

Attachment 5: Agency Comments on the Draft Master Plan and EIS

Agency/Organization	Primary comments	County Response
Muckleshoot Indian Tribe	Project is in the Tribe's Usual and Accustomed Fishing Area. Mitigate damage to habitat caused by original railroad construction, particularly at stream crossings where barriers prevent fish passage, and provide a net gain in salmon habitat.	Additional discussion added to FEIS. King County will consider potential integration of additional watershed restoration as a policy choice during design.
City of Bellevue	<ul style="list-style-type: none"> • Support for the trail and suggestions for ensuring quality trail experience. • Desire to coordinate with City's plans for a "Grand Connection" for non-motorized access over I-405 between the ERC, the Bellevue Transit Center, and downtown Bellevue. 	Incorporated suggestions into FEIS and expressed a willingness to collaborate on the ERC Trail and Grand Connection projects.
City of Redmond	<ul style="list-style-type: none"> • Support for the Trail Master Plan. Support for Option A for connecting the Spur to the Mainline, for developing parallel multi-use trails between Willows Road and the Sammamish River Trail, and for a connection to NE 145th Street. • Suggestions for enhancing trail access in urban centers and for developing the trail as a linear park. 	<ul style="list-style-type: none"> • Parks anticipates phased development to eventually achieve suggested connections. • Urban design suggestions will be considered during the design phase.

City of Renton	<ul style="list-style-type: none"> • Support for the on-railbed alternative. • Provide access and parking, mitigate parking impacts to Gene Coulon Park, and additional design suggestions. 	<p>Parking will be addressed further in the design phase. Incorporation and consideration of additional suggestions.</p>
City of Snohomish	<p>Support for a regional trail that doesn't preclude future transit use in the corridor.</p>	<p>Sound Transit's high-capacity transit easement in the ERC allows it to move the trail if needed to accommodate future transit uses.</p>
City of Woodinville	<ul style="list-style-type: none"> • Support for the regional trail. Consider terminating the mainline trail near NE 145th Street to avoid duplicate trail segments and reduce costs and impacts. • Plan for a trail that extends to King County's easement in the active freight area of the ERC. • Concern that critical area impacts are not adequately evaluated and addressed. • Several crossing concerns. 	<ul style="list-style-type: none"> • Parks anticipates a phased approach to developing the spur, mainline, and connections between and to other trails. • Planning in the active rail segment will occur at a later time. • Additional SEPA review will occur during the design phase. • Acknowledgement of crossing concerns which will be examined further in the design phase.
Puget Sound Energy	<p>Support for master plan exploring alternatives that preserve utility uses in the corridor.</p>	<p>Intend to continue coordinating with PSE.</p>
Sound Transit	<ul style="list-style-type: none"> • Request to include further discussion of Sound Transit's plans in the corridor and the need to coordinate. • Request to continue consideration of an 	<ul style="list-style-type: none"> • Further information added to FEIS as requested. • Reiteration of reasons an underground crossing was eliminated from consideration at NE 8th Street.

	underground trail crossing at NE 8 th Street.	
Washington State Department of Ecology	<ul style="list-style-type: none"> • Evaluate the consistency with local shoreline master programs, critical area, and floodplain management regulations. • Concern that the DEIS doesn't contain sufficient wetland information to make an informed decision about environmental impacts. • Statement of permits that will be needed as project progresses. 	<ul style="list-style-type: none"> • Acknowledgement that the regulations apply and will be more relevant during design phase. • Clarification of why information included in the FEIS is adequate to evaluate alternatives.
Washington State Department of Transportation, NW Region	<ul style="list-style-type: none"> • Provided requirements for construction in WSDOT right-of-way. • WSDOT will continue to coordinate with King County on design of I-405 and SR-202 crossings. • Request that trail be designed to accommodate future highway expansions. • Noted that because the trail on-railbed would need to be relocated to accommodate future uses such of freight reactivation or transit, the on-railbed alignment could be considered more expensive. 	<ul style="list-style-type: none"> • Acknowledgment of permits needed. • King County will continue to coordinate with WSDOT on design of crossings, including accommodating future WSDOT needs. • Other than crossings, the ERC trail will be built within ERC right-of-way. • Building the trail on-railbed is consistent with federal railbanking.
Washington State Department of	<ul style="list-style-type: none"> • Description of I-405 project and request for continued coordination 	<ul style="list-style-type: none"> • King County recognizes I-405 work and will continue to coordinate.

Transportation, I-405 Office	between the project teams.	
Washington State Department of Archaeology and Historic Preservation	<ul style="list-style-type: none"> • Recommend an archaeological survey of the proposed corridor. • Demonstrate railroad heritage and retain railroad place names within trail design. • In the Woodinville Tourist District, explore tourist railroad passenger service and leave tracks in place to winery. 	<ul style="list-style-type: none"> • An archaeological survey will be conducted during the design phase. • The rail line may no longer be eligible for the National Register of Historic Places because the alignment is no longer intact. • King County will be soliciting proposals for possible tourist train operations.
Cascade Bicycle Club	<ul style="list-style-type: none"> • Collected 1,125 signatures from their members in support of the on-railbed alternative and timely construction of an interim and permanent trail. 	<ul style="list-style-type: none"> • Acknowledgement of receipt.
Eastside Greenway Alliance	<ul style="list-style-type: none"> • Support for an interim trail where feasible, and support for an on-railbed alignment except where there are known conflicts, supported by an online petition signed by over 1,100. • Change the vision statement and name of the corridor. 	<ul style="list-style-type: none"> • Acknowledgement of receipt.
Quendall Terminals¹	<ul style="list-style-type: none"> • Working on environmental investigation to clean up the site and redevelop it. The ERC plan includes 	<ul style="list-style-type: none"> • King County appreciates Quendell Terminals efforts to clean up the site.

¹ 23-acre former industrial property located on the shores of Lake Washington, west of the ERC, north of the Barbee Mill community and south of the Seahawks Virginia Mason Athletic Facility.

	<p>an area that will likely be part of the Superfund cleanup site. Quendall Terminals welcomes King County’s participation in moving forward site cleanup through leveraging grant funds and facilitating participation of responsible parties.</p>	
REI	<ul style="list-style-type: none"> • Support timely construction of an interim and permanent trail. Support the on-railbed alignment except where there are known conflicts. 	<ul style="list-style-type: none"> • Acknowledgement of receipt.
Save Our Trail²	<ul style="list-style-type: none"> • Support for the on-railbed alignment. Opposition to transit in the corridor. 	<ul style="list-style-type: none"> • King County envisions ERC as a multiuse corridor.
Chateau Ste Michelle	<ul style="list-style-type: none"> • The mainline bifurcates the Chateau Ste Michelle property in a forested, environmentally sensitive area that presents public safety and privacy problems. Expressed preference for light rail use on the mainline and trail use on the spur. • Of the options for connecting the mainline to the spur, they strongly support the option along the southern portion of their property rather than across their driveway, to avoid conflicts. 	<ul style="list-style-type: none"> • The FEIS identifies a phased implementation plan for the mainline and spur that would allow for prioritization. • Acknowledgement that the southern connection may be the preferred option but that both options must be carried forward until the feasibility of the southern option has been demonstrated.

² Kirkland-based organization with a mission of preserving the Cross Kirkland Corridor Trail.