

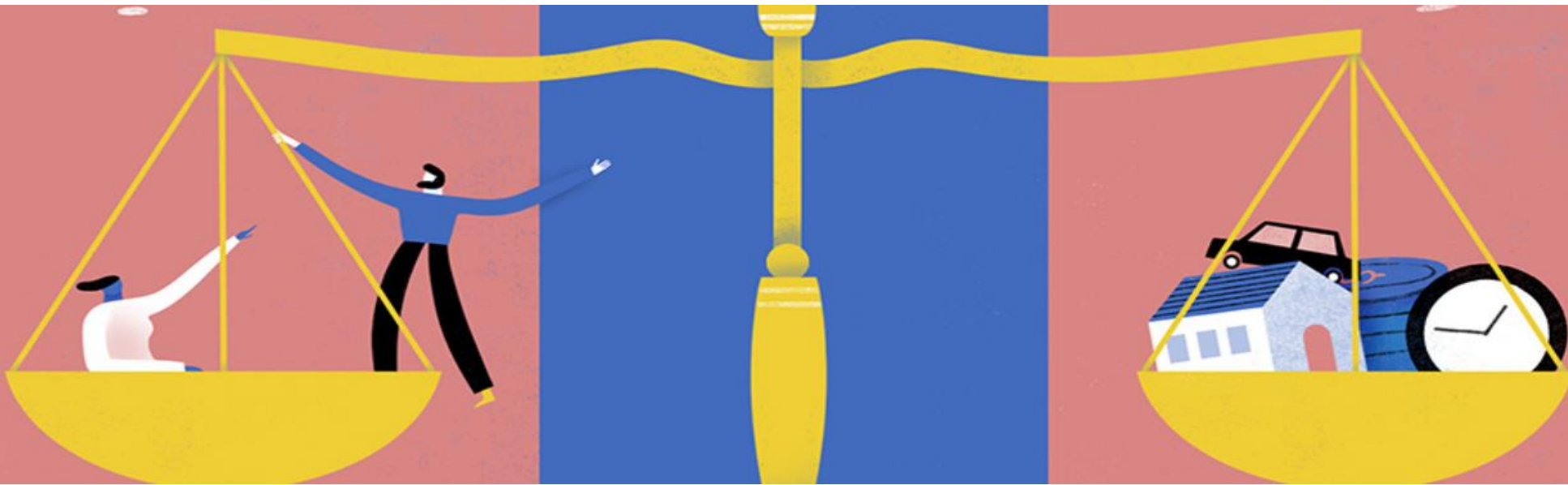
South Downtown I-405 Access Study

Study Findings and Recommendation

Andrew Singelakis, Director
Paula Stevens, Assistant Director
Shuming Yan, Engineering Manager
Transportation Department

April 5, 2021





Direction

Staff is asking Council to identify alternative(s) preferred by the City to meet the transportation needs for the South Downtown area and to provide the recommended alternative(s) to WSDOT. The I-405 Access Study will inform WSDOT's future environmental review and freeway access revision request processes in connection with WSDOT's I-405 proposal, which will be initiated when funding is available.



Agenda

- Background
- Tier 2 alternatives analysis findings
- Community input
- Staff recommendation
- Direction sought



Background

- The I-405 Master Plan identifies a new half interchange in Bellevue
- The need for transportation improvement has heightened with anticipated redevelopments in Downtown and surrounding areas
- Study to identify alternative(s) preferred by the City was initiated spring 2020
- The study identified a dozen different alternatives, five alternatives passed Tier 1 fatal flaw screening
- At the September 28 Study Session, Council unanimously approved to carry forward the five alternatives for further analysis in Tier 2

Staff recommendation

Lake Hills Connector SB On-Ramp



Main/NE 2nd St. alt. didn't pass Tier 1 screening

Main St. Ramps



NE 2nd St. Extension with Ramps



NE 2nd St. Ramps w/o Extension



NE 2nd and NE 4th St. Couplet w/ Ramps



Alternatives evaluated in Tier 2

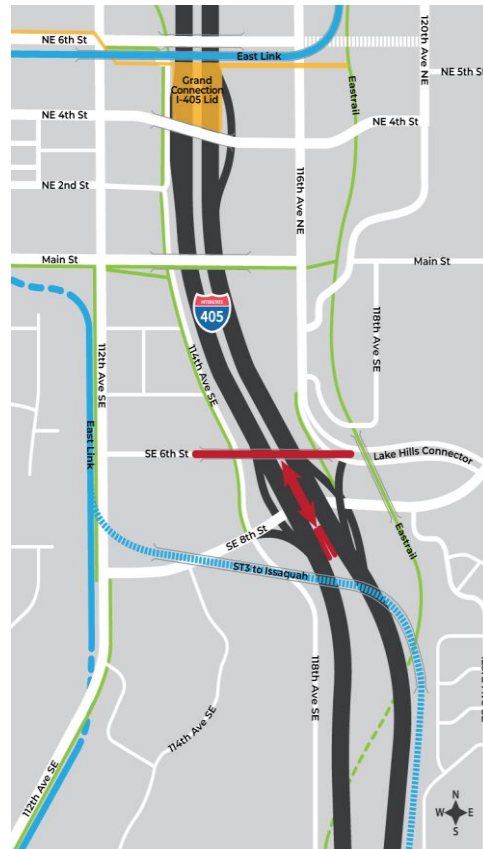
Lake Hills Conn.
SB on-ramp



SE 6th St. extension
and SB on-ramp



SE 6th St, extension
inside access



NE 2nd St.
extension



No build



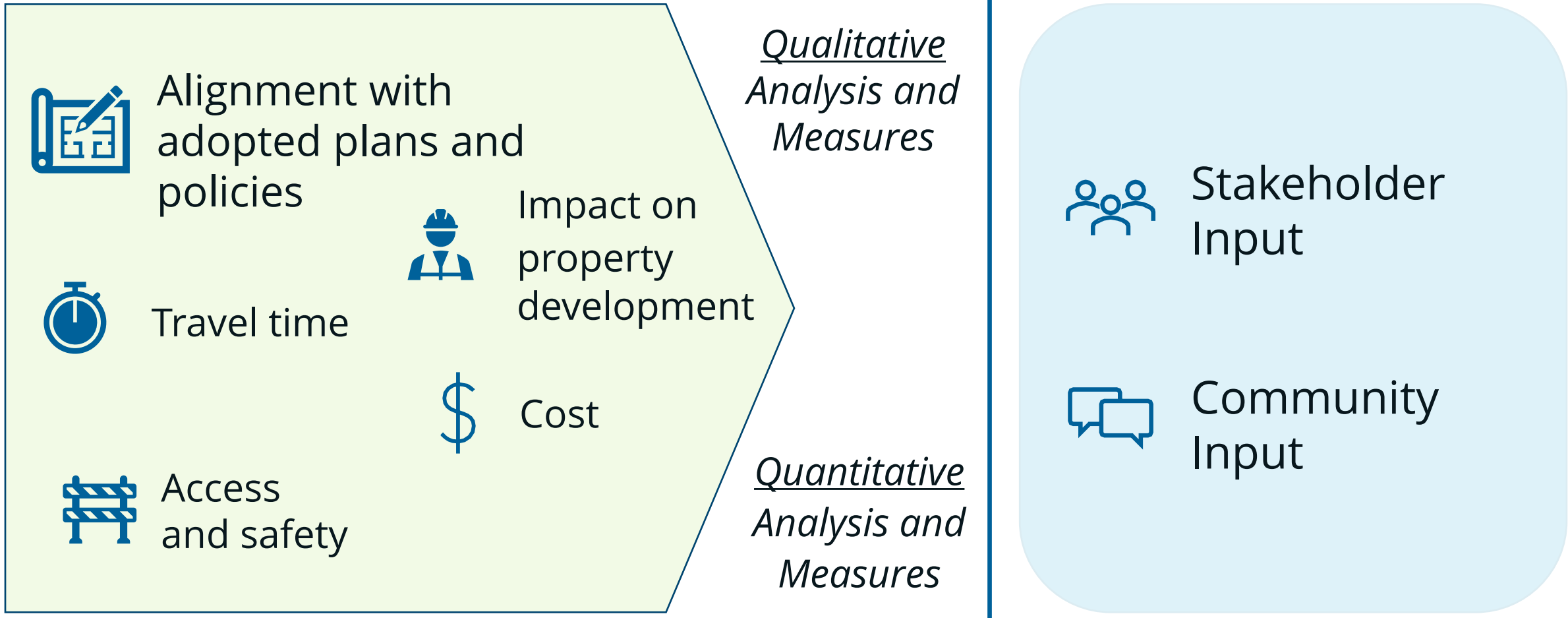
Tier 2 Analysis findings

Lake Hills Connector SB On-Ramp:

- Provides best balance between improving travel time and minimizing impacts
- Better aligned with the East Main TOD plan and allows land use code amendment work to continue without delay
- Stakeholders and community are generally supportive



Tier 2 – Alternatives evaluation

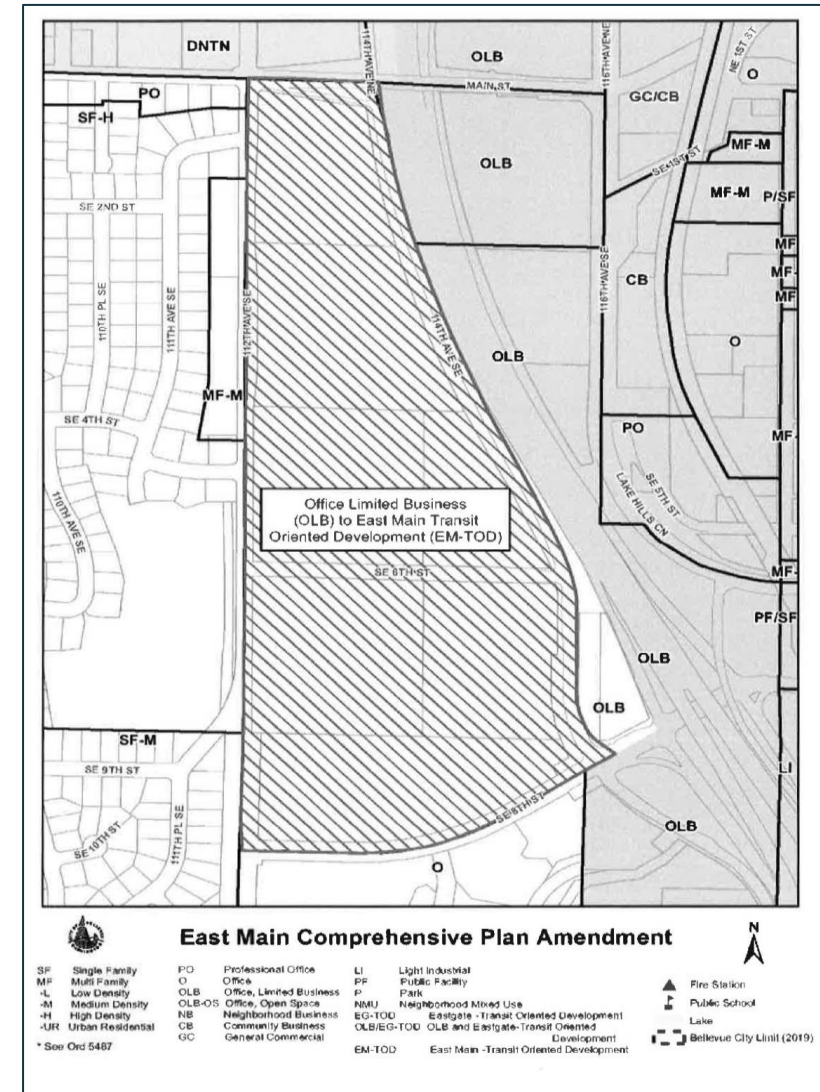
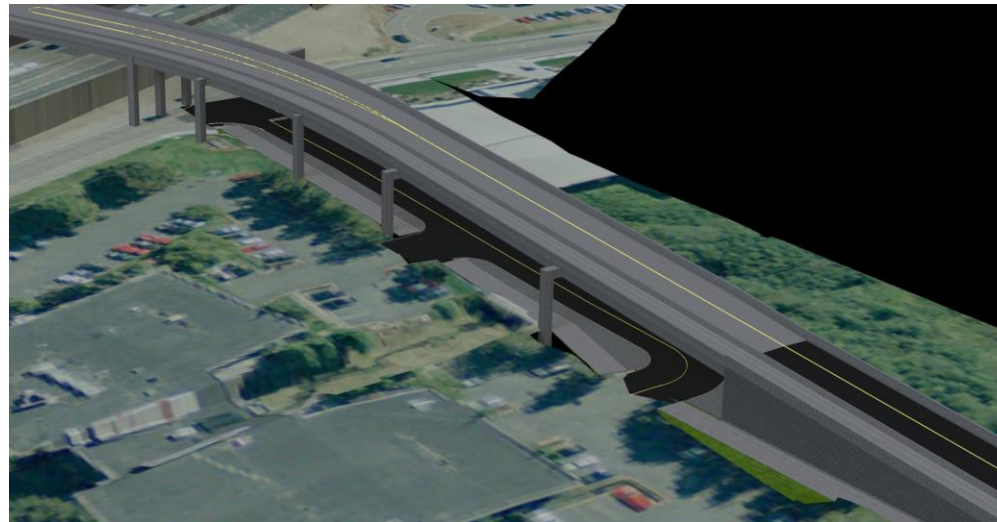




Alignment with adopted plans and policies

East Main Transit-Oriented Development Vision

- Comp Plan and East Main TOD work did not anticipate ramps at SE 6th Street
- SE 6th Street extension ramp alternatives require policy changes

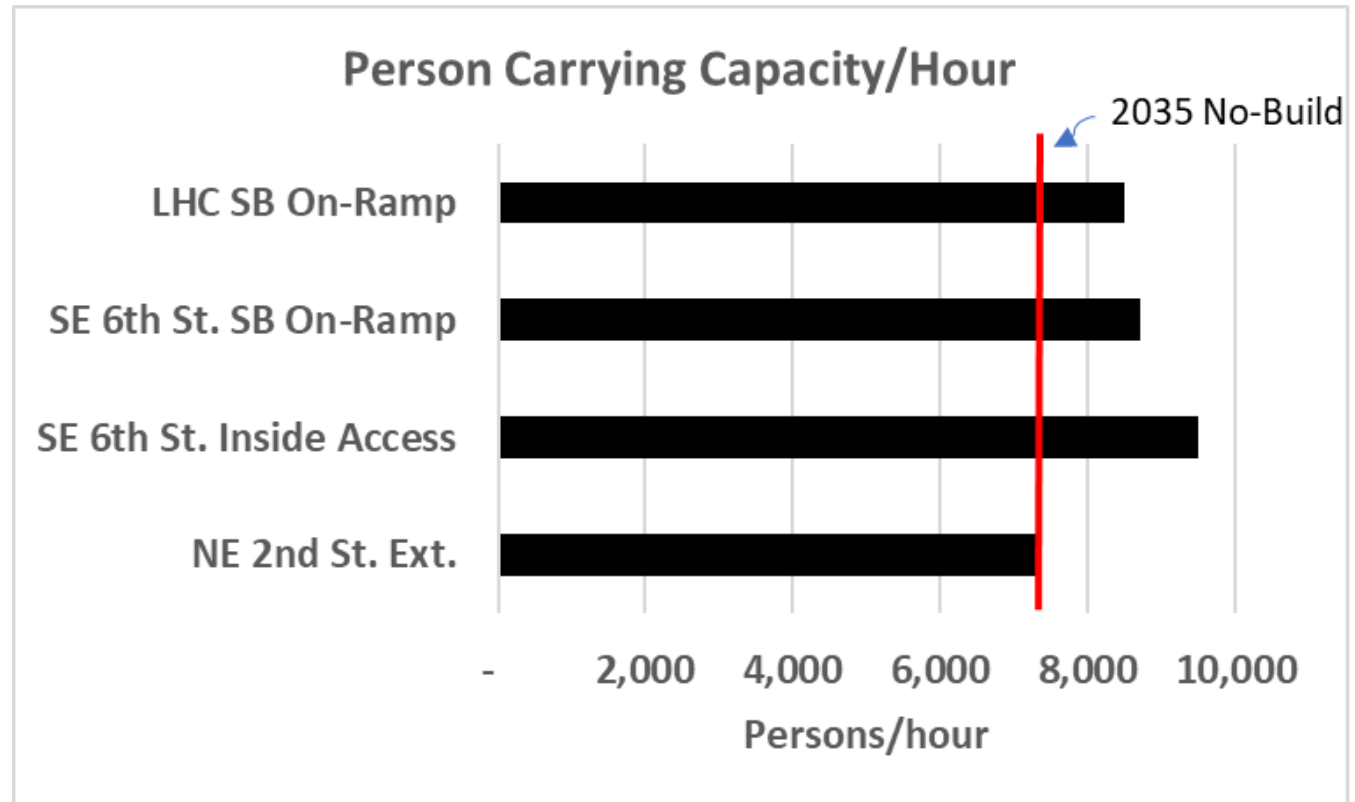




Travel time

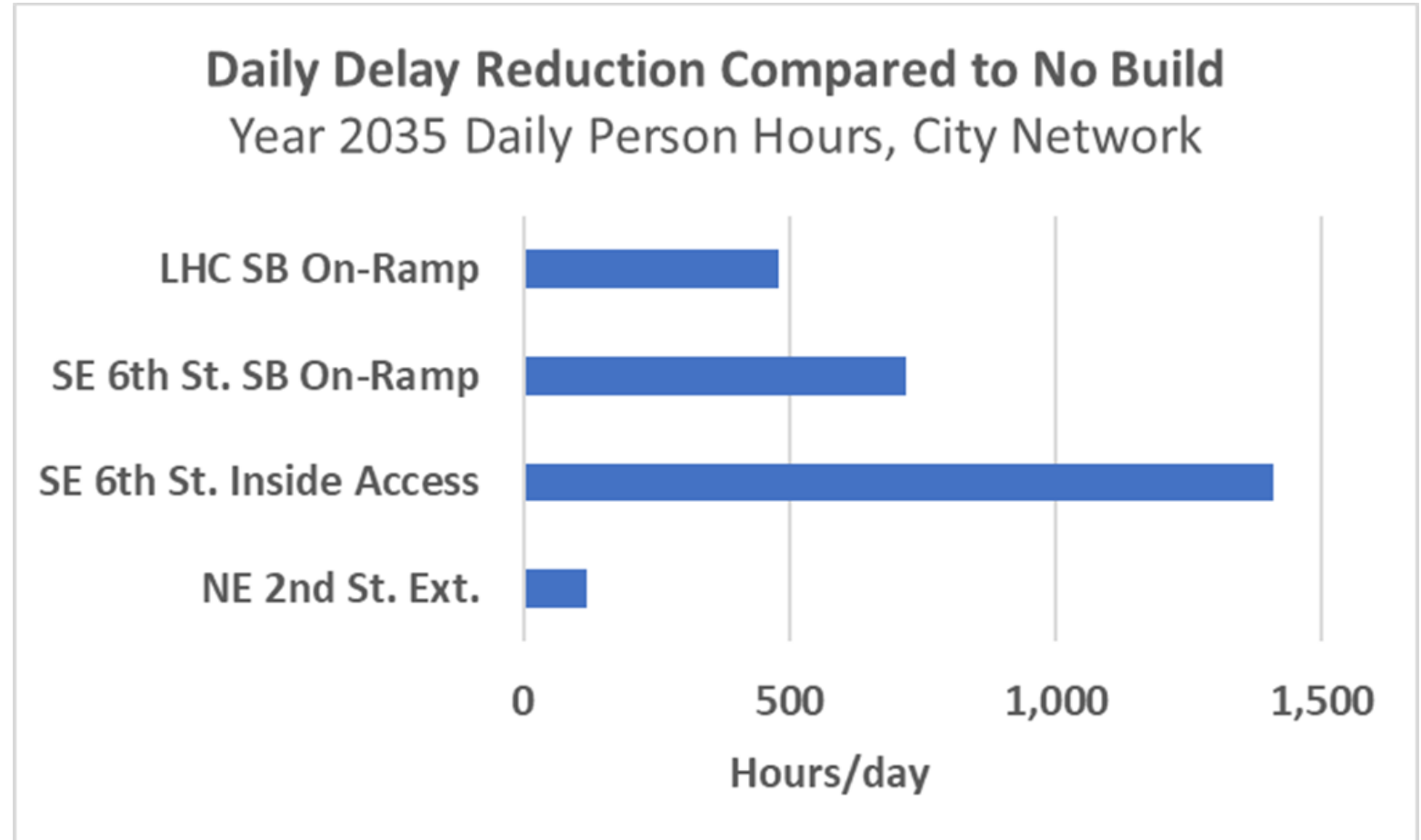
I-405 access capacity (2035)

- SE 6th Street extension inside access provides highest capacity with both on- and off-ramps

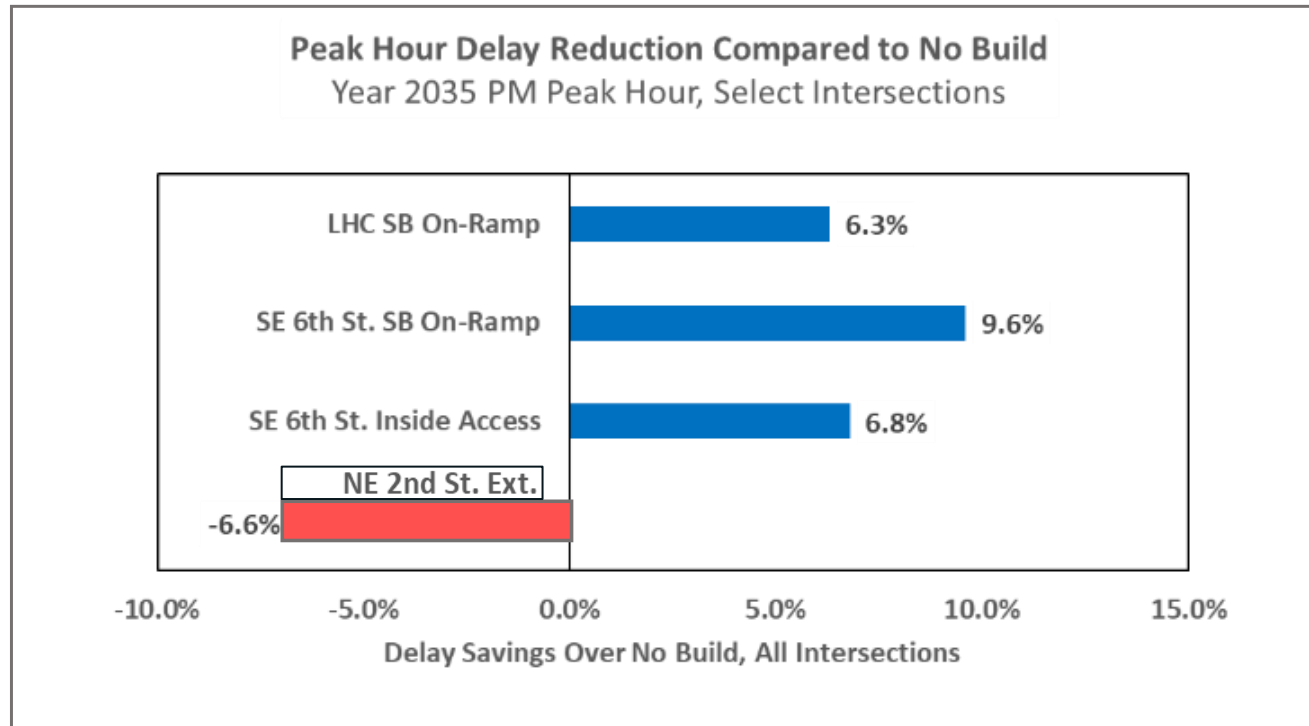


City wide travel time savings

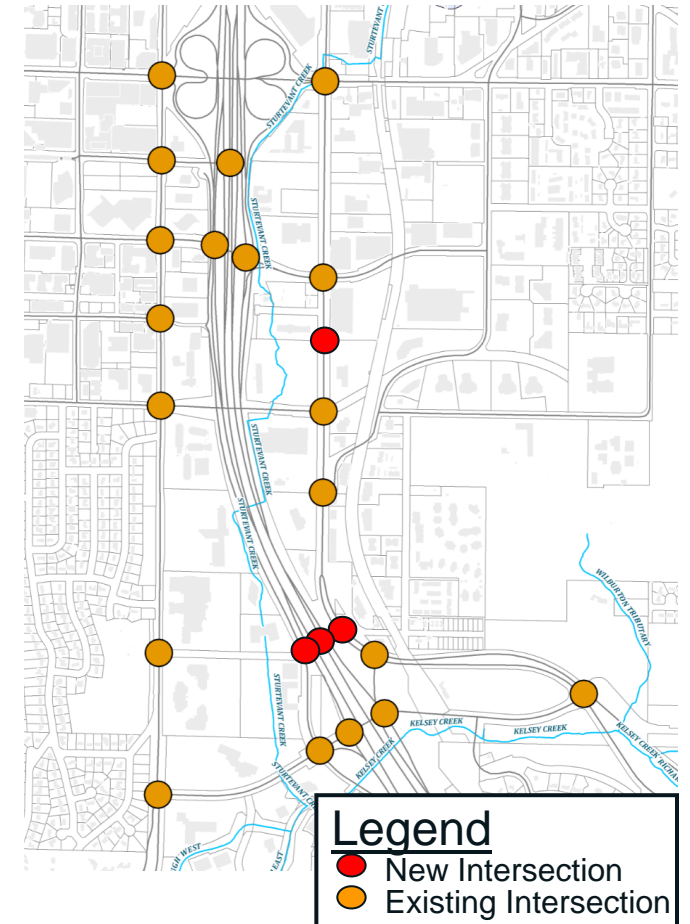
- Daily travel time for all roads in Bellevue
- SE 6th Street extension inside access saves most travel time

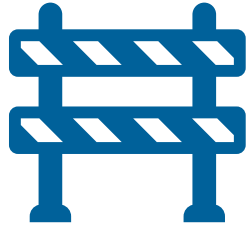


Intersection delay reductions



Intersections evaluated




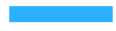




Access and safety

Multimodal access and safety

- 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

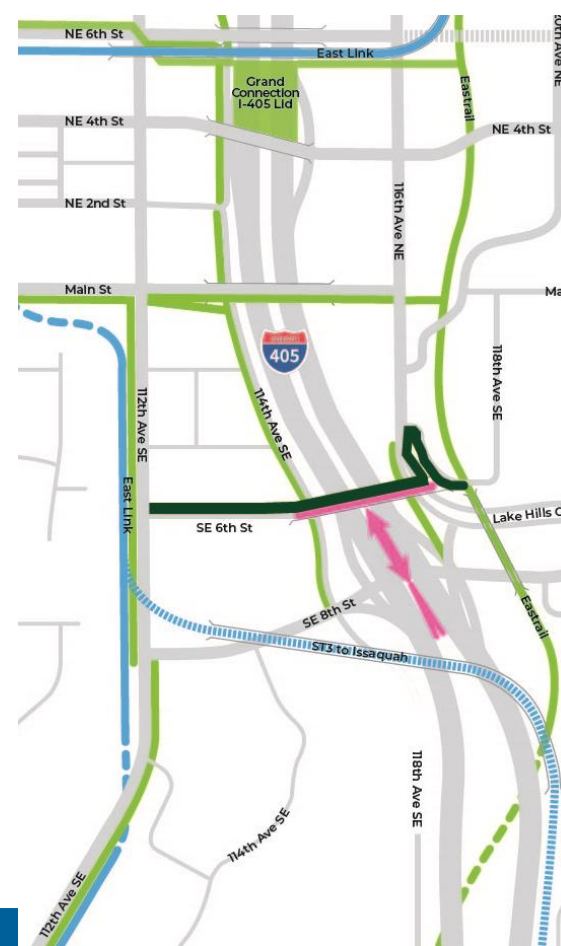
Legend

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

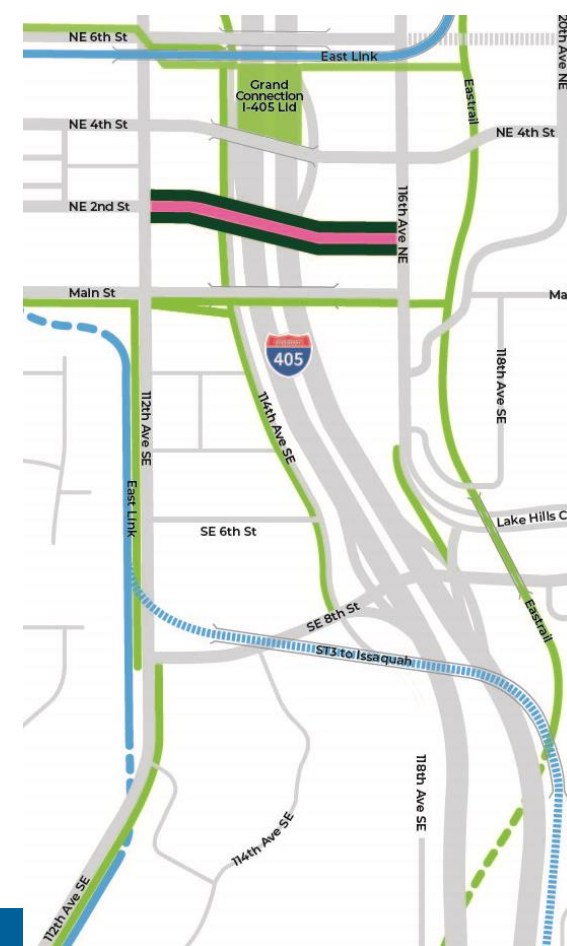
SE 6th Street extension and southbound on-ramp



SE 6th Street extension inside access



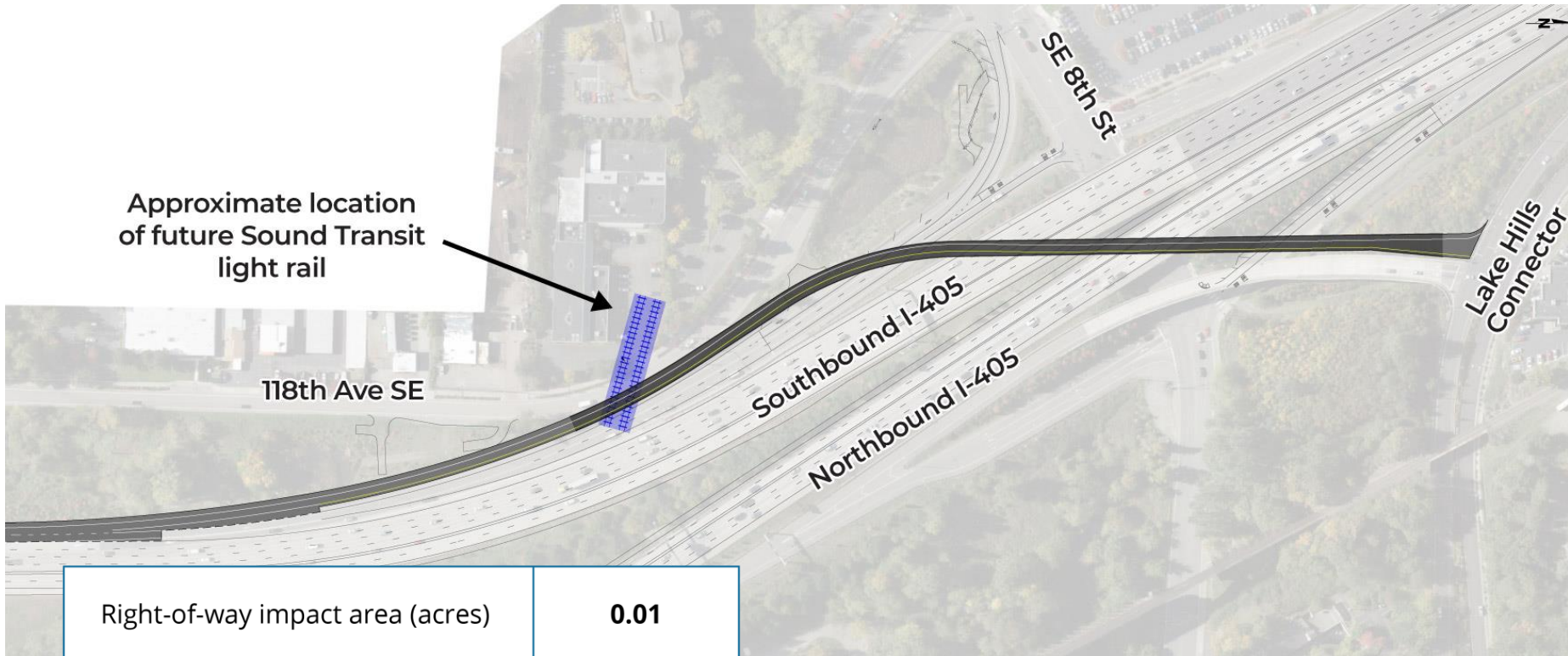
NE 2nd Street extension





Impact on property development

Lake Hills Connector southbound on-ramp

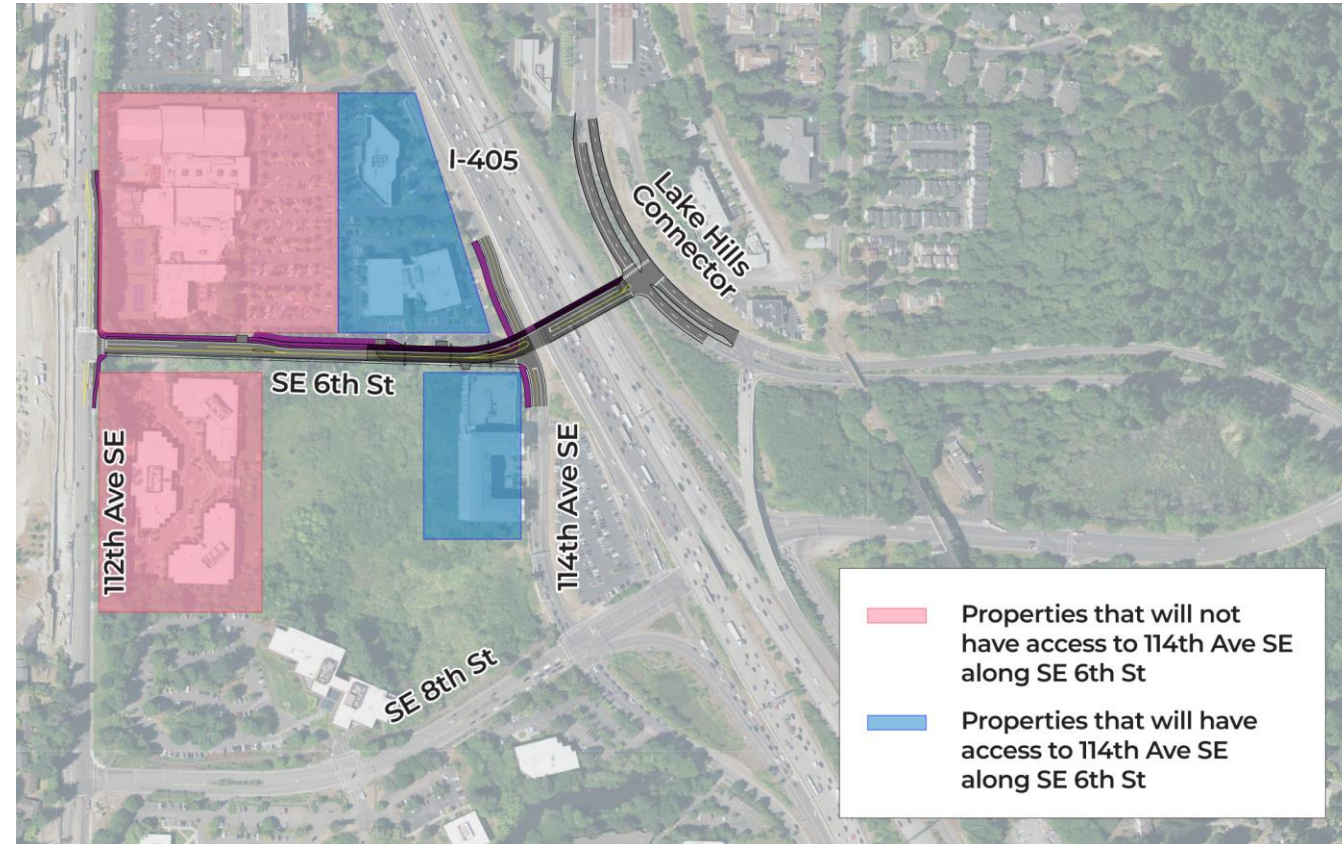


Right-of-way impact area (acres)	0.01
Parcel impacts	1

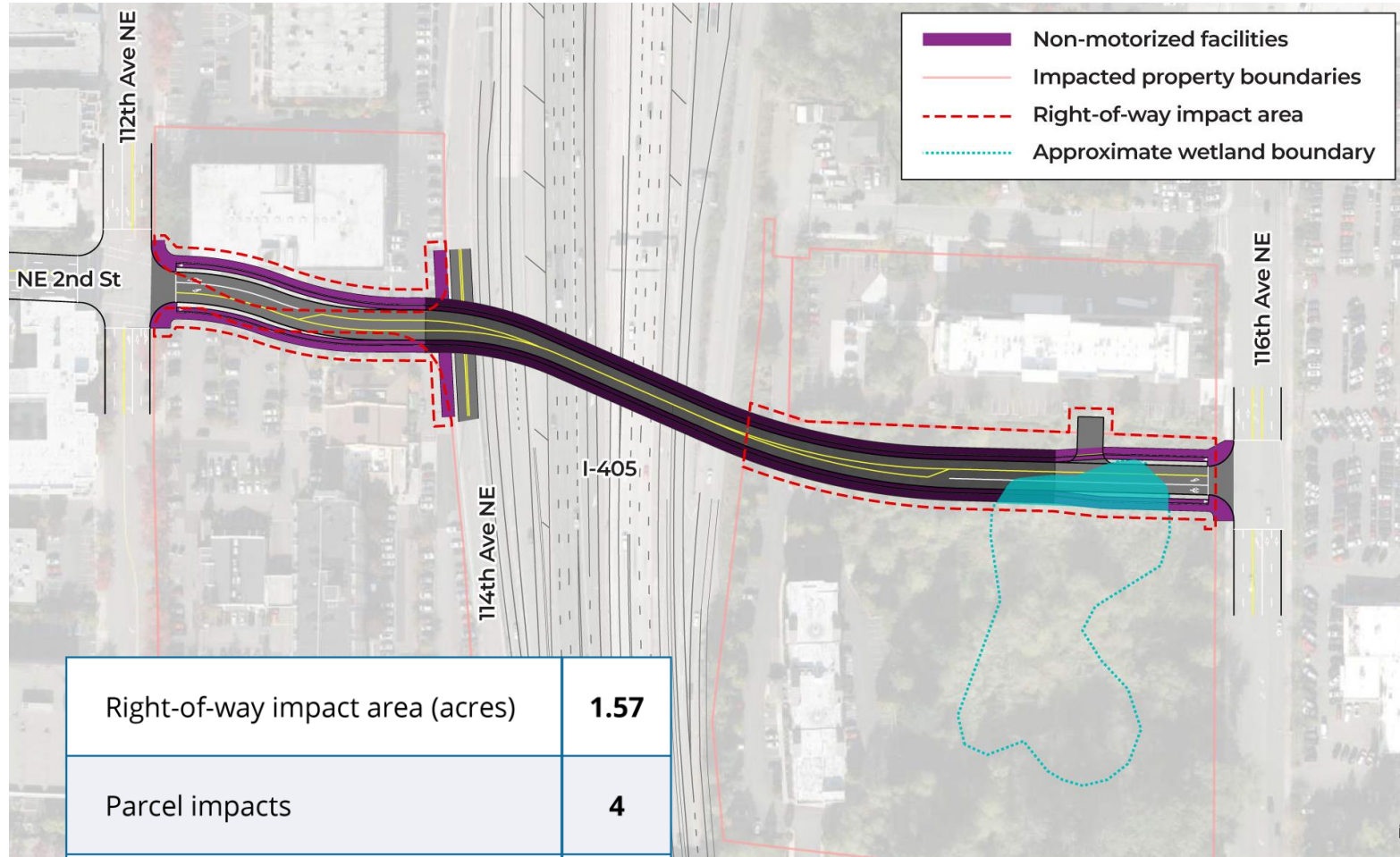


SE 6th Street extension access property impacts

- SE 6th Street connects to 112th Avenue SE and Lake Hills Connector, no connection to 114th Avenue SE
- Provides property access road under the bridge for the elevated SE 6th Street



NE 2nd Street extension

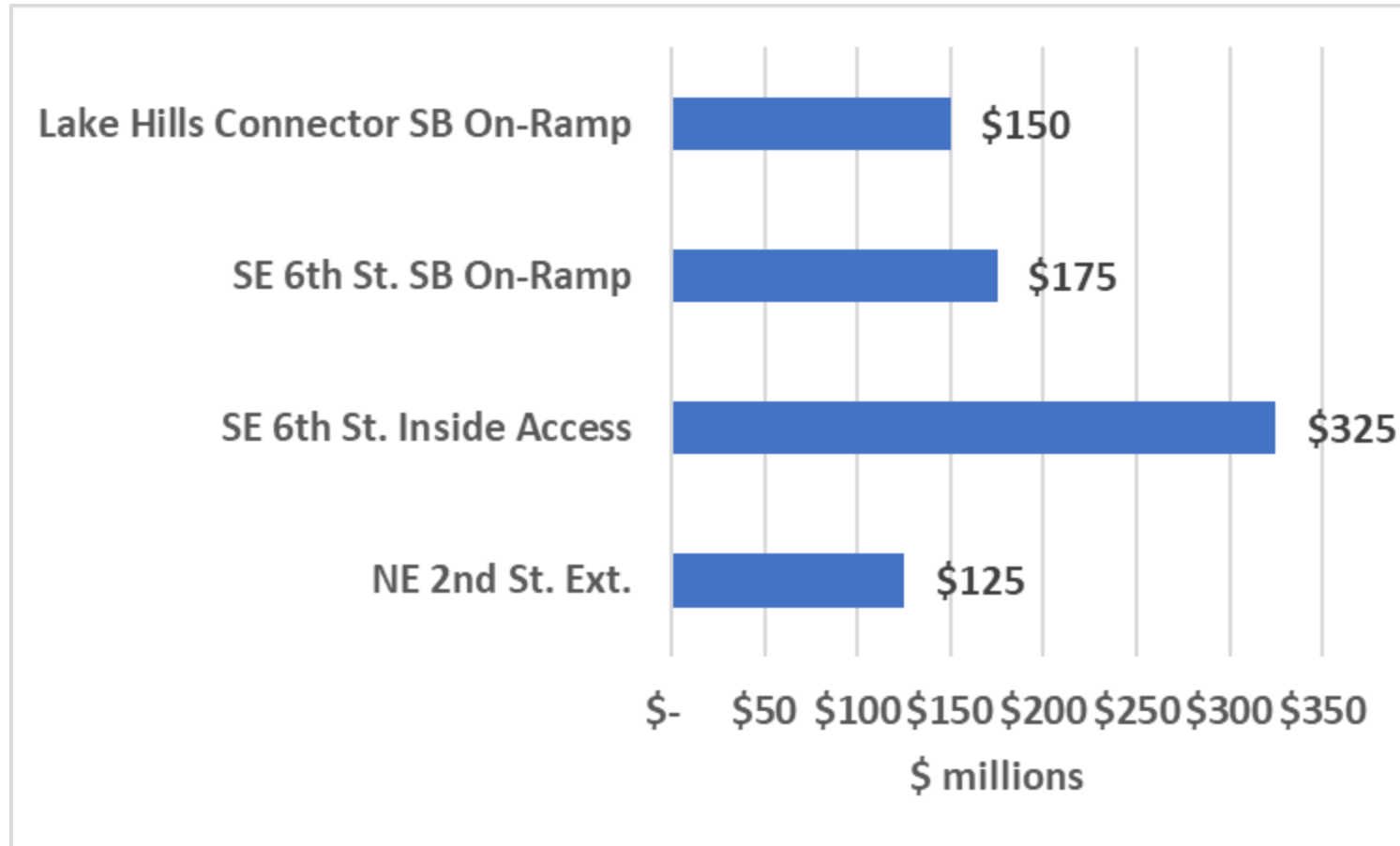


Right-of-way impact area (acres)	1.57
Parcel impacts	4
Wetlands (acres)	0.16



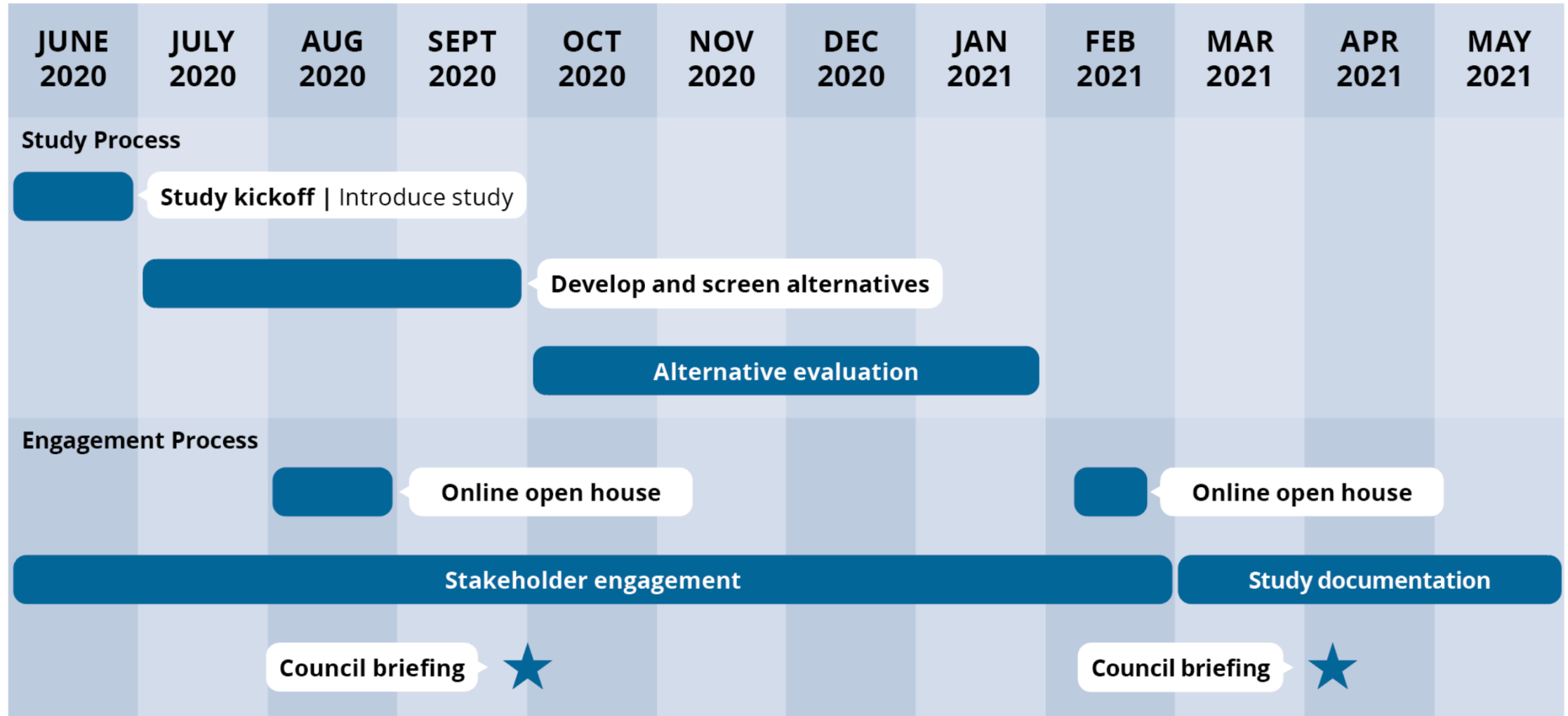
\$ Cost

Planning level cost estimates



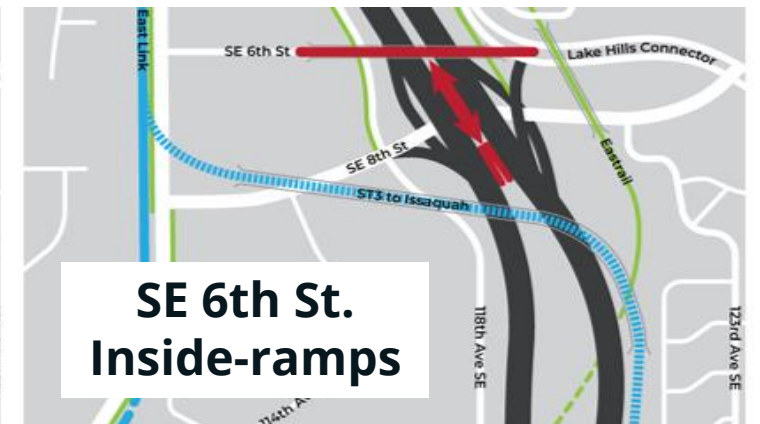
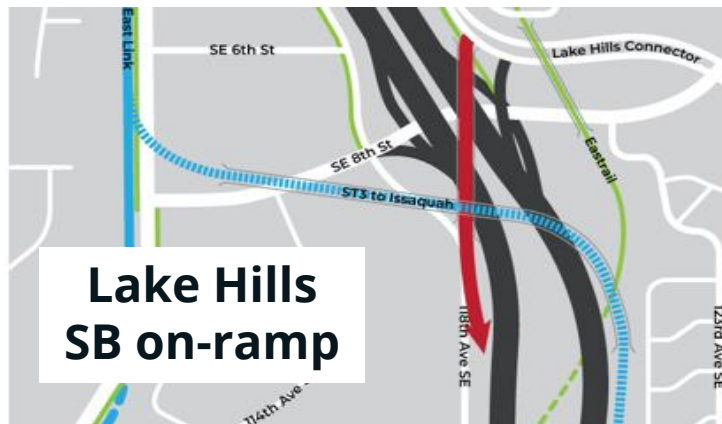
*Cost estimate based on escalation to 2030 construction. Includes engineering, right-of-way, and construction costs. Right-of-way costs assume acquisition prior to redevelopment.

Community engagement



Stakeholder feedback

- Broad support for all three alternatives with added access
- The two SE 6th Street alternatives received the most support, but the adjacent property owners voiced strong opposition
- Few support the NE 2nd Street Extension
- No Build alternative is unacceptable



Community feedback – Key themes

- Support and concern for each alternative
 - Support for improving I-405 access and pedestrian, bicycle and transit (multimodal) connections
 - Concerns:
 - Will not solve congestion on I-405; impact to traffic on local streets
 - “Induced traffic” contributes to climate change
 - Funding and cost
- Reconsider Main Street alternative



BDA, Chamber and ETA Feedback

- **Lake Hills Connector SB On-Ramp** is among the recommendations of all the three boards.
- BDA also recommends SE 6th St SB On-Ramp contingent on adoption of the East Main Land Use Code by fall this year.
- ETA additionally recommends to implement the SB auxiliary lane immediately and keep the NE 2nd St. extension option open for future consideration.



Summary of alternatives

- Lake Hills Connector
 - Aligns with East Main Transit-Oriented Development (TOD) plan, requires the least policy changes
 - Offers significant travel benefits at lower cost
 - Received broad stakeholder and community support
- Both SE 6th Street alternatives
 - Require amendment to East Main TOD plan (LUCA delay)
 - Provides greater transportation benefits at higher cost
 - Received broad stakeholder support

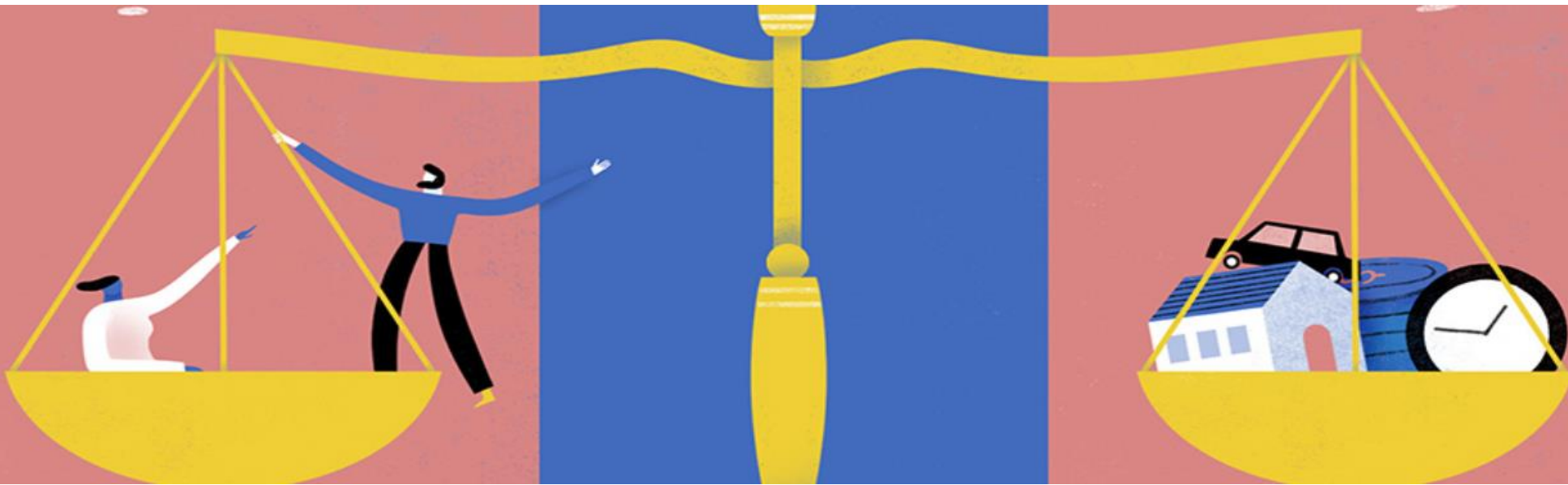
Summary of alternatives, cont'd

- NE 2nd Street extension
 - Provides little overall transportation benefit
 - Significant impacts to adjacent properties, wetlands
 - Received minimal stakeholder and public support
- No Build
 - Does not necessarily support City's planned growth
 - Does not have environmental impacts
 - Does not incur cost
 - Received strong stakeholder opposition; strong support from the public who provided written responses

Staff recommendation

Staff recommends the Lake Hills Connector SB On-Ramp for the following reasons:

- It provides **significant travel benefits** with **minimum property and environmental impacts** at a **reasonable cost**
- It is better aligned with the East Main TOD plan and allows the on-going work to continue without delay



Direction

Staff is asking Council to identify alternative(s) preferred by the City to meet the transportation needs for the South Downtown area and to provide the recommended alternative(s) to WSDOT. The I-405 Access Study will inform WSDOT's future environmental review and freeway access revision request processes in connection with WSDOT's I-405 proposal, which will be initiated when funding is available.

Thank you!