

Appendix A: Example notifications

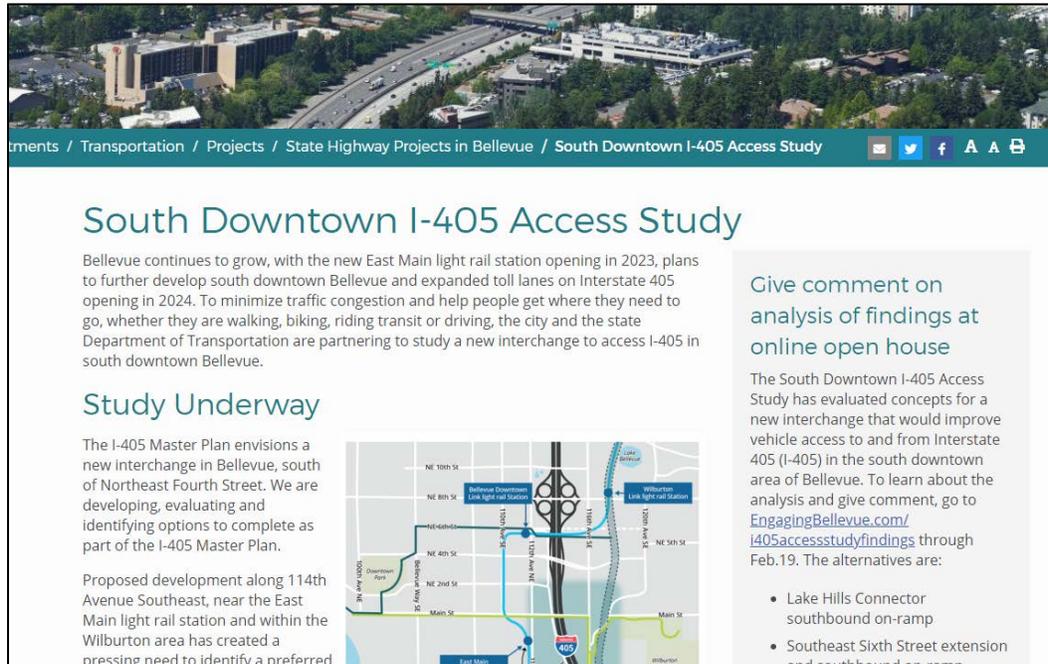


Figure 1. South Downtown I-405 Access Study project website



Figure 2. Nextdoor post in Japanese to invite people to online open house #1

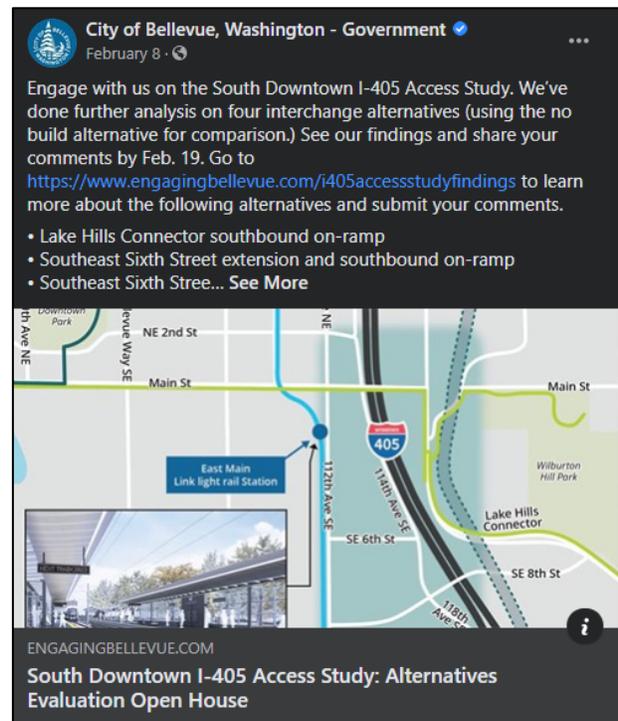


Figure 3. Facebook post to invite people to online open house #2



Appendix B: Stakeholder forum summaries



City of Bellevue/South Downtown I-405 Access Study

Stakeholder Forum #1 Summary

June 25, 2020 6-8 p.m. | Zoom

Panelists

Bellevue Transportation Department

- Paula Stevens, Assistant Director
- Shuming Yan, Project Manager
- Marie Jensen, Public Involvement Manager

Washington Department of Transportation

- Karl Westby, Traffic Manager
- Barrett Hanson, Design Manager

PRR, Engagement Consultant

- Laura LaBissoniere Miller, Facilitator/moderator
- Nancy Thai, Assistant Facilitator

Overview

Welcome

Laura LaBissoniere Miller, facilitator with the consultant PRR, welcomed participants, gave an overview of the virtual meeting logistics, and invited the project team to introduce themselves.

Andrew Singelakis, City of Bellevue Transportation Department director, Paula Stevens, City Assistant Transportation Department Director, welcomed the group to the first City of Bellevue South Downtown I-405 Access Study stakeholder forum and thanked everyone for their participation. Transportation staff introduced themselves. The Director was unable participate in the entire forum as he needed to attend a Transportation Commission meeting.

Laura reviewed the forum objectives, including introducing the City of Bellevue's South Downtown I-405 Access Study, providing an overview of the study process and timeline, sharing how the city will engage stakeholders and community members in developing the study and answering questions. Please see the Appendix for the presentation.

Stakeholder forum purpose

Shuming Yan, project manager, shared the purpose of the stakeholder forums is to inform and listen to stakeholder input. The study team identified key stakeholders in the study area, including developers, property owners, and neighborhood associations. Shuming shared that the study team met with some of the stakeholders prior to the forum and will be available to meet throughout the



study process. The city will use the forums to share study information and answer questions ahead of broader community engagement. Participants will be invited to ask at the end of the forum and complete a questionnaire to gather additional feedback.

Study overview

Shuming shared that nearly two decades of planning by the City of Bellevue, Washington State Department of Transportation (WSDOT) and Sound Transit have shaped downtown Bellevue. The city, WSDOT and Sound Transit created plans such as the I-405 Master Plan, South Transit 2 and Bellevue Comprehensive Plan to guide growth in the area. Karl Westby shared about the I-405 Master Plan. One of the key elements of that plan was new access and improvements in downtown Bellevue, including south downtown. While the South Downtown I-405 Access Study focuses on a potential new interchange to and from I-405 in the south downtown area, the city is planning other initiatives, such as the Comprehensive Plan Update, subarea studies and the Mobility Implementation Plan, to address broader transportation issues within the entire city. Shuming spoke about Bellevue's obligation due to the Washington State Growth Management Act to plan for growth in the city. Most of the growth is expected in downtown, East Main, Wilburton and BelRed areas.

Purpose and need

Next, Shuming reviewed the purpose and need of the study. Studying a potential new interchange supports the city's plan for growth, eases congestion, improves safety for drivers, pedestrians and bicyclists, improves access to Bellevue and I-405, supports urban design, land use, economic development and transportation policies and ensure consistency with the I-405 Master Plan and other policies. Shuming explained the city will consider a "no-build" option as well. This is expected to be a state funded project, and we need to know the cost, and therefore the preferred alternative for funding consideration by state legislature.

Timeline and study guiding principles

Shuming then reviewed the planned study timeline with the study kickoff in June, developing and screening alternatives in July, evaluating the alternatives from August through October and identifying a preferred alternative by the end of year. The study team will host four stakeholder forums, two online open houses, two council briefings and document the study in January 2021. He shared the study's guiding principles:

- Facilitate safe multimodal connections
- Improve access and efficiency
- Support economic development and urban design policies
- Align with existing plans & policies, including I-405 Master Plan
- Engage stakeholders and the community
- Assess cost considerations



Decision making

Shuming gave an overview of the city's decision-making process. Stakeholder and community input will be shared with the study team to help inform the alternatives analysis and recommendation to City Council. Based on technical analysis and input from stakeholders and the public, the study work group will present the information to the City Council to inform their selection of a preferred alternative in consultation with WSDOT. The ultimate funding decision for final design and construction of the project is in the hand of state legislature.

Evaluation process

Shuming gave an overview of the evaluation criteria. The study team will first conduct a fatal flaw screening of the alternatives for alignment with local, state, and federal plans and policies and constructability. The study team will then consider travel time, missing links, barriers to or conflict points with non-motorized traffic, impact on property development, alignment with adopted plans and urban design policies, cost and stakeholder and public input.

Community and stakeholder engagement

Marie Jensen, City of Bellevue Transportation Department Public Involvement Manager, reviewed the community and stakeholder engagement process. She will be the point of contact for these meetings and can coordinate one-on-one meetings as requested. The study team is hosting four online stakeholder forums, two online open houses and opportunities to meet one-on-one with city staff during the study. She shared the purpose for the forums and online open houses:

- Stakeholder forum #1: Introduce study.
- Stakeholder forum #2: Share and screen alternative concepts.
- Online open house #1: Introduce study and share alternative concepts for feedback.
- Stakeholder forum #3: Review alternative evaluation.
- Stakeholder forum #4: Share preliminary preferred alternative.
- Online open house #2: Share and gather input on preferred alternative before presenting to council.

After a short break, Laura facilitated the question and answer portion of the forum. A summary of stakeholder questions and comments are below:

Questions

Study considerations

- It's hard to see how a "no action" option would be compatible with the purpose statement. (Note: question was asked and answered during the presentation)
 - *The no action will be considered because the preferred alternative has to outperform the no action to justify the cost. It is also a state and federal requirement to compare the preferred alternative to no action.*



- Has the City of Bellevue studied impacts to traffic if vehicle access to 114th Avenue was cut off at Northeast Second Street?
 - *All existing city policies and plans have assumed 114th Avenue will remain open. Some alternatives do require a portion of the road be taken by a ramp, but we will look for alternatives that do not require this.*
- With new development planned between Northeast Second Street and Main Street, is the city planning for commuters to use the Northeast Second Street interchange to access I-405 southbound to I-90, or accessing I-90 from Bellevue Way (potentially cutting through residential areas)?
 - *Detailed traffic modelling will occur in the next phase. Likely, people will do both (some will use the new interchange and some will use Bellevue Way) based on their perception of which route is faster, which could change from day to day.*
- How has the city estimated transit-oriented development needs of the East Main Station area when the station area development, size, design and layout is not yet known?
 - *In the planning process, the city assumed a certain level of growth in the city, including in the station area. The city used a computerized travel demand model to estimate future travel demand by different travel modes based on assumed growth. Work in the future will involve this more, not in this study.*
 - *The study team will forward this question to the East Main Transit Oriented Development (TOD) team for their consideration as they engage in the land use code amendment effort which has just begun.*
- How can the city complete a traffic study before transit is complete?
 - *There are major developments occurring along I-405 and waiting to perform this study could limit our alternatives. In the traffic modelling, we will assume the light rail is open, since our study timeline is assumed to be 2035. We designed the traffic model to answer travel demand questions such as light rail usage in the future after it opens.*
- Is the city able to use place markers and projections for the impact of light rail completion?
 - *This was answered by the question above.*
- What is the expected duration of interchange construction?
 - *This depends on the configuration of the preferred alternative.*
- Will the study examine potential impacts to the wetland on the east side of I-405 (the Second Street options), including the cost of mitigation and identifying options that do not impact the wetland?
 - *Yes, and if mitigation is required, we will include it in the cost estimate.*
- How would construction of the interchange affect traffic congestion? What are the city's plans to minimize congestion during construction?
 - *For major projects, we consider the impacts to traffic during construction and typically have a construction mitigation plan.*



Transit and bicycle connections

- What assumptions is the study team making about the incomplete bike plans on Main Street, Northeast Second Street and 114th Avenue? Will the city further develop those plans so the city can better understand the impacts of these alternatives on the bicycle network?
 - *Traffic modelling is based on 2035, so it includes the regional bike facilities planned for completion by then. We will consider their usage and how an interchange works with these facilities.*
- How can we incentivize non-vehicle transportation? For example, in some European countries, caregivers can travel on public transportation for free while traveling with their children during the day.
 - *There are other studies and plans, such as the Mobility Implementation Plan, that will look at other transportation methods.*
- Another stakeholder commented their support to promote multi-modal planning, however pointed out that people trying to access I-405 will not be walking or cycling.
 - *The goal of this project is to improve vehicle access to I-405, but we also want to make sure we limit impact to other modes of transportation.*

Other

- Could the city send the list of stakeholder forum participants and share the Coalition for 114th Avenue Access letter to the City Council with the group.
 - *Yes, provided participants do not have concerns with providing this information. (Participants are listed at the end of this summary)*
- Recognizing that the routing app Waze influences driving behavior, does the city imagine the app will influence driving behavior in the future?
 - *We realize people will use this app to find the quickest way at a particular time, but preferred route changes depending on time of day and day of week, and people will also base their decisions on their personal experience.*
- Is it possible to get directional signage to direct traffic to preferred routes leaving Bellevue?
 - *Yes, signage is a less costly public works project, and there are also state and federal standards on roadway signage. the city has a traffic operation division in charge of route signs and markings. Shuming will pass this suggestion along to the staff in charge.*
- What is the estimated time for funding approval?
 - *The funding approval is in the hands of state legislature. Prior to COVID-19, we were hopeful for as soon as next year. Now, it is very uncertain. We are hopeful that this project could be funded after the completion of the I-405 Renton to Bellevue Widening and Express Toll Lanes Project, which is estimated for 2024.*



- Can you please provide Shuming's contact information?
 - *Information is provided in the slideshow and will be sent in follow up correspondence.*
- Will information be shared with participants so that we can forward it to our communities?
 - *Yes. Marie will forward information to stakeholders to pass on.*

Next steps

After all stakeholder questions were addressed, participants were invited to join the next stakeholder forum on July 23. Laura shared that the city plans to host the first online open house from August 3-21 and a council briefing on September 8. She reminded the group to participate in the follow-up survey. The study team thanked the participants for attending the first forum.

Attendees

Stakeholders in attendance:

1. Pete Aparico, Columbia Pacific Advisors
2. Rebecca Bloom, Columbia Pacific Advisors
3. Andrew Coates, KGIP
4. Walter Scott, Legacy Commercial
5. Mesha Averill, Legacy Commercial
6. Jennifer Anderson, Master Builders Association of King & Snohomish Counties
7. Kevin McDaniel, Master Builders Association of King & Snohomish Counties
8. Mike Akers, Olson's Tack Shop
9. Hanna Tania, Pioneer Development Corporation, Inc.
10. Brian Franklin, PMF Investments LLC
11. Tim Jackson, PMF Investments LLC
12. Andy Swayne, Puget Sound Energy
13. Mike Read, TENW
14. Chris Forster, TENW
15. Bill Thurston, Pacific Recreation/Bellevue Club
16. Kevin Wallace, Wallace Properties
17. Leshya Wig, Wig Properties LLC
18. Mon Wig, Wig Properties LLC
19. Alex Smith, 700 112 LLC
20. Nanette Lescher, Bellecrest Neighborhood Association
21. Julie Cairone, Downtown Bellevue Residents Association
22. Patrece Banks, Downtown Bellevue Residents Association
23. LeeAnn Guidotti, Wilburton Neighborhood Association
24. Santiago Naranjo, Wilburton Neighborhood Association
25. Cesar Caycedo, Woodridge Neighborhood Association



26. Erin Kenway, Woodridge Neighborhood Association
27. David Slight, Surrey Downs Community Club
28. Ken Rosenow, Surrey Downs Community Club

Additional study team members in attendance:

1. Andrew Singelakis, City of Bellevue Transportation Department, Director
2. Emil King, City of Bellevue Community Development, Assistant Director
3. Gillian Hagstrom, City of Bellevue Transportation Department, Community Outreach Intern



Appendix

Stakeholder Forum #1 Presentation

South Downtown I-405 Access Study

Stakeholder Forum #1

June 25, 2020



Agenda

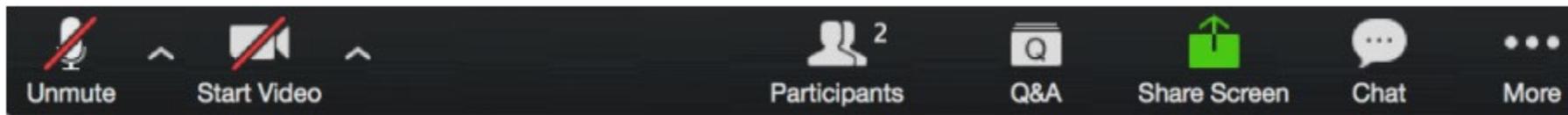
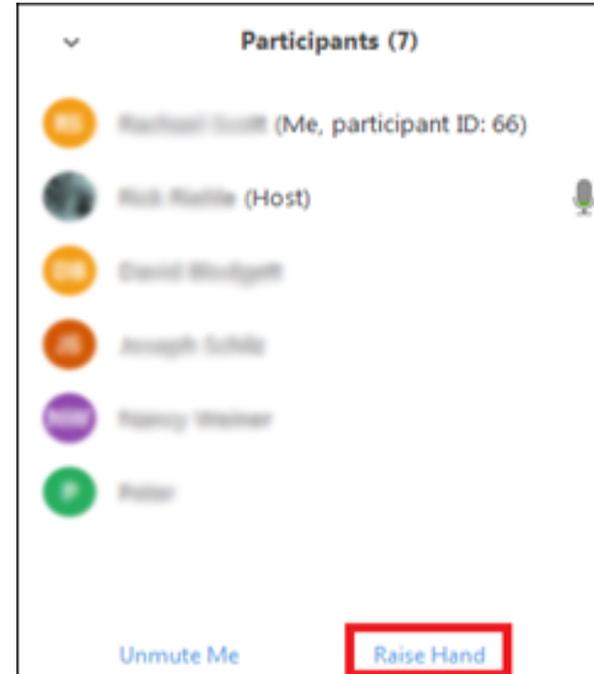
1. Welcome and review meeting objectives
2. Study overview
3. Break
4. Community and stakeholder engagement process
5. Questions and answers
6. Next steps

Welcome



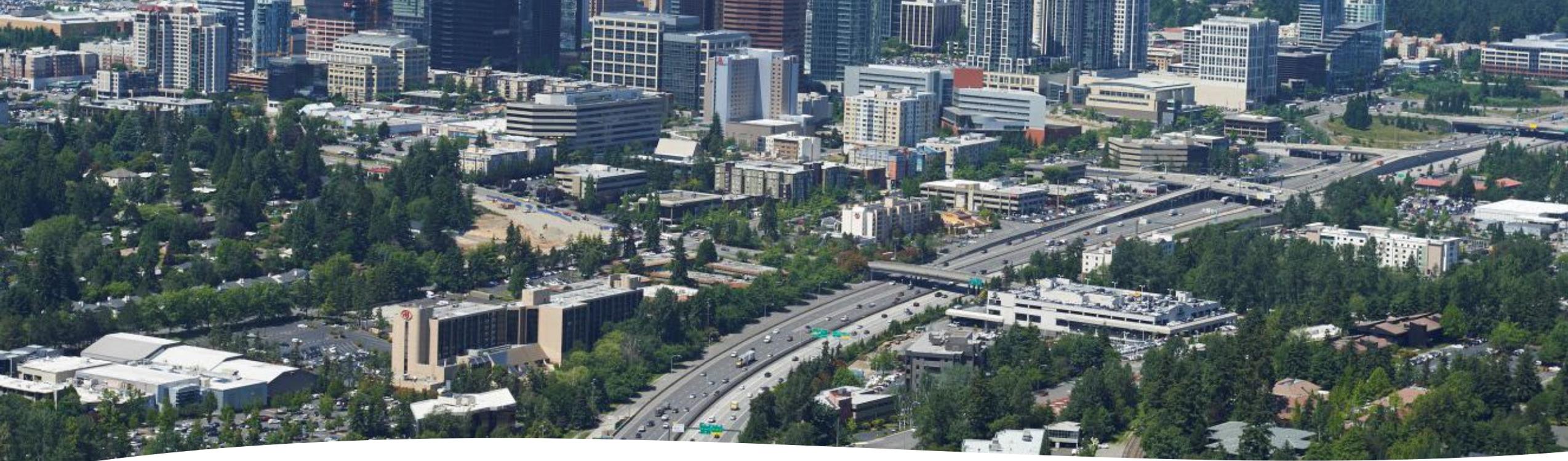
Zoom overview

- ✓ Ask a question
- ✓ Raise your hand
- ✓ Technical issues? Email nthai@prrbiz.com



Tonight's objectives

- Introduce South Downtown I-405 Access Study
- Provide an overview of study process and timeline
- Share community and stakeholder engagement process
- Answer questions and share next steps



Purpose of stakeholder forums

- Engage and listen to your input
- Share study information and milestones with you
- Answer your questions
- Offer ways for you to provide input

Study overview

History

2002 I-405 Master Plan

2008 Sound Transit 2

2009 Bellevue Pedestrian and
Bicycle Transportation
Plan

2009 Bellevue Northeast
Second Street
Preliminary Design

2015

Bellevue Comprehensive
Plan

2016

I-405 Master Plan Design -
Northeast Second and
Main Street

2019

Bellevue Comprehensive
Plan amendments

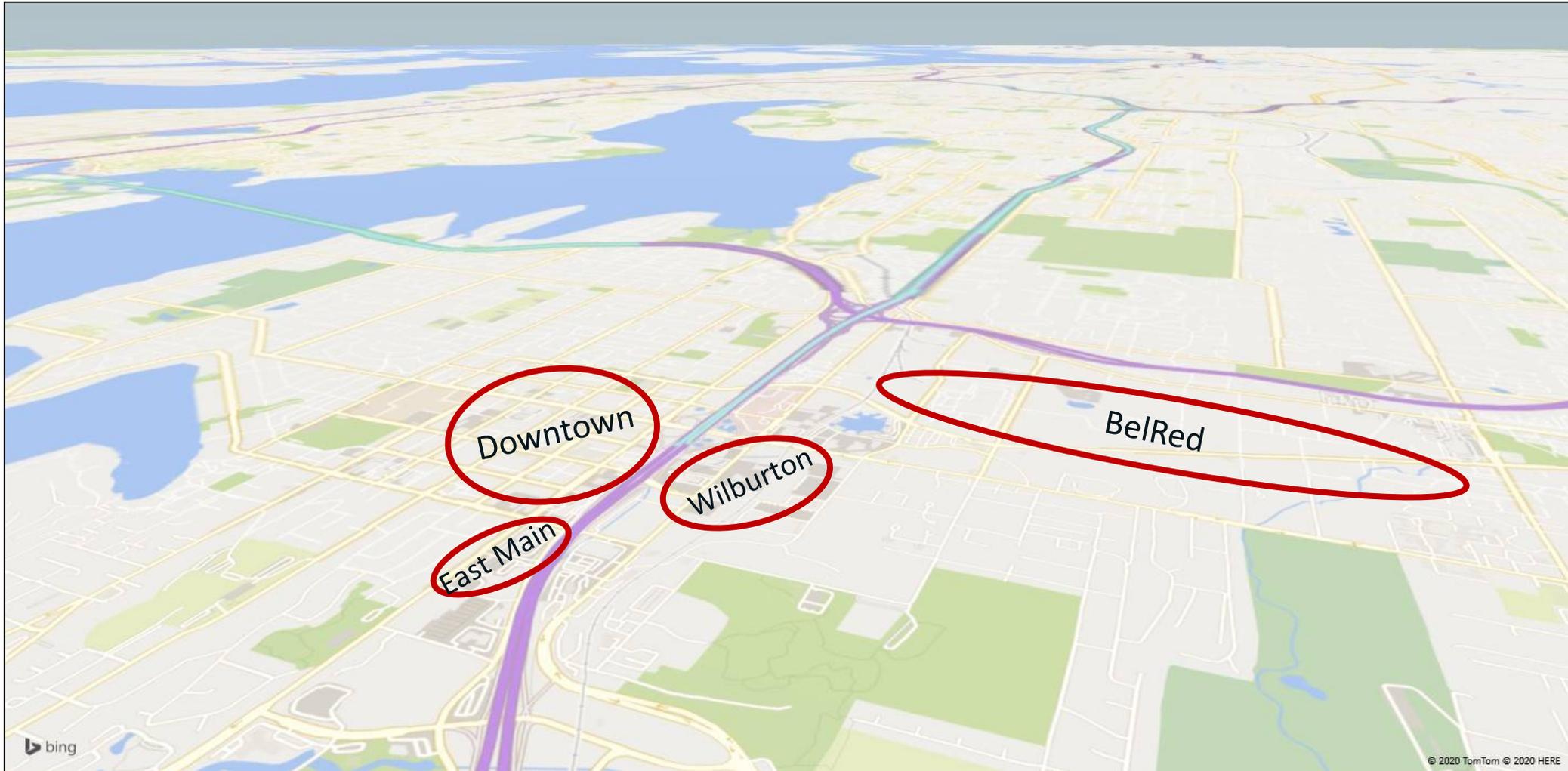
Looking beyond the study

- Study focuses on improving access to/from I-405 in the south downtown area
- Other city initiatives
 - Comprehensive Plan Update
 - Subarea studies and neighborhood area plans
 - Mobility Implementation Plan

Shared regional growth

- As required by state's Growth Management Act, all jurisdictions within the central Puget Sound region collaboratively plan for future growth.
- Bellevue, like all other jurisdictions, has an obligation to share this planned growth.
- Receiving areas in Bellevue include Downtown, Wilburton and BelRed.

Where future growth is expected



Need for the study

- Preferred location, configuration and cost estimate needed to position the project for funding.
- Development pending along 114th Avenue and in Wilburton will likely impact interchange options.
- East Main Transit Oriented District land use code amendment requires clarity about the future of 114th Avenue and Main Street.

Study outcome

- The City Council will select a preferred option for a new I-405 interchange in south downtown Bellevue
- City will consider “no action” option



East Main Station rendering

Legend

- Link light rail station
- Link light rail
- Main Street linear buffer gateway, Lake to Lake greenway trails
- Grand Connection
- ⋯ King County's Eastrail
- Potential I-405 access

Project purpose statement

The purpose of this project is to improve south downtown Bellevue vehicle access to/from I-405 for better regional connectivity. Additionally, the project will improve circulation with the local street network for motorized and non-motorized traffic, while minimizing community and environmental impacts. The project should support the City of Bellevue urban design, land use, economic development and transportation policies, improve community connectivity and be consistent with the I-405 Master Plan.

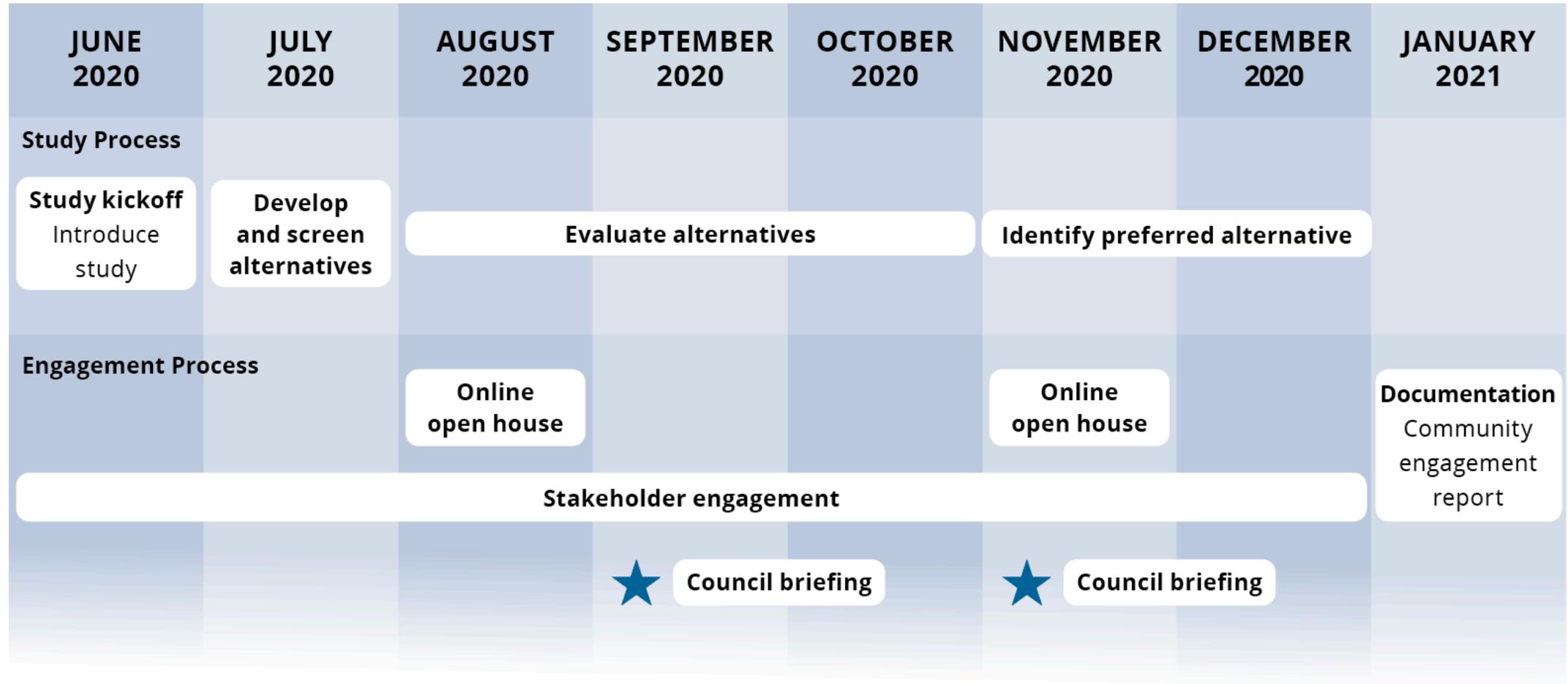
Project need statement

By 2035, about 22 million square feet of commercial building space and 9000 dwelling units are expected to be added to the areas served by this project. The existing interchanges can not meet the growing demand. To relieve existing congestion, accommodate growth and improve safety, additional interchange capacity in the south downtown area is needed. This need is also identified in the I-405 Master Plan and is intended to complement the half interchange at Northeast 10th Street and the Northeast Sixth Street extension to serve the City of Bellevue and all users of I-405.

Purpose and need

- Plan for growth
- Ease congestion and improve safety
- Improve access
- Support urban design, land use, economic development and transportation policies
- Ensure consistency with I-405 Master Plan

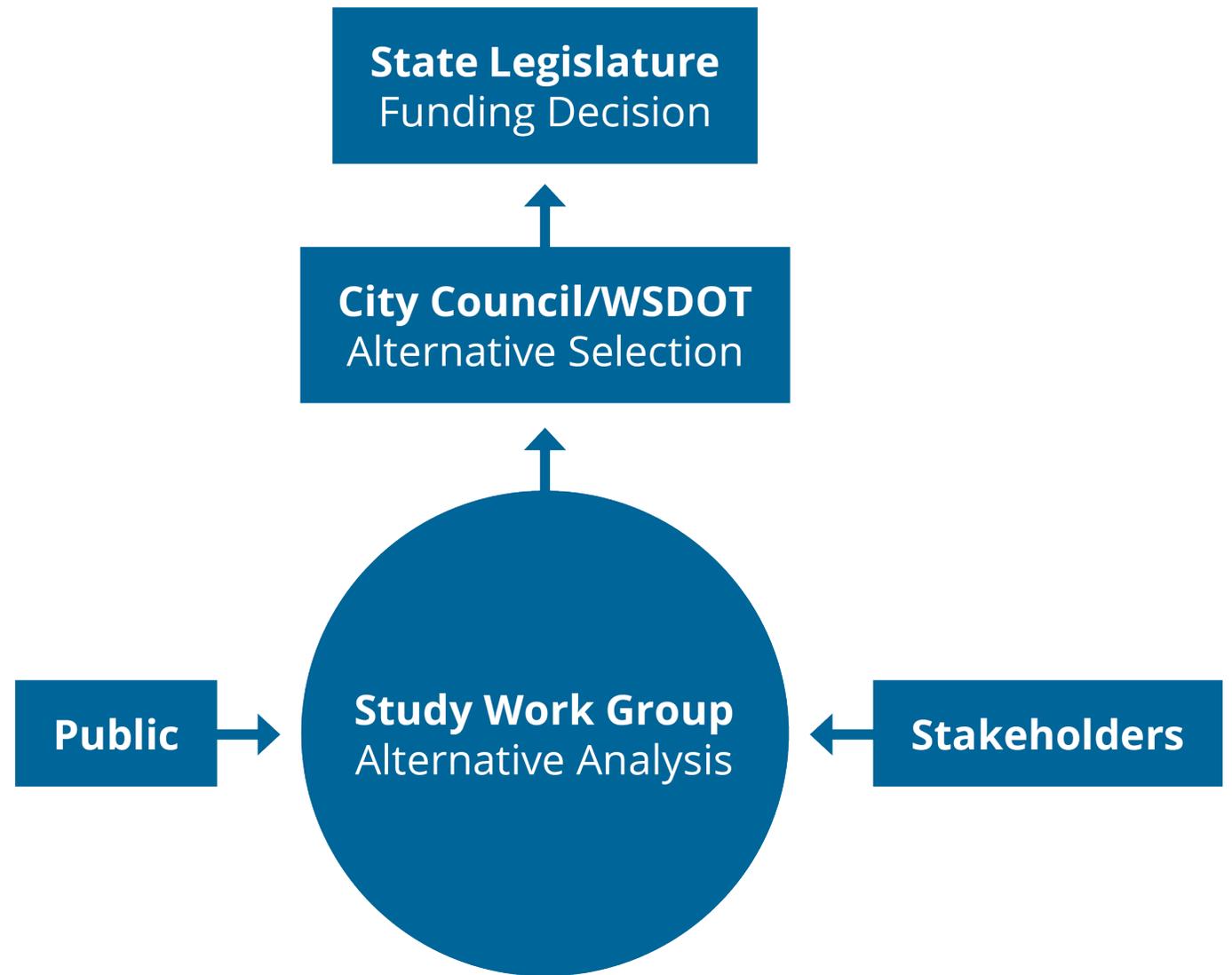
Study timeline



Guiding principles

- Facilitate safe multimodal connections
- Improve access and efficiency
- Support economic development and urban design policies
- Align with existing plans & policies, including I-405 Master Plan
- Engage stakeholders and the community
- Assess cost considerations

Decision making



Evaluation criteria

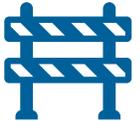
- Tier 1 – Fatal flaw screening
 - Bellevue's plans and policies
 - FHWA and WSDOT policies
 - Constructability

Evaluation criteria

- Tier 2 – Alternatives evaluation



Travel time



Missing links,
barriers, or
conflict points



Impact on
property
development



Alignment with
adopted plans
& urban design
policies



Cost



Stakeholder
Input



Public input

Break

Community & stakeholder engagement process

Opportunities for input

- Four stakeholder forums
- Two online open houses
- Opportunities to meet one-on-one with city staff during the study

The screenshot shows the 'ENGAGINGBellevue' website. At the top is the City of Bellevue logo and a search bar. A navigation menu includes 'Home', 'COVID-19 Community Response', 'Environmental Stewardship Plan', 'Great Neighborhoods', 'Cultural Conversations', and 'City Website'. A 'Sign In | Register' link is in the top right. The main content area features a 'Welcome to Engaging Bellevue!' message and a list of active projects: 'COVID-19 Community Response' (dated March 18, 2020) and 'Environmental Stewardship Plan'. A 'Sign up to engage' button is prominent. On the right, there is a 'FAQ' section with questions like 'Who can I contact about Engaging Bellevue?' and a 'Twitter Feed' section showing tweets from @bellevuewa and @BvueTranspo.

Questions and answers

Next steps

Upcoming events

- Next stakeholder forum: July 23, 6-8 p.m.
- Online open house: Aug. 3-21
- City Council meeting: Sept. 8
- For more information, please go to <https://bellevuewa.gov> and search “Access study”

We want to hear from you

- Please take our follow-up survey!
- **Questions or comments?** Contact Shuming Yan at (425) 452-7858 or SYan@bellevuewa.gov

Thank you!





City of Bellevue/South Downtown I-405 Access Study

Stakeholder Forum #2 Summary

July 23, 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, P.E., 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 second City of Bellevue South Downtown I-405 Access Study stakeholder forum and thanked everyone for their participation. Laura gave an overview of the virtual meeting logistics, including using the chat function and polling to make the forum more interactive.

Laura reviewed the forum objectives and agenda. The city's objectives included sharing the study alternatives, seeking input to narrow down the alternatives for further evaluation, answering stakeholder questions and sharing next steps. Please see Appendix A for the presentation.



Stakeholder forum #1 feedback

Shuming Yan, project manager, welcomed participants and recapped forum #1. During forum #1 the study team reviewed the study purpose and need, guiding principles, evaluation criteria, community and stakeholder engagement process, project timeline, stakeholder questions and next steps. Marie Jensen, public involvement manager, emphasized the value of stakeholder input and reviewed the results of the post-forum questionnaire from forum #1. Please see Appendix A for the questionnaire results.

Shuming shared additional feedback from the open-ended questions. Respondents stated a new I-405 interchange may improve or worsen congestion and may cause concerns about neighborhood traffic and safety and access to 114th Avenue. Respondents had additional questions about what alternatives the study team was considering and concerns with preserving access to 114th Avenue.

Alternative concepts

Shuming next introduced the study alternatives. The study team considered 12 alternatives between Northeast Second and Southeast Eighth streets, including a “no action” alternative.

Fatal flaw screening

The study team conducted a fatal flaw screening to check the alternatives for constructability and consistency with local, state and federal plans and policies, including the I-405 Master Plan.

Alternatives dropped

Shuming first reviewed the alternatives the city considered and dropped from further study:

- Half diamond interchange at Northeast Second Street with an extension east
- Half diamond interchange at Main Street
- Extended Northeast Second Street with westbound to southbound on-ramp
- Southeast Fifth Street overcrossing to 116th Avenue Northeast with a southbound on-ramp
- Southbound ramp to Express Toll Lane with braided ramp outside of Southeast Eighth Street

Please see Appendix B for a list of the dropped alternatives.

Remaining seven alternative concepts

Shuming gave an overview of the remaining seven alternatives¹. He made a point that further analysis will only occur for concepts that move to the next round of screening. Laura encouraged the stakeholders to participate in the polls to share their initial feedback. She highlighted additional

¹ One of the seven alternatives is the “no action” alternative that the study team did not poll during the forum.

opportunities to provide feedback after the forum, including a questionnaire, online open house and sending feedback directly to the study team.

Shuming presented each alternative beginning with the baseline option of “no action.” The no action option, if chosen as the preferred alternative, may include improvement in the area but does not include new any new access ramps.

#1 Northeast Second Street/Northeast Fourth Street One-Way Couplet

Shuming shared the Northeast Second Street/Northeast Fourth Street one-way couplet alternative. Advantages include providing access from Northeast Second Street with less impact to 114th Avenue; helping reduce congestion on Northeast Fourth Street bridge and adding new connections between downtown and Wilburton. The disadvantage is that it may not add significant capacity for future growth.

Stakeholders provided the following questions and comments and the study team responded:

- Could the city share a link to the Bellevue master plan?
 - Yes, we will provide a link with the meeting summary. This alternative could work well with the future Grand Connection.
- Which alternatives would sever 114th Avenue access?
 - This alternative would not sever access to 114th Avenue as much as some other options and we will note this issue as we get to the remaining alternatives.
- How will the one-way streets impact travel at this interchange?
 - Access would depend on the traveler’s direction. As currently depicted in this alternative, a southbound driver on 112th Avenue from north of Northeast Fourth Street could turn left on to Northeast Second Street and then turn right onto the new interchange ramp. The study team may reverse the direction of one-way operation, meaning the eastbound movement could be on Northeast 4th Street and westbound movement could be on Northeast Second Street. We will study which direction performs better using traffic modeling tools during the evaluation process.



Polling results for Northeast Second Street/Northeast Fourth Street One-Way Couplet (17 respondents)

Answer	Votes (Percentage)
I don't feel this is a suitable alternative	7 (41 percent)
I would like the city to continue studying this alternative	6 (35 percent)
I am unsure about this alternative	4 (24 percent)

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

Next, Shuming introduced the southbound on-ramp and northbound overpass at Northeast Second Street alternative. The main advantage of this option is that it provides additional access to I-405 from downtown. A main disadvantage is that it does not include a new downtown-Wilburton connection. This alternative is flawed if it displaces access to 114th Avenue.

Stakeholders provided the following questions and comments and the study team responded:

- Can the study team combine the alternatives?
 - Yes, the preferred alternative can combine elements from different alternative concepts.
- Extending Northeast Second Street to 116th Avenue Northeast would go through a wetland.
 - The study team will analyze the impact on wetlands and buildings, pursuant to the evaluation criteria for the study.
- Would the city consider more than one of these alternatives as the preferred alternative?
 - Yes, the study team developed 12 alternatives, dropped five and will drop a few more prior to further, more detailed analysis. We will then identify a preferred alternative which could combine features from the remaining alternatives.
- This alternative is very close to the existing ramps at Northeast Fourth Street.
 - The study team will conduct traffic modeling to see how this alternative would affect existing interchanges.
- Could the southbound ramp from Northeast Second Street to I-405 fly over the roadway to avoid impacts to 114th Avenue?
 - Yes, this is possible, however there are challenges to overcome. The study team must consider where to place the bridge foundations and proximity to Northeast



Fourth Street ramps. The flyover ramp would also have to connect to the freeway closer to Southeast Eighth Street.

- This alternative appears to have significant impacts to the 200 property, Sheraton and Red Lion. How would the study team evaluate those impacts?
 - There are six to seven impact criteria, including impacts to existing property, right-of-way and wetlands. The study team will review those impacts for all alternatives.

Polling results for Southbound on-ramp and northbound overpass at Northeast Second Street (19 respondents)

Answer	Votes (Percentage)
I don't feel this is a suitable alternative	14 (74 percent)
I would like the city to continue studying this alternative	4 (21 percent)
I am unsure about this alternative	1 (5 percent)

#3 Northeast Second Street extension to Wilburton

The next alternative Shuming shared extends Northeast Second Street to Wilburton. He explained this alternative minimizes the impact of new ramps. An advantage is a new downtown-Wilburton connection. A disadvantage is no new access I-405 and Wilburton. One stakeholder shared their support for this connection. The stakeholders then voted in the poll without further discussion.

Polling results for Northeast Second Street extension to Wilburton (20 respondents)

Answer	Votes (Percentage)
I don't feel this is a suitable alternative	9 (45 percent)
I would like the city to continue studying this alternative	6 (30 percent)
I am unsure about this alternative	5 (25 percent)



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

Shuming shared the express toll lane access to and from the south at Southeast Sixth Street alternative. Advantages include more east-west connectivity and additional access to I-405. Disadvantages include not fitting well with the character and urban design of the East Main Transit-Oriented District and its location farther from downtown. He pointed out the study team can review reversing the direction of one-way flow on the two parallel bridges. If the study team advances this alternative, they will conduct a traffic analysis to assess which direction of flow would provide more operation benefits.

Stakeholders provided the following questions and comments and the study team responded:

- Would this alternative benefit transit and high-occupancy vehicles (HOV) more than general purpose traffic?
 - General purpose drivers could use the new access although they would have to pay a toll to use this lane.
- Did the study team design this alternative to reduce backup on Southeast Eighth Street to the southbound I-405 ramp?
 - This alternative could reduce traffic from Southeast Eighth Street. If the study team advances this alternative, they will learn more through detailed traffic modeling. Shuming noted that this alternative has design challenges because of elevation differences.
- I am concerned about more traffic in the East Main Transit-Oriented Development area and safety at the intersection of Southeast Fifth Street and Lake Hills Connector.
 - The study team will further evaluate how the alternatives affect traffic operation and safety for all users.
- How will this alternative fit with East Link extension and future transit-oriented development on 112th Avenue Southeast? Will there be two carriageways in each direction or reduction to one lane for vehicles with bike lanes and café society sidewalks? Will there be any park-and-rides in the area?
 - We do not expect Southeast Sixth Street to have any direct impact on the planned link light rail from Kirkland to Issaquah, but the study team would coordinate with South Transit if this alternative advances for further analysis.
 - We will share the East Main Station Area Plan with the stakeholders for further reference.



- The East Main Station Area Plan calls for two lanes for vehicle traffic in each direction and there is no plan to reduce the number of lanes at 112th Avenue Southeast.
- This alternative is similar to Northeast Sixth Street HOV on-and off-ramps which seems useful. Can the study team share the traffic counts on those ramps including counts for this alternative?
 - If the study advances this alternative, they will conduct traffic modeling as part of the evaluation process.
- The study team should consider the unique transit/HOV nature of this alternative in the evaluation criteria.

Polling results for Express toll lane access to/from south at Southeast Sixth Street (18 respondents)

Answer	Votes (Percentage)
I don't feel this is a suitable alternative	3 (17 percent)
I would like the city to continue studying this alternative	13 (72 percent)
I am unsure about this alternative	2 (11 percent)

#5 Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp

Shuming shared the Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp alternative. Advantages include additional east-west connection and access to I-405. Disadvantages include not fitting well with the character and urban design of the East Main transit-oriented district and its location farther from downtown.

Stakeholders provided the following questions and comments and the study team responded:

- How would more ramps affect traffic backups on I-405?
 - The study team would need to conduct more detailed analysis to see what impacts this alternative may have on I-405 operation and what improvements can reduce backups on I-405.
 - The Bellevue to Lynnwood widening project to add a new lane in both directions and the Coal Creek Parkway widening project will help address southbound backups.
 - Will the new additional lanes be HOV?



- The new lanes between Bellevue and Lynnwood will extend the existing HOV/High-occupancy toll (HOT) lanes. The lane at Coal Creek Parkway will be general purpose.
 - The study team will need to consider how this alternative would work with these projects if it advances.
- This alternative will reduce backup on 114th Avenue.
 - Why does the study team think this alternative does not fit well with the East Main transit-oriented development?
 - The interchanges are vehicle-oriented and not transit- or pedestrian-oriented. This is a relative disadvantage, not a fatal flaw.
 - Can the study team please show existing ramps in the alternative maps?
 - Yes, the study team will revise the maps for future forums.

Polling results for Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp (18 respondents)

Answer	Votes (Percentage*)
I don't feel this is a suitable alternative	3 (17 percent)
I would like the city to continue studying this alternative	14 (78 percent)
I am unsure about this alternative	1 (6 percent)

*Percentages add up to 101 percent due to rounding

6 Lake Hills Connector southbound on-ramp

Shuming shared the final alternative, the Lake Hills Connector southbound on-ramp. Advantages include providing I-405 southbound access from Wilburton. Disadvantages include no new downtown-Wilburton connection and no new access from downtown. Additionally, the study team will need to coordinate with Sound Transit for the East Link extension crossing.

Stakeholders provided the following questions and comments and the study team responded:

- Does the study team have information on the proportion of traffic volume expected from east of I-405 compared to west of I-405?
 - The study team can prepare to share more information about this at the next forum.
- Final plans for Sound Transit's ST3 phase are not expected until 2041 and should not preclude this option from advancing.





- The study team will work closely with Sound Transit.
- Can you explain the red line on 118th Avenue Southeast?
 - It shows the new ramp’s potential impact to this section of 118th Avenue Southeast in this alternative and adjacent property.
- Does this alternative include a new on-ramp on 118th Avenue Southeast?
 - No, it does not.

Polling results for Lake Hills Connector southbound on-ramp (18 respondents)

Answer	Votes (Percentage*)
I don't feel this is a suitable alternative	1 (6 percent)
I would like the city to continue studying this alternative	12 (67 percent)
I am unsure about this alternative	5 (28 percent)

*Percentages add up to 101 percent due to rounding

Evaluation process

Shuming shared that the study team will review traffic modeling and design to narrow down the number of alternatives. The study team will then complete a more detailed analysis using the evaluation criteria for the study – travel time, missing links, barriers, conflict points, impact on property development, align with adopted plans and urban design, cost, stakeholder input and public input.

Additional questions and comments

Study questions and comments

- Will the study team run a traffic movement scenario for each alternative?
 - The study team will conduct traffic modeling for each alternative that advances, but not a video simulation.
- Following the city’s process and recommendations, what are the next steps in terms of state and/or federal approvals?
 - The study team is working with the state and Federal Highway Administration to align the alternative with appropriate policies and guidelines. Funding will likely be up to the state legislature and is uncertain due to COVID-19 and revenue trends. The first step is for the city and state to identify a preferred alternative, then find funding for design, environmental documentation and construction.
- What is the status of the Grand Connection project and its relationship to the study?



- COVID-19 has significantly impacted funding for projects, the planned Grand Connection included. Interested stakeholders should contact Emil King from City of Bellevue Community Development Department.
- Does the impact to property development evaluation criteria consider commercial and residential?
 - Yes. The city will begin looking at zoning changes in the Wilburton area, east area of I-405, beginning in September. Council is considering land use code changes for the East Main Transit-Oriented District as well.
- Will the study team consider green objective criteria and how?
 - The study is a piece of an overall plan to integrate into a regional multimodal system. This study will help reduce idling and greenhouse gas emissions while other projects will improve bicycle and pedestrian corridors.
- The downtown core is more pedestrian friendly and walkable, with bike lanes, relative to Southeast Sixth Street so it seems like there would be more conflict locating a new overpass/on-ramp in the downtown core than the East Main transit-oriented development.
 - The study team will review vehicle-pedestrian and vehicle-bicycle impacts for all alternatives that advance.
- We need to find the safest and fastest way to get people out of Bellevue at the end of the workday so others can enjoy downtown Bellevue entertainment and dining.
- Where can we obtain a copy of the Citizen Advisory Committee vision for Wilburton?
 - We will share that out after the forum.
- Can you share the panelists' contact information?
 - Yes, we can provide this.
- Which alternatives do the panelists think will advance? Are there federal funds for this project or will the city need to fund the project with local taxes?
 - The city and state have not identified funding yet, but they will apply for state, regional and federal funding when opportunities arise.
 - The study team will rely on the evaluation criteria to identify a preferred alternative and will share more about the evaluation process and results at the next forum.
 - In addition to engineering considerations, the evaluation criteria consider environmental impacts, effects on walking and biking, safety and urban design, among others.



Timeline and next steps

Shuming thanked the stakeholders and encouraged them to continue to stay engaged throughout the study. He shared that during the next forum, the city and WSDOT will report on the outcomes of the evaluation process. He then reviewed the project timeline. The first online open house will run from August 3 through 21 and the next stakeholder forum is on August 27. The study team plans to meet with the City Council on September 28 and will identify a preferred alternative by November for Council consideration.

Attendees

Stakeholders in attendance:

1. Nanette Lescher, Bellecrest Neighborhood Association
2. Pete Aparico, Columbia Pacific Advisors
3. Rebecca Bloom, Columbia Pacific Advisors
4. Patrece Banks, Downtown Bellevue Residents Association
5. Walter Scott, Legacy Commercial
6. Mesha Averill, Legacy Commercial
7. Jennifer Anderson, Master Builders Association of King & Snohomish Counties
8. Jerry Hall, Master Builders Association of King & Snohomish Counties
9. Jessica Roe, McCullough Hill Leary PS
10. Brian Franklin, PMF Investments LLC
11. Tim Jackson, PMF Investments LLC
12. Rick Tupper, Puget Sound Hospitality
13. David Slight, Surrey Downs Community Club
14. Chris Forster, TENW
15. Kevin Wallace, Wallace Properties
16. Mon Wig, Wig Properties LLC
17. LeeAnn Guidotti, Wilburton Community Association
18. Santiago Naranjo, Wilburton Community Association
19. César Caycedo, Woodridge Neighborhood Association
20. Alex Smith, 700 112 LLC



Additional study team members in attendance:

1. Emil King, City of Bellevue Community Development, assistant director
2. Gillian Hagstrom, City of Bellevue Transportation Department, community outreach intern
3. John Murphy, City of Bellevue Transportation Department, acting manager for Neighborhood Traffic Safety Services
4. Molly Johnson, City of Bellevue Transportation Department, development review manager



Appendix A: Stakeholder Forum #2 Presentation

South Downtown I-405 Access Study

Stakeholder Forum #2

July 23, 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

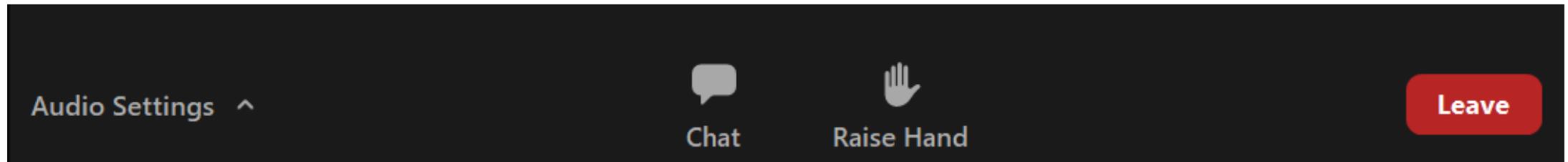


Nancy Thai,
Community
engagement –
forum support, PRR

Facilitator and support

Zoom overview

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



Tonight's objectives

- Seek input to narrow down the alternatives for further evaluation
- Answer stakeholder questions
- Share next steps

Agenda

1. Review stakeholder feedback from the first forum
2. Share alternatives
3. Break
4. Share alternatives continued
5. Evaluation process
6. Timeline and next steps

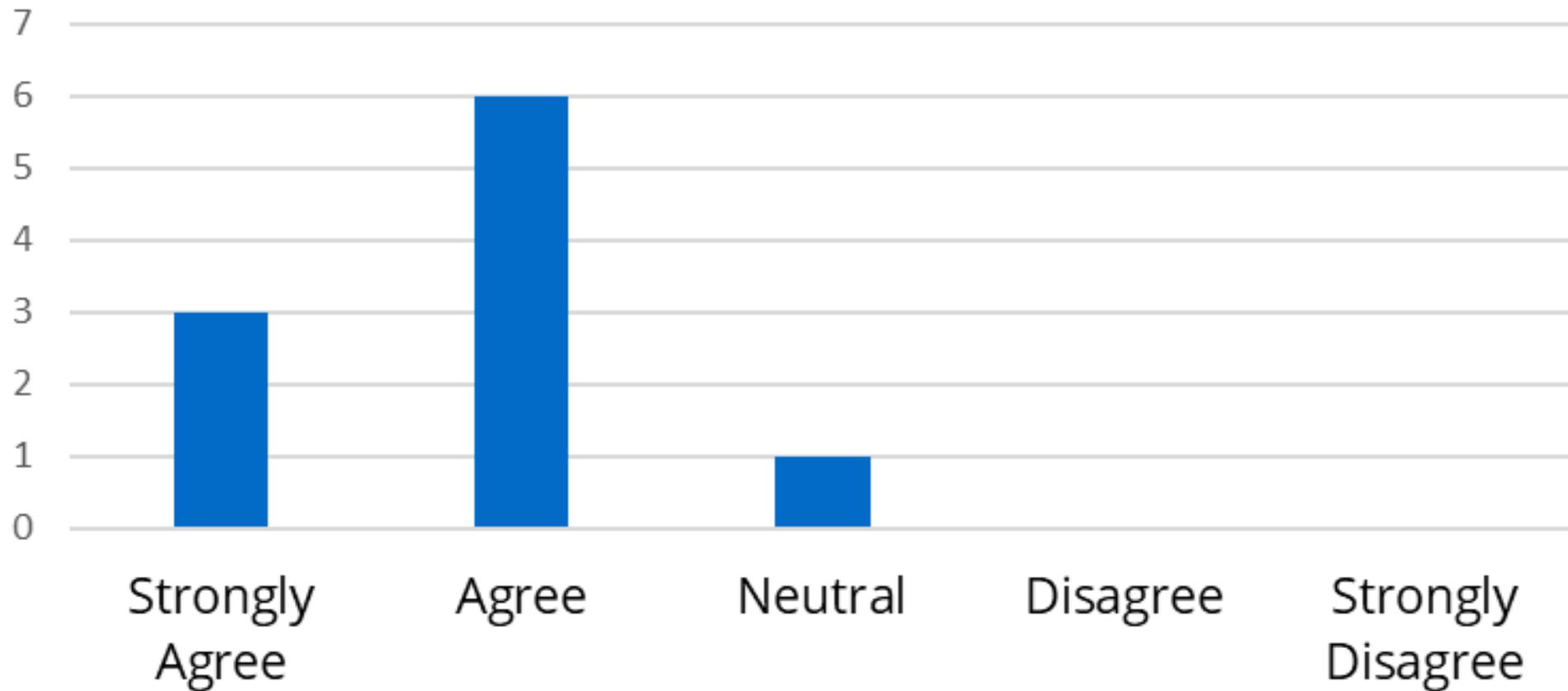
Stakeholder forum #1 feedback

Stakeholder forum #1 recap

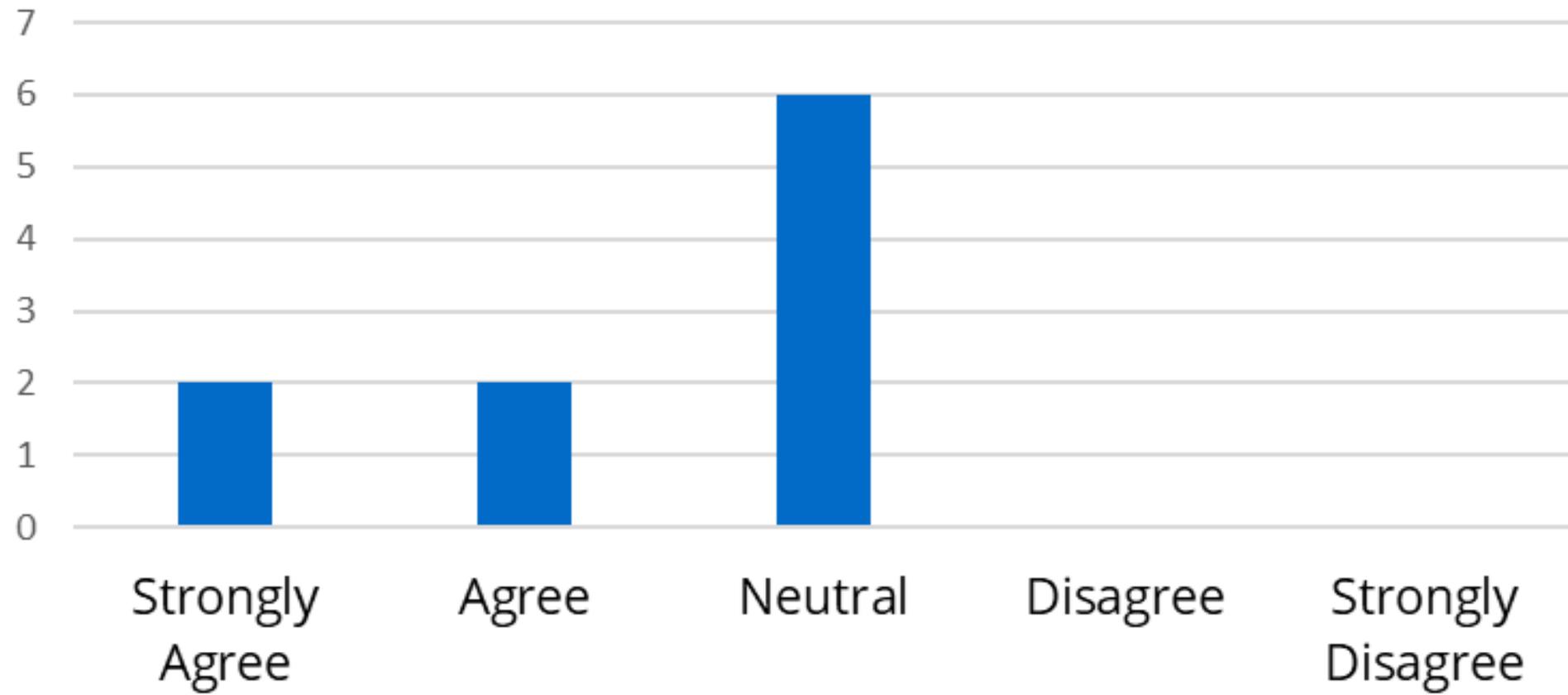
- Purpose of and need for the project
- Guiding principles and alternative evaluation criteria
- Community and stakeholder engagement process
- Project timeline
- Question and answer opportunity
- Next steps

29 stakeholder meeting attendees and 10 survey respondents

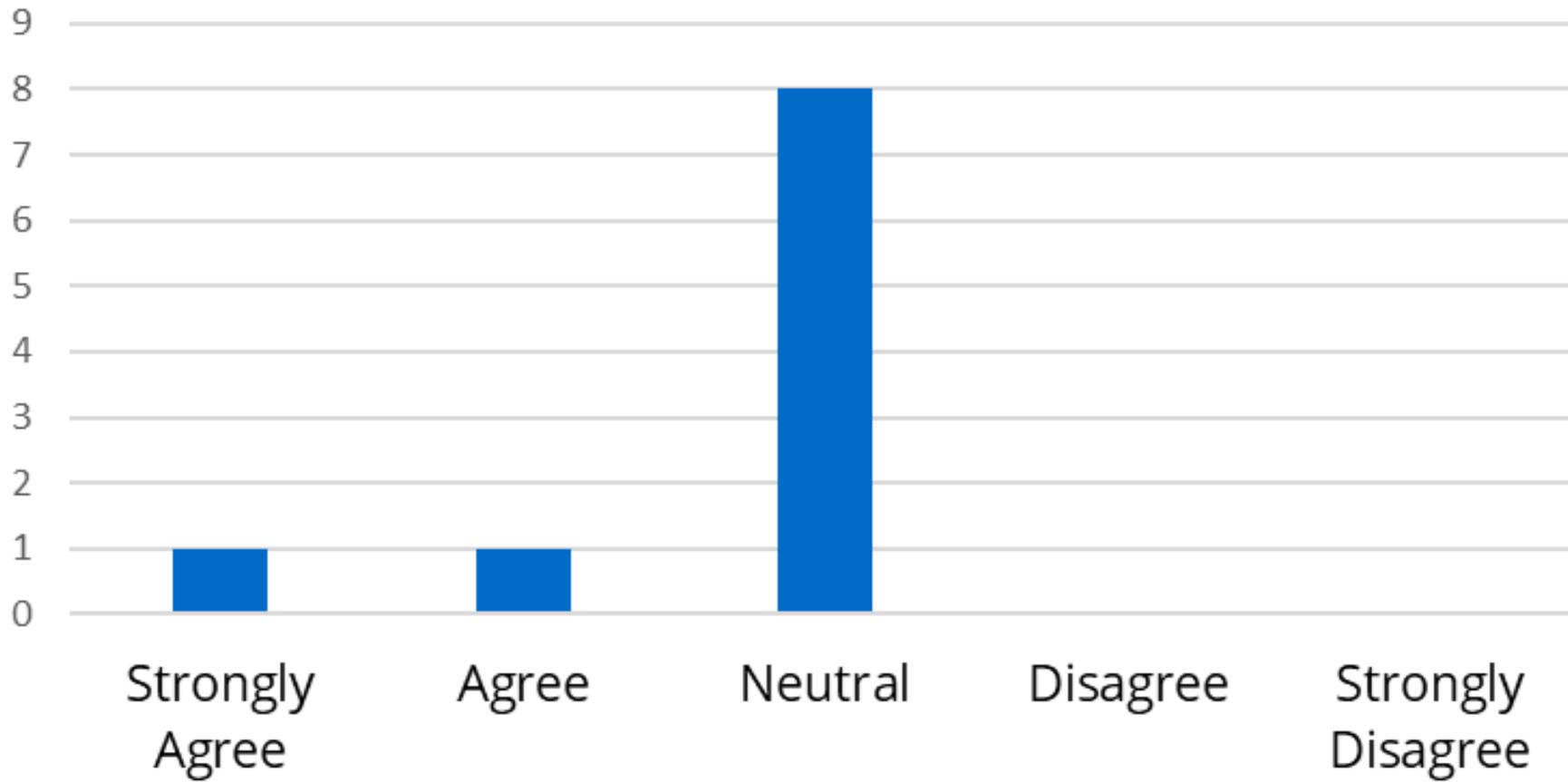
The purpose and need for the study are clearly defined.



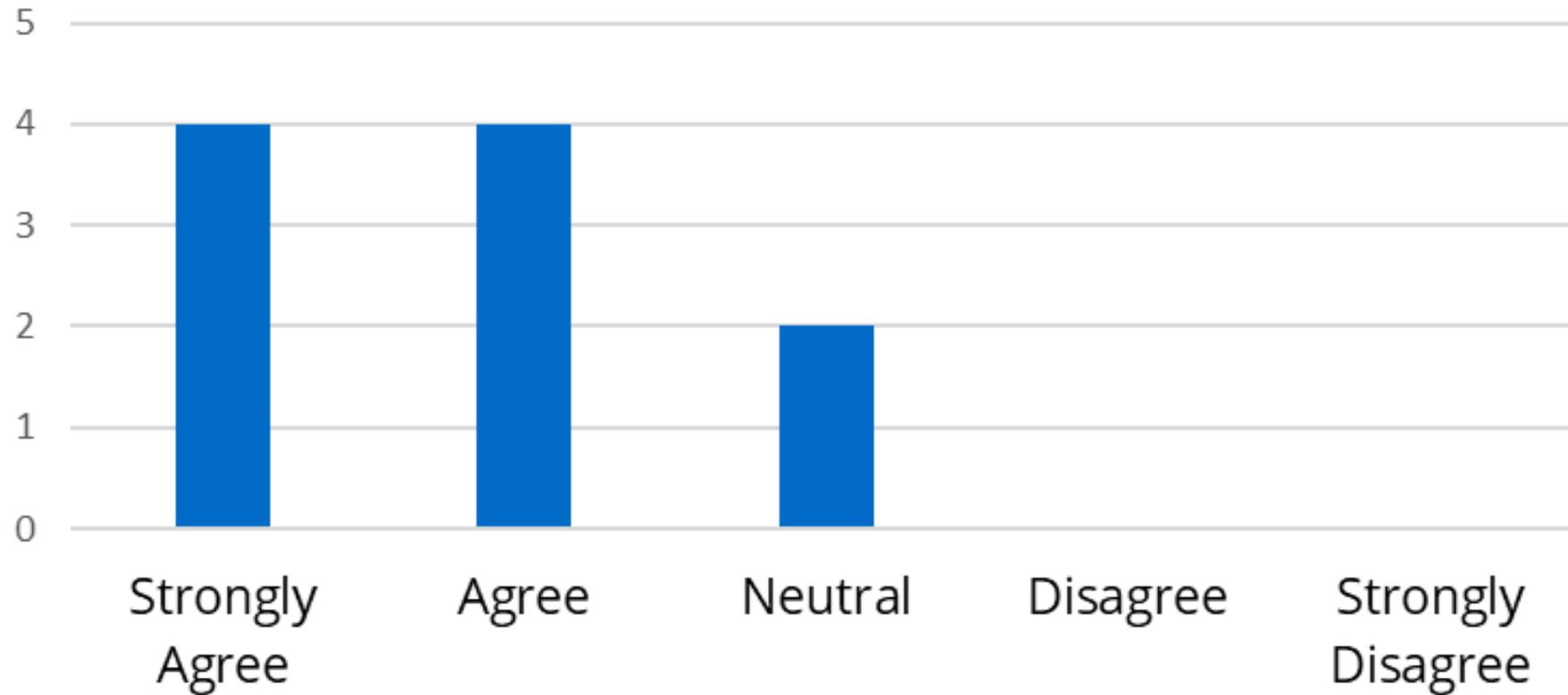
The decision making process is clearly defined.



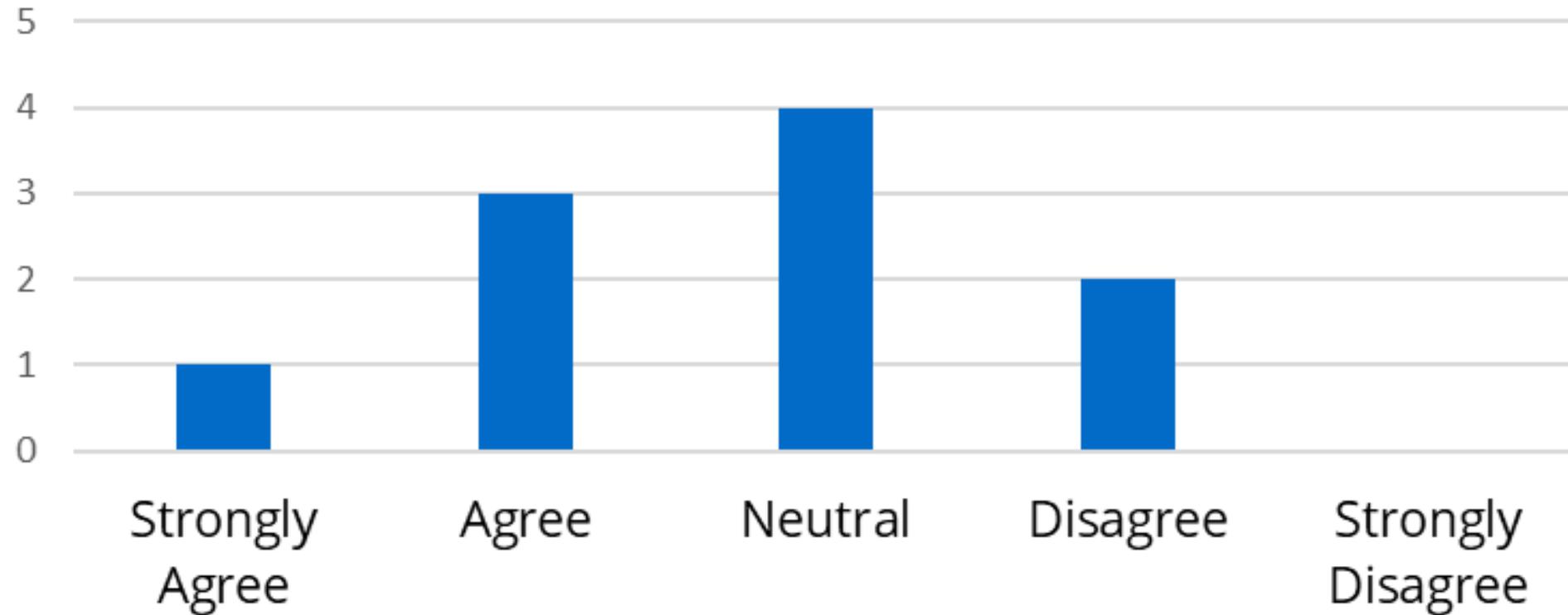
The methods for evaluating alternatives are clearly defined.



The ways to share input during and after the stakeholder forum were clearly described.



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



Additional feedback

How would a new I-405 interchange in south downtown Bellevue benefit or impact your organization or the stakeholders you represent?

- It would improve or worsen congestion
- Concerns about neighborhood traffic and safety
- Concerned about blocking 114th Avenue access

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

- Want to know what alternatives are being considered
- Concerned with preserving access to 114th Avenue

Alternative concepts

Alternatives considered

- Twelve options
- Possible locations between NE Second Street and SE Eighth Street

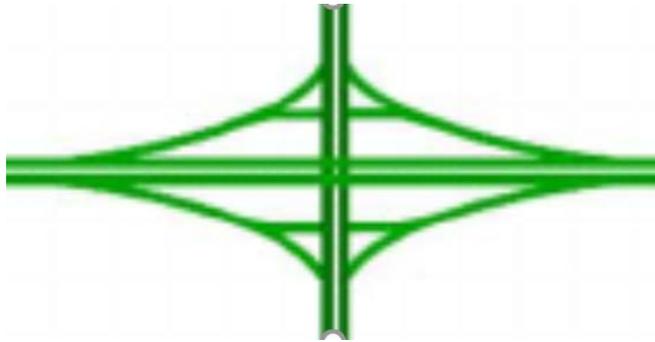


“Fatal flaw” screening criteria

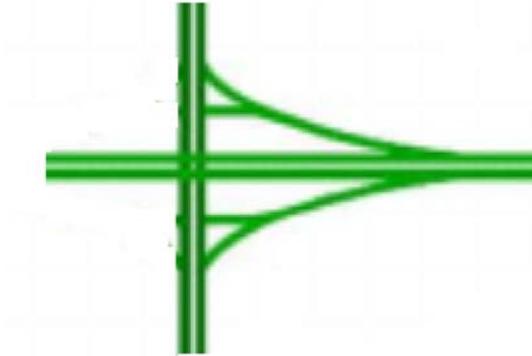
- Consistency with City of Bellevue’s plans and policies
- Consistency with federal and state policies, including I-405 Master Plan
- Constructability

Interchange concepts

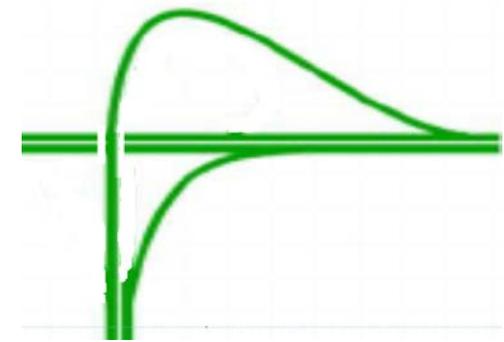
Diamond



Half Diamond



Overpass/Flyover



Alternatives dropped

- Half diamond at NE Second Street with extension east
- Half diamond at Main Street
- Extend NE Second Street with westbound to southbound on-ramp
- SE Fifth Street overcrossing to 116th Avenue NE with southbound on-ramp
- Southbound ramp to Express Toll Lane and braided ramp outside of SE Eighth Street

Remaining seven alternative concepts

Baseline (No Action)



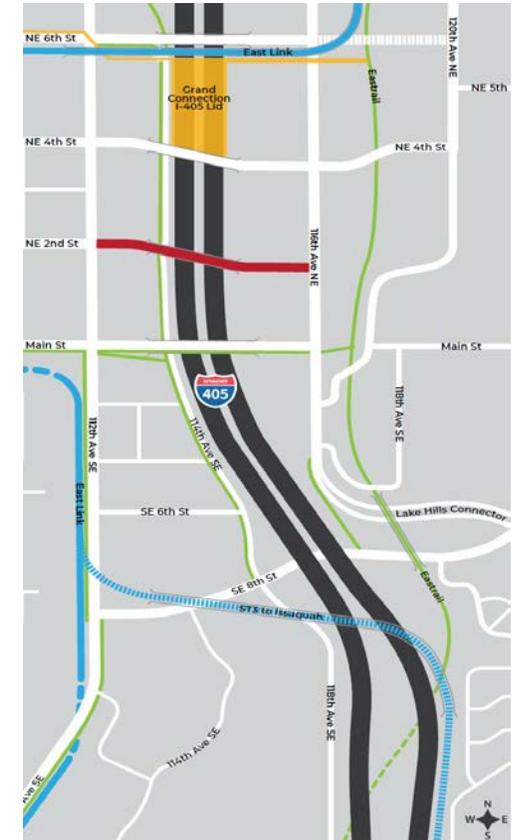
NE Second Street/NE Fourth Street one-way couplet



Southbound on-ramp and northbound overpass at NE Second Street without extension



NE Second Street extension to Wilburton



Remaining seven alternative concepts

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



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

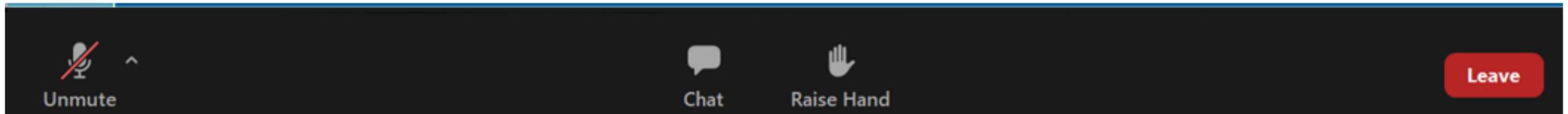
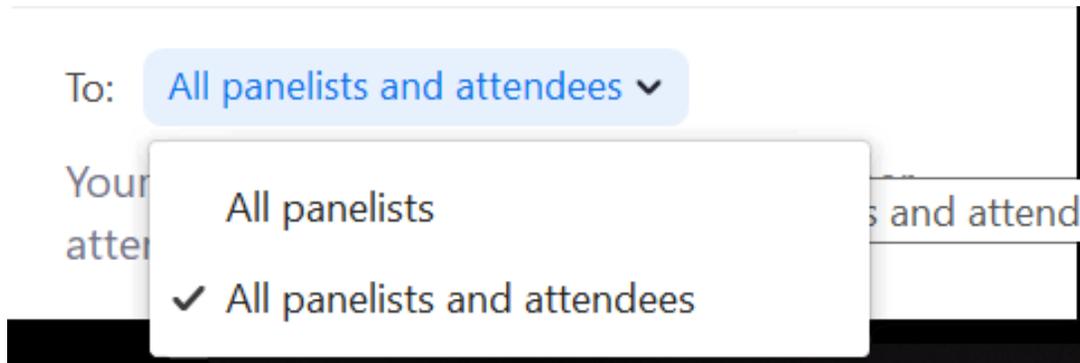


Lake Hills Connector southbound on-ramp



We want to hear from you

- Tools to gather initial feedback
 - Ask questions, chat, raise your hand, polls, questionnaire



Baseline (No Action)

Advantages:

- No construction cost or impact

Disadvantages:

- No new access to support growth



NE Second Street/NE Fourth Street One Way Couplet

Advantages:

- Provides access from NE Second Street with less impact to 114th Avenue
- Helps reduce congestion on NE Fourth Street bridge

Disadvantages:

- May not add significant capacity



Southbound on-ramp and northbound overpass at NE Second Street

Advantages:

- Provides additional access to I-405 from downtown

Disadvantages:

- No new downtown - Wilburton connection
- Flawed if 114th Avenue is displaced



Break

NE Second Street extension to Wilburton

Advantages:

- New downtown – Wilburton connection

Disadvantages:

- No new access to/from I-405



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

Advantages:

- Provides additional east-west connection and access to I-405

Disadvantages:

- Does not fit well with the East Main transit-oriented development character/urban design
- Farther away from downtown



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

Advantages:

- Provides additional east-west connection and access to I-405

Disadvantages:

- Does not fit well with the East Main transit-oriented development character/urban design
- Farther away from downtown



Lake Hills Connector southbound on-ramp (close westbound to southbound on- ramp at NE Fourth Street)

Advantages:

- Provides I-405 southbound access from Wilburton

Disadvantages:

- No new downtown - Wilburton connection
- No new access from downtown



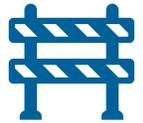
Next steps

Tier 2 – Alternatives evaluation

Evaluation criteria



Travel time



Missing links,
barriers, or
conflict points



Impact on
property
development



Align with
adopted plans
& urban design
policies



Cost

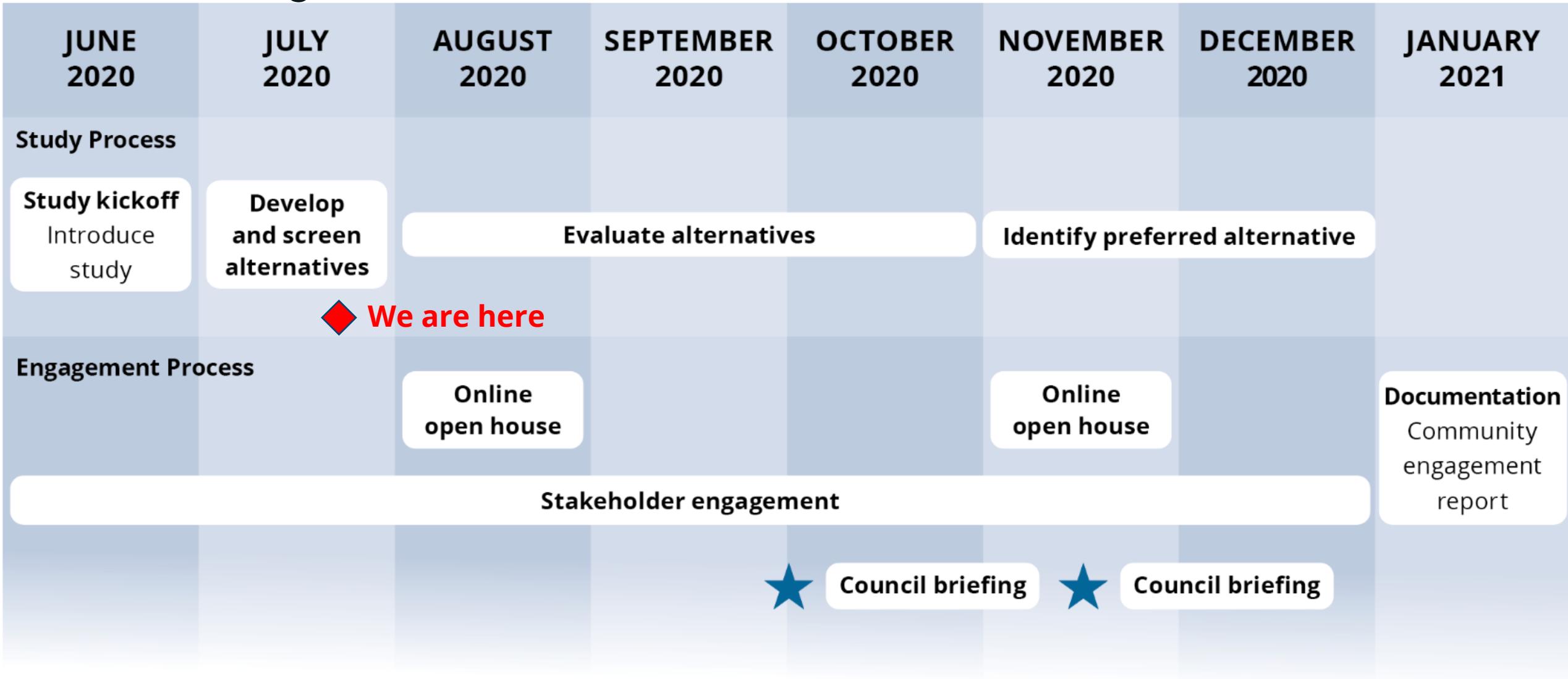


Stakeholder
Input



Public input

Study timeline



Upcoming events

- Next stakeholder forum: August 27 6-8 p.m.
- Online open house: August 3-21 at **engagingbellevue.com**
- City Council meeting: September 28
- For more information, visit <https://bellevuewa.gov> and search “Access study”

We want to hear from you

- Please take our follow-up questionnaire
- **Questions or comments?** Contact Shuming Yan at (425) 452-7858 or SYan@bellevuewa.gov

Thank you!

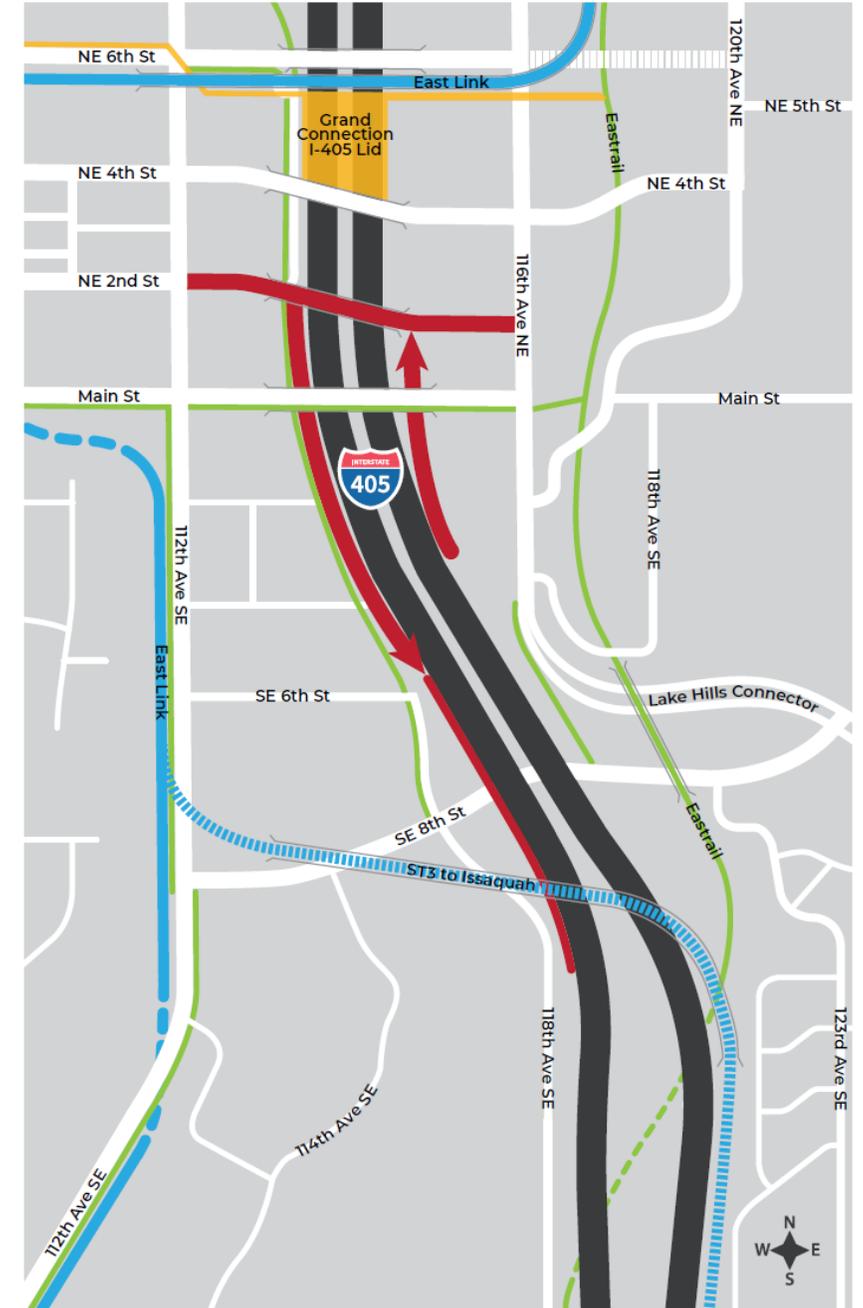


Appendix B: Dropped study alternatives

Alternatives dropped

Half diamond at NE Second Street with extension to 116th Avenue NE

- Not compatible with new Main Street bridge
- Displaces access to 114th Avenue



Alternatives dropped

Half diamond with on- and off- ramps at Main Street

- Inconsistent with city plans and urban design
- Decreased accessibility to East Main Station
- Increased vehicle and pedestrian/bicycle conflict on Lake to Lake Trail



Alternatives dropped

Extend NE Second Street with westbound to southbound on-ramp (close westbound to southbound on-ramp at NE Fourth Street)

- Would require steep grade and extensive structures



Alternatives dropped

SE Fifth Street Overcrossing to 116th Avenue NE with southbound on-ramp

- Inconsistent with city's plan and policies
- Inconsistent with East Main transit-oriented development plan and urban design
- Barrier for people walking to East Main Station from nearby homes and businesses



Alternatives dropped

Southbound ramp to Express Toll Lane and braided ramp to outside of SE Eighth Street

- Would require building extensive structures





City of Bellevue/South Downtown I-405 Access Study

Stakeholder Forum #3 Summary

Aug. 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, P.E., 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.

Laura reviewed the forum objectives and agenda. The city’s objectives included reporting back on what we have heard from stakeholders and the community and providing an update and gathering input on the alternatives evaluation process and preliminary finding. Please see Appendix A for the presentation.

Stakeholder forum #2 feedback

Marie Jensen, public involvement manager, welcomed participants and thanked the seven stakeholders who completed the post forum #2 questionnaire. She reviewed the results of the post-forum #2 questionnaire. Please see Appendix A for the questionnaire results.

Shuming Yan, project manager, shared additional feedback from the open-ended questions. Respondents expressed concern about impacts to Northeast Second Street and 114th Avenue and providing increased access to and from I-405. Respondents asked the city to present a full analysis of benefits and costs of the alternatives and to update the alternative maps to show ramps. Shuming assured the stakeholders the study team will share the analysis of the benefits and costs with the stakeholders at the next forum. He confirmed we added ramps to the alternative maps.

Preliminary findings from conceptual design

Shuming next reviewed the fatal flaw screening process and explained that tonight the study team will share its findings related to constructability. The last stakeholder forum focused on the first two fatal flaw screening criteria: consistency with City of Bellevue plans and policies and consistency with federal and state policies including the I-405 Master Plan. Shuming introduced Barrett Hanson, WSDOT I-405 Program engineering manager, to speak more about the early design work and constructability of the alternatives.

#1 Northeast Second Street/Northeast Fourth Street One-Way Couplet

Barrett gave an overview of the Northeast Second Street/Northeast Fourth Street One-Way Couplet alternative. The city would convert Northeast Fourth Street to a one-way westbound street and extend Northeast Second Street over I-405 and connect to 116th Avenue Northeast in the eastbound direction. This alternative would reconstruct the northbound off-ramp from I-405 to intersect with Northeast Second Street and continue to Northeast Fourth Street into Bellevue. It would also reconstruct the southbound off-ramp from Northeast Fourth Street to intersect with Northeast Second Street and continue onto southbound I-405.

Barrett shared the study team’s preliminary findings:



- 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.

#5 Southeast Sixth Street overpass to 116th Avenue Southeast with southbound on-ramp

Barrett presented the next alternative, the Southeast Sixth Street overpass to 116th Avenue Southeast with a southbound on-ramp. This alternative is similar to the previous alternative in widening and extending Southeast Sixth Street from the west to east side of I-405 and connecting to Lake Hills Connector. Instead of providing direct access to the express toll lanes, a new southbound on-ramp would connect to the general-purpose lane on I-405. The new on-ramp would extend over the existing Southeast Eighth Street off-ramp and part of the park-and-ride and connect to I-405 along Southeast Eighth Street. It may also realign part of 118th Avenue Southeast slightly to the west.

He shared the study team’s preliminary findings:

- Requires bridge, interchange and roadway changes: impacts to Southeast Sixth Street would be similar as the previous alternative.
- New ramp includes long bridge above park-and-ride, over the Southeast Eighth Street off-ramp, and over Southeast Eighth Street.
- Access modifications along Southeast Sixth Street are the same as the previous alternative.
- Potential property impacts for the potential realignment of 118th Avenue Southeast and the Southeast Sixth Street work.
- Potential environmental impacts associated with Southeast Sixth Street extension.
- Building a new ramp bridge would temporarily impact the Wilburton Park-and-Ride and bus stop.
- Anticipate lower relative cost compared to the other alternatives.
- Construction could take about two years.



One of the stakeholders asked about King County’s long-term plans for the park-and-ride at Southeast Eighth Street. Shuming responded he would follow-up with the answer.

Another stakeholder asked whether the study team had any information about the station locations on Sound Transit 3 to Issaquah. Shuming responded the study team will coordinate with Sound Transit to confirm potential station locations.

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 Community Association
15. Santiago Naranjo, Wilburton Community 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

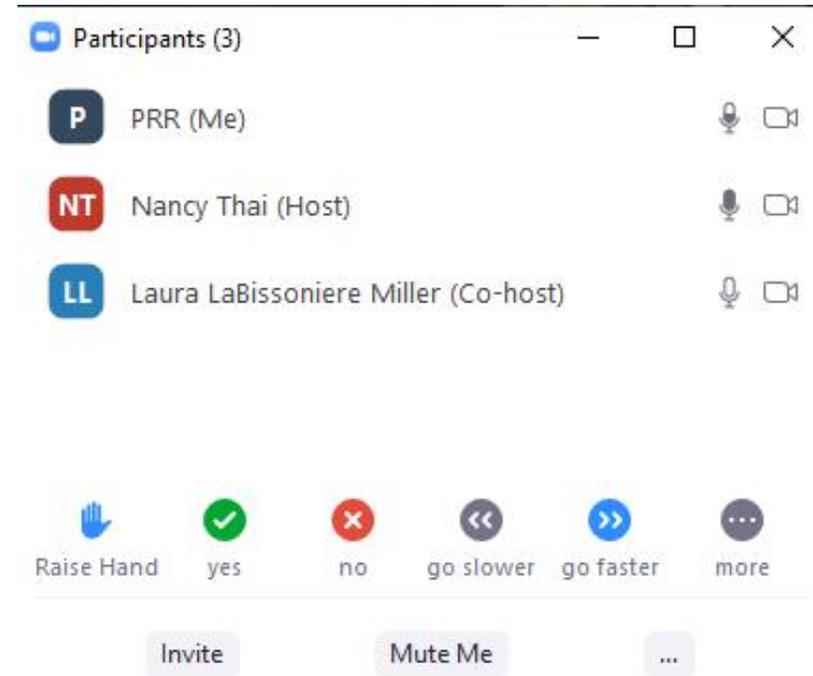


Nancy Thai,
Community
engagement –
forum support, PRR

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

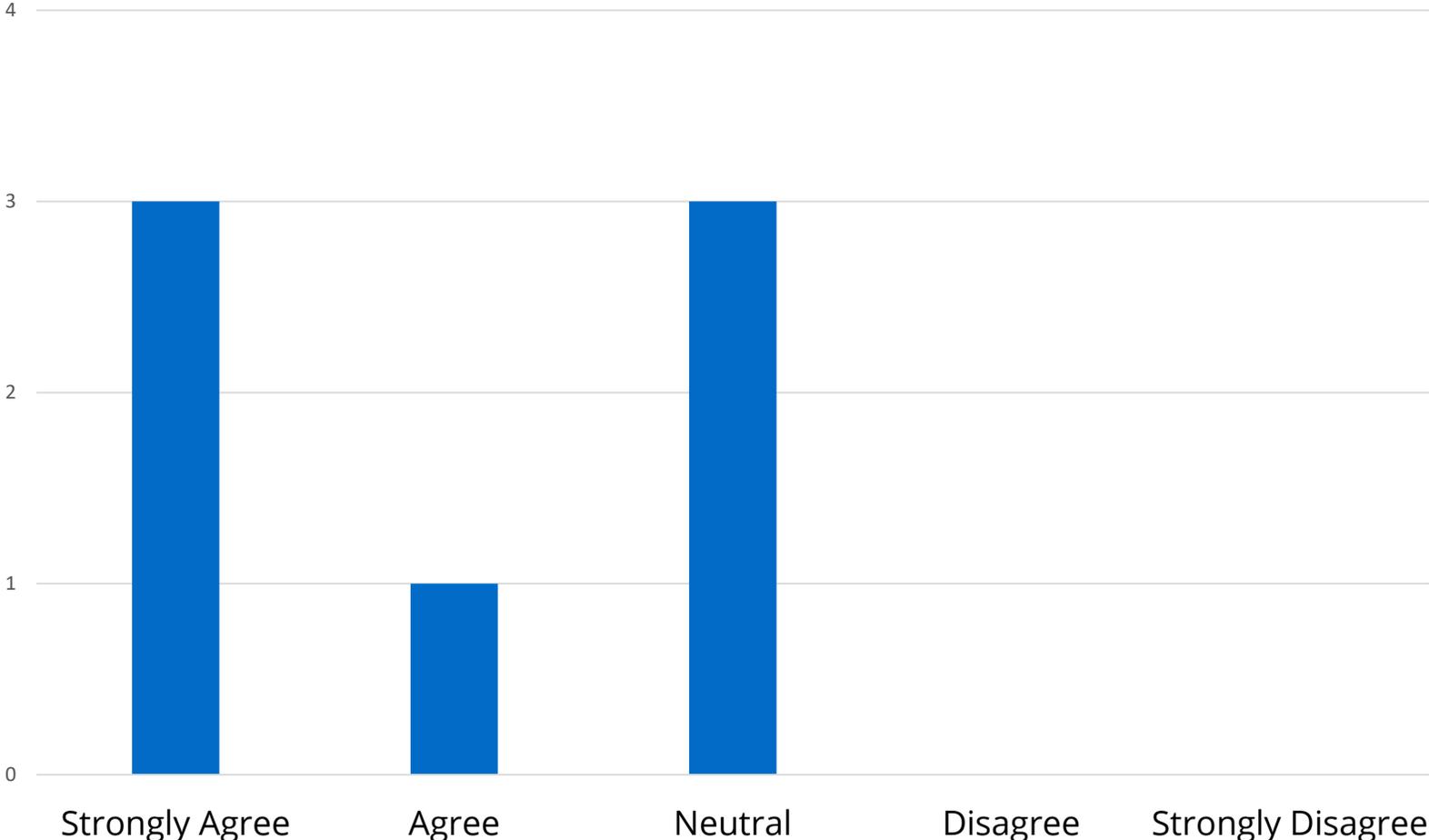
Stakeholder forum #2 feedback

Stakeholder forum #2 recap

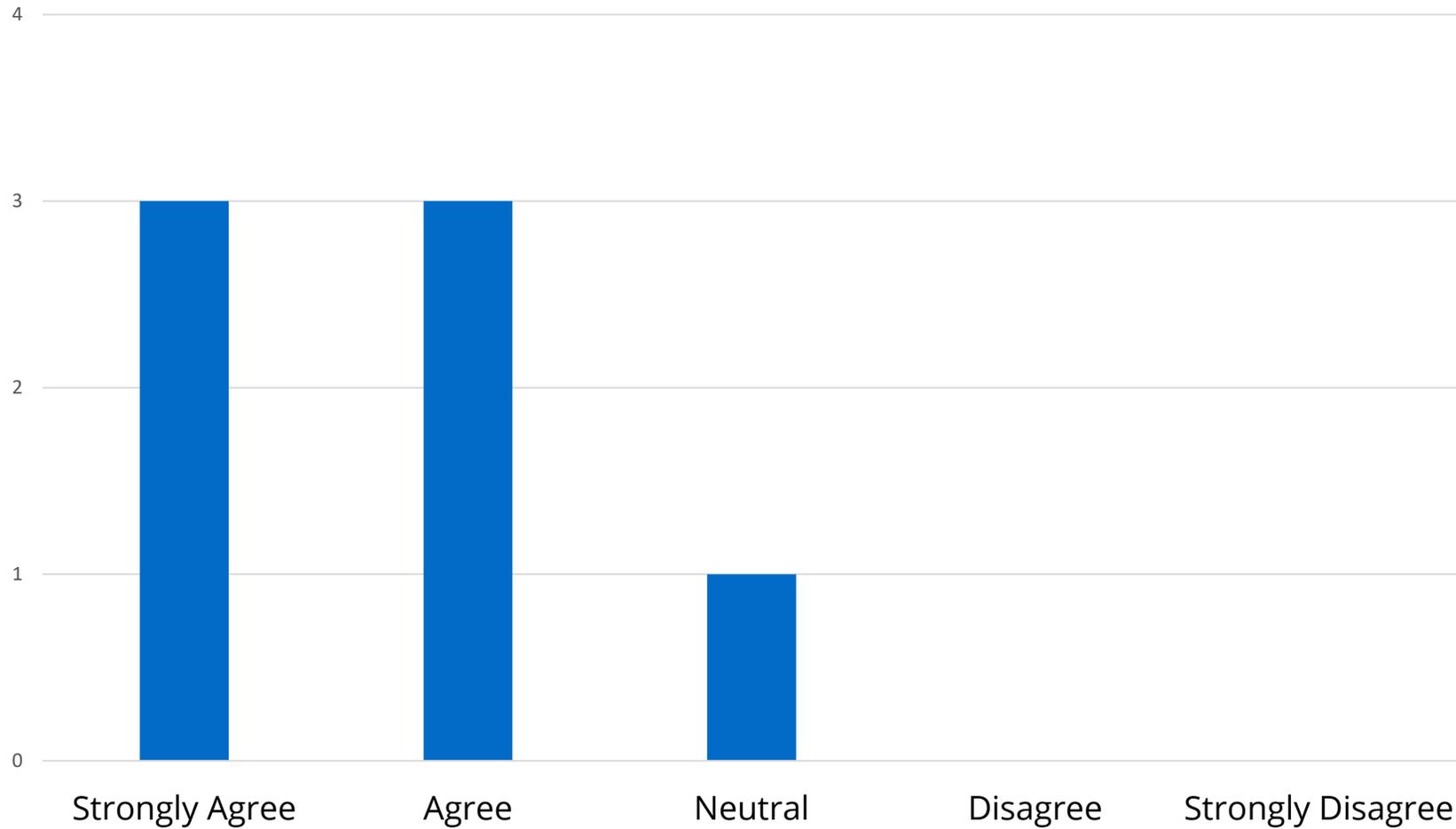
- Shared preliminary fatal flaw screening of alternatives
- Polled stakeholders for their initial thoughts on six alternatives

20 stakeholder attendees and 7 survey respondents

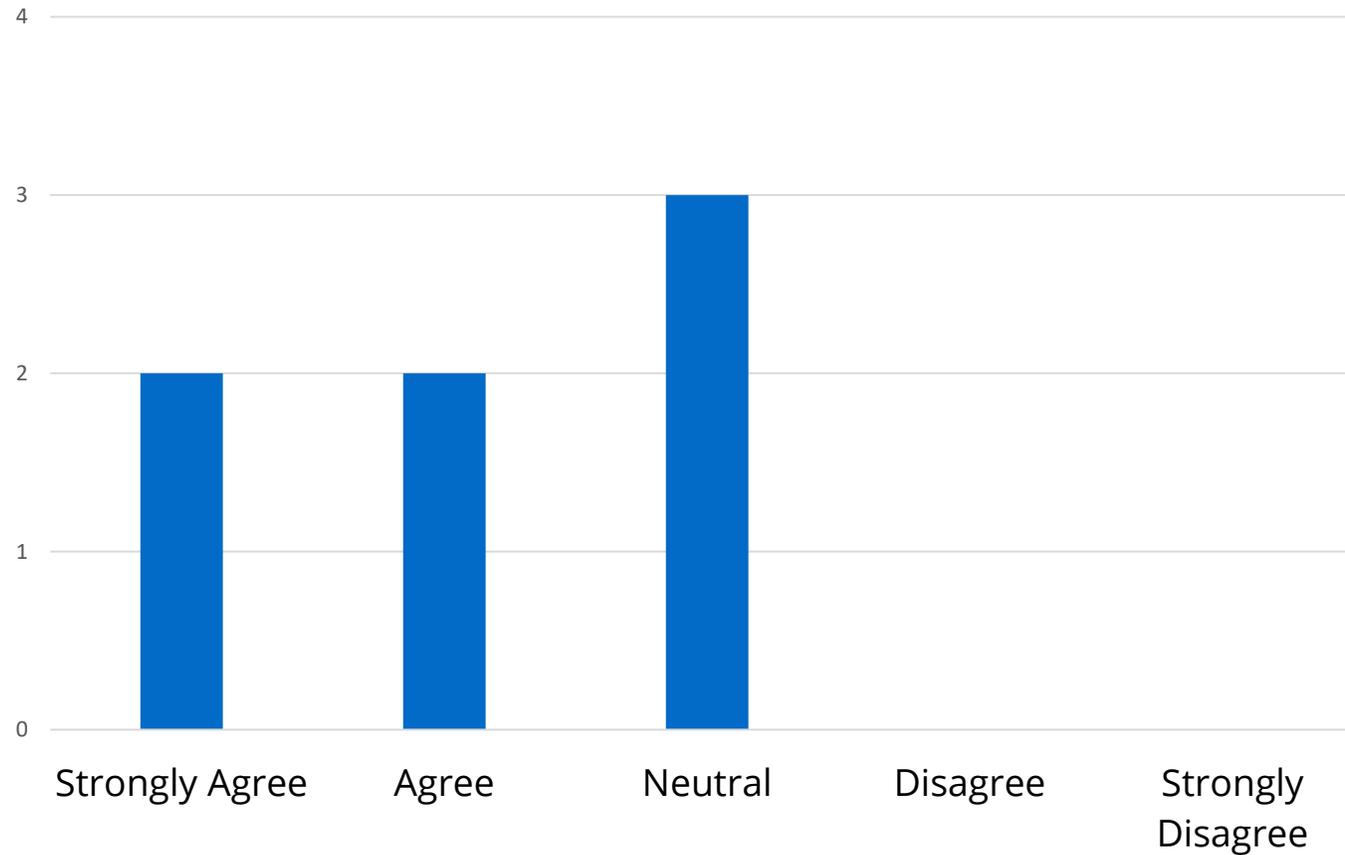
The study team clearly explained the fatal flaw screening process.



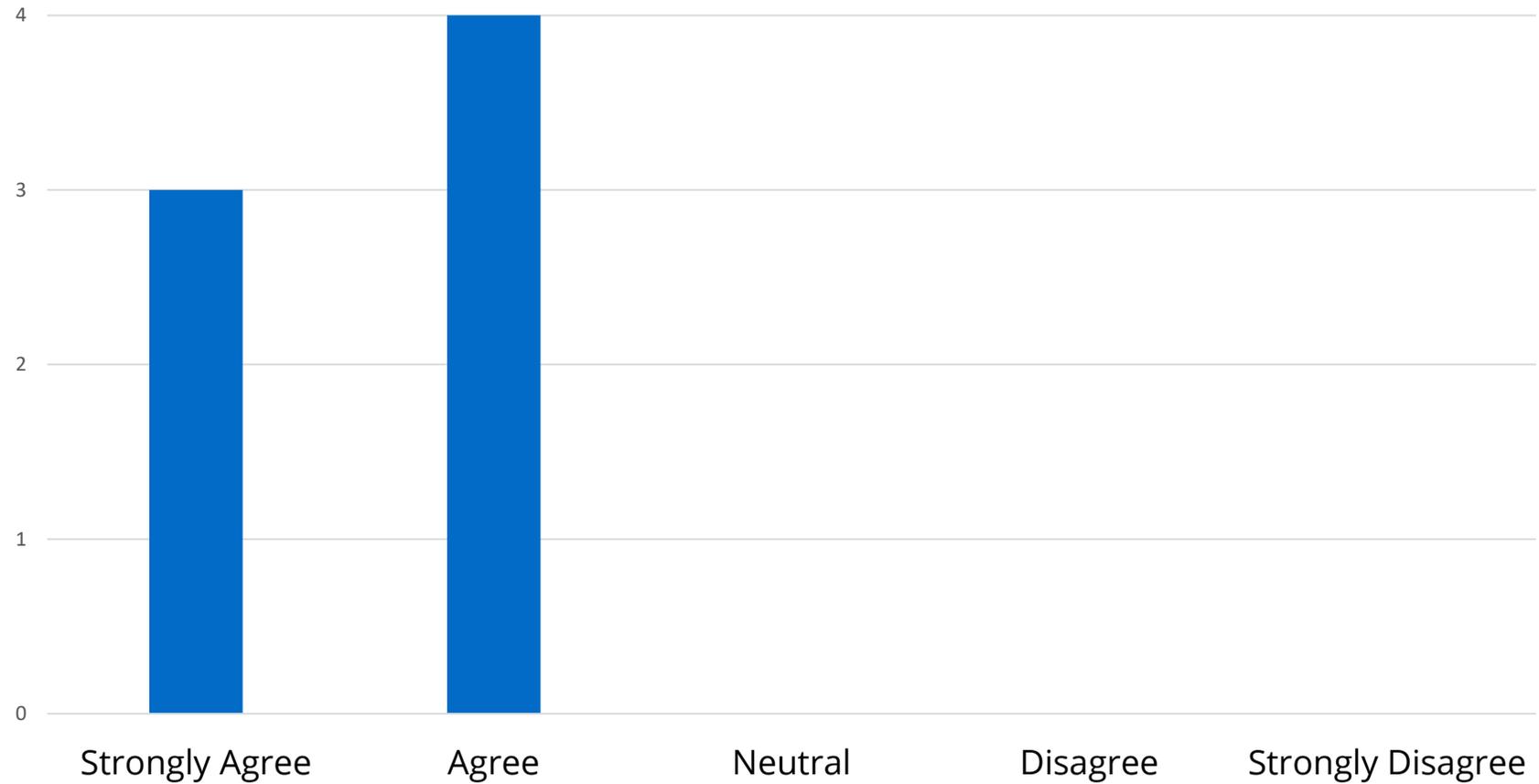
The study team thoroughly explained the preliminary alternatives.



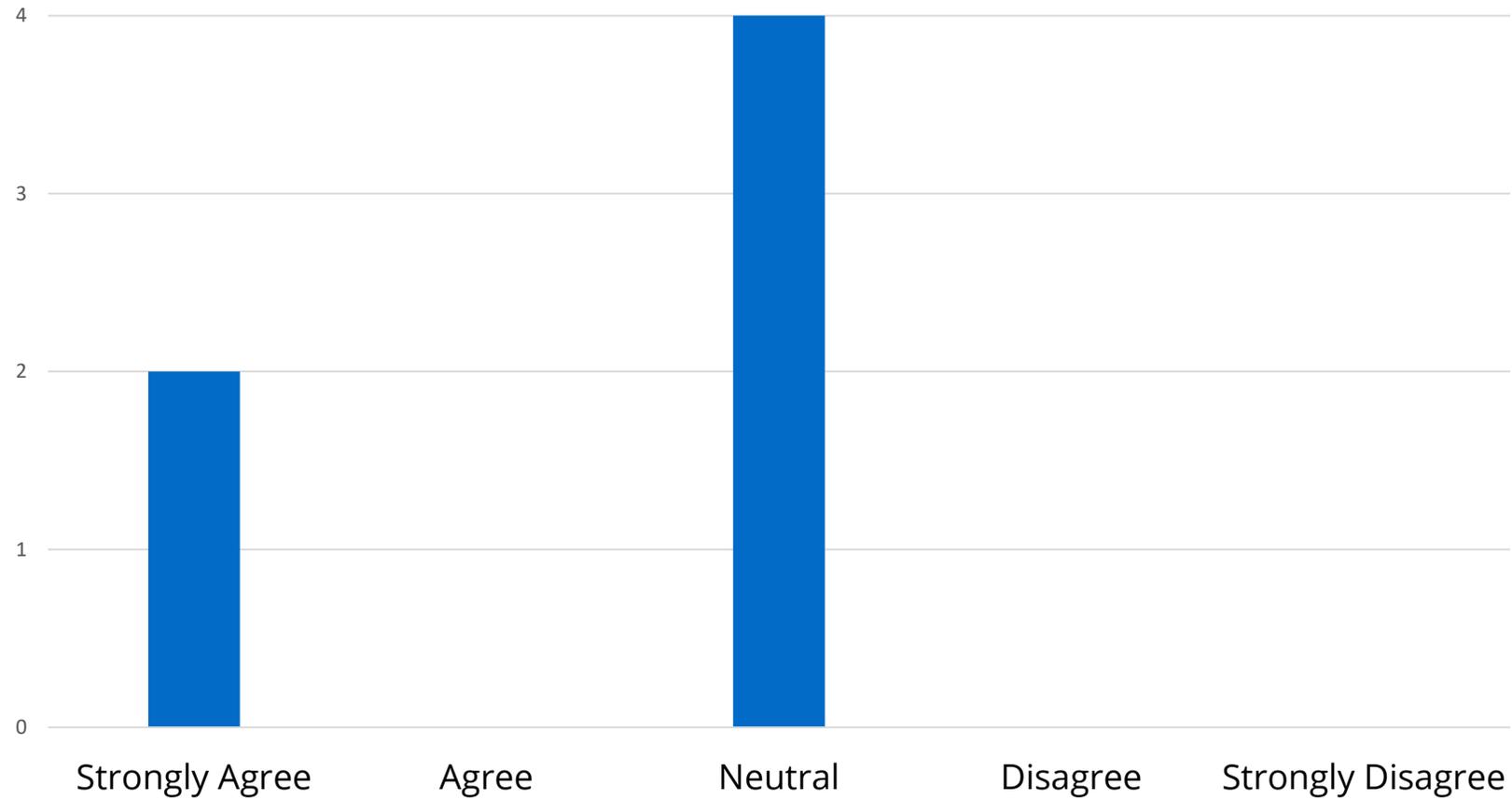
They study team clearly explained how they will evaluate the preliminary alternatives.



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



Lake Hills Connector southbound on-ramp (close westbound to southbound on- ramp at NE Fourth Street)

Conceptual design preliminary findings:

-  Potential property impact on west side of 118th Avenue SE
-  Coordination with future Sound Transit light rail expansion
-  Anticipate lower relative cost
- Construction duration ~1-2 years



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

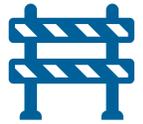
Next steps

Tier 2 – Alternatives evaluation

Evaluation criteria



Travel time



Access & safety



Impact on property development



Align with adopted plans & urban design policies



Cost



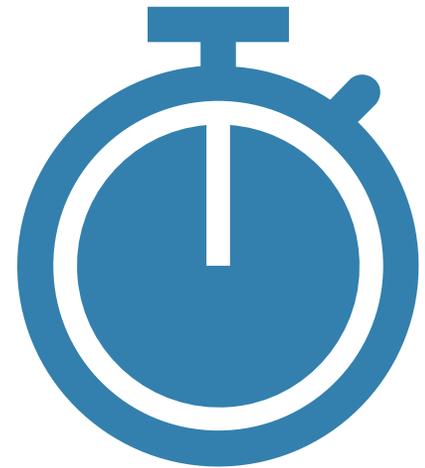
Stakeholder Input



Community input

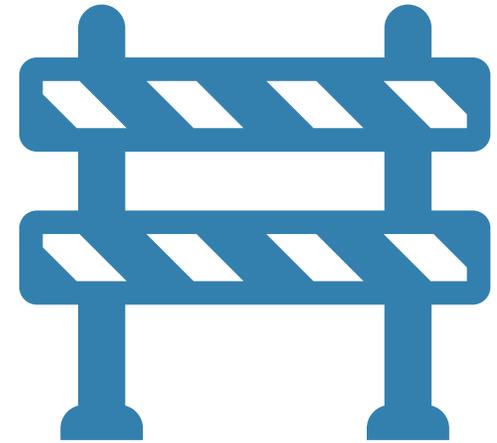
Travel time considerations

- 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

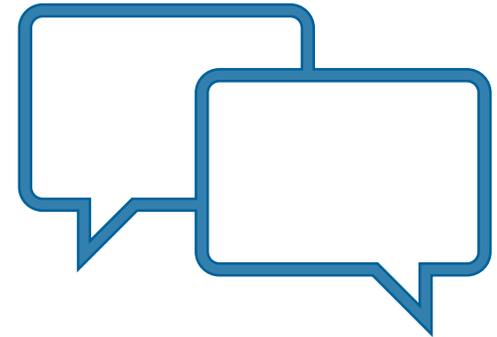


Community input

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

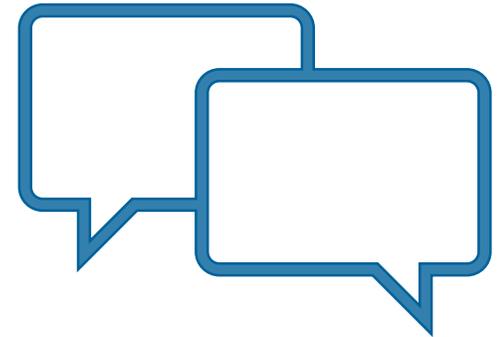


Community input

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!



City of Bellevue/South Downtown I-405 Access Study

Stakeholder Forum #4 Summary

Feb. 4, 2021 6-8 p.m. | Zoom

Panelists

Bellevue Transportation Department

- Shuming Yan, P.E., project manager
- Marie Jensen, public involvement manager

Bellevue Community Development Department

- Emil King, assistant director (planning)

Washington Department of Transportation (WSDOT)

- Karl Westby, PhD, traffic engineering manager
- Barrett Hanson, P.E., 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 18 stakeholders and introduced the panelists.

Andrew Singelakis, City of Bellevue Transportation Department director, welcomed the group to the fourth City of Bellevue South Downtown I-405 Access Study stakeholder forum and thanked everyone for their participation in the study. Andrew shared that the city and WSDOT are working together to secure funding for WSDOT to build the project and the study team is looking forward to hearing stakeholder feedback.



Laura reviewed the agenda and forum objectives. The city's objectives included sharing the Tier 2 evaluation findings, discussing plan and policy considerations identified at previous stakeholder meetings and gathering input to inform the study team's recommendation to the City Council. Please see Appendix A for the presentation.

Project recap

Shuming Yan, P.E., project manager, welcomed the stakeholders and thanked them for their continued engagement. He shared a recap of the engagement process, including the key themes and objectives from prior meetings. The group met at key milestones in the study process.

Stakeholder forum #3 feedback

Marie Jensen, public involvement manager, reviewed the results of the last stakeholder questionnaire. Marie thanked the participants for their feedback. Please see Appendix B for the questionnaire results.

Shuming reviewed additional stakeholder feedback from the open-ended questions, including:

- Concern about advancing the Northeast Second Street extension alternative
- Interest in combining the Northeast Second Street extension and Lake Hills Connector southbound on-ramp options
- Interest in traffic modeling results
- Question about why Northeast Fourth Street westbound left turn to southbound on-ramp is restricted on Lake Hills Connector southbound on-ramp alternative
- Support for study team's transparent approach

Tier 2 evaluation analysis

Shuming reviewed the alternatives evaluated in Tier 2:

- Lake Hills Connector southbound on-ramp
- Southeast Sixth Street extension and southbound on-ramp
- Southeast Sixth Street extension inside access
- Northeast Second Street extension
- No build (baseline)

He reviewed the alternatives evaluation criteria, including both quantitative and qualitative analysis. The study team will use the evaluation criteria, alignment with adopted plans and policies, travel time, access and safety, impact on property development and cost, along with stakeholder and community input to make a recommendation to the Bellevue City Council.

Alignment with adopted plans and policies

Shuming shared that all alternatives, except the no build, align with state and regional transportation plans and policies.

- Lake Hills Connector southbound on-ramp alternative provides vehicle access only. It does not provide bike lanes or sidewalks nor an east-west connection across I-405.



- The two Southeast Sixth Street extension and Northeast Second Street extension alternatives provide new I-405 access with bike lanes and sidewalks and east-west connections.
- The Northeast Second Street extension does not provide new freeway access.
- The no build alternative does not add capacity to support future growth. It serves as a baseline for comparing other alternatives.

Emil King, City of Bellevue Community Development Department assistant director (planning), reviewed how the alternatives align with land use and urban design plans and policies.

- Lake Hills Connector southbound on-ramp alternative has no significant policy conflicts.
- The two Southeast Sixth Street extension alternatives may conflict with the East Main transit-oriented district (TOD), which did not plan for ramps at Southeast Sixth Street.
- Northeast Second Street extension alternative does not offer new access to I-405 to support growth and reduces redevelopment potential, especially along 112th Avenue.
- The no build alternative does not support growth.

Emil reviewed how the alternatives align with environmental codes and policies.

- The Lake Hills Connector southbound on-ramp alternative may result in shade, lighting, noise and water quality impacts.
- The two Southeast Sixth Street extension alternatives may impact wetlands temporarily during construction and cause permanent shade, lighting, noise and water quality impacts.
- The Northeast Second Street extension alternative permanently impacts wetlands and streams.
- The no build alternative maintains existing conditions.

Emil reviewed the East Main TOD vision in more depth and shared that major improvements in the TOD area may involve trade-offs.

The stakeholder group asked the following questions about alignment with plans and policies.

- What are the temporary impacts from the Southeast Sixth Street extension alternatives?
 - The temporary impact refers to likely wetland disturbance on the south side of the roadway during construction. We would conduct a more detailed environmental impact analysis during the project final design if the council selects this alternative.



- How will the study team ensure the selected alternative aligns with the East Main TOD vision when the Citizen Advisory Committee and the council did not anticipate new infrastructure in the TOD area?
 - The study team is examining connectivity and alignment with the East Main TOD vision. If the council selects one of the Southeast Sixth Street extension alternatives, we will need to amend East Main TOD policies to align with the study recommendation.

Travel time

Karl Westby, PhD, WSDOT traffic engineering manager, shared a graphic (see Appendix A slide 24) showing access capacity changes to and from I-405 compared to the no build alternative. The Lake Hills Connector southbound on-ramp and two Southeast Sixth Street extension alternatives provide increased capacity.

He reviewed city-wide time savings for each alternative, or how many hours of delay reduction each alternative provides. All alternatives reduce delay on a daily basis compared to the no build alternative, with the Southeast Sixth Street inside access alternative saving the most hours per day. Karl then reviewed travel delay reductions at key intersections. The Northeast Second Street alternative adds congestion to the transportation system because the new intersections are close to Northeast Fourth Street. The remaining alternatives reduce delays by six to ten percent at peak times, which is a noteworthy improvement.

Access and safety

Karl reviewed non-motorized access and safety improvements. The Southeast Sixth Street extension alternatives add new non-motorized facilities on the north side of the roadway as well as a new crossing of I-405, improving access for people walking and biking. The Northeast Second Street extension also adds bike lanes and sidewalks on each side of the roadway, improving safety for people walking, and biking and driving. The Lake Hills Connector southbound on-ramp alternative does not include bike lanes or sidewalks.

Karl shared that crash rates on freeway are 20 percent lower than on local roads. Any alternative that shifts vehicles from local roads onto the freeway helps reduce the number of crashes.

Participants asked the following questions about travel, access and safety.

- Does the travel times savings for the Southeast Sixth Street extension alternatives come at the expense of directing city center traffic into surrounding neighborhoods and a transit-oriented district?
 - Our traffic analysis shows that these alternatives decrease congestion within local neighborhoods by improving access to I-405. We will continue to evaluate how these alternatives align with the city's TOD plans.



- Does the study team have data on projected growth of non-motorized transportation in the project area?
 - The study team does not have specific projections by individual nonmotorized facility at hand, but we expect them to grow (please see slide 56 in Appendix A for information on overall non-motorized mode share). The alternatives that include sidewalk and bike lane are expected to attract additional pedestrians and bicyclists in the area. There are currently limited opportunities to walk or bike from the east to the west side of I-405.

Impact on property development

Barrett Hanson, P.E., WSDOT engineering manager, reviewed impacts on property development for each alternative.

- The Lake Hills Connector southbound on-ramp alternative causes minimal, temporary impacts on one property.
- The Southeast Sixth Street extension and southbound on-ramp impacts eight properties. Some of those impacts are temporary.
- The Southeast Sixth Street extension inside access alternative impacts six properties along 112th and 114th avenues southeast. This alternative temporarily impacts up to 50 Wilburton park and ride stalls. Both Southeast Sixth Street extension alternatives connect 112th Avenue Southeast and Lake Hills Connector. This eliminates the connection to 114th Avenue Southeast but provides a property access road under the elevated Southeast Sixth Street.
- The Northeast Second Street extension impacts four properties. It requires elevating the roadway over 114th Avenue Northeast and I-405 to connect with 116th Avenue Northeast. Businesses with access on 114th Avenue Southeast would use Southeast Sixth Street to connect to the north and downtown.

Participants provided the following questions and comments about property impacts.

- Southeast Sixth Street is congested; do the Southeast Sixth Street extension alternatives include widening the street?
 - Southeast Sixth Street would be widened slightly for pedestrian and bicycle facilities.
- Do the Southeast Sixth Street alternatives restrict vehicles traveling from 114th to 112th avenues?
 - Yes. A traveler coming from the blue shaded properties (please refer to Appendix A, slide 36) could access 114th Avenue Southeast, but could not access 112th Avenue Southeast or Lake Hills Connector directly; they would need to use Southeast Eighth Street. A traveler coming from the pink shaded properties can



access Lake Hills Connector or 112th Avenue Southeast, but they would need to use Southeast Eighth Street to access 114th Avenue Southeast.

- In both Southeast Sixth Street extension alternatives, could vehicles still travel between Southeast Eighth and Northeast Second streets and on 114th Avenue?
 - Yes. 114th Avenue would remain open. In the direct access alternative, 114th Avenue Southeast would be realigned, but would remain open.
- Will the Southeast Sixth Street extension alternatives create more congestion near the Bellevue Club since traffic can only enter from 112th Avenue Southeast?
 - The Southeast Sixth Street extension alternatives would relieve congestion at Southeast Eighth Street according to traffic modeling. Limited access between 112th and 114th avenues southeast is a trade-off. Travelers can still navigate by Southeast Eighth Street.
- How much will the city and WSDOT widen Southeast Sixth Street?
 - The street would be widened about 15 feet to add a bike lane and a sidewalk. The city's multi-modal policy calls on developers to provide right-of-way for sidewalks and bike lanes along city streets next to their properties.

Costs

Barrett shared the estimated cost for each alternative. Cost estimates are based on escalation to 2030 construction and include engineering, right-of-way, impact mitigation, and construction costs.

Participants provided the following questions and comments about costs.

- The Lake Hills Connector has a lower cost but generates fewer benefits. How is a cost-benefit analysis incorporated?
 - In making a recommendation to council, the project team will evaluate the alternatives based on both quantitative and qualitative factors, such as cost-effectiveness and policy alignment.
- Several stakeholders expressed concern about advancing the Northeast Second Street extension alternative because it conflicts with expensive development projects, reduces development potential, includes permanent environment impacts, and reduces connections. The city should not move this alternative forward.
 - The Tier 2 analysis confirmed significant impacts and few benefits. The study team will consider this analysis and community feedback in making a recommendation for council consideration.
- Why is the Southeast Sixth Street alternative most expensive? Is it realistic to build this costly alternative?



- This alternative is most expensive because making room for the new median ramps requires rebuilding I-405. As a placeholder for the 2021 state legislative session, we have asked for \$300 million from the state legislature to fund the project. We will adjust the amount based on an alternative selected by the council.

General discussion

Participants provided the following questions and comments for the group's general discussion.

- If both Southeast Sixth Street extension alternatives are not compatible with existing policy, how can the council approve these alternatives?
 - City staff will identify inconsistencies for the council to consider, including updates to the Comprehensive Plan. Most significantly, the city would need to revise the Southeast Sixth Street designation as local street. Additionally, when we look at East Main TOD policies adopted in 2019, discussion around Southeast Sixth Street was limited, but the city can adopt new policies. East-to-west connectivity and other aspects of these alternatives were included in the existing policy. Open and transparent communication will allow the council to weigh the tradeoffs in selecting an alternative.
- Will there be opportunities to weigh in even before recommending updates to the Comprehensive Plan?
 - We do not plan to update the Comprehensive Plan prior to recommending alternative(s) to the council this spring.
- There has been no mention of high-occupancy vehicle (HOV) lanes in this discussion. Does inside access include HOV lanes, which has its own advantages?
 - This alternative includes express toll lanes. Single occupant vehicles could pay a toll to use the lane.
- Would another exit from the Bellevue Club provide access to 114th Avenue Southeast?
 - That's challenging, considering proximity to property lines.
- Does the study team see tolling as an advantage?
 - HOV toll lanes perform better and accommodate more traffic than general purpose lanes.
- The Southeast Second Street extension with inside access seems to have both the largest costs and greatest benefits. How is this considered in the evaluation?
 - Today, we are sharing the data points from our analysis. Next, we will evaluate the technical information along with community feedback, before sharing our findings and recommendations with the city council.



- Could we reduce costs and maintain access to I-405 by leveraging the existing bridge at Main Street?
 - There are several reasons why council did not advance the alternative that leveraged the existing bridge past the fatal flaw review. Sound Transit is building a light rail station next to the Main Street corridor, which makes the location of a freeway interchange at this location inconsistent with transit-oriented development policies. Additionally, that alternative would make access more difficult and would further impact public right-of-way and closures on 114th Avenue Northeast, which is critical in its support of anticipated vehicle traffic arising from the planned East Main TOD.
- Has the study team considered multimodal expansion on Main Street with the Lake Hills Connector ramp?
 - Yes. WSDOT is rebuilding Main Street and will add sidewalks and bike lanes as part of the Renton to Bellevue project.
- Is the city enhancing east-to-west bicycle and pedestrian connections?
 - Yes.
- Is the city considering the benefits of additional east-to-west connections?
 - Yes. The study considered increasing the number of east-to-west connections to improve vehicle access and to make walking and biking more viable options.
- How does the slip road (just east of the intersection of Main Street and 112th Avenue Northeast) work when the pedestrian and bicycle paths are on Main Street?
 - We would remove vehicle access to support pedestrian and bicycle access.
- If we remove the slip road, will that limit access between Northeast Second Street and Southeast Sixth Street? Will the city provide access between 112th and 114th avenues southeast?
 - The East Main project team's work with stakeholders may include new connections.
- Does one of the alternatives show the slip road as a bicycle access path to 114th Avenue Southeast?
 - Yes. All alternatives include removing the slip road and replacing it with bicycle and pedestrian only access.

Timeline and next steps

Shuming announced the upcoming City Council meeting planned for April 5 and second online open house from Feb. 8 to 19. Marie will share the questionnaire and Shuming encouraged participants to



complete it by the deadline. We will prepare a community engagement summary for the council to review as they select an alternative.

Attendees

Below is a list of stakeholders in attendance.

1. Heidi Adamson, Bellevue Lincoln Plaza LLC
2. Pete Aparico, Columbia Pacific Advisors
3. Rebecca Bloom, Columbia Pacific Advisors
4. Jordan Lott, Lake Washington Partners
5. Scott Maresh, Lake Washington Partners
6. Grant Degginger, Lane Powell
7. Mesha Averill, Legacy Commercial
8. Ian Morrison, McCullough Hill Leary PS
9. Bill Thurston, Pacific Recreation/Bellevue Club
10. Tim Jackson, PMF Investments LLC
11. Andy Swayne, Puget Sound Energy
12. David Slight, Surrey Downs Community Club
13. Ken Rosenow, Surrey Downs Community Club
14. Shahny Lutfeali, Tishman Speyer
15. Chris Forster, TENW
16. Kevin Wallace, Wallace Properties
17. Mon Wig, Wig Properties LLC
18. LeeAnn Guidotti, Wilburton Community Association

Additional City of Bellevue staff in attendance:

1. Monica Buck, City of Bellevue, attorney
2. Molly Johnson, City of Bellevue Transportation Department, development review manager
3. Ming-Bang Shyu, City of Bellevue Transportation Department, senior transportation analyst
4. Hu Dong, City of Bellevue Transportation Department, senior transportation engineer



5. Sean Wellander, City of Bellevue Transportation Department, senior transportation analyst
6. Gillian Hagstrom, City of Bellevue Transportation Department, community outreach intern



Appendix A: Stakeholder Forum #4 Presentation

South Downtown I-405 Access Study

Stakeholder Forum #4

February 4, 2021





Shuming Yan
Project manager,
Bellevue Transportation
Department



Emil King
Study work group,
Bellevue Community
Development Department



Barrett Hanson
Study work group,
WSDOT



Karl Westby
Study work group,
WSDOT

Panelists



Marie Jensen
Public involvement
manager,
Bellevue Transportation
Department



Laura LaBissoniere
Miller, Community
engagement –
forum facilitator,
PRR

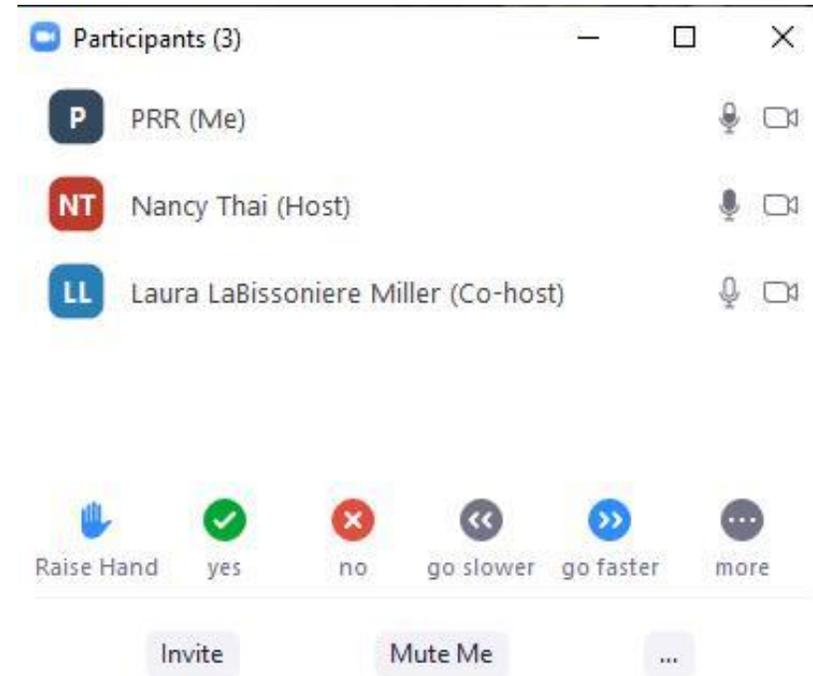


Nancy Thai,
Community
engagement –
forum support, PRR

Facilitation and support

Zoom overview

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



Agenda

1. Welcome and review meeting objectives
2. Recap stakeholder engagement process
3. Review stakeholder feedback from forum #3
4. Share findings from Tier 2 evaluation analysis
5. Discussion and Q&A
6. Next steps

Tonight's objectives

- Share Tier 2 evaluation findings, including qualitative and quantitative analysis
- Discuss plan and policy considerations identified at previous stakeholder meetings
- Gather input to inform study team's recommendation to City Council

Stakeholder engagement recap

Forum #1:

- Overview of study goals, guiding principles, process and timeline
- Shared project purpose and need

Forum #2:

- Introduced alternatives
- Shared Tier 1 fatal flaw screening results

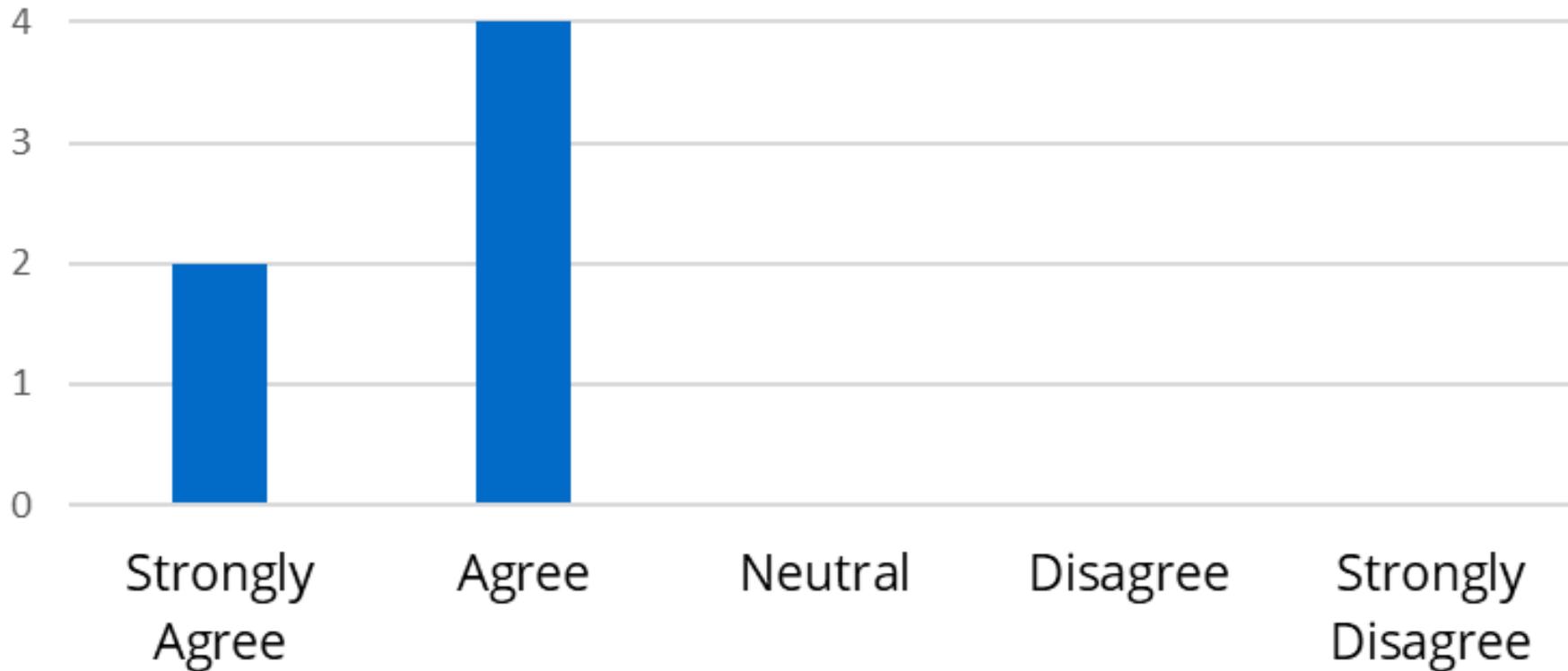
Forum #3:

- Shared more fatal flaw screening results
- Shared staff recommendation of five alternatives for the Council's consideration

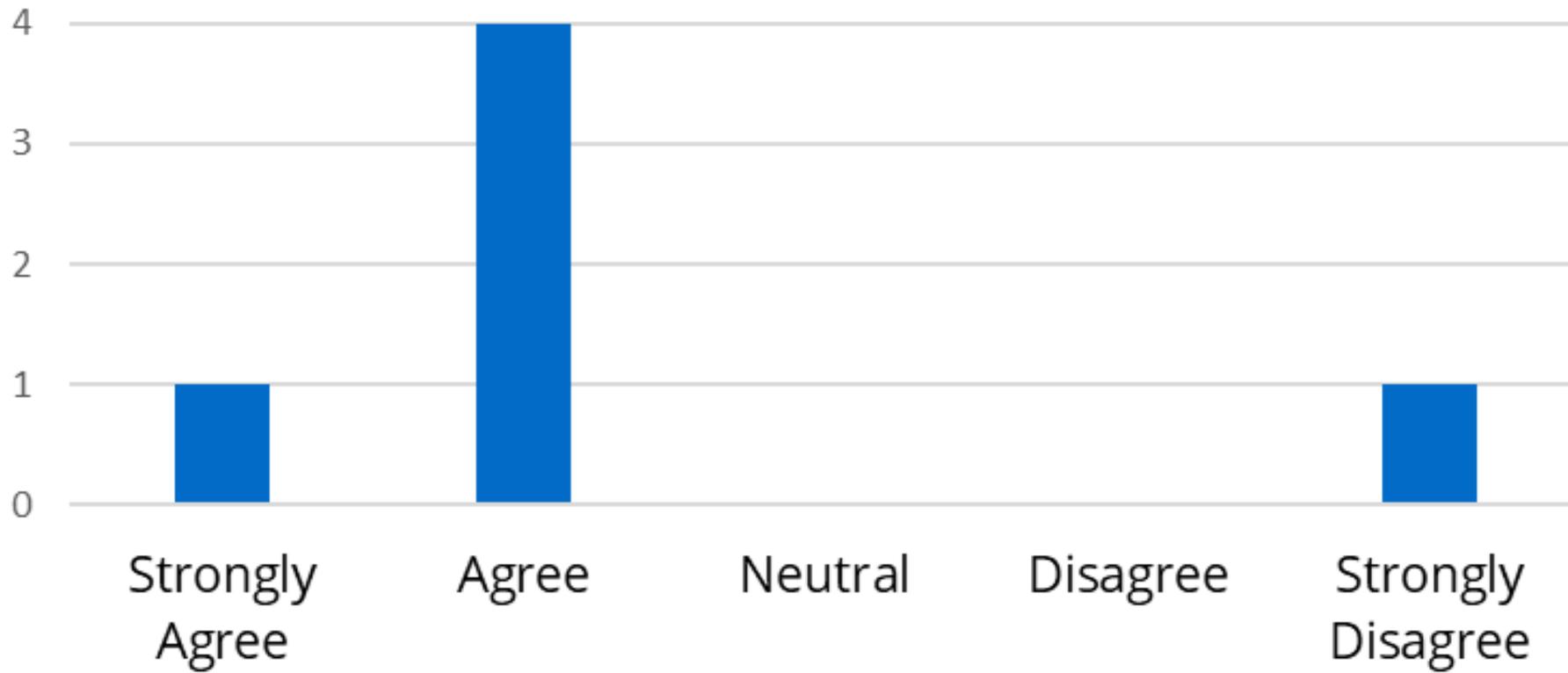
Thank you for your input during and after each forum!

Stakeholder forum #3 feedback

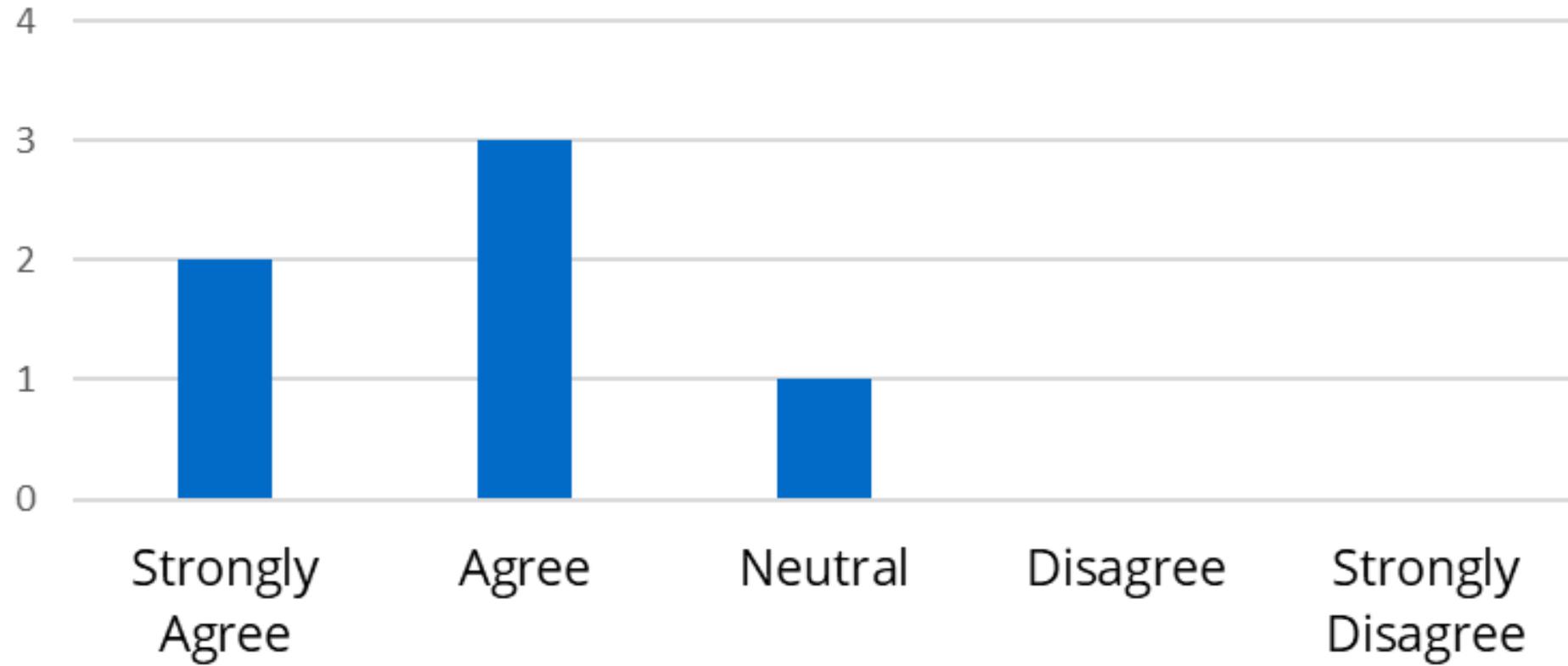
The study team clearly explained the findings from the conceptual design phase for each preliminary alternative.



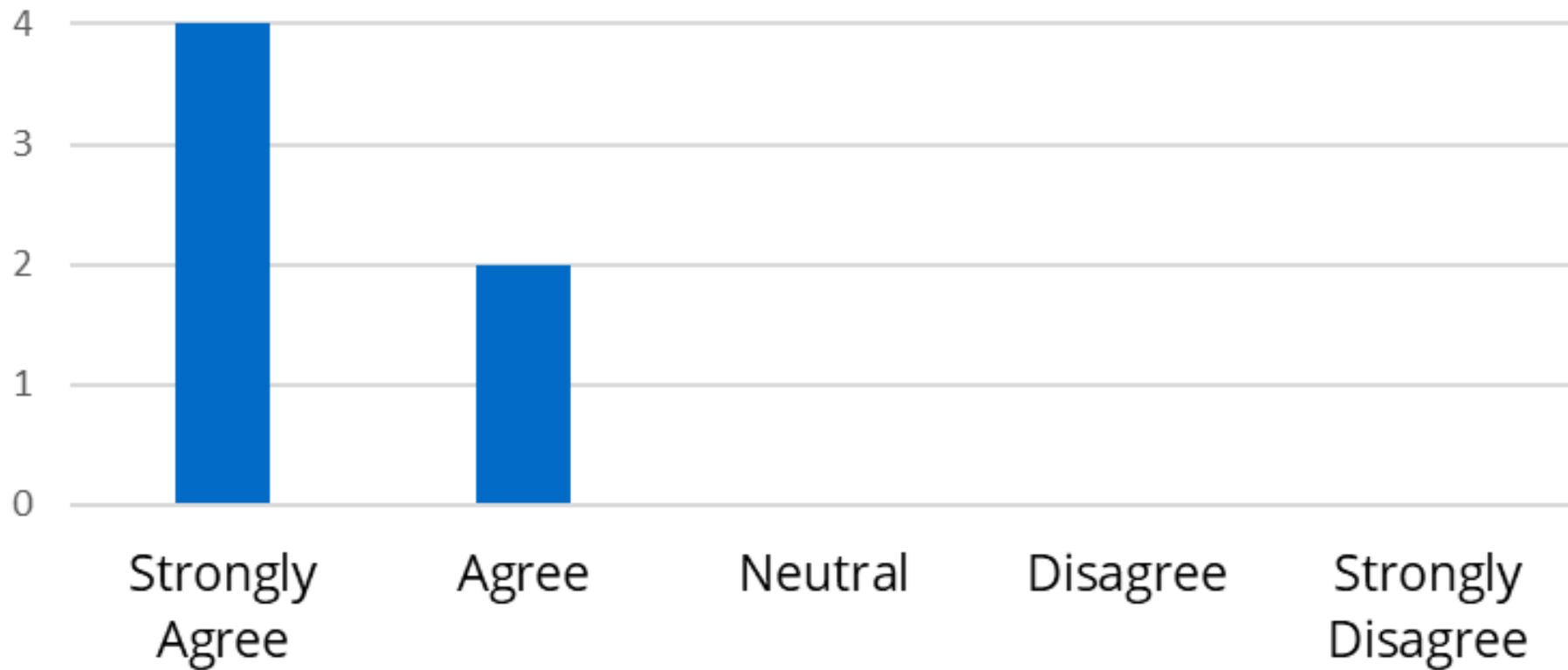
The study team clearly explained why they recommended no longer studying some alternatives.



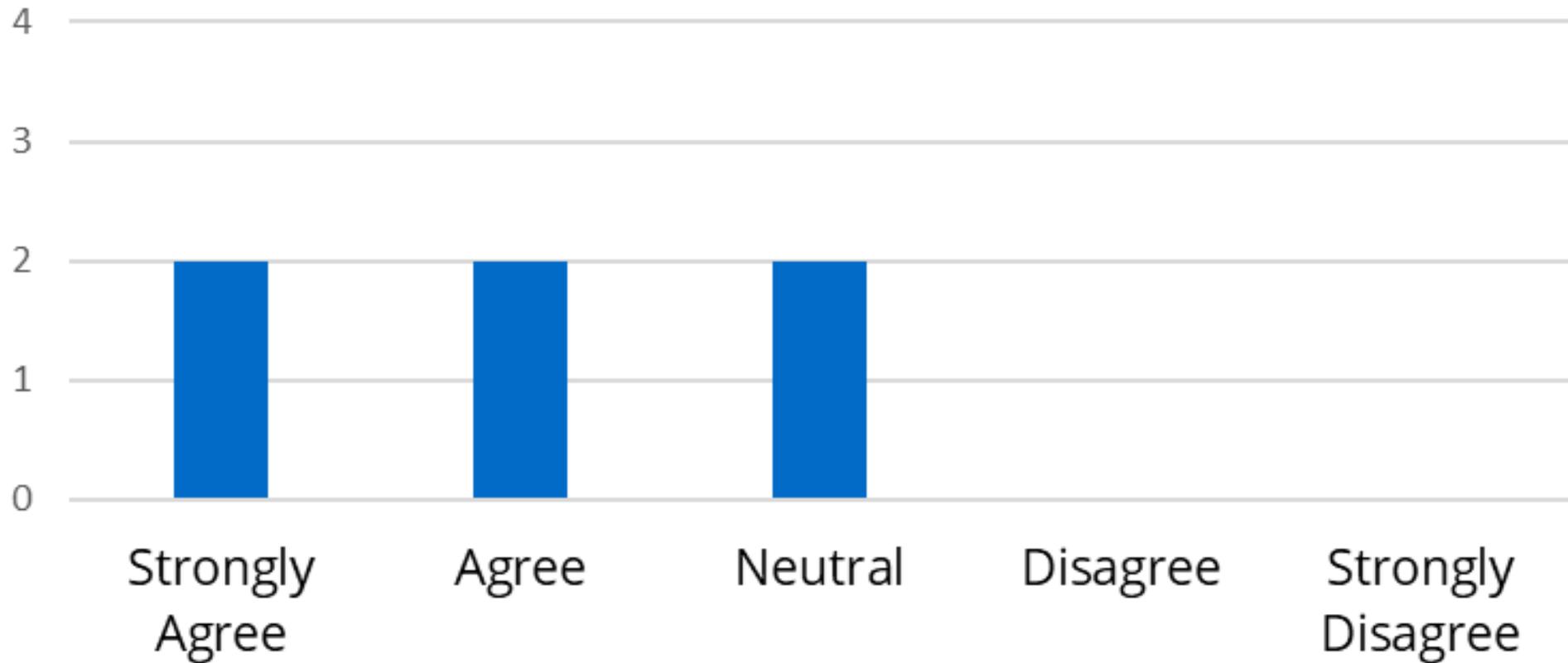
The study team clearly explained how they will continue to evaluate the remaining alternatives.



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

- Concern about advancing Northeast Second Street extension
- Interest in combining Northeast Second Street extension and Lake Hills Connector southbound on-ramp options
- Interest in traffic modeling results
- Question about why Northeast Fourth Street westbound left turn to southbound on-ramp is restricted on Lake Hills Connector southbound on-ramp alternative
- Support for study team's transparent approach

Tier 2 evaluation findings

Alternatives evaluated in Tier 2

Lake Hills Connector southbound on-ramp



Southeast Sixth Street extension and southbound on-ramp



Southeast Sixth Street extension inside access



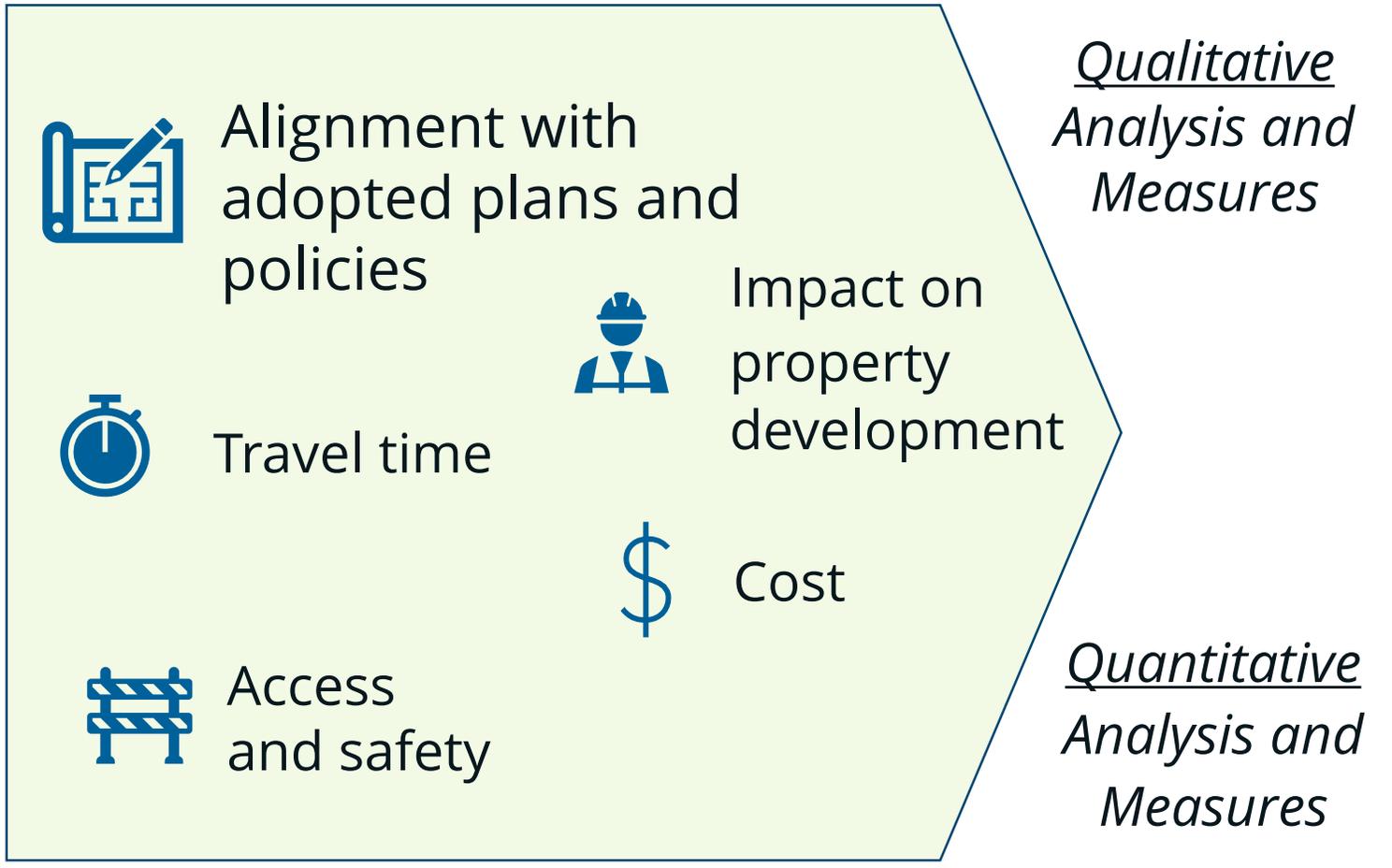
Northeast Second Street extension



No build (baseline)



Tier 2 – Alternatives evaluation





Alignment with adopted plans and policies

Alignment with regional and local transportation plans

- **All alternatives, except No build, align with state and regional plans**
- **Lake Hills Connector southbound on-ramp**
 - Auto access only; no bike lanes and sidewalks, no east-west connection
- **Southeast Sixth Street extension options (southbound on-ramp and inside access)**
 - New access to I-405, multimodal with east-west connection
- **Northeast Second Street extension**
 - Multimodal with east-west connection
 - No new freeway access
- **No build**
 - Does not include vehicle capacity to support future growth

Alignment with land use and urban design plans and policies

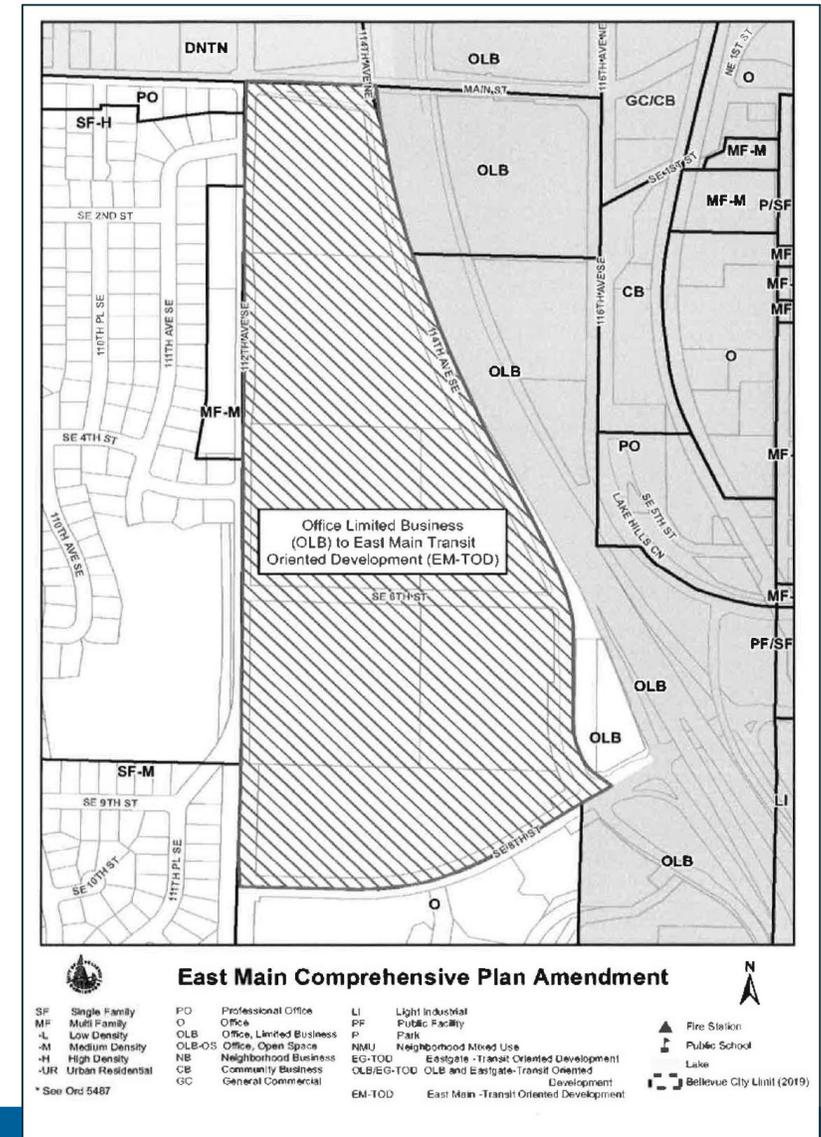
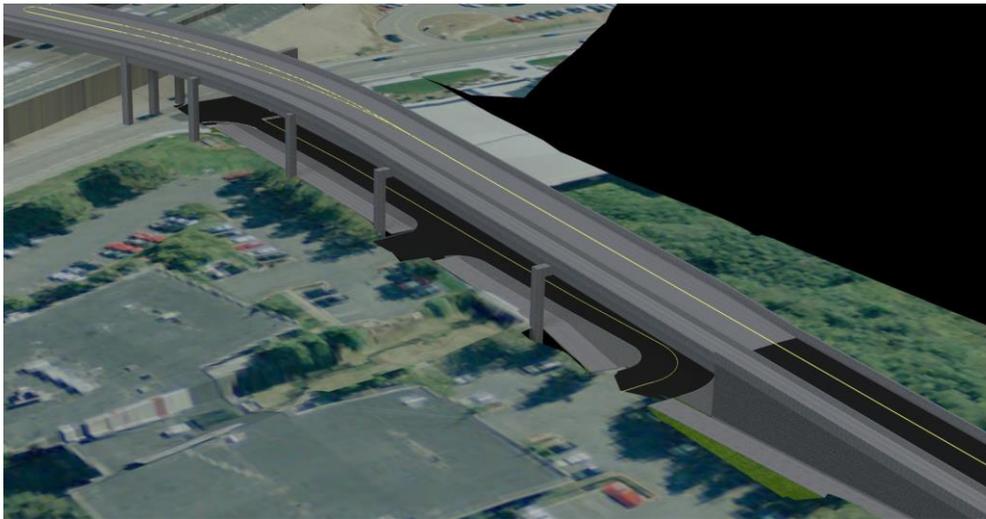
- **Lake Hills Connector southbound on-ramp**
 - No significant policy conflict
- **Southeast Sixth Street extension options (southbound on-ramp and inside access)**
 - East Main transit-oriented development work did not anticipate ramps at Southeast Sixth Street
- **Northeast Second Street extension**
 - No new access to support growth
 - Reduces redevelopment potential
- **No build**
 - No new access to support growth

Alignment with existing environmental codes and policies

- **Lake Hills Connector southbound on-ramp**
 - Permanent impacts from shade, lighting, noise and water quality
- **Southeast Sixth Street extension options (southbound on-ramp and inside access)**
 - Likely temporary impacts to wetlands during construction
 - Permanent impacts from shade, lighting, noise and water quality
- **Northeast Second Street extension**
 - Permanent wetland and stream impacts
 - Permanent impacts from shade, lighting, noise and water quality
- **No build**
 - Maintains existing conditions – no environmental impacts

East Main Transit-Oriented Development Vision

- 2019 Comprehensive Plan policies
- Southeast Sixth Street extension ramp alternatives require policy changes

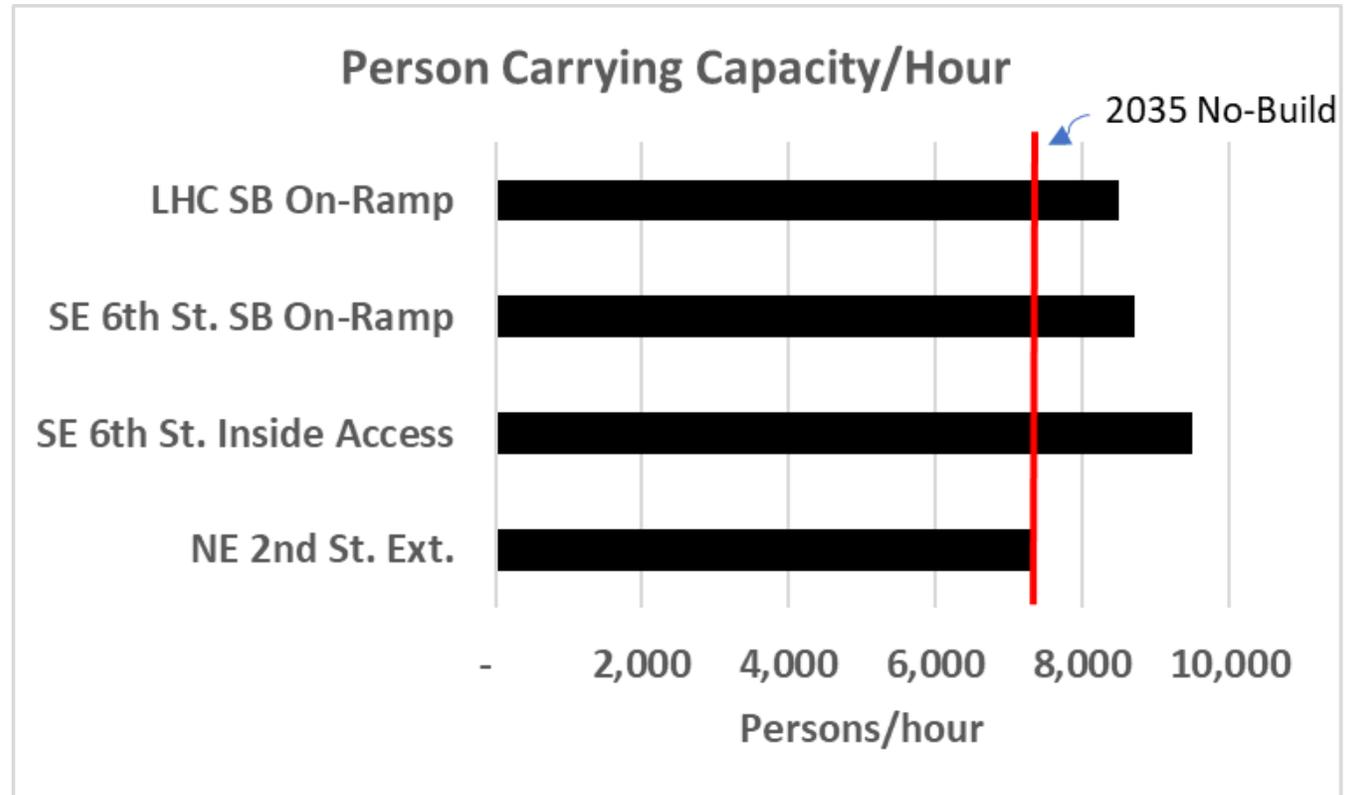




Travel time

I-405 access capacity (2035)

- Southeast Sixth Street extension inside access provides highest capacity with both on- and off-ramps



Additional intersection improvements

-  Rechannelization, convert westbound left turn on-ramp to westbound through
-  Add eastbound and westbound left-turn lanes
-  Rechannelize to provide an exclusive left-turn lane

Lake Hills Connector southbound on-ramp



Southeast Sixth Street extension and southbound on-ramp

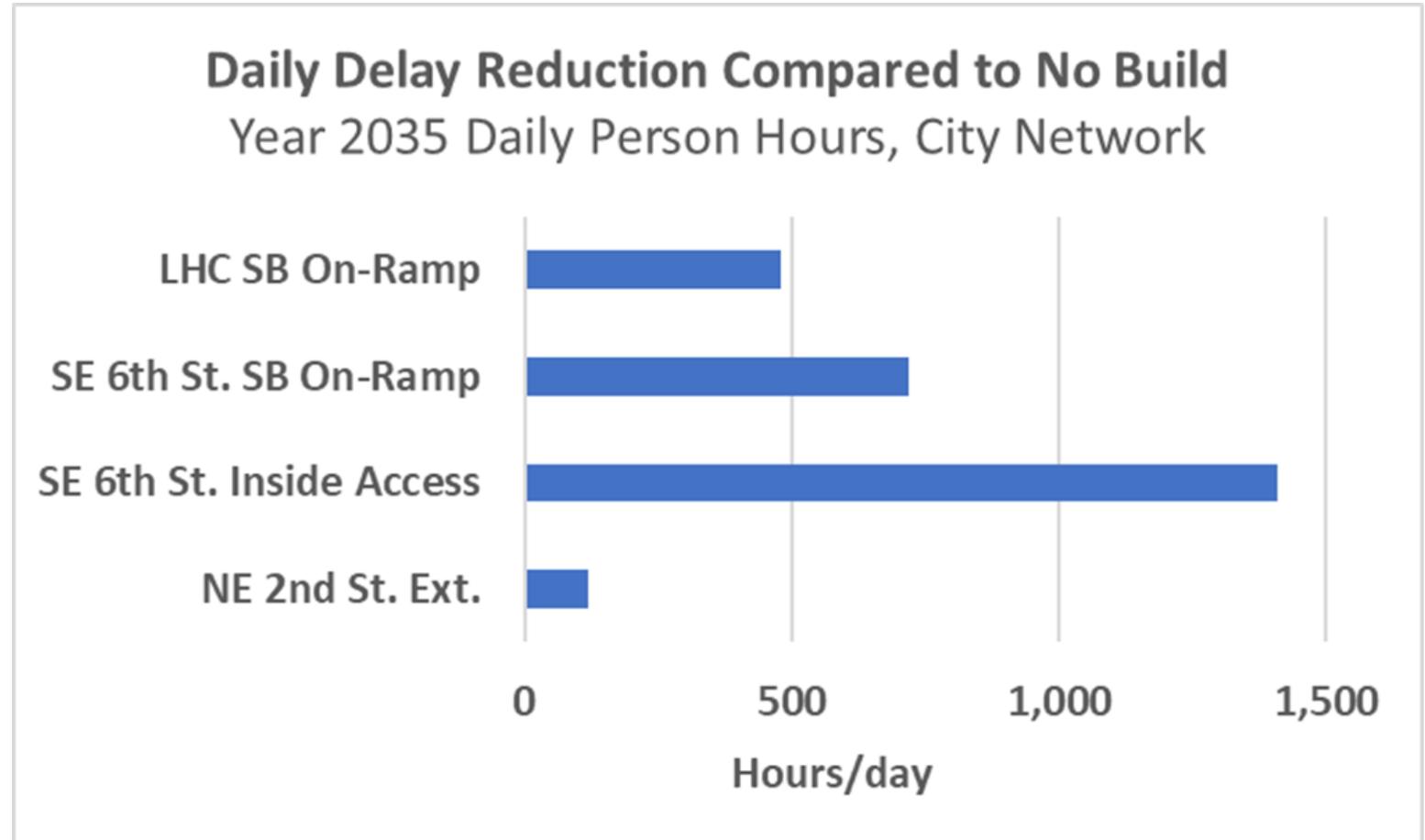


Southeast Sixth Street extension inside access

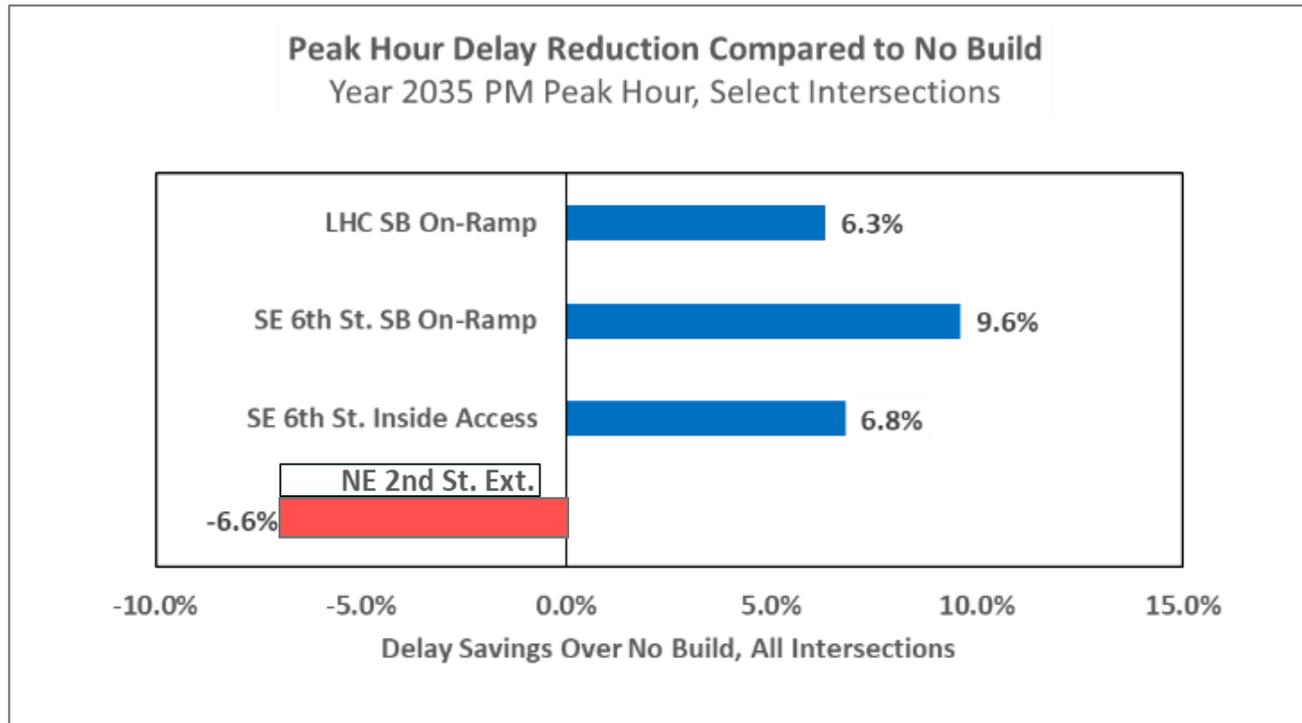


City wide travel time savings

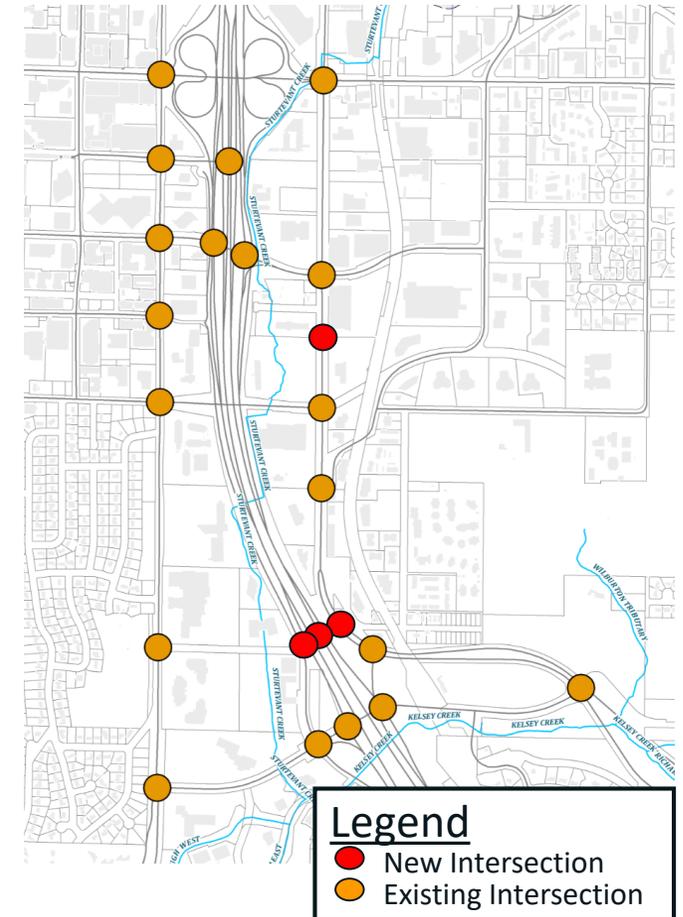
- Daily travel time for all roads in Bellevue
- Southeast Sixth Street extension inside access saves most travel time

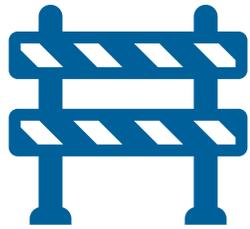


Intersection delay reductions



Intersections evaluated





Access and safety

Multimodal access

- Separate bicycle lane and sidewalks make it easier for people to walk and bike
- New connection across I-405
- Lake Hills Connector and No Build do not add facilities for people walking and biking

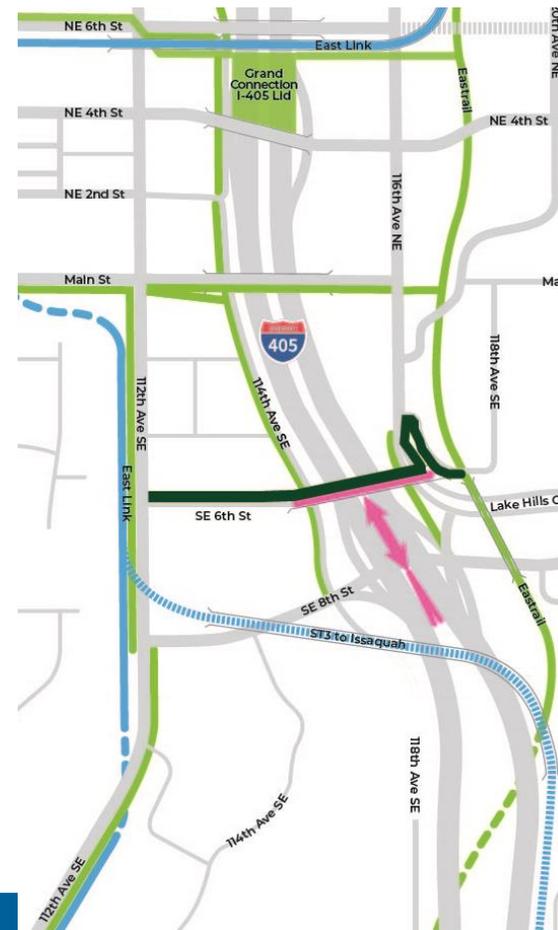
Legend

-  New sidewalk/separate bike lane
-  Light rail
-  Trail
-  Study alternative

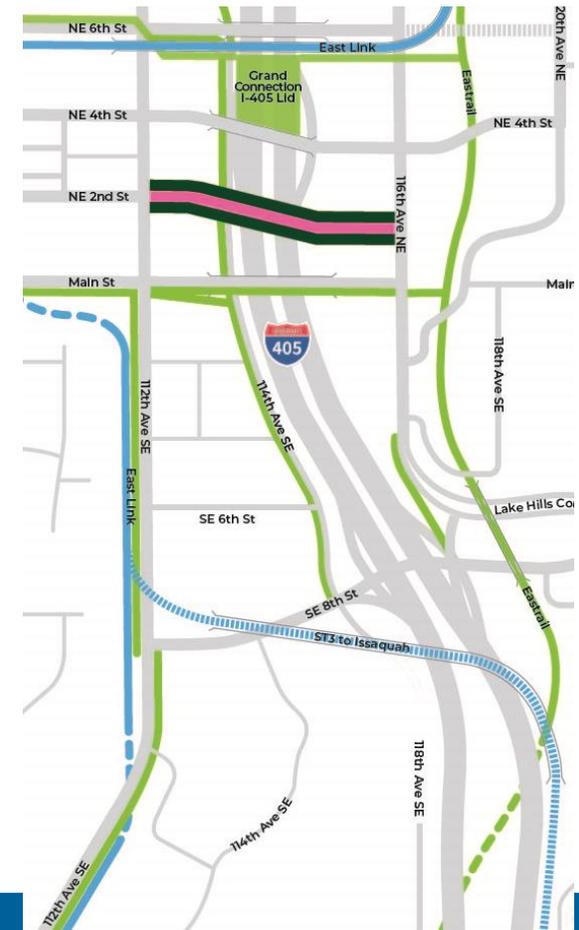
Southeast Sixth Street extension and southbound on-ramp



Southeast Sixth Street extension inside access



Northeast Second Street extension



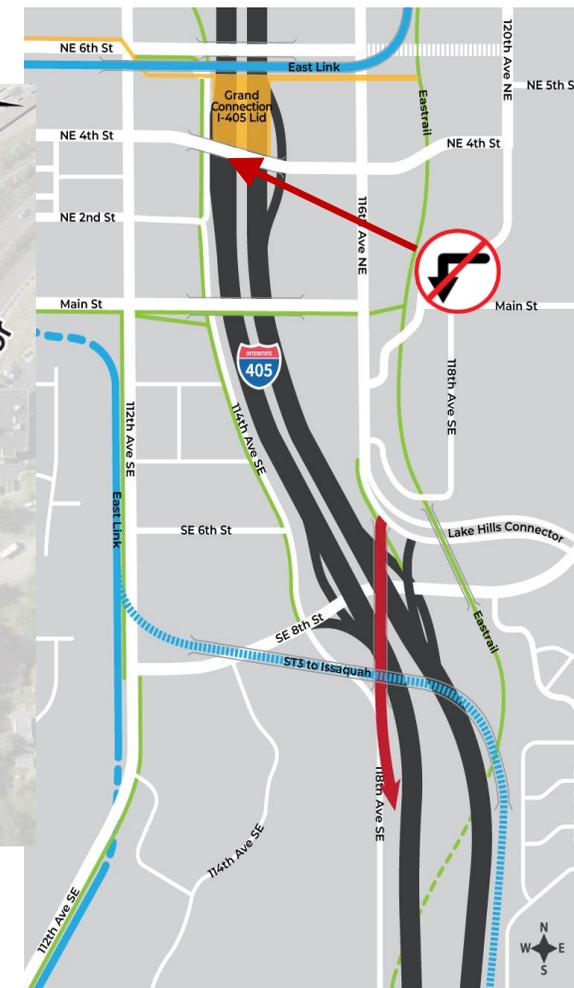
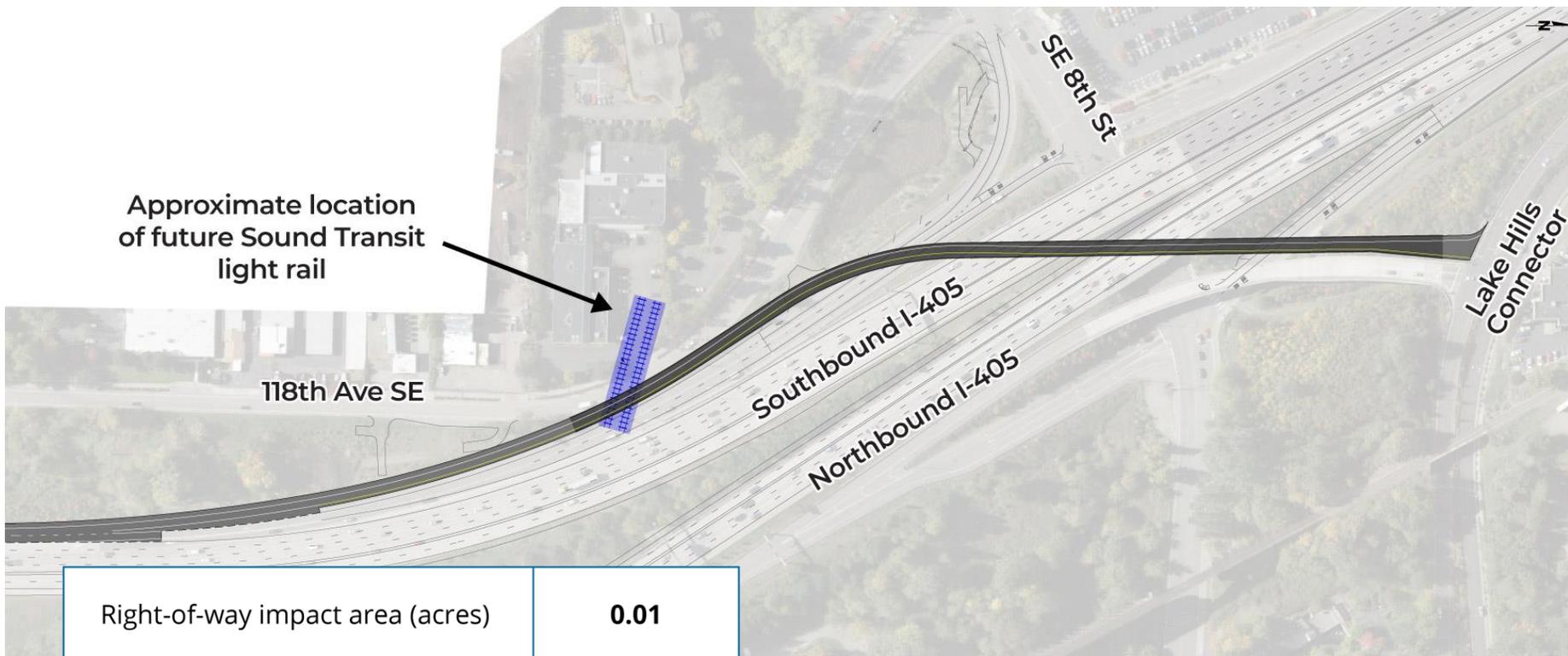
Safety

- Crash rates on local roadways are 20 percent higher than freeways. More access to freeways helps improve safety on local roadways
- Reducing congestion helps prevent rear-end crashes, which account for 30 percent of crashes in the study area
- Separate bicycle lanes and sidewalks improve safety for people walking and biking



Impact on property development

Lake Hills Connector southbound on-ramp



Approximate location
of future Sound Transit
light rail

118th Ave SE

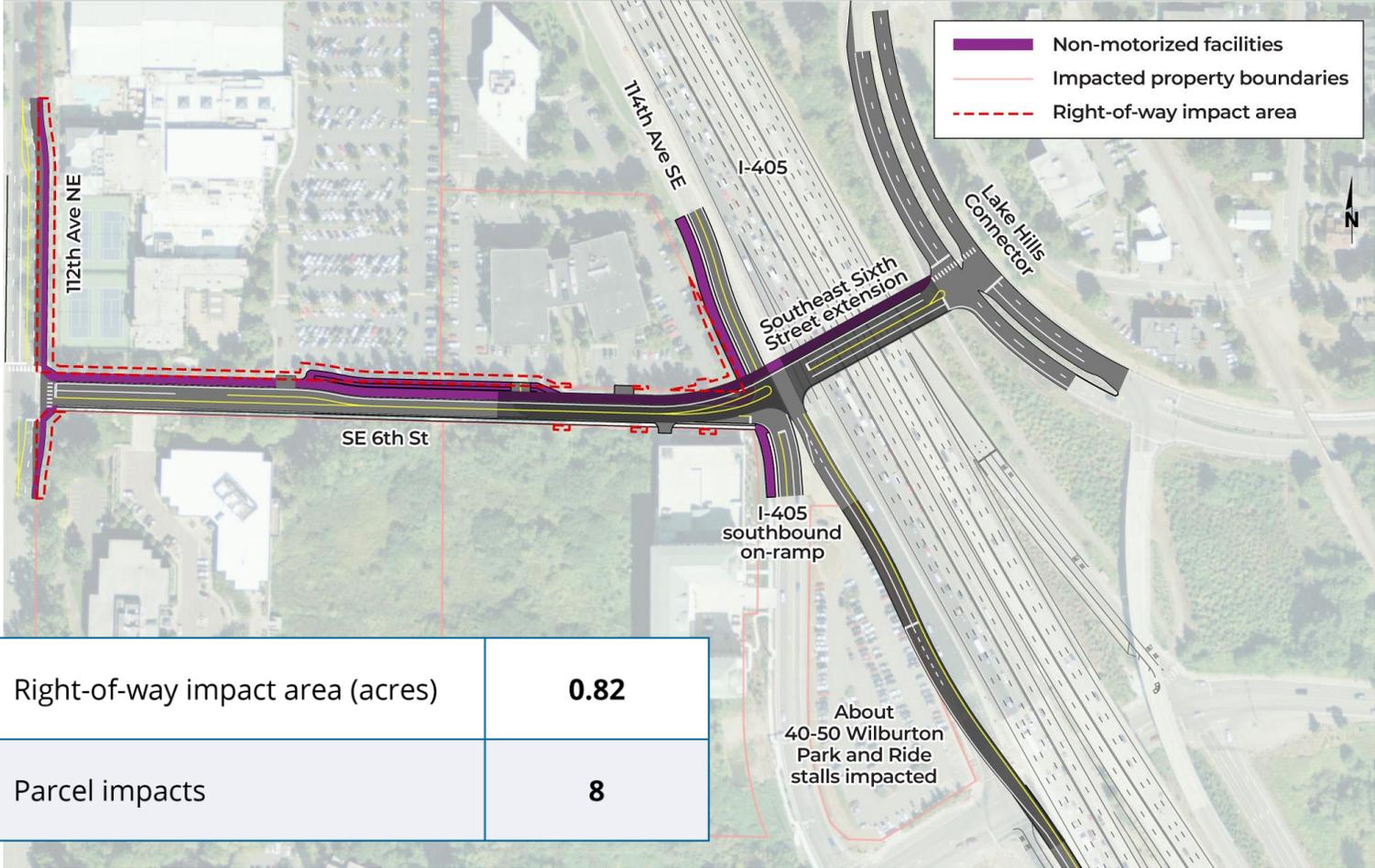
Southbound I-405

Northbound I-405

Lake Hills
Connector

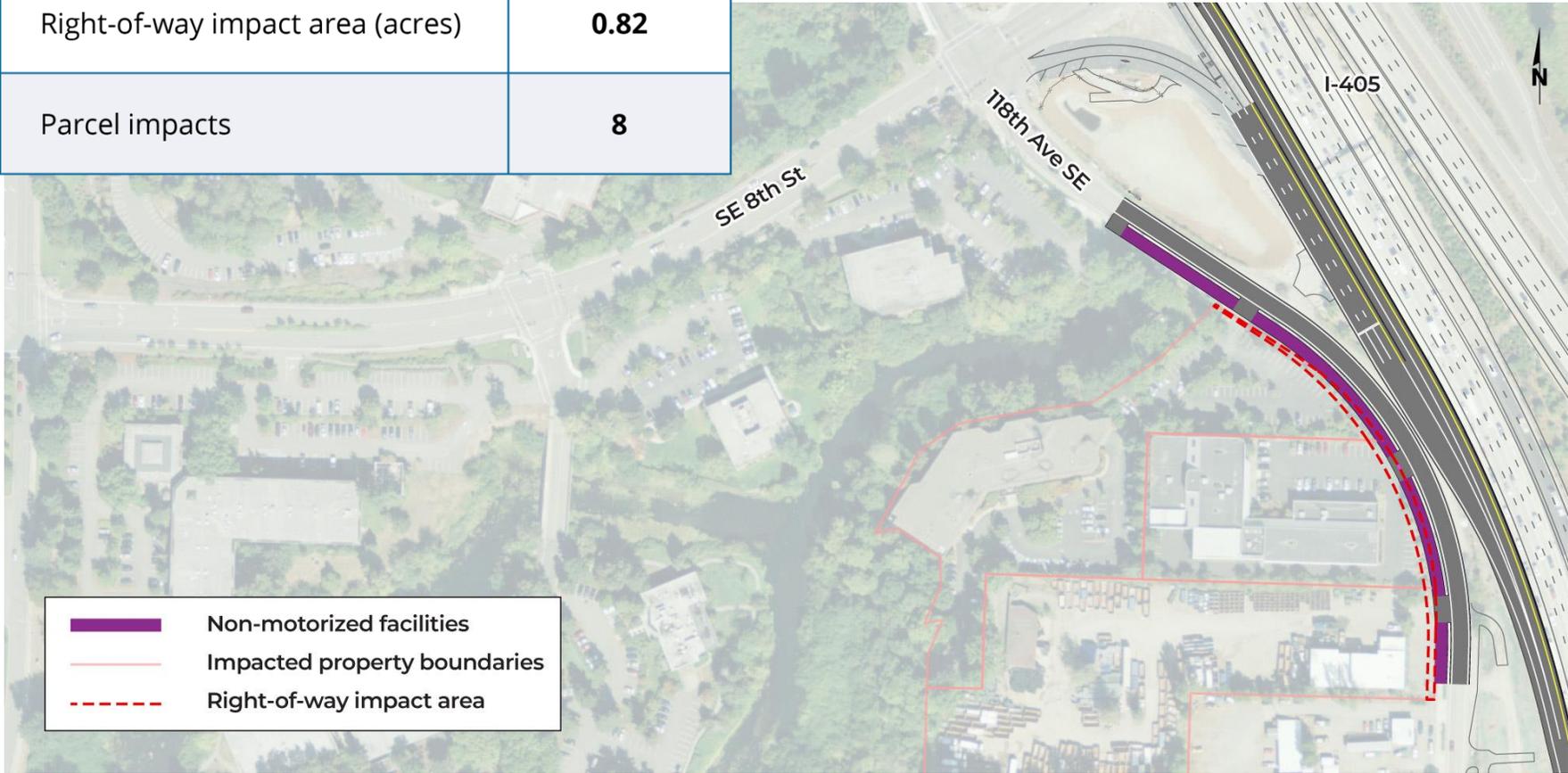
Right-of-way impact area (acres)	0.01
Parcel impacts	1

Southeast Sixth street extension and southbound on-ramp



Southeast Sixth street extension and southbound on-ramp

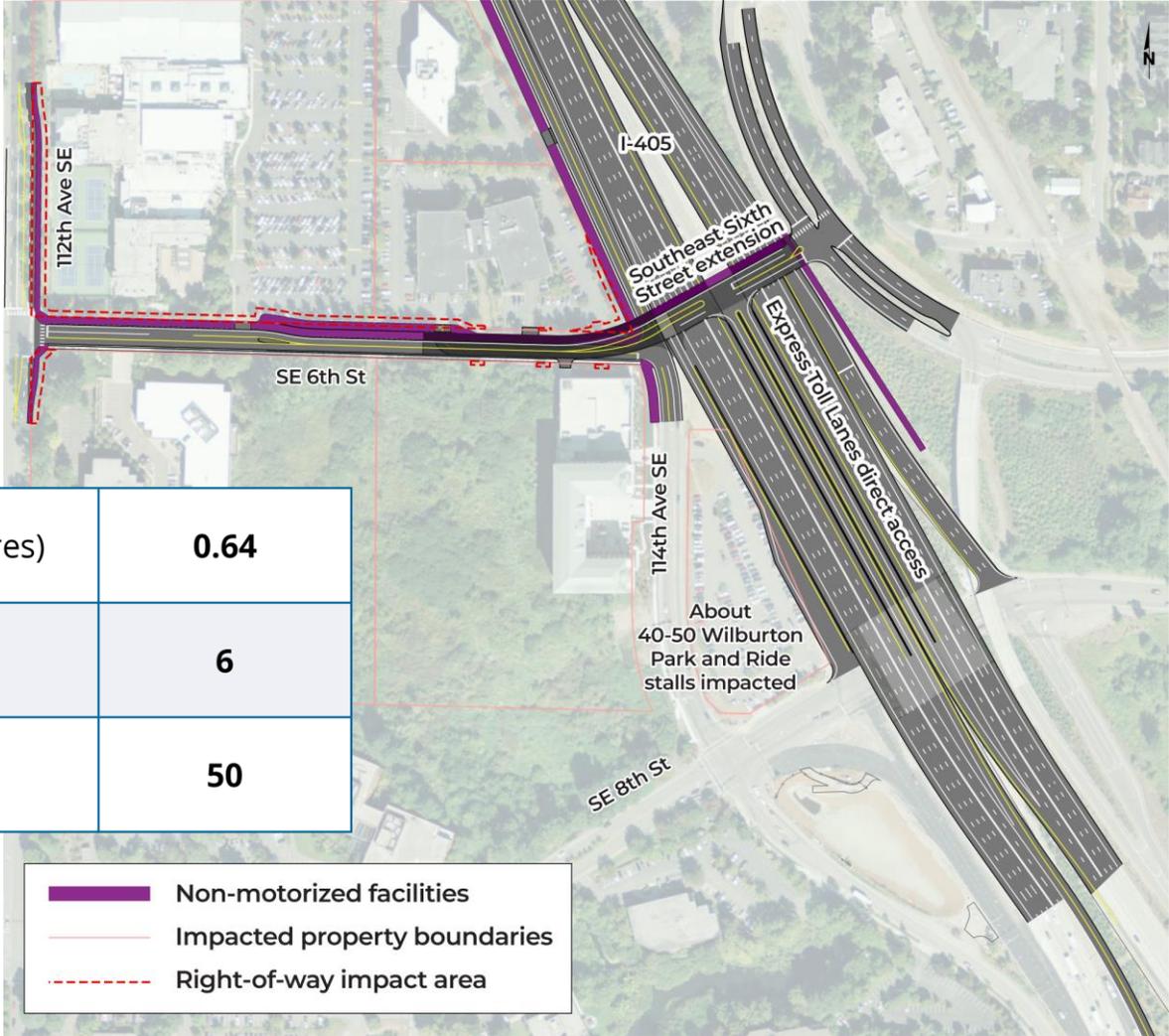
Right-of-way impact area (acres)	0.82
Parcel impacts	8



- Non-motorized facilities
- Impacted property boundaries
- Right-of-way impact area



Southeast Sixth Street extension inside access

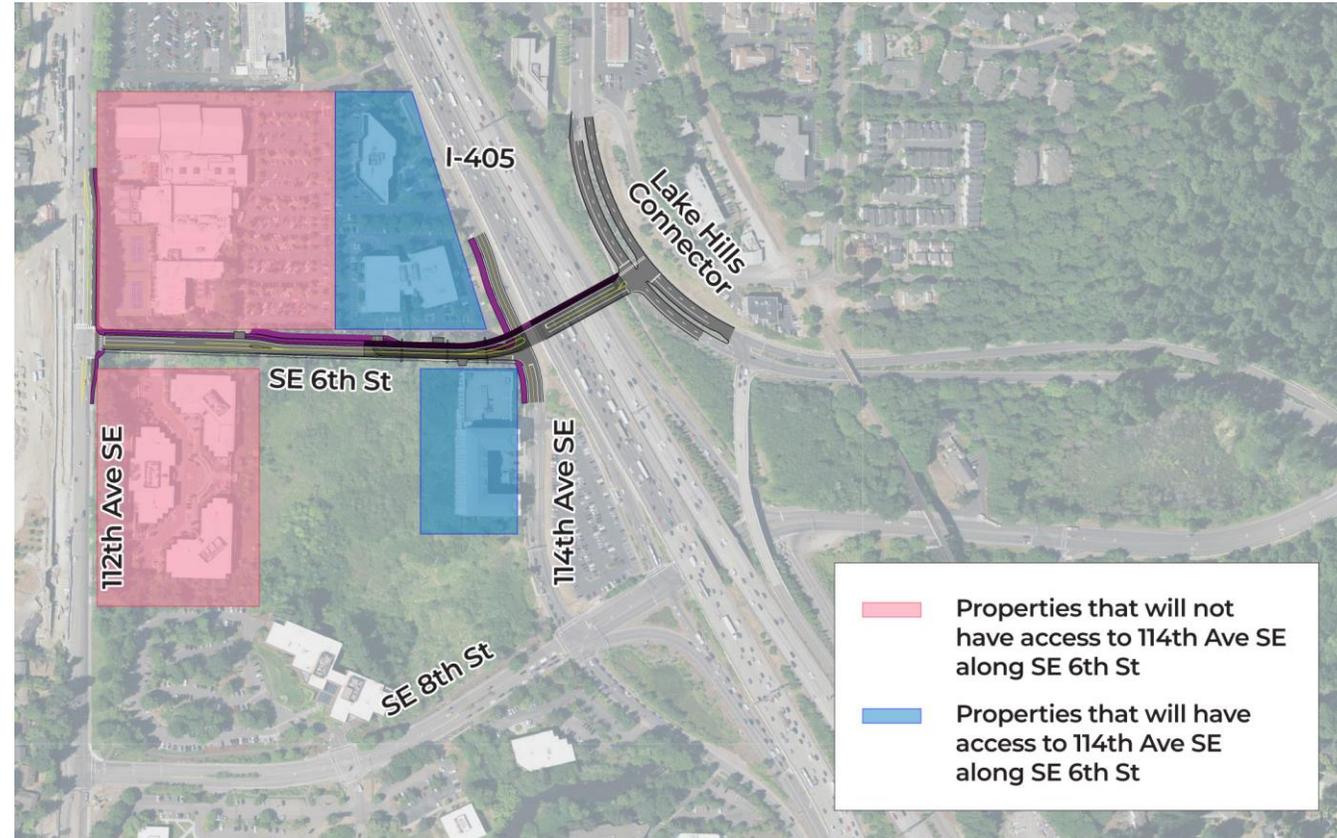


Right-of-way impact area (acres)	0.64
Parcel impacts	6
Park and ride stalls impacted	50

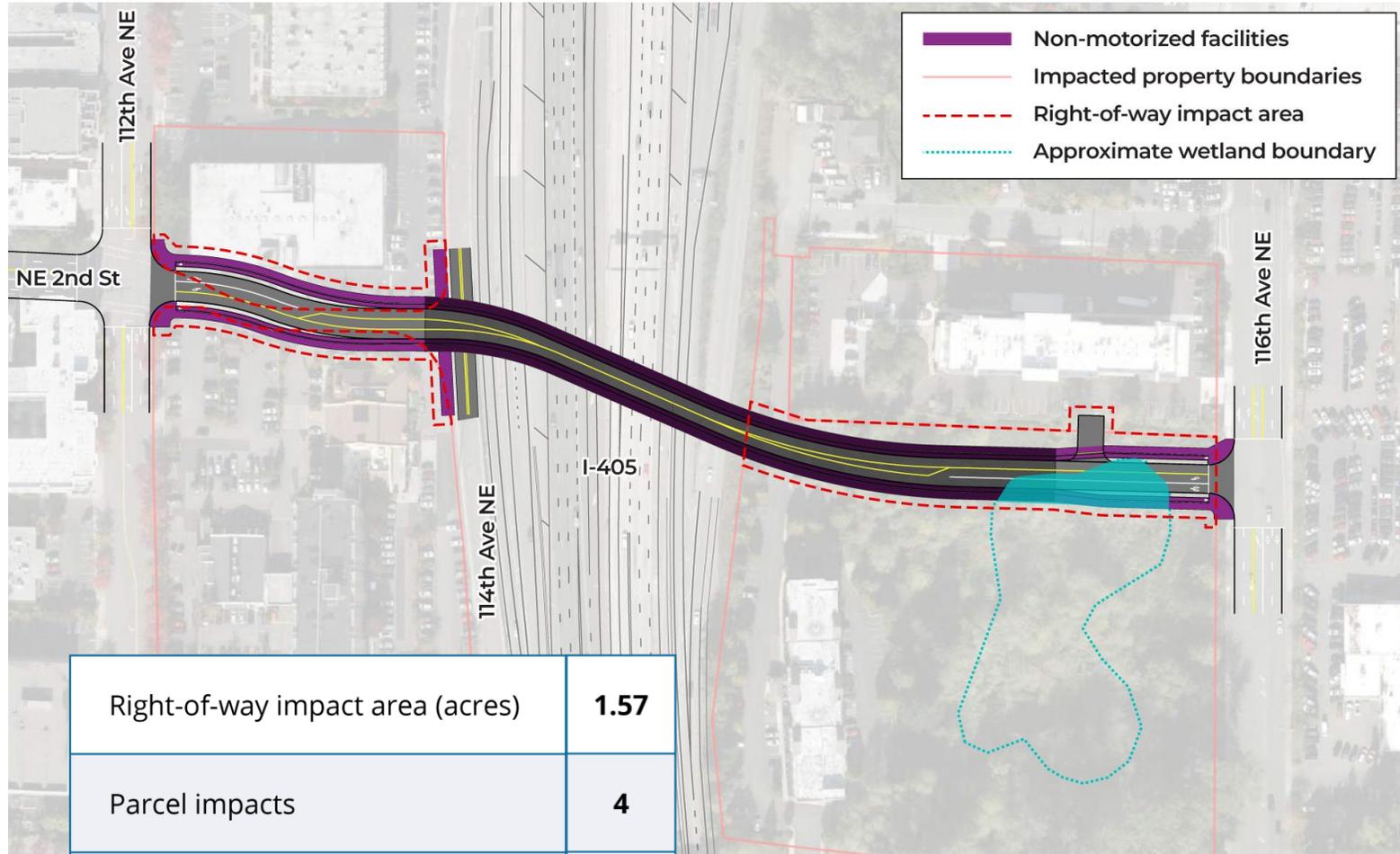


Southeast Sixth Street extension access property impacts

- Southeast Sixth Street connects to 112th Avenue Southeast and Lake Hills Connector, no connection to 114th Avenue Southeast
- Provides property access road under the bridge for the elevated Southeast Sixth Street



Northeast Second Street extension

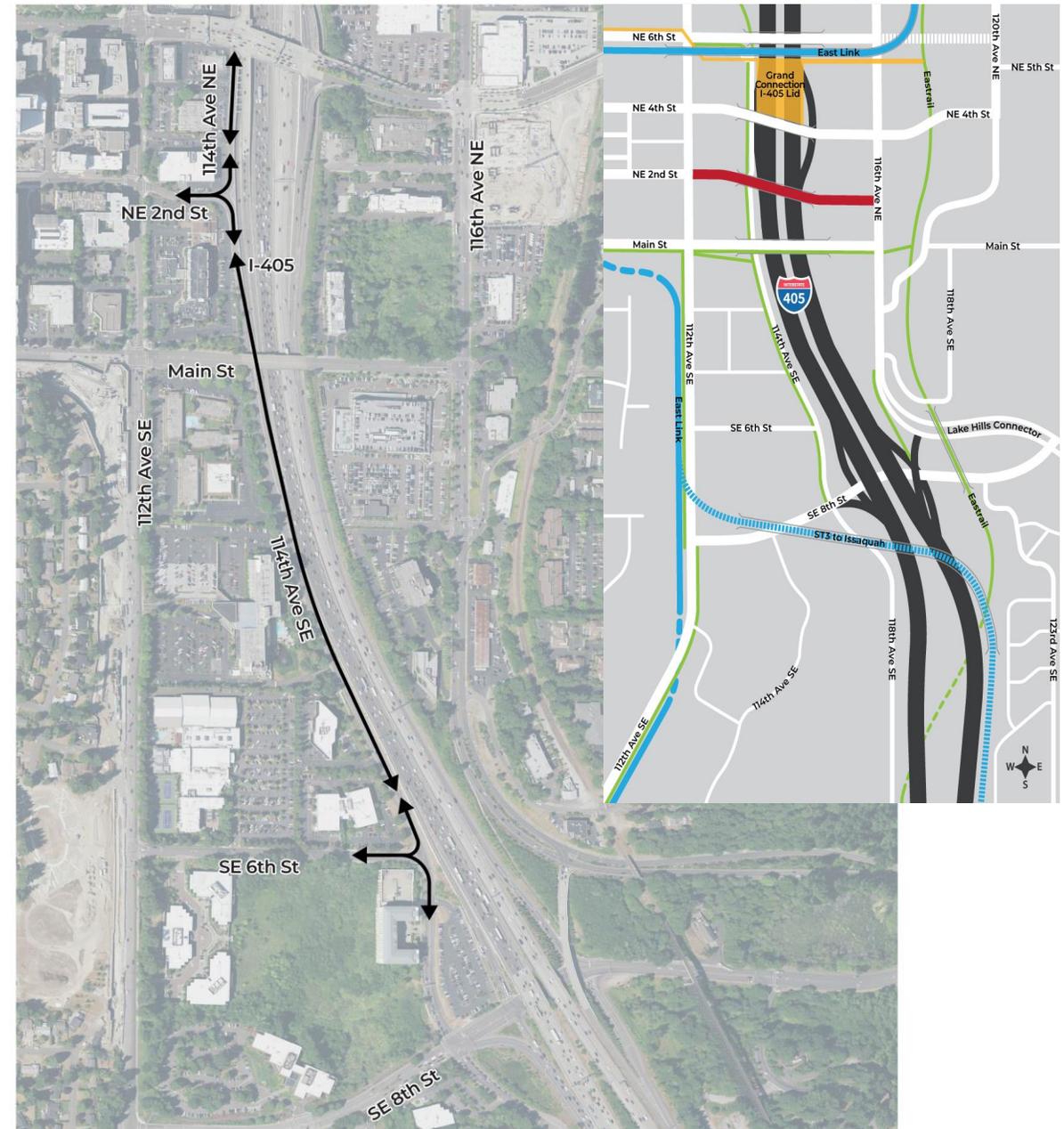


Right-of-way impact area (acres)	1.57
Parcel impacts	4
Wetlands (acres)	0.16



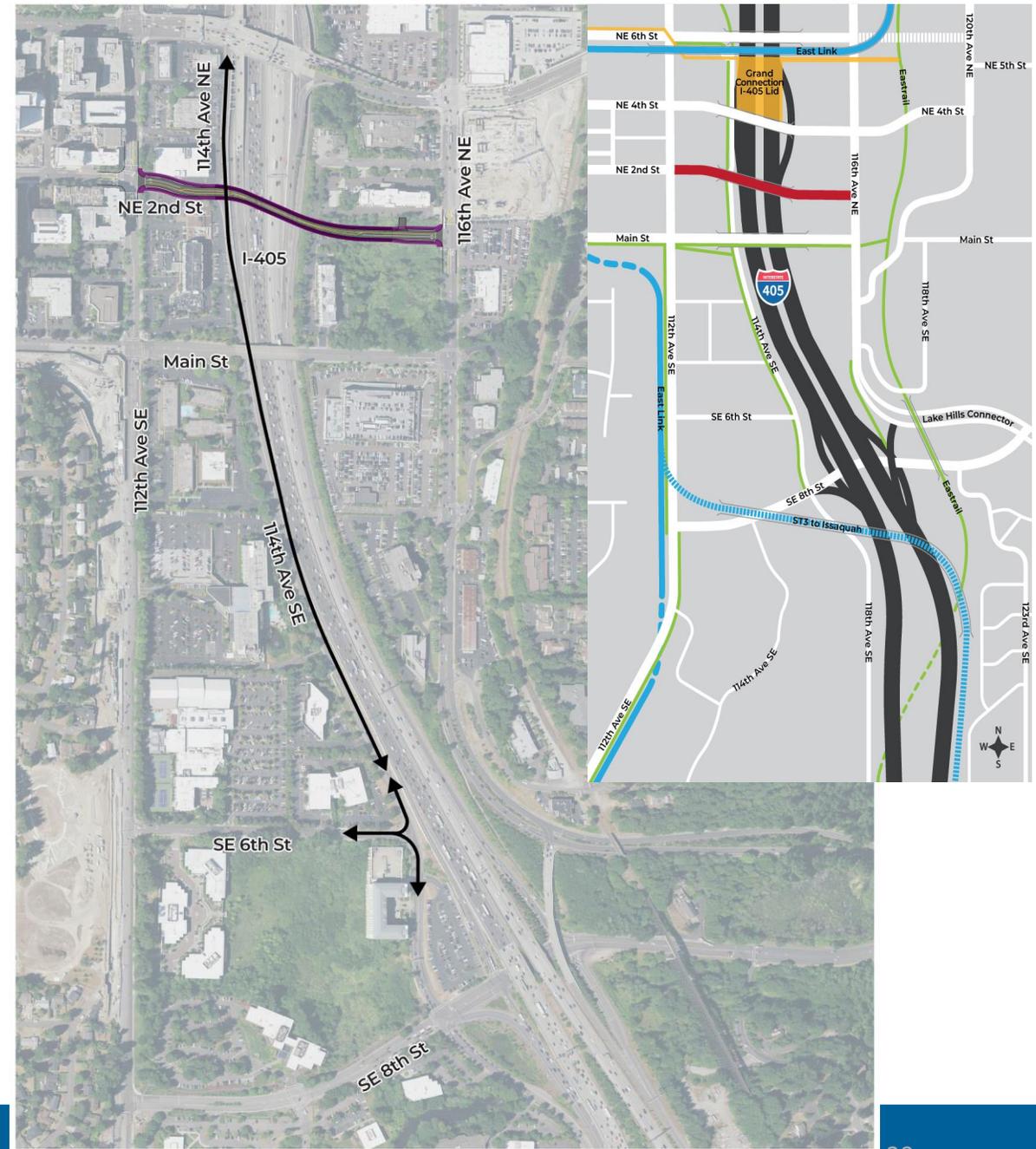
Northeast Second Street extension

- Requires elevating roadway over 114th Avenue Northeast and I-405 to connect with 116th Avenue Northeast
- Properties with access on 114th Avenue Southeast must use Southeast Sixth Street to connect to north and downtown



Northeast Second Street extension

- Requires elevating roadway over 114th Avenue Northeast and I-405 to connect with 116th Avenue Northeast
- Properties with access on 114th Avenue Southeast must use Southeast Sixth Street to connect to north and downtown



\$ Cost

Planning level cost estimates

Alternatives	Cost*
Lake Hills Connector southbound on-ramp	\$150 million
Southeast Sixth Street extension and southbound on-ramp	\$175 million
Southeast Sixth Street extension inside access	\$325 million
Northeast Second Street extension	\$125 million

*Cost estimate based on escalation to 2030 construction. Includes engineering, right-of-way, and construction costs. Right-of-way costs assume acquisition prior to redevelopment

Putting it all together

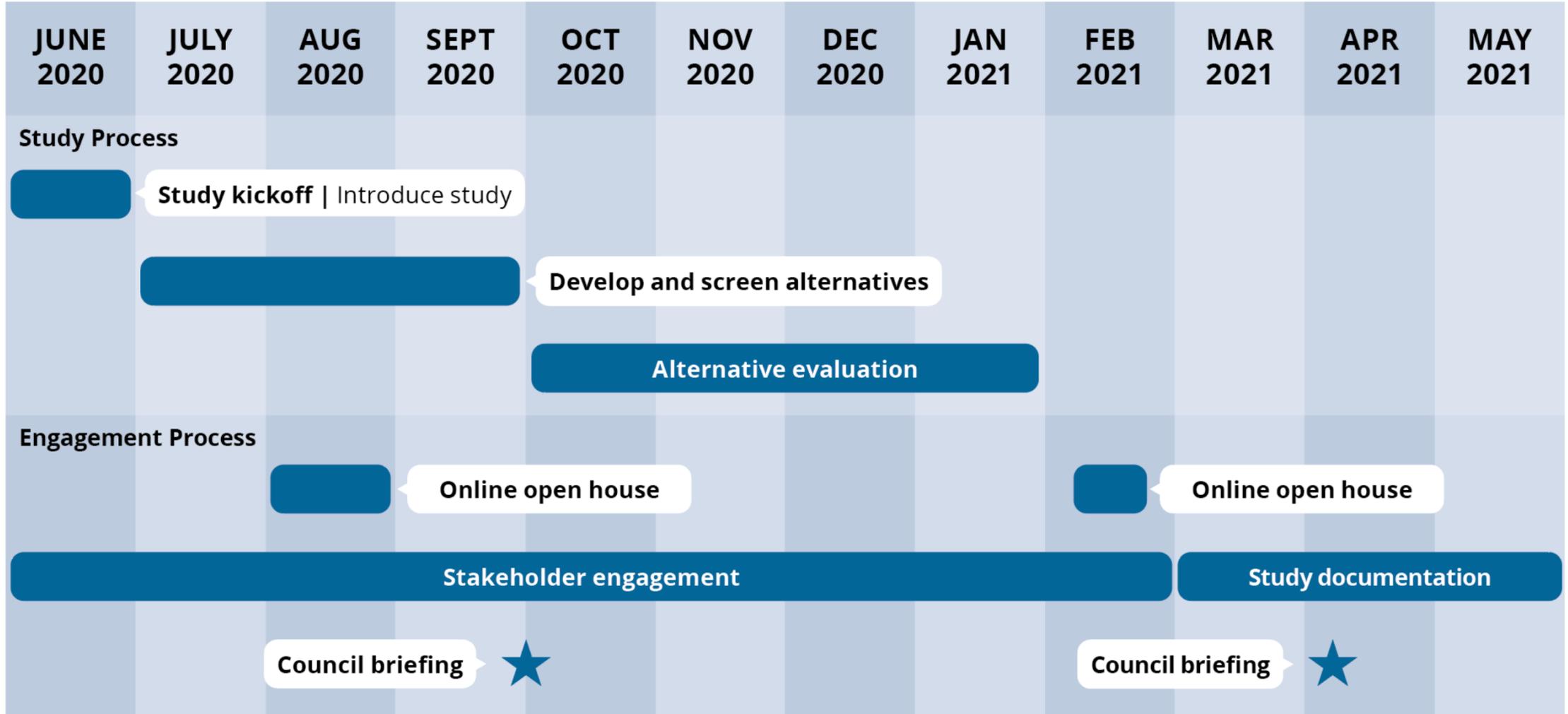
We evaluated the five alternatives based upon:

- Alignment with adopted plans and policies
- Travel time
- Access and safety
- Property and environmental impacts
- Costs

We are looking for your feedback and input

Discussion and Q&A

Study schedule



Next steps

- Stakeholder questionnaire (due Monday, Feb. 8)
- Online open house: Feb. 8-19
- City Council meeting: April 5
- For more information, visit BellevueWA.gov/access-study

Thank you!

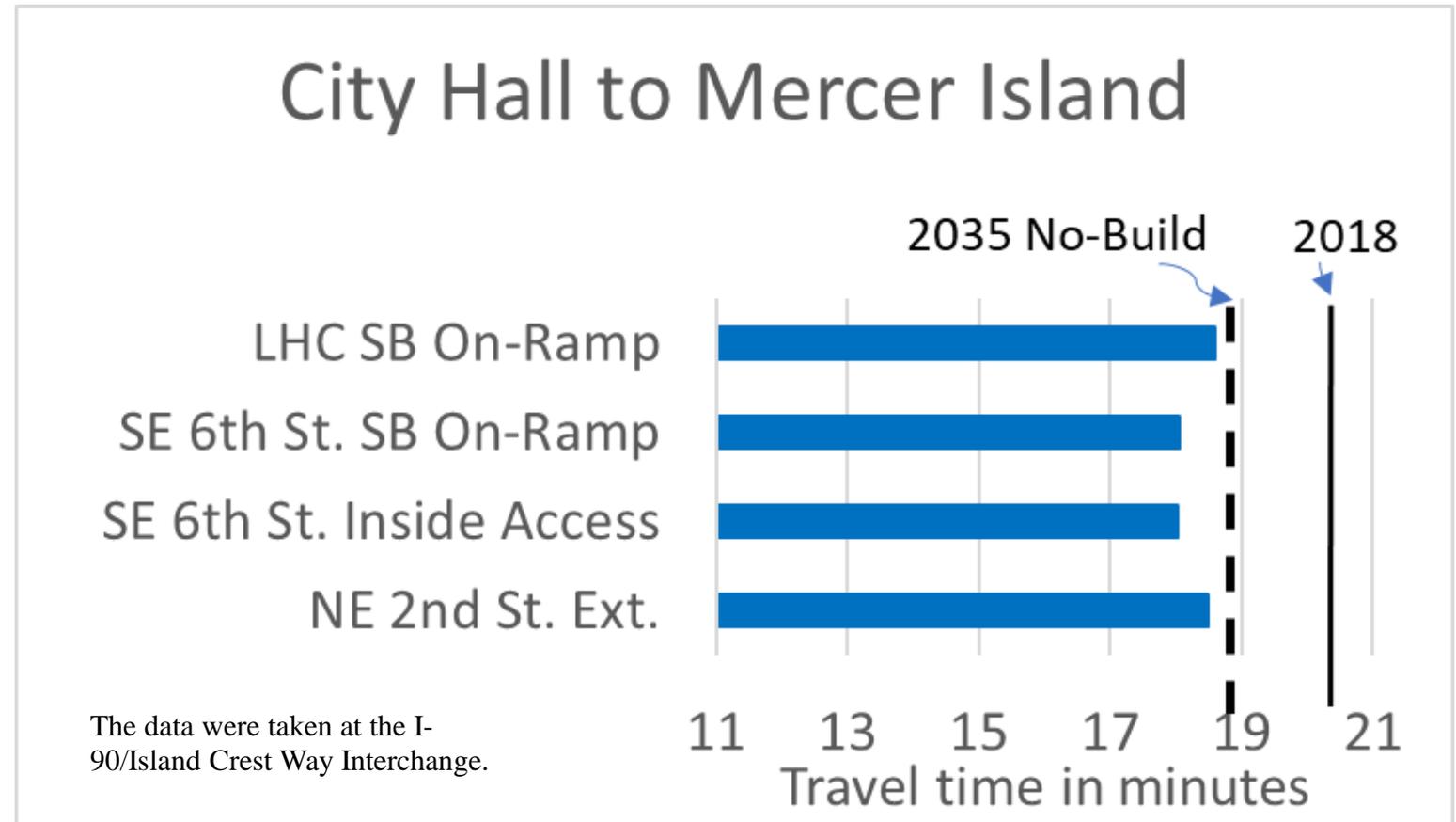
Appendix

Additional traffic information

Travel time between major destinations

Relative to 2035 No build

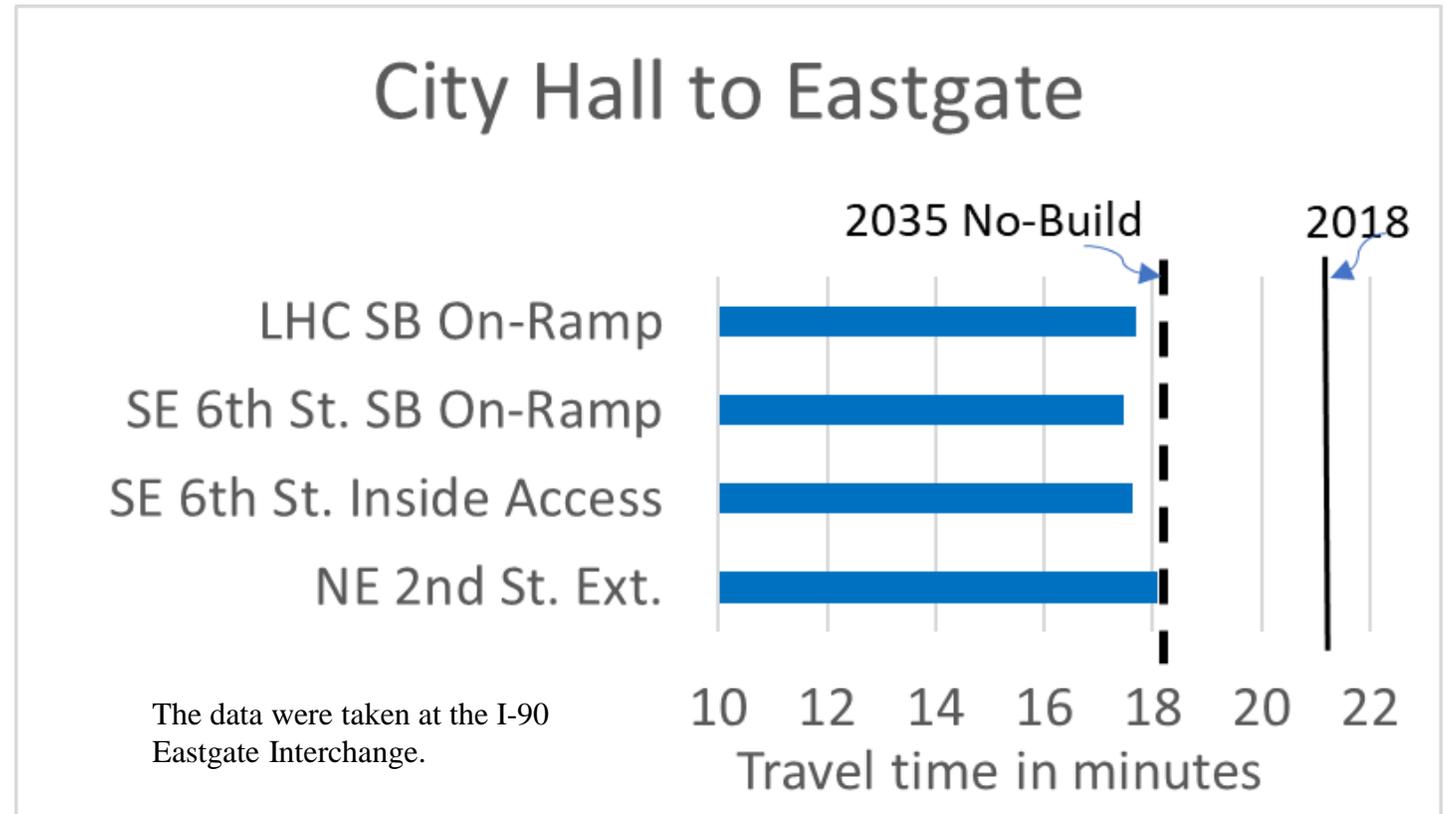
For trips going from City Hall to I-90 westbound, the two Southeast Sixth Street extension alternatives are expected to save one minute/vehicle in travel time while allowing more people to use the freeway



Travel time between major destinations

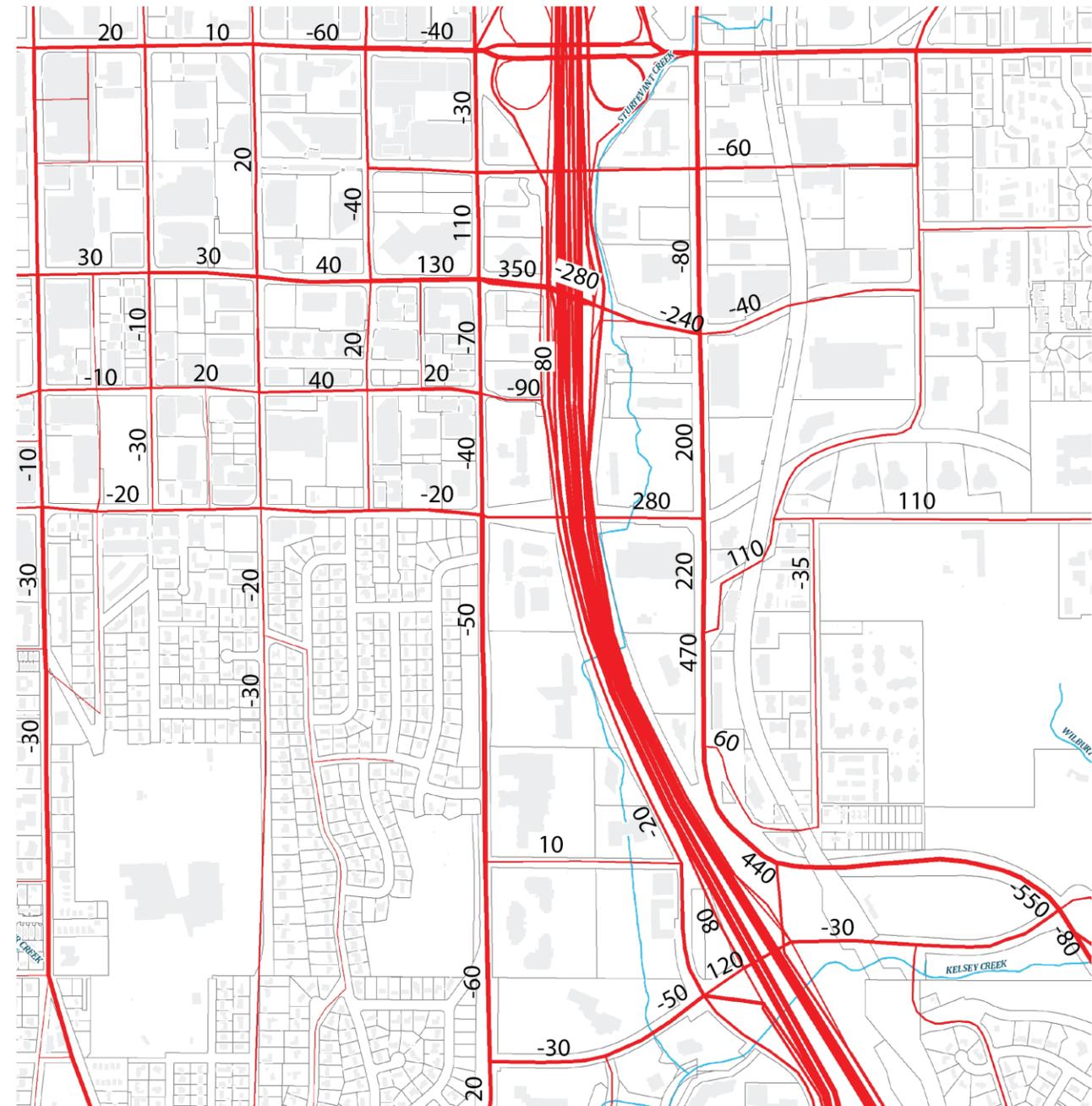
Relative to 2035 No build

For trips going from City Hall to I-90 eastbound, the three alternatives that provide access to I-405 are expected to save about half-a-minute/vehicle in travel time while allowing more people to use the freeway



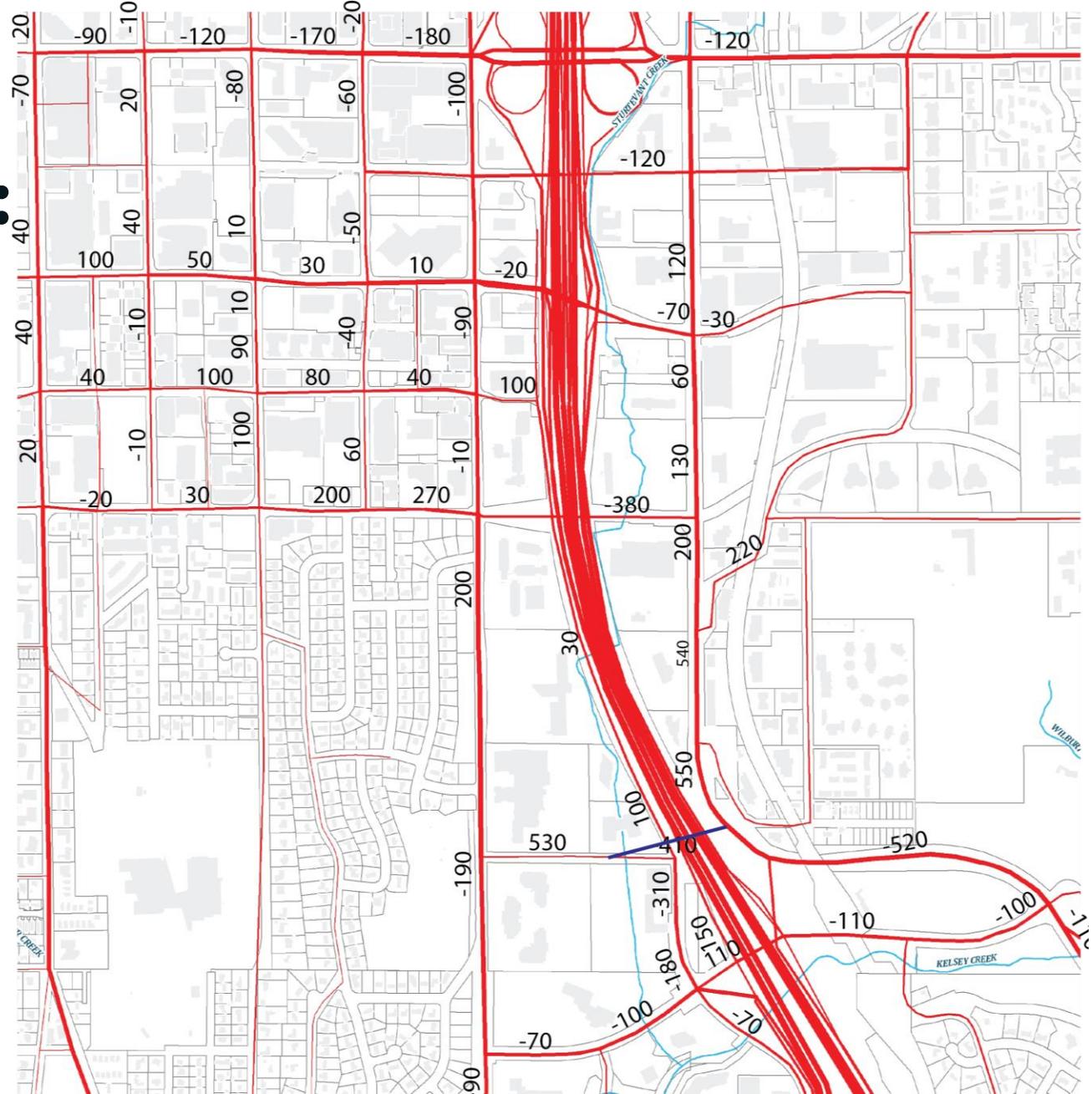
2035 Traffic Comparison: Lake Hills Connector southbound on-ramp vs No build (PM Peak Hour)

Changes of less than ten trips/hour are not shown. The changes on most local streets are small and within daily volume fluctuations.



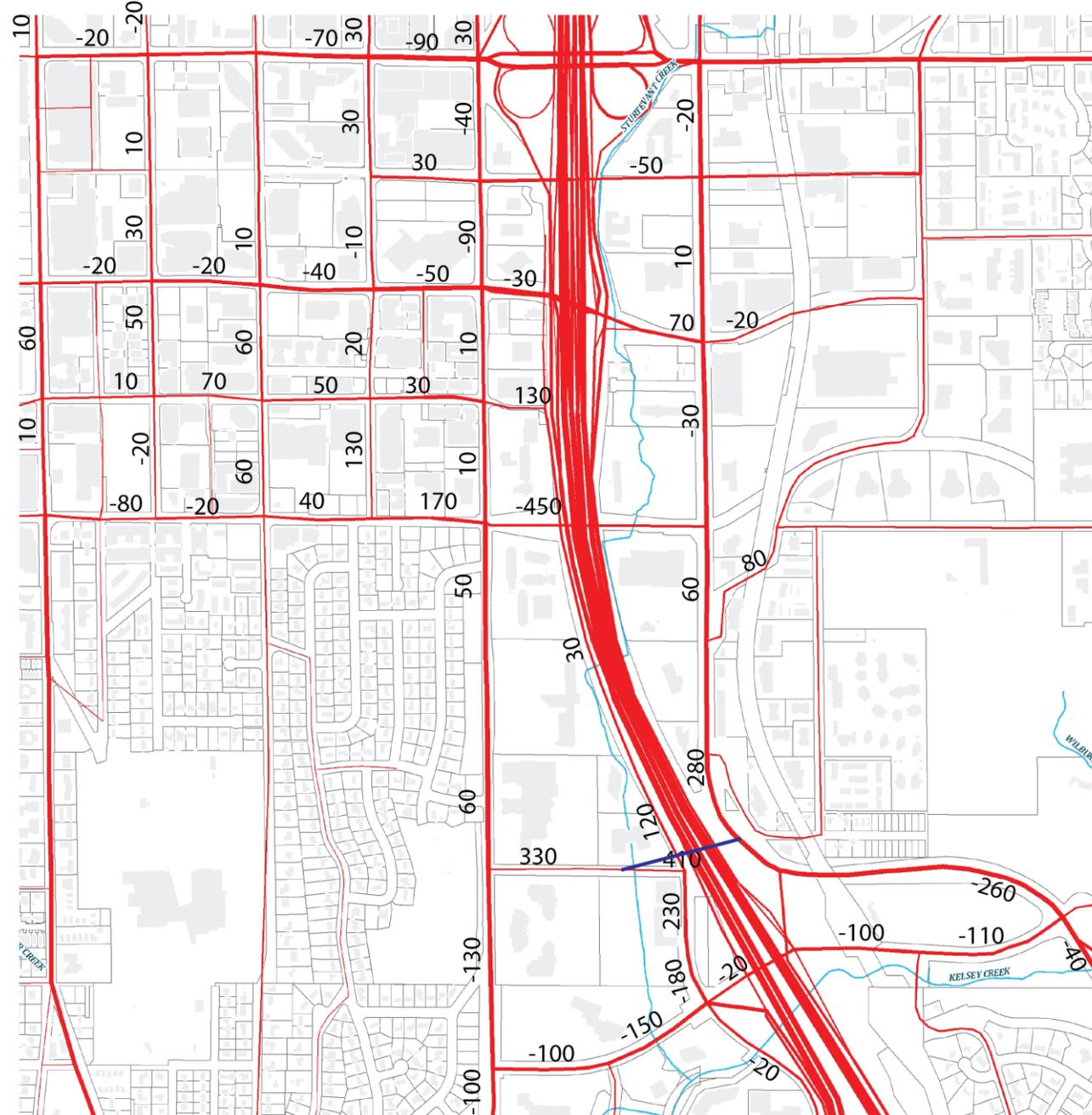
2035 Traffic Comparison: Southeast Sixth Street Extension Inside Access vs No build (PM Peak Hour)

Changes of less than 10 trips/hour are not shown.
The changes on most local streets are small and
within daily volume fluctuations.



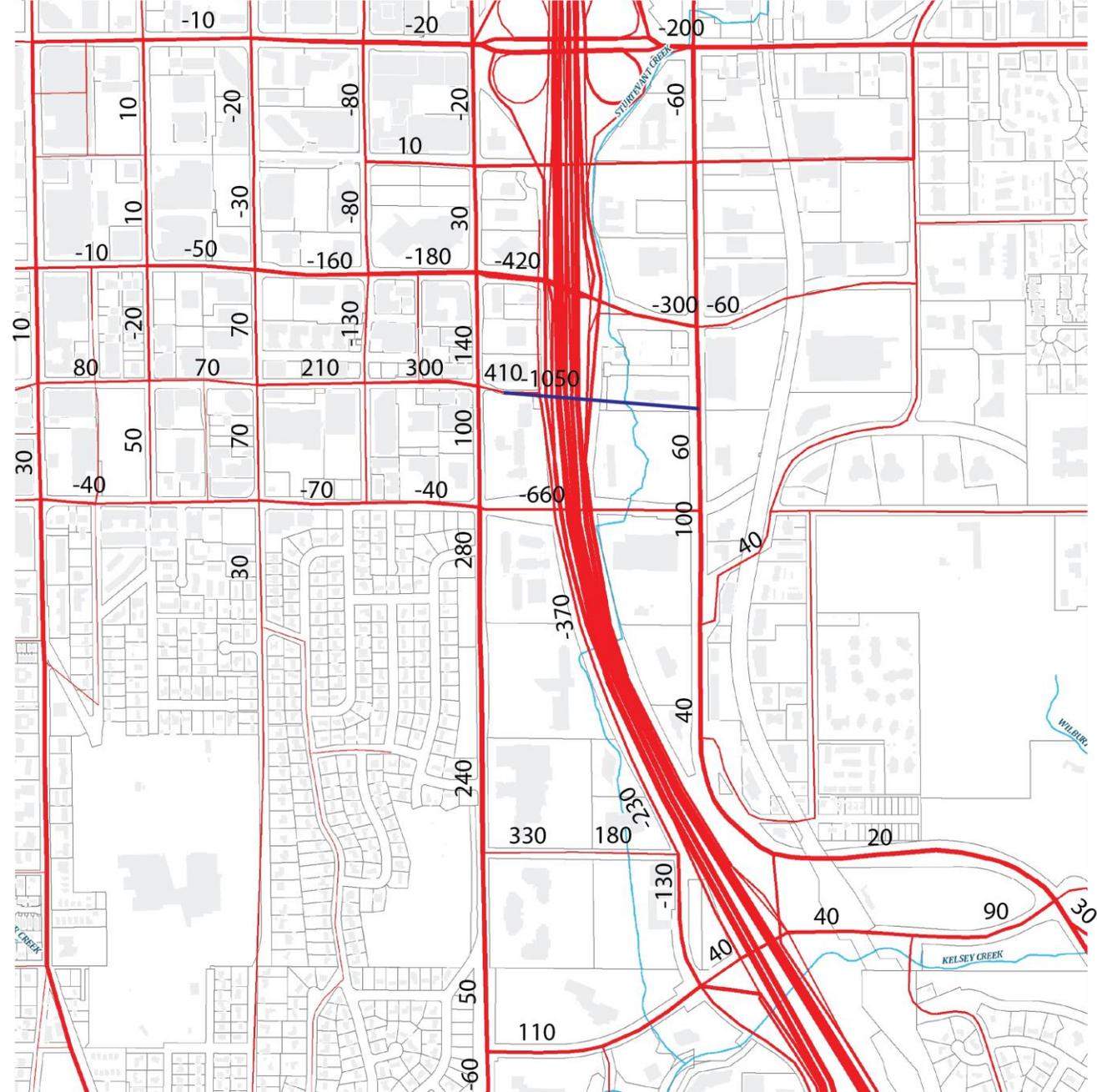
2035 Traffic Comparison: Southeast Sixth Street Extension southbound on-ramp vs No build (PM Peak Hour)

Changes of less than ten trips/hour are not shown. The changes on most local streets are small and within daily volume fluctuations.



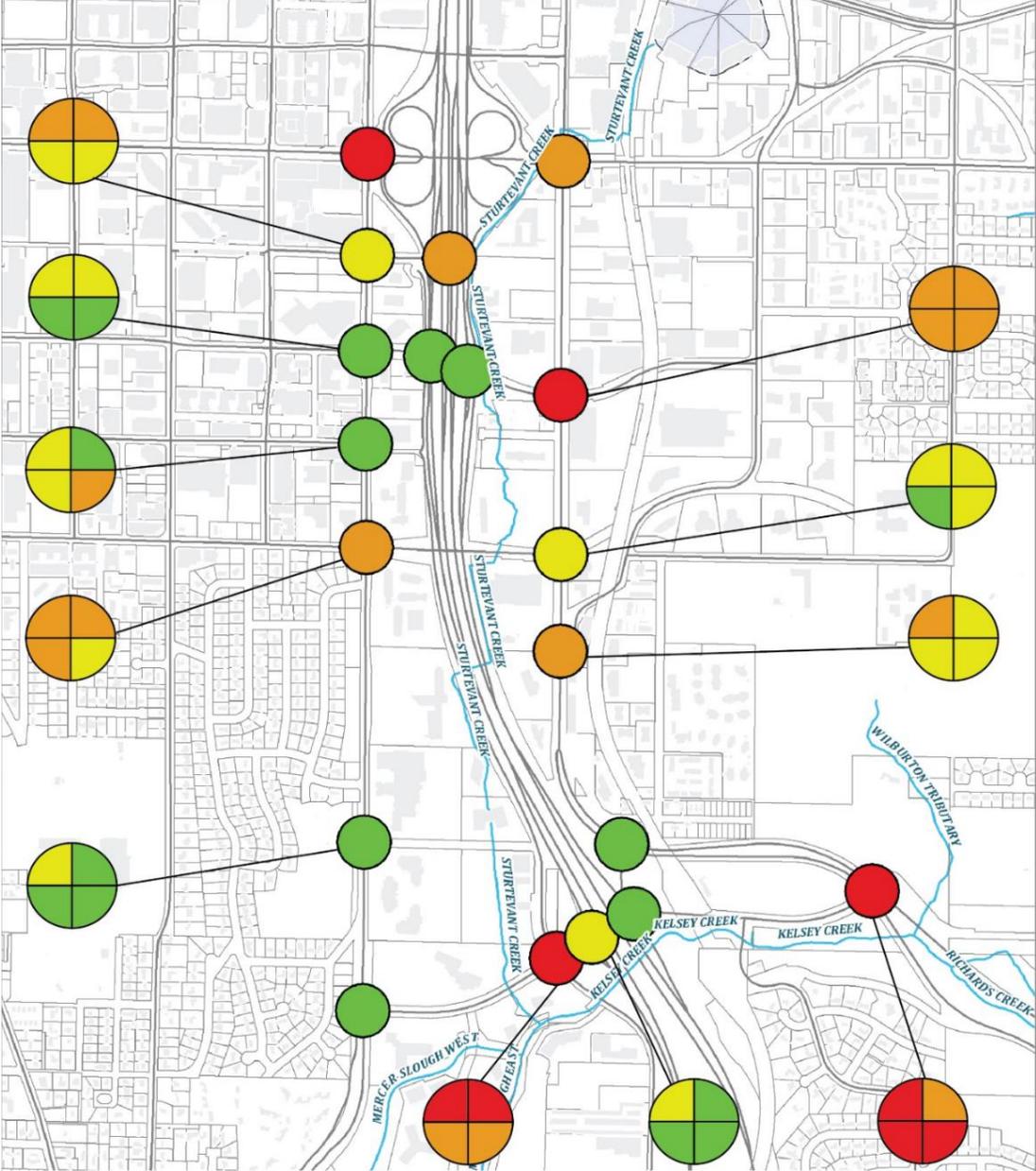
2035 Traffic Comparison Northeast Second Street Extension vs No build (PM peak hour)

Changes of less than ten trips/hour are not shown. The changes on most of local streets are small and within daily volume fluctuations.



Intersection Analysis 2035 (PM peak hour)

Alternatives	Change
NE 2nd St. Ext	6.6%
LHC SB Ramp +improvements	-6.3%
SE 6th Inside Access +improvements	-6.8%
SE 6th GP Ramp +improvements	-9.6%



LOS for NE 2nd St extension alt
 LOS for LHC access alt
 LOS of NE 6th St inside access alt
 LOS of NE 6th St outside access alt

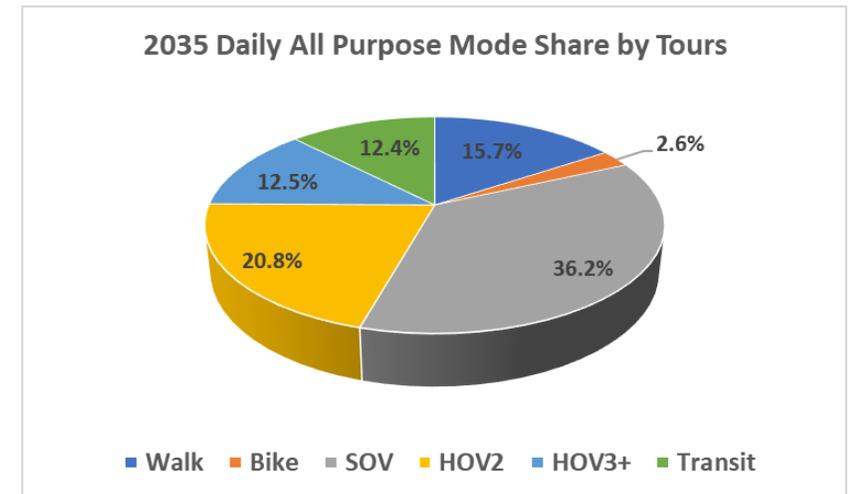
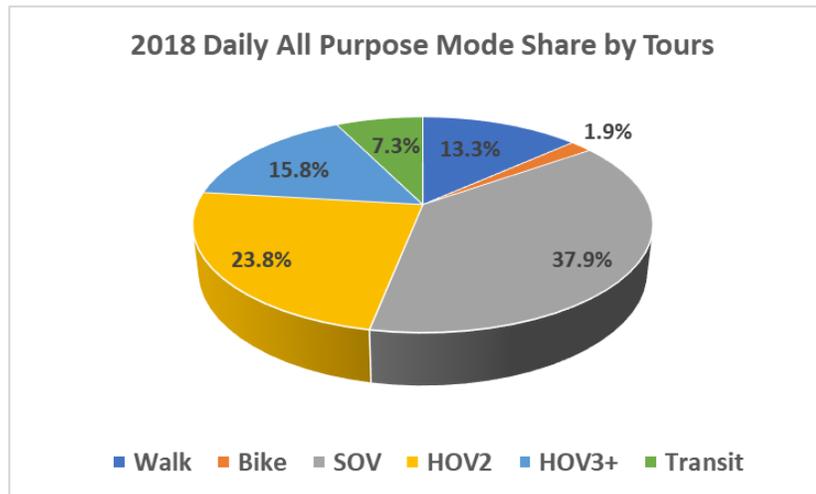
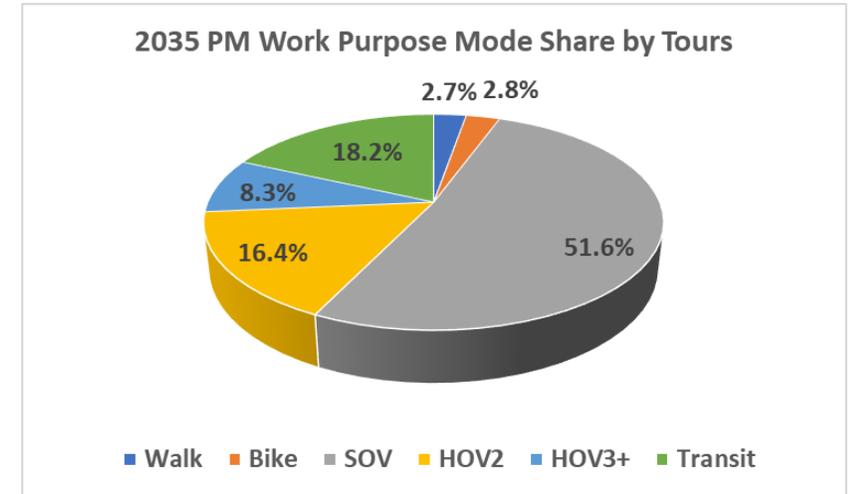
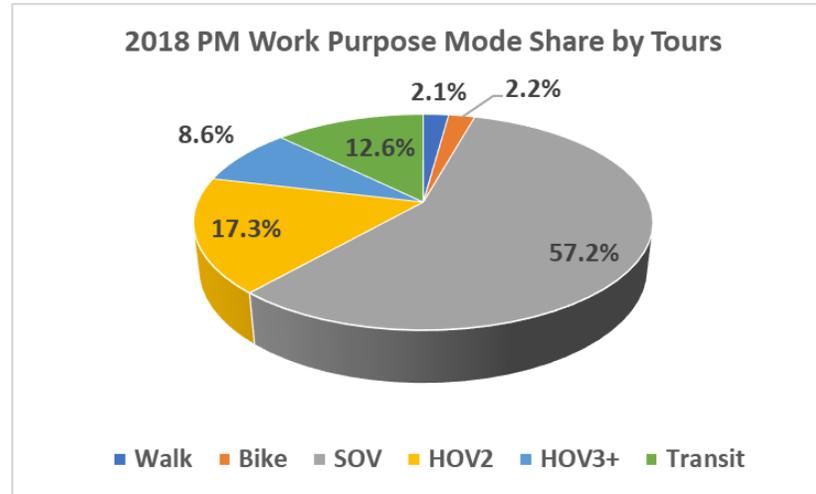
Intersection LOS
 2035 PM Peak Hour

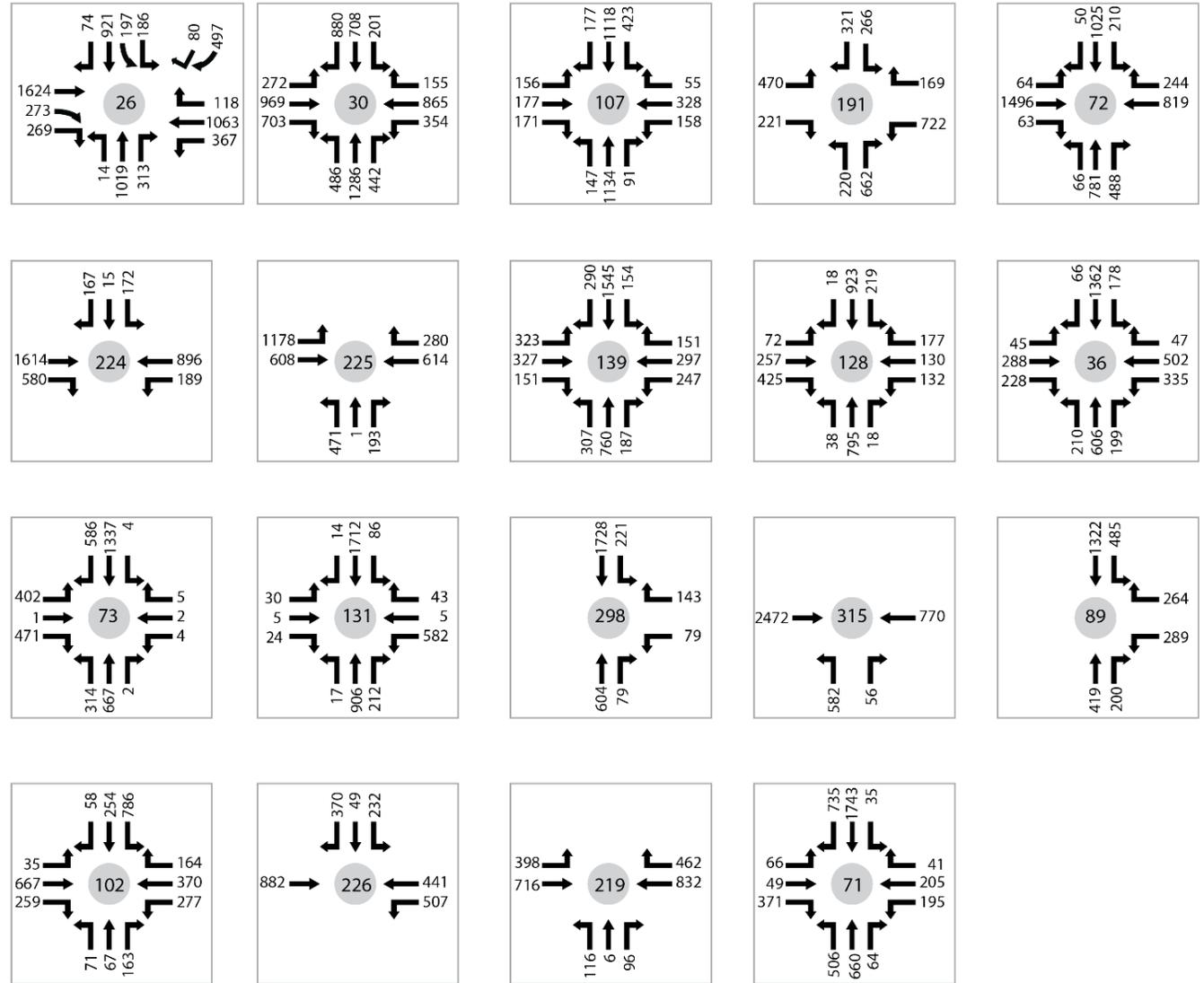
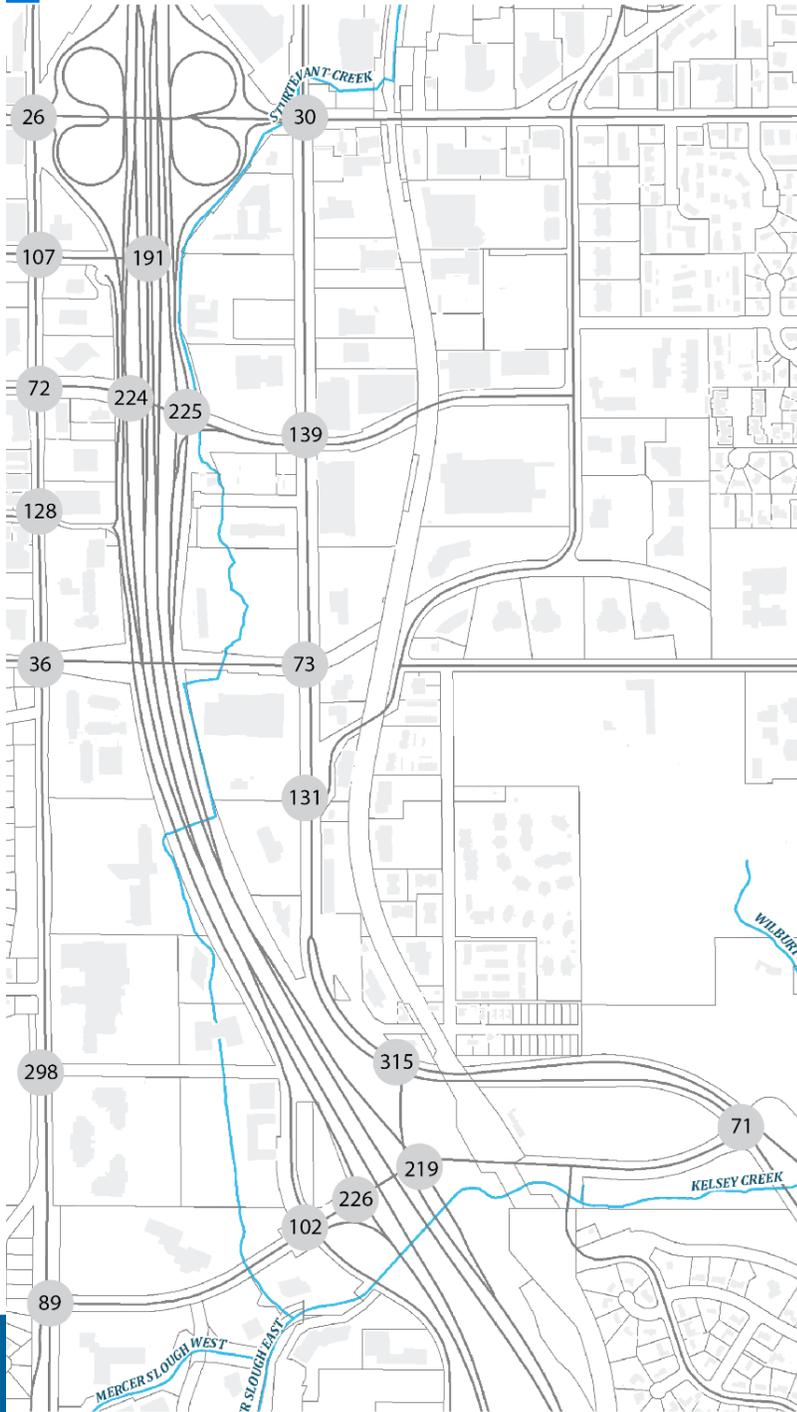
*LOS for baseline is on the main map.



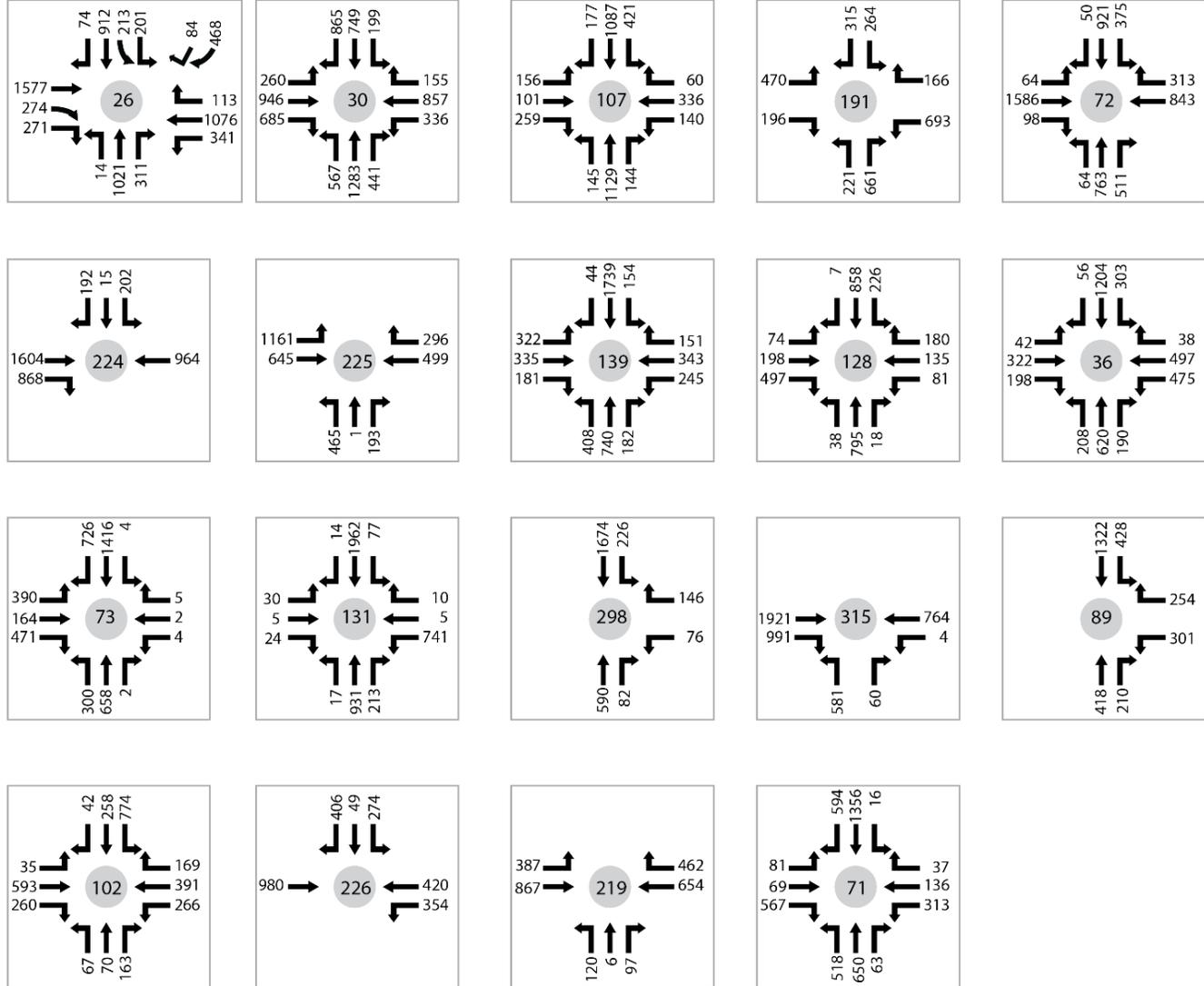
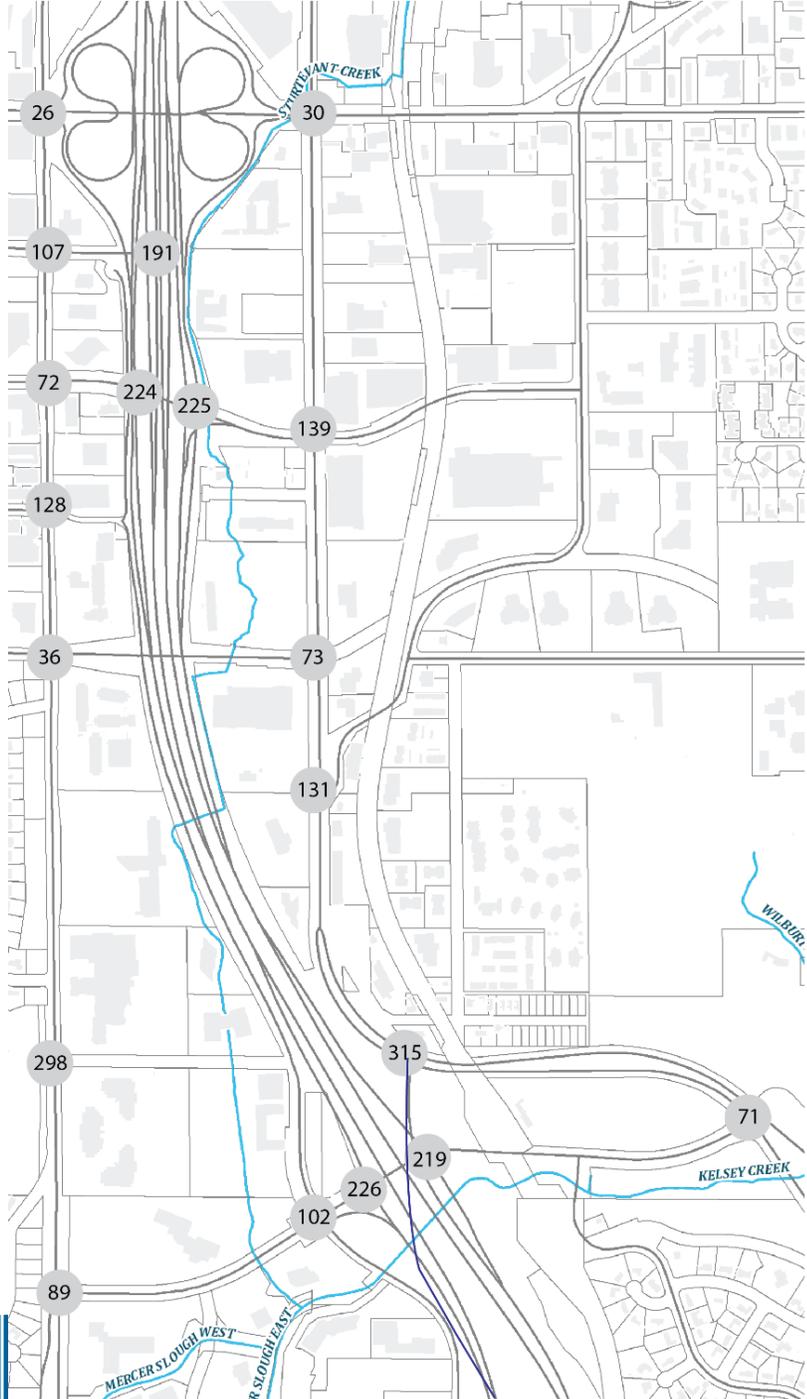
2035 Mode Share in the study area

- Single-occupancy vehicle (SOV) mode share for work trips is expected to decrease from 57% to 52%
- SOV mode share for all trips is expected to decrease from 38% to 36%



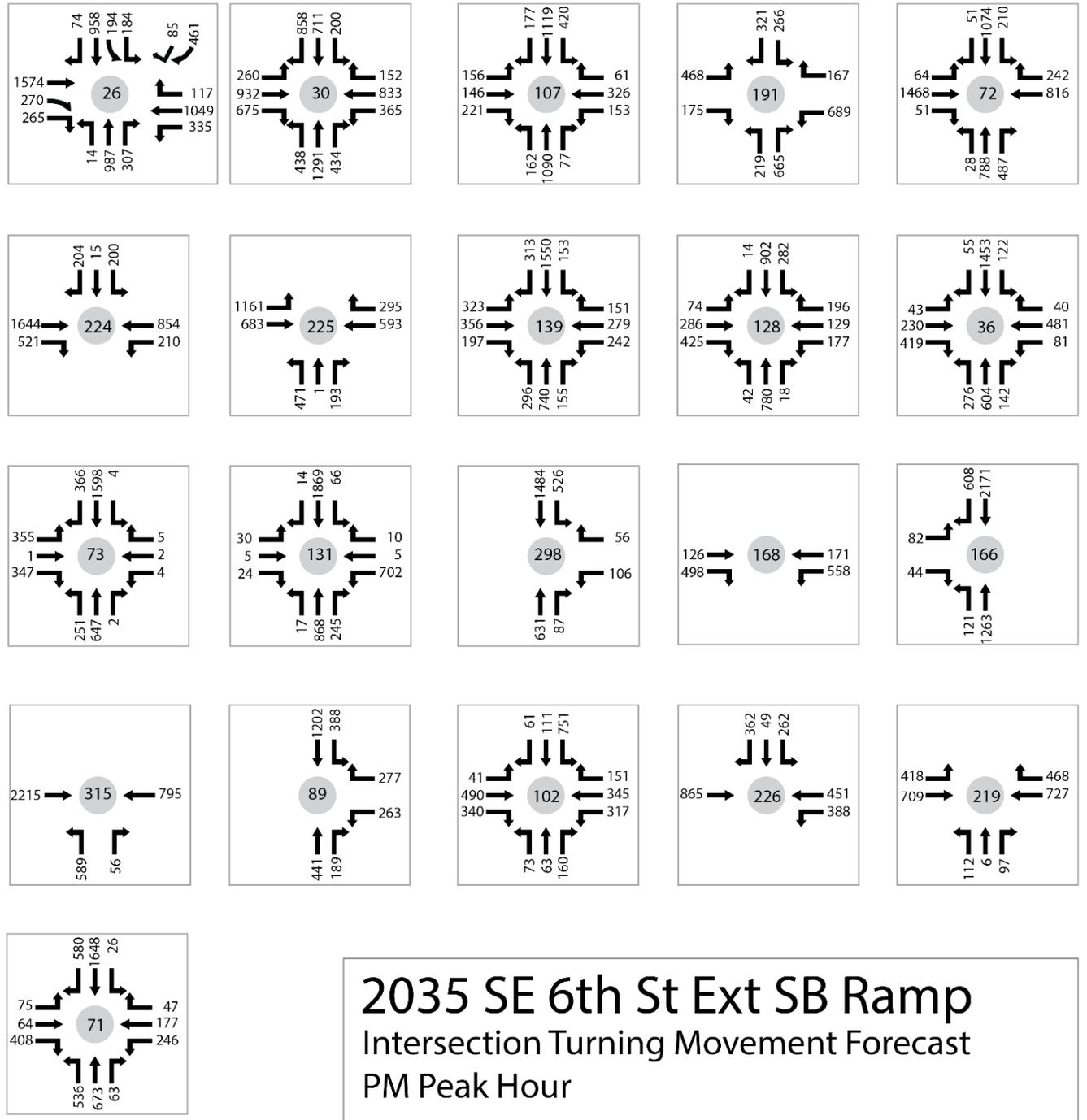
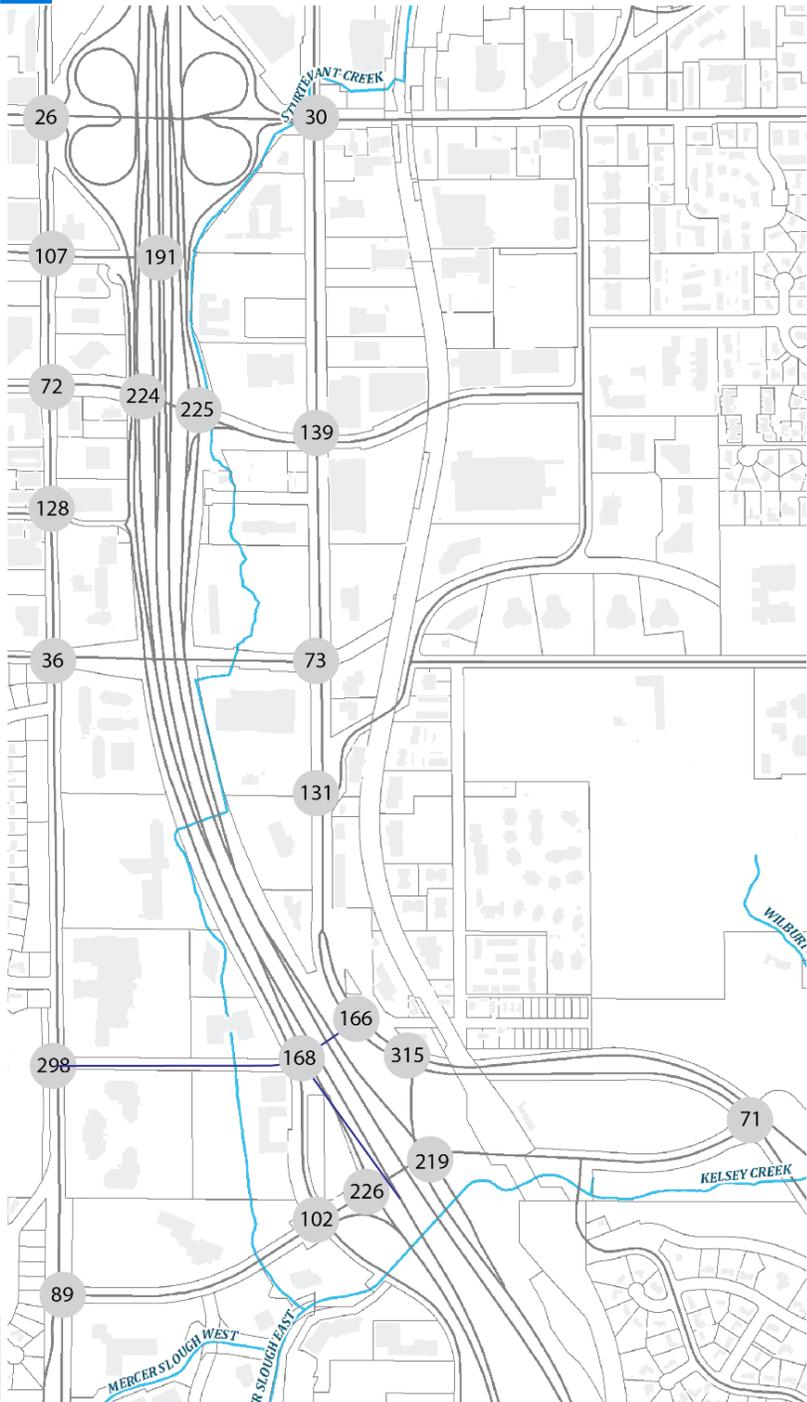


2035 Baseline
 Intersection Turning Movement Forecast
 PM Peak Hour



2035 LHC SB Ramp
 Intersection Turning Movement Forecast
 PM Peak Hour





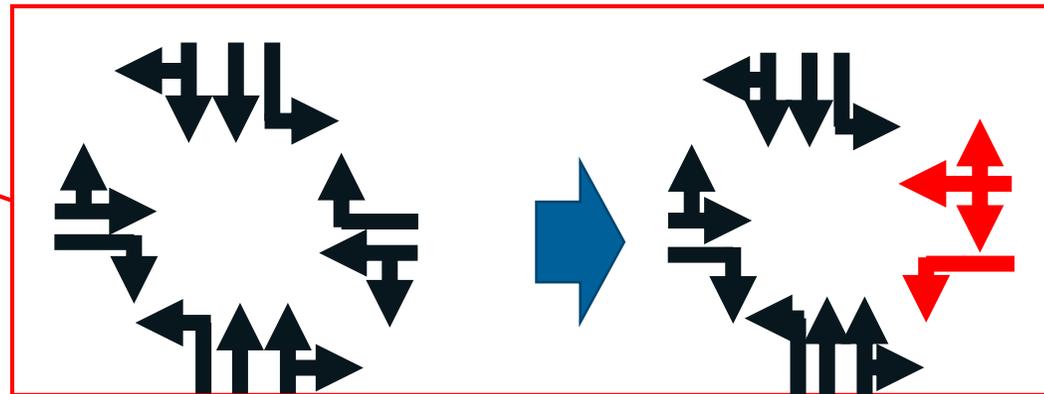
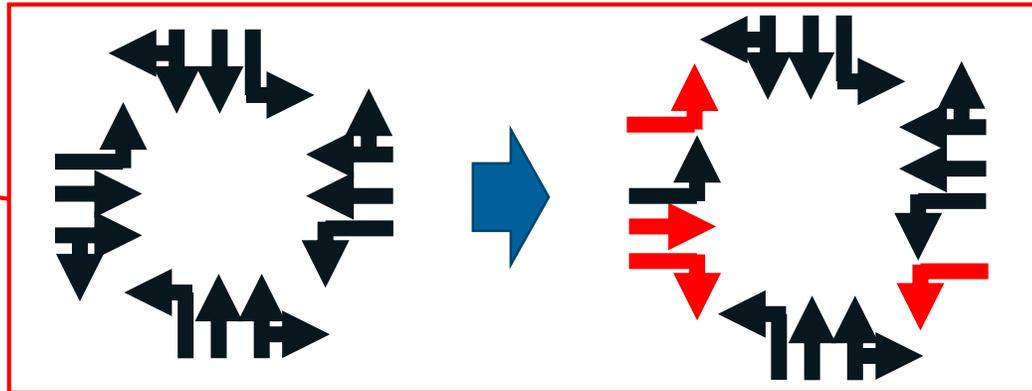
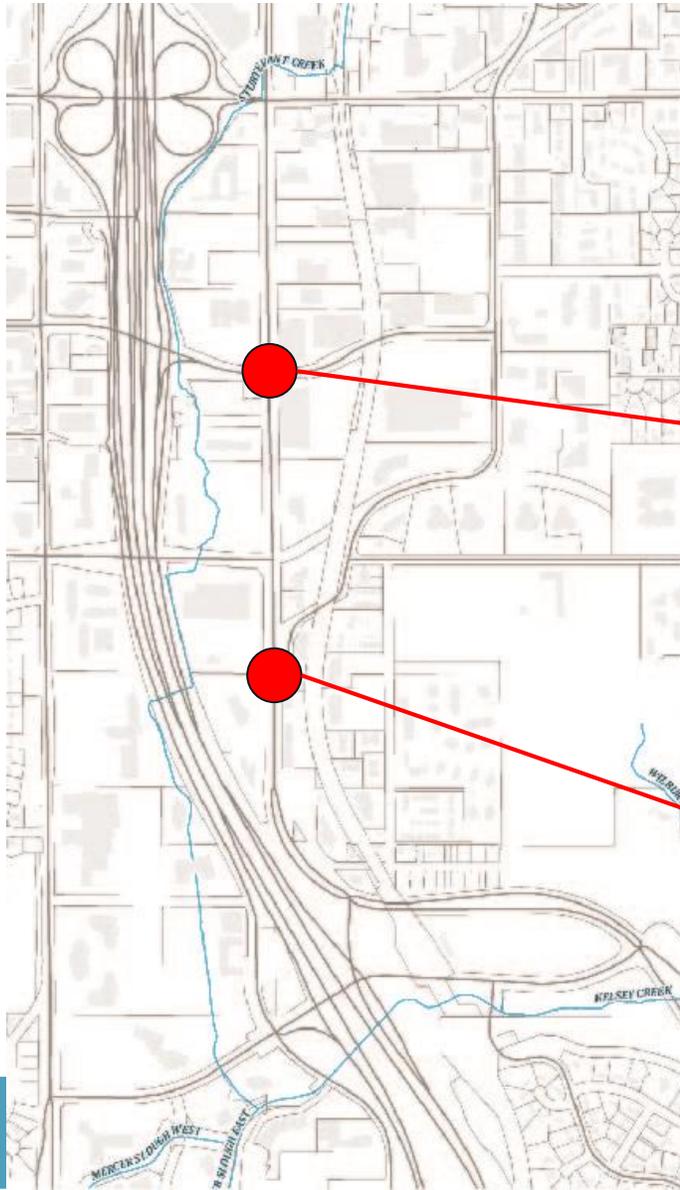
2035 SE 6th St Ext SB Ramp
 Intersection Turning Movement Forecast
 PM Peak Hour



Additional intersection improvements

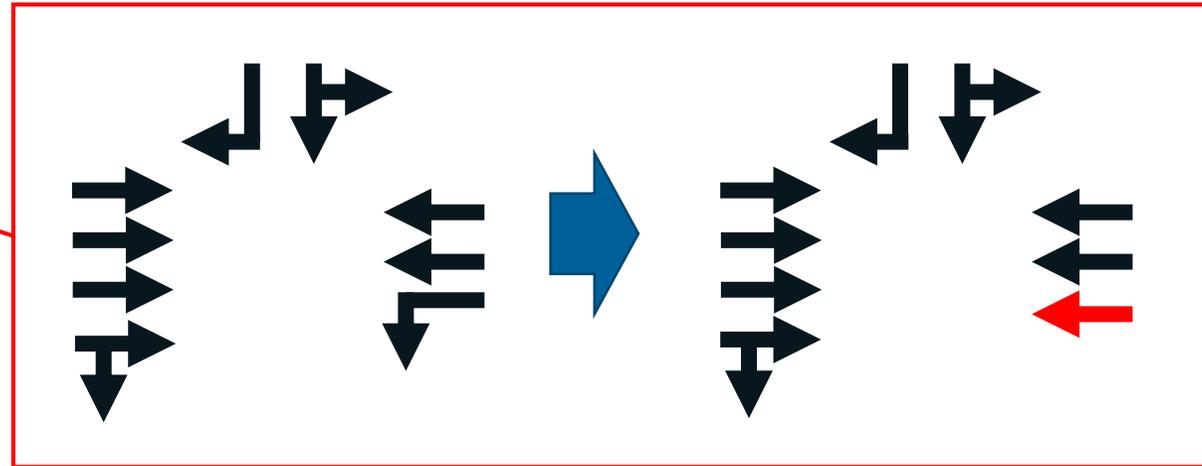
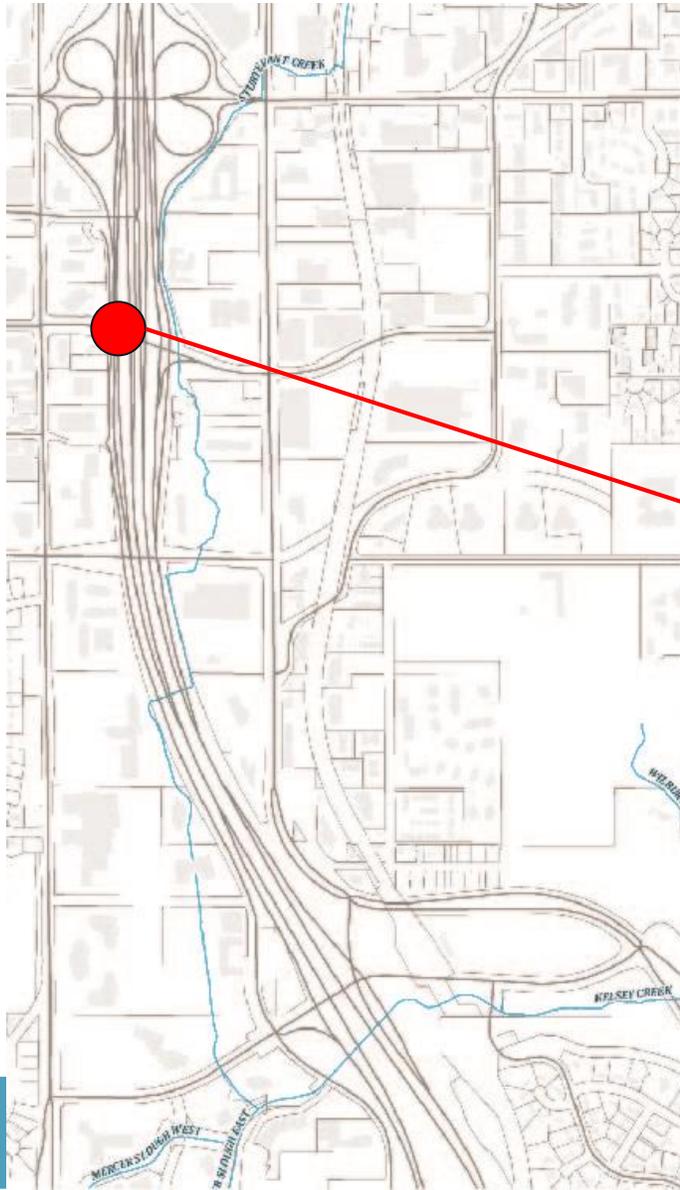
Improvements added to:

- Lake Hills Connector southbound on-ramp
- Southeast Sixth Street extension and southbound on-ramp
- Southeast Sixth Street extension inside access



Additional intersection improvements

- Lake Hills Connector southbound on-ramp: Eliminating westbound left turn at Northeast Fourth Street/I-405 southbound ramp





Appendix B: Stakeholder Forum #4 Presentation Post-Forum Questionnaire Results

Stakeholder feedback on each alternative – Key themes

Lake Hills Connector southbound on-ramp

- Received broad stakeholder support with some concerns.
 - Reasons for support for this alternative include cost-effectiveness, adherence to existing policies, minimal impact to existing property owners and planned development, improves safety and it provides access to southbound I-405.
- Concern that this alternative does not provide an east-west connection and is auto-centric.

Southeast Sixth Street extension and southbound on-ramp

- Received broader stakeholder support with some strong concerns.
 - Reasons for support include another multimodal east-west connection, greatest reduction in delay times and costs less than the other Southeast Sixth Street extension alternative.
- Concern that this alternative would require amendment to existing city policies, and would add additional time to the East Main TOD land use code amendment, impacts adjacent property owners' access and right-of-way and impacts from construction noise and shade.

Southeast Sixth Street extension inside access

- Received broader stakeholder support but adjacent property owner expressed strong concerns.
 - Reasons for support for this alternative include additional vehicle carrying capacity, another multimodal east-west connection and greater congestion reduction benefits.
- Concern that this alternative would require amendment to existing city policies, and would add additional time to the East Main TOD land use code amendment, impacts adjacent property owners' access and right-of-way, impacts from construction noise and shade and high cost.

Northeast Second Street extension

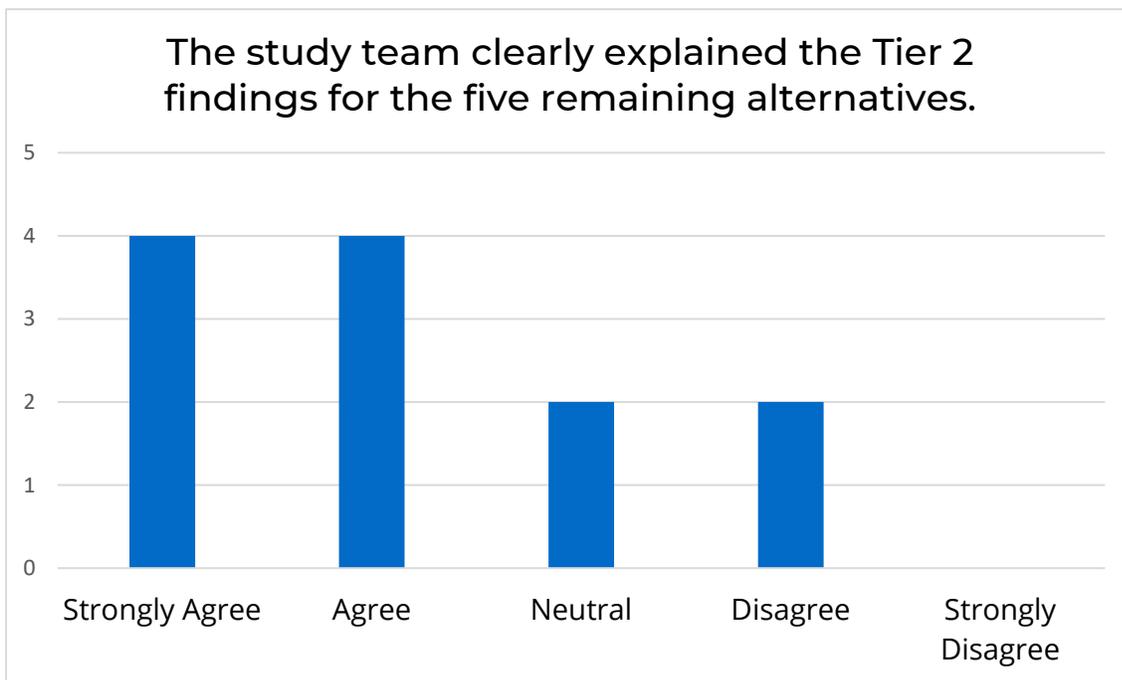
- Received minimum stakeholder support with strong concerns.
 - Reasons for support for this alternative include lowest cost, provides a multimodal east-west connection and will provide a better connection with the future light rail than other alternatives.

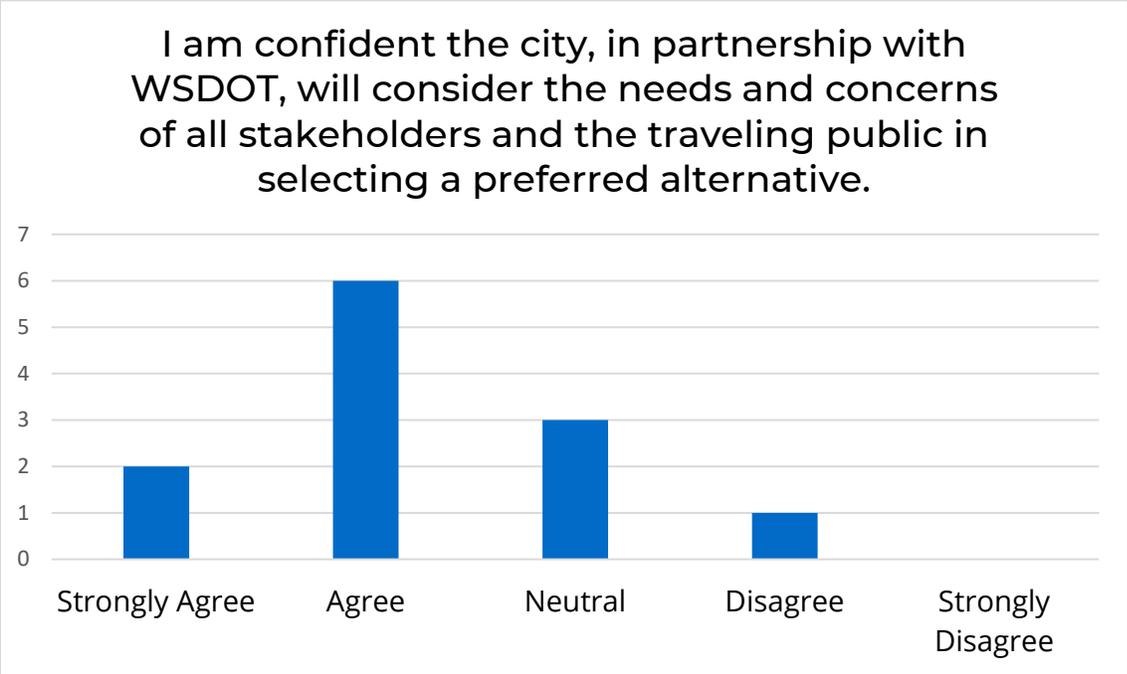
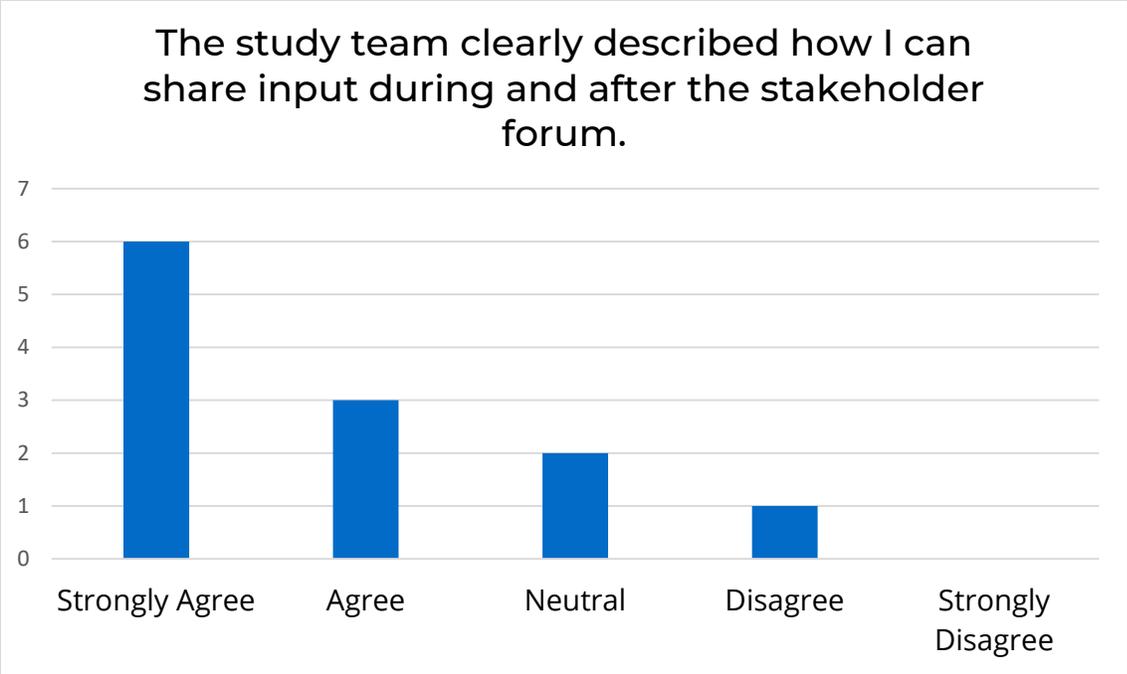
- Concern that this alternative does not meet study criteria of providing a new I-405 access point, property and wetland impacts and does not provide traffic improvement benefits.

No build

- Received minimum stakeholder support.
- Concern that this alternative does not meet study criteria of providing a new I-405 access point and does not support economic development.

Questions related to study process







Appendix C: Online open house summaries

Online Open House Summary

August 3 – 21, 2020

Background

The City of Bellevue continues to grow, with the new East Main Light Rail Station opening in 2023, plans to further develop south downtown Bellevue and the I-405 Bellevue to Renton Express Toll Lane expansion opening in 2024. The City of Bellevue wants to minimize traffic congestion and help people get where they need to go, whether they are walking, rolling, biking, riding transit or driving.

The City of Bellevue and Washington State Department of Transportation (WSDOT) are partnering to study a new interchange to access I-405 in south downtown Bellevue. The study aims to:

- Ease congestion and improve safety by adding an I-405 interchange in south downtown Bellevue.
- Improve access to and from destinations along I-405 and on local streets for people walking, rolling, biking and riding transit.
- Support the city's urban design, land use, economic development and transportation policies.

Community engagement

The study team is engaging community members and stakeholders to help inform the study team as it recommends a preferred alternative to the Bellevue City Council later this year. The study team is meeting with nearby property and business owners, neighborhood associations, and community-based organizations; hosting four stakeholder forums; and leading two online open houses to gather community input.



Online open house overview

The study team launched the first online open house on Aug. 3, 2020 to introduce the South Downtown I-405 Access Study to the public and ask for feedback on the preliminary interchange alternatives. The online open house was live for three weeks at engagingbellevue.com.

The study team hosted the online open house in English, Korean, Japanese, Russian, simplified Chinese and Spanish.

Participants could read background information about the study, learn about study alternatives and submit open-ended comments.

Notification

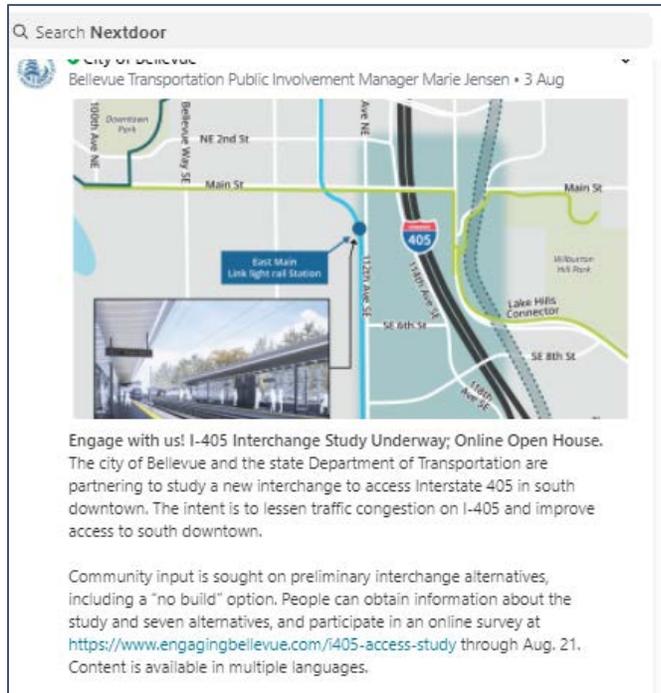
The study team used several methods to notify the community of the online open house and opportunity to learn about the study and provide feedback on preliminary alternatives:

- Sent email to Bellecrest, downtown Bellevue, Surrey Downs, Wilburton and Woodridge neighborhood leadership of the upcoming online open house.
- Posted on city social media accounts including Facebook, Twitter and Nextdoor several times. In addition to English, the study team published social media posts in multiple languages.
- Published an article in the July and August editions of the city's [Neighborhood News](#) and the August edition of "[It's Your City](#)" newsletter.
- Published information in the Choose Your Way employer newsletter.

The screenshot shows the 'South Downtown I-405 Access Study Online Open House' website. The header includes the title and a 'Language' dropdown menu with options for ESPAÑOL, 简体中文, РУССКИЙ, 日本語, and 한국어. Below the header is a map of the study area with various landmarks and transit lines. A text block on the left provides a welcome message and details about the study, including a call to action to provide feedback by August 21. A 'Who's listening' section features a profile for Marie Jensen, Public Involvement Manager. At the bottom, there are navigation tabs for 'ABOUT THE STUDY', 'PRELIMINARY ALTERNATIVES', and 'ASK A QUESTION', along with a 'Study website' link and a footer with the text 'Provide your feedback on the preliminary alternatives!'.

The screenshot shows a Nextdoor post in Japanese. The post is titled 'I-405アクセス調査 オンラインオープンハウス' (I-405 Access Study Online Open House). It includes a photo of a city street and a link to the study website: <https://www.engagingbellevue.com/i405-access-study>. The post is from Marie Jensen, Public Involvement Manager, and has 2 likes and 767 impressions.

- Provided a communications tool kit to community-based organizations encouraging them to share information with the communities they serve and represent.
- Linked to the online open house on the study [website](#).



Online open house comment summary

Overview

A total of 2,383 people visited the online open house, seven visitors asked questions and 247 visitors took the survey, submitting 1,164 comments. In addition to commenting on the online open house, some community members emailed comments to the study team.

- Please see Appendix A for community member comments emailed to the study team and the study team's responses. The following section summarizes online open house comments and feedback emailed to the study team.
- Please see Appendix B for a list of online open house visitor questions and the study team's responses.
- Please see Appendix C for a list of all comments on the preliminary alternatives.

The city did not require online open house visitors to register or provide demographic information (e.g. neighborhood you live in). The online open house did not constitute a statistically valid survey.

Overall key themes

Community members shared both support for, and concern about each alternative. The following key themes emerged from the community's feedback on the preliminary alternatives.

- Support improving access to downtown Bellevue and Wilburton.

- Support more capacity for vehicle traffic and reducing congestion.
- Prioritize transportation improvements and access for people walking, biking and riding transit.
- Maintain access for people walking, biking and riding transit.
- Provide an east-west connection over I-405 without access to I-405.
- Consider combining alternative features.
- Coordinate the new interchange with other city initiatives, including Grand Connection.
- Fear that a new interchange may encourage vehicle traffic, or “induce demand”, contribute to climate change and does not align with the city’s environmental stewardship goals.
- Concern about the cost of building a new interchange.
- Concern about impact to traffic on local streets with some alternatives.
- Concern about impacts to planned Transit-Oriented Development (TOD).
- A new interchange may not help improve access to I-405 until the city and WSDOT address congestion on I-405.
- An additional I-405 access is unnecessary, especially with current investment in alternative modes of traffic (Sound Transit light rail expansion, bicycle routes, walking and transit).

Preliminary alternatives

The study team prompted online open house visitors to provide their feedback about each of the seven alternatives, keeping in mind the study’s evaluation criteria listed below.



The city’s survey asked respondents an open-ended question “What comments do you have on this preliminary alternative?” Each alternative section below lists key themes from respondents’ comments as they relate to the study’s evaluation criteria.

Southbound on-ramp and northbound overpass at Northeast Second Street

This alternative includes a northbound off-ramp from I-405 over Main Street and connects to Northeast Second Street. The southbound I-405 on-ramp begins at Northeast Second Street, goes under Main Street and connects to I-405.

Comments by evaluation criteria:

- Travel time
 - Concern about vehicle congestion with this alternative because of existing congestion in this section of southbound I-405.

"I bike regularly on 114th Ave since it is safer. If 114th Ave closed to traffic, then another safer bike route is needed"

- Access and safety
 - Concern about vehicle access and bicycle safety.
 - Support for this option as it would improve access to Downtown Bellevue.

"I very much appreciate that this option concentrates the change to within the core downtown area north of Main St."

- Respondents see 114th Avenue as a safe route for bicycle traffic. If access to 114th Avenue was blocked, there would need to be another safe route for bikes, pedestrians and transit traffic.
- Cost
 - Concern this alternative has a high cost and not many significant improvements.

"Minimal bang for the buck. Disruptive to everything but cars, and adds little value"



Lake Hills Connector southbound on-ramp (close westbound to southbound on-ramp at Northeast Fourth Street)

This alternative includes a southbound on-ramp to I-405 starting at Lake Hills Connector. This complements the existing northbound I-405 off-ramp.

Comments by evaluation criteria:

- Travel time
 - Concern an additional southbound on-ramp will increase vehicle congestion on I-90 and Downtown Bellevue.

"I like that this alternative would close the westbound to southbound NE 4th entrance (which is often a big bottleneck of stoplights)."

- This alternative is a reasonable, though not efficient, option for relieving traffic congestion on 116th Avenue Northeast and southbound I-405.
- Access and safety
 - This alternative will increase access as Wilburton grows.

"Seems like a good idea. Southbound access from Wilburton side is quite constrained currently. Fairly minor impacts to land use. Could be done in addition to other options?"

- Existing plans and urban design considerations
 - Concern that increasing capacity for vehicle traffic does not align with the city's environmental stewardship goals and plans.

"Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future."



Northeast Second Street Extension to Wilburton

This alternative extends Northeast Second Street over I-405 to 116th Avenue Northeast.

Comments by evaluation criteria:

- Travel time
 - Concern this alternative will increase vehicle congestion on 116th Avenue Northeast and put more traffic on local streets without additional space for those vehicles.
- Access and safety

“Does little except put more traffic on 116th which then has to find its way to 405, which is the ultimate goal of this project, I believe.”

- Support for this alternative is dependent on additional infrastructure for pedestrians and bicycles.
- Support for an I-405 crossing that does not include I-405 access, and is safe for people walking and biking.

“If the street is open to every mode of transportation (bike, cars, pedestrians) that could be a good option”



Northeast Second Street/Northeast Fourth Street One Way Couplet

This alternative includes converting Northeast Second and Fourth streets to one-way streets with a northbound I-405 off-ramp intersecting Northeast Second Street and continuing to Northeast Fourth Street. The southbound I-405 on-ramp begins at Northeast Fourth Street, intersects Northeast Second Street and continues to southbound I-405.



Comments by evaluation criteria:

- Travel time
 - This alternative does not solve the need for more vehicle capacity.
- Access and safety
 - A one-way couplet will limit accessibility and make local deliveries challenging.
 - A positive feature of this alternative is that it reduces impacts to bicycle traffic on 114th Avenue and 118th Avenue.

"Not a fan of one-way streets/couplets. Plus, this doesn't seem to add any capacity to me."

"This one could help overall with directional traffic, people would just have to get used to limited access from one side to the other. I would like the new connectors to have protected bike lanes on one side."

- Cost
 - This project has a high cost and not many significant improvements.

"Looks like a lot of work for not much more capacity."

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

This alternative extends Southeast Sixth Street over I-405 to Lake Hills Connector. This alternative includes direct access to the I-405 express toll lanes in the middle of the Southeast Sixth Street extension.

Comments by evaluation criteria:

- Travel time
 - This alternative could improve travel time by encouraging carpooling and transit.

"I think this is helpful for carpooling and high density transit and I approve of making it easier for those modes of travel to have easier access to downtown but too many single-occupant vehicles are abusing the system."

- Access and safety
 - Concern this alternative is located too far south to provide any value for Downtown Bellevue.

"Too far from downtown to help much"

- This alternative would best serve new development in the East Main and Wilburton areas.
- Existing plans and urban design considerations
 - Concern that a new highway lane will increase single occupancy vehicle traffic and fossil fuel pollution.

"This doesn't support reducing emissions."



Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp

This alternative extends Southeast Sixth Street over I-405 to Lake Hills Connector. This alternative includes a southbound I-405 on-ramp from the Southeast Sixth Street extension.

Comments by evaluation criteria:

- Travel time
 - Concern this alternative is located too close to Southeast Eighth Street and would increase vehicle congestion on the Southeast Eighth Street on-ramp.
- Access and safety
 - Concern this alternative would only increase access to an area with low demand.
 - Concern this alternative would not prioritize pedestrian safety near transit stations.



"Overpass is interesting, but new entrance will make traffic even [worse]."

"Bad, because the new ramps will lead to more and faster cars from the interstate driving through a pedestrian-focused area around the transit stations. The increased ramps and merges will also make traffic worse on I-405."

- Existing plans and urban design considerations
 - Concern this alternative would only provide access to I-405 and not serve new development in the East Main and Wilburton areas.

"Does provide additional east-west connection, but only access to southbound I-405. Therefore, it does not sufficiently serve the expected East Main / Wilburton new development. Discard alternative."

Baseline (no action)

The study team is also evaluating an alternative that may include improvements to local streets and existing I-405 connections without adding a new interchange.

Comments by evaluation criteria:

- Travel time
 - Concern about adding more vehicle infrastructure and suggested relying on Sound Transit light rail expansion to reduce car traffic.
 - More capacity for vehicle traffic is necessary, and this alternative will only delay inevitable congestion.

"I fear that further congestion will lessen the usefulness of buses to feed the rail system. Transit is not useful if it takes too long. As it is, Metro buses often take circuitous routes to try to escape traffic coming from Seattle over 520 into Bellevue. So doing nothing is probably a recipe for stagnation."

- Existing plans and urban design considerations
 - This alternative supports the City of Bellevue's investment in bicycle facilities and public transit options to decrease the number of people traveling by personal vehicle.

"I would strongly prefer funding be focused on public transit, walking, and biking. If this is not the primary focus of the construction, I would prefer no construction."

- This alternative does not add more car infrastructure and will support Vision Zero.
- Cost
 - This alternative saves money to redirect funding towards more pedestrian and bicycle infrastructure.

"Excellent! The best of the lot! Let's save the money, and spend it on something that looks to the future - a future of far fewer cars, and more people walking, cycling, and using transit!"



Contact information

Please contact Marie Jensen, public involvement manager, at mjensen@bellevuewa.gov with any additional questions or comments.

Appendix A

Community comments emailed to the study team

Community member email	Study team response
<p>I just completed your online survey after reviewing the surviving preliminary alternatives of the South Downtown I-405 Access Study. I was intrigued that the study had not yet prioritized the objectives of the proposed improvements. As I am a new Wilburton resident, I would appreciate receiving information on the progress of these new improvements.</p> <p>As an aside, in a previous life, I was a participant in the I-405 Corridor Study and a signatory to the I-405 Master Plan. It is very encouraging to see so much of the Master Plan coming to fruition over time.</p>	<p>Thanks so much for reaching out and for completing the questionnaire. I'm copying Mr. Shuming Yan, project manager, for the I-405 Access Study, who can best address your question.</p> <p>That's great that you have a personal knowledge and engagement of WSDOT's I-405 Master Plan.</p>
<p>I'm a Bellevue area resident and want to provide you some direct input on the proposal for southern downtown I-405 interchange concepts.</p> <p>Based on the project website, it says that growth will be driven by the Link stations in East Main, downtown, and Wilburton. Seems to me that we should be prioritizing pedestrian activity and use of transit if the growth is adjacent to transit, and not emphasizing creating more car capacity. Also, southbound I-405 is terribly congested leaving Bellevue anyhow, and while WS-DOT is widening, it's entirely plausible that it will remain congested, both because of the capacity limitation of the I-90 interchange and traffic growth from the south end – just like the 520 bridge is often congested even with the tolls and widening, and northbound 405 remains congested even with the HOT addition.</p> <p>But here is what I really want to suggest. I feel that NE 4th doesn't function very well. The signals are poorly timed and seem impossible to get right – and we are only getting more traffic growth with Target, PCC, etc. Why not look at rebuilding NE 4th over I-405</p>	<p><i>Thank you for your email in response to the I-405 Access Study. I consulted with members of the technical study team and want to share their feedback. I am copying Shuming Yan, project manager, should you have additional questions.</i></p> <p><i>Your observation about the NE 4th Street bridge is accurate; the bridge presents significant operational issues. A main challenge has to do with short storage space within the left turn lanes. A Single Point Urban Interchange (SPUI) or Diverging Diamond Interchange would significantly alleviate this problem, but the amount of right-of-way required by a typical SPUI makes this option cost prohibitive. Diverging diamond interchanges typically have issues with closely spaced intersections adjacent to them which is exactly the situation here. With that said, you will probably like to hear that the I-405 Master Plan envisions that the NE</i></p>

into either a single point urban interchange (which will combine the existing two signals on the overpass into one coordinated signal) or else consider making it into a diverging diamond interchange. It seems to me that both of these design changes would make NE 4th function better both for crossing between downtown and Wilburton and for I-405 access, and will obviate the need for other freeway interchanges or bridges.

Follow-up response from community member

Thanks for responding.

I had been thinking that with the Grand Connections project, that I-405 will be getting lidded between NE 4th St and NE 6th St, so that construction could be linked to NE4th improvements. I'm a little less clear on the NE 8th improvements since the traffic on the cloverleaves doesn't require any lights at all, less clear to me that NE 8th gets improved by making chunks of traffic having to go through lights where none are today, but that is beyond my level of expertise.

My overall comment is that I'm not sure that another set of I-405 ramps is necessary nor that it's favorable for Bellevue to create more pathways to bring more cars in and out of downtown – as it is the priority given to cars in the programming of traffic lights, size of blocks, lack of mid-block crosswalks makes the pedestrian experience feel second class, and if Bellevue continues to densify, it has to prioritize non personal vehicle travel and give it higher share.

One thing that would ease congestion would be to eliminate the northbound carpool entrance off of 4th street for traffic coming out of downtown. Anybody who wants to use the carpool lane should be getting on at the dedicated 6th street entrance.

8th Street Interchange will be reconstructed to a SPUI sometime in the future.

Although the I-405 Access Study focuses on identifying a preferred alternative to improve vehicle access to I-405, all the alternatives that include east-west connections propose bike lanes and sidewalks. This access study is part of city's comprehensive approach to planning and implementing multimodal transportation systems to serve it residences and businesses.

There are many other nonmotorized solutions being developed and implemented that support our multimodal network. For example, the [Grand Connection](#) project, begins at the waterfront of Lake Washington at Meydenbauer Bay Park, extending through Bellevue's dynamic downtown and ultimately connecting with the regional [Eastrail](#) in the Wilburton commercial area. The [Lake-to-Lake trail](#), another major nonmotorized project, connects nine parks across Bellevue between Weowna Park next to Lake Sammamish and Meydenbauer Beach Park on Lake Washington. Also, [East Link Light Rail](#) that is currently under construction is the result of many years of collaboration between the community, city, its neighboring jurisdictions, and Sound Transit. Service begins in 2023.

We appreciate you taking the time to share your thoughts.

Thanks for your email regarding the northbound NE 4th Street carpool (HOV) ramp. This HOV lane on the northbound ramp and the associated lane over I-405 in the east bound direction are being repurposed. There will be two metered general purpose lanes onto northbound I-405 at NE 4th Street when the state

This would eliminate the current backup along 4th (well - the backup that was there when people still went to work in downtown ;)

Follow-up response from community member

That is awesome to hear. I provided this suggestion ~4 years ago and got a "we can't do anything about that" answer.

Department of Transportation's Renton to Bellevue project is complete. For more about that project, go to <https://www.wsdot.wa.gov/Projects/I405/RentontoBellevue/home>.

Appendix B

Online open house questions and responses

Online open house visitors had the opportunity to ask study staff questions and study staff responded.

Q1. While this question is not exactly directly related to the alternatives being considered, it does have a connection: Given the desire to create a more direct connection between East and West Bellevue (with the grand connection), is there a way to better connect (even if it is just pedestrian access) 108th and 112th south of Main Street?

A1. We appreciate your question. You may aware that on the south side of Main Street a 12-foot wide multipurpose path is planned, and parts of this path are under construction. This path will be substantially complete prior to East Link operations - a few gaps in the path may remain where private redevelopment is not complete (although a complete sidewalk will exist). Additionally, the East Main Station Area Plan includes a concept of constructing a pedestrian overpass or underpass of the light rail from the residential neighborhood to 112th Avenue SE in the vicinity of Surrey Downs Park and SE 6th Street. There are some challenges to extend this concept all the way to 108th Ave SE due to existing land development and lack of public right-of-way.

Q2. More roads means more cars. More cars means more congestion. More cars and more congestion mean more emissions. "Build it and they will come" and if you only build roads, only cars will come. So if the focus is on moving people, why are all the options focused on moving cars?

A2. Hi Jerrold - We appreciate sharing your thoughts. Although this study focuses on identifying a preferred alternative to improve vehicle access to I-405, all the alternatives that include east-west connections propose bike lanes and sidewalks.

This access study is part of city's comprehensive approach to planning and implementing multimodal transportation systems to serve it residences and businesses. There are many other nonmotorized solutions being developed and implemented. For example, the Grand Connection project, begins at the waterfront of Lake Washington at Meydenbauer Bay Park, extending through Bellevue's dynamic downtown and ultimately connecting with the regional Eastrail in the Wilburton commercial area. The lake-to-lake trail, another major nonmotorized project, connects nine parks across Bellevue between Weowna Park next to Lake Sammamish and Meydenbauer Beach Park on Lake Washington. East Link Light Rail that is currently under construction is the result of many years of collaboration between the community, city, its neighboring jurisdictions, and Sound Transit. Service begins in 2023.

If you want more information about The Grand Connection, Eastrail or the Lake-to-Lake trail, you can search those titles on the city's website at BellevueWA.gov.

Q3. I've reviewed all 6 of your alternatives. This doesn't appear to be truly examining all the possibilities. Nowhere in here do you offer or even examine ramps at Main St which I think is a better alternative than any of the ideas you are proposing. Why aren't you examining this alternative? Rather than bias the results, why don't you post this alternative along with its advantages and disadvantages like all others and get public feedback on it? It is intellectually dishonest to exclude this from a scientific analysis.

A3. Hi David,

Thank you for your question. A Main Street option was identified in the state Department of Transportation's I-405 Master Plan and further considered early in this I-405 Access Study. This alternative was dropped because it was not consistent with the city's Comprehensive Plan and policies.

The study process includes a two-tiered screening process. Tier 1 "fatal flaw" screening looked at consistency with the City's Comprehensive Plan and policies, consistency with federal and state policies, including WSDOT's I-405 Master Plan and constructability.

The Main Street option was deemed inconsistent with the following Comprehensive Plan policies:

Policy LU-28.1: Provide for a mix of housing, office, service and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue's transit-oriented development areas.

Policy LU-28.2: Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.

Policy S-SW-49: Prioritize pedestrian and bicycle movement as the primary means of travel within the station area.

Policy S-SW-54: Support improved non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor.

Policy S-SW-69: Support a future corridor design for Main Street that emphasizes safety and aspects of the character of the Old Bellevue district such as wide sidewalks, planter strips, shade trees and lighting.

For more detailed background, please see the I-405 Access Study Overview:

https://bellevuewa.gov/sites/default/files/media/pdf_document/2020/South%20Downtown%20I-405%20Access%20Study%20Overview-WEB.pdf(External link).

Q4. The city is growing in three different places: South Downtown Bellevue, East Bellevue and Factoria/Tech Corridor. I-405 and the light rail are the main arteries to get people in and out of those areas. Access to and from Factoria/Tech corridor was left out of the Downtown Bellevue-centric master plan. Traffic to/from Factoria is filtered through Downtown, 116 and Lake Hills connector. Can we use this opportunity to correct the connection from I-405

Southbound to Wilburton and Lake Hills connector as well as from Wilburton to I-405 Southbound?

A4. Thanks for question. Several of the alternatives under consideration are expected to improve access to and from Wilburton. These alternatives include the NE 2nd/NE 4th Streets one-way couplet concept, the southbound on-ramp from Lake Hills Connector/116th Ave NE, and the SE 6th Street extension with inside connection to/from I-405 south. In addition to this specific study, the city will start a citywide transportation improvement planning effort within the next year or so. It will be a more ideal way to identify and analyze broader transportation solutions beyond this limited access study area.

Q5. Why your maps do not show existing I-405 connection from SE 8th st in Wilburton? It would help visualize impact of proposed new connections. Or it going to be closed as part of rail system development?

A5. Thank you for the suggestion - we've heard this from others and are working to modify the map to show the existing northbound off-ramp to Lake Hills Connector.

Q6. If the concern is growth to the south of Main Street prompted by the East Main station and the downtown generally overflowing in that direction, have you considered investing to beef up the SE 8th interchange? Like to a full cloverleaf with 2 on/off lanes in each direction? I guess I'm skeptical that additional onsey-twosey ramps to NE 2nd, 4th, 6th can really solve the problem you're trying to solve.

A6. Hi Cosmos - Thank you so much for your follow up question.

A key component of this study is to evaluate how different alternatives may perform using traffic modeling and simulation tools. Those alternatives that don't perform well will be dropped from further consideration as the study progresses.

Although East Main area is expected to undergo significant redevelopment, the majority of planned growth is located in Downtown and Wilburton. The majority of new demand is expected to come from these areas.

A cloverleaf interchange typically works under low volume conditions. When volume increases, the merge and wave on the short sections between on- and off-ramps not only create safety issues, but also severely restricts traffic flow. Because of these reasons, many cloverleaf interchanges have been reconstructed to mitigate these problems.

Q7. how do we see what other people have said about the various alternatives?

A7. Hi Geoff - Great question and probably one that others may be thinking about. Once the open house ends, it will take some time to pull together a summary of comments. We plan to post the summary on this site in September. Thanks for your patience.

Appendix C

Online open house preliminary alternatives feedback

The online open house feedback and comments for each preliminary alternative is listed below.

Southbound on-ramp and northbound overpass at Northeast Second Street
This will add significant traffic on 2nd St, which is currently one of the only friendly bicycle routes south of NE 10th St. Additional I-405 access is unnecessary, congestion in downtown Bellevue is minimal and ongoing investment in BRT/Light rail can handle new growth.
Too costly, should be at Main St.
This option should accompany improvements to 2nd St to provide for a fully-adaptive traffic signal corridor.
The on ramp areas currently create 405 slow downs in rush hour. This seems to compound this issue.
Please do not add this! Additional highway ramps will decrease pedestrian & bike accessibility. It will also (I know this is counterintuitive but it is well proven) increase car congestion. Focus on public transit and do not add highway ramps.
No-build is the ONLY right choice
I don't understand what impact this has on the ramps on and off NE 4th, they're not shown on the diagram. The amount of time I've spent sitting in Southbound gridlock between 4th and the junction with I90 makes me absolutely want to avoid another access point merging into it. I think I'm definitely "no build" on the idea of normal-traffic cars having another ramp onto 405, because as it is, people are stacked up, and those of us who trying to get in and out of the downtown area between Main and NE 4th understand how little capacity there is, and we re-route to NE 8th or down Bellevue Way to I90.
It will increase traffic on an already-packed 112th Ave. Will there still be bicycle access to 114th Ave from Main St?
I like it but would like it to take a step further and build the NE 2nd overpass
Seems odd to add additional capacity from the freeway into Bellevue at all--existing situation seems to be more than sufficient once light rail displaces a significant amount of Redmond-Bellevue and Seattle-Bellevue trips. Seems especially short-sighted when the streets in Downtown Bellevue are already as car-oriented as it gets and still struggle at peak hours. More car infrastructure isn't the solution. Especially in the aftermath of a pandemic which showed us that work-from-home is completely possible, it would make more sense to focus on demand management instead.
In terms of this specific proposal, don't understand why you'd want to land on NE 2nd instead of NE 4th. Would entail a lot of turns (which are hell in a car in downtown Bellevue) to get to destinations accessed off of NE 4th.

I think this is a good alternative to add extra access to 405. But, I think this should be combined with number 5 and 6 below. All of which will not only open up access to south belleve, but will also funnel some existing traffic from the north belleve exits. Should really open up access to all of belleve.

Probably the best, because of it's proximity to the East Man station. I regularly drive on 114th, but it's loss would not be severe, unless your nearby hotel owner.

Does not provide access from Southbound 405 to Westbound NE 2nd or from Eastbound Ne 2nd to Northbound 405. Making this a transit-only option also does not make sense since is one just like it to the North.

This intechange is not required, and study should be terminated.

Excludes access to/from the North. You already have northbound SE 8th onramp, and combined NE 4th/8th offramps in that spot, with near-misses happening regularly...adfinf another offramp there would be a disaster. Southbound has similar weaving issues...onramp and SE 8th offramp traffic weaves through near misses regularly

Only provides for increased downtown access to I-405. Other accesses are available from downtown. This alternative does not at all serve expected East Main/Wilburton new development with access to and across I-405. Discard alternative.

People would still take NE 4th and NE 8th street exits to get to downtown. Lot's of congestion in downtown on I-405; this would be adding to it.

With another access to I-405 are you going to widen 405 in this area? Where is the traffic going to go once they get on I-405?

cars heading to/ from downtown to freeway spend least amount of time driving on streets - best option, since new main and 6th street bridge provide enough connection to Wilburton

I very much appreciate that this option concentrates the change to within the core downtown area north of Main St.

Limited if any benefits, especially lack of connection west to doswntown. Displacing 114th is not acceptable.

Not sure how this option really helps - the congestion is going to be to Target/Home Depot/Trader Jo's. Coupled with the Spring District traffic - I405 is going to be a disaster. It already is! Look at widening I-405 - building bypass lanes above it (like old auroa, etc. Ideally there would be a way to zoom down I-405 with no on/off interuptions.

no comment

Not bad. But strongly prefer a full interchange at Main St.

With the opening of light rail, it's not clear that more auto capacity is needed to access downtown, and adding more lanes has proven to be ineffective at reducing congestion due to induced demand. This alternative does nothing to knit together uses on either side of I-405 divide.

This is a major bike route and cutting it off for a freeway on-ramp would inconvenience people on bicycles.

Yes - like this idea

We should not be using public money to build new lanes for cars. It will not solve congestion because of induced demand: as soon as it's built the existing traffic will just occupy the new lanes and make them as congested as everywhere else.

I don't see how this could help knowing there are interchange few blocks North of this.

Do not build this. I-405 already serves thousands of single occupancy vehicles daily (SOV). We do not need additional lanes or on ramps serving more SOVs. Use the funding to expand bike, pedestrian, and mass transit options the result of which will ease traffic on 405 and surrounding areas.

It seems to me that the main bottleneck is at the stretch on 405 between I-90 and Coal Creek Parkway. Providing more ways to get onto 405 south probably won't be that helpful if 405 is full anyway due to a backup from the aforementioned stretch of 405.

on my standard commute between mercer island and kirkland, am on 112th ave se as the main bike corridor through bellevue. there are already 4 major intersections that involve long lights and high traffic. Yet another is not great if that will remain the recommended n-s bike route through Bellevue.

This is horrible from a cycling perspective; 2nd is the *only* relatively calm road to head east/west into and out of downtown and on to Medina. And it connects to the primary north/south route through downtown on 114th, which this group might also displace. I'm confused how this could pass the fatal flaws analysis.

Instead of building new infrastructure, just moving cars to a new pinchpoint. (The Goal, By Goldratt) need to implement leading edge approaches to get people out of cars. City needs to address issue of most workers in Bellevue do not live in Bellevue

I bike regularly on 114th Ave since it is safer. If 114th Ave closed to traffic, then another safer bike route is needed

Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away.

we don't need more highway ramps!

Not needed, costly.

Another disadvantage: NE 2nd is supposedly one of Bellevue's bicycling corridors. You're looking to dump a bunch of cars on it?

This appears, to me, to be the best option. There is already traffic using 2nd Street to get to 405. It prevents heavier traffic on 116th (which already has a northbound exit from 405 at SE 8th Street. Provides another avenue from downtown along with 4th Street/405 exits and metered 6th Street/405.

This makes no sense at all. It only serves downtown, ignoring Wilburton. This is a fatal flaw and this option should be eliminated

This option takes away a major biking thoroughfare to give yet another way to drive on the highway. I do not support this option.

The bike route would need a separated right of way next to 114th and under Main St and under 2nd St to provide a continuous route to 112th. Also what would be the preferred East-West bike route to Downtown Park? Grand Connection?

I would miss heading south on 114th off main.

not sure why we need that. even seattle has only 1 entry/exit to i-5 for every quarter mile

don't like displacing 114th. would this displace the NE 4th ramps? I don't see them in the cartoon map. I think I like this an the no build the best.

Appears best alternative. Main issue I view is leaving downtown Bellevue heading south mid to late afternoon and this is a good option.

Leave Second for incity traffic.

Minimal bang for the buck. Disruptive to everything but cars, and adds little value

By far the best choice. Getting people in and out of the heart of downtown should be the goal.

NE 2nd is currently a pleasant pedestrian experience with a very residential feel. This option will convert it to a major thoroughfare all the way from Bellevue Way to 405 similar to what happened to NE 10th St with the 520 onramps.

Unless you are putting an overpass to 116th I don't see the point. You're just pushing traffic from existing 4th and 8th street interchanges to 2nd which doesn't seem to help people navigate around the city when they want to avoid high traffic arterials.

This seems like the best option for downtown access, given that Wilburton won't need substantial extra capacity for some time, and also the most adaptable to future needs. Given that NE 2nd Ave doesn't run through Wilburton, there isn't obvious value in extending this option to grant access from the east now - but no reason that couldn't be done later if needed. Wilburton can also be helped by option 2 at a later date, independent of this option.

Southbound flow on and onto I405 is already hindered by large volumes of traffic. This would not improve it.
Additional traffic near two light rail stations will make things less pedestrian friendly.
Would be great if you could extend the street across 405.
This option puts more vehicles on local roads without additional space for those vehicles. No clear investment in pedestrian or bike facilities.
I think this makes a lot of sense. There are plenty of businesses in this southern downtown that would justify having it for commuters coming and going to work. Additionally, it provides easier access for residents who live in close to downtown but in the Surrey Downs neighborhood.
Sounds good, but not as good as Main Street connections to I-405. NE 2nd is and I expect will remain a secondary East-West street, as it doesn't lead far at either end.
Like this option. The best alternative would be a combination of alts 1 and 3.
We don't need a highway entrance on 2nd St.
I'd rather have access to and from 405 from Main Street but it doesn't look like that is an option which is unusual. 2nd is too close to fourth to warrant an on ramp in my opinion.
Car sewer. Does nothing for bikes, pedestrians, or transit.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
N/A
It is very close to existing access, see no advantage of this one
I oppose this new interchange as unnecessary and promoting additional auto traffic in lieu of pedestrian & cycling uses.
Option 1: This would be a game-changer for downtown employees and residents. Traffic is horribly backed-up on NE 4th Street...this would balance some of the traffic flow.
there is already on/off ramps at 4th? 114th is a nice side street for biking out of traffic, don't want to lose that.
2nd St is an important bicycle corridor which will be rendered unsafe by the additional traffic.
That section of 405 southbound is already congested all the time. Adding new cars merging in and out of the freeway will increase the amount of accidents that already happen that area. The northbound overpass, don't think it's really needed. I drive this area almost every day in normal times. With link light rail isn't the idea there will be less traffic.
Adding interchanges and lanes increases congestion. Make downtown livable for people, not cars.

I like this for downtown, but with the growth expected in Wilburton, it seems short sighted.
Bad choice
Too close to NE 4th on ramps.
The section of 114th Avenue affected is a major bicycle route, serving as the Bellevue portion for the Lake Washington Loop and one of the few safe ways to ride through downtown. Building a ramp there would be detrimental to bicycle accessibility within the city.
The congestion on 405 often backs up to local streets neat 8th, 6th, and 4th NE. When that happens, 114th plays a key role to travel south bound to either SE 8th or even Factoria. This overpass makes no sense.
Makes NE 2nd St way too busy. Does not improve access to 405 from East of the 405. Issue isn't the lack of west of 405 connections, it's the long traffic signals immediately exiting the 405.
Looks bad (1 out of 5) - too close to existing exits / ramps (from the same downtown area!), would slow down traffic both on I-405 and downtown streets even more, and is likely to create pressure to widen NE 2nd street, make downtown noisier and less walkable.
would place unnecessary load on city traffic grid. Increasing throughput on NE 4th would be better. Option 2 better addresses that.
This will help downtown traffic/405 but doesn't solve any of the east/west connectivity issues
Good option.
Looks good if other solutions are implemented at the same time
This risks worsening traffic on 112th NE -- more turning motions on 112th NE north of Main would be problematic.
What could make this alternative viable is if NE 2nd were grade-separated from 112th NE -- taking advantage of the sharp grade on NE 2nd just west of 112th NE to have a NE 2nd viaduct go over 112th NE. Then these ramps would be able to get traffic all the way over to 110th NE, 108th NE, etc. without having to wait at 112th NE.
If traffic has to stop at 112th NE, this doesn't add much value relative to the NE 4th interchange. The northbound-to-westbound ramp might seem to be beneficial, but that ramp would get more morning rush traffic, and it's the evening rush in DT Bellevue that's the more crucial problem.
Concerned about the impacts of additional vehicle flows (and ultimately hostile signal timing) on pedestrians at 112th, 110th, and 108th intersections with NE 2nd. Without offering advantages to connectivity with Wilburton, I fear the costs to downtown pedestrians will far outweigh the vehicle mobility benefits.

114th is a major bike route and one of the only reasonable places to bike in Bellevue
Mitigation for loss of current Lake Washington Loop bike trail on 114th Ave would be needed.
I've reviewed all 6 of your alternatives. This doesn't appear to be truly examining all the possibilities. Nowhere in here do you offer or even examine ramps at Main St which I think is a better alternative than any of the ideas you are proposing. Why aren't you examining this alternative? If you don't think it would be a solution, then post its advantages and disadvantages like all others and get public feedback on it.
Ok, as long as it doesn't have an intersection with main.
Will slow down traffic, and increase emissions in the area
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
This is a good option if you do not displace 114th Avenue.
not needed. No new construction or new taxes needed. With light rail, surface traffic should be expected to be reduced.
I like adding onramps to downtown. This is by far the best option.
Too close to 4th, I think. 2nd is also a more narrow street that won't be able to take too much more traffic flow.
your not 'adding access'... 2nd, 4th and 8th would all enter and exit 405 at the same place.
Strongly against this option, which will have negative impacts to the view and noise on Main St looking across 405. It will also dramatically increase traffic and reduce pedestrian experience on NE 2nd St while providing no new connection across 405 for any mode of transportation. Please do not choose this alternative.
There should be no added road infrastructure here. The freeway already acts as a wall dividing the city in half, restricting eastward development. Adding more roads means more cars, more traffic, and more pollution. It's the 21st century and we need to stop relying on 20th century tradition to solve today's problems.
I don't know if this would improve traffic, but if it would, I'm ok with it.
Further disconnecting the street grid causes walking to be less desirable. In the future we need to increase walking, biking and rolling.
More access to I-405 is not needed.

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

While the NE 2nd Street option is probably the best of what you presented, why don't you go back and reconsider the Half diamond with on- and off- ramps at Main Street option? This is really the best alternative. Then you would have access ramps at NE 8th, NE 4th and Main. Equal distance between the ramps along 405.

Additionally, Main Street already has an overpass over 405 which I understand is going to be rebuilt as part of the WSDOT Bellevue to Renton DB project currently under way. This also means that the overall cost of this option should be lower. The 405 Northbound off ramp to Main Street would have to cross over the on ramp at SE 6th but this could be done via a short tunnel where SE 6th goes under the Main Street off ramp. For the Southbound on ramp, there is room to connect into 405 in that location.

Now I understand that this option was dropped because it was inconsistent with city plans and urban design, decreased accessibility to East Main Station and increased vehicle and pedestrian/bicycle conflict on Lake to Lake Trail.

I believe that all these concerns could be easily mitigated. Yes - this would funnel more of the traffic to Main Street, but I believe Main Street is a much better street than NE 2nd to handle this traffic. I think NE 2nd is too close to NE 4th to really work effectively traffic wise in terms of getting off and on of 405.

This is about getting traffic flowing better in Downtown. The Main Street option will do that.

#2 choice

would you route 4th any differently if you went with this option? protect bike lanes and travel through locations. if you made this alternative, would need some rerouting to keep bikers safe

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

We are in a climate crisis. It's time for the City of Bellevue to start acting like it and start moving people instead of cars.

It is irresponsible to build more capacity for cars during this climate crisis. Please invest resources into connections for safe & sustainable modes such as walking, biking, or transit instead.

Southbound I-405 is already a parking lot with the other ramps metered. How does adding another southbound onramp really improve anything. Further if the growth is driven by new light rail stations, maybe we should be emphasizing transit and quality pedestrian experience, not more auto capacity. Also the traffic growth and likely land use seems to reduce the amount of new growth that can be accommodated by the East Main and downtown Link stations - just seems like a poor idea to add more auto capacity instead of doing more to encourage walking and transit.

This appears to require additional improvements to NE 2nd St, which is currently somewhat narrow. Also the hill from 112th up to 110th is very steep, and it doesn't make much sense to terminate an offramp here. Does not provide any access east of I-405.

We don't need a new freeway interchange. Spend \$\$ on other improvements.

Climate change is the crisis. More freeway ramps are not the solution.

How would this affect the Lake to Lake Greenway Trails? How will this improve non-motorized connections between downtown and east of 405? Only options with no impact to people traveling on foot, by bike, or riding transit should be considered.

Don't build it. Be responsible and think of how it'll decrease pedestrian safety and increase pollution.

How does it merge into I-405? My concern with all options is that a series of on-ramps will slow the flow of traffic out of Bellevue similar to what you see on I-5 southbound at 45th and 50th streets (U-District/Wallingford). How do we overcome that style of slowdown?

With that in mind, I don't see the value to this option.

Appears to be a good option to distribute traffic accessing to/from the west. Should help offload traffic to/from the west at NE 4th & NE 8th. Supportive.

This alternative adds an unnecessary new exit & entrance only a block away from an existing interchange at NE 4th St. It also may displace 114th Ave, a crucial bicycle connection and location for significant future development. It has limited benefits by connecting an already dense area to a highway that is already connected literally 200 feet away.

This has the appearances of being a car-only concrete monstrosity and the I-405 corridor is already an eyesore. It might help improve pedestrian accessibility across 405 assuming Main St. loses the on/off ramps. But it will increase risk for pedestrians on 112th Ave SE and NE 2nd St as cars will likely want to maintain freeway speeds as they enter into downtown. Also a number of apartments exist at 112th Ave NE and along NE 2nd St, do they really want the increased road traffic directly to and from the freeway along with increases in noise and danger?

I believe the bottleneck congestion through Bellevue on 405 is due to too many exits and entrances. We need less not more. As a resident, it is impossible to cross town for work, school pick-up, after school activities, or dinner out without running into commuters looking to 'cut-the-line' onto 405 by clogging up the side roads. We need more roads for only residential traffic.

This alternative will just delay automobile congestion issues for the current number of vehicles on the road, but will not help reduce the rate of new vehicles being added to our road system. Additionally, this will not address the current congestion issues of the I-405, and instead will add a new point of vehicle access to generate more congestion.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Don't do it!!! Bellevue has enough on-ramps. Adding on-ramps downtown will induce demand for drivers - making it more appealing to drive will increase the overall amount of cars in downtown Bellevue and make traffic worse for everyone. Please please please invest in better cycling infrastructure and transit instead

The data regarding safety and induced demand does not support the addition of a new interchange. If they city's priorities are truly about congestion relief, improved safety for all road users, and sustainability, the better option here would be to enhance biking, walking, and transit connections. Biking, walking, and transit would each be negatively impacted by the influx of more vehicular traffic in this area--just one block from a brand-new light rail station and the Grand Connection--and put at risk by higher speed drivings coming on/off 405.

This option is all around bad. It encourages thru-traffic on NE 2nd St., getting onto I-405. For ramps merging into I-405 means more congestion and slowdowns on the freeway itself. 114th Ave. is an important bike route through downtown, and should not be displaced.

No more car congestion into downtown Bellevue!

Bad, because the new ramps will lead to more and faster cars from the interstate driving through a pedestrian-focused area around the transit stations. The increased ramps and merges will also make traffic worse on I-405.

i don't think downtown Bellevue needs another freeway onramp. it will just add more traffic

Neither 2nd St nor 112th Ave has sufficient capacity to handle the additional influx of traffic that this option would induce. This option would also likely eliminate the viability of 114th Ave as a bicycling route.

Helps cars but no-one else, and no access east of downtown. 114th functions as an effective frontage road and a queue all the way to SE 8th, so removing it would just push backups further into the Bellevue street grid.

114 is a key commuter route for people living south of Bellevue. This would force more people into 405 afternoon gridlock. It would also make 405 seem like more of a barrier between the two halves of the city.

This alternatives prioritizes traffic on I-405 and does not address connecting downtown Bellevue with Wilburton and likely will not help spur transit oriented development in the area.

Additional highway ramps in downtown Bellevue are not needed. There are already ramps approximately one mile apart in Downtown and Wilburton. AASHTO guidance suggests maintaining a minimum spacing of one mile between freeway ramps in urban areas. Adding additional ramps will only induce more traffic in the area worsening congestion. Further, additional ramps will degrade the quality of the urban environment in the vicinity of the new East Link stations by making them less accessible by foot/bike. Choosing to construct a freeway ramp in this location seems like a colossal waste of money.

At a time when the economic impacts of COVID are unknown, and when alternatives like light rail, electric bikes, and other modes of transportation are becoming possible and popular, this alternative seems like a questionable investment.

I am disappointed to see the prioritization of cars over bikes and pedestrians when Bellevue already has so much car based infrastructure

We don't need additional vehicle ramps to/from I-405. SE 8th, NE 4th, and NE 8th are plenty! We need calmer, safer, traffic-separated ways to walk, bike, or bus to Link stations.

No. More freeway entrances will increase congestion, and this does nothing for ped/bike access across 405 or to Link.

This option sucks.It will increase traffic congestion and reduce TOD opportunities.

This alternative is a disaster and will cause insane congestion and gridlock on downtown roads, as well as reducing I-405 travel time significantly. Nobody will be driving to downtown Bellevue to take link and the existing on/off ramps are fine.

we don't need another freeway ramp in downtown.

This is a terrible carcentric option. It does nothing to improve walkability. It will worsen the experience on the lid park by funneling more noisy, polluting car traffic near it.

Not good. Looks like high car speeds and no pedestrian access across 405.

This is the best alternative. Goal should be to eventually eliminate giant and unsafe cloverleaf at 8th - this would be the best alternative to make that happen when combined with access from the north on 12th

I do not prefer this alternative since it doesn't accommodate the east side of Bellevue.

114th is an important secondary corridor to relieve traffic going to Wilburton and Coal Creek. It is not worth sacrificing for another on ramp that induces further demand.

Why connect to 2nd? Why not connect to Main Street?
Induced demand means more freeway use, more climate pollution, more gridlock. Invest in transit, not roads.
Adding freeway entrances and exits will just add congestion
Removes opportunity for 405 lid expansion to main st.
The disadvantage of no new downtown-Wilburton connection is mitigated/accommodated by the separate project/plan to extend NE 6th St. to Wilburton. This alternative will clearly require the full (planned) 5-lane buildout of the NE 2nd St corridor through downtown (\$\$). Think about those impacts and stakeholders all the way to and through Bellevue Way.
This provides no benefits to pedestrians or bikes in the heart of Bellevue.
This will just increase congestion downtown while doing nothing to improve connectivity across 405. It'd be a waste of money.
Too close to 4th St
Wont this backup 112th ave ne to wait for longer light?
Least preferred option. Doesn't offer anything for those walking or rolling and does nothing to bridge the I-405 divide.
This option is reasonable, however 2nd street is too close to 4th and would create interfering congestion between the two corridors. Access at Main Street would be better (as shown in one of the dropped options). I support the concept of Main Street, with refinements to overcome the perceived weaknesses.
This option has the least amount of innovation. The option seems to be more of the same access to the same section of downtown Bellevue.
The 405 South onramp from NE 8th/NE 4th already incurs a 20 minute queue during non-covid afternoons. This seems a bit close to those considering. Also this would mean we have freeway traffic on NE 10th, NE8th, NE 6th (HOV), NE 4th and NE2nd. Pushing further south would spread out the congestion a bit.
I don't know if this would improve travel times or not. I don't know the costs or the impact. I am not a traffic flow engineer/designer. I don't know what is the right design.
Don't like it.

This seems like one of the better options, targeting the most important issue (405 access times)

We don't need more cars in Bellevue!

No! This does not make sense at all. Too close to 4th. Huge disruption. The congestion downtown will be unbelievable. Plus no east side connection. Bad choice. Enough already dumping everything downtown. Why is Main Street not being considered? Even Seattle, LA, Portland, Chicago, Toronto, etc. do not have this concentration of ramps downtown.

I don't want 114th displaced. I take that all the time to more easily get to 2nd (I live close by). I like that 2nd isn't a major thoroughfare like 4th and 8th and don't see how spitting out traffic onto that smaller street would help. One lane in each direction can't possibly accommodate that influx.

No Wilburton access is a deal breaker.

Don't like. Access is only to 405 South

NE 4th provides good access to the Wilburton area but fights with traffic entering downtown that choose to avoid the highly congested NE 8th westbound route. This connection to 2nd will provide another great option into and out of downtown for traffic from the South and will help relieve congestion at other entrances and exits across Bellevue. 114th Avenue usage is minimal and is primarily local traffic, not through traffic so the displacement loss is minimal. This is by far the best option listed.

This option only funnels more traffic into and out of downtown which will only further congest traffic flow on our cramped city streets. It will also potentially take out a route into downtown that locals use at a time when we need more local routes, not fewer.

114th Avenue is heavily used by Woodridge and Kelsey Creek neighborhoods to get to downtown Bellevue. What about further impacting traffic onto I-405 southbound?

This doesn't support reducing emissions.

From an urban planning perspective (not simply a traffic optimization perspective), there is something very powerful about keeping South of 4th Street with lower volume streets and more of a pedestrian focus. Turning 2nd street into a major thoroughfare seems antithetical to the character trying to be achieved. I'd vote no.

114th provides Woodridge residents to most direct access to downtown, please preserve this road. Another southbound feeder ramp will only worsen the congestion before I-90. And it will increase the danger with more traffic weaving left to continue southbound on 405 which already conflicts with traffic weaving right to access I-90.

The northbound exit to NE 2nd st seems reasonable.

Strongly support this alternative moving forward for additional study and analysis.

This is already so close to the on/off ramps of 4th and 8th. 405 crowding might still be a limiting factor of traffic at some hours.

I see this as the absolute worse choice of all the presented options. No added East-West travel, added complexity on the on/off ramp system. Only West/Downtown Residents would see any benefit.

This alternative includes new highway ramps; that should be regarded as a fatal flaw. Given the dire reality of climate change and the degree to which the transportation sector contributes to emissions in Bellevue, NO new infrastructure that encourages more people to travel by personal motor vehicle should be built anymore. It is outrageous that is a primary purpose of this project. You're living in the past, pretending we're still in the glory days of automobility, throwing fuel on the fire of climate catastrophe. Stop spending scarce public funds on harmful projects like this!

Additional highway capacity is not necessary in a light rail station area. Furthermore, displacing local streets (114th Ave) within the station area will undoubtedly have repercussions, including shifting auto traffic to the few nearby arterial streets that remain (112th Ave), making them even less hospitable to walking/biking. That is the opposite of what's required. If people want to get to new development in East Main, they should travel by train, bus, bike, or on foot, or prepare to wait in auto traffic.

Lake Hills Connector southbound on-ramp

This is my first choice and a better option for servicing Wilburton and BelRed

Additional I-405 access is unnecessary, congestion in downtown Bellevue is minimal and ongoing investment in BRT/Light rail can handle new growth.

Yes. Inexpensive.

This is the most effective of all the alternatives proposed.

Construct this even if any other alternative is constructed.

If the purpose is to reduce downtown traffic then new access is needed

Please do not add this! This decreases bikability & walkability and increases busy car-congested streets.

No-build is the ONLY right choice

This is better than the NE 2nd idea, it still dumps more traffic on a section of road that's among the most congested. To me it would be preferable to have extra capacity in the Factoria area South of the I90 junction. So traffic off of 116th has a choice of following it through to Richard's Road, and then after passing under I90, resulting Southbound Access to I405 without having to travel down Factoria Blvd. This would use Richards Road where it passes through the greenbelt as the buffer for Southbound traffic, which seems preferable to a back-up on 116th waiting for access.

Seems odd to add additional capacity from the freeway into Bellevue at all--existing situation seems to be more than sufficient once light rail displaces a significant amount of Redmond-Bellevue and Seattle-Bellevue trips. Seems especially short-sighted when the streets in Downtown Bellevue are already as car-oriented as it gets and still struggle at peak hours. More car infrastructure isn't the solution. Especially in the aftermath of a pandemic which showed us that work-from-home is completely possible, it would make more sense to focus on demand management instead.

In terms of this specific proposal, it makes sense to me, but it would create a complicated intersection at the Lake Hills Connector/405 ramps/116th Ave NE intersection. Not a fan of that idea in terms of pedestrian and bicyclist safety.

drop it

Disadvantages heavily outweigh advantage.

I like part of this idea; It provides access to 405 during the peak afternoon commute, traffic that would otherwise take Southbound Lake Hills connector which then goes Westbound on SE 8th then Southbound onto 405.

However, please keep the westbound to southbound on-ramp at NE Fourth Street. I believe traffic will balance itself out and relieve some congestion on NE 4th St.

This access lane is not required and study should be terminated.

Why would anyone want to close and eliminate the existing westbound to southbound onramp? It works fine, plus that just forces drivers from the new Target, PCC, Trader Joes, REI, etc development to make extra stops and turns on 116th (plugging intersections). Let them keep their straight shot on 4th. It is a designated arterial.

Limited access to only southbound I-405 from new East Main/Wilburton development. No access from new development to northbound I-405 or across I-405. Discard alternative.

I like best a combination of #2 and #3. This would provide both another east-west route, provide a direct southbound link to I-405 from a four-lane road (Lake Hills Connector), and eliminate the excruciatingly slow and inefficient westbound to southbound on-ramp at NE Fourth Street.

Is I-405 going to be widened for the extra traffic? This will make for more traffic congestion. Have you ever seen the traffic at 5:15 p.m. during the week days in normal times? The traffic is not even moving.

not much benefits for cost

I can't tell for sure from your diagram, but it appears this may impact 114th/118th Ave SE, which would be bad. That road is used by bicyclists a lot.

This would be horrible -- especially getting rid of the current I-405 ramp.

completely misses the boat - not a normal traffic flow and doesn't ease congested areas.

this doesn't look like a desirable option

No harm. Maybe combine with 1. And 3.

But Main St. should be the focus of any new interchange!

With the opening of light rail, it's not clear that more auto capacity is needed for traffic generated east of I-405 to have additional accesses I-405. Adding more vehicle lanes has proven to be ineffective at reducing congestion due to induced demand.

I do not like this - defeats the purpose

We should be spending the money instead on improved transit service, and biking and walking improvements in downtown Bellevue.

Same issue, this look like marginal improvement while we already have nearby access to 405.

Do not build this. I-405 already serves thousands of single occupancy vehicles daily (SOV). We do not need additional lanes or on ramps serving more SOVs. Use the funding to expand bike, pedestrian, and mass transit options the result of which will ease traffic on 405 and surrounding areas.

I could see this being useful if the only people using it were going to I-90, but I'm concerned there would be too much cross traffic from incoming vehicles from this on ramp trying to merge into slow moving lanes full of cars trying to continue on 405 south.

it looks like this proposal interrupts 118th ave se south of se 8th st. If true, this would be another detour for biking n-s through Bellevue.

If this removes part of 118th, that also disrupts a good cycling route through Bellevue.

It's not clear to me what making 118th Ave SE red means. This is a high-traffic cycling route.

See above.

Would that increase traffic on 118th Ave which I normally bike on?

Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away.

we don't need more highway ramps!

Not needed, costly.

Dumps a bunch of cars on 118th, another major cycling corridor.

Creates too much traffic on 116th. Already northbound exit from 405.

This makes all kinds of sense, and is a stand alone option that should be first up no matter what other option is selected. However, it does nothing for downtown. This must be a complementary option to supplement a comprehensive access solution to both downtown and Wilburton.

Please add this option to the Main Street half diamond interchange option which is not shown here. Do not let 114th be the issue that drives this major project. Find a way to keep 114th open and accessible in all options, no matter the cost, just to identify the issues. 114th can be realigned, moved west, go under a new bridge at Main, any number of alternatives, all of which cost dollars, but are part of the evaluation process.

Do not let the Lake to Lake bike trail be the defining issue that drives this project analysis. The bikes could go to NE 2nd from 100th Ave. NE to the EastRail Corridor, leaving Main Street for downtown access to I-405. We need a comprehensive analysis of all options without constraints from existing policies that could change within the context of recent upgrades for downtown Comp Plan and all of Wilburton.

All options must consider the Main St. Station location for pedestrian access to and from the southern end of downtown. However, the ridership projection is so low that Light Rail considerations should only be a part of the analysis, not a driving force.

This option takes away a major biking thoroughfare to give yet another way to drive on the highway. I do not support this option.

Too far south to help downtown, looks like it would result in the removal of the bike route on 114th, which is the primary access to downtown from the south. There would have to be provisions to get the route to SE 8th

I don't like this option. 116th is already pretty busy and has the hospital on it. If there is not a 4th street onramp would make it 116th a log jam. Also there is a lot of new retail on 116th that will increase the traffic.

this would help alleviate the traffic on the connector to southbound 405 at SE 8th. I'm not sure how much more Wilburton to downtown is needed.

Secondary to first option this could help alleviate some exiting downtown Bellevue in the afternoons but not as well as option #1

not a two-way solution

Lake Hill Connector already has very good access to 405 via SE 8th, or NE 4th. This will simply add confusion to 405 Southbound where there are already many lane changes and merges. this option is net negative and unnecessary

Doesn't help us downtown.

Oddly enough this option appears to relieve the biggest bottleneck on NE 116th > NE 4th St > SB 405 bound traffic. With future development in Wilburton this will provide additional benefits.

It seems like this would be a good alternative for those in the spring district to get onto 405 since that is where a lot of growth is slated.

The greatest challenge is for Downtown, and this option does little to help there. Seems like it will create long traffic snakes as cars head over the Main St bridge and down 116th at 5pm.

Southbound flow on and onto I405 is already hindered by large volumes of traffic. This would not improve it.
This is fine.
This option puts more vehicles on local roads without additional space for those vehicles. No clear investment in pedestrian or bike facilities.
This is interesting because again people who work in south downtown area would benefit however, they would have to travel further on surface streets. Since they would travel further, that might give more pavement that would reduce surface street backup that occurs in the downtown area. This seem like a reasonable option but not necessarily the most efficient for commuters.
This seems likely to be helpful, in part to take traffic from the Spring District onto (-405 without going to the other (more congested) side of I-405.
We don't need a highway entrance on Lake Hills Connector.
I like this. Makes it easier for 405 access from 116th.
Still a car sewer. Still does nothing for anyone outside of a car.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
N/A
this only splits/displaces backups accessing south i405, I do not see the relation to accessing south downtown
I oppose this new interchange as unnecessary and promoting additional auto traffic in lie of pedestrian & cycling uses.
Option 2: Given the topology, seems like this would be very expensive, with benefits for only limited residents.
i don't think I've really ever had a problem getting south on 405 from here?
Additional onramp capacity is not warranted by current traffic and the additional traffic it introduces will be detrimental to surrounding neighborhoods.
This seems helpful to the bottle neck of traffic getting to I-405 southbound in this area. But again this is a dangerous merging area.
Adding interchanges and lanes increases congestion. Make downtown livable for people, not cars.
This is useful for Wilburton. I hate how you fight traffic on LHC, then turn back on SE 8th to fight at the on ramp. I really dislike the idea of closing the 4th street onramp. That's a huge part of downtown traffic.
Bad choice
This is OK, but not best choice.
Could be useful in adding East of 405 capacity but that volume hasn't been proven out yet.
Well, it would connect Wilburton only with I-90 during rush hour (because merging out of 3 right-most lanes is tricky). It also would be quite close to exiting ramps at SE 8th, doesn't seem much of a benefit. I would rate this option 2.5 out of 5.
can relieve 1) existing southbound on-ramp load, and 2) thru-traffic on NE 4th by reducing left turn-caused congestion from Wilburton

Lake Hills connector is already overwhelmed at peak periods, I would not want to add additional traffic to that already busy intersection(s)
Also good.
no new access and connection would not be helpful.
Not enough benefit to justify this option. The expense of a flyover like this would be better spent on one of the other options presented in this survey.
The only benefit seems to be reducing demand at SE 8th interchange, which seems to have quite a bit of capacity today. The benefits to NE 4th interchange seem limited given the out of direction travel that would be required.
Will slow down traffic, and increase emissions in the area
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
not needed. No new construction or new taxes needed. With light rail, surface traffic should be expected to be reduced.
This is a terrible idea. Don't remove onramps!
A good option if the plan is to increase density along 116th. Will reduce the need to wait for a left turn light to get onto southbound 405 from 4th. Can be paired with the option to build bridge across NE 2nd, if funding allows.
no
This also has a very negative visual impact. Not clear how much demand there is for a southbound connection at this location. If this was designed not only as an on ramp, but also as a local street (or even just non-motorized) connection between 116th and the Wilburton Park-and-Ride area, it would greatly improve connectivity in the area and boost TOD potential.
There should be no added road infrastructure here. The freeway already acts as a wall dividing the city in half, restricting eastward development. Adding more roads means more cars, more traffic, and more pollution. It's the 21st century and we need to stop relying on 20th century tradition to solve today's problems.
Seems useful. It bypasses the next intersection, which is often backed up by people not trying to get to the freeway.
This looks like it will increase the cost to construct South Kirkland Issaquah Link. This is inadvisable for this project already doesn't align with our climate goals.
More access to I-405 is not needed.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
Puts more traffic on 116th and doesn't provide a Northbound Access ramp to help alleviate traffic on NE 4th.
#6 choice
You may as well severely incentivize HOV or bike travel because this one just shifts traffic from 112th to Lake Hills Connector

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

We are in a climate crisis. It's time for the City of Bellevue to start acting like it and start moving people instead of cars.

It is irresponsible to build more capacity for cars during this climate crisis. Please invest resources into connections for safe & sustainable modes such as walking, biking, or transit instead.

Seems like this alternative has less negative impacts than NE2nd.

This appears to be a solution in search of a problem, and would create additional pinch points on Lake Hills Connector/116th Ave SE.

We don't need a new freeway interchange. Spend \$\$ on other improvements.

Climate change is the crisis. More freeway ramps are not the solution.

If this impacts the future Sound Transit light rail it any way then this alternative should be abandoned.

Don't build it. Be responsible and think of how it'll decrease pedestrian safety and increase pollution.

How does it merge into I-405? My concern with all options is that a series of on-ramps will slow the flow of traffic out of Bellevue similar to what you see on I-5 southbound at 45th and 50th streets (U-District/Wallingford). How do we overcome that style of slowdown?

With that in mind, I really like this proposal. As a former Richards Road resident, there is a lot of traffic taking Lake Hills connector from 116th Ave just to access I-405. The question is whether the majority of that traffic is trying to head North or South on I-405?

Will be an expensive structure, however it makes a lot of sense - takes advantage of existing signal on Lake Hills Conn. and can help offload WB access to SE 4th ST on ramp. Supportive.

This alternative will not help increase Wilburton's connectivity and will only serve to help to exacerbate the divide between Wilburton and Downtown that 405 creates. Development in Wilburton has no purpose if it is still divided from Downtown in such a prominent way and has no connectivity other than that of cars to 405.

This will increase the amount of SB traffic on 116th Ave NE and on Main St. As a pedestrian 116th is a dangerous street already and the pedestrian crossing over 116th are some of the worst in Bellevue, why make it worse?

No, adding more vehicles at the choke point does not seem wise.

This alternative will just delay automobile congestion issues for the current number of vehicles on the road, but will not help reduce the rate of new vehicles being added to our road system. Additionally, this will not address the current congestion issues of the I-405, and instead will add a new point of vehicle access to generate more congestion.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Don't do it!!! Bellevue has enough on-ramps. Adding on-ramps downtown will induce demand for drivers - making it more appealing to drive will increase the overall amount of cars in downtown Bellevue and make traffic worse for everyone. Please please please invest in better cycling infrastructure and transit instead

The data regarding safety and induced demand does not support the addition of a new interchange. If they city's priorities are truly about congestion relief, improved safety for all road users, and sustainability, the better option here would be to enhance biking, walking, and transit connections. Biking and walking would each be negatively impacted by the influx of more vehicular traffic in this area--on a key north-south bicycle route, and shortly following a series of fatal collisions in this area, no less. The addition of the interchange here would render a key active transportation connection unsafe for vulnerable road users.

Building a new entrance ramp so close to the I-90/405 interchange will lead to a lot of "weaving" from drivers trying to quickly move over multiple lanes to go straight. This will slow things down and make traffic congestion along I-405 worse.

While this option does not appear to make things worse for bicycles and pedestrians, it does not nothing to make things better. Looking at the map, it also appears to have wetland impacts near 405/SE 8th St.

This is the least bad car related option because it is far from downtown and the light rail.

Bad, because the new ramps will lead to more and faster cars from the interstate driving through a pedestrian-focused area around the transit stations. The increased ramps and merges will also make traffic worse on I-405. The ramp will make it much more dangerous to bike on 118th Ave SE.

i don't think downtown bellevue needs another freeway onramp. it will just add more traffic

This option improves access from points east, reduces congestion on 4th St, and provides incidental improvements to cross-freeway traffic and pedestrian access (since a traffic phase at the 4th/405 onramp is eliminated, this reduces delays for cross-freeway movements). There may be potential conflicts between this design and the Issaquah ST3 line, so please coordinate with Sound Transit if this proposal moves forward.

Sifting from a left-hand to right-hand exist is a huge safety improvement. Pulling queuing traffic away from downtown and onto the Connector is good.

This would force HOV drivers to move across all lanes of 405 even faster than before to avoid the constant backups from the EB I90 to SB405 merge. A lot a money spent for no improvement in access.

This option provides Wilburton with a direct access to I-405, which is missing today, but does not include access for HOV lane users and does not support development for a future Sound Transit BRT station

Spending millions of dollars to prevent drivers from making a 0.75 mile detour via Lake Hills Connector/SE 8th Street does not seem like a good use of public funds. To me, this is a fatal flaw for this alternative.

This will increase traffic volumes on the Lake Hills Connector, but doesn't provide enough traffic relief in general to justify the cost.

It is a good idea to move freeway access further from the heart of downtown, but this proposal is still very light on pedestrian and bike infrastructure

I don't really see the value of this.
No. More freeway entrances will increase congestion, and this does nothing for ped/bike access across 405 or to Link.
This option is not good it will increase traffic congestion and reduce TOD opportunities. It will also not improve Downtown to Wilburton access.
Again, creates congestion on the Lake Hills connector and slows 405 while adding no value.
This will create unsafe conditions for people on bikes on 116th/Lake Hills Connector
Improving southward mobility from Wilburton is nice, but it fails to improve multimodal connections to Downtown Bellevue.
Not good. Looks like no safe ped/bike route to cross 405.
I don't see the point of this one. Needs to address downtown access.
I like that this alternative would close the WB to SB NE 4th entrance (which is often a big bottleneck of stoplights).
This would only move the congestion further north on 116th and doesn't help bikes at all.
It would help reduce the traffic back-ups on NE 4th, but increase southbound freeway merging issues with traffic from SE 8th.
Induced demand means more freeway use, more climate pollution, more gridlock. Invest in transit, not roads.
Seems like a good idea. Southbound access from Wilburton side is quite constrained currently. Fairly minor impacts to land use. Could be done in addition to other options?
Add to the advantages of this alternative the minimal impacts to existing land uses and minimal need for other mitigating or accommodating network upgrades. The disadvantage of no new downtown-Wilburton connection is mitigated/accommodated by the separate project/plan to extend NE 6th St. to Wilburton. There IS new access to I-405 from downtown - via Main St/116th Ave.
This is my preferred alternative! Why not also consider a "split on ramp" accessing both the ETLs on the left and the proposed access on the right? This will help mitigate the awful (!) weaving congestion on SB I-405 approaching the I-90 and Coal Creek interchanges.
Limited benefit due to only increasing access southbound on 405, a waste of money.
Terrible navigational position Increases demand on LHC
This might help drop some rush hour traffic off 116th.
Worse for commuters
I like this one because it eliminates a left turn to get to on ramp to S 405
Funnels traffic away from downtown. If combined with option 3 would also provide another east/west connection and more pedestrian access.
> No new access to I-405 from downtown Is an advantage, not a disadvantage. As downtown Bellevue urbanizes it should become less car-dependent.
Not only is a right-hand exit generally safer for both cars and pedestrians, this option may pull the traffic queuing onto I-405 away from the urban core.

<p>This option is a great parallel to the I405 Northbound exit for 116th/SE 8th. Optimizing the lights on main street could provide access from downtown. As a Bellevue resident from the Newport Hills neighborhood, this option could help the traffic through Lake Hills and Factoria Blvd.</p>
<p>At least this would match the northbound exit to Wilburton. It would probably relieve a LOT of 116th afternoon congestion, which currently grinds up to NE 8th or down to SE 8th.</p>
<p>I don't know if this would improve travel times or not. I don't know the costs or the impact. I am not a traffic flow engineer/designer. I don't know what is the right design.</p>
<p>Too limited</p>
<p>This may not provide as much value now, but this 405 access point could be more important as the new Wilburton dense area grows.</p>
<p>We don't need more cars in Bellevue!</p>
<p>Makes a little more sense than the other options as it spreads the disruption, traffic, pain and less disruptive.</p>
<p>This doesn't seem like it would do enough. An off-ramp from 405 south directly to Lake Hills Connector would help alleviate a lot of backup on the SE 8th exit, in tandem with this, though.</p>
<p>Not ambitious enough. Takes no pressure off of the west side of I-405.</p>
<p>Don't like at all as downtown will become more congested with no efficient path to 405</p>
<p>I do not believe the Lake Hills Connector exit was useful as it was too far away from downtown. It was used to go up into the Wilburton East area originally but after the recent upgrades to NE 4th, this exit is even less useful. Building an on ramp here would have minimal impact on traffic patterns through the downtown Bellevue area and though may be warranted in the future, is unnecessary now.</p>
<p>116th Avenue is already extremely congested. Putting additional traffic off of NE 4th and onto 116th makes no sense and also doesn't address downtown traffic.</p>
<p>What about further impacting traffic onto I-405 southbound?</p>
<p>This doesn't support reducing emissions.</p>
<p>I like this idea. It will be important to think about the investing in the character of 116th Street to ensure it doesn't simply look like an afterthought. I'd vote yes with some additional investment to 116th.</p>
<p>Another southbound feeder ramp will only worsen the congestion before I-90. And it will increase the danger with more traffic weaving left to continue southbound on 405 which already conflicts with traffic weaving right to access I-90. I do not believe the benefit of less city street congestion outweighs this.</p>
<p>Strongly support this alternative moving forward for additional study and analysis.</p>
<p>This might overlap with traffic going to 90 which backs up and would be hard to get over if trying to stay on 405 south and might not be a heavily used alternative by most if difficult to use.</p>

This alternative includes new highway ramps; that should be regarded as a fatal flaw. Given the dire reality of climate change and the degree to which the transportation sector contributes to emissions in Bellevue, NO new infrastructure that encourages more people to travel by personal motor vehicle should be built anymore. It is outrageous that is a primary purpose of this project. You're living in the past, pretending we're still in the glory days of automobility, throwing fuel on the fire of climate catastrophe. Stop spending scarce public funds on harmful projects like this!

As with every alternative that includes new ramps, this new capacity will be maxed out the day it opens or shortly thereafter, succumbing as all highway building for the past 70 years has to induced demand. Don't waste scarce public funds chasing our own tail. If people insist on driving here despite the alternatives available to them, they can afford to wait in the auto traffic they are contributing to.

Northeast Second Street Extension to Wilburton

Should connect to 120th, not 116th.

This option would be great as this will reduce the barrier that 405 poses in this area for pedestrians and cyclists.

This is part of the master plan and should have been completed by now

In conjunction with Lake hill South connector this could work but would put pressure on merging area of 405

This could be cool, I don't have strong feelings about it. I would prefer a pedestrian & bike bridge over a car bridge.

No-build is the ONLY right choice

The I405 crossings to the North are great, they impact and have dramatically improved the flow of traffic with the intersection with SR520. There's no purpose served like that here, it's just adding another signal to 116th in a stretch that traffic readily moves through now, this would gum it up.

Having more access across 405 is good, but this street will be packed with traffic leaving Bellevue every night. What's the impact of large amounts of car traffic on the wetland at the corner of 116th and Main St?

I don't think this option alone will help much

Seems odd to add additional capacity from the freeway into Bellevue at all--existing situation seems to be more than sufficient once light rail displaces a significant amount of Redmond-Bellevue and Seattle-Bellevue trips. Seems especially short-sighted when the streets in Downtown Bellevue are already as car-oriented as it gets and still struggle at peak hours. More car infrastructure isn't the solution. Especially in the aftermath of a pandemic which showed us that work-from-home is completely possible, it would make more sense to focus on demand management instead.

In terms of this specific proposal, I always like the idea of additional connections in the grid system. This isn't a bad idea in that sense, and it would allow vehicles to use alternative access points to I-405 further south or north via 116th. I would want to see significant pedestrian or bicyclist infrastructure here given that there are no other safe routes into downtown via these modes from this side of the freeway. Protected bike lanes, wide sidewalks, etc. would have to be included for this to make sense.

drop it

Worthwhile, but with smaller likelihood of overall improvement.

The NE 2nd St extension will create the similar situation as the NE 4th St extension before NE 4th St was extended from 116th to 120th Ave NE. Looking into the future, I do not believe the NE 2nd St extension has any likelihood of getting extended beyond 116th Ave NE.

This access lane is not necessary and study should be terminated.

Main street, NE 4th, and NE 8th alternatives can handle the limited traffic traveling between downtown and 116th. Sorry you made a backroom deal with the new Target developers to give them more right-turn traffic into their parking lot....too bad, so sad. People can use Main St for that, make left turns off 116th, or right turns off NE 4th

No access to I-405. Discard alternative.

I like best a combination of #2 and #3. This would provide both another east-west route, provide a direct southbound link to I-405 from a four-lane road (Lake Hills Connector), and eliminate the excruciatingly slow and inefficient westbound to southbound on-ramp at NE Fourth Street.

What are you trying to do? Just get people across I-405? How is the city streets going to handle more traffic?

removes some real estate for questionable benefits

I very much appreciate that this option concentrates the change to within the core downtown area north of Main St.

Wasn't improving I-405 the trigger for considering a new ramp? Why is this missing? Improved access to downtown-Wilburton is needed.

acceptable, but not good enough - feels like phase 1 of a 5 phase plan.

good idea

No harm, at least. Maybe combine with something else. But much better to build a new interchange one block away at Main St.

With the opening of light rail, it's not clear that more auto capacity is needed to in this location. It does help knit together uses on the the east and west sides of I-405, but it hasn't been demonstrated to be necessary to make such an investment for vehicles.

Like this - but can you do both - access to I-405 and Wilburton (like on NE 4th st)?

Before COVID I worked in downtown Bellevue. It is hostile to people walking with very wide streets, beg buttons to get a walk signal, too short walk cycles and free right turns.
If the street is open to every mode of transportation (bike, cars, pedestrians) that could be a good option
This seems completely unnecessary and a huge waste of money. Think of the congestion this project may cause. Instead, use funding for bike, pedestrian, and mass transit options which will ease traffic for single occupancy vehicles in nearby roads intersections.
I'm not sure how much this would help given that there is no opportunity to continue straight on the east side of the connection.
the presence of 4th and main interconnects feel like this is hard to justify, in that it will further slow n-s traffic on both 112th ave and 116th ave, while traffic arriving on 2nd would need to go either north or south once reaching 116th anyway, and so can do that before crossing 405.
Also kills the primary cycling route and shoves a bunch of traffic on it.
See above
I like this, since it provides another way across I-404
Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away.
we don't need more highway ramps!
Not needed, costly.
Another huge NO, if you want NE 2nd to be a major cycling route.
Does little except put more traffic on 116th which then has to find its way to 405, which is the ultimate goal of this project, I believe.
This needs to be a part of any solution. It stands alone and will be a good complement to add to the grid system for downtown and Wilburton. Make this two lanes plus the major bike crossing of I-405. As a two lane arterial at 30 mph design speed you can avoid major buildings and some wetlands. The bike lane can connect to both Downtown and the EastRail corridor much better on 2nd.
This option takes away a major biking thoroughfare to give yet another way to drive on the highway. I do not support this option.
Not really solving anything with this
I like this idea. Probably should have been done a long time ago!
don't see much advantage. main and 4th are close enough, aren't they?
Nice. Can 405 take more traffic from Bellevue... it seems backed up at all on ramps and on the freeway for the pm peak.
Yes, we need in city pass that does not depend on 405 traffic.
Reasonable to add a 405 crossing without access ramps to the freeway. Would also be helpful to non-automobile traffic, pedestrians, bikes, scooters, strollers,
Why?
Not sure who this will cater to. There does not appear to be much traffic on EB NE 4th St or EB Main St headed towards 116th Ave.
I like this, but not sure if the cost is worth it for the benefit given that we already have an overpass at main.

It is unclear how this would improve I405 access to or from the south. There are no access point on the east side of the freeway that drivers can't already get to from the west side, and once the NE 6th ramps are extended to 116th Ave the reverse will also be true. This option will spread traffic across more streets, making it a little easier for cars to get out of large under-building parking lots, but the real choke points are the freeway exits - so minimal improvement to overall travel time?
This option would be good in that it helps keep local traffic off of 4th and 8th that are also used for I405 access.
Improves traffic flow in the downtown area.
Not sure this
Why aren't there any ramps included here? This is the best option if it has ramps.
This option puts more vehicles on local roads without additional space for those vehicles. No clear investment in pedestrian or bike facilities.
U necessary. 2nd street is not ever very busy and it's rare that I get backed up trying to get to the other side of 405 via main.
This would be helpful. Anything the extends the downtown grid to the east of I-405 sounds helpful.
It's ok but just creates more traffic.
I like this! I'm definitely for as many access points across 405. It opens up west Bellevue to the east side much better. I would love for it to continue further east and connect to SE 1st just south of the Home Depot. And, provide pedestrian access to the trail from there would be great!
Add some great sidewalks and protected bike lanes and this could be worth it.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
N/A
no connection to I-405, however would alleviate traffic on 4th and 8th to cross I-405
I oppose this new interchange as unnecessary and promoting additional auto traffic in lieu of pedestrian & cycling uses.
Option 3: Does not seem to relieve traffic flow. The Main Street bridge over 405 is rarely busy.
unnecessary
This is good because it shortens the walking distance required to cross 405.
Please consider building this as a ped/bike bridge. This connection is important for those on foot, but motor vehicles have an easy detour via Main street.
I don't live in Wilburton but this seems helpful to the people that live in this area. Do you think it's needed with the new light rail? People can get to downtown Bellevue with light rail from Wilburton.
This is a good addition, and could be made to improve pedestrian, bike, and rolling access in Bellevue. Right now it's hard to cross 405 by bike
I like the idea of an overpass here, to aid with flow through Bellevue. However, wouldn't connecting the NE 6th overpass (already half built) over the freeway do something similar for less cost?

Bad choice
This is a good idea. It would be convenient and would reduce the heavy traffic on NE 4th.
This option is acceptable, but ONLY if there are good pedestrian, bike, and transit facilities, and NO highway connection.
Like this idea. 405 has cut through the city too much. It's time to reconnect the city.
This doesn't seem useful. There are already many East west connections and they usually aren't all backed up (I've never seen 10th or Main backed up with through traffic)
Looks great! Hopefully, sometime in the future we would be able to build another lid(s), between 4th NE, 2nd NE and Main, and get more public and potentially green space in Bellevue! 5 out of 5.
improves east-west flow, and could improve I-405 access if used to partially displace east-west flow on NE 4th.
I don't think this one provides adequate connection to the eastside of Bellevue...it doesn't go all the way through to create a better east/west connection with east Bellevue
No need.
Not sure how this could help congestion. I believe a new connection between north Bellevue from Enatai and south Bellevue around Coal creek would be more helpful to alleviate I405 congestion and traffic flow.
If this were built with an at-grade intersection at 112th NE, the benefit would not be worth the expense. If this alternative included having a NE 2nd viaduct going over 112th NE (a grade separation of the two streets), only then would there be a reason to favor this route over the existing crossings on Main and/or NE 4th.
This is great - local access should be prioritized over 405 access.
I'm a believer in connectivity, but this seems to be unnecessary. The overpass is just a block north of Main and a block south of NE 4th.
Will also slow down traffic, and increase emissions in the area
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
not needed. No new construction or new taxes needed. With light rail, surface traffic should be expected to be reduced.
Do we need more roads across 405? I don't think so.
I like this, although my only concern is that 2nd is a more narrow street that isn't designed to take too much traffic. Can be paired with the option to a southbound on-ramp from Lake Hills Connector, if funding allows.
why bother
I would warmly welcome any alternative that improves connectivity across I-405, especially one that is not congested with freeway traffic and the resulting signals, which also reduce the experience and safety for people walking and riding bikes.

This is the only option which helps to break down the superblocks, which is essential for the mixed use redevelopment east of 405. Already crossing 405 as a person walking or biking is nearly impossible on NE 8th St due to the cloverleaves/slip lanes and is still perilous on NE 4th St. Filling in the street grid without onramp/offramp conflicts could be a significant improvement for quality of life.

This is fine as long as it is part of an effort to lid I-405 from NE 6th St to Main St.

This might be useful. It does seem like another road across is needed in that area.

If this street had a dedicated bike way and was a small low traffic street, it could be a safe route for pedestrians across I-405, which is important.

East/West connection is more desirable than on/off ramps to/from 405 as traffic is due to people trying to get around Bellevue. This options helps that with the growth in Wilburton area. Additional ramps are not needed. With light rail, am assuming the need for freeway access downtown will still grow, but at less of a rate.

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

Doesn't provide additional access to 405.

#5 choice

It seems like you guys want to add the 2nd Street connector as part of traffic management. cool, do it. I would like the new connectors to have protected bike lanes on one side.

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

We are in a climate crisis. It's time for the City of Bellevue to start acting like it and start moving people instead of cars.

If you want to make this a ped/bike only connection, then go for it. Otherwise, it is irresponsible to build more capacity for cars during this climate crisis. Please invest resources into connections for safe & sustainable modes such as walking, biking, or transit instead.

Is it necessary? Is it useful? Make sure that it does not negatively impact the pedestrian experience.

NE 2nd can't go anywhere on the east side of I-405, so what problem is it actually solving? Traffic on Main St isn't heavy ever.

We don't need a new freeway interchange. Spend \$\$ on other improvements.

2nd is a relatively quiet street with bike lanes. Continue those vibes over the freeway.

This seems beneficial as long as it includes a comfortable pedestrian experience. More connections across 405 are needed for people on foot and bike.

Don't build it. Be responsible and think of how it'll decrease pedestrian safety and increase pollution.

I don't like this option as it will make 116th Ave too busy and slow traffic due to the need for more lights.

Don't see that much advantage to this added grid connection. Will likely require signals on 112th and 116th, negatively affecting both corridors. Opposed.

This alternative is much better than new 405 access, but unless it provides valuable connections for pedestrians and bicycles more effectively than Main or NE 4th it runs the risk of redundancy.

This appears to help East-West access for pedestrians in addition to cars but is access to the middle of the 116th Ave NE block really what's needed?

Maybe. Although it will give residents a chance at crossing 405, my guess is that it will only add to the cars that avoid 405 by taking Richards Road all the way through to Renton.

This alternative will just delay automobile congestion issues for the current number of vehicles on the road, but will not help reduce the rate of new vehicles being added to our road system. Additionally, this will not address the current congestion issues of the I-405, and instead will add a new point of vehicle access to generate more congestion.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Don't do it!!! Bellevue has enough on-ramps. Adding on-ramps downtown will induce demand for drivers - making it more appealing to drive will increase the overall amount of cars in downtown Bellevue and make traffic worse for everyone. Please please please invest in better cycling infrastructure and transit instead

The data regarding safety and induced demand does not support the addition of a new interchange. If the city's priorities are truly about congestion relief, improved safety for all road users, and sustainability, the better option here would be to enhance biking, walking, and transit connections. Biking, walking, and transit would each be negatively impacted by the influx of more vehicular traffic in this area--just blocks from new light rail stations and the Grand Connection--and put at risk by higher speed drivings coming on/off 405. Currently, 2nd Ave is a key bicycle corridor for downtown access. Turning it into a 405 interchange would render it unusable by all but the most lionhearted of cyclists, excluding the majority of riders. A new downtown interchange like this counteracts the mode shift benefits of downtown light rail access by doubling down on Bellevue's least enjoyable aspect: a downtown dominated by speeding SUVs, making the street-level retail experience deeply unpleasant.

More crossings of I-405 is always a good thing. The lack of freeway ramps is an advantage, not a disadvantage. It makes the crossing much safer for bikes and pedestrians by avoiding conflicts with turning cars getting on and off the freeway. It also avoids adding yet more congestion to I-405 by creating more ramps and merge points.

If this option is built, please consider adding a path or staircase past 116th Ave., so this pathway connects with the Eastrail, without needing to walk along 116th to 4th or Main. Also, if this option is built, please put in bike lane on the NE 2nd St. bridge, as the nearby 4th St. bridge does not have bike lanes.

This option also provides an alternative for bus route #271, to avoid congestion on NE 4th St.

Love new pedestrian bridges into the station across 405!

This would be a good addition to the street grid, increasing options for people getting across I-405. If this happens, please make wide sidewalks, protected bike lanes, and transit lanes on the bridge. Single occupant cars can use existing options.

i like this one

This bridge provides few advantages over the existing bridge at Main St, reduces access to and from 114th Ave, and would require the demolition of existing properties. Who would benefit?

Excellent option. Great compliment to the Grand Connection in continuing to bridge the 405 barrier.

This option helps connect the city together, rather than dividing it with more freeway.

I agree as I believe connecting Bellevue neighborhoods together should be of a higher priority for the city and will provide better access to Wilburton from both the Bellevue Transit Center and other downtown businesses.

I live downtown with my 4 kids who go to Willburton. We have no vehicle, just walk, bus and bike. This would absolutely be the best option for us.

This is the best alternative proposed by far. It would improve the connectivity of the street network in Downtown Bellevue, providing benefits to all modes of transportation. Further, it would help repair the tear in the urban fabric of Downtown Bellevue created by I-405, strengthening the connection between Downtown and the growing Wilburton neighborhood. Adding redundancy to gridded street networks has been shown to be one of the most effective ways for creating efficient, resilient transportation networks.

It's hard to judge how much congestion relief this would provide. It seems like it would be a minor improvement for the level of investment.

This is the best alternative by far!

The best freeway crossings for walking and biking are those that don't have ramps to freeways. They rarely back up or experience congestion, and they are easier to keep calm and safe speeds for all users. This looks great!

This is the best project alternative. NE 10th Street and NE 12th Street are great for pedestrians crossing 405 because there are no freeway entrances that cause congestion and make it less safe to walk. Another one on NE 2nd Street would be good. The No-Build alternative would be OK too. But not the other ones.

This option is the best one it will decrease traffic congestion and improve traffic flow. it will promote more growth opportunities on both sides of I-405. It will also improve Downtown to Wilburton access. Help reduce congestion on NE 4th street bridge.

Great! Increases flow of pedestrians, bicycles, etc in an area that will need additional connections for Link travelers.

This is by far the best option.

completes the grid, should also provide bike/ped connection to Eastrail

Love the new street connecting Wilburton to the heart of Downtown Bellevue, but it could be better as an extension of the Grand Connection Lid. With an extended Grand Connection lid, this is my favorite option.

Great! Love it, as long as it is safe to walk and bike across. I like that there is no on/off ramp which would create danger for bikes and peds from merging vehicles.

2nd is a street to nowhere on east end, always will be. This alternative isn't useful.

I don't think this is any more beneficial than using Main street to get from east Bellevue to west Bellevue. I don't see this alternative having much of a benefit.
Most in favor of this alternative, as it would reduce congestion on NE 4 and provide a way for people to cross 405 without waiting for ramp traffic
Pretty useless option, unless NE 2nd were to continue eastward to 140th Ave SE.
Disadvantage: Induced demand often means that expected congestion relief doesn't actually materialize. Instead, more people drive, creating more green house gas emissions. Please consider greenhouse gas emissions when weighing these alternatives.
I like that this adds a new E/W connection across I-405, and provides an opportunity to extend the grand connection lid further south in the future.
Restitches the divide caused by 405, grid opens up opportunity for lid expansion to the south. Could be done in combination with option 2.
This alternative seems to have marginal benefit, especially considering the redundant, separate project/plan to extend NE 6th St. to Wilburton.
Will this alternative require the full (planned) 5-lane buildout of the NE 2nd St corridor through downtown (\$\$)? Think about those impacts and stakeholders all the way to and through Bellevue Way.
This is my favorite option as it will help connect south Wilburton and Downtown.
This is the best option. "No new access to/from I-405" is not a disadvantage. All other options will increase congestion by induced demand, and most will introduce more vehicles into a space that is supposed to be focused on pedestrian usage.
We live in the city and have kids that we need to get to Wilburton. This would be by far the most useful option for us. Walkable solutions would be preferable.
This is the best of the proposed options since it increases connectivity on either side of 405. It is dumb to invest in new access to/from I-405 given it will not effectively mitigate current congestion and will likely just lead to increased congestion throughout the area.
Consistent with existing growth in connections. Minimizes need to float from 2nd to either 4th or Main
More traffic on 116th ave ne. Already a mess at evening rush hour (pre Covid)
Like this plan and somewhat like plan 4.
Doesn't benefit either my car or my bike commute. Seems pointless.
> No new access to/from I-405 Is an advantage, not a disadvantage. As downtown Bellevue urbanizes it should become less car-dependent.
Another bridge over I-405 can help stitch the city back together.
I could see a combination of Option 2 and Option 3 improving the flow of traffic but this option by itself has very little improvement. If the I-405 lid could be expanded to also be between 4th and 2nd there could be more benefit to this option.
Best option

<p>This doesn't seem necessary. Bellevue has been moving towards 2nd being primarily for bikes, to relieve biking on other roads. 2nd is also insanely steep between 108th and 112th; not sure lots of traffic there is a good idea. And it would bisect the wetlands. We'd have to move that giant beaver!</p>
<p>I don't know if this would improve travel times or not. I don't know the costs or the impact. I am not a traffic flow engineer/designer. I don't know what is the right design.</p>
<p>Provides good alternative for drivers simply wanting to get to the other side of I-405 without getting them tangled up in traffic waiting to get onto I-405. This could reduce congestion on the NE 4th and NE 8th overpasses.</p>
<p>It would be good to have more access back and forth between downtown and Wilburton, but I wonder if the crossovers at main and 4th are sufficient.</p>
<p>We don't need more cars in Bellevue!</p>
<p>Makes a little more sense than the other options as it spreads the disruption, traffic, pain.</p>
<p>Not sure this would do enough to help anything.</p>
<p>Half a solution.</p>
<p>Don't like because no advantage</p>
<p>Though building a extension would provide more access to Wilburton that avoids the freeway congestion of NE 4th, is there enough through traffic on NE 4th moving from Downtown to Wilburton to warrant the need for this overpass? I believe the traffic on 405 is a larger concern and building an additional in/out artery is more impactful to the city traffic.</p>
<p>This makes sense to me, but only when combined with a plan to increase access to I-405, as well.</p>
<p>This would be good as long as COB FINALLY ADDRESSES the Chick-o-Filet traffic mess</p>
<p>This doesn't support reducing emissions.</p>
<p>Seems silly to have a connection that dead ends and is not a real connector into Wilburton. I'd vote no.</p>
<p>This seems like a good idea to increase east- west flow and decrease the load on NE 4th</p>
<p>Do not support this alternative moving forward. It does not provide additional physical access to I-405.</p>
<p>Just adds another connector which may be slightly useful but likely not to help offset traffic to 405.</p>
<p>I believe if something has to be done to ease congestion, adding a crossing bridge with no extra on ramps is the best solution. Currently there are few 405 spanning bridges that serve only the purpose of getting from east Bellevue to west Bellevue. The merges in downtown 405 corridor already cause slow down and congestion on the freeway, adding more complexity will not cause traffic to flow safer or faster.</p>

Of all the action alternatives, this is the only one that has the potential to be a net positive for multimodal mobility—assuming it's done correctly. If this bridge is built to prioritize people walking, bicycling, and using buses, this could be very beneficial. Quality, safe, cross-405 connections for the former are scarce, and the latter are affected by SOV traffic. Providing a bridge that serves exclusively non-SOV users would be welcome.

If however this is just another general purpose bridge, with narrow sidewalks, painted bike lanes, and no bus-only lanes, don't waste public funds on another bridge to accommodate more cars. We need fewer cars in downtown and Wilburton, not more. If people insist on driving here despite the alternatives available to them, they can afford to wait in the auto traffic they are contributing to.

Northeast Second Street/Northeast Fourth Street One Way Couplet

Seems like a waste of money

One-way couplet is awkward considering 2nd and 4th are two-way on both ends. Additional I-405 access is unnecessary, congestion in downtown Bellevue is minimal and ongoing investment in BRT/Light rail can handle new growth.

Need capacity.

Capacity needs to be one of the solutions that gets solved for. Also, one way streets will lead to U-turn slowdowns

This could be cool, I don't have strong feelings about it. I would prefer a pedestrian & bike bridge over a car bridge.

No-build is the ONLY right choice

Shouldn't loops built into the traffic flow circle right instead of left?

This just moves traffic waiting to get onto 405 from 4th to 2nd. Basically, it ruins another walkable street downtown.

I like the one ways but will the 405 on-ramps be accessible from NE 2nd?

Why would you do it if it doesn't add capacity? Really?

drop it

One way street grids do work well...I was there when Seattle's began downtown...and could be a stand-alone project.

Creates an odd bottleneck at the end of the NE 2nd St extension.

These lanes are not required; study should be terminated.

No need. NE 4th has plenty of capacity to support 2-way traffic. Main St eastbound is underutilized. Target developers don't need sweetheart traffic deals, regardless of their campaign contributions, consulting contracts, and legal work routed to city council members.

Provides access to both northbound and southbound I-405 and new crossing of I-405 to serve East Main / Wilburton new development. May increase congestion, not decrease congestion, from increased use by downtown users. Preserve alternative for further consideration.

This option maintains the excruciatingly slow and inefficient westbound to southbound on-ramp at NE Fourth Street.
This would be too confusing. You would have to know exactly where you are going to get across I-405. How are the city streets going to handle the extra traffic. Will you widen the streets?
Please, no one-way couplets. They make accessibility a huge pain and make deliveries inconvenient as well. This option seems like the best available except for the on-way couplet concept.
will only increase traffic on 112th
I appreciate that the majority of this option concentrates the change to within the core downtown area north of Main St, I also appreciate the reduced impact to 114th/118th (bicyclists!).
Reducing congestion on NE 4th bridge is welcome....but if capacity is not increased.....total of actual benefits minimal
very good option, can you make any part of it a flyover to help reduce backups at lights
this looks like a really bad idea. NO.
No freaking way! No one way streets! Nightmare! This would definitely make matters a lot worse!!!
This alternative appears to provide 4 structured crossings of I-405 with access ramps within 6 blocks (NE 8th, NE 6th, and NE 4th exist, new access at NE 2nd). Again, it is not clear that additional auto access is a priority investment with new light rail access coming on line.
No do not like this- prefer 2-way traffic - there is also the additional shopping center / current shopping center access - that will be compromise access to (to REI, Target, Trader Joe's, Home Depot , chipotle
How about adding some all way crossings St the giant intersections near the Bellevue TC?
No added value
This seems best because it reduces congestion n the NE 4th St bridge.
This seems completely unnecessary and a huge waste of money. Think of the congestion this project may cause. Instead, use funding for bike, pedestrian, and mass transit options which will ease traffic for single occupancy vehicles in nearby roads intersections. Build nothing and divert funding to more efficient means of transporting people.
I'm not sure if the northbound ramp from NE 4th St is being retained with this option. If it isn't, then the intersection between the northbound off ramp and NE 2nd St seems somewhat problematic. It would be nice if it were a bridge crossover with a ramp to make that a simple merge instead of an intersection with a traffic light.
seems like a reasonable compromise on traffic management.
This looks like it would have a big negative impact on the existing cycling route.
Kills NE 2nd St cycling route.
This option will only create more congestion.
Best choice in my opinion, since provides I-405 access, and way across I-405
Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away.

we don't need more highway ramps!
Not needed, costly.
See previous comments about NE 2nd. Is there a reason why you want downtown Bellevue, already a difficult place to ride, even worse?
Again, does little except create better flow to east side of 405 onto 116th.
Adding capacity to the access to I-405 is the whole point of the project. NE 2nd needs to be a part of the solution to enhance the grid, but again, this ignores Wilburton. We must be assuming that there are ultimately one more general purpose lane on I-405 in accordance with the Approved I-405 Master Plan. This option seems to set up NE 4th and NE 2nd as a one way couplet from Bellevue Way to 116th Ave NE. Maybe that should be looked at.
This option takes away a major biking thoroughfare to give yet another way to drive on the highway. I do not support this option.
More complicated solution, with ripple effect on 4th St going into downtown
I despise this alternative. What about traffic exiting NB 405 going east on 4th? All those new stores? That seems like a 'fatal flaw'
no- not worth it. pain in the butt.
One way here only would be very confusing. Does not work without all of fourth and second being one way. Connect second for E_W but leave second for cross-city traffic.
Keep NE4th two ways
Does the traffic from WB NE 4th St > SB 405 go under the new NE 2nd St bridge? Cant tell from this graphic. If not and they are going to hit a light at the NE 2nd St bridge..then NOOOOOOO!
I don't see how this reduces anything at 4th given that no matter what you do, you end up using 4th.
Seems like it would be cheaper to increase the capacity of the existing NE 4th St bridge than build an entirely new crossing to each that congestion.
Improves traffic flow in the downtown area. One way streets can be effective.
Looks like a lot of work for not much more capacity.
This option puts more vehicles on local roads without additional space for those vehicles. No clear investment in pedestrian or bike facilities.
I'm not sure what the impact would be on main street. I thinking if I were on the south east side of 405 but needed to travel south on 405, I would go left on main and then right on second. I don't see how this would clear up surface street traffic in downtown Bellevue.
Sounds good too.
We don't need a highway entrance on 2nd St.
No!!! I don't like this at all. I don't feel one way couplets should be anywhere near a downtown. This goes against everything I feel makes good urban planning. Let's not be Robert Moses but Jane Jacobs. :)
Only about moving cars quickly. One ways are terrible for downtowns. I don't see how this would benefit anyone outside of a car.

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
N/A
112th between 4th and 2dn would see a sudden increase of traffic backups for people trying to corss over i405 through 2nd street
I oppose this new interchange as unnecessary and promoting additional auto traffic in lie of pedestrian & cycling uses.
Option 4: This would really help NE4th...I don't understand how new development on 116th could have ever been approved without considering impact on NE 4th.
I don't think this will really help
Please do not introduce additional motor vehicle traffic to 2nd St; this is one of the few bicycle-friendly east-west connections in downtown.
NE 4th street bridge is not that crowded, how does this really help anything.
Adding interchanges and lanes increases congestion. Make downtown livable for people, not cars.
Not a fan of one-way streets/couplets. Plus, this doesn't seem to add any capacity to me.
Bad choice
Not a good idea. Two way traffic is best on both streets. Could cause confusion for people visiting area.
Doesn't make sense because we lose one 405 access for downtown traffic.
2nd is not lined up East of 405 for this to be useful
This would require significant changes to the traffic patterns, and likely to make 2nd NE much busier (or - if NE 2nd stays the same as today through downtown - would create the need to make multiple turns on 112th Ave, creating more congestion there). Looks pretty bad, 1 out of 5.
would impose a confusing mess and add inefficiency within the rest of the downtown traffic grid.
I like the ability to have more east/west connectivity and 405 access
No need.
This just moves the bottle neck some place else.
What on earth is eastbound traffic on NE 4th Street supposed to do when it hits 112th NE? This diagram suggests it'd all have to shunt onto NE 112th. It's during the evening rush, the most critical traffic time in DT Bellevue, that this NE 4th/NE 112th mess would be worst.
A one-way couplet is not a bad idea in and of itself, but the design appearing here seems so ill-conceived as to be incompletely thought out.
This seems to be the best of the bunch. Offers relief the NE 4th (which suffers from limited capacity and too many movements), offers a new east west connection for bikes and peds (NE 2nd), and makes for efficient interchanges with fewer conflicts. While as a ped I'd ask that ped responsiveness at the 112th, 110th, and 108th signals be considered, I think it's doable given the dispersion of traffic.
Congestion would shift to EB NE 4th at 112th Ave NE.

4th bridge access to southbound from REI is terrible. If this helps, then that's good.
Will still slow down traffic, and increase emissions in the area
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
not needed. No new construction or new taxes needed. With light rail, surface traffic should be expected to be reduced.
No capacity . What's the point?
Less impact on 114th seems important to me. Also, the one way traffic helps speed up on and off.
I think the one-way will end up confusing people, and they will have to sit through more traffic signals because of the one-way, too. Think of people going from downtown to, say, REI/Trader Joe's. Instead of going straight down 4th (which they're used to anyway and are unlikely to change), they now have to go down 4th, turn at 112, turn at 2nd, then turn again at 116.
the only way to go south would be to cross over 405 and the DBL back?
This graphic is really confusing because it doesn't show whether ramps connect to NE 2nd or NE 4th St, and doesn't clarify whether anything would change about the ramps that intersect on the north side of NE 4th St. Removing/relocating these ramps on the north side of NE 4th would greatly boost the potential of the Grand Connection lid by providing better connectivity and less barriers. Because of the implications to improve the Grand Connection Lid, which was urgently needed by the time light rail opens, this is the only alternative worth further study at this time (see "no action" for more details)
One-way streets are terrible for cities. These streets should both be two way.
I don't have a particular opinion for or against this, but if it doesn't provide capacity.
One way streets prioritize long distance traffic, over short haul traffic. The overwhelming majority of downtown streets should be oriented towards short haul traffic.
More access to I-405 is not needed.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
These may work if they are extended all the way to Bellevue Way but still doesn't provide additional access to and from 405.
#1 choice
This one could help overall with directional traffic, people would just have to get used to limited access from one side to the other. I would like the new connectors to have protected bike lanes on one side.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
We are in a climate crisis. It's time for the City of Bellevue to start acting like it and start moving people instead of cars.

It is irresponsible to build more capacity for cars during this climate crisis. Please invest resources into connections for safe & sustainable modes such as walking, biking, or transit instead.

Does not seem to bring much benefit. In fact, won't it make it harder to use NE 4th ramps effectively?

Again, this is a solution in search of a problem.

We don't need a new freeway interchange. Spend \$\$ on other improvements.

Fix the bike lane discontinuity on 4th.

Same comment as option 3. The needs of people on foot, bike, or riding transit should take priority. If this option benefits them and does not impact the Grand Connection I-405 Lid, then it is okay.

Don't build it. Be responsible and think of how it'll decrease pedestrian safety and increase pollution.

Same concern as Option 3 and one way streets cause confusion. I do not like this idea.

Couplets have fallen out of favor - this is not likely to succeed. Probably a good traffic solution, especially if combined with option 2.

The diagram is unclear but if this adds a new connection to 405 it will only serve to worsen congestion and the connectivity of Wilburton and Downtown.

This seems reasonable and possibly a win for pedestrians, but it's not possible to tell if this means 405 access is only possible off NE 4th still. If so then that means traffic from downtown to 405 South needs to go over 405 and then turn around or take another existing 405S onramp?

No, seems costly for little change.

This alternative will just delay automobile congestion issues for the current number of vehicles on the road, but will not help reduce the rate of new vehicles being added to our road system. Additionally, this will not address the current congestion issues of the I-405, and instead will add a new point of vehicle access to generate more congestion.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Don't do it!!! Bellevue has enough on-ramps. Adding on-ramps downtown will induce demand for drivers - making it more appealing to drive will increase the overall amount of cars in downtown Bellevue and make traffic worse for everyone. Please please please invest in better cycling infrastructure and transit instead

The data regarding safety and induced demand does not support the addition of a new interchange. If the city's priorities are truly about congestion relief, improved safety for all road users, and sustainability, the better option here would be to enhance biking, walking, and transit connections. Biking, walking, and transit would each be negatively impacted by the influx of more vehicular traffic in this area--just blocks from new light rail stations and the Grand Connection--and put at risk by higher speed drivings coming on/off 405. Currently, 2nd Ave is a key bicycle corridor for downtown access. Turning it into a 405 interchange would render it unusable by all but the most lionhearted of cyclists, excluding the majority of riders. A new downtown interchange like this counteracts the mode shift benefits of downtown light rail access by doubling down on Bellevue's least enjoyable aspect: a downtown dominated by speeding SUVs, making the street-level retail experience deeply unpleasant. All of this stands, whether the proposal is turning 2nd into a new interchange or working with both 2nd and 4th. What efforts will be made to prioritize pedestrian, bicyclists, and transit access? How is this new infrastructure possibly consistent with the city's commitment to ending traffic fatalities by 2030?

This option is similar to option 3, but generally worse. One way streets will tend to lead to more turns and "driving around the block" to reach the freeway ramps than the current configuration. One-way streets are also bad for bicycles.

Just adds more car congestion. No thank you

Bad, because the new ramps will lead to more and faster cars from the interstate driving through a pedestrian-focused area around the transit stations. The increased ramps and merges will also make traffic worse on I-405.

i don't think downtown Bellevue needs another freeway onramp. it will just add more traffic

This design would overwhelm the capacity of 112th Ave, unless 2nd and 4th streets were made a one-way couplet all the way to Bellevue Way. (4th St could perhaps have a one-lane counterflow, but no more than that unless 112th is widened considerably.)

One-way couplets are interesting, but will they integrate well with the rest of the grid?

The focus of these alternatives I believe need to incorporate walking, biking and transit and if done right, one way streets with sufficient amenities for walkers, bikers and transit riders will help improve the community vibe.

One way streets in urban areas generally induce higher driving speeds due to the lack of friction provided by opposing traffic. Also, additional highway ramps in downtown Bellevue are not needed. There are already ramps approximately one mile apart in Downtown and Wilburton. AASHTO guidance suggests maintaining a minimum spacing of one mile between freeway ramps in urban areas. Adding additional ramps will only induce more traffic in the area worsening congestion. Further, additional ramps will degrade the quality of the urban environment in the vicinity of the new East Link stations by making them less accessible by foot/bike. Choosing to construct freeway ramps in this location seems like a colossal waste of money.

One way streets often just make things hard for people who aren't too familiar with the city. Confusion impedes traffic flow. I don't think this would be a great solution.

Eliminate the 405 access from the bridges and this alternative is great as well

One way streets incentivize speeding and should be discouraged.
This seems worse than Option 3.
This option is not good it will increase traffic congestion and reduce TOD opportunities. It will also not improve Downtown to Wilburton access and will vary for traffic flow.
New on ramps are a disaster. Do not add cars to downtown Bellevue!!
I guess this could work
The one-way couplet looks like a car sewer. Two-way streets would probably be better.
Ok as long as there is good bike/ped safety and no additional on/off ramp for vehicles.
This is worse than just adding the bridge at 2nd, which isn't good to begin with.
Without reviewing traffic impact data this alternative seems like it would lead to more congestion in the area or a confusing route.
Pretty worthless. Why not simply add on and off ramps to Main Street? Why is this not an option?
Disadvantage: Induced demand often means that expected congestion relief doesn't actually materialize. Instead, more people drive, creating more greenhouse gas emissions. Please consider greenhouse gas emissions when weighing these alternatives.
New E/W connections across I-405 are great, but too entrances and exits is only going to create more demand and increase congestion.
This doesn't seem like a new development? Already access on 4th?
Intriguing alternative. Apparent disadvantage seems to be significantly reduced capacity from NB I-405 to the east...removed at 4th (true?) and not provided at 2nd (true?), which provides additional pressure on NE 8th St.
This alternative will clearly require the full (planned) 5-lane buildout of the NE 2nd St corridor through downtown (\$\$). Think about those impacts and stakeholders all the way to and through Bellevue Way.
Will achieve little relative to the major inputs.
Makes EB to 405 more difficult
Makes Wilburton-Downtown round trip more difficult and more congestive
Not sure this will do much
Looks like one way pattern increases load on 116th
> may not add significant capacity
Is an advantage, not a disadvantage. As downtown Bellevue urbanizes it should get less car-dependent.
This option could work, if the one-way couplet is extended past Bellevue Way.
Changing the direction of 4th to a one way street would seem to significantly impact access to the Overlake Hospital route from I 405 North drivers.
NE 4th is a primary 405 onramp. This would probably WORSEN some traffic, e.g. from BHS (high school) wanting to get on 405; they'd have to take 2nd over to 116th and back on 4th just to hop on 405.
I don't know if this would improve travel times or not. I don't know the costs or the impact. I am not a traffic flow engineer/designer.
Good alternative to option 3. Will improve overall traffic flow.

Downtown Bellevue currently has almost no one-way streets - the lack of which makes it easier for visitors to navigate. I would lean against this option.

We don't need more cars in Bellevue!

No! What about the impact downtown? People live downtown, do you realize this?

One-ways like this are troublesome and annoying, as drivers don't realize and have to go around the block.

This approach makes the most sense. It complements the Grand Connection; it connects to Wilburton; takes pressure off of all of the streets around I-405. Elegant solution.

Appears to be possible, but is 2nd St able to handle additional traffic?

This option does not add significant capacity and makes accessing the Wilburton area more difficult from Southbound 405. What is currently just a right and up the NE 4th hill would become a right to a left to a right, something that I see as causing more traffic than it would solve.

This seems to capitalize on current infrastructure, can minimize construction impact and provides a good solution for traffic going both directions

If these are made into one-way streets, it just will increase traffic on 116th and on 112th making congestion and backups worse.

I already avoid NE 4th because of the traffic light delays no matter which way I try to use it.

This doesn't support reducing emissions.

If it doesn't really add capacity, it seems like a poor option. Again, I'd focus on driving traffic more North so that south of 4th remains more pedestrian / lower volume street traffic. You've got Main Street, the park, and the connector all supporting this idea of a more human focused experience... adding these connectors is antithetical. I'd vote no.

Not a fan of one-way streets

It is difficult to evaluate this option without detailed information. At an initial glance, it may lead to increased congestion near Wilburton, undercutting the City's future Wilburton plans.

This is a fascinating alternative but not familiar with how one-way couplets work going into 2 way traffic on both sides? Or is there potential of turning downtown streets into 1 way as well to increase pedestrian access? This does seem like it may limit traffic flow to force street usage based on direction and still has potential to be confusing for drivers and may still overflow/backup.

The problems with the 405 on ramps on the 4th street bridge are not caused by the lack of on ramps in Bellevue, rather they are caused by poor merge traffic on 405 proper, adding more/longer on ramps will only postpone the problem without solving the issue

This alternative includes new highway ramps; that should be regarded as a fatal flaw. Given the dire reality of climate change and the degree to which the transportation sector contributes to emissions in Bellevue, NO new infrastructure that encourages more people to travel by personal motor vehicle should be built anymore. It is outrageous that is a primary purpose of this project. You're living in the past, pretending we're still in the glory days of automobility, throwing fuel on the fire of climate catastrophe. Stop spending scarce public funds on harmful projects like this!

As with every alternative that includes new ramps, this new capacity will be maxed out the day it opens or shortly thereafter, succumbing as all highway building for the past 70 years has to induced demand. If your primary, auto-focused analysis suggests it may not offer much capacity benefit, and the whole project is focused on benefiting cars, why bother? Don't waste scarce public funds on this boondoggle. If people insist on driving here despite the alternatives available to them, they can afford to wait in the auto traffic they are contributing to.

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

Would prefer on-ramp south on Connector instead

There isn't much to the east of SE 6th St to justify the east-west connection here.

Why ETL access only. They have their own at NE 6th? We need regular lane access.

This is unnecessary and costly. The demand for service is from general-purpose traffic.

Seems like a solution for those who can afford to drive in the toll lanes

"Does not fit well with the East Main transit-oriented development character/urban design" – so, don't do it please.

No-build is the ONLY right choice

I don't want more traffic being dumped onto I405 between NE 4th and the I90 interchange. Do it inbetween I90 and Coal Creek Pkway.

It's just a block away from SE 8th St. Doesn't seem useful.

Too far from downtown to help much

Makes a complicated intersection at Lake Hills Connector/405 ramps/SE 6th St, 116th Ave SE. Not a fan of that idea.

drop it

Marginal improvement at best.

Seems redundant since we already have the NE 6th St access. Also may not work well with the local topography.

These lanes are not required; study should be terminated.

It isn't needed. Too far south to provide any value.

This my preferred alternative. It best provides northbound and southbound access to I-405. It encourages use of the Express Toll / HOV lanes by all users - SOV, HOV and transit. It provides a new east-west crossing of I-405. It is also sufficiently distant from the other Express Toll / HOV access, which would serve mainly downtown users. It is the best alternative to serve the EastMain / Wilburton new development, without necessarily attracting new downtown users.

NE 6th Street already provides toll lane access. This would not provide a general link from downtown to east side (just for HOV/toll payers).
By entering into the express toll lane, I can see more accidents happening. It would be difficult to get out of the express toll lane if you are not a carpool. I think this would be very confusing. Let's now make our driving more confusing than it is already. Would we have to pay to be in the toll lane and where can you get out of the toll lane because there are only certain areas that you can get out of the toll lanes. This would put a disadvantage to those not wanting to take the express lane.
This seems like a non-starter. Not much growth immediately around SE 6th
Prefer this - better access to the east side of 405
This is the best option as it spreads some of the congestion among more exits/entrance.
may be used as addon to another alternative
I'm having trouble visualizing this one. I'd prefer to avoid any development south of Main St.
What's the point of this one?? Disadvantages far outweigh such minimal advantage.
useless.
why hasn't this been built already?
Too close to existing SE 8th interchange. Rejected!
Not clear why this crossing is needed when 1) it's not clear additional auto capacity is needed and 2) it appears to duplicate the functionality of SE 8th St at great expense. Would prefer to see a pedestrian and bicycle crossing in this vicinity.
No do not like this
New highway lanes are fossil fuel infrastructure and are driving the planet closer to climate catastrophe. Poor people and people of color suffer the most from fossil fuel pollution.
Low value
Like your description says, it interferes with transit development. Do not build anything that interferes with transit development or you just get thousands of Single Occupancy Vehicles clogging up space where a bus could fit with dozens of people.
The map is missing the ramp from 405 north to 116th Ave NE. I'd want to see where the east end of this connection is relative to that ramp to ensure they don't interfere too much with each other. It looks on the surface like this might complicate that intersection at the end of the aforementioned ramp.
n/a
This seems like a decent alternative
See above
Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away.
we don't need more highway ramps!
Not needed, costly.
Best of all these terrible alternatives, as it at least prioritizes HOVs.
Creates more traffic on 112th trying to get to 6th street exits.

This project is about access to Downtown and Wilburton. This does very little for them. Why is this even on the table? Delete it.
We have enough car infrastructure. We need more bike, walking, and rail infrastructure instead.
Too far south, limited effect to downtown, already have a express-only exit at 6th
I don't want more toll lanes! Build it for everybody or don't build it!!
why screw up SE 6th?
If this could be used predominantly by buses, it might add value. If the intention is predominantly for auto traffic, Not worth doing
Express only solutions not fair to those who can't afford to pay.
Even though this is away from core downtown this may be helpful is dispersing chokepoints away from the downtown intersections. There is also traffic that uses 112th > SE 8th St > SB 405, this will get more traffic away from DT quickly and spread it along 112th and SE 8th+6th
If it has a full overpass I think this could be an interesting option to explore.
Looks reasonable.
Second best alternative. It's the best if NE 2nd doesn't get ramps.
This option puts more vehicles on local roads without additional space for those vehicles. No clear investment in pedestrian or bike facilities.
This seems like it would have very little impact. The population that would be positively affected would be small.
SE 6th isn't and isn't likely to become a major street. It doesn't go far into downtown.
I am against toll lanes
Please don't ruin SE 6th St!
I like this but it does seem a little expensive for the outcome.
Still too car-centric. Downtown Bellevue is no longer the land of strip malls, despite what Kemper Freeman may tell you...
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
N/A
NC
I oppose this new interchange as unnecessary and promoting additional auto traffic in lie of pedestrian & cycling uses.
Option 5: I dont see how this will help either downtown or backups on I-405
no it's just a benefit for people who can afford tolls
Additional onramp capacity is not warranted by current traffic and the additional traffic it introduces will be detrimental to surrounding neighborhoods.
No, sorry I hate toll lane accesses. Just think they are confusing. Especially to people who don't live in the area. The one just before/after south center??? Don't even get how it works.
Adding interchanges and lanes increases congestion. Make downtown livable for people, not cars.

Not useful. Connecting the 6th overpass across the freeway gives better access to downtown, Wilburton, and to HOV.
Bad choice
Not good. I agree with disadvantages listed.
I agree with the disadvantages.
The existing Ne 6th HOV ramp isn't used to capacity very often, not sure if a second HOV access will do anything.
East-west connection is good, access to I-405 (so close to existing ramps at SE 8th, and light rail station) seems only marginally useful. 3.5 out of 5.
very limited benefit compared to other proposals
Please do not consider this option, it will only increase the congestion with the LH connector traffic
No Need
Combination of 5 and 6 would be best to move traffic further down south for easing downtown congestion
This is an attractive option -- it incentivizes HOV/HOT traffic while also giving the local street grid better overall connectivity. The trick would be to get the intersection configuration right at the point where 116th SE, SE 6th, Lake Hills Connector, and the existing 116th offramp from I-405 meet.
Urban form is important. I consider the UF concerns to be fatal flaws.
Only benefits those paying tolls. Should consider usage/value of existing exit/entry at NE 6th St (excluding transit).
Not a fan of this one
Will slow down traffic, and increase emissions in the area, just like every other build
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
This is a good solution providing additional access to I-405 (north and south, going on and getting off I-405). Also can provide access from DT Bellevue to Lake Hills Connector.
not needed.
Express lane access is used much less than traditional lanes. Would not help much and too far south.

The "Express toll lane access to /from south at Sixth Street" would be a the one I would choose.

It would work as a 'southern end of the city' access point for the volume of traffic in 'middle' of the freeway. The west side of 405 is already a sh*t show.

8th ST & 4th ST dump in there as traffic is trying to exit at SE 8th st. and they merge across to the carpool lane (and soon the toll lane.)

And in the North bound direction it will start to get people off the freeway before the rest of them all try to go to 520 East bound. I have been cutoff and wrecked my motorcycle after getting on at SE 8th ST and making my way over to the carpool lane, from a single occupancy car racing up the carpool lane and cutting over any point after the Main ST overpass. (in non Covid AM commute it is a common occurrence)

Its going to be a mess in downtown Bellevue both directions of 405 until there is a way to get the toll lane drivers too & from 520 with out them having to cross all lanes of traffic. It is the Microsoft Merge. Those workers from both the North and the South directions will and have got to be making up the largest % of the toll lane users.

I do not know what the 'East Main transit- oriented' stuff is... but this will be about getting the single occupancy vehicles out of the way, so Transit-oriented vehicles can move more freely. By being "farther away from downtown" you essentially have 'longer on/off ramps'... take some of them out of the NE 8th ST line and let them on at NE 6th and the folks from the south end of the city on at SE 6th. It should make 8th and 4th ST's flow better.

One unrelated to the ramp question suggestion would/should also include doing something about the traffic blocking 116th at 8th trying to get into the Chick-fill-a. It is unconscionable that the PM commute on two main city streets is aloud to be so routinely (non Covid) disrupted, and if people are going to be looking to flow down 116th to access the toll lanes having only one (or less sometimes) southbound lane at NE 8th ST will not help with anything at all. Just saying, and it is not like it is hard to notice... there are traffic cameras (and a red-light camera) on that intersection.

I disagree with the assessment that this "does not fit well with East Main TOD". This could dramatically improve access by foot, bike, or transit from the south side of East Main across 405 to Wilburton, especially since the freeway ramps would only be on the south side of the road. It would also improve bus access to/from 405 to serve East Main. That said, this is far away from Downtown, so this is really a project for East Main/Wilburton

There should be no added road infrastructure here. The freeway already acts as a wall dividing the city in half, restricting eastward development. Adding more roads means more cars, more traffic, and more pollution. It's the 21st century and we need to stop relying on 20th century tradition to solve today's problems.

Doesn't seem particularly useful.

Freeway access and proximity to ToD decreases the effectiveness of ToD.

More access to I-405 is not needed.

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

Doesn't help with ordinary vehicular traffic and relieving traffic on NE 4th.
#3 choice
it isn't clear to me if this is on and off ramps to both directions of 405 from / to the toll lanes. seems like it might be helpful if the regular lanes are congested. you would need to pair this with signage so drivers could make an informed decision
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
We are in a climate crisis. It's time for the City of Bellevue to start acting like it and start moving people instead of cars.
It is irresponsible to build more capacity for cars during this climate crisis. Please invest resources into connections for safe & sustainable modes such as walking, biking, or transit instead.
Not very useful for anyone.
This would provide a useful transit/HOV connection to the I-405 ETLs. Being farther away from downtown is a feature, not a bug.
We don't need a new freeway interchange. Spend \$\$ on other improvements.
Climate change is the crisis. More freeway ramps are not the solution.
If this does not fit well into the planned transit-oriented development, then this option should be abandoned. Let's not ruin the hard work and money that's been invested in providing Bellevue with alternatives carbon-emitting driving.
Don't build it. Be responsible and think of how it'll decrease pedestrian safety and increase pollution.
How does it merge into I-405? My concern with all options is that a series of on-ramps will slow the flow of traffic out of Bellevue similar to what you see on I-5 southbound at 45th and 50th streets (U-District/Wallingford). How do we overcome that style of slowdown?
With that said, I don't see this really relieving the Lake Hills traffic which is primarily single passenger cars.
Terrible idea to provide access to/from the east, this is where the existing NB 405 off ramp intersects Lake Hills Connector. Don't see much advantage of the added access to/from the west. Very high cost to implement with negligible benefits. Opposed.
Why would you add a disruptive new highway connection right next to a new light rail station? This alternative is absurd, transit-oriented development is designed so that it doesn't need a connection to a highway.
I think this is helpful for carpooling and high density transit and I approve of making it easier for those modes of travel to have easier access to downtown but too many single-occupant vehicles are abusing the system.
Best 'yes' option to encourage transit and carpooling.

This alternative will just delay automobile congestion issues for the current number of vehicles on the road, but will not help reduce the rate of new vehicles being added to our road system. Additionally, this will not address the current congestion issues of the I-405, and instead will add a new point of vehicle access to generate more congestion.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Don't do it!!! Bellevue has enough on-ramps. Adding on-ramps downtown will induce demand for drivers - making it more appealing to drive will increase the overall amount of cars in downtown Bellevue and make traffic worse for everyone. Please please please invest in better cycling infrastructure and transit instead

This is the connection intended for the Grand Connection. To subvert a long-planned place for people--a park, a trail connection, a destination, and a connector--with a highway interchange is so Bellevue that I'm not surprised, but it's no less a shame. This is a proposal deeply out of touch with the Bellevue of the future. This is more of the same policies that leading planners suggest creates unlivable places.

Additional pedestrian crossing over I-405 could be useful in the future if surrounding area gets redeveloped, but doesn't look all that useful at present.

This add more cars. No thank you

Bad, because the new ramps will lead to more and faster cars from the interstate driving through a pedestrian-focused area around the transit stations. The increased ramps and merges will also make traffic worse on I-405.

i agree would take away from the character of east main

As it only provides express toll access, this option cannot close access from westbound 4th to southbound 405, and therefore provides very few of the benefits of Option 2.

Additional east-west connection is good, but this is a long way from downtown, the congestion on 116th simply to get to these access ramps removes some of the direct access benefit.

Traffic still has to move to/from 112th or lake Hills Connector so it doesn't seem like it will improve access, just shift it one block north.

This alternative is too far away from the East Main station and the current land use and terrain situation in that area does not lend itself well to TOD. But, maybe rerouting route 271 to serve this path in the future can remedy that situation.

This alternative doesn't seem to provide any tangible benefit besides offering HOV drivers the opportunity to get off the freeway further from downtown. This appears to be an alternative that would be constructed simply for the sake of doing so. Further, as the disadvantages state, this is not conducive to supporting TOD in the vicinity of the East Main Link station. This alternative should be removed from consideration.

I don't think this would provide much relief for the cost.

An overpass without a freeway entrance would be OK. Adding a freeway entrance would increase congestion around it and make the area more hostile to pedestrians.

This option has some good and some bad it will reduce TOD opportunities. It will also not improve Downtown to Wilburton access. but it will improve access to I-405 with a new east-west connection along SE 6th .

Don't add cars to downtown Bellevue! No more on/off-ramps.

Potential conflict with people on bikes, while not connecting to much on either side.

Unfortunately this new I-405 crossing is in an awkward spot not easily walkable to much in Downtown Bellevue. Restoring the neighboring street grid and some redevelopment here would help, but until then it's not very useful. The express toll lane connection could provide some interesting options for bus connections and would dump less traffic onto the Lake Hills Connector than general purpose interchange.

Not good. Why would we spend money on additional car capacity in a place that is supposed to have good transit?

NE 6th toll ramps provide plenty of access, this would be duplicative and bad for old downtown.

Yes, absolutely! We live on the eastside of Bellevue and never use the carpool on ramp at NE 6th because it takes at least as much time to get there than just sitting through metering lights or driving through the city to a different on ramp. This has always been frustrating to us and many others in east Bellevue.

NE 6 ramp is not at capacity, not worth adding another ramp

Many of the same comments as #6 (below).

Disadvantage: Induced demand often means that expected congestion relief doesn't actually materialize. Instead, more people drive, creating more greenhouse gas emissions. Please consider greenhouse gas emissions when weighing these alternatives.

Seems like this provides a connection over I405 with appropriately scaled access, so not sure why the group thinks this is not in line with the East Main TOD concept.

Agree with the stated disadvantages. Limited advantages.

This doesn't fit well with the East Main TOD design which needs to be the primary priority here.

This is a bad idea since it will compromise transit-oriented development potential in the corridor to only increase accessibility to a low demand area.

Suffers from same issues as #2

Nope

Limited benefit.

While perhaps too far from Downtown Bellevue to be as useful as Options 2 and 3, continuing to rebuild the street grid punctured by I-405 is good outcome. However, these options may have negative impacts on the emerging East Main TOD district.

Earlier separation of the thru traffic with an express toll lane would seem to be an advantage to this option.

I don't think the toll lane actually goes that far south. Isn't that pure HOV?

Anyhow, it would help Factoria more than downtown. Won't help buses; they already have NE 6th leading right into the transit center.

I don't know if this would improve travel times or not. I don't know the costs or the impact. I am not a traffic flow engineer/designer. I don't know what is the right design.

This seems like the best of the two south-focused options. In the future, I can image immense amounts of traffic coming on and off 405, this access point, in addition to the Lake Hills connection seems like a good idea. Even if not directly fitting into the planned design, it could offload some traffic and still aid design goals.

We don't need more cars in Bellevue!

I don't agree with this as a solution. This street can't handle the volume of cars. It already gets backed up with cars when 405 isn't moving. There are too many pedestrians who walk around these building/area.

Second best of the options offered.

I like this for both advantages stated and it would greatly help with afternoon backups on local streets for drivers trying to bypass 4th and 8th to get to SE 8th ramps instead.

Doesn't solve the problem.

Don't see any benefit, just downside.

With the SE 8th st on and offramps so close and minimal congestion on these ramps compared to the ones closer to downtown, this HOV access would be used minimally. It is just not worth the cost of construction with where SE 6th is located and the limited access it provides.

This area has had so much construction. It is becoming really unpleasant for those who live in this area. A toll one only appeals to a small group willing to pay

This does not help with the need to access businesses in downtown and the Spring District.

I think it makes sense as long as you don't further impact merge onto I-405 S

This doesn't support reducing emissions.

In my mind, the disadvantages outweigh the advantage. I'd vote no.

Better than adding ramps to the slow lanes but only benefits a small portion of the freeway traffic. Overpass is OK

This is not as appealing as option 1 or option 2.

I think it's okay being farther away from downtown as that can still help offset people getting in and out of the city and being able to try and avoid busier streets however unclear how this would connect to express toll lanes and may be used less frequently if only express lane access during peak hours and 405 still backed up anyway.

There is already a HOV only on/off ramp set on NE 6th st. Having only the lakehills connector -> Se 6th street bridge would be a nice addition, moving traffic away from the 4th and 8th st bridges. But i don't see any value in adding limited access middle lane merges.

This alternative includes new highway ramps; that should be regarded as a fatal flaw. Given the dire reality of climate change and the degree to which the transportation sector contributes to emissions in Bellevue, NO new infrastructure that encourages more people to travel by personal motor vehicle should be built anymore. It is outrageous that is a primary purpose of this project. You're living in the past, pretending we're still in the glory days of automobility, throwing fuel on the fire of climate catastrophe. Stop spending scarce public funds on harmful projects like this!

As with every alternative that includes new ramps, this new capacity will be maxed out the day it opens or shortly thereafter, succumbing as all highway building for the past 70 years has to induced demand. Plus, you acknowledge this does not fit with the character of the TOD area, yet supporting transit service and walkable/bikeable TOD should be the city's highest priority for all investments in this area from now on. Don't waste scarce public funds on unnecessary new infrastructure that undermines other more fruitful investments. If people insist on driving here despite the alternatives available to them, they can afford to wait in the auto traffic they are contributing to.

Southeast Sixth Street overpass to 116th Avenue Northeast with southbound on-ramp

Interesting option. Worth exploring.

There isn't much to the east of SE 6th St to justify the east-west connection here. Onramp is redundant with existing access and there is minimal congestion here to justify.

Need downtown. Where is Main Street, btw?

If this alternative is constructed, consider using roundabouts at the ramp terminal and at Lake Hills Connector and the northbound ramp from I-405. That second roundabout could be a double roundabout in a dumbbell shape, an efficient but traffic-calming measure.

to far from downtown and Wilburton/Bel Red traffic

Please do not add on-ramps to 405, it will increase congestion in the long run. Focus funding on public transit and pedestrian & bike access.

No-build is the ONLY right choice

I don't want more traffic being dumped onto I405 between NE 4th and the I90 interchange. Do it inbetween I90 and Coal Creek Pkway.

Having options to cross I-405 is nice, but we don't need another on-ramp to 405.

Too far from downtown to help much

I really can't believe you're going through all of this effort after the key decision on the future of Bellevue's transportation system--light rail--is already decided. Please focus on enhancing bicycle and pedestrian access into downtown (which sucks right now!) instead of devoting hundreds of millions of dollars to an expensive and wasteful boondoggle.

drop it

Don't put too much effort into this one.

Far from downtown. Odd connection to Lake Hills Connector which has 2 lanes in each direction, separated by a median. This option also only provides access to SB 405 and nothing else (SB 405 to overpass not possible, or anything to/from NB 405)

New overpass and I-405 access lane are not required; study should be terminated.
Too far south to provide any value. Improve access to existing SE 8th onramp and/or widen SE 8th.
Does provide additional east-west connection, but only access to southbound I-405. Therefore, it does not sufficiently serve the expected East Main / Wilburton new development. Discard alternative.
This may (?) eliminate southbound entrance to I-405 from SE 8th Street? SE 8th Street serves as an east-west link. This new option would provide another link far from downtown but really close to SE 8th Street.
Is the city/state going to widen I-405 to accommodate the extra traffic?
This would make the SE 8th on-ramp even worse. Do not recommend.
Dislike - already a busy area with the offices and Bellevue Club
I'm having trouble visualizing this one. I'd prefer to avoid any development south of Main St.
Disadvantages far outweigh the sole advantage.
Depending on traffic, sometimes when I'm getting onto SB 405, it feels precarious to move to the leftmost lanes to continue south on 405. This looks like it would leave even less time to move to the left.
might be ok, but I don't think the value is in this option. other options are better
This looks like a really good idea. TOD's are a BAD idea.
Too close to existing SE 8th interchange. Rejected!
Not clear why this crossing is needed when 1) it's not clear additional auto capacity is needed and 2) it appears to duplicate the functionality of SE 8th St at great expense. Would prefer to see a pedestrian and bicycle crossing in this vicinity.
Not sure if this would help
See the following video to explain the concept of induced demand and why no one should be building new highway lanes: https://youtu.be/ujvG6vbpSPc
Overpass is interesting, but new entrance will make traffic even worse
Another waste of funds. Do not build this. Bellevue has so much car infrastructure. Divert funding for this project to a more efficient means of transportation such as biking or bussing. If you build it, they will come. Would you rather build another overpass that holds 20 single occupancy vehicles at a standstill? Or would you rather build efficient infrastructure that can move hundreds of commuters at a time? Yeah... Don't build this.
Ditto (not sure how this interacts with the existing 405 north to 116th Ave NE ramp)
usage of se 8th st has always struck me as an underutilized connector. would increasing capacity for left turns off 112th ave onto either 6th or 8th help make this more attractive?
Options need to help urban movement (walking, bicycle, bus, etc). Does not look like a viable option.
OK choice, probably my 3rd choice
Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away.

we don't need more highway ramps!
Not needed, costly.
The penultimate in these terrible alternatives.
this would work if the 6th Street on/off ramps were not metered.
Same as 5. Drop it.
We have enough car infrastructure. We need more bike, walking, and rail infrastructure instead.
I think this route is too far south to provide relief to downtown.
I like this suggestion.
why screw up SE 6th.
Yes. Have have two way entrance and exits at the same interactions: NE 10th, NE 8th, 6th (bus/car-pool), NE 4th and SE 6th (carpool,bus), SE 8th. Have over 405 street for in-city travel: NE 12th, NE 2nd, Main, SE 4th
Overpass on SE 6th would be helpful for car traffic and pedestrians, bikes, etc, but suggest this WITHOUT the southbound freeway entrance, as this would disrupt non-automobile use, and slow traffic across the new overpass, while creating additional confusion on 405 with another source of merging traffic
This is the best option as it combines the benefits of options 2 and 5.
I think the HOV access makes more sense on this option.
This doesn't much help Downtown traffic or Wilburton traffic; seems like a poor compromise with no compelling advantage.
Just from a traffic perspective, I think this is another good option that could encourage local traffic to take this route, rather than some of the more congested routes on 4th and 8th. Yet this still provides I405 access. To me, this option seems to complete the other half of the puzzle to the current I405/116th northbound exit.
Southbound flow on and onto I405 is already hindered by large volumes of traffic. This would not improve it.
This is fine.
This option puts more vehicles on local roads without additional space for those vehicles. No clear investment in pedestrian or bike facilities.
This is a decent idea though I prefer the more northern options. SE 8th street is frequently jammed during rush hour. I like the idea of providing another way to get to the other side of 405. that is this far south.
SE 6th isn't and isn't likely to become a major street. It doesn't go far into downtown.
it would be good to provide East/West using Lake Hills Connector
Please don't ruin SE 6th St!
I think this is a great option but I would worry about costs.
Another car sewer.
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
N/A
NC

I oppose this new interchange as unnecessary and promoting additional auto traffic in lie of pedestrian & cycling uses.
Option 6: too far away from downtown to provide any practical relief.
focusing on transit would be more useful for me
Additional onramp capacity is not warranted by current traffic and the additional traffic it introduces will be detrimental to surrounding neighborhoods.
It would be great if 6th Ave was connected but without access to 405
With access from NB 405 already at SE 8th and LHC, this seems unnecessary. Perhaps with all the planned growth this is needed in the future, but doesn't seem right for now.
Bad choice
Not good. I agree with disadvantages listed.
Not useful I don't think
East-west connection is good, access to I-405 (so close to existing ramps at SE 8th, and light rail station) seems only marginally useful. Furthermore, since in this case the access to I-405 is for general traffic, and merges to the right-most lane (which goes to I-90), it would just create more congestion (due to lane changes) during heavy traffic. 1.5 out of 5.
Geographically impossible
Too many southbound on-ramps stacked too closely together
This will help alleviate traffic on 116th north bound and will connect traffic to the LH connector for a better east/west connection. It also gives another southbound option to 405, , but I think option 4 accomplishes the same objective better.
No Need
Combination of 5 and 6 would be best to move traffic further down south for easing downtown congestion
This is a decent option -- it provides a counterpart to the existing 116th SE offramp from I-405 while also giving the local street grid better overall connectivity. The trick would be to get the intersection configuration right at the point where 116th SE, SE 6th, Lake Hills Connector, and the existing 116th offramp from I-405 meet.
Urban form is important. I consider the UF concerns to be fatal flaws.
Does not benefit Wilburton area.
Not a fan of this one
Will slow down traffic, and increase emissions in the area, surprise, surprise
Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.
not needed. No new construction or new taxes needed. With light rail, surface traffic should be expected to be reduced.
Too far south.
east side of 405 is already a mess there due to NE 8th and 4th ST's on ramps at this spot... on top of the SE 8th offramp.
Generally same comments as the toll lane access alternative, except less benefit for transit, and this doesn't provide much improvement versus the current SE 8th access

There should be no added road infrastructure here. The freeway already acts as a wall dividing the city in half, restricting eastward development. Adding more roads means more cars, more traffic, and more pollution. It's the 21st century and we need to stop relying on 20th century tradition to solve today's problems.

I'm in that area and I don't see myself using this.

More access to I-405 is not needed.

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

Doesn't provide a Northbound Off Ramp from 405.

#4 choice

not sure if anyone would use this option? I guess it could help with people just fleeing the area and people will go south if 90 continues to be toll free. however if 90 gets a toll i don't know that this will help in the long run

Because this alternative will increase capacity for automobiles in a time when we need to reduce our city's emissions and stop the climate crisis, it is not a responsible choice for our city's environment, health, and future.

We are in a climate crisis. It's time for the City of Bellevue to start acting like it and start moving people instead of cars.

It is irresponsible to build more capacity for cars during this climate crisis. Please invest resources into connections for safe & sustainable modes such as walking, biking, or transit instead.

Not very useful

No reason to do this when the ETL-access option is superior.

We don't need a new freeway interchange. Spend \$\$ on other improvements.

Climate change is the crisis. More freeway ramps are not the solution.

If this does not fit well into the planned transit-oriented development, then this alternative should be abandoned. Let's not ruin the hard work and money that's been invested in providing Bellevue with alternatives carbon-emitting driving.

Don't build it. Be responsible and think of how it'll decrease pedestrian safety and increase pollution.

How does it merge into I-405? My concern with all options is that a series of on-ramps will slow the flow of traffic out of Bellevue similar to what you see on I-5 southbound at 45th and 50th streets (U-District/Wallingford). How do we overcome that style of slowdown?

I see this slowing down Lake Hills traffic and as such do not like this idea.

Terrible idea to provide access to/from the east, this is where the existing NB 405 off ramp intersects Lake Hills Connector. Minimal benefit to /from the west.

Opposed

Why would you add a disruptive new highway connection right next to a new light rail station? This alternative is absurd, transit-oriented development is designed so that it doesn't need a connection to a highway.

Advantages: A more direct LHC route to downtown might help reduce traffic on already congested 116th Ave NE that ultimately wants to go downtown. Also offers pedestrians another route to cross 405 which might be safer than the zoo that SE 8th St. becomes.

No. Horrible congestion there already, don't need more.

This alternative will just delay automobile congestion issues for the current number of vehicles on the road, but will not help reduce the rate of new vehicles being added to our road system. Additionally, this will not address the current congestion issues of the I-405, and instead will add a new point of vehicle access to generate more congestion.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Don't do it!!! Bellevue has enough on-ramps. Adding on-ramps downtown will induce demand for drivers - making it more appealing to drive will increase the overall amount of cars in downtown Bellevue and make traffic worse for everyone. Please please please invest in better cycling infrastructure and transit instead

Again, isn't this alignment supposed to be the Grand Connection? Replacing the vision of an accessible trail and park with a highway overpass is a bait-and-switch maneuver that fails to deliver on the city's own policy objectives around safety, sustainability, and mode shift.

Similar to option 5.

Please, no need for more cars into downtown

Bad, because the new ramps will lead to more and faster cars from the interstate driving through a pedestrian-focused area around the transit stations. The increased ramps and merges will also make traffic worse on I-405.

i don't think downtown Bellevue needs another freeway onramp. it will just add more traffic and i agree would take away from the character of east main

If this option closed access from westbound NE 4th to southbound 405, it would be the best option available. As it stands, this is ranked #2, with the advantage of reduced conflict with the Issaquah ST3 line.

Is the southbound on-ramp duplicitous of the existing southbound ramp at 8th?

This alternative is too far away from the East Main station and the current land use and terrain situation in that area does not lend itself well to TOD. But, maybe rerouting route 271 to serve this path in the future can remedy that situation.

Similar to alternative 5, this alternative doesn't appear to offer much benefit. Also, as the disadvantages state, this is not conducive to supporting TOD in the vicinity of the East Main Link station.

I don't think this would provide much relief for the cost.

Without the on-ramp this would be a great connection between Eastrail and the East Main Link station.

This has the same disadvantages as Option 5: the freeway entrance would increase congestion and make the area more pedestrian hostile. An overpass without a freeway entrance would be better.

This option is not good it will increase traffic congestion and reduce TOD opportunities. It will also not improve Downtown to Wilburton access. It will also not improve the East Main area.

Not a useful alternative.

East Main should be focused on walkable density not freeway access and adding cars.

The first disadvantage listed is right! Not good for TOD environment! Why put a high speed on ramp right near the new rail station that people should want to walk to.

Not useful for the vast majority of people, not good for old downtown

Yes, this is a good alternative. We live on the eastside of Bellevue and never use the carpool on ramp at NE 6th because it takes at least as much time to get there than just sitting through metering lights or driving through the city to a different on ramp. This has always been frustrating to us and many others in East Bellevue. Even if the on ramp is only south bound it would be of great benefit to East Bellevue.

Doesn't really improve things in any real sense. SE 8th already provides the cross-freeway route as well as the southbound 405 access, which is only a short distance further than this alternative would provide.

Disadvantage: Induced demand often means that expected congestion relief doesn't actually materialize. Instead, more people drive, creating more greenhouse gas emissions. Please consider greenhouse gas emissions when weighing these alternatives.

Seems like this provides a connection over I405 with appropriately scaled access, so not sure why the group thinks this is not in line with the East Main TOD concept.

The stated additional east-west connection advantage appears to have minimal benefit/connectivity to Wilburton.

Agree with the disadvantages, but also adds to the awful (!) weaving congestion on SB I-405 approaching the I-90 and Coal Creek interchanges.

This is a bad idea since it will compromise transit-oriented development potential in the corridor to only increase accessibility to a low demand area.

Not bad but ultimately redundant with SE 8th St

Nope

Farther from downtown. Does make Lake Hills connector more useful, and that corridor is prepared for more traffic than it gets today. I like this option.

While perhaps too far from Downtown Bellevue to be as useful as Options 2 and 3, continuing to rebuild the street grid punctured by I-405 is a good outcome. However, these options may have negative impacts on the emerging East Main TOD district.

This option would benefit from a dedicated onramp with SE 8th, to separate some of the I-90 traffic from the thru traffic on 405.

This seems like a great idea. Lake Hills / 116th get severely clogged; this would provide escape valves that, in turn, could prevent too much congestion around the new transit area by drawing traffic away.

I don't know if this would improve travel times or not. I don't know the costs or the impact. I am not a traffic flow engineer/designer.

Also a good option, but perhaps not as functional as the other south-oriented option.

We don't need more cars in Bellevue!

Doesn't meet the overall goal. Too close to the SE 8th on ramp
Third best option.
I like this for both advantages stated and it would greatly help with afternoon backups on local streets for drivers trying to bypass 4th and 8th to get to SE 8th ramps instead.
Doesn't solve the problem.
Doesn't move towards more efficient access. No benefit, only downside.
It does not provide additional capacity on the freeway itself and I don't believe will be very beneficial to traffic flow. It is just not worth the cost of construction with where SE 6th is located and the limited access it provides.
This neighborhood has been overly impacted by construction. This seems to add burdens to an area already stressed from years of construction and does not help downtown traffic
This does not help with the need to access businesses in downtown and the Spring District.
I like this but need to study overall traffic flow to make sure that it would get enough use.
This doesn't support reducing emissions.
Same issue as the previous alternative... disadvantages outweigh the advantage. I'd vote no.
Another southbound feeder ramp will only worsen the congestion before I-90. And it will increase the danger with more traffic weaving left to continue southbound on 405 which already conflicts with traffic weaving right to access I-90.
It looks like this on ramp to south 405 would just stack/lead into the on ramp that already exists on SE 8th St? I'd have to see evidence that adding another connection to an on ramp reduces traffic congestion- perhaps ideally splitting the traffic to 2 streets with access instead of 1? Ultimately they would have to still wait to get onto 405 during peak hours. If the North 405 off ramp connects to 6th (looks like it?) then it could help offset some traffic on 116th and Lake Hills Connector.
this connection is already possible through SE 8th st on ramp. This is only adding more complexity to the already complex and confusing on-ramp system in downtown.
This alternative includes new highway ramps; that should be regarded as a fatal flaw. Given the dire reality of climate change and the degree to which the transportation sector contributes to emissions in Bellevue, NO new infrastructure that encourages more people to travel by personal motor vehicle should be built anymore. It is outrageous that is a primary purpose of this project. You're living in the past, pretending we're still in the glory days of automobility, throwing fuel on the fire of climate catastrophe. Stop spending scarce public funds on harmful projects like this!
As with every alternative that includes new ramps, this new capacity will be maxed out the day it opens or shortly thereafter, succumbing as all highway building for the past 70 years has to induced demand. Plus, you acknowledge this does not fit with the character of the TOD area, yet supporting transit service and walkable/bikeable TOD should be the city's highest priority for all investments in this area from now on. Don't waste scarce public funds on unnecessary new infrastructure that undermines other more fruitful investments. If people insist on driving here despite the alternatives available to them, they can afford to wait in the auto traffic they are contributing to.

Baseline (no action)

With the potential of business models turning to Work From Home policies this might be the best path forward. Has there been review of the models taking into account this new shift?

I would strongly prefer funding be focused on public transit, walking, and biking. If this is not the primary focus of the construction, I would prefer no construction.

YES

In the study area, I support this option - but I do want to see added access South of I90 and fed by traffic flow down 116th to Richards Road with some attempt to minimize number of traffic signals. In addition, the the 124th exit off of 520 could be invested in to incorporate a tunnel/underpass to eliminate the wait at the signal for portion of traffic continuing directly down 124th towards Pearl Dist.

This is by far the best alternative. I-405 has limited capacity. And downtown streets have limited capacity. You're not providing more access with any of alternatives 1-6. You're just moving the existing traffic around. If you do actually add capacity, more cars will soon fill those roads.

Do we want Bellevue to be a city in a park, or a city in a parking lot? We should invest in getting people out of their cars. It's insane that we're discussing a new highway on-ramp that is located less than a quarter mile from what's forecast to be one of the busiest train stations in Greater Seattle.

Build nothing. Invest that money in something that matters, like better pedestrian infrastructure or Vision Zero (remember that?) infrastructure improvements. Bellevue may have been built for cars, but we don't need to continue digging the hole we're in.

Not an option

This is great!

Seems odd to add additional capacity from the freeway into Bellevue at all--existing situation seems to be more than sufficient once light rail displaces a significant amount of Redmond-Bellevue and Seattle-Bellevue trips. Seems especially short-sighted when the streets in Downtown Bellevue are already as car-oriented as it gets and still struggle at peak hours. More car infrastructure isn't the solution. Especially in the aftermath of a pandemic which showed us that work-from-home is completely possible, it would make more sense to focus on demand management instead.

drop it

This allows for an 8th alternative, as yet unknown, which might be better.

As a retiree, I see no further accesses are required. Light rail should accommodate any further growth requirements.

Is there any possibility of adding on/off ramps to Main St.?

This is the preferred and most cost effective option; t should be pursued.

if you want to improve access between downtown and Wilburton, or better support growth, complete the NE 6th overpass so it goes all the way over 405 to 116th, and open it up to all traffic, not just transit/carpools. Put new HOT on/off ramp access going both north and south.

The no-action alternative would discourage new East Main / Wilburton development and result in increased congestion on existing east-west I-405 crossings and existing accesses to I-405. Preserve this alternative for EIS purposes only.

Always a possibility, but will we not be able to address capacity in the long run?

Where is the money coming from to construct access? Will my taxes go up? What are you trying to accomplish? Open up some of the city streets that have been closed for construction.

i don't like any of the proposed alternatives; so, i favor "Do Nothing".

I'd love to comment about how irritated I am about the ST3 to Issaquah light rail route, since I was told that the reason the light rail route down Bellevue Way was chosen, rather than the alignment down I-90/I-405/520 "because we will never send light rail out to Issaquah". But I'm trying to avoid getting angry all over again. :-)

I *do* like light rail, I just think the Bellevue Way alignment was an utterly stupid choice. Oh well.

similar to the usual 'not-my-back-yard' automatic mindless rejection of any changes to the status quo

After thinking about this for a while, this is the option I choose. We spent a lot of money on bike lanes and the link train trying to encourage alternative ways of getting around the region and the city. Making the city more accessible by car negates everything we're trying to do (and isn't good for the climate). I'm also curious to know the affects of the pandemic on the employers in the city and the new ways of working. We might imagine something completely different after all this is over.

disaster - if you think we have too much traffic now, just wait until Amazon opens, spring district opens, Target, etc - what ever happened to the walking areas e.g. 116th - no cars? with any of these solutions we need better bike lanes that are segregated - they are still WAY too DANGEROUS!

we need more streets and access. NO.

The right solution is to add a cloverleaf at Main Street and complete Main St. to the east to provide better access to that part of East Bellevue. So annoying that it doesn't connect!

Main St. is the intended arterial father NE 2nd and SE 6th can never be!

Preferred option. Light rail and other transit investments (capital and service for light rail and buses) are the preferred ways to support growth. More autos do not make for more livable and desirable downtowns. Capacity investments for vehicles do not lead to reduced congestion. Focus needs to be on providing competitive alternatives to driving alone through transit investments, along with supportive pedestrian and bicycle first-/last-mile investments.

Adding more roads makes traffic worse, so don't. Perfect.

<p>There are many advantages you conveniently left out, such as :</p> <p>1) no impacts to other modes of transportation 2) no furthering our reliance on SOV commuting</p>
<p>There is already a huge bottle neck at SE 8th St. to CoalCreek Pkwy This should be the focus first</p>
<p>Thus is the best alternative but you should really be spending the money on Multi modal improvements interest.</p>
<p>Good, this money can be used to secure crosswalks and bike lanes</p>
<p>Invest in bike and public transit infrastructure. Cars, even electric cars, are not the right way forward in a post covid economy that must put public and environmental health first.</p>
<p>Tis is second best.</p>
<p>This is the best option. Save the money for a better project that more efficiently moves people to their destination. Invest in more bike, pedestrian, a d mass transit options. Research shows that if you build more streets, they will come and clog them up with traffic. Build transit, bike, and pedestrian infrastructure to increase efficiency of transportation. Thank you!</p>
<p>This could potentially be OK if the 405 south throughput is improved south of Bellevue so traffic doesn't back up into Bellevue from bottlenecks near I-90.</p>
<p>Not adding interstate exits in the middle of a city seems wise. This would encourage more people to take advantage of the already expanding public transportation network, and it helps reduce traffic.</p>
<p>Support growth by supporting better alternatives to car based transit. Ensure bike and pedestrian access is at the least not reduced, and preferably improved. More roads means more traffic.</p>
<p>Focus on reducing the dependency on cars. Building more roads will only lead to more traffic.</p>
<p>This would be my preference.</p>
<p>Work to make Bellevue more livable and resident friendly. What does the study say how many cars will use these options vs options the city can take to remove the same number of cars from using any of these above options.</p>
<p>This is the right answer. Bellevue doesn't need more car infrastructure. Vision Zero 2030 is less than 10 years away, and we're making negative progress.</p>
<p>There is literally a full set of highway ramps at SE 8th and 118th. Why do we need more highway access? And have you noticed that the highway is dead-stop traffic during commute hours? The toll lanes won't fix that--look at northbound 405 after they put in the toll lanes. It's dead stop traffic.</p>
<p>Almost every downtown road in Bellevue is a highway onramp. Stop building infrastructure for people to come into the city and leave, without adding any value of participating in our community. Instead, try building infrastructure for people who actually live in Bellevue downtown. This is our community. Stop destroying it for the highway drivers.</p>

The best way to support growth for the city of Bellevue is to invest in PUBLIC accessibility; bus infrastructure & light rail will carry more people in and out of Bellevue than automobiles on an already over-crowded highway.
finish the light rail connections. support multimodal transportation (cycling). This will encourage long-term, stable, and predictable growth for the city.
Cycling infrastructure will not be impacted in this option, so this is the one I choose.
Please focus more on sustainable infrastructure options like mass transit, walking, and cycling - options that move more people in a sustainable manner.
Excellent! The best of the lot! Let's save the money, and spend it on something that looks to the future - a future of far fewer cars, and more people walking, cycling, and using transit!
Of, course, my favorite as change is always difficult!
This has to be here to meet SEPA/NEPA. Keep it and use as a base line to show benefits of ALL reasonable options.
I support this option because it keeps funding available for better projects. I support funding for bike, walking, and rail infrastructure, not more car infrastructure.
I can live with this.
this is fine.
ahhhh - nice and easy. maybe limit growth just a little.
No: Have entrance and exits to highways at the same interests, Thus have some priority level traffic streets that go East to West. Allow some downtown streets to be more calm, residential higher use: NE 2nd, NE 12th. Connect NE 19th for in city traffic.
Yes
This is the best way to support a city interested in promoting walking, biking, scootering, and discouraging single vehicle driving. Bellevue should become more urban rather than an ultra suburb.
Doesn't help traffic problem. Backs up streets.
Is there a plan to address the interweaving of traffic on SB 405 to Coal Creek Pkwy exit and EB 90 to SB 405. An elevated ramp that separates from SB 405 soon after the bridge over I90 and goes over the I90>405 exit on to it's west side will remove a major bottleneck that will eliminate the backups all the way into DT Bellevue.
Consider taking no action. 114th is a critical route for cyclists through Bellevue and no action taken would ensure that cyclists are able to safely commute without a significant detour.
Works for me. Fewer people driving, more people walking.
Best option.
I hope it doesn't come to this.
Does not help anything. This would be a major mistake.
A clover leaf at Main Street would be ideal, but I'm sure that's impossible. Nevertheless, if you could extend Main Street up the hill towards 120th it would be a major help to traffic flow.
Wait and see how traffic works after Link Light Rail opens before making costly changes
Not sure why this is even listed. Does nothing

We don't need more highway traffic in downtown Bellevue. We can't handle the traffic we have. We need to move people out of their cars.

Vic Bishop, Bellevue Transportation Commission, chairman of the Eastside Transportation "Solutions" car lobby, and a self-described "car guy" won only 25% of the primary votes in the car-dependent WA 48th. If a "car guy" gets hammered that badly in an election, it should be a clear signal that the people of Bellevue (and Kirkland!) don't want the city spending all their money on more roads!

The only reason you're talking about highway access is because your Transportation Commission has been dominated by 1950's thinking from the likes of Vic Bishop. The people of Bellevue have changed. We want change from the city. Stop pandering to the old folks who can't get over the fact that it's not 1950 anymore.

I am okay with how the growth is occurring around current vehicular infrastructure. I don't think we need more vehicle infrastructure. I would be more in favor of adding additional bike infrastructure to get people from the south (Renton, Newport) into downtown.

Focus on improving what you have, developing around the existing street grid. East Link should be an opportunity for growing a multi-modal approach to mobility in Bellevue. Don't give it all back to 2-ton killing missiles...

The "No Build" option is the only alternative that will uphold our city's stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

N/A

NC

Yes this is the right decision. Please decrease auto usage and improve bike lanes & pedestrian uses in Bellevue

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The money should be spent in more pedestrian infrastructure rather than cars infrastructure, discouraging the use of the car in the downtown in general.

Option 7: This is the same as Trumps COVID strategy. "It is what it is...it will go away."

Option 7 Baseline (no action) is the only truly responsible plan that should be implemented. Speeding more cars into the city is not a goal that we striving for. We can do better by our city our climate and our air!

honestly, I don't drive through Bellevue so much as I take transit through Bellevue. More focus needs to be on freeing up roads for buses, as the transit center is overwhelmed. If you make things easier for cars, you'll just get more cars, but we need LESS cars and more busses. Particularly more busses that connect downtown Bellevue with South Bellevue in a faster way. There is a service desert southeast of 405/90 connection that only has long rides or infrequent service to transit hubs. You also need to make the streets of downtown Bellevue more bike-friendly - it's not right now, and more people have ebikes and would probably bike more if it was friendlier there.

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spend the \$ on bike and pedestrian infrastructure

This is the best option. New freeway ramps (with fast-moving cars and trucks) harm people walking and biking while promoting increased driving, further harming the planet. We should be promoting growth with sustainable transportation, not increased reliance on cars.

As a former resident of south Downtown (108th and Main), today's configuration does not experience significant congestion and no action is necessary. Adding additional capacity will cause increased traffic and congestion on our surface streets in the future by encouraging people to drive into Bellevue.

Well this might be the best bet. East Link Light rail should help with a lot of the traffic congestion anticipated.

If anything, I like the idea of direct access to downtown from the Wilberton area.

This is the best option besides adding overpasses to connect the grid without freeway access. You are not addressing congestion by adding lanes, you are creating induced demand. Do not make the 405 crater even worse. Bellevue could be a livable city

I support the no-build proposal. We don't need new car infrastructure to further traffic induced demand, worse pollution, and a less walk-able community. Spend the money in a better place please.

We should not be adding any new car capacity

405 SB ramps are always backed up and hard to get onto the freeway. NB in the morning seems fine, but backs up along NE 4th/8th offramp. Adding additional capacity seems necessary. I would prefer to see an option to make NE 6th more useful. It's usually just empty, as it's transit only, and doesn't connect to both sides of Bellevue.

Best option.

While a new interchange may “support growth” on paper, it will harm the city overall. It will add to pollution, decrease walkability in the city center, and make it hard to use any mode of transportation other than a car, which is harmful to those who don’t have that option. I would suggest spending this money on protected bike lanes, building more sidewalks and paths, and funding public transit and light rail.

Please don’t continue to turn Bellevue into a place where only cars can thrive.

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This is the preferred option. Adding more exits and entrances to and from I-405 will only induce more driving in an already congested part of Bellevue. In the face of a climate crisis and a downtown that will soon be connected to BRT and LRT, the pedestrian experience MUST take precedence over car dominance, and thus NO new highway usage should be encouraged with construction of new highway access.

If there was a modified version of this to improve the traffic signal and flow along Ne 4th and Ne 8th I think that would improve the traffic flow significantly.

Seems totally fine (4.5 out of 5). We are adding light rail, it should support quite some growth, so adding more car-oriented amenities would make using light rail less attractive. Also, traffic volumes are down due to COVID-19, and given current progress, it seems that working from home would be more popular for years to come (and hence, there would be fewer cars on the road).

In general, I support a no-build option. Building a new interchange will not lessen congestion; it will only get more people driving cars and polluting the environment. I can almost guarantee that once the new interchange is opened congestion will be just as bad, if not worse. If the city wants to truly reduce congestion, they need to invest in other, more sustainable transport methods. Money should be spent on expanding sidewalks, creating safe bike routes, and adding public transit options.

No action is clearly the best choice at this stage. We are in the middle of a global pandemic. The pandemic has changed the way we work, commute, shop, gather in groups, and conduct business. Conditions that existed that led to the formulation of your preliminary alternatives are not necessarily going to exist in the future. We do not know how many people will actually return to work in Downtown Bellevue post-pandemic. We do not know how many restaurants, shops and businesses will still be operating post-pandemic. In the event of massive unemployment, we do not know how many residents of Downtown will remain. We do not even know when we will reach the post-pandemic stage. Therefore, we do not yet know what the usage of our roadways will look like in the future. In addition, we may well be on our way to experiencing a Great Depression. This is not the time to proceed with these construction plans. It would be irresponsible to do so.

better than options 5 and 6

Do options 1 and 2 together, takes care of both needs, downtown and Wilburton.

Need to do something.

I could live with this too, but if an action alt is chosen, the couplet option seems best.

Good, there are much better things Bellevue could be spending infrastructure money on than an unneeded additional highway access point.

Encourage transit expansion (light rail, bus rapid transit) and improve bike infrastructure into/out of/through downtown and Wilburton areas.

Adding more streets and interchanges is enabling bad behavior and bottlenecking 405, just pushing the congestion from city streets and making it the interstate's problem. This is also enabling people to still choose automobiles as their main mode of transportation, instead of cleaner and greener ways to get where they need to go. For Bellevue to hit its 2050 goals for emissions, we need to not build anything here.

The bare minimum, status quo, no increased emissions or traffic, perfection

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right thing to do.

protects tax payer money and avoid burden to tax payers.

This is not a comment on the baseline, but more of a "additional comment". Is there an option to add to the existing 520-NE 124th interchange? If you add a new westbound off-ramp and an eastbound on-ramp, I'm pretty sure this will help alleviate traffic from all downtown Bellevue interchanges AS WELL AS the 405-520 junction that is the bane of many people's existence. It will also help people going to/from the Spring District in the future.

no help

I support this in the strongest possible terms: The City of Bellevue currently stands on the precipice of transformative change. Light rail is coming to Bellevue in just 2.5 years to provide a huge improvement in transit access and ridership. In a similar timeframe, the Eastrail and new Main St bridge will boost non-motorized access and appeal. Residential development downtown and in the Spring District, as well as future plans for Wilburton and East Main, are bringing in hundreds, even thousands of residents that want an urban lifestyle and alternatives to driving. Employers and employees of companies like Amazon and REI have similar desire for transportation alternatives. And finally, COVID is becoming a prolonged event that is reducing cars on the road, shifting travel patterns, and causing us to fundamentally rethink how we design our urban spaces and neighborhoods. In 3-5 years, when these transformative events have begun to settle a bit and their impacts can be fully understood, Bellevue will be in a far better position to leverage this huge investment in its future for maximum benefit. Conducting this study now, making a decision now, is completely short-sighted and irresponsible. I implore the City to step back for just a few years, let the dust settle, and make a far more informed decision on this major, consequential project. I am certain this will prove to be a wise choice, and hope you will seriously consider this perspective.

The "No Build" option is the only alternative that will uphold our city's stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

There should be no action to increase car capacity. Cars are space inefficient, and as a growing city, Bellevue must work towards walking, cycling, and transit as the primary means of getting around in the 21st century.

Definitely preferred over options 5 and 6. I could be convinced on options 1-4 if the benefits are good.

The "No Build" option is the only alternative that will uphold our city's stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

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Not really an option. I live downtown and NE 4th is so backed up most days around commute time that when you start adding new high rise buildings that you will have gridlock in Downtown. Thanksgiving to New Years, NE 4th is already backed up from Bellevue Way to 405 even without these new buildings. Need to add additional access ramps.

The "No Build" option is the only alternative that will uphold our city's stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

Growth can still be supported with investments in moving people instead of cars. This (the 'no action') is the only alternative that makes sense in the oncoming budgetary crisis and which will not further structuralize climate inequality. Go back to the drawing board and get creative on how people can be moved without dependence on single-occupant vehicles. Shame on Bellevue for even considering expansions of highway infrastructure in 2020. I'm absolutely disgusted.

Yes!! No Build. Stop expanding car infrastructure.

The “No Build” option is the only alternative that will uphold our city’s stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the “No Build” alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

Generally I support no action in the sense that I-405 capacity is already at peak, as is the I-405/I-90 interchange, and further that growth in Bellevue should be done in a less car dependent way, and should encourage pedestrian experience and transit. But I also question why we are not looking at making NE 4th St more effective. The timing of the lights make it a terrible experience and strangle capacity. It seems that this overpass would be a candidate to be redesigned and rebuilt to either become a diverging diamond interchange, or a single point urban interchange. Seems to me that this would increase the capacity of NE 4th St both as a through street, and to access I-405, and create the least negative impact on the rest of the city.

Expanding interchange capacity via a new crossing is solving the wrong problem. We need to make our existing crossings more efficient (e.g. a single-point urban interchange or diverging diamond at NE 4th) and potentially add transit/HOV access (the SE 6th option). We're already spending billions on light rail.

Yes, there you have it! The freeways don't have capacity to accommodate more travelers on I-405, so no new interchange is needed. With COVID reducing peak travel and Link light rail coming on the way, there is no need for this costly change.

It's good to not waste money making our climate crisis worse by adding car capacity. But bike and pedestrian connections across 405 need improvement.

I care about the CLIMATE and our landuse.... PLEASE just invest in better transit service and transit, bike, and ped infrastructure

This is my preferred choice

This seems to be the best alternative. It's not clear in the materials why a new interchange is even needed? We certainly should not be making it easier for people to drive in a dense urban area. Climate change is the most pressing threat facing our planet and we should be making it harder to drive, not easier. We cannot keep global warming below 2 degrees Celsius if we continue to drive at our current rate, much less if we increase driving by making it easier for people to do. This area of Bellevue is receiving investment in transit through the light rail and rapid ride bus systems. Downtown Bellevue has the opportunity to experience a shift in the mode people use to commute and get around because of these investments. Let's not undermine that by just making it even easier to choose driving over climate-friendly alternatives. Finally, there is limited space in a dense City such as Bellevue, and building a new interchange doesn't seem to be the best use of land. There will never be enough land or money to accommodate Bellevue's increasing population via single occupant vehicles. Bellevue is directing most of its residential and commercial growth to around light rail stations and other transit areas anyway. This is the sensible and forward-thinking thing to do. Not building more interchanges for cars.

The "No Build" option is the only alternative that will uphold our city's stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

Bellevue has put a lot of work into slowly evolving its downtown core to be more pedestrian, bicycle, and transit friendly. Only the Baseline (no action) option is consistent with the city's vision of a downtown that is thriving and safe to move through for all people, walking, biking, and rolling.

Climate change is real and its impacts will begin changing Bellevue's needs within the next 10-20 years. Investing in new road capacity for the primary benefit of private vehicles is a step in the wrong direction. Bellevue needs to refocus this planning and funding towards decarbonizing its transportation system and providing new options for getting around in a changed world.

The baseline (no action) choice is the only option that Bellevue should consider. Right now Bellevue needs to be shifting to a model which lowers our GHG emissions and better prepares us for climate change. Expanding downtown Bellevue's car capacity and encouraging more traffic downtown is putting money, time and resources in the wrong direction. The advantage of this plan isn't just no construction cost or impact, but the opportunity to put those dollars and resources towards a sustainable Bellevue that prioritizes public transit, bicycle and pedestrian modes of transportation. Preparing for this future over the next 10-20 years is critical and Bellevue needs to take that seriously in all of its planning and infrastructure decisions.

None of the other alternative are necessary.

Are we really going to see growth? While I believe the governor and media are over-reacting to the threat posed by CORONA virus, I don't know how much more growth we will see as companies start to see the cost benefit of continuing with remote work.

We really need a rail link to Renton which would address A LOT of the congestion. I think the money would be better spent there.

I believe there should be no new connections to 405. 405 is already a complete mess in the downtown Bellevue area and it is because there are many different merging on and off ramps. The access to 405 is not the problem. Therefore I would prefer option 7.

This is the best alternative. Bellevue does not need new highway connections and already has more than Seattle in Seattle's densest area of the city. Bellevue can increase connectivity between Wilburton and Downtown without dividing them more with a new highway interchange.

This is clearly the best option. The other options are a waste of funds and expanding highway interchanges does not support growth.

No cost is very nice. Also the cause for growth is not made on this page, what growth are we aiming for?

Yes, this is my vote. Don't waste money on building more if it won't substantially alleviate the problem, too many cars coming into the city.

The city and surrounding infrastructure is dependent on personal vehicles to allow people access, which means as the population of the area continues to grow, so will the number of new vehicles needing to be added to the transport system.

Instead of building more capacity for vehicles in our transportation system, which will always be trailing the actual system load due to the time cost of building our infrastructure, we should be focusing on reducing the rate at which new vehicles are added to the system.

To reduce the new vehicle rate we need to encourage usage of public transportation and other sustainable alternatives by improving the number, frequency, and cost of our bus and train services. This would have the added benefits of improving travel for low income persons and also help the city meet our stated environmental goals.

Divert the money that would have gone to new on-ramps to increase bus service - the more people in buses, the fewer people in cars!!!!

This is the best option. The evidence of induced demand, the overwhelming data about high-speed vehicles, large vehicles, wide highway-like streets, and climate change illuminates the path ahead if any other option is chosen: Bellevue's deadly streets will continue to get more deadly, emissions will go up, and downtown will continue to feel unwelcome to all but the rich developer in his SUV. Instead of putting in a new highway, consider enhancing trail connections to downtown, making improvements for on-street retail experiences by slowing traffic, and continuing to build out connected and protected bike lanes.

This option at least avoids spending large sums of money making things worse, but does nothing to improve the situation.

Need to add more pedestrian crossing across 405 to get to light rail.

This could be a good option, perhaps paired with a bike/pedestrian bridge over I-405 to make it easier to get to/from the light rail, and bus-only lanes on some of the other streets that cross I-405. Single occupant cars already have plenty of options.

why do nothing?

This option is better than all above proposed options with the exceptions of options 2 and 6. Option 4 is interesting, but I am not convinced it would be a worthwhile investment. Has the possibility of a bridge at SE 1st/2nd St been considered?

The configuration and number of freeway ramps in Downtown Bellevue is sufficient at this time and will likely be for some time. There is so much excess roadway capacity provided in this area, that there really appears to be no need to add more without strong justification. Attention and money would be better spent on maintenance, widening I-405, and walkability/cyclist/transit improvements in the area. Bellevue appears to be at a critical moment in its transportation history. Decisions made now can show that Bellevue is embracing its transformation into a walkable, urban environment or that it continues to steadfastly cling to its longstanding car culture. Attempting to tread the line between the two will only result in worse outcomes for all parties. It's time from Bellevue to embrace the 21st century urban revival and abandon longstanding car-oriented transportation policy. That means no new freeways or ramps.

I support the "no action" alternative. But rather than "no action," the money that would be spent for the other solutions should be redirected to make Bellevue less reliant on cars. During the pandemic, we have seen a huge uptick in electric bikes. The electric motor makes it easier and faster for people to handle the hilly terrain in our area. In many cases, bikes are less costly and more efficient than cars for commutes up to 30 miles in length (I commute over 30 miles on my electric bike). The primary concern of would-be bike adopters is safety. Bikers and cars do not mix well, but investments in bike infrastructure are almost always less expensive than upgrading infrastructure for cars. I have to ride my bike on sidewalks where streets (like 148th Ave and NE 8th St) do not have bike lanes. I worry about increased danger of collisions with pedestrians and cars exiting driveways with limited visibility.

This and Option 3 are the two best options. Bellevue does not need more freeway entrances. Any additional one would just create congestion in front of it, as cars line up to get on the fastest road and choose the least-used entrance. Induced demand would fill up the additional capacity and you'd end up with congestion at more entrances. Overpasses without freeway entrances like NE 8th Street and NE 12th Street are best for pedestrians and bikes. Adding a freeway entrance to an overpass increases congestion across it and makes it less safe for peds/bikes. NE 8th Street is difficult to cross because cars come off 405 without a light, so the gaps between them are shorter and more random and the risk of ped/car collisions is higher. This is especially an issue for disabled pedestrians who can't run across the off-ramp.

This option is not good it will increase traffic congestion and reduce TOD opportunities. It will also not improve Downtown to Wilburton access. It will not promote any new growth.

Good! Does not add additional car traffic to downtown, but also does not improve transit, pedestrian, cycling options which could be improved by adding a bridge near the new Link station.

this one

The city should focus mobility investments on solutions that provide cleaner air, support healthier communities, and reduce the city's carbon emissions from transportation – no more freeway interchanges/expansions. The city, along with Bellevue residents and businesses, are successfully reexamining communities along I-405 such as Wilburton, downtown, the Grand Connection, Spring District, and East Main to rethink how communities' mobility options could be improved and how alternative transportation modes could serve residents. As a resident in Bellevue, I value the city's forward-thinking legacy, and a new freeway interchange does not align with this legacy-driven leadership. New freeway interchanges will have a significant impact and opportunity costs to the communities that the residents and city are actively reimagining. The decision to provide additional interchanges anywhere along I-405 will increase traffic demand and prioritize the car as the primary mode of travel. A new interchange places focus on moving vehicles out of our city with no thought given to moving people within our beautiful city. The choice to build another interchange will further the intergenerational divide by neglecting the desires of future generations and ignoring the very real impacts of climate change. Confront Bellevue's unhealthy obsession with cars and genuinely engage, plan, and communicate with younger generations to reach a balanced decision.

Light rail is what supports the growth, but the lack of new street grid connections for people walking, rolling, and biking is a drawback.

If we can spend the money elsewhere I would skip this project and spend the money on better bike/ped safety around downtown and near the new light rail.

Better to do something - lay groundwork for larger lid at NE 8th
At a minimum the carpool on ramp option should be considered. I don't prefer no action alternative.
Given the corner into which the freeway and streets have been painted, this is probably the best approach. The freeway itself is already operating at capacity, and trying to add more on and off ramps will not improve mobility.
Advantage: Better for the climate, and the taxpayer. In the time of COVID and and a huge hole in transit funding, why are we even thinking about building more roads? Please spend any available dollars to help transit! And please consider green house gas emissions when weighing these alternatives.
Yeah lets stitch the divide caused by 405 and provide access for the many towers that are springing up along the highway. I like the combination of doing option 2 and option 3 the best.
Extremely viable alternative!
The "No Build" option is the only alternative that will uphold our city's stated climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.
This is the best option. None of the project proposals would provide benefits commensurate with their likely costs. Bellevue needs to spend its resources creating the infrastructure that will reduce car use and maximize the investments in light rail.
Well it is best price...
The "No Build" option... is the only alternative that will uphold our city's stated climate targets. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.
Bellevue does need better highway access.
I am in favor of the "Baseline (no action)" option. It is the only alternative that will uphold Bellevue's stated climate targets. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.
This is fine! We don't need more car infrastructure!
best option
No action is a bad idea, given the massive number of projects in the downtown core and the resulting increase in traffic. Increase capacity of access to and from I-405 for all modes of transportation is essential to maintain a functioning traffic system.
There needs to be better access to downtown Bellevue. This options fails.

I fear that further congestion will lessen the usefulness of buses to feed the rail system. Transit is not useful if it takes too long. As it is, Metro buses often take circuitous routes to try to escape traffic coming from Seattle over 520 into Bellevue. So doing nothing is probably a recipe for stagnation.

The “No Build” option is the only alternative that will uphold our city’s stated climate targets. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the “No Build” alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

During the rush hours, I-405 traffic flow is the bottle neck. Traffic will back up in downtown regardless how many access ramps you have. Because you can only feed limited number of cars into the freeway and rest of them will stuck in downtown. In non-rush hours, the existing on/off ramps are more than sufficient to handle the flow. Therefore, this is will be the best options before you can address the I-405 issue.

Clearly the “No Build” option is the only option that will uphold the promised climate and Vision Zero goals. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the “No Build” alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

I am not a traffic flow engineer/designer. What will the traffic look like after the pandemic? Maybe more people will be working from home and reduce traffic congestion. Before the pandemic, I-405 was often in grid lock and giving drivers more ways to get into gridlock seems un-wise. One big problem is the southbound I-405 to eastbound I-90 ramp which does not have enough capacity so having more ways to get on I-405 seems pointless until the capacity of southbound I-405 is improved. What kind of growth are we talking about? Commercial growth or residential growth? I can model this on my PC in City Skylines and it will give me a cost and feedback about traffic flow in real time in the comfort of my home office. I can model the interchanges and save the results and compare each alternative. This survey seems a very old school way of doing things and you are asking a mostly uninformed public to provide feedback in a very loopy way. Most of my neighbors know nothing about traffic flow design. They don't know the history of the interchanges in this area. Some of them will give slogans and emotional responses about what they like and don't like with no data to back it up. Our schools do not teach us how to evaluate and provide feedback about traffic flow design but we somehow seem to feel empowered to have an opinion about it.

The “No Build” option is the only alternative that will uphold our city’s stated climate targets. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the “No Build” alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.

Dig a southbound cut and cover tunnel from north Bellevue down the middle of I-405 to I-90 for trucks only (trying to get to I-90). Getting the trucker traffic out of the main commuter traffic will free up much space for everyone else.
I don't have a clear idea on cost and trade offs, so this could be the best option.
Please. No action is the right answer. Build Bellevue for the people who live here, not the ones who want to come in from far away and leave as soon as it hits 5:00 pm.
I believe right now given the current economic conditions no action should be taken at this time.
Best option. Slow the growth downtown and this will be best option. City streets cannot handle more traffic today, Why dump even more cars on to our roads, as all the other options will? It will hasten the destruction of quality of life downtown and Bellevue in general.
I'd like to see something done, not nothing. Instead of making it easier for cars to get to downtown, can we make it easier for cars to get somewhere to park and take transit downtown? I'd prefer to reduce car traffic downtown, not increase it. More shuttles and bikes, less cars.
Not a plan. Something must be done to handle the growing traffic.
Ok, works well, but maybe lights can be better synchronized.
Bellevue wants another entrance and exit to the downtown core. Out of these options the NE 2nd St on/off ramp seems to be by far the best option.
Traffic currently backs up into Bellevue way at peak times. It would be nice to move traffic away from the residential neighborhoods of Sorely Downs and Enatai
There needs to be more access into downtown and the Spring District. How about looking at maybe NE 10th or NE 12th access on and off of I-405 and connections to light rail off of NE 8th? The access needs to directly support where the growth is located, not create traffic jams between the access and the businesses.
I-405 S is already horrible. Whatever is done should not make that even worse.
The "No Build" option is the only alternative that will uphold our city's stated climate targets. All other options will increase car capacity on Bellevue roads, and the law of induced demand tells us that this will only lead to further traffic and emissions. If Bellevue is serious about reducing greenhouse gas emissions by 80% by 2050, city staff must select the "No Build" alternative and refocus energy, money, and time on investments in greener mobility (bicycle, pedestrian, and transit infrastructure) instead.
I think it may be worthwhile to better understand the impact of the public transit (light rail) investment on traffic patterns before trying to solve for traffic relief based on historical patterns. I'd vote yes.
Perfect option!!
Not as appealing as option 1 or option 2.
It is hard to know if once the light rail is active if usage will decrease traffic flow sufficiently in the area overall, but it is smart to plan ahead on additional efforts with the major growth currently and projected. I think at least having plans for something to help is better than nothing at all.

Instead of building new bridges, that could see limited improvements in traffic flow, investing instead into re-designing, re-optimizing existing on/off ramps, and bridge intersections could be a much better use of city resources.

Other than alternative 3—assuming that is built to benefit multimodal, non-SOV mobility only—this is the only responsible option.

We have an immense amount of needs for scarce transportation resources in Bellevue. It will take us decades to build sidewalks everywhere they are needed. Our bicycle network, despite recent improvements, remains pathetic by North American best practice, nevermind compared to international leaders. Bus services have not expanded as the Transit Master Plan envisions—instead services are being cut AGAIN. Instead of spending tens of millions on more infrastructure to better accommodate the only mode of travel Bellevue adequately accommodates today, save that money and spend it on any/all of the other modes, whose users are treated as second class citizens on Bellevue streets. Those millions would make a huge difference if spent on projects that cost much less and do much more good.

Appendix D: Community correspondence sent to the study team

Correspondence	Study team response
<p>Hello Shuming, Marie,</p> <p>I wanted to take the time and thank you both again for meeting with our group this past week. I came away from that session feeling like it was a productive conversation, and I appreciate both of your attention and explanations. Our group is excited to hear what comes out of the conversations with the city's outreach consultant, and we're free to answer any additional questions should either of you have them.</p> <p>I also wanted to include links to some of the articles that were cited in our presentation, I feel these give a good empirical underpinning to our positions and the worldview under which our group operates. Here as well, if there are any follow-up questions, I'm happy to answer them to the best of my ability.</p> <p>https://www.cnn.com/2018/10/07/world/climate-change-new-ipcc-report-wxc/index.html</p> <p>https://www.reuters.com/article/us-autos-emissions-suvs-insight/detroits-near-future-based-on-suvs-not-evs-production-plans-show-idUSKBN21D1KW</p> <p>https://www.oecd.org/derec/adb/47170274.pdf (an OECD study that cites how increasing vehicle speed creates more traffic)</p> <p>https://www.wired.com/2014/06/wuwt-traffic-induced-demand/</p> <p>https://www.theurbanist.org/2020/07/28/paint-is-not-enough-for-bellevue-bike-network/</p> <p>https://www.c40knowledgehub.org/s/article/How-to-drive-a-modal-shift-from-private-vehicle-use-to-public-transport-walking-and-cycling?language=en_US</p>	<p>Hi [name] and [name],</p> <p>Our thanks to you both and the others for sharing your perspectives with us; it was very informative. Our analysis will consider some of the mobility issues you raised and our findings will be shared on the second online open house planned for January. We appreciate your giving us input via the online open house and we will be happy to meet again should you have questions at that point.</p> <p>Sincerely,</p> <p>Marie Jensen Shuming Yan</p>

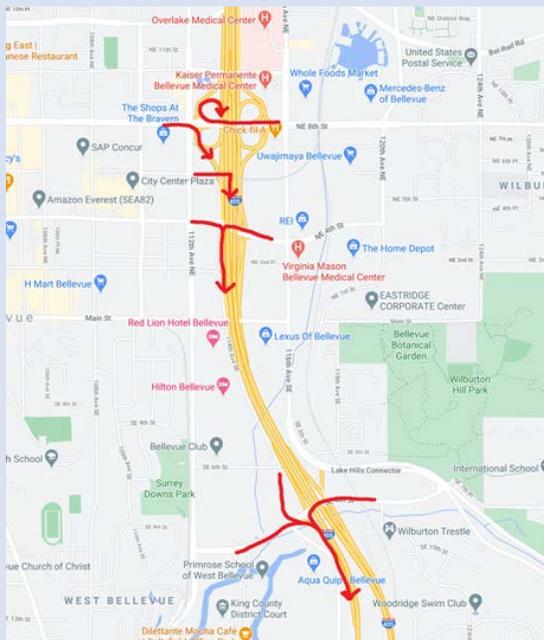


<p>Thank you both again for your time and energy, and we're looking forward to hearing from you soon!</p> <p>Best,</p> <p>[name]</p> <p>Downtown for People Founder</p>	
<p>First email:</p> <p>Looking at the presentation that was given to the Chamber Transportation Committee today, it appears here is a new SE 6th with on-ramp option that is far less expensive than the option with direct connectors in the middle of the freeway. From the info provided it appears that the new option has much greater cost-benefit than the others. Am I seeing this correctly?</p> <p>Follow-up email:</p> <p>Well that clears it up!</p> <p>I don't want to get the Chamber out of sync with Bellevue Transpo. My initial instinct is to recommend they support the following:</p> <ol style="list-style-type: none">1. SE 6th On-ramp2. SE 6th Inside Connection3. Lake Hills <p>It seems like we'd have a better shot at getting the project funded if the price tag were \$175M instead of \$3XXM. Perhaps the best option is to continue to study both 1 & 2 and ultimately decide which one has the most cost-benefit.</p> <p>If you would prefer the Chamber back 2, 1, 3 instead of 1, 2, 3 it would be helpful to know that. Whatever keeps everyone working as a team to a common goal is what I want.</p>	<p>Hi [name],</p> <p>Yes, on the cost side, compare to the inside connection, the SB on-ramp would cost far less to build. But on the traffic side, it is less straightforward. The inside connection would provide far more overall travel time benefits because it would reduce a lot of weavings and merging on I-405. When we look at intersections within the study area, the SB on-ramp option would yield more benefits. Hope it helps. Please let me know if you have further questions. Thanks.</p> <p>Shuming</p>
<p>Hi,</p>	<p>Hi [name],</p>

I wanted to ask for more context on the existing conditions and the issues necessitating the I-405S downtown access project. I have never observed congestion on any of these four existing onramps to I-405S, so I am somewhat confused by the desire to add an additional interchange at the cost of hundreds of millions of dollars.

The vast majority of delays I encounter are on ramp meters and the I-405 mainline, which I anticipate will continue to be the bottleneck even after the one HOT lane is added. An additional access would seemingly just exacerbate these delays.

I would appreciate any context on this.



Thanks,
[name]

Thanks for writing to us. We value your input! As you requested, here are some context to this study:

The I-405 Master Plan, developed by Washington State Department of Transportation nearly 20 years ago in partnership with all the jurisdictions along the corridor, identifies a new half interchange in Downtown Bellevue. It is needed to accommodate future developments in the city. Like most of the elements contained in the I-405 Master Plan, specific location and configuration of a new interchange is subject to further study prior to implementation. The recent proposed redevelopments in and around the potential location of a new interchange area has created a pressing need for the City to identify a preferred alternative location and configuration to provide greater certainty to support and guide future development. Even with a preferred option selected, it may still take many years to implement, from getting funding to the final design, acquiring right of way, to construction.

Looking into the next 15 -20 years, it is estimated that 20 million plus square feet office space and over nine thousand residential units will be added in downtown and surrounding areas. There is no single silver bullet to accommodate this growth. The City needs multimodal solutions. The East Link Light Rail currently under construction, the planned Lake To Lake Trail along Main St., the Grand Connection along the NE 6th St. and many other roadway, bike and pedestrian projects, the continued expansion of travel demand management programs, and a



	<p>new interchange under study, are all parts of a multimodal, multifaceted solutions the City is embarking on.</p> <p>Regarding existing traffic congestion on I-405, we believe the I-405 Renton to Bellevue Express Toll Lane project, when completed, will provide significant relieve. This project, in addition to adding a toll lane each direction, it also includes improvement to the I-90/405 interchange and general purpose lanes between I-90 through the Coal Creek Pkwy interchange and to Lake Washington Blvd. The current congestion at the interchanges of I-90/405 and I-405/Coal Creek Parkway are two significant bottlenecks contributing to the congestion you have observed in your email. With these improvements completed, our modeling shows I-405 is expected to be able to serve more traffic.</p> <p>For more background information, please visit the City's South Downtown I-405 Access Study and WSDOT's I-405 - Renton to Bellevue Widening and Express Toll Lanes WSDOT (wa.gov) websites.</p> <p>With that said, we will take your input into consideration in evaluating the various interchange improvement options and make a recommendation that can best serve the city for many years to come. Thanks again for you input.</p> <p>Sincerely, Shuming</p>
<p>First email: Dear Ms. Jensen,</p>	<p>First response: Dear [name], Thanks for the clarification. Our modeling analysis showed that the majority of the</p>



Thank you so much for your response and for the answers to the questions that I would like to have the City Council consider.

It looks like I should have rephrased Question #2:

2) What of the two options will have the greatest impact on reducing congestion/lane weaving on I-405 southbound?

a) Direct access to I-90 (from 116th Ave SE/Lake Hills Connector option)?

or b) Direct access to the southbound I-405 HOT lanes (SE 6th/Inside Access option)?

Would it be possible to answer this question instead of what I posted at the online open house?

Thank you!

[name]

Follow-up email:

Dear Mr. Yan,

Thank you for the information. Can you pass this question and answer on to the City Council?

We appreciate your help!

Follow-up email:

Yes, that would be fine.

Thank you!

people who get on I-405 from either of the two options would continue on I-405 southbound passing I-90. From pure traffic operation standpoint, Option b would have greater potential to reduce weaving/congestion on I-405. However, constructing this option would require pushing the I-405 main lanes outward to make room for the new inside ramps. It would nearly double the construction cost. It would also increase construction duration significantly and cause longer, more severe impact to the I-405 traffic operation during construction. These are all among the tradeoffs we consider as we formulate recommendation for council's consideration.

Thanks again for reaching out to us. Please don't hesitate to let me know if you have further questions.

Sincerely,

Shuming Yan, PE

Follow-up response:

Dear [name],

Yes. Due to the number of responses and time constraint of the Council meeting, we may not be able to attribute comments to individual contributors, but we will sure reflect the essence of your input in the public input summary section of the council presentation. Does it work for you? Thanks again for your input.

Sincerely,

Shuming Yan, PE

Dear council,

Dear [name],



I am writing to urge you to push for **no new interchange** in the I-405 South access study - such an interchange is unnecessary and will cause significant negative impacts to our city's traffic and environment. Instead, we should be focusing on **improving pedestrian and bicycle connectivity** in the South Downtown area.

As a prior resident of South Downtown, in Belle Arts at 108th and Main, I have never experienced issues accessing I-405 South. Both the interchange at NE 4th Street and SE 8th are easily accessible within two minutes, being only around 0.5 to 0.8 miles away. Congestion levels are also typically very minimal. When congestion does occur, it generally originates from backups on I-405S itself -- which an additional interchange will only exacerbate. With the enormous investments we are making in Light Rail and BRT in the area, we should easily be able to handle additional growth without adding any new vehicle capacity.

I believe additional east-west connections for pedestrians and bicycles over I-405 would benefit our city and improve connectivity between Downtown and Wilburton. As a pedestrian, walking from 2nd to Main and back to 2nd adds 4-5 minutes in walking time. In a car, however, this same detour adds around 30 seconds. Additional motor vehicle bridges add significant expense and are simply not necessary, given the minimal impact of detouring to the Main Street bridge and the minimal congestion it experiences.

Thank you for considering,

[name]

Thank you for contacting the Bellevue City Council to provide input on this important study. As the project manager for the study, I've been asked to respond to your email.

Your input is very valuable to us as we evaluate the various options, including the no new interchange option. This study focuses on evaluating the benefits and disadvantages of an added vehicle access to I-405 to and from south downtown Bellevue relative to the no new interchange option. It is a part of City's comprehensive efforts to plan for multimodal transportation systems that will support and accommodate the planned growth in the city for many decades to come.

You probably are aware, in Downtown, there are two planned major east-west bike/pedestrian facilities across the freeway: the Grand Connection between NE 4th and NE 6th Streets, and the Lake to Lake Trail along Main Street. The I-405 Access Study includes an option of extending the NE 2nd Street to 116th Avenue NE in Wilburton with bike lanes and sidewalks but without new ramp connections to I-405. We will thoroughly evaluate these options before recommending a preferred alternative to the City Council in late fall.

The city's access study is underway as WSDOT builds its Bellevue to Renton express toll lanes and additional general-purpose lanes in the Coal Creek Parkway vicinity. These improvements are expected to significantly relieve current congestion on I-405. The Access Study is



	<p>an opportunity to explore and identify additional options to get future travelers to and from Downtown Bellevue quicker and safer as the city continues to grow.</p> <p>Thank you again for taking the time provide your input. Please stay engaged and don't hesitate to contact me if you have additional questions or suggestions.</p> <p>Sincerely, Shuming</p>
<p>NOTE: do we want to include RE: Information Sharing Request email from Renay Bennett?</p>	
<p>Hi Marie,</p> <p>Thanks for coordinating and forwarding the information. Once a decision is made, do we know what the timeline will be for things like eminent domain purchases and actual construction starting? Is that a year away? 10 years away?</p> <p>Thanks, [name]</p>	<p>Hi [name],</p> <p>It will definitely be many years away, if not decade or more. This is a planning analysis to identify a preferred alternative. Because is I-405 is an Interstate facility, funding for final design, right of way acquisition, and construction will most likely come from the state. With the impact of COVID, it is uncertain when the state will have funding to implement it. Please let me know if you have further questions. Thanks.</p> <p>Sincerely, Shuming Yan</p>
<p>First email:</p> <p>Hello Mr. Hanson!</p> <p>Can you tell me how to obtain copies of the cost estimates for the South Bellevue/I-405 Access Study alternatives? (Vic Bishop of the Eastside Transportation Association suggested that you might be the person to contact regarding the cost estimates.)</p> <p>RSVP/thanks,</p>	<p>First response:</p> <p>Hello [name],</p> <p>The planning level cost estimates can be found on slide 41 of the stakeholder presentation located on Bellevue's website here: South Downtown I-405 Access Study (bellevuewa.gov). The City is leading the effort to complete the report for the Project, documenting the analysis and assumptions of the study. That report is</p>

<p>[name]</p> <p>Follow-up email:</p> <p>Hello Mr. Hanson!</p> <p>But where are the details that substantiate these cost estimates, or were they just 'back-of-the-envelope' guesstimates; and are they just overnight-build estimates or life cycle cost estimates?</p> <p>RSVP,</p> <p>[name]</p>	<p>expected to be completed at the end of May. I also added Shuming Yan and Marie Jensen from the City to the email.</p> <p>Thank you.</p> <p>Barrett</p> <p>Follow-up response:</p> <p>Hi [name],</p> <p>These were planning level cost estimates commensurate with the level of design detail for a planning study. These are parametric estimates that quantified major cost drivers, such as bridges, retaining walls, pavement, and used historic percentages to account for other costs and contingencies. The estimates were escalated to a 2030 construction horizon using WSDOT's Construction Cost Index tables. The estimate costs presented were only capital costs accounting for design, right-of-way acquisition, stream mitigations, and construction costs; these do not include on-going life cycle, operations, or maintenance costs.</p> <p>Thank you</p> <p>Barrett</p>

Appendix E: Stakeholder and community emails and letters sent to the Bellevue City Council

Emails to the city council

As a longtime resident of the City of Bellevue (> 33 years), I fully support the new proposed I-405 interchange to help relieve traffic congestion.



Thank You,
[name]

Mayor Robinson and Bellevue Councilmembers,

The Eastside Transportation Association (ETA) submits the attached letter [see ETA Recommendation on South Downtown Access to I-405 letter below] regarding the alternatives being presented at the April 5 Council meeting.

ETA considers this decision on an alternative location of the access from Downtown to and from the south on I-405 to be a critical decision by the council on the future development of Downtown, Wilburton and multiple other commercial and residential neighborhoods.

Thank you for your consideration of ETA's recommendation.

[name]



July 6, 2020

Mr. Kevin Wallace, Wallace/Scott Limited Partnership
Members of the Coalition for 114th Avenue Access

RE: South Downtown I-405 Access Study

Dear Mr. Wallace and Members of the Coalition for 114th Avenue Access:

Thank you for the June 26 comment letter regarding the South Downtown I-405 Access Study. I appreciate your input.

As you know, the Study has just begun. Because I-405 is an Interstate facility, all new or modified points of access must be developed in accordance with federal laws and regulations. The Federal Highway Administration's (FHWA) Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. To set a solid ground for eventual approval by WSDOT and FHWA, the State and National Environmental Policy Acts must also be followed in the study process. These laws and regulations require us to identify and evaluate all plausible options to inform the selection of a preferred alternative. The study process has been designed to do just that.

I want to assure you that the issues and concerns you raised in the letter, along with input provided by other stakeholders and general public, will be evaluated and vetted in the study process to help arrive at a preferred alternative.

Please don't hesitate to contact me if you have any questions or concerns as the study progresses. I look forward to your continued participation throughout this process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Singelakis".

Andrew Singelakis, AICP
Director, Transportation Department

PRESERVE 114TH AVENUE ACCESS

September 25, 2020

Andrew Singelakis, Transportation Department Director
 City of Bellevue
 P. O. Box 90012
 Bellevue, WA 98009
 Via email: ASingelakis@bellevuewa.gov

RE: Request Elimination of NE Second Street Extension to Wilburton from TFP-197

Dear Director Singelakis:

Since July 2019, we have been communicating and collaborating with the City regarding WSDOT's eight design options for a south-bound on-ramp from either NE 2nd Street, Main Street or the Lake Hills Connector. In June 2020, the City commenced the South Downtown I-405 Access Study stakeholder process to evaluate and narrow the ramp options. We appreciate the opportunity to participate in this process, and we were pleased to learn in late-August 2020 that all of the NE 2nd Street on-ramp options have been eliminated due to various "fatal flaws."

However, during the August 27, 2020 Stakeholder Forum #3, the City Transportation Department added a new option (see figure below), a standalone NE 2nd Street extension over I-405 to Wilburton (no ramps), that seems to be contrary to the purpose of TFP-197 and its goal of facilitating access to I-405 as a regional project.¹

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



¹Per the table on page 11 of the City of Bellevue 2019-2030 Transportation Facilities Plan, TFP-197—NE 2nd Street Extension and I-405 interchange state: "This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation." (Bold text added.)

Brad Miyake and Andrew Singelakis

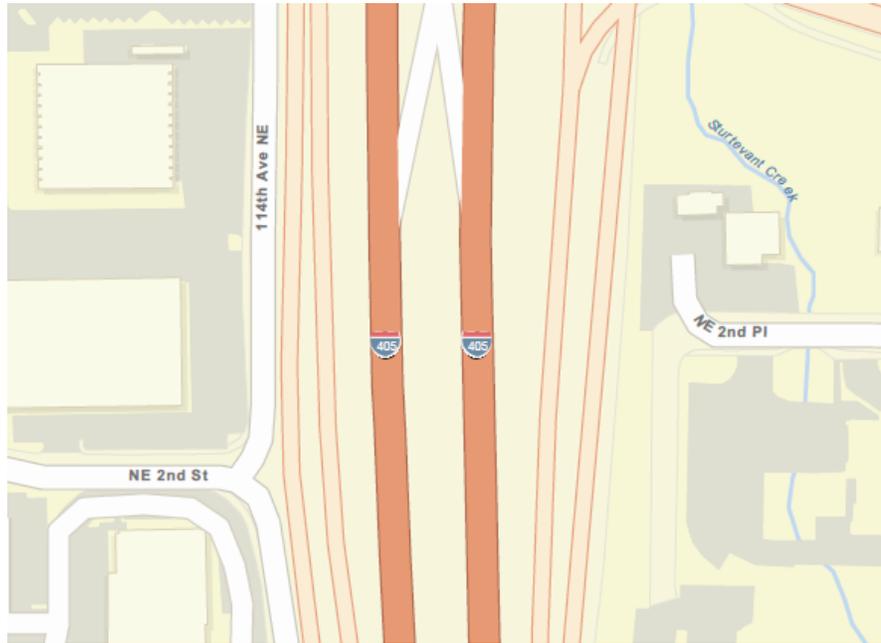
September 25, 2020

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Figure 1 – Slide from August 27, 2020 Stakeholder Presentation

As a preliminary note, we do not believe that WSDOT or any other non-City agency would participate in funding this option without the ramps as it does not appear to be a regional facility or consistent with WSDOT’s adopted I-405 Master Plan. The overpass only provides for local circulation and does not connect to the regional system.

Also, due to topographic differences and alignment issues, it is difficult to see how the crossing could be constructed without impacting Sturtevant Creek and associated wetlands on the east side of I-405 (the “potential environmental impact” noted in the August 27 presentation) as shown in the figure to the right. These wetlands are part of the headwaters of Mercer Slough and provide critical habitat benefits for



listed species. The footprint of the overpass would impact a significant portion of this ecosystem. It is unlikely that the federal agencies would approve the permits necessary to undertake this work. It even seems doubtful that the City would issue the critical area fill permits required for this project.

Figure 2 – City of Bellevue GIS Map Image

In light of these issues (no access to I-405 and environmental impacts) and for the reasons below, we request that the City also eliminate the standalone NE 2nd Street crossing from further consideration:

- As shown in the embedded map, properties along 114th Avenue NE would suffer severe access impacts to and from their properties, and redevelopment of their properties would be significantly impaired if the NE 2nd Street compromised north-south access along 114th Avenue NE or access to NE 2nd Street west of I-405. Both properties abutting the intersection of 114th Avenue NE and NE 2nd Street have pending permits for redevelopment, and neither project has been designed to address the loss of access to either or both 114th Avenue NE and NE 2nd Street that may result from this crossing.

Brad Miyake and Andrew Singelakis

September 25, 2020

Page 3 of 4

-
- In light of the two new projects abutting the intersection of 114th Avenue NE and NE 2nd Street, the cost of condemnation of additional right-of-way to “land” the overcrossing on the west side of I-405 may be prohibitive. It would certainly be wasteful given the City’s limited resources and numerous competing transportation priorities.
 - Redevelopment of the properties along 114th Avenue NE would enable the creation of thousands of new jobs in a manner that is consistent with the City’s Comprehensive Plan, as well as the PSRC’s regional planning goals, due to the properties’ proximity to the soon-to-open Downtown and East Main light rail stations. The ongoing uncertainty created by this new option for TFP-197 delays and confounds development.
 - While the City has not fully studied TFP-197’s impacts, redevelopment of the Coalition properties without access to 114th Avenue NE will certainly create major transportation impacts to 112th Avenue NE, NE 4th Street and other key intersections in Downtown Bellevue.
 - The overcrossing may conflict with the City’s adopted Pedestrian & Bicycle Plan (2009), which designates 114th Avenue a Bicycle Priority Corridor as part of the Lake Washington Loop Trail from SE 8th Street to NE 6th Street. Projects along 114th Avenue NE have incorporated a multimodal pathway into their designs, in furtherance of the City’s plans.

In sum, we request the City eliminate from further consideration the NE 2nd Street Extension to Wilburton Option from the ongoing stakeholder process and from TFP-197.

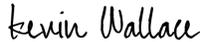
Thank you again for your engagement to-date. The Coalition looks forward to collaborating with the City to resolve any remaining issues for the future design of TFP-197.

DocuSigned by:

BD52D94E369240C...
Alex Smith
700 112th LLC

DocuSigned by:

575648A94398467
Stan Baty
BSOP2 LLC

DocuSigned by:

BF7248AA9DA547C...
Kevin Wallace
Wallace/Scott Limited Partnership

Coalition Property Owners and Properties:

700 112TH LLC:	700 112th Avenue NE
WALLACE/SCOTT BELLEVUE I LLC:	399, 345, 220 & 222 112th Avenue NE
BSOP2 LLC	200 112th Avenue NE

Cc: Shuming Yan, SYan@bellevuewa.gov

Brad Miyake and Andrew Singelakis

September 25, 2020

Page 4 of 4

Marie Jensen, mjensen@bellevuewa.gov

Molly Johnson, majohnson@bellevuewa.gov



October 7, 2020

Alex Smith, 700 112th LLC
Kevin Wallace, Wallace/Scott Limited Partnership
Stan Baty, BSOP2 LLC

RE: Request Elimination of NE 2nd Street Extension to Wilburton from TFP-197

Dear Mr. Smith, Mr. Wallace and Mr. Baty:

Thank you for the September 25th comment letter requesting the elimination of NE Second Street Extension to Wilburton from TFP-197. I also want to thank you for your continued participation in the South Downtown I-405 Access Study stakeholder forums as I appreciate your input!

As you know, the access study is at about the halfway point. Through “fatal flaw” screening, we have filtered out seven of the twelve concepts based on three criteria: 1) alignment with City’s plans and policies; 2) alignment with WSDOT and Federal Highway Administration (FHWA) policies related to Interstate access; and, 3) constructability. Detailed analysis is needed on the remaining five concepts, including extending NE 2nd Street to Wilburton, before we arrive at a preliminary preferred alternative for Council’s consideration.

One thing I’d like to clarify is that the NE 2nd Street extension is not a brand new alternative. It is one of two components of an alternative developed in WSDOT’s 2015-2016 analysis. To be able to evaluate the merits of each individual concept, we have reconfigured those alternatives so that each alternative includes only one element. This way, better performing elements can be more easily identified and perhaps even combined to formulate a preferred alternative.

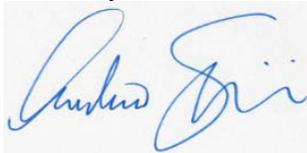
In the upcoming analysis, in addition to the factors considered during the fatal flaw screening process, we will evaluate and compare the five options using the following criteria:

- Traffic operations – how much travel time savings are expected on local streets and the Interstate? What does it mean to traffic safety?
- Property/economic development impacts – how many properties will be impacted in terms of development potential, right-of-needs, and access restrictions?
- Environmental impacts, will it impact natural environment such as streams and wetlands?
- Multimodal – how does it integrate with the existing and planned bike, pedestrian, and transit facilities?
- Costs – what are estimated costs including design, right-of-way, construction, and various impact mitigations costs?
- What do stakeholders and the public think?

As you can see, the issues that you brought up in your letter fall squarely under the property/ economic impact and several other categories. Staff will share the analysis findings at the next stakeholder forum and the second public open house to be scheduled. Staff will use the analysis findings, along with stakeholder and public input, to formulate a preliminary preferred alternative for Council's consideration. If the next round of analysis finds the NE 2nd Street extension to be not competitive relative to other options, it will not be included in our recommended "preliminary preferred alternative". The final preferred alternative, as selected by Council, will then be incorporated into the next update of the City's Transportation Facilities Plan.

I look forward to your participation again at the next stakeholder forum. Meanwhile, please don't hesitate to contact me or Shuming Yan, the Project Manager for the South Downtown Access Study, at syan@bellevuewa.gov, or Eric Miller, Implementation Planning Manager who oversees the TFP update, at emiller@bellevuewa.gov if you have any additional comments or suggestions.

Sincerely,



Andrew Singelakis, AICP
Director, Transportation Department

cc: Bellevue City Council
Brad Miyake, City Manager
Paula Stevens, Assistant Director
Shuming Yan, TR Forecasting Manager
Eric Miller, Implementation Planning Manager
Marie Jensen, Public Involvement Manager
Molly Johnson, Development Review Manager



March 29, 2021

Hon. Lynne Robinson, Mayor
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012

Re: South Downtown I-405 Access Study

Dear Mayor Robinson and Councilmembers,

Nearly twenty years ago, the I-405 Master Plan was adopted, including a vision for a new interchange in South Downtown. As Bellevue prepares for explosive employment and population growth, especially in the neighborhoods of Downtown, East Main, and Wilburton, now is the time to proceed with a new southbound access point to I-405.

For the past two years, we've collaborated with Council and staff alike on a common list of transportation priorities for our state legislative delegation and have included a placeholder for the South Downtown Access Project. All we have needed was a preferred alternative.

Now the stakeholder work and alternatives analysis are complete, and you will soon receive a staff recommendation for a preferred alternative, and we write to share our own for your consideration. After several briefings and much discussion, the Bellevue Chamber recommends the Lake Hills Connector for adoption as the City's preferred alternative. What follows are a few reasons why.

- Will carry just over 8,000 persons per hour, compared to over 9,000 for SE 6th inside access.
- Will achieve a 6.3% in delay reductions, compared to 6.8% for SE 6th inside access.
- Will cost an estimated \$150 million, compared to \$325 million for SE 6th inside access.
- Has limited impacts on private property of one parcel vs. eight each for the two NE 6th alternatives.
- Has no conflicts with adopted urban land use and design plans, while both SE 6th alternatives conflict with East Main TOD goals.

We know you will receive additional technical analysis but believe that for almost \$200 million less and almost no impacts on private property, we will get significant person carrying capacity per hour with this option. Now is the time to adopt the Lake Hills Connector as the City's preferred alternative. We look forward to working with you to seek funding for this badly needed project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Fain', written in a cursive style.

Joe Fain, Bellevue Chamber
President & CEO

A handwritten signature in black ink, appearing to read 'Dave Hamilton', written in a cursive style.

Dave Hamilton, Delivery Express
Chair, Transportation Committee



March 30, 2021

City of Bellevue
Bellevue City Council
450 110th Avenue NE
Bellevue, WA 98004

Re: I-405 South Downtown Access Study – BDA Recommendation

Dear Mayor Robinson and Councilmembers:

On behalf of the Bellevue Downtown Association (BDA), we are writing to share the BDA's position and feedback on the alternatives proposed in the City's I-405 South Downtown Access Study. BDA members have tracked this study closely since last fall when the five alternatives emerged for deeper study. Our BDA Transportation Committee was our forum for evaluation, informed by multiple check-ins with City staff to discuss the findings. The BDA Board reviewed and adopted the committee's recommendation earlier this month.

We landed on two preferences: 1) the Lake Hills Connector with southbound onramp, and 2) the SE 6th Street extension with southbound onramp. These alternatives improve mobility and win the cost/benefit race; however, neither are perfect solutions. Below summarizes the BDA's rationale. Please note that the SE 6th Street extension endorsement includes a condition.

The Lake Hills Connector with southbound onramp improves travel times and capacity with fewer property and environmental impacts. This option is also less expensive and avoids complications with existing Comprehensive Plan and land use policies. However, it lacks the added connectivity over I-405 and brings less benefit to future trips in the network.

The SE 6th Street Extension with southbound onramp adds east-west multimodal connectivity and greater mobility benefits. Yet, the study also shows more negative property, environmental and access impacts with a higher overall project cost. This option also prompts important questions about Comprehensive Plan consistency and delays to East Main and other critical planning efforts.

SE 6th Street Extension Endorsement Caveat

The study shows the SE 6th Street extension with southbound onramp yields better numbers and benefits future urban growth with an additional multimodal connection. It is also the heavier lift with greater risk at a higher cost. Specifically, it has the potential to delay East Main Land Use Code adoption. We believe any alternative selected should **not** delay other planning initiatives and transportation projects critical to supporting growth. The BDA's endorsement of this alternative is contingent on adoption of the East Main Land Use Code by fall this year.

Why not the other three alternatives?

- **NE 2nd Street extension** does not add ramp access to I-405.
- **SE 6th Street extension with inside ramp** is too costly compared to the added benefit.
- **No build option** is a baseline for study purposes; does not support growth.

Since the Downtown Implementation Plan and I-405 Master Plan were adopted nearly 20 years ago, this project has been a line on a map with a half-diamond interchange at NE 2nd Street. It was always complex and expensive. We now have viable options with an even stronger need for improving access to I-405. In reality, the project serves more than “South Downtown” as we know or defined two decades ago.

The timing of City Council’s action on April 5 is important to advance other critical City initiatives such as advocacy for transportation funding, East Main, the Grand Connection, Wilburton, Bel-Red, mobility projects and housing strategies. We applaud the City for conducting this study and reaching a decision early this year. Thank you for your leadership and perseverance as we work together on Bellevue’s recovery for a strong future.

Sincerely,



Dave Miniken
Chair
BDA Board



Patrick Bannon
President
BDA



Amy Carlson
Co-Chair
BDA Transportation Committee



Susan Stead
Co-Chair
BDA Transportation Committee



Complete Streets Bellevue
15421 SE 4th Pl
Bellevue, WA 98007

Bellevue City Council
450 110th Ave NE
Bellevue, WA 98004

RE: CSB Comments on Staff's Recommendation for a New I-405 Interchange in South Downtown

Key Points:

- The proposed Lake Hills Connector alternative presented by staff will cost Washington taxpayers **\$150 million dollars** to save I-405 drivers **20 seconds per trip**.
- Other alternatives will either contradict prior land use decisions around pedestrian-oriented TOD near the East Main light rail station, disrupt important wetland habitat, or both.
- Expanding roadway capacity for cars has been repeatedly shown to induce further demand, negating any congestion-relieving impacts long-term and contributing to further greenhouse gas emissions.
- Helping more cars move more quickly onto I-405, especially without any adequate facilities for pedestrians and cyclists, is directly antithetical to the following pillars of the city's Vision Zero Safe Systems framework: Safe Streets, Safe Speeds.¹
- In a time when our city's pedestrian, bicycle, and transit networks are severely underfunded and incomplete, we should instead use our municipal platform to advocate for increased state funding for truly multi-modal improvements that make Bellevue a safer place to get around while walking, biking, and rolling.

To Mayor Lynne Robinson, Deputy Mayor Nieuwenhuis, & City Councilmembers:

Bellevue is undergoing a period of rapid growth & unprecedented change – our once sleepy bedroom community is now the home of 150,000 residents and is the bona fide center of innovation and progress on the Eastside. Our city is lucky to be represented by leaders who recognize the enormous potential for Bellevue to grow in ways that advance missions of environmental sustainability, safety, and social equity, and our organization's members appreciate the many ways this body has worked to support these ambitious goals.

Council's approval in December of \$2.5 million for targeted Vision Zero funding on five of Bellevue's most dangerous roads has already produced dividends and actions that will meaningfully increase safety on our streets. Our organization is honored to have been chosen by Bellevue Transportation staff to lead community engagement and walking audits of NE 8th Street², efforts that have produced feedback which will be incorporated by engineers into a larger safety analysis of the corridor. We give special thanks to Councilmember Zahn, who accompanied our group on our March 13th walking audit. Our members appreciate her leadership in introducing the budget amendment which both expedited this crucial funding and reflected the urgency of the safety crisis our city faces.

Additionally, the city's recently ratified Environmental Stewardship Plan update sets bold goals for reductions in both greenhouse gas emissions (GHGs) and vehicle miles traveled (VMT). We appreciate Councilmembers' renewed commitments to environmental stewardship during the program's quarterly

¹ <https://bellevue.legistar.com/View.ashx?M=F&ID=8174635&GUID=16E11569-CCDD-4BF2-9ED6-641759E8A70E>

² <https://completestreetsbellevue.org/2021/03/14/community-members-organizations-participate-in-csb-walking-audits-of-ne-8th-st/>



update in March, and our community looks forward to working with Council to craft meaningful policy to reduce our city's carbon footprint.

Although our organization's members appreciate this progress, reaching these goals will require making several correct decisions over the course of the next few years - and we are fearful that our city is on the cusp of making a wrong one.

Complete Streets Bellevue maintains that a new interchange for I-405 in South Downtown will not meaningfully reduce congestion, will increase danger to vulnerable road users, and will actively work against our city's stated goals of reducing GHGs and VMT. We believe the alternatives examined by staff, and in particular staff's recommendation for the Lake Hills Connector alternative, do not adequately fulfill the project's stated purpose to "ease congestion & improve safety."³

During a meeting with staff late last year, our organization presented the science behind the concept of "induced demand" – the idea that making it easier for people to drive by building more roads will ultimately increase the amount people will drive and negate any potential congestion-reducing impacts. *This is not merely CSB's opinion:* time⁴ and time⁵ again, widening & building new roads has been shown to reduce the generalized "costs" of driving⁶, which in turn encourage more driving by more people⁷ until congestion invariably returns to pre-build levels. Because most of our vehicle fleet will continue to run on polluting internal combustion engines for the foreseeable future⁸, this increase in driving will invariably lead to further emissions that will subvert our progress towards being a sustainable city. Staff members we spoke with were unfortunately unreceptive to these arguments despite the evidence we presented. However, CSB would like to note that, even under the assumptions made by staff that this project will ultimately reduce congestion, their own findings show that none of the options examined are a fiscally responsible choice that will meaningfully decrease travel times.

In staff's materials to you all this evening, they have chosen to compare each alternative by the number of "person-hours" that will be saved daily compared with a baseline "no-build" scenario. This is meant to serve as an aggregate metric of the amount of time saved by all drivers across the travel network, but it also serves (whether intentionally or not) to obfuscate the actual, tangible impact that this interchange would have on an individual person's day-to-day commute. Not included in your packet this evening are the following slides from a presentation given during the February closed-door stakeholder meeting that staff held with local developers, businesses, and neighborhood organizations. These slides, included in the appendix of a 62-page slide deck⁹, illustrate the true impact the interchange will have on the actual travel times of Bellevue drivers.

³ <https://www.engagingbellevue.com/i405-access-study>

⁴ <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

⁵ <https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand>

⁶ https://link.springer.com/chapter/10.5822/978-1-61091-899-2_27

⁷ <https://www.youtube.com/watch?v=2z7o3sRxA5g>

⁸ <https://www.reuters.com/article/us-autos-emissions-suvs-insight/detroits-near-future-based-on-suvs-not-evs-production-plans-show-idUSKBN21D1KW>

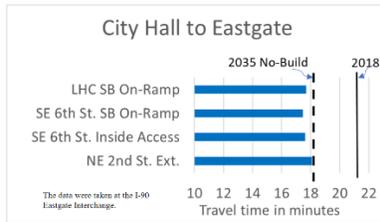
⁹ https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/I-405%20AccessStudy-SHForum4.pdf



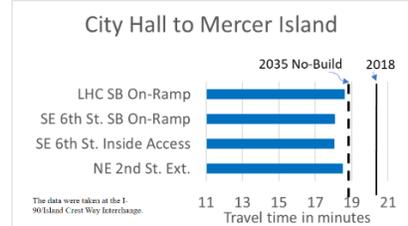
Travel time between major destinations
Relative to 2035 No build

Travel time between major destinations
Relative to 2035 No build

For trips going from City Hall to I-90 eastbound, the three alternatives that provide access to I-405 are expected to save about half-a-minute/vehicle in travel time while allowing more people to use the freeway



For trips going from City Hall to I-90 westbound, the two Southeast Sixth Street extension alternatives are expected to save one minute/vehicle in travel time while allowing more people to use the freeway



What these charts illustrate is shocking – for a steep price tag of \$150 million, **the Lake Hills Connector alternative recommended this evening by staff would save drivers only about 20 seconds on an otherwise 19-minute commute!** Please also note the misleading and non-zeroed x-axis which makes the impacts of these alternatives seem larger than they are.

Staff will be quick to point out how these time savings, when multiplied across all users throughout the entire transportation system, will be significant. However, our organization implores Councilmembers to consider what meaningful productivity can actually be gained by several people each having mere seconds added to their daily free time. Whatever meager gains are possible are certainly not worth the \$150 million that will be asked of Washington taxpayers to fund the construction of this interchange. This applies to the other alternatives examined, which at most save an average of 45 seconds on a similar commute and would often be more expensive.

These discussions come at a time when our city's transit users must often wait *half an hour or more* on their bus to arrive; when our bike riders must navigate the patchwork network of safe facilities, often being left to fend for themselves in rapid vehicle traffic or relegated to the sidewalk; when our pedestrians are forced to use narrow sidewalks or frequently-tread footpaths by high-speed roads. There are myriad opportunities for investment in a truly multimodal network that supports our city's long-term goals to reduce emissions and VMT, and although these funds will be provided from WSDOT and thus will be subject to deliberation at the state level, our organization believes that our city's voice should be better spent encouraging the agency & legislature to fully fund our currently lacking pedestrian, bicycle, and transit networks. For some examples on how far \$150 million in state funding for multimodal improvements could go, this money could:

- fill the Bellevue gaps in Eastrail *8 times over*.¹⁰
- increase funding for Vision Zero Target Improvements *60-fold*. We could expand the program to cover all of Bellevue's High Injury Network, not just five roads.¹¹
- retool all Downtown streets to be *Complete Streets*, increasing safety & reliability for walkers, bikers, and transit users.¹²

We are certain that, through the diversity of perspectives and creativity present throughout Bellevue's transportation staff, our city could find several needed uses for \$150 million that would contribute to Council's stated priorities of decreased emissions, reduced VMT, and improved safety for all road users.

Because all examined alternatives carry high costs while providing little benefit for drivers; because of the lack of multimodal facilities in the staff-selected alternative (we remind Council that the presence

¹⁰ <https://twitter.com/DT4People/status/1319762352405794816>

¹¹ https://bellevuewa.gov/sites/default/files/media/pdf_document/VZAP-Task3A-Memo-030119.pdf

¹² <https://twitter.com/csbelleve/status/1378062316810334211>



of multimodal facilities was a stated priority in their September 2020 Study Session deliberations); and because helping more cars move more quickly onto the interstate will negatively impact the safety of vulnerable road users while contributing to more emissions long-term; our organization urges Council to approve the "No-Build" alternative and reject all others. Although our organization appreciates staff's rigorous examination of each possibility, their findings show that the "No-Build" alternative remains the only fiscally, socially, and environmentally responsible choice for our city.

As a closing thought, we would like to again draw attention to the two charts above, which illustrate how even the expected 2035 no-build scenario represents a commute several minutes shorter than the 2018 scenario. This drop in congestion is in large part owed to the 2023 opening of East Link light rail, which will see 50,000 daily riders by 2026.¹³ These are people who will not need to drive and clog our roads, because they will have quick & convenient access to frequent & reliable transit. This showcases the dual nature of induced demand – if we invest in infrastructure that makes the experience while walking, biking, & taking transit in our region safe, reliable, & easy, then we will see more people choose not to drive. *Investments in truly multimodal infrastructure are the only way to meaningfully reduce congestion*, and these come with the added benefit of creating sustainable, equitable, and safe communities.

Complete Streets Bellevue appreciates Councilmembers' service to our city and asks this body to make the right decision for our community. Our organization's leadership remains available to answer any questions in preparation of Monday's meeting.

Sincerely,

Christopher Randels
Complete Streets Bellevue - Founder
470-205-4310
crandels@cs-bellevue.org
twitter.com/csbellevue

and the undersigned:

¹³ <https://www.soundtransit.org/system-expansion/east-link-extension>



Mayor Lynne Robinson
Bellevue City Councilmembers
450 110th Avenue NE
Bellevue, WA 98004

March 31, 2021

RE: South Downtown Access Study,

Dear Mayor Robinson and Councilmembers,

The Eastside Transportation Association (ETA) appreciates the effort that has been made to make a good decision about the future access to Downtown from I-405. Shuming Yan, Engineering Director and WSDOT staff have made two presentations to ETA's monthly meeting and created a separate technical issues meeting with ETA interested parties to vet the alternatives being considered in this study.

ETA recommends that the Council select the Lake Hills Connector Southbound On-Ramp (LHC-SB Ramp) alternative and carry it forward to the Legislature and WSDOT for full funding of the project.

ETA recommends that the LHC-SB Ramp alternative be thought of as the middle portion of a three-phase project.

The first phase is the proposed Auxiliary Lane on the Southbound I-405 roadway from the south end of this new ramp, combined with the SE 8th St. southbound on-ramp, to the southbound off-ramps to the East and West on I-90, about 3/4 miles. This auxiliary lane is low cost (about \$30-40 million), short, fits within the existing right-of-way and will relieve the southbound pinch point at the I-90 interchange. We encourage the Council to add this low-cost lane to the city's 2021 legislative agenda and request that it be added to WSDOT's Bellevue to Renton Express Toll Lane construction contract by Flatiron Constructors, Inc., now in the first of three years of construction.

The LHC-SB Ramp will provide significant relief to the existing downtown interchanges by allowing the Wilburton area traffic headed south to avoid the NE 4th St. and NE 8th St. interchanges, thereby freeing up capacity for Downtown traffic to access I-405 to the south. The very southern portion of downtown can use Main St./116th Ave. SE to access the LHC-SB Ramp. The entrance to the ramp from Wilburton will be exceptionally clean and a simple right turn. We encourage the Council to add this \$130 +/- million access ramp to the 2021 legislative agenda and request that it be funded for design, right-of-way acquisition, environmental review and construction in the 2021 Transportation Funding packages being considered by the Legislature so that it can be implemented in 5-7 years rather than waiting 12-15 years for the next round of funding from the legislature.

The third phase involves the NE 2nd St. Extension. We recommend that the NE 2nd St. Extension continue to be an integral part of the grid of streets connecting Downtown to Wilburton. The NE 2nd St. connection has been an important part of the long-term plan to provide access to and between these two urban neighborhoods. We recommend that it remain a part of the long-term plan and keep it 'on the books' for implementation, retaining the existing right-of-way (ROW) and requiring additional ROW from adjacent properties in their re-development plans and permits. The total grid system for connecting 116th Ave. NE and SE to Downtown at every potential connection is essential to accommodate Downtown Bellevue's redevelopment.

An extension of the grid system to the south of Main St. in the East Main Transit Oriented Development (TOD) area is also important. ETA recommends the City require two complete streets connecting 112th Ave. S.E. and 114th Ave. S.E. in the East Main area. This is essential to maintain mobility in this part of Bellevue, provide access to the properties and helps keep Downtown traffic out of the adjacent neighborhoods.

ETA has participated and followed the I-405 Master Plan process since it was started in the 1990's culminating in the Approved I-405 Master Plan by the City of Bellevue and all of the other cities in the corridor from Tukwila to Lynnwood, King County, Snohomish County, Sound Transit, Community Transit, King County Metro, WSDOT, the Port of Seattle and others plus a formal Record of Decision by the Federal Highway Administration of the US Department of Transportation signed in 2002. The approved plan included a full half diamond interchange to and from the south at NE 2nd St. as a complement to the half diamond interchange to and from the north at NE 10th St. The approved plan was a comprehensively studied, evaluated, and vetted plan for access to Downtown Bellevue.

We are concerned about the fate of the I-405 Master Plan – the current effort must ensure that the planned I-405 mainline and ramp access capacity additions occur. Significant upzones in Downtown and the BellRed corridor have been approved by the Council since the I-405 Master Plan was approved. Additionally, significant upzones are anticipated in the Wilburton and East Main areas. It took 40 years to get the first 10,000,000 sq. ft. of commercial space in Downtown; there are 12 to 13,000,000 sq. ft. of commercial space under construction, in the permitting pipeline or in the planning stage to be constructed in and around downtown by 2030, including the Microsoft campus. Bellevue needs to be prepared. Note that adequate I-405 capacity is also essential for protection of residential as well as commercial neighborhoods from freeway traffic diversions.

ETA believes that the NE 2nd St. half diamond interchange (potentially moved to Main St.) was pre-maturely 'fatal flawed' out of consideration for this project last September. We encourage the City to keep the NE 2nd St. option open and on the table for consideration in the future. Downtown and Wilburton are going to need all the access they can get, and NE 2nd St. will be useful if we do not allow it to be pre-empted by development or other considerations. ETA encourages the Council to keep the NE 2nd St./Main St. option available.

Thank you for your consideration of our recommendations.

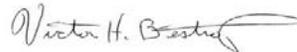
Very Truly Yours,



Bob Pishue, President
President, ETA



Todd Woosley,
Vice President, ETA



Victor H. Bishop, P.E.
Leg. Comm. Chair, ETA



David Elliott
Board Member, ETA

Cc: Lisa Hodgson, WSDOT I-405 Program Manager