



City of Bellevue/South Downtown I-405 Access Study

Stakeholder Forum #3 Summary

August 27, 2020 6-8 p.m. | Zoom

Panelists

Bellevue Transportation Department

- Shuming Yan, project manager
- Marie Jensen, public involvement manager

Washington Department of Transportation (WSDOT)

- Karl Westby, PhD traffic engineering manager
- Barrett Hanson, PE engineering manager

City of Bellevue staff

- Andrew Singelakis, City of Bellevue Transportation Department, Director
- Paula Stevens, City of Bellevue Transportation Department, Assistant Director

Facilitator and support

PRR, Engagement Consultant

- Laura LaBissoniere Miller, facilitator
- Nancy Thai, communications support
- Emma Dorazio, notetaker

Overview

Welcome

Laura LaBissoniere Miller, facilitator, welcomed 20 stakeholders and introduced the panelists.

Andrew Singelakis, City of Bellevue Transportation Department Director, welcomed the group to the third City of Bellevue South Downtown I-405 Access Study stakeholder forum and thanked everyone for their participation. He shared that stakeholder input will help shape staff's recommendation for the preferred alternative.

Laura gave an overview of the virtual meeting logistics, including the ability to share video, using the raise your hand function and the chat function.

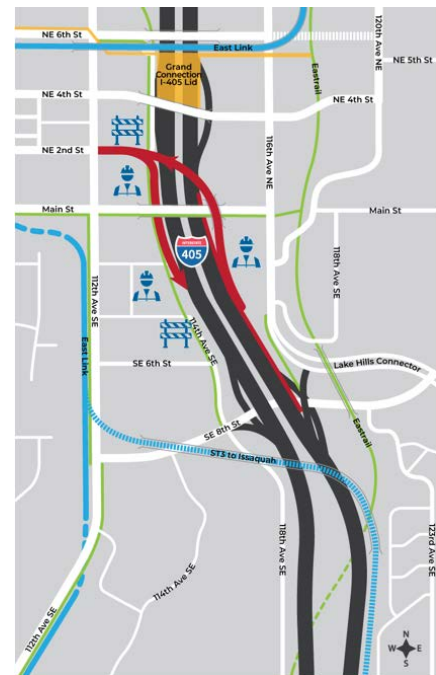
- On the southbound side, this alternative would reconstruct the Northeast Fourth Street on-ramp bridge to connect to the new Northeast Second Street.
- On the northbound side, this alternative would also reconstruct part of the off-ramp that extends to Northeast Eighth Street to widen it and shift it further east. We anticipate there may be some property acquisition on the east side of I-405.
- On the southbound side, we would need to realign a portion of 114th Avenue further west around Northeast Second Street to Southeast Second Street.
- This alternative would impact utilities on 114th Avenue Northeast and properties on both sides of I-405 and along 114th Avenue.
- Potential environmental impact with the Northeast Second Street extension east of I-405.
- Anticipate high relative cost compared to the other alternatives.
- Construction could take around three years.

One stakeholder asked the study team how much vehicle capacity each alternative provides. Shuming replied the study team will evaluate additional capacity using traffic modeling tools and we will share that information at the next stakeholder forum.

#2 Southbound on-ramp and northbound overpass at Northeast Second Street

Next, Barrett reviewed the Southbound on-ramp and northbound overpass at Northeast Second Street. This alternative would include constructing new on- and off-ramps to I-405 on Northeast Second Street. The southbound on-ramp would travel under the Main Street bridge while the northbound off-ramp would cross over the Main Street bridge to connect to Northeast Second Street. He shared the study team's preliminary findings:

- Ramp connection to Northeast Second street would require closing 114th Avenue Northeast at Northeast Second Street.
- The city would need to realign 114th Avenue Northeast from Northeast Second Street to about Southeast Sixth Street further west. This roadway realignment and new northbound off-ramp would impact properties on both sides of I-405.
- Anticipated higher relative costs compared to the other alternatives.
- Construction could take around two to three years.



The study team paused for stakeholder input and the group did not provide any comments.

#3 Northeast Second Street extension to Wilburton

Barrett presented the Northeast Second Street extension to Wilburton. This alternative does not provide any new access to I-405 but extends Northeast Second Street over 114th Avenue and I-405 to 116th Avenue Northeast. He shared the study team's preliminary findings:

- This alternative would impact properties on both sides of I-405.
- Property impacts are from widening and extending Northeast Second Street as well as the higher roadway elevation over 114th Avenue and I-405 that effects access on the westside of I-405.
- Potential environmental impacts to the east of I-405 and south of the Hampton Inns property.
- Anticipate lower relative cost compared to the other alternatives.
- Construction could take about one to two years.



The study team paused for stakeholder input and the group did not provide any comments.

#4 Express toll lane access to/from south at Southeast Sixth Street

Barrett presented the Express toll lane access to and from the south at Southeast Sixth Street alternative. This option would widen and extend Southeast Sixth Street from the west to east side of I-405 and connect with the Lake Hills Connector. From the Southeast Sixth Street extension, this alternative would build new direct access ramps to and from the south to the I-405 express toll lanes. The Southeast Sixth Street extension would climb over 114th Avenue and I-405 and connect to the Lake Hills Connector. The alternative would maintain the connection between 112th Avenue Southeast and 114th Avenue Southeast. We anticipate the bicycle and pedestrian paths along the outside of the roadway, connecting between 112th Avenue Southeast and 114th Avenue Southeast. They would not connect to Lake Hills Connector. If this alternative advances through the screening process the study team will consider another configuration of the Southeast Sixth Street extension. The alternate configuration would raise Southeast Sixth Street





over 114th Avenue Southeast, including connecting bikes and pedestrians to Lake Hills Connector. This alternative configuration would not connect to 114th Avenue from Southeast Sixth Street. Driveways on the eastern part of Southeast Sixth Street would still connect to 114th Avenue Southeast, but no longer to 112th Avenue Southeast.

Barrett shared the study team's preliminary findings:

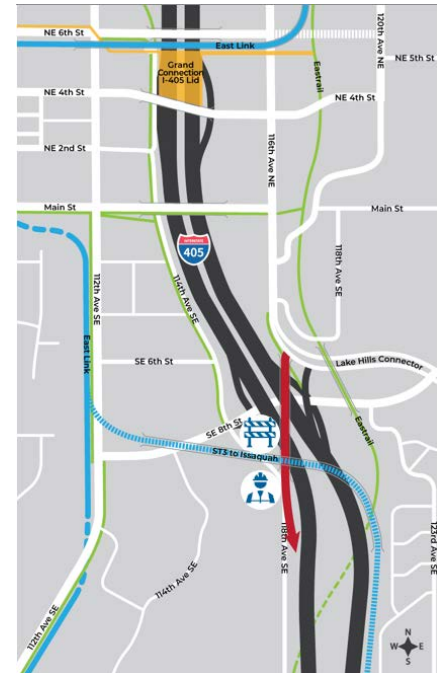
- Requires bridge, interchange and roadway changes.
 - Rebuilds the north half of Southeast Eighth Street interchange.
 - Widen or potentially reconstruct I-405 bridges over Southeast Eighth Street.
 - Realign portions of 114th Avenue Southeast north of Southeast Sixth Street to account for I-405 realignment.
 - Requires rebuilding the non-motorized connection to Lake Hills Connector.
- Access modifications along Southeast Sixth Street.
 - This alternative would modify some driveways on the eastern side of 112th Avenue Southeast and 114th Avenue Southeast.
 - Type of modification will depend on the final configuration of Southeast Sixth Street.
 - Potentially convert some driveways to right-in, right-out.
 - Other configuration would change eastern driveways to only access 114th Avenue and western driveways to the new Southeast Sixth Street roadway and connect to 112th Avenue Southeast and Lake Hills Connector.
- Impacts size of Wilburton Park-and-Ride because this concept widens I-405 to accommodate the direct access ramps.
- Potential environmental impacts along Southeast Sixth Street on the west side of I-405 and near Southeast Eighth Street on the east side of I-405.
- Potential property impact along 114th Avenue Southeast around Southeast Sixth Street and 114th Avenue Southeast.
- Anticipate medium relative cost compared to the other alternatives.
- Construction could take about two to three years.

The study team paused for stakeholder input and the group did not provide any comments.

6 Lake Hills Connector southbound on-ramp

The final alternative Barrett shared was the Lake Hills Connector southbound on-ramp. This alternative would construct a southbound on-ramp from Lake Hills Connector to the general-purpose lane on I-405. This on-ramp complements the existing northbound off-ramp. He shared the study team's preliminary findings:

- Potential property impact on west side of 118th Avenue Southeast.
- Coordination with future Sound Transit light rail expansion. We anticipate enough space for the new ramp below the future elevated light rail track and will continue coordinating with Sound Transit.
- Anticipate lower relative cost compared to the other alternatives.
- Construction could take about one to two years.



The study team paused for stakeholder input and the group did not provide any comments.

Recommended alternatives to further study

Shuming reviewed the polling results from the last stakeholder forum. The majority of stakeholders expressed interest in the city continuing to study the Express toll lane access to/from south at Southeast Sixth Street, Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp and Lake Hills Connector southbound on-ramp alternatives. The majority of stakeholders indicated the following alternatives were not suitable: Northeast Second Street/Northeast Fourth Street One-Way Couplet, Southbound on-ramp and northbound overpass at Northeast Second Street and Northeast Second Street extension. Karl Westby, WSDOT traffic engineering manager, clarified that the Federal Highway Administration will only consider approving new access to interstate facilities if state and/or local jurisdictions demonstrate the need cannot be met by improving local circulation only. Therefore, it is important that the study team carry forward the Northeast Second Street extension alternative. Shuming shared that this feedback helped to inform the five alternatives the study team recommends for further study:

- Baseline (no new interchange)
- Northeast Second Street extension to Wilburton
- Express toll lane access to/from south at Southeast Sixth Street
- Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp

- Lake Hills Connector southbound on-ramp

Stakeholder questions

- How can we recommend alternatives without knowing if they will meet capacity requirements?
 - Reducing congestion and adding capacity is one of several criteria the study team will consider in evaluating alternatives. We are going to model these options to see how they will impact travel delay reduction at local streets and intersections. We will review this information at the next stakeholder forum. Narrowing down the options for modeling helps manage the workload.
- For the Northeast Second Street extension option, if there is only access to Wilburton and no new access to I-405, why not focus on lower cost options that do both?
 - We heard from stakeholders and the community to consider combining some of these alternatives, particularly if we have alternatives that address access in the south end. We can combine this alternative with another alternative to provide more access to I-405.
 - Additionally, we have a federal requirement when considering new or modified access to the interstate to fully consider whether no new ramps will still provide the transportation benefits. For example, can we accomplish our goals with just the Northeast Second Street extension without building new ramps.
- It appears that none of these alternatives help traffic going north.
 - Drivers may access northbound I-405 at the Northeast Tenth Street interchange. This will offer combined improvements with the ramps from SR 520 with braided interchanges. The I-405 Master Plan includes a corresponding southbound off-ramp to Northeast Tenth Street to provide access from the north that we will construct when funding is available. The long term I-405 vision includes new access to and from the north at Northeast Tenth Street and from the south. This study is evaluating access from south downtown Bellevue.
- Regarding traffic models and inputs to the model, can you quickly outline how the study team will consider changing modes of transportation in the models? For example, from car to Sound Transit or bike? Not “conflict reduction” or “effect on” but the demand for cars as an input to the model.
 - The study team is representing all the travel modes in the model. For example, we included the new East Link Light Rail and Lake to Lake Trails in the model. The model projects demand for each mode based on their availability, and congestion impact. The model tries to simulate travelers’

decision-making depending on cost, travel time and convenience. It also considers past data. The predications are imperfect, but as accurate as possible.

Evaluation criteria

Shuming presented an overview of each evaluation criteria and highlighted specific examples.

- **Travel time** considerations include modeled travel time between selected major designations, traffic operations on city roads and traffic operations on I-405.
- **Access and safety** considerations include access to 114th Avenue, connections between Downtown and Wilburton, potential conflicts for people walking and biking and ease of access for people walking or biking to the East Main Light Rail Station.
- **Property impact** considerations include complete and partial property impacts and property access restrictions.
- **Existing plans and urban design considerations** include consistency with existing plans and policies, like environmental stewardship and Vision Zero, compatibility with adjacent land use and meeting state and federal requirements for removing fish barriers and restoring stream connections
- **Cost** considerations include property impacts, construction, wetland/stream mitigation, utilities relocation and fish barrier removal and stream connections restoration.
- **Stakeholder input** considerations including what we hear at these forums, follow-up questionnaires and additional comments.
- **Community input** considerations include community feedback through online open houses.

Preliminary online open house feedback

Marie shared preliminary key themes the study team captured from the online open house. The study team heavily promoted the online open house through city communications. The online open house was open from Aug. 3-21. The study team will share a separate summary of the feedback from the open house.

- Concern that the city or WSDOT address traffic volume on I-405.
- Prioritize transportation improvements and access for people walking, biking and riding transit.
- Interest in east-west connection over I-405.
- Consider combining alternatives.



- Concern that a new interchange may encourage vehicle traffic, or “induce demand”, and contribute to climate change.
- Cost of constructing a new interchange.
- Integration/connection with other city initiatives (e.g. Grand Connection).
- Impact of traffic on local streets.
- Impact to planned Transit-Oriented Development (TOD).

Timeline and next steps

Shuming announced the upcoming City Council meeting planned for Sept. 28, the fourth stakeholder forum tentatively planned for Oct. 29 and a second online open house tentatively planned for Nov. 9-27. The study team plans to share the outcomes of their continued evaluation, including findings from traffic modeling and design work, at the fourth, and final stakeholder forum.

Attendees

Below is a list of stakeholders in attendance. Three attendees joined by phone and did not provide their names.

1. Mike Koehn, Bellecrest Neighborhood Association
2. Rebecca Bloom, Columbia Pacific Advisors
3. Julie Cairone, Downtown Bellevue Residents Association
4. Patrece Banks, Downtown Bellevue Residents Association
5. Mesha Averill, Legacy Commercial
6. Brian Franklin, PMF Investments LLC
7. Tim Jackson, PMF Investments LLC
8. Andy Swayne, Puget Sound Energy
9. David Slight, Surrey Downs Community Club
10. Ken Rosenow, Surrey Downs Community Club
11. Aaron Laing, Schwabe, Williamson & Wyatt
12. Mike Read, TENW
13. Mon Wig, Wig Properties LLC
14. LeeAnn Guidotti, Wilburton Neighborhood Association
15. Santiago Naranjo, Wilburton Neighborhood Association
16. César Caycedo, Woodridge Neighborhood Association



17. Alex Smith, 700 112 LLC

Additional City of Bellevue staff in attendance:

1. Molly Johnson, City of Bellevue Transportation Department, Development Review Manager
2. Gillian Hagstrom, City of Bellevue Transportation Department, Community Outreach Intern



Appendix A: Stakeholder Forum #3 Presentation

South Downtown I-405 Access Study

Stakeholder Forum #3

August 27, 2020





Shuming Yan
Project manager,
Bellevue Transportation
Department



Marie Jensen
Public involvement
manager,
Bellevue Transportation
Department



Barrett Hanson
Study work group,
WSDOT



Karl Westby
Study work group,
WSDOT

Panelists



Laura LaBissoniere
Miller, Community
engagement –
forum facilitator,
PRR

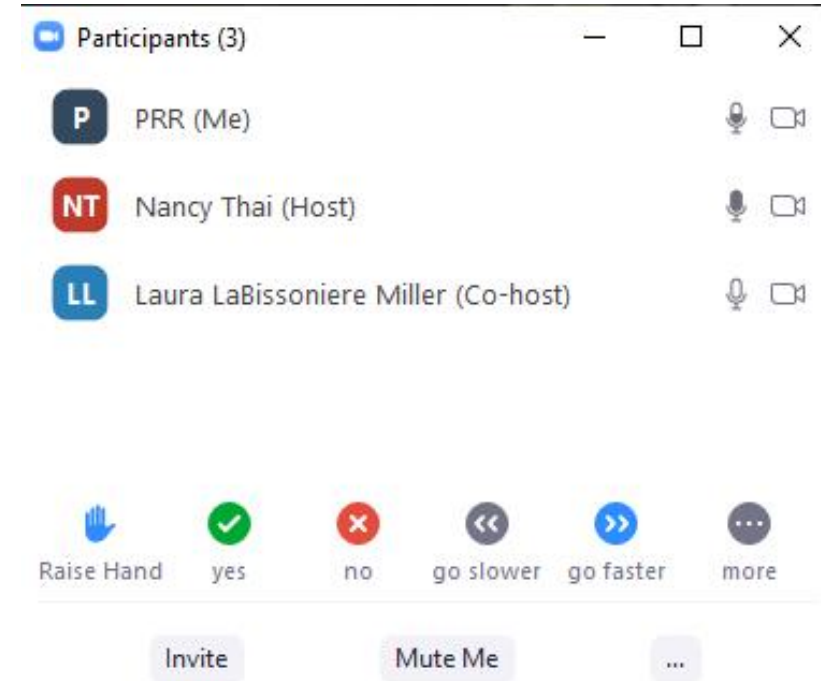


Nancy Thai,
Community
engagement –
forum support, PRR

Facilitator and support

Zoom overview

- ✓ Turn your video on
- ✓ Raise your hand
- ✓ Chat with panelists
- ✓ Technical issues? Email nthai@prrbiz.com



Tonight's objectives

- Report back on what we've heard from stakeholders and the community
- Provide update and gather input on alternatives evaluation process and preliminary findings

Agenda

1. Welcome and review meeting objectives
2. Review stakeholder feedback from the second forum
3. Share preliminary findings from conceptual design
4. Recommendations: alternatives to carry forward
5. Next steps for evaluating alternatives
6. Preliminary community feedback from online open house
7. Next steps

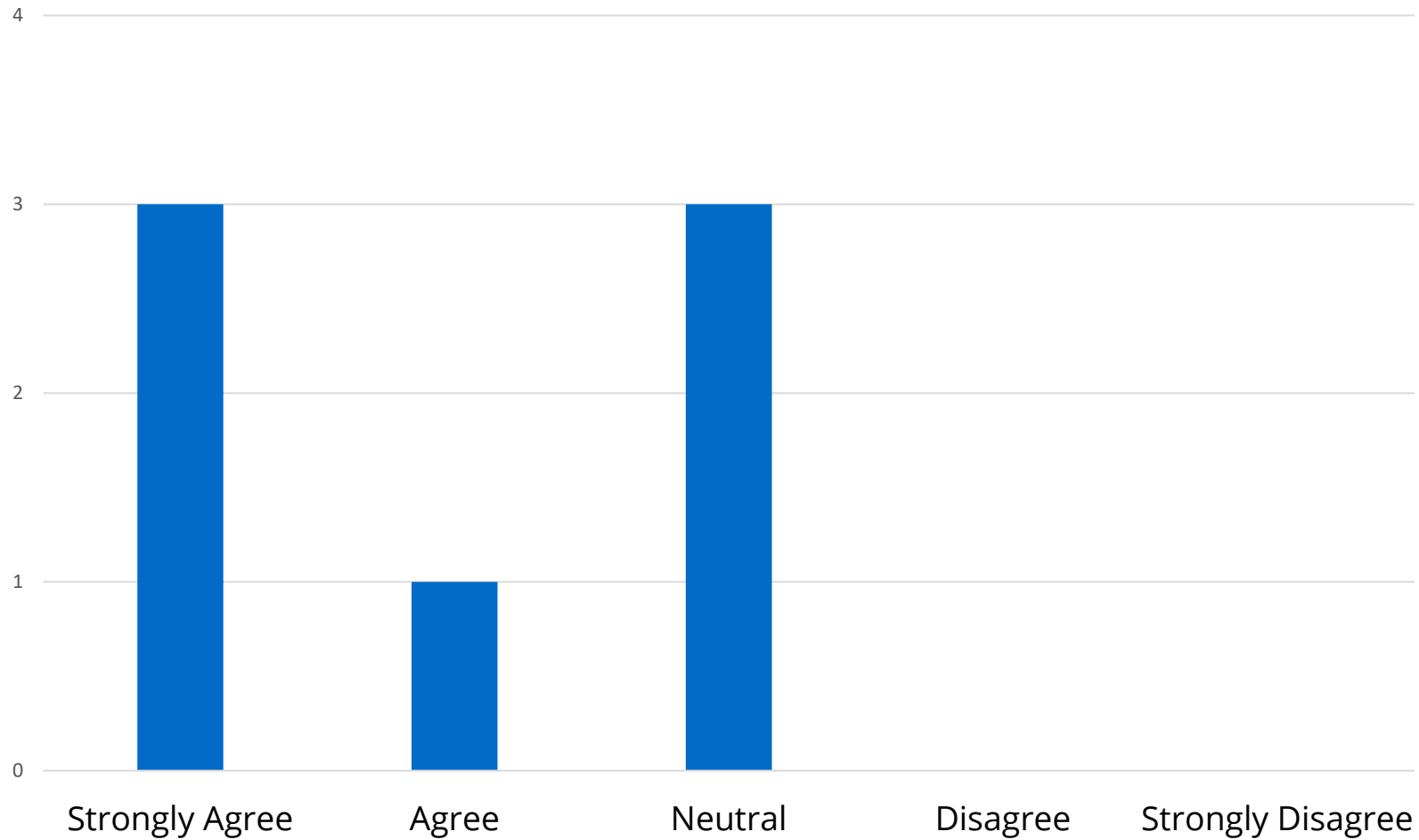
Stakeholder forum #2 feedback

Stakeholder forum #2 recap

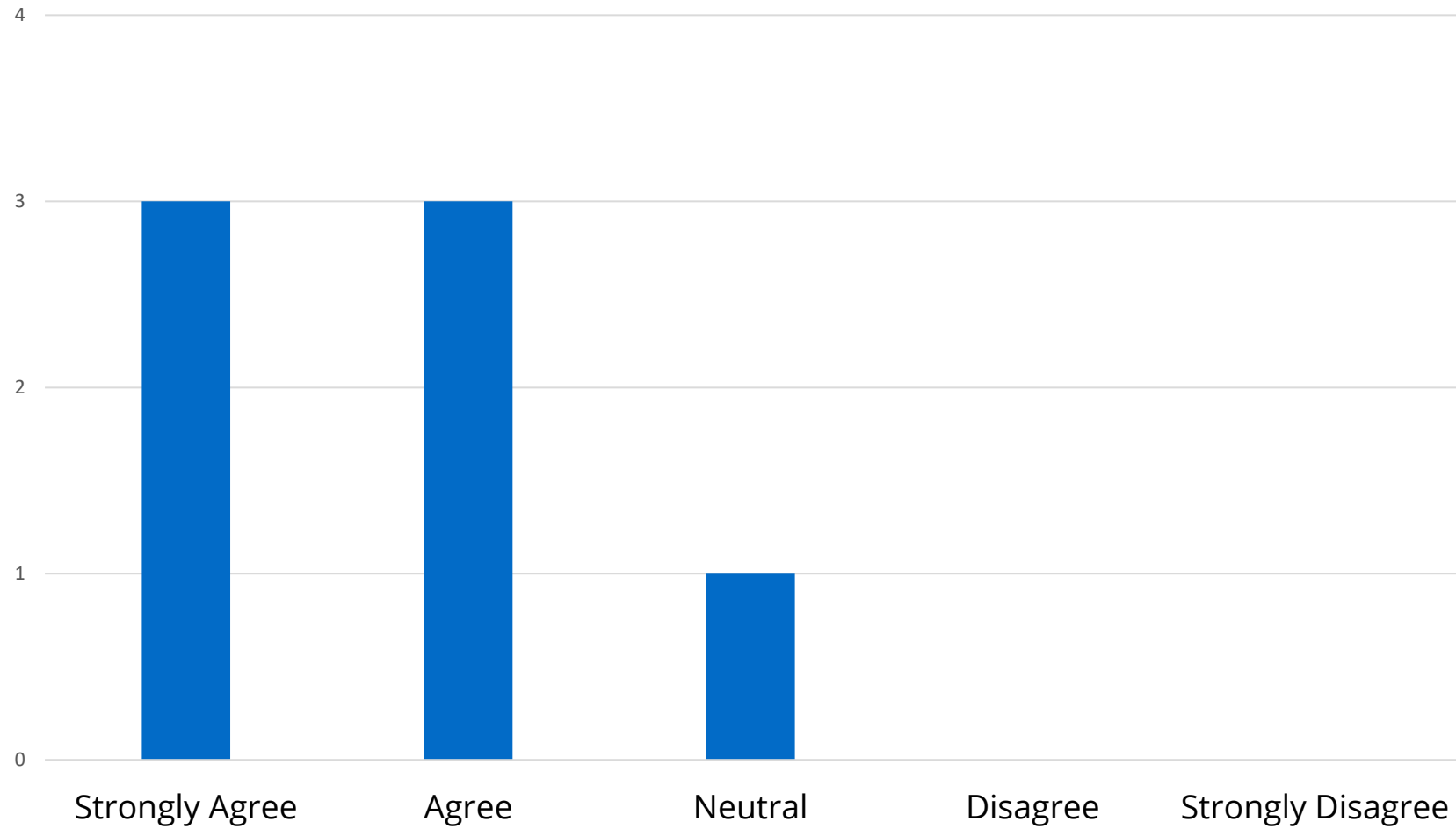
- Shared preliminary fatal flaw screening of alternatives
- Polled stakeholders for their initial thoughts on six alternatives

20 stakeholder attendees and 7 survey respondents

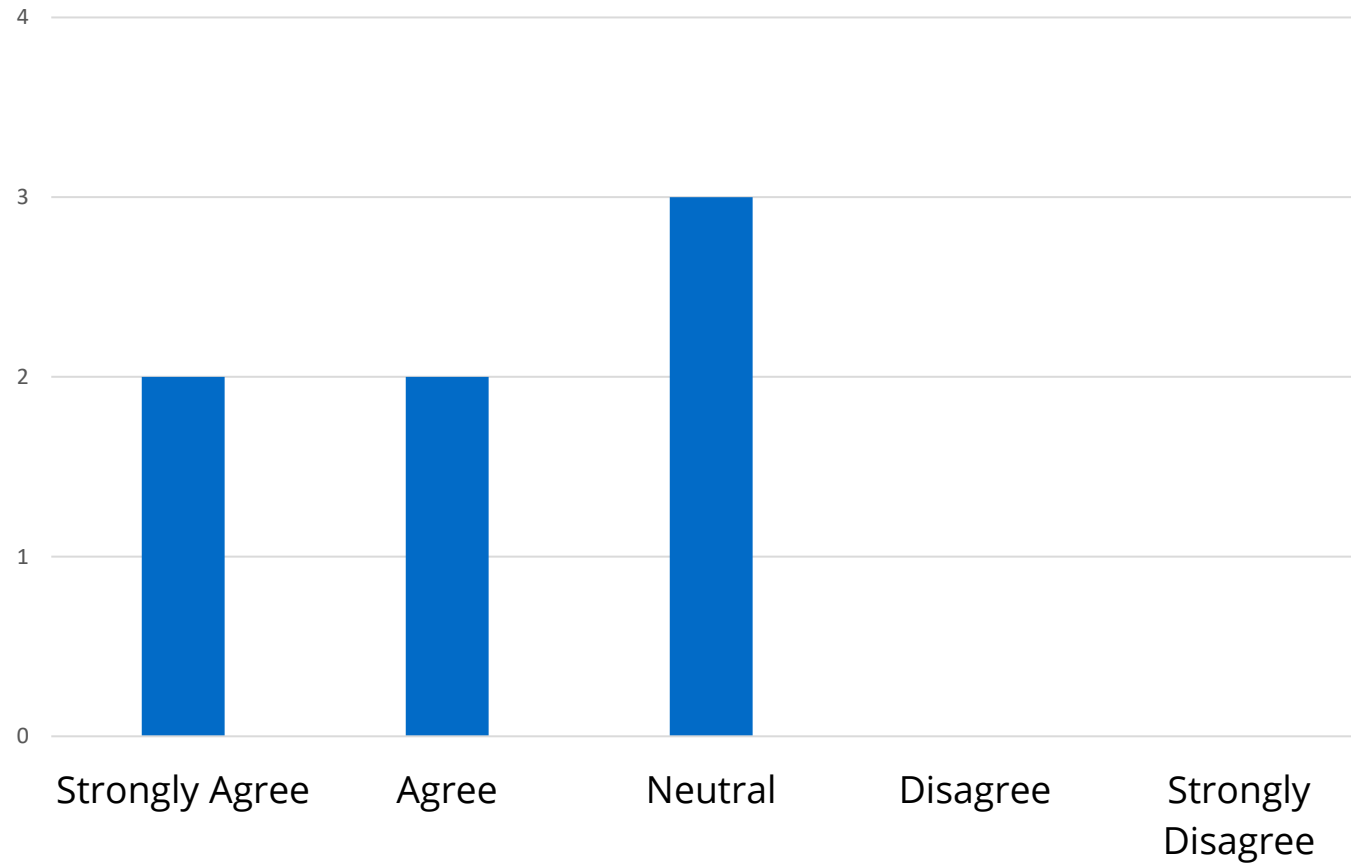
The study team clearly explained the fatal flaw screening process.



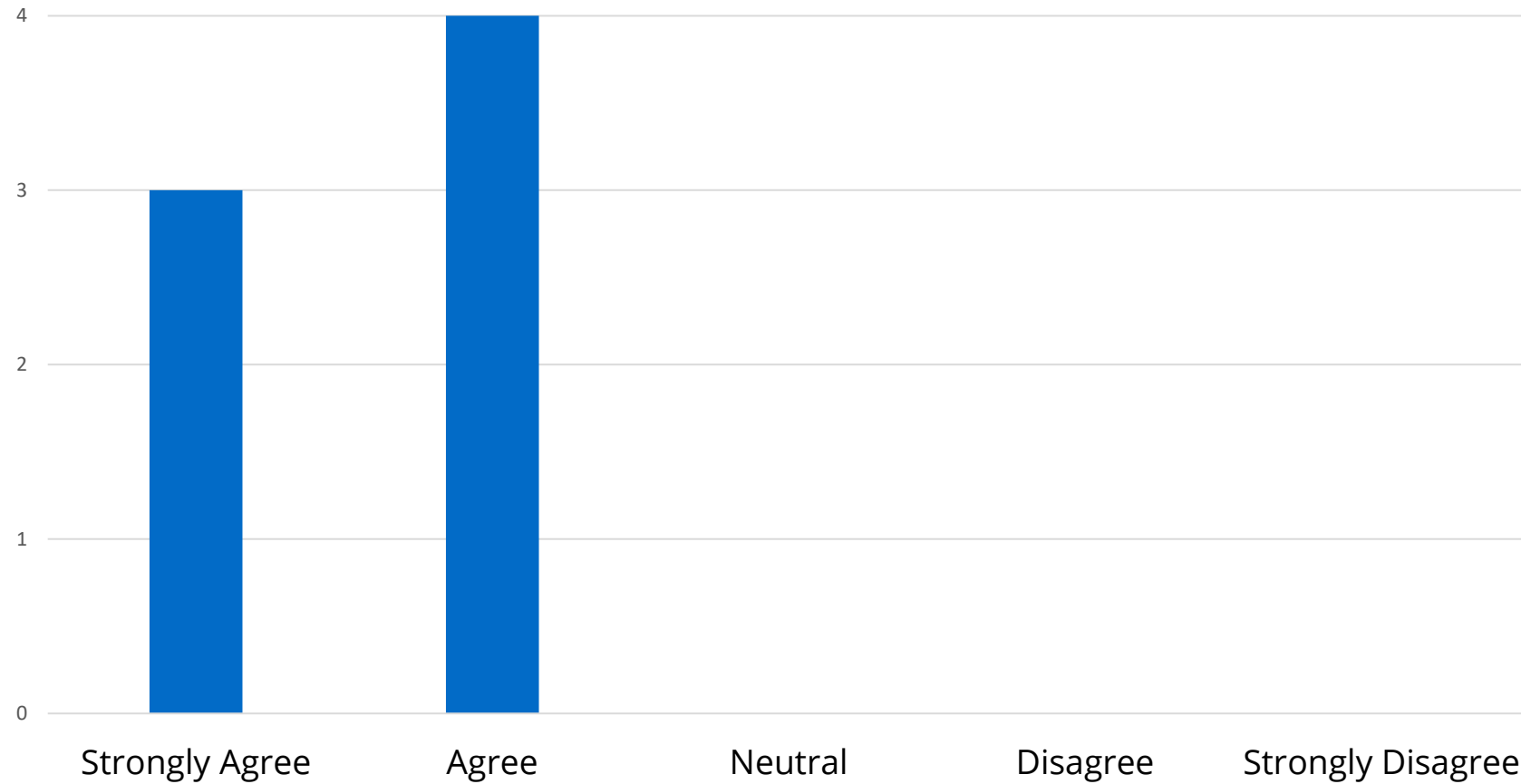
The study team thoroughly explained
the preliminary alternatives.



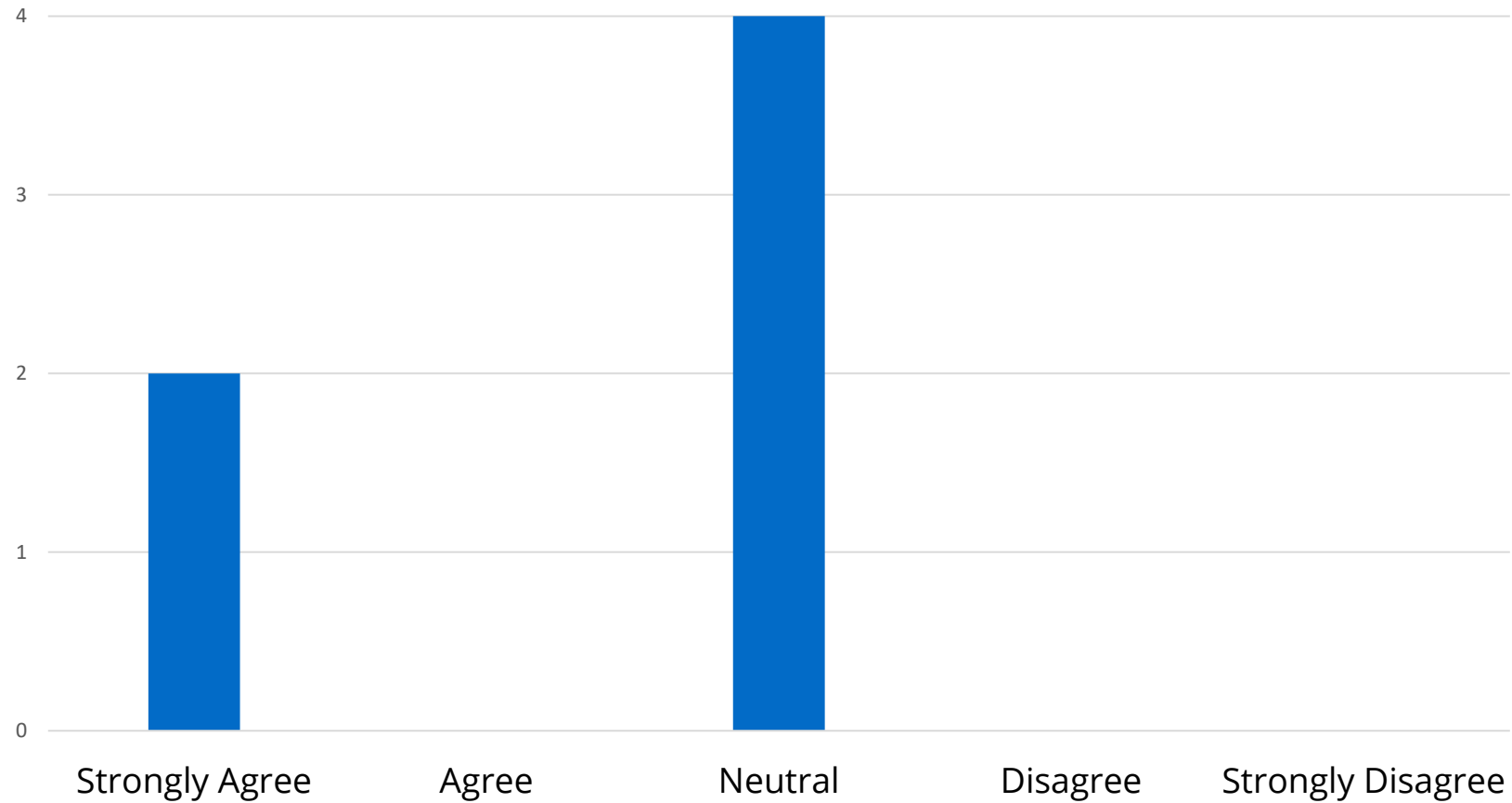
They study team clearly explained how they will evaluate the preliminary alternatives.



The study team clearly described how to share input during and after the stakeholder forum.



I am confident the city will consider the needs and concerns of all stakeholders in the study process.



Additional feedback

Do you have any additional comments on the preliminary alternatives?

- Concern about impacting Northeast Second Street and 114th Avenue
- Some alternatives do not provide increased access to and from I-405, unclear why the study team is considering them

Do you have any additional questions or comments about the study or the second stakeholder forum?

- Hope the city will present full analysis of benefits and costs of alternatives at next stakeholder forum
- Please update maps to show ramps and traffic flow






“Fatal flaw” screening criteria refresh

- ✓ Consistency with City of Bellevue’s plans and policies
- ✓ Consistency with federal and state policies, including I-405 Master Plan
- Constructability

Preliminary findings from conceptual design

NE Second Street/NE Fourth Street One-Way Couplet





Conceptual design preliminary findings:

-  Reconstruct existing ramps
-  Realign portion of 114th Avenue NE/SE
 - Utility impacts to 114th Avenue NE
-  Impacts properties on both sides of I-405
-  Potential environmental impact
-  Anticipate higher relative cost
- Construction duration ~ 3 years



Southbound on-ramp and northbound overpass at NE Second Street




Conceptual design preliminary findings:

-  Closes 114th Avenue NE at NE Second Street
-  Impacts properties on both sides of I-405
-  Realign portion of 114th Avenue NE/SE
-  Anticipate higher relative cost
- Construction duration ~ 2-3 years



NE Second Street extension to Wilburton







Conceptual design preliminary findings:

-  Impacts properties on both sides of I-405
 -  Potential environmental impact
 -  Anticipate lower relative cost
- Construction duration ~ 1-2 years



Express toll lane access to/from south at SE Sixth Street







Conceptual design preliminary findings:

-  Requires bridge, interchange and roadway changes
-  Access modifications along SE Sixth Street
-  Impacts Wilburton Park and Ride
-  Potential environmental impacts
-  Potential property impact along 114th Avenue SE
-  Anticipate medium relative cost
- Construction duration ~2-3 years



SE Sixth Street overpass to 116th Avenue NE with southbound on-ramp

Conceptual design preliminary findings:

-  Requires bridge, interchange and roadway changes
-  Access modifications along SE Sixth Street
-  Potential property impacts
-  Potential environmental impacts
-  Temporary impacts to Wilburton Park and Ride and bus stop
-  Anticipate lower relative cost
- Construction duration ~2 years



Conceptual design preliminary findings:

-
- This map illustrates the proposed transit alignment for the Grand Connection I-405 Lid project in Seattle. The alignment is shown as a blue line with a dashed blue section indicating a future or proposed segment. Key features include:
- Interstate 405 (I-405):** The main highway running diagonally from the top left to the bottom right.
 - Streets:** NE 6th St, NE 4th St, NE 2nd St, Main St, SE 6th St, SE 8th St, 112th Ave SE, 114th Ave SE, 116th Ave SE, 118th Ave SE, 120th Ave SE, 123rd Ave SE, 124th Ave SE, and 125th Ave SE.
 - Transit Lines:** East Link (blue line), Eastrail (green line), and Lake Hills Connector (green line).
 - Construction Phases:**
 - Phase 1:** Indicated by a red arrow pointing south along 118th Ave SE.
 - Phase 2:** Indicated by a blue dashed line segment between SE 8th St and SE 6th St.
 - Icons:** A blue icon of a bridge structure and a blue icon of a person wearing a hard hat.
 - Legend:** A compass rose in the bottom right corner showing North (N), South (S), East (E), and West (W).

Break

Initial polling feedback from forum #2

Majority “not suitable” alternatives:

NE Second Street/NE Fourth Street one-way couplet

Southbound on-ramp and northbound overpass at NE Second Street

NE Second Street extension

Majority “continue to study” alternatives:

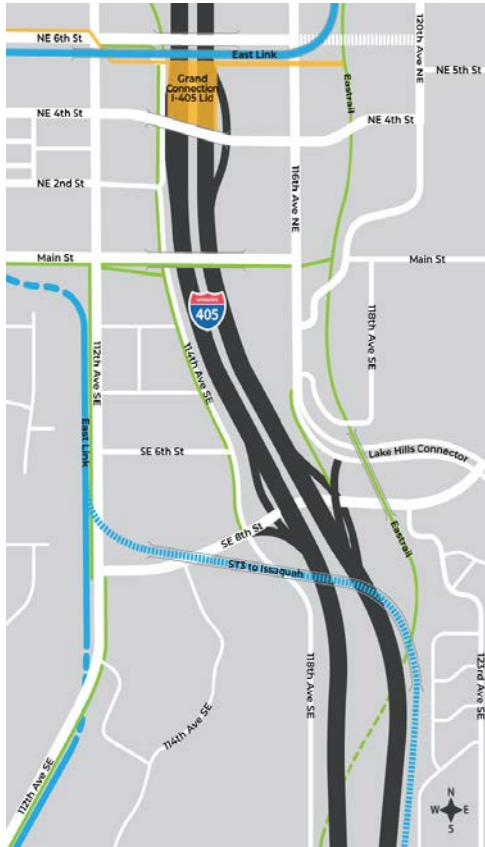
Express toll lane access to/from south at SE Sixth Street

SE Sixth Street overpass to 116th Avenue NE with southbound on-ramp

Lake Hills Connector southbound on-ramp

Recommendations to study further

Baseline (no new interchange)



NE Second Street extension



SE Sixth Street extension with direct express toll land access to/from south



SE Sixth Street extension with southbound on-ramp



Lake Hills Connector southbound on-ramp



Discussion

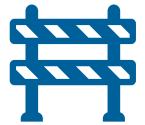
Next steps

Tier 2 – Alternatives evaluation

Evaluation criteria



Travel time



Access &
safety



Impact on
property
development



Align with
adopted plans
& urban design
policies



Cost



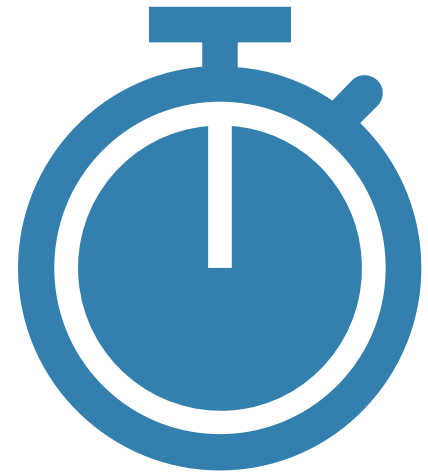
Stakeholder
Input



Community
input

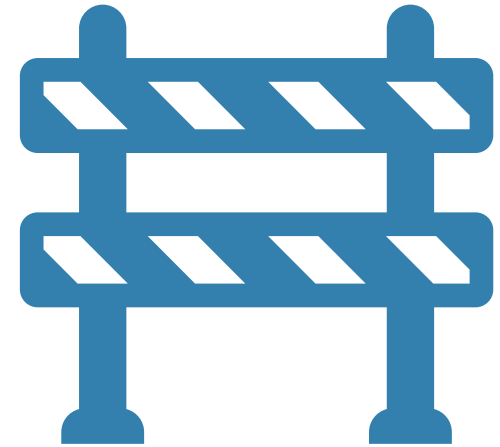
Travel time considerations

- Modeled travel time between selected major destinations
- Traffic operations on city roads
- Traffic operation on I-405



Access and safety considerations

- Access to 114th Avenue
- Connection between Downtown and Wilburton
- Potential conflicts for people walking and biking
- Ease of access for people walking or biking to East Main Light Rail Station



Property impact considerations

- Complete and partial property impacts
- Property access restrictions



Existing plans and urban design considerations

- Consistency with existing plans and policies
 - Environmental stewardship
 - Vision Zero
- Compatibility with adjacent land use
- Meet state and federal requirements for removing fish barriers and restoring stream connections



Cost considerations

- Property impacts
- Construction
- Wetland/stream mitigation
- Utilities relocation
- Fish barriers removal and stream connections restoration



Stakeholder input considerations

- What we heard from you at the forums
- Please take our follow-up questionnaire
- Questions or comments? Contact Shuming Yan at 425-452-7858 or SYan@bellevuewa.gov

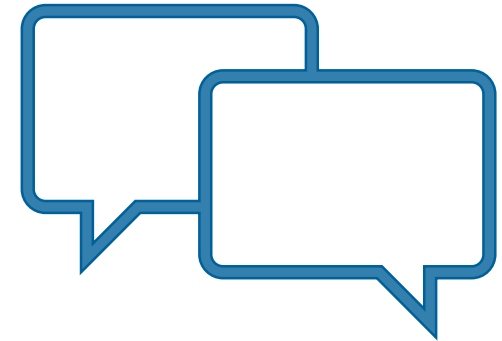


Community input

What we heard from the first online open house

Preliminary key themes

- Concern that traffic volume on I-405 is addressed
- Prioritize transportation improvements and access for people walking, biking and riding transit
- Interest in east-west connection over I-405
- Consider combining alternatives
- Concern that a new interchange may encourage vehicle traffic, or “induce demand”, and contribute to climate change

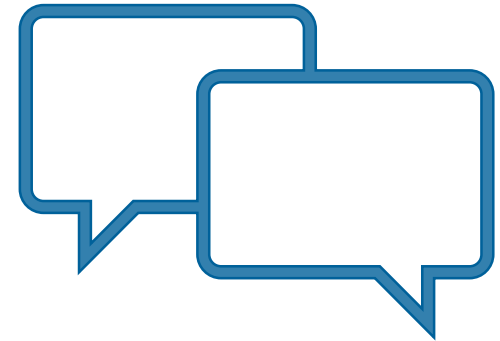


Community input

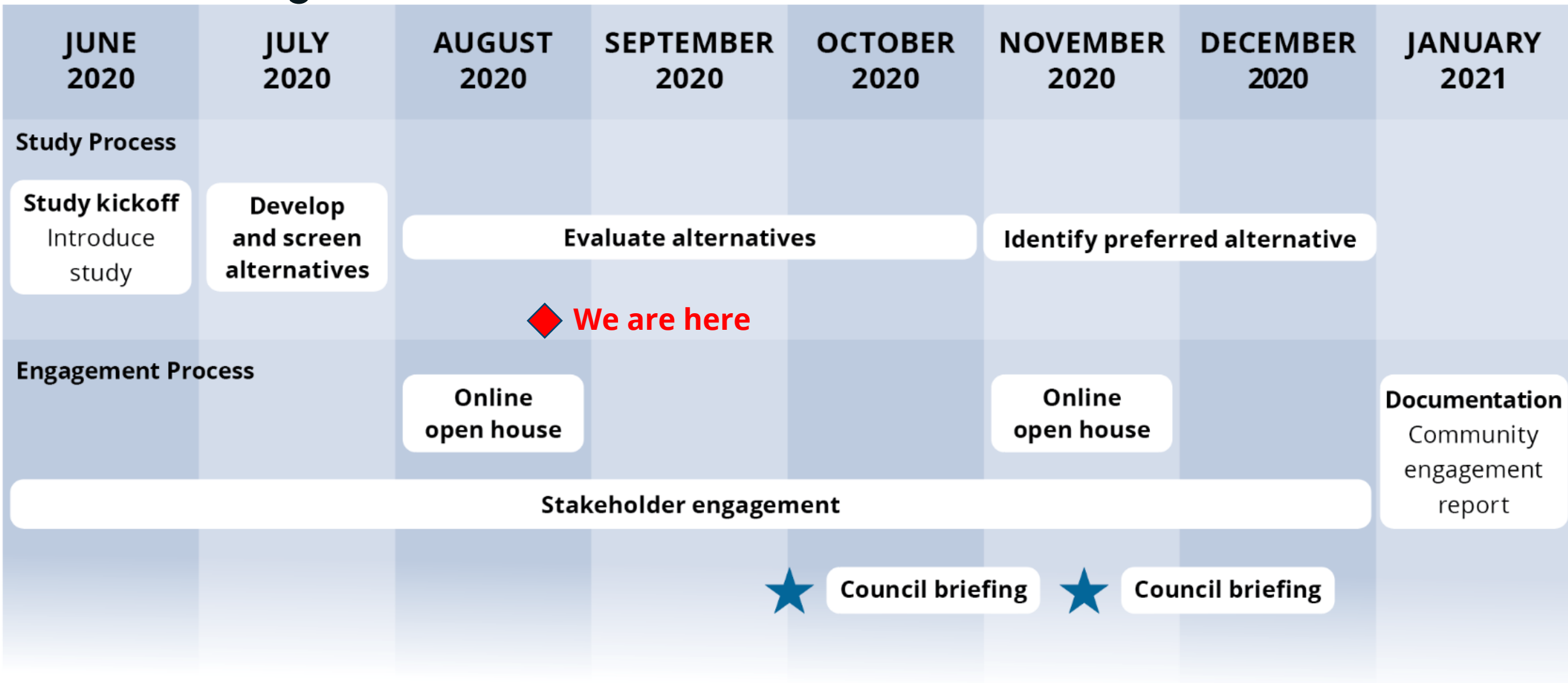
What we heard from the first online open house

Preliminary key themes

- Cost
- Integration/connection with other city initiatives (e.g. Grand Connection)
- Impact of traffic on local streets
- Impact to planned Transit-Oriented Development (TOD)



Study timeline



Upcoming events

- City Council meeting: Sept 28
- Next stakeholder forum: Thursday, Oct 29 6-8 p.m.
- Next online open house: Nov 9 - 27
- For more information, visit <https://bellevuewa.gov> and search "Access study"

Thank you!