businesses. As described in the Light Rail Best Practices report (Best Practices 8, 9 and 10).
245	East Link DEIS	4.3-13	4.3.4: A.) Add to the list of mitigation measures as follows: For the bullet point "Maintain access..." add "Provide accurate and timely advance notification to businesses of any access closure, and provide timely response to business questions and complaints." Add a new bullet point "Impacts could also be mitigated by careful planning for relocation and the availability of relocation assistance resources (e.g., business counseling and loans) where appropriate."
246	East Link DEIS	4.3-13	4.3.4: B.) -propose working with and paying for additional business support through the cities and Enterprise Seattle for business relocation and retention-in other words, help pay in one form or another to move or retain businesses; help those businesses that are marginal to survive in another location with rent or other assistance to minimize the closed or lost businesses. The list of construction mitigation activities should be refined and adapted to meet local needs.
247	DEIS	4.4-1	2000 census data outdated, especially for downtown Bellevue which has seen significant change in the residential population.
248	4.4.2 Affected Environment	4.4-1	Current DT demographics and proposed Bel-Red demographics are not captured in 2000 Census. This should be stated.
249	4.4.2 Affected Environment	4.4-3	Seg. A map should show St Andrews Housing Group's Ellsworth House 1 blk from Mercer Island Station: 2720 76th Ave SE.
250	4.4.2 Affected Environment	4.4-4, 5	Seg B & C maps: Bellevue High School property is locatecd within both Segment B & C affected area and should be shown on both segment maps.
251	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-4, 4.4-9	Add Environmental Education Center at Mercer Slough Nature Park to map and description of facilities. This is a new and important community facility on the east side of Mercer Slough.
252	4.4.2 Affected Environment	4.4-5	Seg C map Affordable Housing identified: Wildwood, Bellevue Manor, Ashwood Ct., Evergreen Ct., Glendale. There is one facility that needs to be added: Hopelink Place (10132 SE 6th St) which is 900 ft from SE 6th & Bellevue Way.
253	4.4.2 Affected Environment	4.4-8	Demographic table: please provide additional demographic information to explain why so many areas (8 out of 20) have 10 to 15% HH w/no vehicle (2000 Census). Is this senior housing or some other factor?
254	Social Impacts, etc. and Environmental Justice	4.4-8 C-2	Table 4.4-1 and Appendix C.3 *Demographics of Study Area:* The demographic information provided in both Section 4.4 and Appendix C is primarily based upon the 2000 Census. To address the obsolete nature of 2000 Census data, more recent race/ethnicity data was collected from school districts. While more recent, elementary school data cannot be reliably used to reflect the racial/ethnic composition of the population at large. It would be more appropriate to use the 3-year average data from the American Communities Survey or perhaps current proprietary demographic estimates that are available from private companies.
255	4.4.2.2 Seg. B S. Bellevue	4.4-9	King County District Court & Surrey Downs Park discussed in Seg B, but these sites are in Seg C. Why does the Segment line jog around these sites? Seems to separate the impacted park from the adjacent neighborhoods.

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256	DEIS	4.4-10	4.4.2.3 - 2nd paragraph: Bellevue is 5th largest city by population. Does 2nd largest city center refer to area? Or urban center?
257	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-10	Add the Bradford Center, on 108th, next to Bellevue First Congregational Church, to the list of community facilities in the downtown. Although owned by the Church, it is in a separate building and provides a range of social services to the wider community, some of which are run by outside agencies.
258	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-12	Paragraph 1, last sentence: "...none of the displacements would result in the neighborhoods being bisected or separated from other portions of the neighborhood." Other statements tend to downplay the potential effects on the character of the portions of the neighborhood that are directly affected by displacements - e.g. residences that are currently on the interior of a neighborhood could find themselves on the perimeter, mature vegetation could be lost affecting the visual character of that edge of the neighborhood, access will be affected in at least one instance. Neighborhood character of these areas need not be permanently adversely impacted with effective mitigation measures. The Light Rail Best Practices Report contains several recommendations and policies to help address these impacts (e.g. landscape buffers with more mature vegetation and noise absorption techniques).
259	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-12	Paragraph 2, 2nd sentence, "In *most* situations the commercial properties that would be displaced do not provide unique services to the surrounding neighborhoods...." {*emphasis added*}. Later, on p. 4.4-14, the Chevron station is mentioned as a unique service being displaced, but it's not clear whether this is the only one.
260	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-13	Social Interaction, paragraph 1 states that stations "...could enhance the cohesion as new meeting points for adjoining neighborhoods." Research for the Light Rail Best Practices Report indicated this was most likely to occur when the community had a sense of ownership by being involved in the design of stations that are context-sensitive and reflect local character. The use of computer visualizations in the DEIS is helpful, more of these showing additional locations of elevated structures further north on 112th as well as C8E on other blocks north and south of city hall should be included in the FEIS. Computer visualizations of underground station surface access points, TPSS sites in commercial and residential settings, and any other facilities with potential visual impacts should also be included in the FEIS.
261	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-13	Safety and security: Sound Transit would employ several techniques and practices to minimize crime, including security personnel, CPTED principles, CCTV, anti-grafitti programs, etc. These should be listed as specific mitigation measures in the mitigation section 4.4.4. Another mitigation measure that was deemed effective in other systems studied in the Light Rail Best Practices Report was designation and enforcement of a "fare paid zone" to minimize loitering and increase security; this should also be identified as a mitigation measure.
262	4.4.3.2 Impacts During Operation	4.4-13	Overly broad statement: "None of the alternatives would result in negative impacts on pedestrian and bicycle movements." Under alt C1T and C2T the end of the transit center/ped walkway through DT becomes an elevated transit facility. Have we lost potential for ped/bike connection across 1-405 at NE 6th? Analysis should consider the option of an at-grade crossing from the tunnel under the Belleuve Transit Center, across 112th and the NE 6th freeway overpass - extend light rail off east end of existing overpass and remain elevated over I-405, 116th and along BNSF right-of-way until at-grade is workable. This may eliminate many of the visual and potential access and traffic impacts of an elevated structure down the middle of NE 6th in the pedestrian corridor.
263	4.4.3.2 Impacts During Operation:Social Interaction	4.4-13	Overly broad statement: "None of the project alts would create barriers to interaction because they travel along existing arterials...": This does not capture how the transit facility can change access and the nature of a street. Two examples are NE 6th St alternatives with elevated or retained cut facilities; and NE 20th St and 152nd Ave NE with retained cut route.
264	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-14	Table 4.4-2, Alternative B1 states that adverse visual impacts to the Bellevue Way/112th St. intersection cannot be mitigated. Describe what the impact is or what mitigation measures were considered.
265	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-14	Table 4.4-2, Alternative B2E says the elevated profile is more visible than with B2A but generally consistent with the existing boulevard-like character. This statement is not supported by the analysis, which is lacking a more thorough description of the visual impacts. The elevated structure creates a visual "wall" along Bellevue Way and 112th that cannot be completely mitigated. The same is true of the visual impacts for B2A/B3 in the median, especially along 112th with a loss of so much mature vegetation in the median. This would affect the visual character of the perimeters of the adjacent neighborhoods. Acknpwledge in the FEIS that partial mitigation could include the use of additional vegetation for both at-grade and elevated, particularly transplanting more mature vegetation as described in the Light Rail Best Practices Report.
266	4.4.3.2 Impacts During Oper/Seg B	4.4-14	Overly broad statement: "Seg B alternatives follow existing local roadways & transportation infrastructure" doesn't address portion of B3 that would pass through wetlands behind existing buildings. A complete description should be provided.

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267	4.4.3.2 Impacts During Oper/Seg B	4.4-15	Impacts of B7 alt: does not report visual intrusion to Mountains to Sound Trail and impacts to wetlands (wetlands impact is called out in B3 discussion).
268	DEIS	4.4-16	C7E would be highly visible and a significant change in the environment in downtown and even more so between SE 6th St. and Main St. The "minimal" rating is inaccurate
269	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-16	C1T refers to more circuitous access to city hall and Meydenbauer Center as a result of the alignment, but other than for Fire Station #1, there is no mention of the restrictions on turning movements along Bellevue Way that would limit access to those properties. A discussion of impacts on access to other properties, especially high traffic uses, should be included.
270	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-16	C2T would have a "residual vibration impact" that may not be fully mitigated - a search of the remainder of this chapter and Appendix H2 does not reveal the location or the level of this "residual" impact. Provide more information about residual impact.
271	4.4.3.2 Impacts During Oper/Seg C	4.4-16	C1T description refers to displacement of 3 mulit-family buildings while Table 4.4-3 refers to 2 multi-family units. Bellevue Way Tunnel Alt C1T displacement of 3 MF buildings. The likely buildings are: 62 unit "The Commodore" 527 Bellevue Way SE; 24 unit "Townhouse" 417 Bellevue Way SE; and 7 unit "Coachman" 520 104th Ave SE. The DEIS minimizes this impact "Because of the urban nature of Downtown Bellevue, however, relocation opportunities are expected to be readily available within a number of mixed-use developments, existing, currently planned or under construction." In fact, these three buildings were built prior to 1970 and are not a readily replacable resource because they generally serve households earning less than median income, while new construction, especially in the downtown, does not.
272	4.4.3.2 Impacts During Oper/Seg C	4.4-16	The DEIS diminishes the change of character, visual impact & barrier created by the retained cut and elevated structure on NE 6th St: "Transition from tunnel to elevated along NE 6th St would be visible but consistent with the existing character & visual quality of the area near it." With the opening of retail, City Hall park-like entry, Bellevue Transit Center, pedestrian walkway (existing and proposed) and main entrance of Meydenbauer Convention Center, this street has great pedestrian character potential. The simulation of this structure is very imposing. Identify mitigation strategies to address visual impact.
273	4.4.3.2 Impacts During Oper/Seg B	4.4-16	Overly broad statement: Table 4.4-3 Describes Alt C1T & C2T as having minimal Visual/Physical intrusions "Minimal because much of the route is underground" downplays that half of route is above ground including adjacent to community facilities on NE 6th, and a very tall elevated structure over I-405 and over NE 8th. See comment above about NE 6th.
274	DEIS	4.4-17	Explain the statement that at-grade stations would be more accessible to users than the tunnel alternatives. They may be on the sidewalk, but in some cases are more distant to major attractors
275	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-17	Regarding enlargment of McCormick Park for C3T and C4A, although the alignment does not bisect the neighborhood, the analysis should evaluate changes to the character of the neighborhood that is directly affected by displacements, relocation of the neighborhood perimeter and/or access.
276	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-17	Please describe location, nature and intensity of residual vibration on single family residence for alternatives C3T and C4A that cannot be mitigated.
277	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-17	C7E - the visual character along 112th from SE 8th to Main Street is not discussed and it is not the same as the stretch north of Main Street. The visual character south of Main is low-rise residential on the west and larger commercial buildings on the east, some of which have significant setbacks from 112th. The entire stretch of 112th from SE8th to Main is tree-lined on both sides of the street so removing the mature trees on one side and replacing them with an elevated guideway would have significant visual impacts and affect the character of the perimeter of this neighborhood and this gateway to downtown.
278	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-17	C8E - visual intrusion of elevated structure along 110th "...cannot be fully mitigated." Need information about whether this impact is being mitigated at all and what measures.
279	DEIS	4.4-18	D2E discussion - add discussion of impact to visual quality of planned neighborhood
280	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-18	D2A and D3 - new transit stations are opportunities for social interaction. The city should be involved in the design of these stations as they will help to establish the urban design standard for this area.

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281	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-18	D2E states that elevated stations in the western part of the alternative would be compatible in character and not change the visual quality, but this statement does not take into consideration the future land use of this area and that elevated structures in general are, by nature of their profile, more visually intrusive than at-grade.
282	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-19	D5 - the last sentence in this paragraph should read, "This alternative does not provide light rail service to the planned transit oriented development (TOD) of the Bel-Red corridor and therefore would detract from the quality and function of those TOD nodes."
283	DEIS	4.4-21	Signage, advertisements, and outreach would be inadequate mitigation given the magnitude and duration of construction. What else could be done to assure business and neighborhood vitality? Refer to Light Rail Best Practices report for discussion and potential miigation measures.
284	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-21	The last sentence under the discussion of Segment B is ambiguous. Either B2A, B2E and B3 are similar to each other, in which case their similar impacts are not described; or as a group they are similar to one of the other alternatives, but it is not clear which one.
285	4.4.3.3 Impacts During Constuction	4.4-21	Seg B During construction there is no available detour to Bellevue Way SE South of 112th Ave SE- how will detours and general traffic issues be mitigated? Please clarify and provide additional description of impacts.
286	4.4.3.3 Impacts During Constuction	4.4-21, 22	The daily truck hauls, especially for alts with retained cut, are significant: B1 = 120 trips/day; Seg D = 140 trips/day; Seg E = 160 trips day. How much of the construction period have these high rates? How is this mitigated?
287	4.4.3.3 Impacts During Construction	4.4-22	Address construction impacts to the operation of downtown buses, the Bellevue Transit Center, and the South Bellevue Park & Ride. Compare Segments B & C construction impacts to bus operations.
288	DEIS	4.4-22	C2T-B2E connector discussion - staging area adjacent to homes will have same impact as in north of downtown. Use equivalent sentence to last sentence of C3T discussion on same page - residences will have temporary disruption from adjacent project construction.
289	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-22	Segment C, 1st sentence on this page, "Tunnel construction would last longer and create longer period of disruption to adjacent communities and supporting businesses." Is the longer period of disruption compared to at-grade or elevated or both? If so, how much longer. Also, would a bored tunnel take more or less time than a cut-and-cover tunnel and would the disruption of surface activities be less than cut-and-cover and/or at-grade or elevated? If so, what would be the duration and what types of disruptions would occur with at-grade v. elevated v. cut-and-cover v. bored tunnel?
290	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-22	Paragraph 3 states that during construction a "barrier would be used...[for]...noise and visual impacts *where practical*. {*emphasis added*} If this type of mitigation measure is not practical or effective in some circumstances, then alternative mitigation measures should be proposed.
291	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-22	Paragraph 4 states that staging areas for C1T downtown are surrounded by mixed use and commercial so no single family residential neighborhoods would be impacted; however, there are other types of residential and commercial neighborhoods that exist in the downtown that would be impacted. There are also residential areas across from the Red Lion site and hotel guests that could be impacted. This analysis should be revised to reflect the impacts to other downtown neighborhoods.
292	DEIS	4.4-23	Section 4.4.4 should be revised to show that there would be substantial temporary and permanent impacts on businesses and neighborhoods that will require mitigation.
293	4.4 Social Impacts, Community Facilities & Neighborhoods	4.4-23	4.4.4 states mitigation is covered by other sections and not required for this set of issues. However, there are specific measures described in the Light Rail Best Practices Report that should be taken to address the temporary and permanent impacts to neighborhoods resulting from the various alternatives. The City will work with Sound Transit to identify specific mitigation measures.
294	4.5 Visual and Aesthetic Resources	General	Goal number 4 in urban design element of the Downtown Subarea plan - to give visual prominence to pedestrian facilities and environments - is applicable to all profile alternatives in Downtown Bellevue.
295	4.5 Visual and Aesthetic Resources	General	Analysis of aesthetic resources should include treatment of the right-of way. Specific design details of the ground plane such as treatment of trackway with distinctive paving when located in street right of-way for pedestrian-oriented residential and commercial areas should be considered.
296	4.5 Visual and Aesthetic Resources	4.5-4	112th Ave NE from Main Street to NE 8th Street has medium visual quality rather than low. The intersection of NE 8th and 112th has also been identified as a gateway location to the city and will see future improvements and identity treatment further raising visual quality.

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297	4.5 Visual & Aesthetic Resources	4.5-7	Bellevue Way SE north of the 112th intersection segment of B1 has a high visual quality rather than medium. It serves as a green entry way to downtown Bellevue and reinforces the concept of "city in a park" with its large street trees and curbside landscaping.
298	DEIS	4.5-8, Table 4.5-2, and 4.5-14	Recreationists (pedestrians and bicyclists) highly sensitive users of I-90 Trail in Mercer Slough. Looking north, in existing conditions view is of nature park (vegetation and tree canopy) creating a medium visual quality. Users highly sensitive to addition of LRT in area causing adjustment to low quality. Table 4.5-2: B7 should be amended to say "Yes".
299	DEIS	4.5-8, Table 4.5-2, 4.5-14	As articulated in technical comments on the pDEIS, 112th merits a medium visual quality b/c I-405 is lower than the street level so not dominating structure, 112th has wider sidewalks, street landscaping, and new development including residences that will support a pedestrian friendly environment. Table 4.5-2: C7E should be amended to say "Yes".
300	DEIS	4.5-8	There is overlap in downtown user groups making essentially all downtown viewers "highly sensitive." All Sound Transit customers will be peds for part of their trip, so all customers have "high" sensitivity. Any decrease in visual quality a significant concern for city for quality of urban experience and for ST from customer experience.
301	4.5 Visual & Aesthetic Resources	4.5-8	The BNSF railroad trestle is a significant icon of Bellevue history. It has a high visual quality rather than medium or low. This section does not sufficiently assess the visual importance of the trestle as a gateway to and one of the most significant elements identified with Bellevue.
302	4.5 Visual & Aesthetic Resources	4.5-8	Downtown Bellevue should be considered an established area rather than "in transition". The character of the downtown is misrepresented. Mid and high rise development is the predominant pattern and will continue in this manner. Virtually all development in the downtown is required to provide a high level of pedestrian orientation. City initiatives such as Great Streets and The Art Walk are improvement initiatives that will increase pedestrian and urban elements such as incentives for wider sidewalk, additional landscaping, public plazas, midblock connections and crossings, and focus on the themed streets mentioned in the Downtown Implementation Plan, the Comprehensive Plan and public plazas. There is high viewer sensitivity to the appearance of stations. They are expected to be of the design quality and caliber of private development in the area.
303	4.5 Visual & Aesthetic Resources	4.5-8	The characterization of downtown Bellevue is incorrect. Therefore the impact of any route is not fully described. Station design and how a station will impact a specific location should be addressed in the FEIS.
304	4.5 Visual & Aesthetic Resources	4.5-8	The existing condition of Bel-Red area (segment D) characterized as "utilitarian appearance and character". This is only a temporary condition. The land use pattern, design standards, and guidelines have not been considered in this analysis.
305	4.5 Visual and Aesthetic Resources	4.5-9	The assessment of the potential impacts on the visual environment defines a high impact as one that reduces existing visual quality by one or more categories. This is a narrow definition of a high impact - for example, the transition structure (for C1T - from a tunnel to an elevated profile) on NE 6th would reduce the quality of the street significantly. The impact is understated in the DEIS because it is not seen as enough to lower the visual quality from medium to low. (page 4.5-14)
306	4.5 Visual & Aesthetic Resources	4.5-9	View corridors in downtown Bellevue are identified in the Land Use code. In addition the LUC states that views from public places should be considered. The elevated portion of Seg C on NE 6th east of 110th Ave NE and the elevated portion of Seg C on 110th Ave NE will obstruct views of and from City Hall , the Pedestrian Corridor, and the Bellevue Transit Center as well as views of the Olympic and Cascade Mountains as required by Land Use Code Section LUC 20.25A.100.E.6. What mitigation is proposed?
307	4.5 Visual & Aesthetic Resources	4.5-9	"A high impact is defined as a reduction of the existing visual quality of one or more categories. "Existing" is a moment in time and does not consider views that will be important and may be identified by local jurisdictions by the time the East Link is to be constructed. Elevated segments should therefore be used as little as possible. The visual simulations did not adequately consider viewpoints such 108th and NE 6th and the NE 8th pedestrian bridge (elevated alternatives crossing NE 8th St).
308	Affected Environ: Visual and Aesthetic Resources	4.5-9	The visual analysis in Appendix F4.5, Table 2 shows an overall change from high to medium visual quality for Bellevue Way Southeast between the South Bellevue Park and Ride and SE 8th Street, caused by Alternatives B1, B2A, B2E and B3. This impact is described as follows,"The introduction of light rail components would lower the undeveloped, almost rural landscape character of this section of Bellevue Way SE." The Winters House is located within this segment. In other sections of the DEIS that describe impacts to the Winters House, this visual analysis is
309			The Historical and Archaeological Resources Technical Report at Appendix H4, Section 8.3.2.2 states that these route alternatives"would have temporary visual and noise effects on the Frederick Winters House that are not considered adverse." Moreover, in the main Historical and Archaeological Resources chapter of the DEIS (Section 4.16.3.3 Impacts During Operation), it states that for these route alternatives"no visual, noise, or vibration impacts are anticipated." The City of Bellevue supports the finding of decreased visual quality at Winters House. This finding should be consistently stated throughout the DEIS and appropriate steps to mitigate the impact should be proposed.

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310	Affected Environ: Visual / Aesthetic and Affected Environ: Parkland	4.5-9 4.17-7 F4.5-22 F4.5A-15	4.5.3.2 *Impacts During Operation*: The visual and aesthetic evaluation of Mercer Slough Nature Park concludes there is no significant visual change caused by Alternative B7 to the Mountains to Sound Greenway Trail even though Exhibit F4.5-9 shows a significant impact, placing the trail's boardwalk between two elevated transportation facilities. For B7, the new elevated structure should result in a decreased visual experience for recreationalists (considered highly sensitive to visual changes) and mitigation to move the boardwalk out from between the two elevated structures should be proposed.
311	DEIS	4.5-10	Segment B: Disagree with statement that new elevated structures at I-90/Bellevue Way would be compatible with existing "transportation oriented character of the areas..." Current transportation facilities are generally below the grade of the neighborhood and therefore do not intrude into view corridors. New elevated LRT facilty in this location would have a noticeable visual quality impact on sensitive views (of Lake Washington) for numerous homes.
312	4.5 Visual & Aesthetic Resources	4.5-10	Replanting remainder parcels or parcel areas with grass or simple planting does not mitigate the removal of mature vegetation or development. Replanting should not rely on the minimum requirement but strive to enhance the city and project, be consistent with adopted plans, and be equal or better than the previous condition.
313	DEIS	4.5-11	Vegetation Removal: Add sentence to end: "Where appropriate, Sound Transit would add additional vegetation to improve views."
314	DEIS	4.5-12	Table 4.5-2: Elevated I-90/Bellevue Way options would block sensitive views from homes to the south (homes north of SE 34th St.). Also, C7E would change visual quality along 112th Ave SE (SE 6th St. to Main) - a predominantly residential neighborhood, and along 112th Ave through downtown (as previously noted)
315	Affected Environ: Visual / Aesthetic	4.5-13,14 13 F4.5A-	4.5.3.2 *Impacts During Operation:* The visual analysis of route alternative B2E does not consider the impact of the elevated structure on the park user of the Mercer Slough Loop Water Trail, which is directly adjacent to 112th Ave SE from the Bellevue Way intersection to SE 8th Street. Users of water trail are recreationalists with high sensitivity to visual changes. 4.5.4*Mitigation* should be revised to add vegetative and/or other
316	DEIS	4.5-14	Segment C: 112th Ave elevated would change visual quality also.
317	4.5 Visual and Aesthetic Resources	4.5-14	The BNSF alternative(B7) would have a high impact and reduce the visual quality from medium to low.
318	4.5 Visual and Aesthetic Resources	4.5-14	Understates the visual impact of transition structures and other elements such as the retained cut in the C2T alternative.
319	Affected Environ: Visual / Aesthetic Resources	4.5-14	4.5.3.2: First sentence under heading Section C states only C8E has change in visual quality. This is not completely accurate since C3T also creates a visual quality change in this segment.
320	4.5 Visual and Aesthetic Resources	4.5-14,15	At grade and tunnel profiles are referred to as being consistent with the urban environment (C4A) and having no impact on visual character and quality(C1T). This understates the impacts of stations and rail cars on the pedestrian orientation of the street.
321	Affected Environ: Parkland and 4(f)/6(f) Evaluation	4.5-15 D-8 D-14 F4.5A-17 & 19	4.17.3.2 & D.4.4.3: The analysis of the extent of impact to McCormick Park during operation and the proposed actions to minimize harm are deficient. The DEIS (at Section 4.17 and Appendix D) claims that in the long-term, visual quality of the area will return to a high level over time. However, the Visual Consistency analysis in Appendix F4.5, Table 2, shows a permanent decrease from high to low and then over time to medium quality in the park. The City of Bellevue finds that this decrease in quality should be depicted consistently throughout the DEIS and mitigation to offset the decreased quality should be proposed. Further, the DEIS proposes that the addition of adjacent staging areas to what is left of the original park will offset any impact the permanent rail facility will create.
322			The City of Bellevue does not conclude that the addition of staging areas in and of itself guarantees the viability of the area for use as a park facility considering the severity of the directly adjacent rail facility. To address this, the Potential Measures to Minimize Harm at Section D.6.2 should include as an option the replacement of parkland at another location. For more detail, please reference the City's preliminary opinion on mitigation for this and other potentially impacted parks. This document is printed in the DEIS as Attachment 1 of Appendix D.
323	Affected Environ: Visual / Aesthetic and Affected Environ: Parkland and 4(f)/6(f) Evaluation	4.5-16 4.17-15 D-11 F4.5A-19	Table 4.17-15 and Table D-4: Both tables propose mitigation for the NE 2nd Pocket Parks that would be carried out under the Visual and Aesthetic Resources section at 4.5.4.1. However, no such discussion of mitigation to these parks is contained in 4.5.4.1. This should be rectified by adding appropriate mitigation measures to counteract the shading and decrease in visual quality on this park resource. Further, the discussion of the visual impact of alternative C8E at 4.5.3.2 incorrectly states that the visual quality of 110th Avenue NE would not change north of the Bellevue Transit Center (NE 6th Street), when in fact the Visual Impact Assessment in Appendix F4.5 shows decreased visual quality along the entire length of 110th Ave NE starting at NE 2nd St. To reflect this fact, mitigation for decreased visual quality should be proposed for the entire length of 110th Avenue NE.

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324	4.5 Visual and Aesthetic Resources	4.5-15,16	C7E has an elevated structure running along 112th Ave NE which would cast shadows and reduce access to sunlight.The Comprehensive Plan supports the idea that shadows should be reduced in areas with high pedestrian use. The idea for a pedestrian connection from NE 6th street, across 112th Ave NE and across the freeway is also part of the city's Comprehensive Plan. The transition structure would cast shadows on this important stretch of street and needs appropriate mitigation.
325	4.5 Visual and Aesthetic Resources	4.5-16	At grade and elevated profiles would be visual encroachments when the Bel-Red Subarea develops in the coming years, and mitigation measures should address the City's vision and plans for redevelopment for the area intead of being limited to the existing character of the area. Design standards and guidelines have been developed and that should inform mitigation measures.
326	4.5 Visual and Aesthetic Resources	4.5-18	The "utilitarian appearance and character" of the Bel-Red subarea is temporary.The Bel-Red Subarea Plan has extensive policy direction on visual and aesthetic resources and these should be considered in evaluating impacts of various routes.
327	4.5 Visual & Aesthetic Resources	4.5-18	Mitigation of view impacts from properties adjacent to an elevated route section is too broad. Screening views of the structure cannot fully mitigate. The combination of the structure and screening is likely to make the properties dark, moist, and potentially unable to be used in a reasonable way. Shadow impacts and lack of direct sunlight have not been sufficiently addressed.
328	4.5 Visual & Aesthetic Resources	4.5-18	112th Ave SE between SE 8th and Main St is considered a linear gateway to downtown. The visual quality is high, not medium. The city has recently invested in upgrading the appearance of this gateway. Mitigation would be required for the elevated alternative along 112th.
329	DEIS	4.5-19	For the downtown residential areas north of NE 8th St.: need to perform the same evaluation for C7E to minimize bulk, reduce shadows, etc.
330	DEIS	4.5-19	4.5.4.2: A strong commitment is needed from ST to work with affected neighborhoods, businesses, and the City to determine what's "appropriate" for any given area.
331	4.5 Visual & Aesthetic Resources	4.5-19	The visual impacts resulting from the staging areas has not considered the "spillover" effects of properties adjacent or nearby. Construction areas and staging sites have an inherent level of messiness. The aesthetics of neighboring properties often suffer due to spillover construction parking, strung out construction barricading, signs, lack of site clean up and debris as simple but plentiful as lunch wrappers. Properties can become vacant as a result of the ongoing construction and extended hours of construction. Vacant properties are often not as actively maintained as occupied properties. This has a negative visual impact. Mitigation should consider efforts to maintain the area impacted by construction and not merely the staging areas. Increased clean-up crews for the actual construction areas and an program to assist affected properties should be put in place. Additionally, more than ground level views should be considered. Views from above to these sites sould also be considered. In the downtown especially, views from other buildings and between land uses should be considered. See Bellevue LUC 20.25.110.B.3
332	4.5 Visual & Aesthetic Resources	4.5-19	Impact to residences along NE 110th Ave not studied. Visual impact of elevated alt to apts/condos not described or depicted in KOP's. Structure will eliminate view of and from buildings and cut out sun/light to units. Visual quality will be reduced to low - not accurately described. Specific and appropriate mitigation should be described.
333	4.5 Visual & Aesthetic Resources	General	The visual impacts of park & rides has not been addressed. Parking structures should be designed to appear as buildings with solid walls to screen vehicle lights. Ceiling lighting should be shielded from view from outside the structure. The ceilings of garages should be finished. Exterior materials should be compatible with and enhance the location. Welcoming pedestrian access should also be provided to visually blend with a neighborhood. Mitigation measures should include compliance with city codes and policies; most specifically with the Light Rail Best Practices policies.
334	4.5 Visual & Aesthetic Resources	General	Mitigation should include compliance with existing and future adopted design criteria from the Land Use Code, Main St and NE 2nd Transportation Studies, Comp Plan (DIP and Light Rail Best Practices for example) locations for gateways and urban boulevards, the Building Sidewalk Design Guidelines, the Pedestrian Corridor Design Guidelines, the Light Rail Best Practices.
335	East Link Project Draft EIS	4.6-3	4.6.2.3: The section under climate change and greenhouse gases should reference the intent of the State legislature and the mayors of the affected cities to reduce their communities greenhouse gas emissions by certain percentages by 2020.
336	East Link Project Draft EIS	4.6-6	4.6.2.5 paragraph 2: The paragraph describing the designation of non-attainment and maintenance approvals from EPA is confusing and does not sufficiently define terms.
337	East Link Project Draft EIS	4.6-8	4.6.3.1: The analysis states that pollutant levels will decline as a result of other programs apart from the implementation of the proposed project. The project should explicitly state what sort of pollutants will be produced, specifically MSATs, as a result of the three build options.

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338	East Link Project Draft EIS	4.6-8	4.6.3.2: It is incorrect to state that the project will not generate any air pollution because it is electrically powered. It would be more accurate to state pollution will be minimal. The subsequent statements about the project resulting in changed behaviors and fewer cars on the road are more accurate.
339	East Link Project Draft EIS	4.6-8	4.6.3.2 paragraph 1: The final sentence should state that "intersections near the stations and park-and-ride lots**will** experience an increase in traffic congestion..."
340	East Link DEIS	4.7-1 Chapter 4.7 General Comment	No discussion on local noise regulations aside from brief mention in 4.7.3.5 and statement that contractors will seek "noise variance" (Page 4.7-24). Why does document not focus on trying to conform to noise regulations rather than defaulting to seeking a variance? Document focuses on State and Federal rules - how will construction noise meet BCC 9.18? How will long term faciltiy operations meet BCC 9.18?
341	East Link DEIS	4.7-1 Chapter 4.7 General Comment	Document does a good job of describing levels of noise and how they are measured, but does poor job describing levels of noise acceptable to each community impacted by the proposal. This should be addressed in the FEIS.
342	East Link DEIS	4.7-1 Chapter 4.7 General Comment	Document does not include a section addressing noise and vibration impact to natural environment. How will wildlife repsond? What sort of displacemet is expected? This should be addressed especially Segment B adjacent to Mercer Slough.
343	East Link DEIS	4.7-6	Document divides impact from noise by land use. Why is commercial and industrial type land use considered less sensitive to noise and vibration? What is this assumption based on? Employment centers should be considered equally as sensitive to disruption by noise and vibration at levels identified in BCC 9.18.
344	DEIS	4.7-13	Suggest additional mitigation options besides sound walls that support noise absorption over deflection, per city policy.
345	DEIS	4.7-19	2nd column, 1st paragraph: Note how long the heaviest construction periods are daily and for life of project.
346	East Link DEIS	4.7-19	Document identifies "Haul Routes" as exempt. City of Bellevue regulates noise associated with construction in off hours including haul routes. See BCC 9.18. City of Bellevue has a permit process for elevated noise levels associated with after hours construction activity. The ROW division of the Transportation Department is in charge of these noise permits (type TC).
347	DEIS	4.7-22	Bellevue Council adopted a resolution calling for noise mitigation "above and beyond" federal standards/requirements. Expect that the City will seek more effective noise mitigation than standard practices
348	DEIS	4.7-24	2nd column, 2nd paragraph: Include notation of noise barriers at Red Lion construction site (B3/B7)
349	DEIS	4.7-24	Bellevue will likely expect community involvement in establishing construction mitigation measures and in monitoring construction activities (per the Light Rail Best Practices project findings and resulting city policies)
350	East Link DEIS	4.8-1	Is "Ecosystem" formally defined somewhere or is this the only place this is defined? Please provide a source for this definition.
351	East Link DEIS	4.8-1	Second paragraph. Incorrect reference. Should be Washington State Department of Ecology not U.S. Department of Ecology.
352	East Link DEIS	4.8-1	Third paragraph. Although ecosystems are protected indirectly by federal, state, and local regulations; ecosysyems themselves are not defined and protected by federal, state, and local regulations. Rather, federal , state, and local laws protect various components of ecosystems.
353	East Link DEIS	4.8-1	Second paragraph. Text refers to "a variety of accpeted tools". Please list tools or reference appendix where tools are listed.
354	East Link DEIS	4.8-1	Why was upland vegetation only surveyed up to 100 feet?
355	East Link DEIS	4.8-1	Why were wetlands, wetland buffers, and aquatic habitat only surveyed up to 200 feet?
356	East Link DEIS	4.8-1	Define field survey. What does this mean. Is this a windshield survey or was actual field work done?
357	East Link DEIS	4.8-2	Please reference science that defines these habitat types.
358	East Link DEIS	4.8-2	4.8.2.1: Why were smaller patches left out? Recent science indicates patches considerd by this DEIS to be of "Lower-value" are integral to an urban habitat network and are important to the portions of various species life cycles. See Marzluff research.
359	East Link DEIS	4.8-2	Definition of "Habitat Value" is poor an should be re-drafted. Please explain how high habitat value is correlated directly to water quality improvement, groundwater recharge, and nutrient and sediment filtering? These are water quality functions, not habitat functions. Rather, habitat quality should be linked to stem density, patch size, matrix content, landscape connectivity, etc... Please correct this.
360	East Link DEIS	4.8-2	4.8.2.2: Was the Corps western coast regional supplement used? If not, why not?

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361	East Link DEIS	4.8-7	4.8.2.2: Note that "Special Criteria" are not considered a functional category in the rating system. There are only three functional categories - water quality, hydrologic, and habitat. Please correct this.
362	East Link DEIS	4.8-7	4.8.2.2: Last paragraph. Please note that there is a large wetland at 515 102nd Ave SE. This is within Segment C.
363	East Link DEIS	4.8-7	Table 4.8-1: Were these ratings cross checked for consistency with the ratings complete by the City of Bellevue (Watershed Company) as part of the SMA Shoreline Master Program update for the same wetland units?
364	DEIS	4.8-9	Seg A discussion: East Channel bridge? (not west)
365	East Link DEIS	4.8-9	4.8.2.5: Text states when discussing nesting under East Channel Bridge "and is expected to remain sucessful until the adults die." Is it possible to rephrase this?
366	East Link DEIS	4.8-10	Table 4.8-3: Please consider revising this table to indicate if the species is protected by local ordinance as a species of local importance.
367	East Link DEIS	Page 4.8-10 Tables 4.8-3 and 4.8-4, and associated text	Fish - chinook, sockeye, coho, and migratory cutthroat are documented as present in Mercer Slough, Sturtevant Creek (to I-405), Kelsey Creek, the West Tributary of Kelsey Creek (currently to Bel-Red Road, restored to headwaters in Bel-Red vision), Goff Creek (currently to Bel-Red Road, restored to headwaters in Bel-Red vision), Valley Creek, and Sears Creek. The current document in numerous segments and tables does not reflect the full salmonid use of Bellevue streams.
368	East Link DEIS	Page 4.8-11, Segment D	Anadromous fish passage in Sears Creek is blocked by a private culvert immediately south of NE 2nd Street, not Bel-Red Road.
369	East Link DEIS	4.8-11	Ecosystem: No mention of Sturtevant Creek wetland in Segment B discussion; please add as appropriate.
370	East Link DEIS	4.8-12	4.8.3.2: Please consider adding noise as an impact to resources. Perhaps cross-reference with 4.7?
371	East Link DEIS	4.8-12	4.8.3.2: Please consider adding impact from linear disruption in patch integrity. Impact should not simply be measured in square footage but rather to opportunity and ability for patch to perform functions identified.
372	East Link DEIS	Page 4.8-14 Table 4.8-5	Be sure to include current private flooding issues associated with Sturtevant Creek downstream of Lake Bellevue.
373	East Link DEIS	Page 4.8-16, Maintenance Facilities	The SR 520 maintenance facility alternative (MF3) proposes piping the stream under the facility (culverts). Bellevue has a "open stream" policy which does not support piping streams.
374	East Link DEIS	4.8-19	4.8.4-1: Mitigation measure to assure no net loss of wetland function should also include adequate buffers for newly created wetland areas.
375	DEIS	4.8-20	Revegetation of upland vegetation and wetland areas should happen as soon as possible. Is one year a federal requirement?
376	Water Resources	4.9-1	Document should refer to critical area ordinances throughout. Critical Area is a GMA term; there are no longer "sensitive area" ordinances
377	Water Resources	4.9-1	Table 4.9-1 contains a number of Eastside streams and the table identifies several as impaired for specific reasons; does the absence of check mark mean that those streams are not impaired or is it simply an indication of insufficient data
378	East Link DEIS	4.9-1	4.9.1 Introduction: Does not note local Shoreline Master Program
379	East Link DEIS	4.9-3	Note fish ladder and use of Slough for recreational non-motorized boating.
380	East Link DEIS	4.9-3	Sturtevant Creek is also bounded by a large wetland within shoreline jurisdiction between SE 6th and SE 8th- use is open space
381	East Link DEIS	4.9-4	4.9.2.3: Sturtevant Creek does have a recognized 100-year floodplain
382	Water Resources	4.9-4	At present it is incorrect to say that Bellevue generally complies with the Ecology 2005 manual. Bellevue still operates under rules that generally comply with the Ecology 1992 manual. This is expected to change in August 2009.
383	DEIS	4.9-4	4.9.2.4: Note that Beaux Arts Village is also reliant on ground water (wells) for their drinking water supply.
384	Water Resources	4.9-5	Exhibit 4.9-4 shows stream and wetland crossings. All stream and wetland crossings must be made by bridge or elevated sections (see LUC 20.25H.055.C.2.b). Abutments must be located outside riparian area to the maximum extent feasible. Culverts are not an option.
385	Water Resources	4.9-11	Given the impacts on listed Puget Sound Chinook, all PGIS areas that drain to receiving waters that hold these fish (Mercer Slough, Kelsey Creek and tributaries) should employ enhanced treatment to ensure reduction of dissolved metals and other pollutants. Failure to do so ensures long-term degradation of habitat and water quality and potentially endangers survival of salmonids in Bellevue's streams

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386	Water Resources	4.9-12	Why defer commitment to LID until the project stage, especially given that prevalence of outwash soils in part of the project area. It would be preferrable fo the EIS to clearly recognize the impacts of not doing so and make a commitment here to mitigate via LID to the maximum extent feasible.
387	DEIS	4.9-12	City interested in exploring LID measures in more advanced phases of design
388	East Link DEIS	Page 4.9-13, Segment D	Maintain earlier concerns about potential for impacts to the Bellevue regional facility on Sears Creek with the retained cut crossing.
389	Water Resources	4.9-13	No rise in the base flood "elevation"
390	Water Resources	4.9-13	Stream crossings require bridges as defined at LUC 20.50 as a structure spanning and providing passage over a gap or barrier, such as a
391	East Link DEIS	4.9-13	Note impacts to Sturtevant Creek floodplain
392	East Link DEIS	Page 4.9-15, Tunnel Seepage	Maintain earlier concerns about the impact of future tunnel seepage discharges on sanitary sewer capacities since seepage rates can be expected to increase as the tunnel ages. Note - If discharges of tunnel seepage into the City's sewers results in or contributes to a sewer capacity problem, Sound Transit would be responsible for addressing or contributing their fair share toward the cost of addressing those capacity problems.
393	Water Resources	4.9-16	Approval of East Link in critical areas would require, at minimum, a critical areas land use permit. At present, the only mechanism to approve thi use is as an essential public facility. Approval under 20.25H.055 requires a no technically feasible alternative test before critical areas are impacted and performance standards that require minimization of impact. These requirements should be included in the discussion of Alternatives and in all impact discussion involving critical areas since minimization of impact is the primary focus. Relocation of streams (e.g.
394	Water Resources	4.9-17	Mitigation section is quite weak and ignores the specifics of Bellevue's critical areas code. There seems an implicit assumption that feasibility test and performance standards, as well as mitigation standards can be met.
395	Water Resources	4.9-17	Crossing of Valley Creek cannot be accomplished using a culvert; a bridge with abutments outside the riparian area is required.
396	DEIS	4.10-4	Be more specific about what actions will be taken on East Link to implement ST's "Sustainability Initiative"
397	DEIS	4.11-5	Assume dewatering of tunnel if don't know groundwater depth north of NE 6th? What is the impact of groundwater on the tunnel?
398	East Link DEIS	Page 4.11-7, Groundwater Flow Alterations	The EIS should analyze potential interruption to groundwater flows to Mercer Slough and other wetlands from various tunnel options.
399	4.13 Electromagnetic Fields	4.13-1, -2, -3, -4	The report should more affirmatively address the known links between EMF exposure and human health, including more discussion to link the latest research outcomes with prudent avoidance and precautionary safety measures that are recommended in the current state of the science. Although ICNIRP is the formally recognized organization for providing guidance on the safety of non-ionizing radiation for the World Health Organization (WHO), the analysis should refer to the June 2007 WHO Report issued by its EMF Radiation Program as the latest source for conclusions regarding the health impacts of EMF on humans. As additional information, a 2007 report commissioned by the city, and used in part to identify potential EMF impacts in its 2007 Comprehensive Plan update of electrical facilities policies, concluded that existing policies in the Utilities Element are still consistent with both the status of scientific research regarding EMF and precautionary measures approaches recommended by the WHO. Examples of potential measures included in the WHO report should be included in the EIS analysis and mitigation measures.
400	DEIS	4.13-3	2nd column, 2nd to last paragraph: Is EMF additive?
401	DEIS	4.14-1	Additional public services include 2 post offices (Bell Way & NE 10th) and (116th & NE 4th) and a social security administration building (106th & NE 4th)
402	DEIS	4.14-4	4.14.3.2: It is not clear how emergency services will be able to access existing points of connection in the event of emergency response, within Downtown where there response needs may be higher or where remaining buildings elsewhere are potentially affected by either surface or elevated alignments. If access can not be gained does project mitigation include retrofitting buildings to meet point of connection requirements, if so, what additional system requirements are triggered and how are those addressed in the overall mitigation? What provisions will be made during construction to ensure emergency vehicle access or allow for building evacuations by tenants?
403	DEIS	4.14-4	What is the response time effect of emergency vehicles "...backtracking form the next signalized intersection or taking other routes.."?
404	DEIS	4.14-4	Would response to emergency incidents on elevated and tunnel sections require new equipment?

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405	Impacts During Operations	4.14-4	4.14.3.2: Raised mountable curbing should have a max height to allow police vehicles to travel across. Police vehicles have a lower clearance area than fire dept. vehicles.
406	DEIS	4.14-5	Who would monitor the CCTV system?
407	CPTED	4.14-5	Who is the Crime Prevention Through Environmental Design (CPTED) person? Is it a police officer who's profession is to provide crime prevention principles or is it a contractor who has had some training in CPTED? Recommendation is to ensure that is a police officer who evaluates and provides the CPTED principles in coordination with other appropriate city staff.
408	Security Patrols	4.14-6	Where does the funding for security come from? Sound Transit just eliminated security at the Bellevue Transit Center in January 2009 which causes concern for how long security will last at light rail.
409	DEIS	4.14-6	Where do the uniformed police officers come from? Does this mean City forces? If so, does ST pay for the increased police demands?
410	DEIS	4.14-7	Limitations of center roadway access - is there any way to modify the design to extract the extra one foot of width required for emergency vehicles? If so, what are the consequences?
411	Security Cameras	4.14-7	Will all tunnels be equipped with security cameras? How will tunnels be designed to prevent entry by unauthorized persons?
412	Lighting	4.14-8	What type of lighting will be installed? Cheaper lighting can give different color appearances. For example a man wearing a rainbow colored shirt under a low pressure sodium light will look like his shirt is a two tone grey or grey and white. This is obviously a problem for witness identification
413	DEIS	4.14-8	Provide a better idea of how much more crime occurs at tunnel stations than at elevated or at-grade stations. Again, who provides the surveillance, monitoring, policing?
414	DEIS	4.14-8	Would large emergency response vehicles (e.g., articulated fire truck/ladder truck) be able to turn around (u-turn) at intersections? Are the u-turns designed for these types of demands? Could have a major effect on response times
415	DEIS	4.14-10	If BNSF is inaccessible then how to respond to emergencies? How would construction impacts on police and fire access and response times be mitigated to ensure reasonable response?
416	DEIS	4.14-11	Station security is a community concern based on public comment. City-conducted light rail research revealed the critical importance of programming adequate security personnel at stations to deter crime. A second critical piece is adopting a fare enforcement policy for station areas. It is Sound Transit's responsibility to provide adequate staffing and resources in direct staff or in compensation to the city for responding to events at stations.
417	DEIS	4.14-11	How would higher police demands be met? ST "coordination" with public service providers will not be enough. Additional mitigation will be required.
418	Impacts during construction	4.14-11	The Public Safety Training Center is not used primarily for training local residents. It is used to train police and fire personnel. On occasion local residents are trained which is secondary.
419	East Link DEIS	4.15-1	4.15.2.2: The current text reads, "... Bellevue is upgrading several sewer facilities within the study area...". Bellevue is actually replacing and upsizing several sewer facilities, including a major sewer pump station, rather than simply upgrading existing facilities.
420	4.15 Utilities 4.15.3.2 Impacts during Operation	4.15-3	4.15.3.2: To the extent that the project identifies the need for new electrical facilities (e.g. substation expansion, distribution lines to the substation or traction power substations) that are not currently identified in the Utilities Element at Figure UT.5a, such facility construction necessary for the project may require amending the Comprehensive Plan, application of Comprehensive Plan policy for electrical facilities, and permitting through LUC Section 20.20.255 requiring siting analysis through the development review process for new facilities, and expanded facilities at sensitive sites, including a consideration of alternative sites. The analysis should identify any of those needs and reflect the city's process for review.
421	DEIS	4.15-5	B2A and B3 are same design from I-90 to SE 15th street. Why are the figures for sewer line relocation different between these two alternatives?
422	DEIS	4.15-5	B2A, B2E, and B3 notes that PSE electrical lines near Bellevue Way/SE 30 would need to be raised - appears to contradict Bellevue undergrounding requirements noted on p. 4.15-3
423	East Link DEIS	4.15-6	Exhibit 4.15-1: This Exhibit identifies major confilicts with utilities. Please note that the stormwater and sewer conflicts shown on 106th Ave NE are with a 54-inch stormwater pipe and an 18-inch to 24-inch sewer pipe. In additon, there are 72-inch stormwater detention pipes at 3 locations in NE 6th Street with one located under the existing transit center and the other two located between the transit center and I-405.

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424	DEIS	4.15-9	C1T and C2T alternative descriptions both note the need to raise PSE lines across 116th - this appears to conflict with Bellevue undergrounding requires noted on p. 4.15-3
425	DEIS	4.15-9	Note recently installed gas main on 110th and 112th (summer/autumn 2008)
426	DEIS	4.15-10	D2A, D2E, and D5 all note need to modify electrical line towers - the city will need to evaluate whether the Bellevue policy noted on page 4.15-3 requires these to be undergrounded and, if so, the impacts should be analyzed in the FEIS.
427	DEIS	4.15-11	It is not clear what provisions will be taken to minimize power disruption during construction or switchover to the proposed facilities or the extent communication facilities will also need extensive relocation. Example where communication facilities are air pressured to ensure operation, what is the expected duration to address relocation for such facilities, as on Kamber Road/Richards Road such work occurred over a year in advance of roadway projects.
428	DEIS	4.16-4	Segment B discussion - note Pilgrim church is eligible, but not registered as historic structure
429	East Link Project Draft EIS	4.16-4,5	4.16.2.3: Segments B and C contain significant cultural/historical resources for the City of Bellevue. Considering the relatively small number of features in Bellevue that are of significant cultural/historical value, these features are extremely important for preservation and would be extremely difficult to mitigate for.
430	DEIS	4.17-2	Add discussion of Downtown Park in Segment C (adjacent to C1T alignment)
431	East Link Project Draft EIS	4.17-2	4.17.2.4: The description of recreation resources in Segment D is lacking any description of proposed facilities associated with linnear green space corridors that will be developed as part of the Bel-Red Corridor land use plan update. The corridors will be riparian buffers with trails. There is also proposed to be significant ped/bike facilities at grade on the surface streets.
432	Affected Environ: Parkland	4.17-2	4.17.2.2: The facility referenced below was completed before the DEIS was published. "...characterized by wetland systems, the Mercer Slough Blueberry Farm, a new Environmental Education Center~~under construction~~ on the east side of the park.."
433	Affected Environ: Parkland	4.17-2 D-7	4.17.2.3: The following correction would bring consistency with similar wording in Appendix D (D-7): "prepared a proposed Master Plan for developing Surrey Downs Park and is expected to adopt the Master Plan in~~December 2008~~early 2009."
434	East Link Project Draft EIS	4.17-4	4.17.3.2: The EIS does not address the fact that one significant recreational use of the Mercer Slough Nature Park is the enjoyment of and observation of wildlife. The construction and operation of the light rail line within or adjacent to the boundaries could have a adverse impact on wildlife use of portions of the open space, thus impacting recreational use.
435	Affected Environ: Parkland	4.17-4 4.17-13	4.17.3.2 & 4.17.3.3: In the FEIS, it may be necessary to reference the 112th Avenue SE Mercer Slough Restoration project within these sections of 4.17. This capital project is funded, has been subject to SEPA review and will be implemented in 2009. The project scope includes construction of a soft-surface trail with bridge and staircase, invasive plant species removal and native plant restoration across a 73,625 square foot area adjacent to the east edge of 112th Avenue SE between Bellevue Way and SE 8th Street. This project is on privately owned property within a designated Native Growth Protection Area.
436			Public access to the new trail facility is secured through a land use agreement with the property owner. Route alternatives B2A/B3 (at-grade) may cause permanent impacts to this project due to the widening footprint of the 112th road/rail facility. It is likely that alternative B2E (elevated) may create a permanent and visual and aesthetic impact to the public access trail. Temporary construction easements for all three alternatives may also impact this project. If any of these route alternatives are included in the FEIS, appropriate analysis of the project impacts and necessary mitigation should be considered.
437	Affected Environ: Parkland	4.17-7 4.17-15 D-11	4.17.3.2 *Impacts During Operation*: "The B2A connection would have a net benefit to Surrey Downs Park... and would help facilitate implementation of the City of Bellevue's proposed Surrey Downs Master Plan to redevelop the park facility. Sound Transit would also coordinate with the City of Bellevue on Master Plan development if this alternative is selected." More detail is needed on how Sound Transit intends to coordinate on master plan development. This phrase seems to contradict 4.17.4 and D.5 *Potential Mitigation Measures*, which propose "landscape restoration after construction, as agreed to with the City, but not park development." The City does not believe that landscape restoration alone offsets the impact of five years of temporary use and possible delay in master plan implementation.

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438	Affected Environ: Parkland and Section 4(f)/6(f) Evaluation	4.17-15 D-11	4.17.4 and D.5 *Potential Mitigation Measures* propose a mitigation package for the B2A to C2T and C3T connection that includes (1) financial compensation for use of the park, (2) noise and visual screening and (3) landscape restoration after construction, but not park development. The City finds all three elements to be standard construction practices rather than exceptional mitigation for impacts to protected parkland. As such, the proposed mitigation is insufficient to offset up to five years of loss of functionality of the park resource and potential delay of master plan implementation. The City provided Sound Transit with a preliminary opinion on mitigation for this and other potentially impacted parks. This document is printed in the DEIS as Attachment 1 of Appendix D.
439	DEIS	4.17-17	B7: I-90 dominates views to the south of the I-90 trail. To the north, recreationists view parkland. Acknowledge elevated structure above park would be dominant and noticeable and affect visual experience of park users (sensitive viewers).
440	DEIS	4.17-15 & D-11	Table 4.17-7 - Surrey Downs park mitigation - Include noise and visual screening also for residents on north and west sides of staging area.
441	DEIS	5-3	Cumulative impacts Transportation section should acknowledge cumulative impacts on local streets, not just highway system, specifically that increased volumes and LRT at-grade will impact street operations and both LRT and vehicles need functional street network to meet transportation demand.
442	DEIS	5-4	Exhibit 5-1 - include NE 2nd and TPA projects if included in analysis.
443	DEIS	5-7	Why was I-405 Bus Rapid Transit system not included in cummulative impacts section? Why was I-405 Master Plan not included? These should be included in the FEIS.
444	DEIS	5-8	Land Use section states that "...these transportation projects would support high-density, mixed use redevelopment, which would be a beneficial cummulative effect." This is not true for South Bellevue (segment B).
445	East Link DEIS	5.8	5.5.4: A.) Add to 3rd sentence of first paragraph as follows: "or increased density and growth."
446	East Link DEIS	5.8	5.5.4: B.) Change 5th sentence from "It is likely that most..." to "It is possible that most, and that new businesses may replace other businesses as the customer base grows and changes."
447	East Link DEIS	5.8	5.5.4: C.) Add to end of first paragraph as follows "Careful planning and design for stations, Transit Oriented Development, and properties adjacent to stations will be a critical factor in assuring that the stimulative impact is realized."
448	East Link DEIS	5.8	5.5.4: D.) With respect to mitigation measures, you could add similar comments as noted above, as found in our comments to section 4.3. (page 4.3-13).
449	DEIS	5-9	The economic impact of prolonged construction needs to be described in greater detail.
450	5.5 Cumulative Impacts	5-9	The first sentence of Sec. 5.56 is too broad. Additional design detail would be needed to know if the East Link Project is consistent with applicable plans and policies related to the visual environment.
451	5.5.5 Social, CF & Neighborhoods (Cumulative Impacts)	5-9	Cumulative Impacts related to Social Impacts, Community Facilities, and Neighborhoods are characterized as: " result(ing) in primarily beneficial cumulative impacts on neighborhoods." However construction impacts "...could result in adverse cumulative impacts on neighborhoods and social facilities. Cumulative impacts could include temporary increases in traffic through neghborhoods, changes in traffic patterns, and construction noise and dust. Construction activities can hinder access and interaction among neighborhoods due to increased congestion, detours, and lane or road closures. See the Light Rail Best Practices Report related to Community and Neighborhoods; Land Use; and Construction Impacts and Mitigation for discussion and mitigation measures.
452	DEIS	5-10	Statements regarding the value of higher density developments are subjective and conflict with the City's objectives for established South Bellevue neighborhoods - density and land use change is viewed as a threat in South Bellevue in particular.
453	East Link DEIS	5-11	5.5.8: Why aren't cumulative impacts associated with co-locating I-405 and new rail system identifed? Long term operational impacts in terms of noise and vibrations when assessed cumulatively between I-405 and rail may cumulatively be increased. Even though stated to be mitigated, cumulative impacts are denied as possible in paragraph two.
454	East Link DEIS	5-12	5.5.9: Why are impacts only considered to high value habitat? Would not impacts to low value habitat also be a "cumulative impact"?
455	5.5 Cumulative Impact Assessment	5-13	Section 5.5.11 should identify whether system will require new substations and what neighborhoods would be impacts by substation expansion
456	5.5 Cumulative Impact Assessment	5-14	Section 5.5.17 - doesn't appear to fuly recognize eligible historic structures in Bellevue

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457	Cumulative Impacts	5-15 2	F5-D-7 5.5.18 *Reasonably Foreseeable Future Actions, Cumulative Impact Assessment for Parkland and Open Space* List Surrey Downs Park Master Plan implementation as a reasonable foreseeable future action since (1) the master plan for redeveloping the park has been completed and subject to SEPA review and (2) implementation is funded by a levy approved by voters in November 2008. In addition, listing the master plan in
458	6.1.5. Cost effectiveness of Project & Alts	6-2 & 6-17	Table 6-1 on page 6-2 shows D5 as having equal or nearly equal boardings as the NE 16th D Alternatives, which seems unlikely since D5 runs through a freeway ROW while the NE 16th Alternatives run through commercial/light industrial development; and D5 has 2 fewer stations that the NE 16th D Alts. This also calls into question that on page 6-17 D-5 is shown as the most cost-effective of the D alternatives based on annualized cost divided by the projected number of riders. (note in text that cost-effectiveness of Seg D does not reflect Bel-Red land use planning; which would further increase boardings & cost effectiveness of NE 16th Alternatives).
459	6.1.1.3 Ridership, Table 6-1	6-2 6-3 6-4	Ridership figures should be based on corrected population, household and employment figures.
460	DEIS	6-3	2nd column, 2nd text line: "persons with disabilities"
461	DEIS	6-5	Table 6-3: Air Quality, Savings - are 3 and 2 switched?
462	DEIS	6-9	Par 1 - There are a number of underdeveloped parcels (currently occupied by low-rise restaurants and parking) around the transit center downtown, creating opportunity for additional TOD around a light rail station. Rephrase to reflect this.
463	DEIS	6-11	*Destination 2030* reference: East Link is a key project to fulfill the plan, but the text ignores future extensions (Totem Lake, Issaquah, etc.).
464	6.1.3.2 Seg specific support of LU goals	6-11	Overly broad statement: "The success of such development depends to a considerable degree on supportive policies designed to make appropriate areas around transit stations more attractive for development than other areas."
465	6.0 Alternatives Evaluation	6-12	RE: Bellevue Way Tunnel Alternative (C1T) and the statement"The Bellevue Way Tunnel Alternative (C1T) would provide an additional station at Main Street in Old Town Bellevue, an established residential and retail district that has ongoing projects to increase density": "Ongoing projects" should be clarified. It is true that density in this area will increase over time due to ongoing private development projects (consistent with the Land Use Code and Bellevue Comprehensive Plan) but the City itself does not have "ongoing projects" aimed at increasing density. Also, change "Old Town Bellevue" to "Old Bellevue" wherever it appears in the EIS.
466	6.1.3.2 Seg specific support of LU goals	6-12	Seg C "...Alt C1T would provide an additional station at Main Street in Old Town Bellevue, an established residential & retail district that has ongoing projects to increase density." Needs clarification of "projects" that doesn't imply a City proposal like Bel-Red; i.e.: "district that has a number of newer development projects that have replaced older, less dense land uses".
467	6.1.3.2 Seg specific support of LU goals	6-12	Maintenance Facilities section should mention that MF2 and MF3 is inconsistent with Bel Red corridor plan & proposed land use changes. "...the land uses around all the proposed maintenance facilities are generally light industrial or commercial, which are compatible with maintenance facility operations." Does mention that a Children's Hospital proposal is under review by the City.
468	East Link DEIS	6-17	The analysis of cost-effectiveness of the Segment D alternatives is based on the assumption that each alignment alternative would have the same ridership. As noted above, this is a dubious assumption, since Alternative D5 has two fewer stations in Segment D than do the other alternatives. Therefore, even if D5 is less expensive to build, if it generates lower ridership than the others that would affect the cost-effectiveness calculation for Segment D.
469	DEIS	6-18	Should note longer term effectiveness of various alternatives when considering extensions consistent with the ST Long Range Plan. Additionally, compatibility with the broader expansion of the regional transportation system should be noted (I-405 Master Plan, BNSF corridor, tolling, etc.)
470	DEIS - Appendix C	C-2	Note in discussion of Demographics of Study Area that according to the 2000 census, 43.5% of the downtown Bellevue population are seniors, a population included in Title VI evaluations.
471	DEIS - Appendix D	D-6	How is the community/City compensated for temporary use of park and open space?
472	DEIS - Appendix D	D-6	How would ST access B7 and B2E remote elevated structures for maintenance and repairs?
473	DEIS - Appendix D	D-6	What does "new access" mean to the east side of Mercer Slough Nature Park? Is this intended to mean that LRT would provide a benefit to the Park?
474	DEIS - Appendix D	D-7	Is a temporary construction trestle the only viable construction technique? Why couldn't another, potentially less disruptive technique be used?
475	DEIS - Appendix D	D-7	Pilgrim Lutheran Church - would the detention vault be built on an easement? How would future development be affected?

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476	DEIS - Appendix D	D-8	Straddle bents on two sides of pocket parks will create dominant and noticeable feature and affect visual experience of park views and open space.
477	DEIS - Appendix D	D-8	What constitutes "temporary"? In McCormick Park many mature trees (50+ years old) would be removed. Vegetation would take decades to reestablish.
478	DEIS - Appendix D	D-11	Surrey Downs Mitigation: As discussed in City de minimus letter, under certain conditions, park development may be necessary mitigation for de mimimus finding.
479	DEIS - Appendix D	D-11	Define "financial compensation" in Table D-4
480	4(f)/6(f) Evaluation	D-13	D.6.1: The City of Bellevue does not find that the Evaluation of Avoidance Alternatives for McCormick Park meets the federal regulatory standard for such analyses as codified at 23 CFR 774.17 under the definition of*Feasible and prudent avoidance alternative*. Specifically, none of the conclusions regarding feasibility or prudency given in D.6.1.1 are tested or proven by a cost-benefit, level of service or other fact-based analysis.
481	DEIS - Appendix D	D-14	112th Elevated - description understates distance to BTC due to 600-foot superblocks "(one-block)" is misleading
482	4(f)/6(f) Evaluation	D-14	D.7: The 23-acre parcel highlighted as the only parcel acquired with the Land & Water Conservation Fund (LWCF) is not correct. Therefore the 6(f) evaluation in the DEIS is incomplete (in addition, the referenced map at Exhibit 6-2 was not printed). Additional properties within the park benefited from LWCF and will be subject to land replacement requirements. Further, many additional parcels within the overall park were purchased with support of State of Washington and King County Bond programs that contain change of use and replacement conditions similar to LWCF. A more robust evaluation of replacement land required to meet LWCF and other public funding source restrictions before a final route alignment is identified.
483	DEIS - Appendix E	E-1	Further refinement of operating plan should be developed in partnership with cities to optimize both LRT and traffic operations (timing, frequency, etc.) Does ST2 funding allow for increased service if demand warrants?
484	DEIS - Appendix F	F4.2-4	If D5 is selected what would it mean to Bel-Red redevelopment plans? Text states that Bellevue will need to adjust/revise its Comprehensive Plan to reflect the preferred alternative. Does this mean that Sound Transit expects the City to reconsider the Bel-Red Plan?
485	DEIS - Appendix F	F4.2-4	Downtown Subarea Plan - some alternatives are consistent with the plan, but not all. Text needs to be revised to acknowledge this - e.g., C4A is inconsistent because of a different one-way couplet. C7E and C8E are inconsistent with urban design principles.
486	DEIS - Appendix F	F4.2-4	F4.2.3.11.2: Without additional pedestrian facilties access to/from the hospitals would be limited.
487	DEIS - Appendix F	F4.2-4	Within section F4.2.3.6.2 of the DEIS (Project Consistency), the document states that "...the SR520 Alternative (D5), although consistent with plans and policies, would not allow the opportunity to fully implement the adopted policies for the Bel-Red neighborhood." Specifically, what "plans and policies" is Alternative D5 consistent with?
488	Appendix F4-2 F4.2..6 COB Comprehensive Plan	F4.2-4 F4.2-12	Table F4.2-1 on page F4.2-12 lists Bellevue Comprehensive Plan policies relevant to the East Link Project. Bellevue's 6/20/07 document "Bellevue's Comprehensive Plan Policies Identified in LRT Policy Review" includes these Comp Plan Policies not included in Table F4.2-1: Land Use Policy LU-15 related to restoration of trees and vegetation; Land Use Policy LU-16 related to preservation of open space and key natural elements; Land Use Policy LU-19 related to maintaining the stability and vitality of residential neighborhoods; Land Use Policy LU-21 related to maintaining the city's older housing stock to meet the evolving needs of residents; Land Use Policy LU-28 related to supporting DT's development as an Urban Center; Land Use Policy LU-29 related to strengthening DT as the primary commercial area; Transportation Policy TR-3 related to supporting Urban Centers growth strategy & directing growth to Urban Centers; Transportation Policy TR-7 related to locating new community facilities near major transit routes & in areas convenient to pedestrians & bicyclists; Transportation Policy TR-14 related to development incorporting features that encourage alternatives to single-occupant vehicles; Transportation Policy TR-22 related to achieving progress on LOS standards and other mobility targets within Mobility Management Areas; Transportation Policy TR-23 related to coordinating improvements & connections among travel modes;

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489	Appendix F4-2 F4.2..6 COB Subarea Plans	F4.2-4 F4.2-12	"Only The Downtown Subarea Plan and the Bel-Red Subarea Plan have policies relevant to the East Link Project, which are recorded in Table F4.2-1." Bellevue's 6/20/07document "Bellevue's Comprehensive Plan Policies Identified in LRT Policy Review" includes these Subarea Plan Policies not included in Table F4.2-1: **Downtown Subarea Plan Policies:**S-DT-3; S-DT-4; S-DT-8; S-DT-10; S-DT-17; S-DT-18; S-DT-20; S-DT-21; S-DT-22; S-DT-35; S-DT-38; S-DT-39; S-DT-40; S-DT-45; S-DT-47; S-DT-48; S-DT-50; S-DT-51; S-DT-52; S-DT-53; S-DT-54; S-DT-55; S-DT-56; S-DT-57; S-DT-81; S-DT-86; S-DT-88; S-DT-118; S-DT-119; S-DT-130; S-DT-131; S-DT-132; S-DT-134; S-DT-135; S-DT-136; S-DT-141; S-DT-145; S-DT-148 **Eastside Transportation Program Policies:**ETP-20; ETP-24; ETP-25; ETP-27; ETP-28; ETP-29; ETP-31; ETP-33; ETP-34; ETP-45; ETP-46 **Southwest Bellevue Policies:**S-SW-1; S-SW-2; S-SW-13; S-SW-19; S-SW-33; S-SW-34; S-SW-38 **Richards Valley Subarea Plan Policies** S-RV-1; S-RV-2; S-RV-6; S-RV-7; S-RV-8; S-RV-23; S-RV-24 **Bridle Trails Subarea Plan Policies:** S-BT-22; S-BT-23;S-BT-24; S-BT-32; S-BT-40; S-BT-41; S-BT-42 **North Bellevue Subarea Plan Policies:** S-NB-6; S-NB-17; S-NB-21; S-NB-24; S-NB-29; S-NB-31; replace references to "Northtowne neighborhood" in DEIS to "North Bellevue Subarea," as "Northtowne" is an identified neighb **Wilburton/N. E. 8th Street Subarea Plan:**S-WI-13; S-WI-29; S-WI-30;
490	DEIS - Appendix F	F4.2-6	Pro forma consideration of policies. Local adopted policies are intended to be supportive of light rail. Collaboratively pursuing the intent of the policies benefits not only the cities but Sound Transit, too, as policies help maximize return on East Link investment.
491	DEIS - Appendix F	F4.2-12	Table F4.2-1 policy discussion is vague and in many cases inaccurate. This section needs major rework. For example, LU-22: elevated options would be inconsistent with this policy. C4A would arguably be inconsistent with TR-8 and TR-29. Elevated alternatives could be considered inconsistent with TR-70 and TR-71. D5 would be inconsistent with TR-75.6, 75.7 and 75.10. B7 would be inconsistent with TR-75.9. There are many problems in this table that need fixing.
492	4.2.3.2Consistency with Land Use Plans & Policies	F4.2-12	Appendix F4.2 Land Use Plans, Goals, & Policies: This section included all of the Light Rail Transit policies (adopted August 2008 as a new section to the Comprehensive Plan Transportation Element). Some of the policies that were referenced to this new section were included in Appendix F4.2, but these were not: Transportation Policy TR-28 supporting neighborhood involvement in the planning and design of transportation systems. Transportation Policy TR-46 supporting calming measures to reduce cut-through traffic. Transportation Policy TR-56 supporting partnerships that improve pedestrian and bicycle access to transit services and facilities. Transportation Policies TR-62-65 regarding park and ride facilities. Transportation Policy TR-67 supporting preservation of necessary right-of-way for regional transit facilities. Transportation Policy TR-69 supporting partnerships that promote regional transit services to commuters, residents and employers. Transportation Policy TR-79 supporting pedestrian and bicycle projects that provide accessible linkages to the transit system. Transportation Policy TR-80 supporting improved pedestrian and bicycle linkages to transit and school bus systems; and supporting improved security and utility of park-and-ride lots and bus stops. Transportation Policy TR-112 supporting physical treatments to reduce noise impacts on adjacent neighborhoods from transportation construction projects. Transportation Policy TR-119 supporting residential parking zone programs to reduce spillover parking. Urban Design Policies UD-47-49 for guidance on the design of transit facilities. Environmental Policies EN-59-66 for guidance on protection of wetlands and habitat. Community Participation Policies for guidance on expanding public participation.
493	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	TR-2: to be consistent with this policy, the discussion should be appended with, "...to design and operate a system that carries out the city's land use and transportation goals."

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494	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, add Policy TR-50 regarding implementing Bellevue Transit Plan, same discussion as TR-2 with appended discussion cited above.
495	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, add Policy TR-56 about linking neighborhoods to transit. Discussion could include light rail best practices actions such as station design, pedestrian and bicycle access and station facilities, attention to safety and feeder bus service to serve areas beyond walking or cycling distance.
496	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, Policy TR-59 was amended by Council in August 2008 to read: "Provide regional leadership for regional transit system planning efforts." No change to discussion is needed.
497	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, add Policy TR-62 about park and ride lots and the relative consistency, or inconsistency of the 3 potential park and ride stations in the Bellevue portion of East Link.
498	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, TR-70 discussion has general statement about East Link supports mixed use land use, etc. However, discussion does not address varying levels of service provided by different alternatives (e.g. C7E does not serve western or central portions of downtown as well as other C segment alternatives, D5 does not serve planned TOD in Bel-Red).
499	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, Policy TR-74 was amended by Council in August 2008 to read: "Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Belevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers." Additionally, Policies TR-73, 74 and 75 discussion should be revised to read: "Downtown Bellevue is served to varying degrees by each alternative; from tunnel and at-grade alternatives that serve the western and central portions to an elevated alternative that primarily serves the eastern edge of downtown."
500	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-13	Table F4.2-1, add Policy TR-77 about considering pedestrians, bicyclists and other modes in designing transportation system. Same discussion for Mobility Management Goals.
501	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-14	Table F4.2-1, Policy TR-75.1 discussion does not address intent of policy. Policy is not about balancing regional system, but about balancing system performance with local land use and transportation objectives, environmental and neighborhood impacts when selecting alignment.
502	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-15	Table F4.2-1, Policy TR-75.5, intent of this policy is to ensure that the addition of light rail does not reduce the capacity of travel lanes on existing city arterials, especially in the downtown where capacity for non-rail vehicle travel is already constrained.
503	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-15	Table F4.2-1, Policy TR-75.7, discussion does not address varying levels of service provided by different alternatives (e.g. C7E does not serve western or central portions of downtown as well as other C segment alternatives, D5 does not serve planned TOD in Bel-Red).
504	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-15	Table F4.2-1, Policy TR-75.8, discussion does not address varying levels of service provided by different alternatives (e.g. C7E does not serve western or central portions of downtown as well as other C segment alternatives, D5 does not serve planned TOD in Bel-Red).
505	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-15	Table F4.2-1, Policy TR-75.9, discussion does not address minimization and mitigation for neighborhood impacts.
506	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-15	Table F4.2-1, Policy TR-75.10, not all Segment D alternatives are consistent with the Bel-Red Subarea; D5 does not provide light rail service to the planned transit oriented development (TOD) of the Bel-Red corridor and would detract from the quality and function of those TOD nodes.
507	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-17	Table F4.2-1, Policy TR-75.23, enactment and enforcement of a "fare paid zone" around stations is an important deterrent and security measure employed by other transit systems and it should be included as a mitigation measure.

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508	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-17	Table F4.2-1, Policy TR-75.28, intent of policy is to ensure that light rail stations are designed to encourage use by facilitating access from other modes (e.g. buses) that allow more people to access light rail without having to drive; also to make sure the design of the station incorporates safe access routes from other modes to the trains.
509	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-18	Table F4.2-1, Policy TR-75.33, policy also applies to construction noise and is intended to discourage simply deflecting noise as a means to mitigate.
510	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-18	Table F4.2-1, Policy TR-75.35, management plans are an important part of this policy, as is consideration of alternative sites for staging areas to avoid residential impacts. Additional mitigation and consideration of other viable staging sites should be documented.
511	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy CF-6 regarding non-city managed facilities develop LOS standards and consistency with Bellevue's Comprehensive Plan.
512	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy CF-8 regarding review of non-city managed capital facilities for consistency with Bellevue's Comprehensive Plan.
513	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy CF-16 regarding the siting process for essential public facilities. This policy includes a process for siting essential public facilities not explicitly permitted in the city's land use code.
514	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies CP-1, -7 and -8 regarding public involvement.
515	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy EN-3 regarding prevention of degradation to environment, including global climate change.
516	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy EN-7 regarding protection of environment through consistency with Growth Management Act (GMA).
517	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy EN-14 regarding monitoring and adaptive management of mitigation projects.
518	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy EN-27 regarding the use of low impact development techniques and green building practices.
519	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policy EN-49 regarding preservation and/or enhancement of vegetation.
520	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies EN-59 and -61 regarding protection of aquatic and riparian habitat.
521	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies EN-88, -89, and -93 regarding noise impacts and mitigation measures.
522	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies CF-6, -8, and -16 regarding capital facilities plan.

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523	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies SH-6, -7, -8, -12, -13, -41, and -43 regarding the shoreline management program.
524	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Element Goals and Policies UD-2, -3, -7, -9, -14-19, -27, -30-32, -35, -42, -56, -62, -63, -72, -75, and -76 regarding urban design for infrastructure and other development throughout Bellevue.
525	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies UT-34, -35, -39, and -71 regarding utilities and other public infrastructure.
526	Appendix F4.2 Land Use Plans, Goals & Policies	F4.2-19	Table F4.2-1, add Policies ED-17, -18, -21 and -26 regarding economic development.
527	Appendix F4.3, Economics Existing Condition Data.	F4.3-3	Table F4.3-5: Figures for population, households, and employment forecasts appear to be erroneous. See Attachment XX for figure corrections.
528	East Link DEIS	F4.3-3	The population and employment forecasts for station areas as reported in Table F4.3-5 seem much too low for the 2030 time horizon, particularly for Segment C, Downtown Bellevue.
529	DEIS - Appendix F	F4.5-4	Key Obervation Point (KOP) 4 is Exhibit 5a, 5b; KOP 5 is Exhibit 6a, 6b
530	DEIS - Appendix F	F4.5-8	C4A discussion, 1st sentence states that visual quality of KOPs along C4A would not be affected, but discussion of KOP 11 says visual quality will change from high to medium. Need to correct first sentence to acknowledge change.
531	DEIS - Appendix F	F4.5-8	C8E discussion 2nd sentence says both KOPs change from high to med; discussion of 11, last sentence states change from high to low. Correct intro sent.
532	DEIS - Appendix F	F4.5-25	Simulation does not fully address the negative impacts on the City Hall Plaza or the Pedestrian Corridor. Alt C8E not appropriate at this location. Cannot be mitigated to maintain function and design aesthetic in the area.
533	DEIS - Appendix F	F4.9-3	Segment C storm water discussion inconsistent (e.g. C4A no detention in paragraph 1, then implies a number of facilities in paragraph 2), has typos, and omits discussion of C7E and C8E. This should be corrected.
534	DEIS - Appendix F	F4.17-1	Table F4.17-1: Surrey Downs Park larger than 4.9 acres - include district court site in the figure b/c court site considered part of the park by the city and treated as part of the park by ST throughout the DEIS. Include planned Bel-Red parks in this table in FEIS.
535	DEIS - Appendix F	F4.5A-5	Fail to see the value of Table 1 - the ratings are subjective and it is difficult to understand rationale for variations. For example, row 37: 110th elevated would have a major impact on the streetscape. How would stations be "designed to be compatible with the character of the area near it"? What is compatible about a 40-50 foot tall station structure that shadows the entire street? Do the ratings reflect 2006 conditions or planned land uses?
536	DEIS - Appendix F	F5-1	Table F5.-1: Include TPA projects and Children's Hospital development
537	Appendix G1	G-B7	Why is the existing signal at SE 10th St gone?
538	Appendix G1	G-B7	Is the existing SB to EB left turn from BW to the Fire Station removed?
539	Appendix G1	G-B16	Should provide a bypass lane from NB BW to NB 112th
540	Appendix G1	G-B17	Will the EB to SB overlap with SB thru be removed?
541	Appendix G1	G-B30	Is a new signal really needed? Which signal warrant was met?
542	Appendix G1	G-B40	Is a new signal really needed? Which signal warrant was met?
543	Appendix G1	G-B55	Huge impact on traffic operations..added signal phases - need description of proposed mitigation.
544	Appendix G1	G-C15	Drawing C2T-KP03: With alignments crossing I-405 along NE 6th Street, it is not clear how the alignment is offset either horizontally or vertically with the existing HOV interchange at NE 6th. This is needed to better assess or identify further questions regarding constructability and mitigation of impact, i.e., pier placements in the structure relative to the existing moment slab for the cantilever of I-405 northbound lanes, which is quite extensive. or penetrations regarding geo-textile fabric, which supports the structural earthen wall with concrete panel fascia.

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545	Appendix G1	G-C16	Drawing C2T-KP04: It is not clear how construction of the proposed track or pier placement for the station addresses or mitigates impact to the open stream channel west of Sunset Glass and the adjacent building to the north.
546	Appendix G1	G-C52	It appears the NB left turn lane on 112th at Main is significantly shortened...what is the new length and how does that compare to existing?
547	Appendix G1	G-C73	Why aren't the 108th and 110th sections from 4th to 12th shown..maybe I missed them?
548	Appendix G1	G-C54	Why are vehicles allowed to turn right out of NE 3rd St?
549	Appendix G1	G-C57	Why are gates shown installed on 108th Ave driveways and not 110th driveways?
550	Appendix G1	G-C57	Why does 108th have shared thru-left lanes instead of exclusive left only lanes?
551	Appendix G1	G-C78	Drawing C7E-KP03: It is not clear how pier placements for the approach to NE 12th can actually be placed with the adjoining underground parking garage that extends to the back of sidewalk or how existing structures will be modified to address the additional surcharge loading generated by the added elevated or surface load? How are such impacts to existing underground facilities to be mitigated, and if this also places other franchise or other city utilities/poles outside of the existing roadway prism, there is no indication how such relocations address similar conditions/conflicts with underground parking structures or building. Example relocation of main power feeds into downtown with applicable transformers/switches, etc.
552	Appendix G1	G-C78	Drawing C7E-KP03: It is not clear how the proposed crossing allows or does not preclude implementation of the proposed southbound weave and ramps to NE 10th Street from SR 520 and planned widening of I-405. Further is it not clear how the overall span is expected to occur in a manner that does not preclude implementation of HOT lanes or Enhanced Toll lanes with potential highway to highway connections.
553	Appendix G1	G-D4	Drawing D2A2KP01: It is not clear how this alignment and profile will function with the proposed NE 15th/16th Roadway alignment, addressing how the roadway may require split grade to facilitate the LRT alignment approach from the south (BNSF) right-of-way. Especially as 15th/16th is 23.5' above the BNSF rail alignment with a 6% grade. Further it is not clear how underground utilities are addressed between the two elements, i.e., new water or wastewater mains that will be located in the roadway.
554	Appendix G2 Table and Maps	G2	It would be helpful to have some indication of which parcels would be partial vs. full displacements in both the tables and maps. They currently do not clearly differentiate between the two categories.
555	Appendix G2	G2-34	It is not clear, based on the potential MF1 site how impact to existing essential government facilities are to be mitigated, meaning what locations have been identified for potential relocation; whereas, it would meet land use requirements or further mitigate such site relocation impacts as a result of the proposed facility?
556	Appendix G2	G2-34	It is not clear how the rail alignments that provide a connection to the north mitigate impact to the proposed Children's Hospital development, that may also be considered essential facilities or adjacent wetlands in the SE corner of the site.
557	Appendix H1	1-1	4th paragraph: Parking evaluated within 1/2 mile according to DEIS text, not 1/4 mile. Which is it?
558	Appendix H1	3-4	Section 3.3.1: Appreciate use of BKR model transportation network. Should also use BKR land use to better reflect densities and transit oriented land uses - PSRC zones are too large and do not reflect actual or planned land use densities. This will have a big impact on ridership and traffic analysis
559	Appendix H1	3-5	Table 3-3: No build assumptions are inconsistent with adopted regional plans such as I-405 Master Plan and are inconsistent with Bellevue's Downtown Implementation Plan. Why such conservative assumptions?
560	Appendix H1	3-5	Table 3-3: Metro making 10 year plans - update in table and in discussion
561	Appendix H1	3-5	What is basis for 2% growth assumption for vehicle volumes?
562	Appendix H1	3-7	Table 3-5: What is the no build transit baseline? Are service investments/growth assumptions reasonable? The baseline will have a big influence on the projected number of Daily New Transit Riders so this is very important. The numbers seem low and elsewhere in the report the baseline transit assumptions appear very aggressive.
563	Appendix H1	Section 4.0/Transit	Downtown All Alignments: How will feeder service to downtown Bellevue work, for local Bellevue connections, regional ST express, and I-405 BRT? What quantity of routes and bus volumes are expected? What are the layover needs? Will all the service be accommodated at the BTC if the same design as today is assumed? Or are additional bus stops downtown envisioned?

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564	Appendix H1	Section 4.0/Transit	Downtown C4A: Will bus-LRT joint lane use on 110th between NE 4th and NE 8th impact street operations to an additional degree than captured in the traffic analysis? 40 buses per hour into the BTC in the shared lanes are assumed in the DEIS. Current total bus volumes into the BTC are much higher - AM 64/hr, MID 47/hr, PM 67/hr. Granted some enter and exit off of NE 6th/I-405, but at least one leg has to be on 108th. At what volumes would East Link see operational impacts that wouls cause some or all buses to be removed?
565	Appendix H1	Section 4.0/Transit	South Bellevue P&R: What type of feeder service is expected, for local Bellevue connections and regional ST express? What quantity of routes and bus volumes are expected? What are the layover needs?
566	Appendix H1	Section 4.0/Transit	118th P&R: If B7 is chosen, how do local and regional transit connections work that would have been accommodated at South Bellevue? Are they directed to BTC, East Main, and/or Mercer Island? What type of service would be provided at the South Bellevue Park and Ride?
567	Appendix H1	Section 4.0/Transit	Bel-Red: What feeder service is planned to the 124th and 130th stations? Any particular emphasis on 124th or 130th as a transfer point from other Bellevue or eastside destinations? OR special consideration b/c 130th has a park and ride? Will transit service be different at any of the interim termini? Has BRT between downtown Redmond to the interim termini been explored to feed the LRT system and build ridership for the future East Link extension?
568	Appendix H1	Section 4.0 and Appendix C	Text does not clearly articulate key considerations and assessment of transit service to support LRT operations and regional transit connections, including: What routes will serve BTC, South Bellevue P&R, 118th Ave SE, 130th Ave NE and any termini station? At what frequency and span of hours? What level of service is required to meet ridership projections?
569	Appendix H1	Section 4.0 and Appendix C	What is the overall strategy for providing service to the LRT system, both geographically and financially? Assuming Metro will provide adequate service and leaving documentation at that is unrealistic. Need an assessment of the number of buses and approximate cost to feed system at a level to meet ridership assumptionin FEIS; then agencies can have a conversation about who pays or what service is reallocated.
570	Appendix H1	Section 4.0 and Appendix C	40 buses/hour to the BTC using the mixed bus-LRT lanes on 108th Ave NE and 110th Ave NE seems low given the number of buses currently servicing the BTC and the assumptions about local (local Metro and RapidRide) and regional service (I-405 BRT). Does this consider full implementation of I-405 BRT? At what LRT operational level and/or # of buses/hour would buses degrade LRT performance and have to be removed? Review this figure and any impacts on LOS of LRT and intersections.
571	Appendix H1	Section 4.0 and Appendix C	What bus volumes are expected on the D2 roadway under shared operations? What is the maximum amount of buses that can use shared roadway before impacting LRT LOS? At what point in system expansion or operation plan would shared operations no longer be feasible - LRT to Tacoma Dome? Lynnwood? Downtown Redmond?
572	Appendix H1	4-1	Section Overview: Given poor and unreliable service, why not a greater number of new riders in the base (see comment on Table 3-5).
573	Appendix H1	4-2	Table 4-1: Once RapidRide opens, there will be approx. 927 vehicles/day entering the BTC, with average buses per hour as follows: AM 64/hr, MID 47/hr, PM 67/hr. DEIS states that Build conditions under C4A will have 40 buses per hour. 40/hour low given that feeder service will be directed to BTC, C4A analysis and impacts of shared bus/LRT lanes underestimated in DEIS; need to be revised.
574	Appendix H1	4-2	Table 4-1: Why were leased park and ride lots excluded? Some existing on Bellevue Way and in close proximity to downtown Bellevue.
575	Appendix H1	4-3	Table 4-2: Did not include several routes that serve the study area: Metro route 221, 222, 240, 921, and Sound Transit routes 532, 535, 560. There may be others, take a closer look...
576	Appendix H1	4-7	4.4.6: ST 550 starts service in northeast corner of downtown at Bellevue Regional Library where it has a layover, not BTC. Use available BTC data for LOS. Not always on time because the unreliable road network impacts the ability of the 550 vehicles to make full round trip on time and begin new service on time.
577	Appendix H1	4-7	Section 4.2.5: LOS A does not seem at all accurate for the cross-Lake screenline. Buses are full consistently throughout the day. This is particularly true for the Seattle-Bellevue route (ST 550) that is operating at a level of service worse than LOS B - this data is incorrect.
578	Appendix H1	4-8	Table 4-3: again - missing some routes (Metro 221, 222, 240, 921, ST 532/535, 560, etc.)
579	Appendix H1	4-9	Table 4-4: consistent with comment regarding Section 4.2.5, the "Average Seated Passenger/Seat" appears to understate demand and actual conditions and the "LOS" appears inaccurate.
580	Appendix H1	4-9	Table 4-5: missing % on time performance for ST 550
581	Appendix H1	4-12	Has there been an assessment of impact of mixed bus-LRT operation in downtown on the LOS of the light rail? LOS of intersections? Does bus movement create need for bus-only movement in signal cycle?

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582	Appendix H1	4-12	Paragraph beginning with "The representative East Link route.." Some alternatives could substantially effect LOS such as C4A. Back up this statement with evidence.
583	Appendix H1	4-12	4.3.1, second paragraph: what the rationale for so many chages to bus routes in the no build scenario? Is this speculation? Metro doesn't have a long range plan so what is this based on?
584	Appendix H1	4-13	Paragraph beginning "Direct service between..": why delete the route? See comment on 4.3.1
585	Appendix H1	4-13	4.3.12: how replace local service on Bellevue Way provided by ST 550? What local (Metro) route(s) would be changed or new route added?
586	Appendix H1	4-13	Segment C discussion: How much layover space is needed? Locations?
587	Appendix H1	4-14	Segment D and E discussion: Transit Integration Plan should consider role of interim BRT to connect downtown Redmond with interim termini station in order to feed LRT system and build ridership for future build out of East Link.
588	Appendix H1	4-14	Table 4-6: several missing routes, such as 222, 240, 560, others - need to include
589	Appendix H1	4-16	Direct bus service on ST 545 between Downtown Redmond, Overlake, and U-District at Montlake Fwy Station.
590	Appendix H1	4-17	Table 4-7: shows very high level of Passenger Load LOS - are these correct? They don't appear reasonable. Need to better explain baseline assumptions and rationale behind them. This shows no future capacity problems, which is counter to purpose and need
591	Appendix H1	4-18	4.3.2.4: Doesn't seem reasonable to assume that Metro and ST would "adjust their bus services according to the demand and congestion levels..." given current and past experience where services are far short of demand in many parts of the Eastside.
592	Appendix H1	4-18	4.3.2.4: Question assumption that WSDOT would adjust HOV restriction consistent with their policies - they haven't yet where the policy should apply, so why assume that they would in the future?
593	Appendix H1	4-19	4.3.2.5: Travel times for transit that include access time, wait time, travel time, etc. are not a fair comparison to driving. Driving assumptions do not reflect time needed to park in urban areas (accessing underground parking garages, etc.), so the comparison is not accurate in comparing the competitiveness of transit modes - need to adjust accordingly
594	Appendix H1	4-23	4.3.2.7: Why haven't leased park and ride lots been included? These currently provide substantial capacity and there's no reason to assume that they won't continue to the future
595	Appendix H1	4-26	Table 4-13: Why is ridership projection so low for Ashwood and Hospital stations? What typically justifies a station?
596	Appendix H1	4-26	last line on page: Would the pedestrian bridge help to improve access and ridership? How much? Quantify
597	Appendix H1	4-27	last paragraph on page: Note that this does not include Bel-Red or Overlake Village plans (now adopted). Also PSRC forecast zones do not reflect the transit oriented development nature of the plans, rather they distribute growth over a large geographic area, which results with low ridership projections. This needs to be corrected, possibly by using BKR model zone structure instead
598	Appendix H1	4-30	4.3.3.7: What is the effect of Bel-Red and Overlake Village land use change? Wwill this off-set the loss of riders with the interim Overlake Village/Overlake Transit Center interim terminus? Quanitfy
599	Appendix H1	4-31	4.4, fourth paragraph: Would it be possible to phase expansion of the South Bellevue park and ride? Could 1/2 be constructed at a time to preserve some functional capacity? Could 1/2 at a time be mitigated by additional leased lots in a nearby proximity?
600	Appendix H1	4-31	Last sent: Bus-LRT joint operations on 110th Ave NE too (in addition to 108th)
601	Appendix H1	4-31	How does Bel-Red plan affect interim station ridership forecasts?
602	Appendix H1	4-32	2nd paragraph: Why does BTC need to be closed under C3T alternative? Station layout (G-C105) does not show BTC as staging area. Efforts to avoid BTC reconstruction would help during construction to minimize mitigation and with costs.
603	Appendix H1	4-32	East Link project will create additional demand for transit feeder service. Assuming Metro and Sound Transit will respond to additional demand with additional service unrealistic given financial conditions. Has baseline (no increase in transit service from that planned today) been evaluated? Is there sufficient service to meet mode-split assumptions included in ridership analysis? Additional feeder service needs to be assessed as part of EIS and considered as part of additional infrastructure needs to operate LRT service.
604	Appendix H1	4-32	Transit key component of construction mitigation. Appendix notes transit service as mitigation may include additional service and re-routing. For alignments in FEIS, need assessment of service necessary to provide meaningful mitigation and work in street network.
605	Appendix H1	4-32	paragraph beginning with "At the Bellevue Transit Center...": would the transit center be closed with C3T? This alternative would require a cut and cover station on 108th. Why would this require complete closure of the transit center? Wouldn't 108th be partially open during construction, allowing buses to continue to operate?

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606	Appendix H1	4-32	4.5, second paragraph: HOV policy enforcement - this doesn't seem to be a reasonable assumption, given WSDOT's current and past practices where they have not enforced the HOV policy
607	Appendix H1	6-1	Second paragraph states DT Bellevue is already performing at capacity. However, Exhibit 6-3 clearly contradicts this.
608	Appendix H1	6-1	3rd paragraph - seems odd that the ST couplet which would require special signal phases and protected left turns would perform similar to a no build scenario.
609	Appendix H1	6-1	Mitigation - depending on the alignment, there are reasonable mitigation options to improve intersection capacity where appropriate.why would mitigation be minimal?
610	Appendix H1	6-1	4th paragraph - protecting vehicle movements across the tracks at signals is costly in terms of delay and driver frustration.
611	Appendix H1	6-1	4th paragraph - in terms of safety, wouldn't at grade alternatives be less safe in terms of accident potential with pedestrians and vehicles, even with the use of gates and protected signal phases? Also, piers and columns for elevated sections, especially when only 3 feet from the roadway, are a significant concern in terms of accident potential and especially severity. Safety concerns seem to be downplayed.
612	Appendix H1	6-7	6.2.2.2 Should focus more on roadside obstacles being installed with the project
613	Appendix H1	6-11	112th is 35 mph south of Main St
614	Appendix H1	6-24	Downtown Bellevue 2030 volumes were developed using the PSRC model and then post processed to get turn movements. Was the post processing done in conjunction with Bellevue planning staff? Were these volumes reviewed by Bellevue?
615	Appendix H1	6-25	The first full paragraph on this page refers to a capacity constrained environment, however Exhibit 6-12 shows most intersections in DT Bellevue at LOS E or better. This requires additional analysis and explanation.
616	Appendix H1	6-25	fourth paragraph: Why don't the tables include bus volumes? This is an issue in some parts of downtown Bellevue where bus volumes are high enough to make a difference
617	Appendix H1	6-26	Table 6-16: For all stations except BTC, daily boardings are 50-100% of pm person total. Why not also true for BTC? Does this underestimate the BTC ridership?
618	Appendix H1	6-33	The bottom of the page states that no midblock or unprotected left turns will be allowed over at grade tracks. Is this realistic? Who decides, ST or the local agency? What are the specific signal and turning movement modifications along each alignment?
619	Appendix H1	6-40	6.3.2.2: "...the number of lanes and pedestrian facilities would be maintained." Add "or improved."
620	Appendix H1	6-41	Which signals under B-1 would allow U-turns and what effect does this have on LOS? Was this considered in the LOS calcs shown in the DEIS?
621	Appendix H1	6-41	How would a new signal on Bellevue Way at the S Bellevue P&R improve LOS at this location as stated?
622	Appendix H1	6-41	Table 6-25 B-1 new signal at Bellevue Way and SE 30th St - wouldn't this just cause another capacity constraint on Bellevue Way? Which signal warrant is met? Same comment for new signal at Bellevue Way and S Bellevue P&R. This needs more analysis of the impact on Bellevue Way.
623	Appendix H1	6-42	It is stated that in B-1 Bellevue Way and S Bel P&R signal operations would degrade because of increase in station traffic exiting the site. This may be true but the main degradation would result from the extra signal phase(s) needed at the signal to handle the at grade alignment.
624	Appendix H1	6-42	BelWay and SE 30th - signalization would not improve overall intersection operations because of all the new delay introduced on Bel Way.
625	Appendix H1	6-42	It is stated that all other intersections along Bellevue Way thru which the at grade alternative would operate are not expected to experience worse intersection operations...however this is in direct conflict with Table 6-26 as B-1 would result in left turn phases being added for safety...this would decrease LOS and add delay.
626	Appendix H1	6-42	Adding 400+ trips during the peak would result with a change. Quantify the statement and explain why it wouldn't. It would clearly be a much worse LOS F, so explain the added delay and how it would be a much deeper "F".
627	Appendix H1	6-43	A major concern for B2A is Bellevue Way and 112th (Y). Disagree that other B2A intesections wouldn't operate worse..for instance 112th and SE 8th St...the existing WB to SB left turn overlap with the SB thru would be lost due to at-grade...also Bellefield U-turn would be added, further decreasing LOS and delay. Were these considered? Additional analysis and/or explanation is required.
628	Appendix H1	6-43	5th paragraph ...does this refer to Appendix H, rather than Appendix D?
629	Appendix H1	6-43	third paragraph: explain actual delay and how much deeper the LOS F would likely be.
630	Appendix H1	6-43	fourth paragraph, last sentence: "..would get slightly worse.." It would likely be much worse. Bellevue's traffic analysis indicates that traffic impacts would be severe. This statement severely understates the problem/effect.

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631	Appendix H1	6-43	Although the SE 8th St/118th Ave SE intersection is discussed, there is no analysis of 118th Ave SE south of the station and the 118th Ave SE/Coal Creek Pkwy/I-405 intersection; these are likely to be impacted by the 118th Ave Se station and should be analyzed in the FEIS.
632	Appendix H1	6-44	In elevated median alignment - how close are piers to traffic? How does this compare to national standards for clear zone? What is the expected change in accident severity (not just accident occurrence)?
633	Appendix H1	6-44	B3, 112th elevated - relatively low running speeds? Bellevue Way has a 40 mph speed limit with running speeds much higher. Curb is not appropriate mitigation in these cases per WSDOT design guide and AASHTO. Much more analysis needed here.
634	Appendix H1	6-45	at Bellevue Way and S Bellevue P&R, comparing LOS F no build to LOS F in build is not very helpful or descriptive of what the alternatives, especially at grade, would do to this bottleneck location. What would the affect of all the extra traffic and the new signal phases actually be?
635	Appendix H1	6-47	Table 6-27: indicate where the parking would be lost.
636	Appendix H1	6-48	Table 6-29 and paragraph above: 2030 demand exceeds south Bellevue Park and Ride capacity, indicating a likelihood of spillover into the neighborhood. Statements that the neighborhood is isolated so there wouldn't be spillover is inaccurate - there is a direct connection from the neighborhood to the park and ride (stairway at the end of the 28th cul-de-sac. Further, the parking inventory indicates that there is lots of underutilized parking.
637	Appendix H1	6-48	4th paragraph - U-turns at which intersections specifically? What is the impact on delay, and LOS?
638	Appendix H1	6-49	Are there additional trafffic impacts at intersections when driveways are consolidated? How many driveways would be consolidated? How many remain open and where? Volumes?
639	Appendix H1	6-49	4th paragraph - need to update statement "traffic control measures are not in place on NE 6th St at driveway".
640	Appendix H1	6-49	5th paragraph - DEIS plans of C4A do not show exclusive left turn lanes on 108th..which is correct??
641	Appendix H1	6-49	last paragraph - could columns be placed elsewhere to increase traffic lanes?
642	Appendix H1	6-50	1st paragraph - it states exsting traffic signals along 110th from 4th to 12th would be modified to allow LRT to cross intersections.isn't C8E elevated through these intersections?
643	Appendix H1	6-50	C1T at NE 6th St driveways - update existing control from "none", C1T at 110th and NE 6th St update proposed control to say signal modificatons and lane reductions, CT2 - at NE 6th St drwys - update existing control from "none", C4A - 110th drwys and 108th drwys need more specifics under proposed control, C4A Midblock Access - under proposed control will it be signs or gates as shown in the DEIS plan drawings, C7E at 112th/6th say signal modifications and lane reductions, C8E proposed control - "signal modifications" is too vague.
644	Appendix H1	6-50	Table 6-30: mitigation for right-in, right-out restrictions is a u-turn. Is there enough room, or would additional widening be necessary?
645	Appendix H1	6-50	Table 6-30: Could the design of C1T or C2T portal east of 110th on 6th be modified to use columns, thereby increasing sight distance and allowing left turns out of Meydenbauer Center? Could other means, such as a traffic cop be used during major events to allow for this left turn out of the garage?
646	Appendix H1	6-50	Table 6-30: C4A, 110th driveways - is closing driveways realistic? Most major garages need both exits/entries to load and unload without having major queues onto city streets or to provide reasonable egress. City believes this is a major issue and the DEIS does not properly inform the consequences of this proposal. How could this restriction/change be mitigated? How would the future development capacity of un/underdeveloped parcels be maintained?
647	Appendix H1	6-51	Table 6-30: 108th ave driveways - same issue as for 110th (see previous comment).
648	Appendix H1	6-51	the findings for the couplet differ from the City's findings. Also, the DEIS analysis does not account for I-405 build out or I-405 BRT, both of which are in adopted plans and high priority for the City - these projects would have a major effect on traffic demand and distribution.
649	Appendix H1	6-51	2nd paragraph - what is meant by partial signal priority?
650	Appendix H1	6-51	2nd paragraph - not sure all intersections outside DT will get full signal priority - please clarify or provide more information.
651	Appendix H1	6-51	Difficult to understand how the build scenario would not impact 2020 or 2030 PM peak for C4A given the new signal phases required and the time it takes to get the large LRT vehicle clear of an intersection - additional analysis or explanation needed.
652	Appendix H1	6-52	C1T and C2T - significant impacts at 110th/6th and at 112th/6th due to the elimination of traffic lanes...especially important because 6th is the HOV access to I-405. This needs to be analyzed.

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653	Appendix H1	6-52	C4A - Southbound 110th at 8th would only have a 2 lane approach....was this considered in the LOS calculations? In no build it is stated 110th only has one lane approaches except between 4th and 8th, however, before 2020, the parking along 110th will be removed and the street will have a full 5 lane cross section...need to update the DEIS with this info.
654	Appendix H1	6-52	Fourth paragraph: Subsequent VISSIM analysis (supplemental to DEIS) indicate that intersections would have much longer delays and the coordination of signals could not be achieved in both the eastbound and westbound direction, thus much higher impacts than indicated in the DEIS
655	Appendix H1	6-53	Exhibit 6-12 How could 110th/6th and 112th/6th not operate at LOS F in C1T and C2T build scenarios given the lane reductions?
656	Appendix H1	6-55	How is 110th LOS going to be so good when additional phases are needed at Main and at 112th? - Since LRT is expected to receive priority over minor phases. Also, it is stated that 8th and 4th would maintain signal coordination but is this coordination just in one direction and greatly reduced from today's operations?
657	Appendix H1	6-55	1st paragraph - depends on how much coordination is provided.
658	Appendix H1	6-55	C7E - significant capacity impacts to 110th/6th, 112th/6th, and 110th/8th should be called out.
659	Appendix H1	6-55	Again, curbs are not appropriate for roadside hazards on 35 mph roads according to many accepted guidelines such as AASHTO and WSDOT design manual. What is the expected affect on accident severity (not just accident frequency)?
660	Appendix H1	6-55	First paragraph: Note that 108th concept would preclude planned bike lanes and future transportation system management flexibility, major issues for the downtown area
661	Appendix H1	6-55	Third paragraph: with C7E there would be a funneling effect of pedestrians into the downtown core via 6th and 110th. Surely there would be impacts to intersection LOS due to th eneed for longer pedestrian signal phases - need to evaluate before drawing conclusions.
662	Appendix H1	6-56	C4A couplet - protected movements across tracks would have significant impact on LOS and delay..with 9 minute headways or less, is this reasonable?
663	Appendix H1	6-57	C4A couplet - how would signal phasing be used to minimize the risk of LRT and Bus from entering lane at same time.not clear what you are trying to say here.
664	Appendix H1	6-57	C7E and C8E - note that clearance from piers would be as little as 3 feet, this does not meet existing City standards of 10 feet for clearance from fixed objects. This issue needs more work.
665	Appendix H1	6-58	Table 6-32: indicate in summary form where the off-street parking would be lost.
666	Appendix H1	6-58	Table 6-33: C7E parking loss - does this result with an "economic take", meaning so much parking is eliminated that the parcel use is no longer possible, resulting in a complete acquisition? Evaluate.
667	Appendix H1	6-58	No note of impacts to bus layovers. Would these be lost? Presumably there would be an issue with existing layovers on 108th near the Bellevue Transit Center and on 110th near the Library
668	Appendix H1	6-60	same comments regarding Meydenbauer Center access and possible solutions (see comment regarding p. 6-50)
669	Appendix H1	6-60	Fifth paragraph: If City Hall access on 110th is eliminated then only access is via NE 6th to visitor parking. NE 6th would be one lane. How would this changed access affect intersection operations? Queues would likely form from vehicles accessing visitor parking, spilling back in the NE 6th/110th intersection; this requires firther evaluation.
670	Appendix H1	6-61	End of first paragraph: Minimal effect seems to understate the impact of right-in, right-out, as vehicles would need to travel around super blocks adding to already severely congested conditions with out of direction travel
671	Appendix H1	6-61	Joint use of 108th - is this workable given the volume of buses? If assume I-405 BRT the bus volumes would increase - is that workable? What about future extensions - increased frequency, etc. - is that workable? Need further evaluation of operations before drawing the conclusion that conflicts would be "minimal"
672	Appendix H1	6-61	6.3.2.4: analyze segment D with accurate representation of Bel-Red growth and Overlake Village growth. These are now both adopted plans.
673	Appendix H1	6-62	Table 6-34: All elements of traffic control need another look with accurate representation of Bel-Red and Overlake growth assumed. These are now both adopted plans.
674	Appendix H1	6-62	Why would the LRT cross 116th at grade instead of being elevated like it would be on either side of 116th?

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675	Appendix H1	6-63	2nd paragraph - you state that with the at grade crossing of 116th, intersection opeations are not expected to degrade with signal coordination. Bellevue's Bel-Red Plan along with the proposed roadway network that places a lot more stress on NE 12th St at 116th indicate that NE 12th/16th St will not only have large volumes, it will be the coordinated arterial at 116th. The at grade crossing may require shutting down NE 12th/16th St everytime the LRT comes in order to clear possible backups on 116th that cover the tracks..this would make it very difficult to coordinate NE 12th/16th St at all. A more likely scenario is that the LRT at the crossing will receive no priority at all....this will likely end up being a policy decision at Bellevue if ST decides to not elevate this crossing. Was an elevated option considered? Fully analyze the traffic impacts in the FEIS.
676	Appendix H1	6-64	1st paragraph - what about the intersection of NE 20th St and 136th Ave? The extra signal phase needed to serve the at grade aligment, along with all the extra traffic from the Bel-Red Plan, will easily result in LOS F at this location. The LRT should go elevated over this intersection....this should be possible since the LRT in D2A is planned to be elevated east of this intersection.
677	Appendix H1	6-67	D2A, NE 16 St at grade - very concerned about ability to clear the tracks of vehicles prior to LRT using at grade crossing due to NE 12th St being the coordinated arterial. Additional analysis needed.
678	Appendix H1	6-79	6.4 Construction Impacts needs much more detail, specifics.
679	Appendix H1	6-92	proposed mitigation for SE 8th/118th Ave SE is insufficient. Bellevue Traffic staff have evaluated conditions and found that the old southbound I-405 on ramp from SE 8th was assumed. This has been rebuilt. Additional mitigation will be required. Re-evaluate this intersection to determine future conditions with the new ramp configuration and the B7 park and ride and station, then determine appropriate mitigation. Bellevue Traffic staff have found that much more extensive mitigation would likely be required.
680	Appendix H1	6-93	6.5.1.6: Did not include South Bellevue Park and Ride in thelist of areas where hide-and-ride could occur. Projections indicate more demand than supply at this location and an abundance of nearby on-street parking, suggesting that there could easily be a problem in this area. Evaluate and suggest appropriate mitigation.
681	Appendix H1	7-3	1st paragraph, 2nd line: No office parks between I-90 and South Bellevue Park and Ride
682	Appendix H1	7-3	7.2.1.2. 2nd paragraph: The statement regarding pedestrian traffic being low on Bellevue Way and 112th Avenue due to proximity to I-90 and distance from Downtown Bellevue is speculative and not necessarily accurate. Sidewalks on these streets provide important connectivity for both recreational and commuter pedestrians.
683	Appendix H1	7-3	7.2.1.2. 3rd paragraph, 1st sentence - eliminate the words "in this area" (redundant)
684	Appendix H1	7-6	7.2.1.3 Segment C: This statement is not accurate: "Full sidewalks are present at locations nearest to the proposed stations, indicating that pedestrian circulation would be generally well-supported by existing non-motorized infrastructure." There are a number of sidewalks adjacent to proposed stations that will need to be increased in size to accomodate pedestrian circulation associated with LRT stations. By way of example, segments of the sidewalk along Main Street that connect to the Old Bellevue Station are narrow and contain physical obstructions that limit accessibility. It is for this reason that a number of these existing sidewalk facilities are identified for improvements in the 2009 Pedestrian and Bicycle Transportation Plan. In the Main Street example, the project is S-213-N: "Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of Main Street from Bellevue Way to 116th Avenue NE." Sound Transit should re-evaluate assessment of sidewalks in the vicinity of LRT stations; please reference the City's 2009 Pedestrian and Bicycle Transportation Plan.
685	Appendix H1	7-6	Table 7-2: Sound Transit is encouraged to revise Table 7-2 so that it conforms with the City of Bellevue's Sidewalk and Bicycle Gap Analysis (see attached spreadsheet). The non-motorized facility gaps are derived from 1/2 mile sidewalk study area and 1 mile bicycle study area data from the City of Bellevue's 2009 Pedestrian and Bicycle Transportation Plan.
686	Appendix H1	7-7	Exhibit 7-3: In a number of instances, the sidewalk gaps (SWG) and bike route gaps (BRG) identified in Exhibit 7-3 do not conform to existing conditions in Bellevue. By way of example, SWG-13 is identified as a missing sidewalk segment on SE 25th Street (104 Ave SE to Bellevue Way SE) when there is an existing sidewalk on the south side of the street along this street. Additionally, Exhibit 7-3 does not conform in a number of instances to the City's 2009 Pedestrian and Bicycle Transportation Plan (scheduled for Council adoption in Jan/Feb 2009). By way of example, the City's 2009 Plan calls for a 5 foot wide sidewalk on both the east (S-465-E) and west (S-465-W) side of 112th Avenue SE from SE 30th Street to SE 34th Street where not complete. Sidewalks on 112th Ave SE would appear warranted in the East Link DEIS given their proximity to the South Bellevue Station. Sound Transit should revise Exhibit 7-3 so that it conforms with the City of Bellevue's Sidewalk Gap Analysis (see attachments 2 - 5 maps).

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687	Appendix H1	7-8	Table 7-3: Sound Transit should revise Table 7-3 so that it conforms with the City of Bellevue's Sidewalk Gap Analysis (see attachment 1 spreadsheet). The non-motorized facility gaps are derived from 1/2 mile sidewalk study area and 1 mile bicycle study area data from the City of Bellevue's 2009 Pedestrian and Bicycle Transportation Plan.
688	Appendix H1	7-8	Table 7-4: Sound Transit should revise Table 7-4 so that it conforms with the City of Bellevue's Sidewalk and Bicycle Gap Analysis (see attached spreadsheet). The non-motorized facility gaps are derived from 1/2 mile sidewalk study area and 1 mile bicycle study area data from the City of Bellevue's 2009 Pedestrian and Bicycle Transportation Plan.
689	Appendix H1	7-8	Table 7-3: Other missing sidewalk links in Segment C - NE 6th ped corridor not fully complete, including just west of 108th at BTC crossing; 110th Ave NE between Main Street and NE 2nd on the west side; 107th Ave NE between Main and NE 2nd on the west side.
690	Appendix H1	7-9	Exhibit 7-4: Map should show the planned sidewalk and bike route improvements in the Bel-Red area Map should not show that NE 20th Street, 116th Avenue NE and 148th Avenue NE are bike routes The symbol for the pedestrian multi-use trail is too narrow to be readily visible on the map.
691	Appendix H1	7-9	Exhibit 7-4: Sound Transit should revise Exhibit 7-4 so that it conforms with the City of Bellevue's Sidewalk and Bicycle Gap Analysis (see attached maps).
692	Appendix H1	7-10	7.2.2.1: What is the source for this assertion: "Within the East Link corridor, biking activity tends to occur most commonly along regional multi-use trails."
693	Appendix H1	7-10	7.2.2.1: There are no "designated bicycle routes, marked bicycle lanes, and regional multi-use trails include... Bel-Red Road ... 148th Avenues NE." Eliminate these two corridors from this sentence.
694	Appendix H1	7-10	2nd paragraph - 108th Ave SE is a commonly used bike route to connect from the I-90 Trail to downtown Bellevue
695	Appendix H1	7-10	7.2.2.1: The first sentence is really not true. While a lot of bicycling activity occurs off-street, the Bellevue arterial and neighborhood street network support considerable bicycling activity for both commuting and recreational purposes.
696	Appendix H1	7-10	7.2.2.1. 2nd paragraph: NE 20th Street and 148th Avenue NE are NOT designated bicycle routes. 108th Avenue and 124th Avenue NE should be included as bike routes. Note this is the same comment as for 3.7.2.2. 3rd paragraph - both of these paragraphs should be consistent.
697	Appendix H1	7-11	7.2.2.2. 2nd paragraph:The statement regarding access to the SR 520 trail is not accurate with respect to Segment D. There is trail access from NE 24th Street - at approximately 124th Avenue NE and at 136th Place NE.
698	Appendix H1	7-11	7.2.2.2, 3rd paragraph: Bicycle counts seem very low. Consider citing Bellevue bicycle counts on the I-90 Trail at Enatai (on the east side of the bridge) - See Attachment 6 (H1 7-11).
699	Appendix H1	7-12	7.2.2.2, 5th paragraph: There is SR 520 trail access from NE 24th Street - at approximately 124th Avenue NE and at 136th Place NE.
700	Appendix H1	7-12	7.3, 2nd paragraph: Appendix A does not describe the analysis of Pedestrian LOS, as implied by the text in this paragraph.
701	Appendix H1	7-13	7.3, 3rd paragraph: Text references Table B-9 in Appendix B for pedestrian level of service definitions - there is no Table B-9. Include tables in FEIS.
702	Appendix H1	7-13	7.3, 4th paragraph: Text references Tables F-1 to F-5 in Appendix F - there are no Tables F-1 to F-5 in Appendix F. Include tables in FEIS.
703	Appendix H1	7-15	7.3.2.1: The statement: "However, any increases in walking distances at these crosswalks would be accommodated by increasing the pedestrian signal times to keep the crossings safe." does not quantify the amount of increase required to the pedestrian signal times nor the impact to traffic.
704	Appendix H1	7-16	Table 7-8: South Bellevue and 118th stations 2020 totals do not add up correctly.
705	Appendix H1	7-16	7.3.2.1, 8th paragraph: Text references Table F-2 in Appendix F - there is no Table F-2. Include tables in FEIS.
706	Appendix H1	7-18	7.3.3.1, 10th paragraph: Text references Table F-3 in Appendix F - there is no Table F-3. Include tables in FEIS.
707	Appendix H1	7-19	7.3.3.2, 1st paragraph: Text discusses planned 106th/108th one-way couplet - this project may not be current.
708	Appendix H1	7-19	7.3.4.1, 1st paragraph: The discussion does not recognize the land use plans for the Bel-Red Subarea - under the plans soon to be adopted there would be considerable new residential and office growth, associated pedestrian infrastructure, and a vibrant pedestrian environment in the vicinity of the 124th and the 130th stations.
709	Appendix H1	7-20	Exhibit 7-6: Why only showing ped walk area of .35 mile when inventory reviewed .5 mile?
710	Appendix H1	7-21	7.3.4.1, 6th paragraph: text should read 136th Place NE, not Avenue

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711	Appendix H1	7-22	Table 7-13: Quantity of bike racks and lockers should be increased for the 124th and 130th stations to reflect the planned urban character of the station area.
712	Appendix H1	7-24	7.4: There is no information in this section of the EIS estimating the potential annual collisions with pedestrians and bicyclists due to at-grade routes in Bellevue. Additional documentation of this data and mitigation measures is warranted.
713	Appendix H1	7-24	7.4 Potential Mitigation: What are Sound Transit's plans regarding restoring streets? Is the plan to restore to pre-existing conditions or to restore to planned condition?
714	Appendix H1	8-8	8.2.2: What about loading zones displaced by East Link, particularly in downtown? These would need to be re-established or otherwise mitigated.
715	Appendix H1	8-13	8.4 Potential Mitigation: Again, what are the permanent effects on loading zones? These would need to be re-established or otherwise mitigated.
716	Appendix H1	A-33	TFP-172 and TFP-184: Bellevue has no plans to pursue a one-way couplet in downtown (on 106th and 108th) at this time.
717	Appendix H1	A-33	TFP-197: What about the NE2nd interchange concept - no ramps are mentioned in the table, but are part of the Bellevue Downtown Implementation Plan.
718	Appendix H1	A-35	Why wasn't I-405 BRT included in Transit assumptions. Include in FEIS analysis.
719	Appendix H1	C-1	All routes noted as serving the Wilburton Park and Ride on p.4-2 are not included in Appendix C, Table C-1. (Same is true for South Bellevue Park and Ride except for 550.) Are they deleted in the build? Text says they'll be rerouted to serve the 118th station if B7 selected. What does Table C-1 represent if not including the existing, no-built, and built transit routes as indicated?
720	Appendix H1	C-2	225, 229 proposed for deletion under both no-build and build scenarios. What were assumptions for deletion in no build?
721	Appendix H1	C-2	Table C-1: Missing several relevant King County Metro routes including the 222, 221 and 240.
722	Appendix H1	C-3	What are assumptions for I-405 BRT connections? Connect at BTC or elsewhere? Layover needs in downtown considered?
723	Appendix H1	C-3	Table C-1: Missing route King County Metro route 921.
724	Appendix H1	C-4	Table C-1: Missing Sound Transit route 560.
725	Appendix H1	C-9	Table C-6: Missing King County Metro routes 222, 240 and Sound Transit routes 532, 535 and 560.

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Attachment 1

Project Number	Link	Limits	Description	Station	Length (ft)	Length (mi)
B-100-N	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from Bellevue Way to 120th Avenue NE.	Ashwood-Hospital/124th	3414.12	0.65
B-100-S	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from Bellevue Way to 120th Avenue NE.	Ashwood-Hospital/124th	3414.12	0.65
B-102-E	NE 36th Pl/115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the east side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Ashwood-Hospital	1075.44	0.20
B-102-W	NE 36th Pl/115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the west side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Ashwood-Hospital	1075.44	0.20
B-104-E	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	Ashwood-Hospital	5685.30	1.08
B-104-W	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	Ashwood-Hospital	5685.30	1.08
B-105-E	140th Ave NE	NE 60th St to NE 24th St	Add a bike lane on the east side of 140th Avenue NE between NE 60th Street and NE 24th Street. Work with community stakeholders to minimize expansion of the roadway prism and impacts to trees in the right of way while still ensuring bicycle mobility and connectivity. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Overlake Village	7171.10	1.36
B-105-W	140th Ave NE	NE 60th St to NE 24th St	Add a bike lane on the west side of 140th Avenue NE between NE 60th Street and NE 24th Street. Work with community stakeholders to minimize expansion of the roadway prism and impacts to trees in the right of way while still ensuring bicycle mobility and connectivity. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Overlake Village	7171.10	1.36
B-106-S	NE 40th St	140th Ave NE to 148th Ave NE	Convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane.	Overlake TC	2577.92	0.49
B-109-E	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the east side of 116th Avenue NE between Main Street and Northup Way.	Ashwood-Hospital	8425.55	1.60
B-109-W	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the west side of 116th Avenue NE between Main Street and Northup Way.	Hospital	8425.55	1.60
B-110-N	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from 120th Avenue NE to 124th Avenue NE.	124th	1457.02	0.28
B-110-S	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from 120th Avenue NE to 124th Avenue NE.	124th	1457.02	0.28
B-111-N	Northup Way/NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	130th	5372.39	1.02
B-111-S	Northup Way/NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	130th	5372.39	1.02
B-112-E	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	130th	4591.25	0.87
B-112-W	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	130th	4591.25	0.87

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B-113-E	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on the east side of 130th Avenue NE from NE 24th Street to NE 20th Street.	130th	1404.57	0.27
B-113-W	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on the west side of 130th Avenue NE from NE 24th Street to NE 20th Street.	130th	1404.57	0.27
B-114-N	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Overlake TC/Overlake Village	4271.63	0.81
B-114-S	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Overlake TC	6707.14	1.27
B-115-E	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on the east side of Bel-Red Road from 156th Avenue NE to NE 20th Street.	Overlake Village	2262.93	0.43
B-115-W	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on the west side of Bel-Red Road from 156th Avenue NE to NE 20th Street.	Overlake Village	7171.10	1.36
B-116-N	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Overlake Village	1212.31	0.23
B-116-S	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Overlake Village	1212.31	0.23
B-117-N	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from NE 8th Street to 156th Avenue NE.	Overlake Village	3341.82	0.63
B-117-S	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from NE 8th Street to 156th Avenue NE.	Overlake Village	3341.82	0.63
B-118-S	NE 12th St	100th Ave NE to 112th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Old Bellevue	5473.20	1.04
B-119-E	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the east side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	124th/Hospital	7038.38	1.33
B-119-W	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the west side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	124th/Hospital	7038.38	1.33
B-120-E	124th Ave NE	West Tributary Trail o Main St	Add a 5 foot-wide bike lane on the east side of 124th Avenue NE from West Tributary Trail to Main Street.	East Main/Hospital/124th	6178.98	1.17
B-120-W	124th Ave NE	West Tributary Trail o Main St	Add a 5 foot-wide bike lane on the west side of 124th Avenue NE from West Tributary Trail to Main Street.	Hospital/124th	6178.98	1.17
B-121-E	136th Pl NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the east side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	130th	1396.18	0.26
B-121-W	136th Pl NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the west side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	130th	1396.18	0.26
B-122-E	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the east side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Overlake Village	691.55	0.13
B-122-W	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the west side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Overlake Village	691.55	0.13
B-123-E	92nd Ave	northern city limits to Lake Washington Blvd	Add a 5 foot-wide bike lane on the east side of 92nd Avenue NE from northern city limits to Lake Washington Boulevard NE.	Old Bellevue	1680.50	0.32
B-124-S	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 5 foot bike lane on south side of NE 8th Street between Lake Washington Boulevard and 96th Avenue NE.	Old Bellevue	1971.70	0.37
B-125-E	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Bellevue Transit Center/Ashwood	4034.67	0.76
B-125-W	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Bellevue Transit Center	4034.67	0.76

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B-126-E	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	Bellevue Transit Center/Ashwood-Hospital/Hospital	2028.90	0.38
B-126-W	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	Bellevue Transit Center/Ashwood-Hospital/Hospital	2028.90	0.38
B-127-E	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the east side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	118th	4962.57	0.94
B-127-W	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the west side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	118th	3210.44	0.61
B-129-N	Main St	Bellevue Way NE to 116th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	East Main	3947.22	0.75
B-130-N	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the north side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Hospital	1313.61	0.25
B-130-S	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the south side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Hospital	1313.61	0.25
B-131-E	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on the east side of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	130th	1790.35	0.34
B-131-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on the west side of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	130th	1790.35	0.34
B-133-S	SE 5th St	116th Ave SE to BNSF corridor	Add a 5 foot wide bike lane on the south side of SE 5th Street from 116th Avenue SE to the BNSF corridor.	NE 8th	844.30	0.16
B-134-N	Main St	NE 1st St to 124th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from NE 1st Street to 124th Avenue NE.	East Main	2138.73	0.41
B-135-N	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	118th	2239.00	0.42
B-136-N	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the north side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	118th	775.80	0.15
B-136-S	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the south side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	118th	775.80	0.15
B-138-E	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the east side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	South Bellevue	5062.13	0.96
B-138-W	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the west side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	South Bellevue	5062.13	0.96

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B-201-N	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Northtowne Connection.	Ashwood-Hospital	2734.60	0.52
B-201-S	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Northtowne Connection.	Ashwood-Hospital	2734.60	0.52
B-203-N	NE 24th St	124th Pl NE to 140th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from 136th Place NE to 134th Avenue NE (make use of existing 4 foot-wide gutter pan).	130th	5089.78	0.96
B-204-E	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the east side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtowne Connection.	Ashwood-Hospital	2201.39	0.42
B-205-N	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	Overlake Village	4357.85	0.83
B-205-S	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	Overlake Village	4357.85	0.83
B-208-S	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the south side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	Old Bellevue	3809.52	0.72
B-209-E	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on the east side of 100th Avenue NE from Main Street to NE 8th Street.	Old Bellevue	2645.53	0.50
B-209-W	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on the west side of 100th Avenue NE from Main Street to NE 8th Street.	Old Bellevue	2645.53	0.50
B-210-N	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the north side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	Old Bellevue Station	1311.14	0.25
B-210-S	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	Old Bellevue Station	1311.14	0.25
B-211-E	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Old Bellevue	5597.98	1.06
B-211-W	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Old Bellevue	5597.98	1.06
B-212-S	Lake Hills Connector	Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	118th/East Main	6237.38	1.18
B-213-N	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on the north side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	NE 8th	1342.64	0.25
B-213-S	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on the south side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	NE 8th	1342.64	0.25
B-215-E	112th Ave SE/SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on the east side of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	South Bellevue	3580.05	0.68
B-215-W	112th Ave SE/SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on the west side of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	South Bellevue	3580.05	0.68
B-300-E	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the east side of 136th Place NE from NE 24th Street to the SR-520 trail.	130th	765.67	0.15
B-300-W	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the west side of 136th Place NE from NE 24th Street to the SR-520 trail.	130th	765.67	0.15

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B-301-E	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the east side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Overlake Village	544.64	0.10
B-301-W	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the west side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Overlake Village	544.64	0.10
B-400-N	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the north side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Overlake Village	1407.27	0.27
B-400-S	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Overlake Village	3125.52	0.59
B-401-N	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the north side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Old Bellevue	3775.36	0.72
B-401-S	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the south side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Old Bellevue	3775.36	0.72
B-402-E	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the east side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Old Bellevue Station	1693.98	0.32
B-402-W	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the west side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	NE 8th/Old Bellevue Station	2635.60	0.50
B-500-E	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the east side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	130th	1066.66	0.20
B-500-W	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the west side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	130th	1066.66	0.20
O-103	SR-520 Regional Trail	Evergreen Point Bridge to 124th Ave NE	Construct 10-14 foot-wide path from Bellevue Way/Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Avenue NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. Component of priority bike corridor; EW-1: SR-520 Trail.	124th	3938.84	0.75
O-104	Burlington Northern Bike Path	southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	NE 8th/118th/E Main/Hospital/Ashwood-Hospital	24035.30	4.55
O-105-S	NE 24th St	126th Ave NE to 136th Pl NE	Add a 10-14 foot-wide off street path along south side of NE 24th Street connecting 126th Avenue NE to 136th Place NE.	130th	4442.75	0.84
O-106	SR 520 Trail connection	140th Avenue, east, as an on-ramp/offramp to the 520 trail	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE. Component of priority bike corridor; NS4: Somerset-Redmond Connection.	130th/Overlake Village	185.71	0.04
O-108-N	NE 12th St	100th Ave NE to 116th Ave NE	Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Old Bellevue/Bellevue Transit Center/Ashwood-Hospital/124th	5473.20	1.04

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O-109	West Tributary Trail	BNSF Corridor to Bel-Red Rd	Add a 10-14 foot-wide off street path along the West Tributary of Kelsey Creek between the BNSF Corridor and Bel-Red Road. Provide grade separation of this trail at arterial crossings.	124th/130th	6205.12	1.18
O-110-N	NE 16th St	116th Ave NE to 140th Ave NE	Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	124th/130th	8050.61	1.52
O-111-E	132nd Ave NE	NE 20th St to Bel-Red Rd	Add a 10-14 foot-wide off street path on the east side of 132nd Avenue NE from NE 20th Street to Bel-Red Road.	130th	2161.24	0.41
O-112	East Highland/ Rockwood	140th Ave NE to 141st Pl NE	Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE.	130th	635.45	0.12
O-113	trail	148th Ave NE to 156th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE.	Overlake Village	2651.20	0.50
O-114	trail	Highland Middle School to NE 8th St	Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street.	Overlake Village	2702.65	0.51
O-115	Crossroads E-W Connection	156th Ave NE to 164th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE, called the Crossroads east-west Connection.	Overlake Village	2380.80	0.45
O-116	trail	159th Ave NE to Crossroads Park and Community Center	Add a 10-14 foot-wide off street path connecting 159th Avenue NE and Northup Way to Crossroads Park and Community Center.	Overlake Village	370.72	0.07
O-117	NE 6th St (ped corridor)	Bellevue Way to 110th Ave NE	Construct NE 6th Street "Pedestrian Corridor" between Bellevue Way and 110th Avenue NE consistent with design guidelines; pursue interim improvements (ahead of full redevelopment) where appropriate.	Old Bellevue/Bellevue Transit Center	1943.02	0.37
O-118-S	NE 6th St extension	112th Ave NE to 120th Ave NE	Add a 10-14 foot wide off street path along the south side of the NE 6th Street extension, across I-405, from 112th Avenue NE to 120th Avenue NE.	Hospital/Bellevue Transit Center	2643.05	0.50
O-119	Bel-Red Mini Park	Bel-Red Rd at 122nd Ave (alignment) to Bel-Red Rd at 124th Ave NE	Add a 10-14 foot-wide off street path through the Bel-Red Mini Park from Bel-Red Road at 112nd Avenue (alignment) to Bel-Red Road at 124th Avenue NE.	Hospital/124th	306.13	0.06
O-120-S	NE 2nd St	124th Ave NE to 128th Ave NE	Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	East Main	1334.69	0.25
O-121-S	Main St	Bellevue Way NE to 116th Ave NE	Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	Old Bellevue/Bellevue Transit Center	3947.22	0.75
O-122	Main St extension	116th Ave NE to BNSF	Add a 10-14 foot wide off street path along the Main St extension from 116th Avenue NE to the BNSF corridor.	East Main	427.68	0.08
O-123-N	Lake Hills Connector	Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	NE 8th/118th	8454.94	1.60
O-124-S	Main St	NE 1st St to 124th Ave NE	Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE where not complete.	East Main	1748.54	0.33
O-125	Existing BBG/Wilburton Hill Trails	118th Ave SE to SE 4th Pl	Add a 10-14 foot wide off street path along the existing trails through the Bellevue Botanical Garden and Wilburton Hill Community Park from approximately 118th Avenue SE in the BBG to SE 4th Place outside of Wilburton Hill Community Park.	East Main/NE 8th	5014.46	0.95
O-126-W	128th Ave NE/SE	NE 2nd St to SE 4th Pl	Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd Street to SE 4th Place.	East Main	2221.09	0.42
O-127-S	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	NE 8th/118th	2239.00	0.42
O-128-S	SE 7th Pl	Edge of Wilburton Hill Community Park to 128th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 7th Place from edge of Wilburton Hill Community Park to 128th Avenue SE.	118th	1322.53	0.25
O-129	Kelsey Creek Trail	130th Pl SE to Lake Hills Connector	Add a 10-14 foot-wide off street path along mostly existing trails through Kelsey Creek Park from 130th Place SE to end of gravel portion.	118th	2434.77	0.46

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O-130-S	SE 8th St	112th Ave SE to 114th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE.	NE 8th/118th	1394.35	0.26
O-131-E	112th Ave SE/Bellevue Way SE	SE 8th St to I-90 trail	Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	NE 8th/118th	7820.72	1.48
O-302	NE 28th St	Bel-Red Road to NE 28th St and MS Campus	Add a 6 foot-wide off street path along NE 28th Street right-of-way from Bel-Red Road to NE 28th Street and MS Campus.	Overlake Village	317.66	0.06
S-100-N	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of 15th/16th Street NE from NE 12th Street to 140th Avenue NE.	Ashwood-Hospital/124th	7479.66	1.42
S-100-S	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of 15th/16th Street NE from NE 12th Street NE to 140th Avenue NE.	Hospital/124th/130th	7479.66	1.42
S-101-N	NE 8th St	116th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	Hospital	270.68	0.05
S-101-S	NE 8th St	116th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	Hospital	360.62	0.07
S-102-E	100th Ave SE/SE Bellevue Pl	Meydenbauer Way SE to Main St	Add a 12 foot wide sidewalk and 4 foot wide planter strip on the east side of 100th Avenue SE and SE Bellevue Place from Meydenbauer Way SE to Main Street.	Old Bellevue	402.68	0.08
S-200-E	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the east side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	124th	2803.99	0.53
S-200-W	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the west side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	124th	3165.42	0.60
S-201-E	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	130th	1461.89	0.28
S-201-W	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	130th	1350.35	0.26
S-202-E	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 136th Place NE from NE 20th Street to NE 16th Street.	130th	1133.86	0.21
S-202-W	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 136th Place NE from NE 20th Street to NE 16th Street.	130th	1077.25	0.20
S-203-S	Bel-Red Rd	NE 32nd St (alignment) to NE 24th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of Bel-Red Road from NE 32nd Street (alignment) to NE 24th Street where not complete.	Overlake Village	1405.93	0.27
S-204-S	NE 11th St	111th Ave NE to 112th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 11th Street from 111th Avenue NE to 112th Avenue NE.	Bellevue Transit Center/Hospital/Ashwood-Hospital	223.79	0.04
S-205-W	105th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 105th Avenue NE from NE 4th Street to NE 2nd Street.	Old Bellevue	702.21	0.13
S-206-N	NE 3rd Pl	110th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Bellevue Transit Center	95.01	0.02
S-206-S	NE 3rd Pl	110th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Bellevue Transit Center	254.23	0.05
S-207-E	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	Hospital/Bellevue Transit Center	554.53	0.11
S-207-W	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	Bellevue Transit Center	554.53	0.11

East Link DEIS - Bellevue staff comments

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S-209-S	NE 1st St (Old Bellevue Sidewalks)	103rd Ave NE to Bellevue Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 1st Street from 103rd Avenue NE to Bellevue Way.	Old Bellevue	199.32	0.04
S-210-W	107th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 107th Avenue NE from NE 2nd Street to Main Street where not complete.	Old Bellevue	433.22	0.08
S-211-W	110th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 110th Avenue NE from NE 2nd Street to Main Street where not complete.	Bellevue Transit Center/Old Bellevue	565.30	0.11
S-212-S	NE 2nd St	Bellevue Way to 106th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 2nd Street from Bellevue Way to 106th Avenue NE.	Old Bellevue	663.13	0.13
S-213-N	Main St	Bellevue Way to 116th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of Main Street from Bellevue Way to 116th Avenue NE.	Bellevue Transit Center	3963.97	0.75
S-214-E	120th Ave NE	NE 12th St to Bel-Red Road	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue NE from NE 12th Street to Bel-Red Road where not compete.	Hospital/124th	4103.80	0.78
S-214-W	120th Ave NE	NE 12th St to Bel-Red Road	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue NE from NE 12th Street to Bel-Red Road where not compete.	Hospital/124th	2600.33	0.49
S-215-E	102nd Ave NE	NE 10th St to NE 8th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the east side of 102nd Avenue NE from NE 10th Street to NE 8th Street where not complete.	Bellevue Transit Center	330.18	0.06
S-219-N	NE 2nd Pl	110th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 2nd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Bellevue Transit Center	286.26	0.05
S-219-S	NE 2nd Pl	108th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 2nd Place from 108th Avenue NE to 111th Avenue NE where not complete.	Bellevue Transit Center	558.42	0.11
S-301-N	Northup Way	NE 33rd Pl to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Northup Way from NE 33rd Place to 124th Avenue NE where not complete.	124th	759.06	0.14
S-301-S	Northup Way	Bellevue Way to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Northup Way from Bellevue Way NE to 124th Avenue NE where not complete.	124th	592.52	0.11
S-309-W	116th Ave NE	NE 21st St to NE 12th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 116th Avenue NE from NE 21st Street to NE 12th Street.	Hospital	1566.48	0.30
S-310-E	132nd Ave NE	NE 16th St to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 132nd Avenue NE from NE 16th Street to NE 8th Street where not complete.	130th	1994.44	0.38
S-310-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add an 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 132nd Avenue NE from Bel-Red Road to NE 8th Street where not complete.	130th	1564.01	0.30
S-311-S	Northup Way	156th Ave NE to NE 170th Ave NE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Northup Way from 156th Avenue NE to 170th Avenue NE where not complete.	Overlake Village	617.61	0.12
S-314-E	108th Ave NE	NE 24th St to NE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 108th Avenue NE from NE 24th Street to NE 14th Street where not complete.	Ashwood-Hospital	160.37	0.03
S-318-S	Lake Washington Blvd NE	NE 1th St to 100th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard NE from NE 1st Street to 100th Avenue NE where not complete.	Old Bellevue	1209.87	0.23
S-320-N	NE 4th St Extension	116th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the north side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	East Main/Hospital	1332.01	0.25
S-320-S	NE 4th St Extension	116th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the south side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	East Main	1332.01	0.25
S-326-N	Main St	118th Ave SE to 124thAve NE	Add a 6 foot wide sidewalk and a 4 foot planter strip on the north side of Main Street from 118th Avenue SE to 124th Avenue NE.	East Main	1066.47	0.20

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S-328-E	118th Ave SE	Main Street to SE 4th Pl (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	East Main	650.42	0.12
S-328-W	118th Ave SE	Main Street to SE 4th Pl (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	East Main	123.81	0.02
S-330-N	SE 8th St	121th Ave SE to Lake Hills Connector	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE 8th Street from 121st Avenue SE to Lake Hills Connector.	NE 8th/118th	763.50	0.14
S-330-S	SE 8th St	114th Ave/118th Ave SE to 121st Avenue SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 8th Street from 114th Avenue SE/118th Avenue SE to 121st Avenue SE.	NE 8th/118th	1256.95	0.24
S-332-E	121st Ave SE/SE 12th St/123rd Ave SE	SE 8th St to SE 20th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 121st Avenue SE, SE 12th Street, and 123rd Avenue SE from SE 8th Street to SE 20th Pl.	NE 8th/118th	3666.45	0.69
S-335-S	SE 6th St	100th Ave SE to 102nd Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 6th Street from 100th Avenue SE to 102nd Avenue SE.	Old Bellevue	693.17	0.13
S-336-E	Lake Washington View Trail (97th Pl SE, Killarney Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	South Bellevue	816.25	0.15
S-336-W	Lake Washington View Trail (97th Pl SE, Killarney Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	South Bellevue	750.35	0.14
S-339-E	108th Ave SE	SE 21st St to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 108th Avenue SE from SE 21st Street to SE 34th Street.	South Bellevue	3962.91	0.75
S-339-E	108th Ave SE	SE 21st St to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 108th Avenue SE from SE 21st Street to SE 34th Street.	South Bellevue/NE 8th/118th	3962.91	0.75
S-339-W	108th Ave SE	SE 21st St to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 108th Avenue SE from SE 21st Street to SE 34th Street where not complete.	South Bellevue/NE 8th/118th	3431.46	0.65
S-340-W	Bellevue Way SE	SE 27th Pl (alignment) to SE 30th St Connector	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of Bellevue Way SE from SE 27th Place (alignment) to SE 30th Street Connector.	South Bellevue	1054.34	0.20
S-341-N	SE 34th St	108th Ave SE to 112th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 34th Street from 108th Avenue SE to 112th Avenue SE.	South Bellevue	685.94	0.13
S-341-S	SE 34th St	108th Ave SE to 112th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 34th Street from 108th Avenue SE to 112th Avenue SE.	South Bellevue	1000.12	0.19
S-411-N	NE 5th St	99th Ave NE to 100th Ave NE	Add a 5 foot-wide sidewalk on the north side of NE 5th Street from 99th Avenue NE to 100th Avenue NE.	Old Bellevue	304.87	0.06
S-412-N	98th Pl NE/98th Ave NE/NE 4th St	NE 1st St (Meydenbauer Park) to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the north side of 99th Place NE, 98th Avenue NE and NE 4th Street from NE 1st Street and Meybenbauer Park to 99th Avenue NE.	Old Bellevue	659.23	0.12
S-412-S	NE 4th St	98th Ave NE to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 4th Street from 98th Avenue NE to 99th Avenue NE where not complete.	Old Bellevue	322.26	0.06
S-414-N	NE 5th St	120th Ave NE to 123rd Ave NE	Add a 5 foot wide sidewalk on north side of NE 5th Street from 120th Avenue NE to 123rd Avenue NE where not complete.	Hospital	1284.44	0.24
S-414-S	NE 5th St	120th Ave NE to 123rd Ave NE	Add a 5 foot wide sidewalk on south side of NE 5th Street from 120th Avenue NE to 123rd Avenue NE where not complete.	Hospital	626.75	0.12

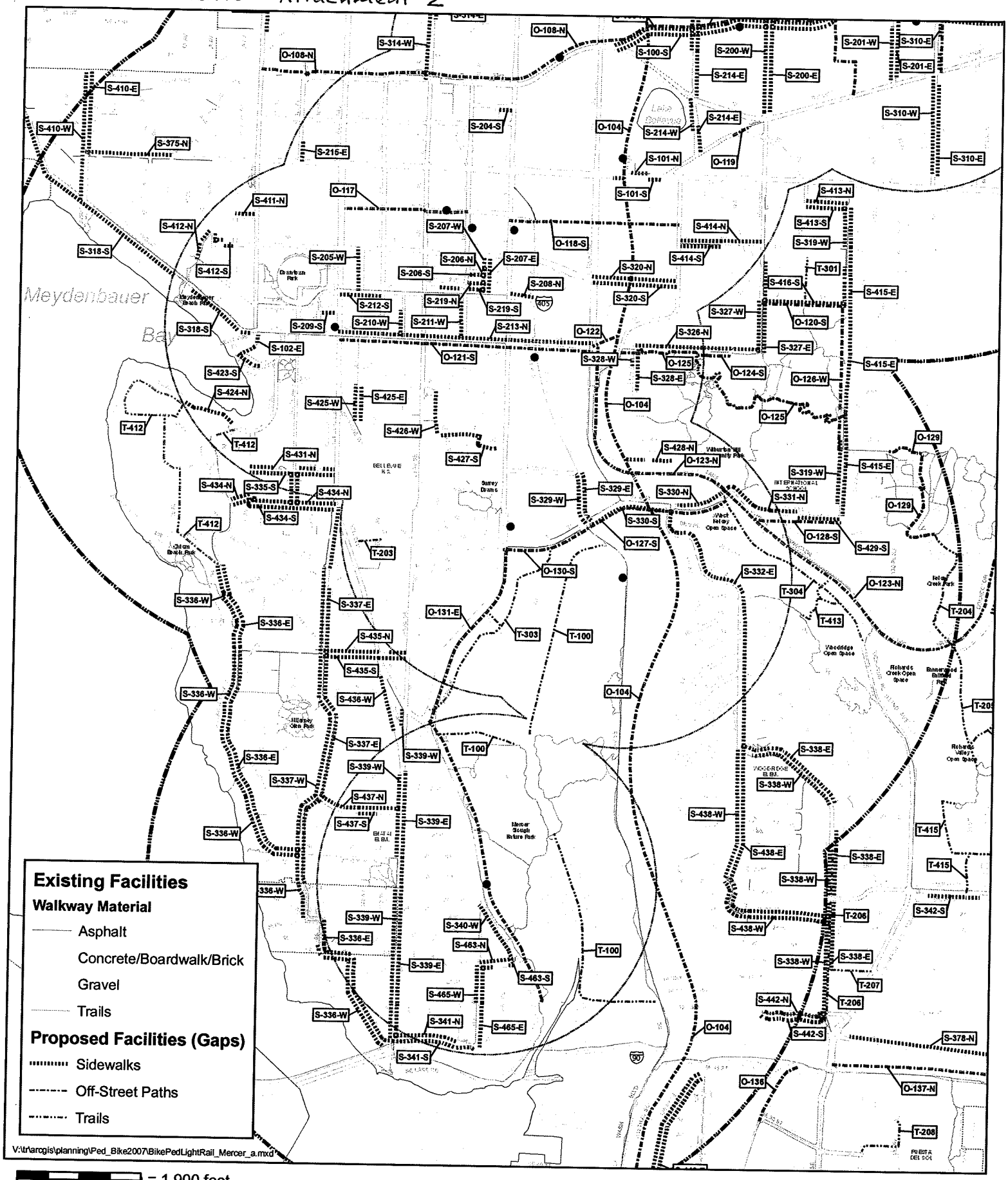
Attachment 1

S-423-S	Meydenbauer Way SE	SE Bellevue Pl to 101st Ave SE	Add a 5 foot wide sidewalk on the south side of Meydenbauer Way SE from SE Bellevue Place to 101st Avenue SE where not complete.	Old Bellevue	385.74	0.07
S-424-N	Shoreline Dr SE (Lake Washington View Trai)	SE Shoreland Pl to SE 5th St	Add a 5 foot-wide sidewalk on the north side of Shoreline Drive SE (Lake Washington View Trail) from SE Shoreland Place to SE 5th Street where not complete.	Old Bellevue	843.77	0.16
S-425-E	105th Ave SE	SE Cliff Pl to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the east side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	Old Bellevue	561.86	0.11
S-425-W	105th Ave SE	SE Cliff Pl to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the west side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	Old Bellevue	561.86	0.11
S-426-W	109th Ave SE	SE 2nd St to SE 4th St	Add a 5 foot wide sidewalk on the west side of 109th Avenue SE from NE 2nd Street to SE 4th Street, while preserving the existing on-street bicycle facility.	Old Bellevue/ NE 8th	663.76	0.13
S-427-S	SE 4th St/111th Ave SE	109th Ave SE to 112th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 4th Street and 111th Avenue SE from 109th Avenue SE to 112th Avenue SE where not complete, while preserving the existing on-street bicycle facility.	NE 8th/118th	1061.04	0.20
S-428-N	SE 5th St	118th Ave SE to Wilburton Hill Community Park	Add a 5 foot-wide sidewalk on the north side of SE 5th Street from 118th Avenue SE to Wilburton Hill Community Park where not complete.	NE 8th/118th	619.77	0.12
S-431-N	SE 6th St	100th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the north side of SE 6th Street from 100th Avenue SE to Bellevue Way SE where not complete.	Old Bellevue	791.12	0.15
S-431-S	SE 6th St	102th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the south side of SE 6th Street from 102nd Avenue SE to Bellevue Way SE where not complete.	South Bellevue	622.71	0.12
S-437-N	SE 23rd St	104th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE.	South Bellevue	1032.32	0.20
S-437-S	SE 23rd St	104th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE where not complete.	South Bellevue	285.08	0.05
S-463-N	SE 30th St Connector	112th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 30th Street connector from 112th Avenue SE to Bellevue Way where not complete.	South Bellevue	553.08	0.10
S-463-S	SE 30th St Connector	112th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 30th Street connector from 112th Avenue SE to Bellevue Way where not complete.	South Bellevue	338.36	0.06
S-465-E	112th Ave SE	SE 30th St to SE 34th St	Add a 5 foot wide sidewalk on the east side of 112th Avenue SE from SE 30th Street to SE 34th Street.	South Bellevue	1270.07	0.24
S-465-W	112th Ave SE	SE 30th St to SE 34th St	Add a 5 foot wide sidewalk on the west side of 112th Avenue SE from SE 30th Street to SE 34th Street.	South Bellevue	578.02	0.11
T-100	Mercer Slough Park Trail	I-90 to 118th Ave SE	Add a 6-10 foot wide boardwalk called the Mercer Slough Park Trail connecting I-90 to 118th Avenue SE.	South Bellevue/NE 8th/118th	7642.16	1.45
T-203	SE 10th St	Bellevue Way to 106th Ave NE	Add a 6-10 foot wide boardwalk along SE 10th Street from Bellevue Way to 106th Avenue NE.	NE 8th/118th	372.06	0.07
T-303	Bellefield Office Park	SE 8th St to SE 18th St alignment	Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment.	NE 8th/118th	3127.15	0.59
T-304	Lake Hills Connector	SE 8th St to Richards Road	Add an 8-12 foot wide multiple use gravel trail along Lake Hills Connector from SE 8th Street to Richards Road.	NE 8th/118th	1560.18	0.30
T-408	Unigard Trail System	Northup to NE 24th St E/O 156th Avenue NE	Add a 2-6 foot wide pedestrian walking trail within the Unigard Trail System connecting Northup Way to either NE 24th Street or 156th Avenue NE.	Overlake Village	2741.19	0.52
T-412	Meydenbauer to Chism	Shoreland Dr SE to SE 11th St	Improve the shoulder along Shoreland Drive to make it useful for walking; develop trail route through SE 4th Street ROW; develop 2-6 foot wide walking trail from 94th Avenue SE to 96th Avenue across Utilities property; acquire easement from south end 96th Avenue SE to Chism Park/ SE 11th Street.	Old Bellevue	354.94	0.07

TOTALS

Off-Street Paths	106803.43	20.23
Bike Projects	278,025.86	52.66
Trail Projects	15,797.69	2.99
Sidewalk Projects	92,859.79	17.59

DEIS Comments - Attachment 2



= 1,900 feet

City of Bellevue
IT Department
GIS Services

NORTH

Plot Date: 1/7/2009

City of Bellevue

Ped Facilities & Gaps

East Link Project - Segments B & C

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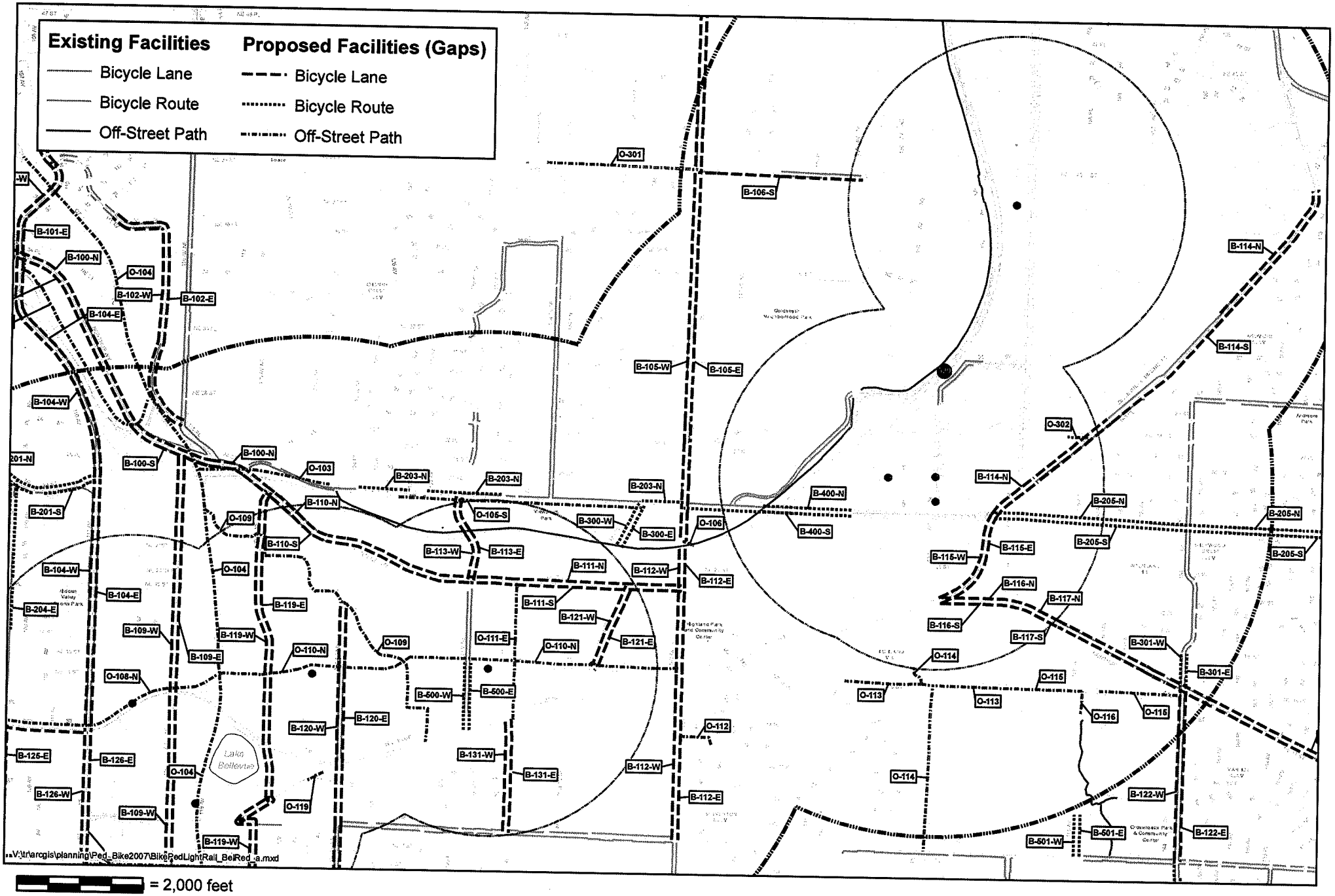

= 2,000 feet

City of Bellevue
IT Department
GIS Services

NORTH

Plot Date: 1/7/2009

City of Bellevue

Bike Facilities & Gaps

East Link Project - Segment D

DEIS Comments - Attachment 3

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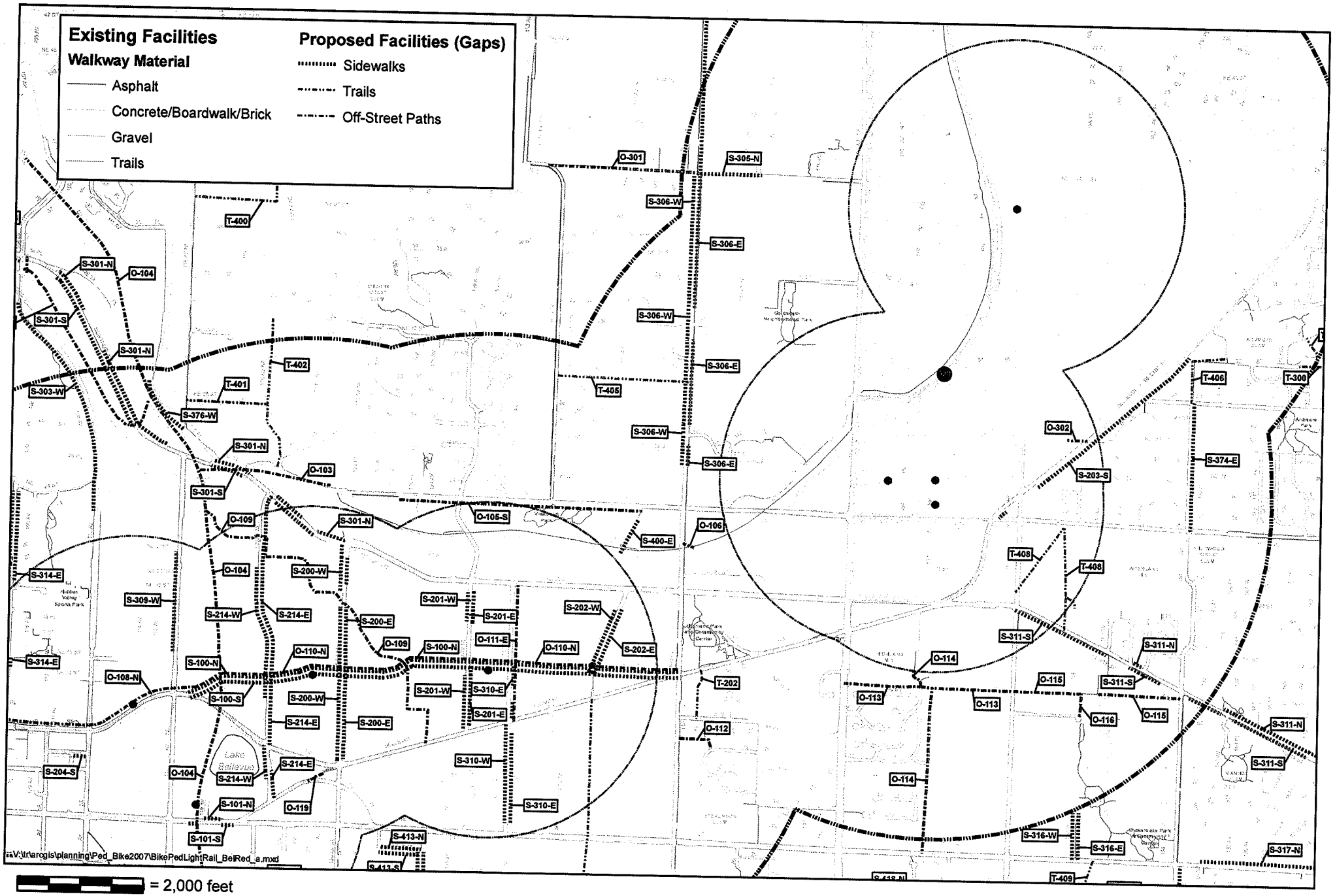

= 2,000 feet

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Plot Date: 1/7/2009

City of Bellevue

Ped Facilities & Gaps

Eastl Link Project - Segment D

DEIS Comments - Attachment 4

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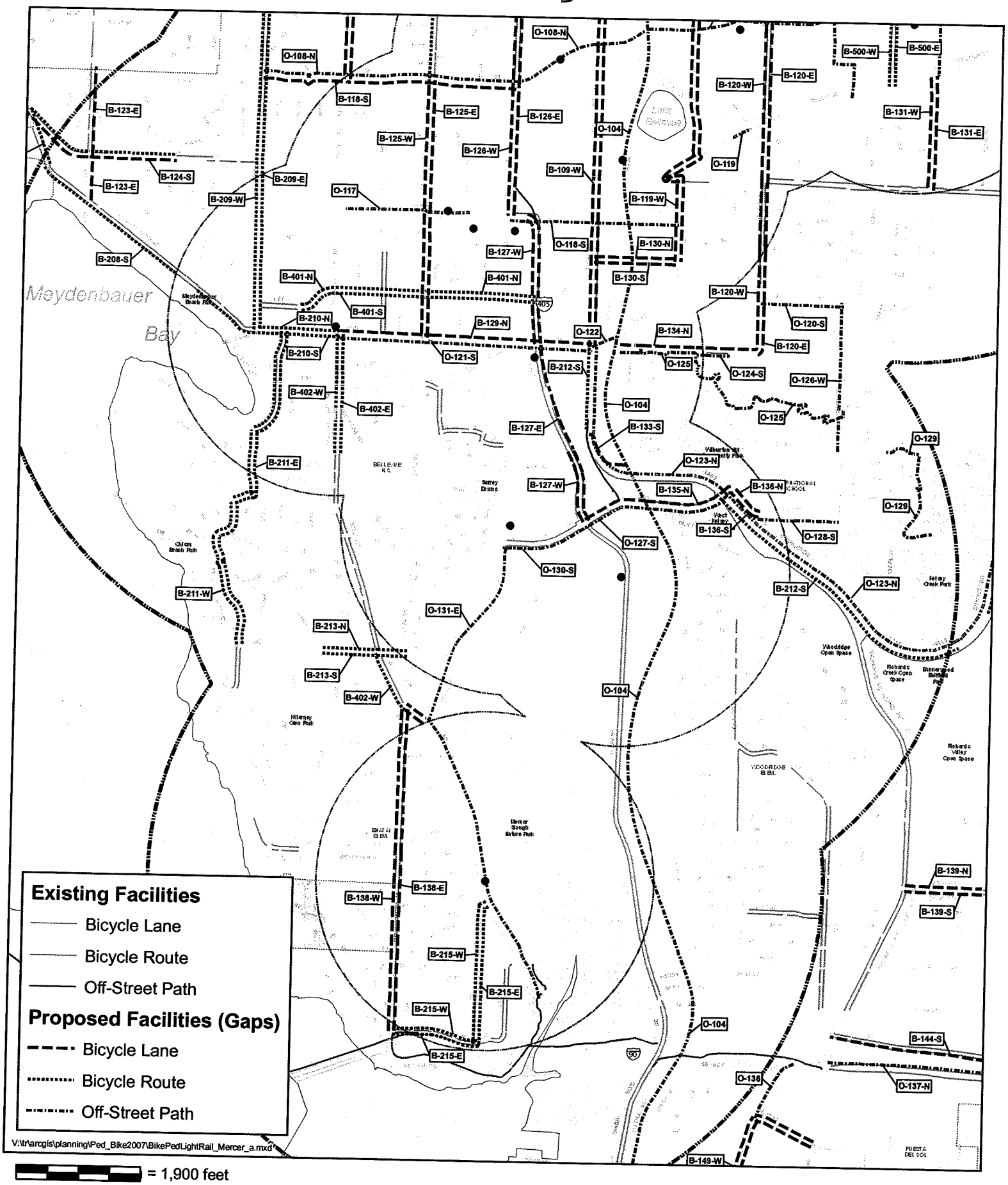
DEIS Comments - Attachment 5



= 1,900 feet

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NORTH

Plot Date: 1/7/2009

City of Bellevue

Bike Facilities & Gaps

East Link Project - Segments B & C

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Attachment 6

East Link DEIS – Bellevue staff comments

Appendix H1 p. H1 7-11 - attachment to comment

City of Bellevue

Location: BIKE TRAIL E. End of I-90 Bridge ENATAI (5)
Count Interval: 15
Direction of Count: Total Volume

BIKE TO WK DAY

Time	Monday 05/12/08	Tuesday 05/13/08	Wednesday 05/14/08	Thursday 05/15/08	Friday 05/16/08	Saturday 05/17/08	Sunday 05/18/08
00:00-00:59	1	0	1	0	0	0	2
01:00-01:59	0	1	0	0	2	0	0
02:00-02:59	0	1	0	0	0	0	0
03:00-03:59	0	0	0	0	1	1	0
04:00-04:59	4	4	5	3	3	1	0
05:00-05:59	28	18	16	23	34	7	7
06:00-06:59	54	49	58	69	137	13	8
07:00-07:59	79	80	78	101	243	65	42
08:00-08:59	59	48	47	76	164	136	76
09:00-09:59	45	14	32	40	90	175	97
10:00-10:59	19	3	27	19	46	204	155
11:00-11:59	11	3	5	19	56	205	191
12:00-12:59	17	4	13	34	52	158	116
13:00-13:59	26	2	19	31	71	139	125
14:00-14:59	24	3	24	52	76	80	107
15:00-15:59	40	9	50	56	85	69	86
16:00-16:59	63	29	75	119	171	63	81
17:00-17:59	137	81	108	207	209	44	46
18:00-18:59	120	58	125	197	125	46	35
19:00-19:59	42	15	45	104	39	21	22
20:00-20:59	9	3	8	30	12	14	13
21:00-21:59	5	3	7	9	3	2	0
22:00-22:59	2	1	2	2	3	2	1
23:00-23:59	1	0	1	0	0	1	0
ADT	786	429	746	1191	1622	1446	1210
AM Peak	06:45-07:44	07:00-07:59	06:45-07:44	07:00-07:59	07:15-08:14	10:45-11:44	11:00-11:59
	85	80	78	101	246	207	191
PM Peak	17:15-18:14	17:15-18:14	18:00-18:59	17:30-18:29	17:15-18:14	13:00-13:59	13:00-13:59
	146	85	125	228	217	139	125

Total MIDWEEK (Tuesday thru Thursday) volume: 2366
Average MIDWEEK (Tuesday thru Thursday) ADT: 789
Total WEEKDAY (Monday thru Friday) volume: 4774
Average WEEKDAY (Monday thru Friday) ADT: 955
Total WEEKLY (Sunday thru Saturday) volume: 7430
Average WEEKLY (Sunday thru Saturday) ADT: 1061

NOTE: Only full days of data are shown on this report.