

January 13, 2022  
Item 7b

# South Downtown I-405 Access Study Outcome Summary Report

Transportation Commission  
January 13, 2022



# **This presentation provides an overview of the study findings and the Council's action**

**Provided by      Shuming Yan, PE  
Transportation Engineering Manager  
syang@bellevuewa.gov**

**No action is requested of the Commission at this time**

# Study Overview

- I-405 Master Plan includes a new half interchange in Downtown to improve access to and from I-405 south.
- This study, in partnership with WSDOT, was to identify an alternative that works the best for the City.
- Total a dozen options were studied in Tier 1.
- 5 alternatives evaluated in Tier 2.
- The **Lake Hills Connector SB On-Ramp** is identified by the Council as the alternative that best meets the City's needs.

# Alternatives evaluated in Tier 2

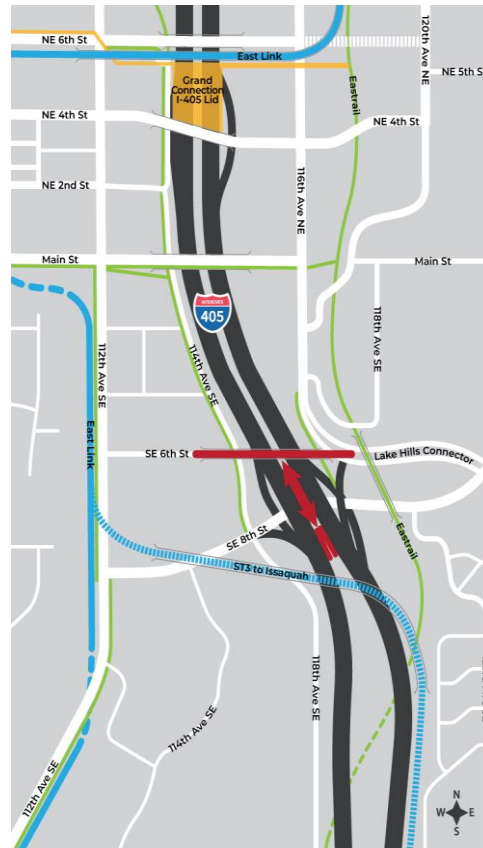
Lake Hills Conn.  
SB on-ramp



SE 6<sup>th</sup> St. extension  
and SB on-ramp



SE 6<sup>th</sup> St, extension  
inside access



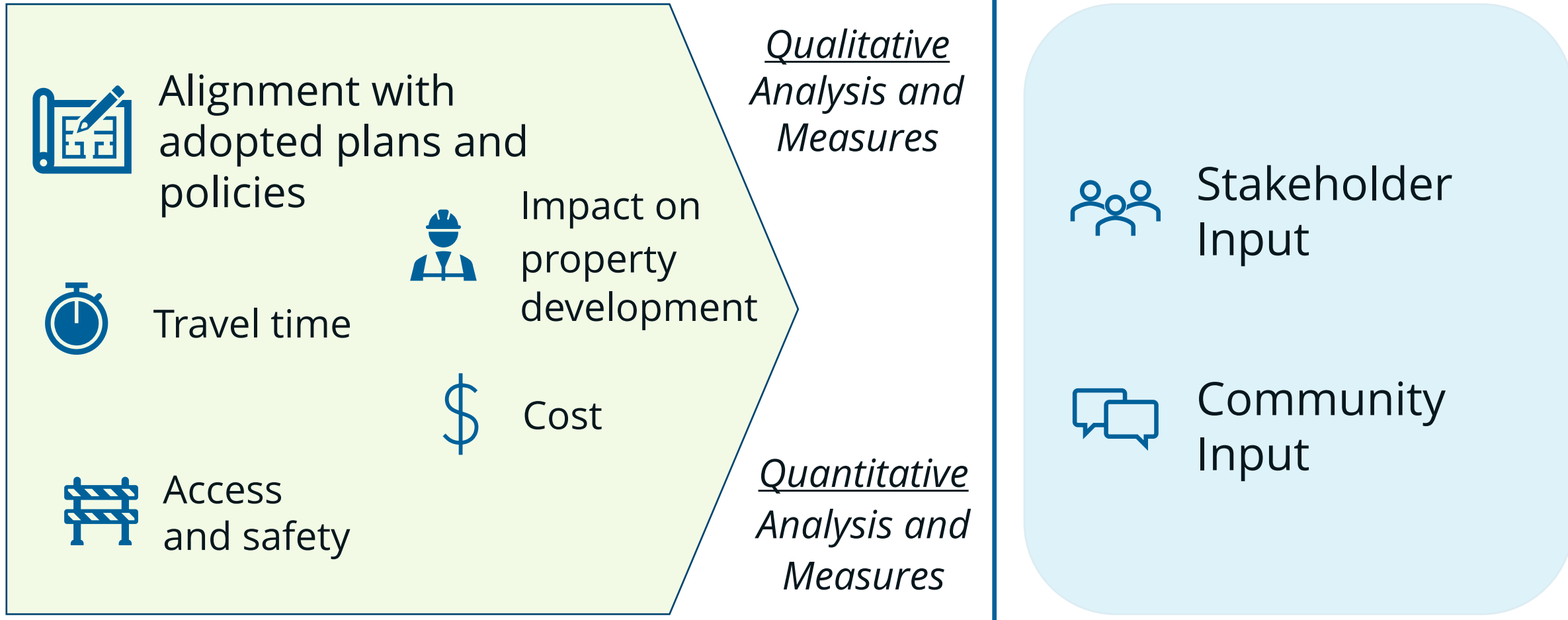
NE 2<sup>nd</sup> St.  
extension



No build



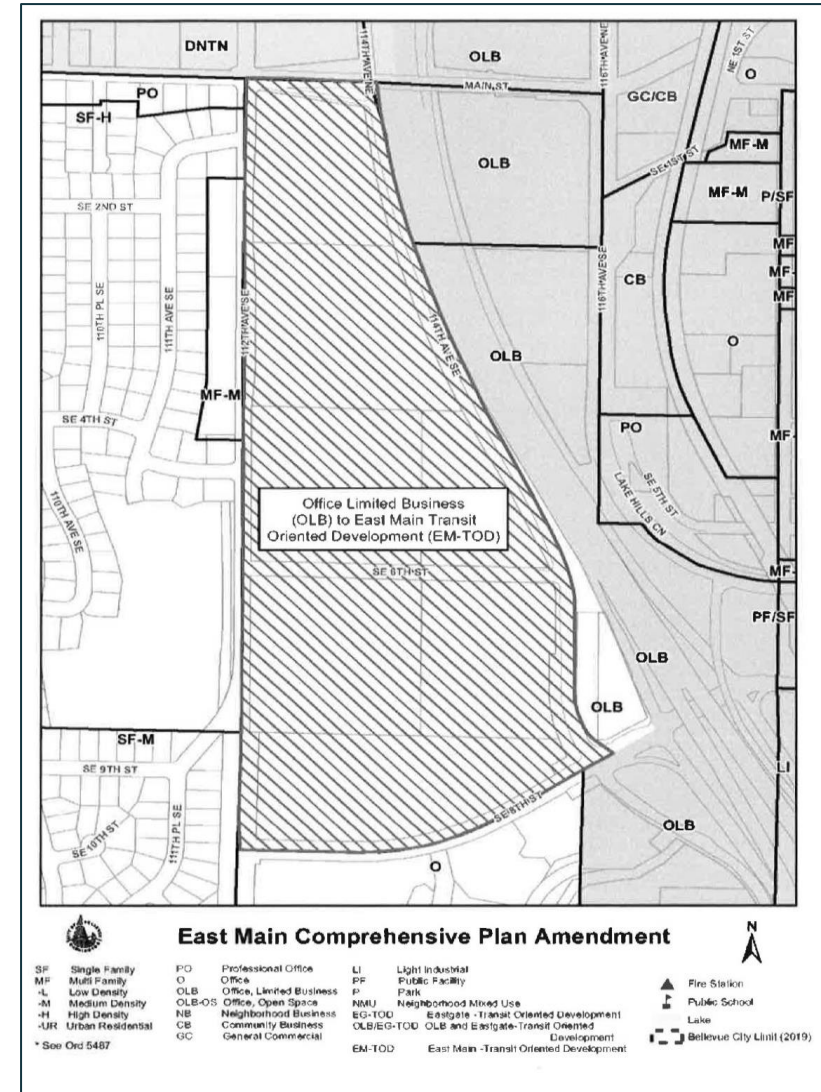
# Tier 2 – Alternatives evaluation





# **Alignment with adopted plans and policies**

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



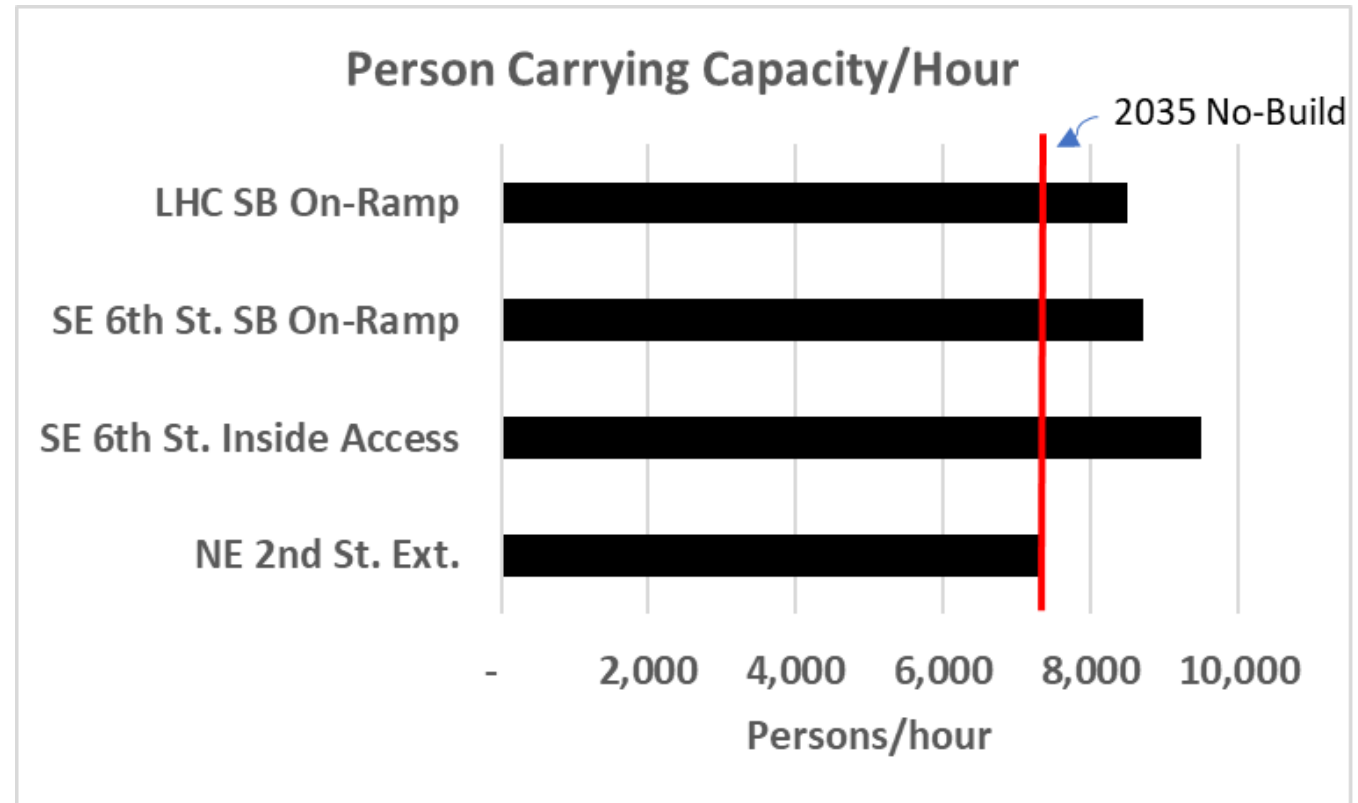


# Travel time



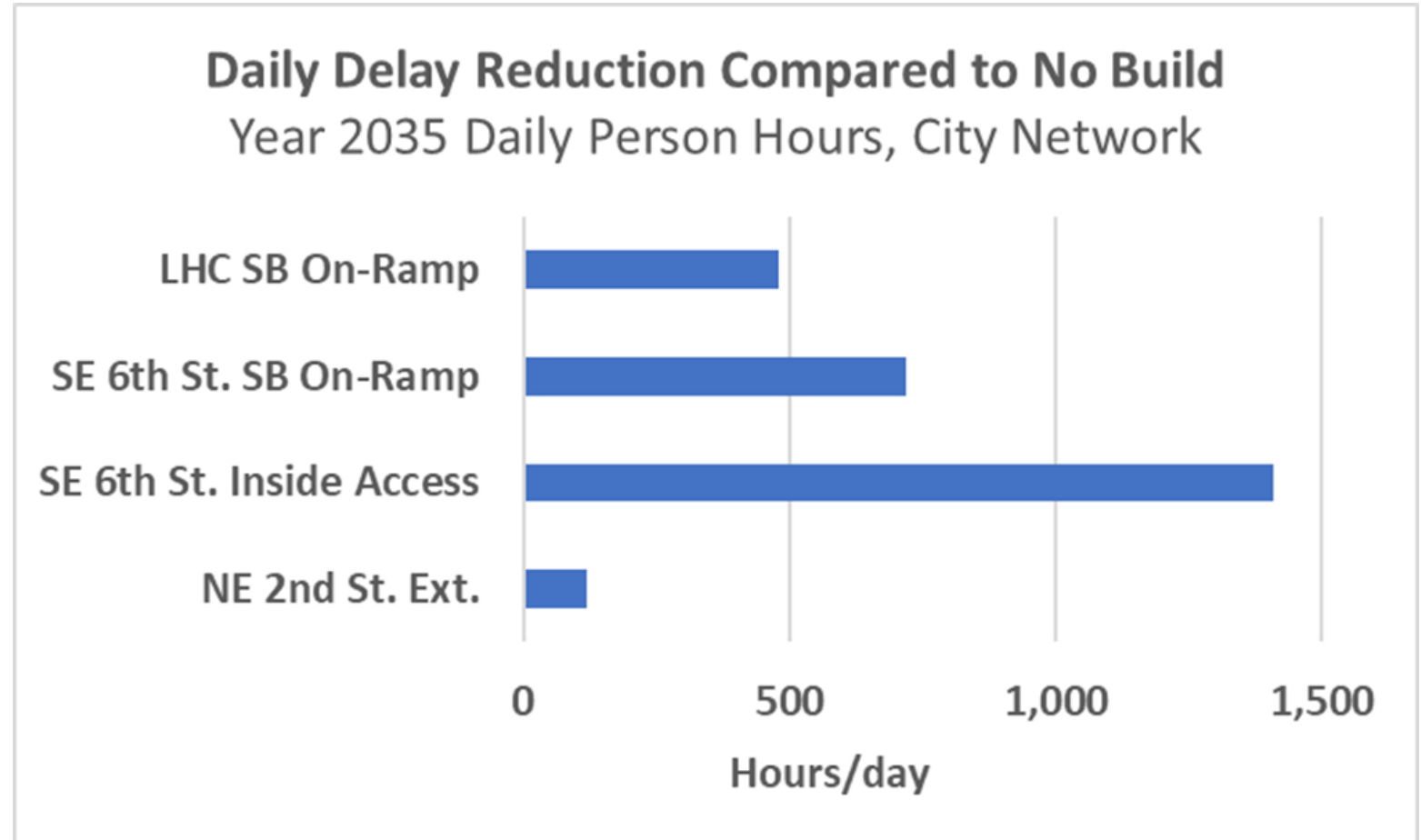
# I-405 access capacity (2035)

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

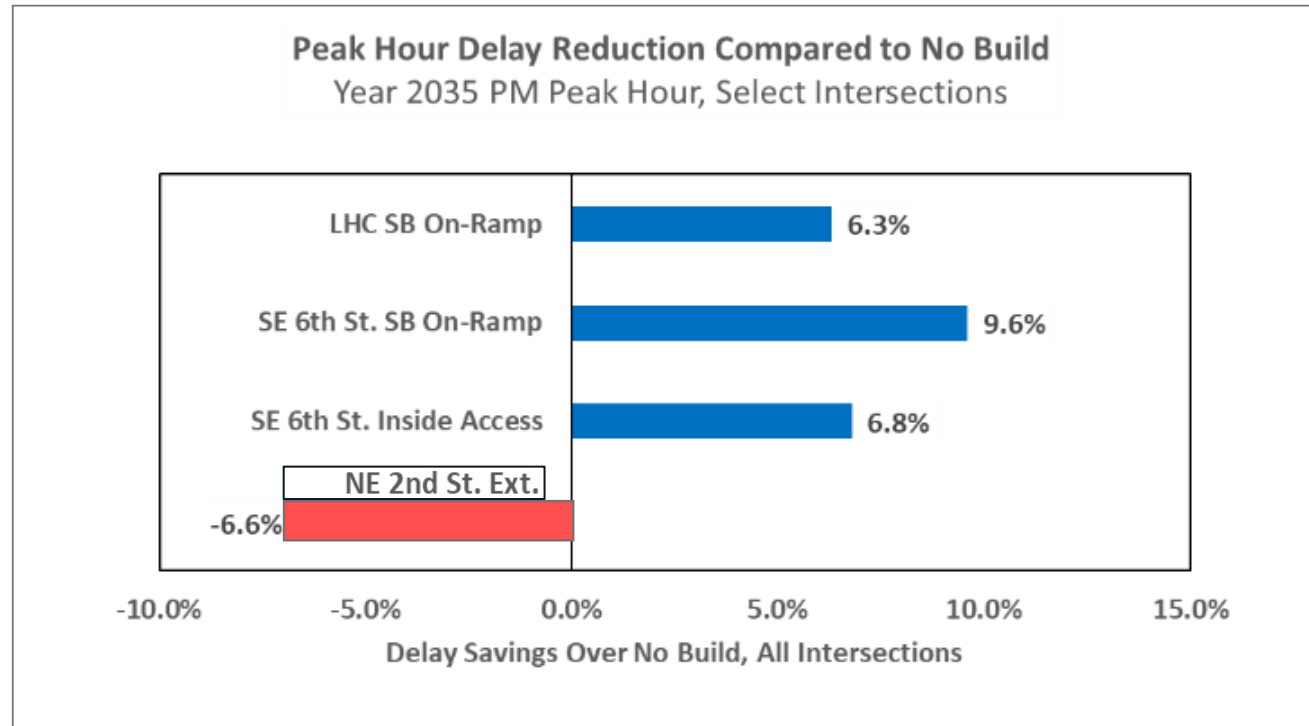


# City wide travel time savings

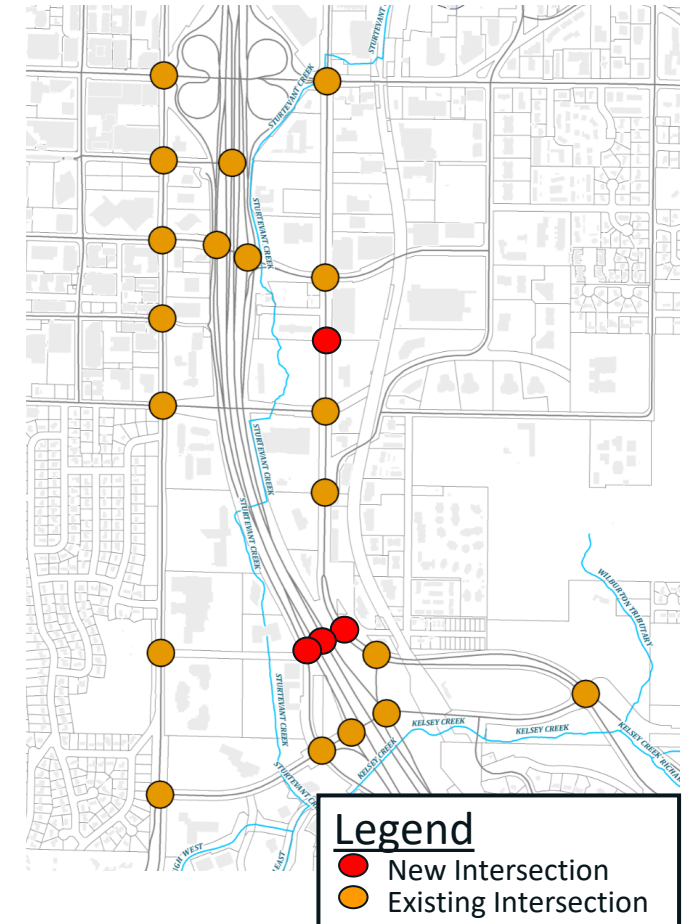
- Daily travel time for all roads in Bellevue
- SE 6th Street extension inside access would save most travel time

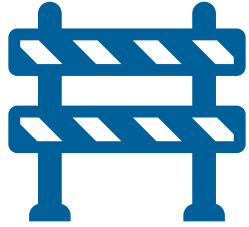


# Intersection delay reductions



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

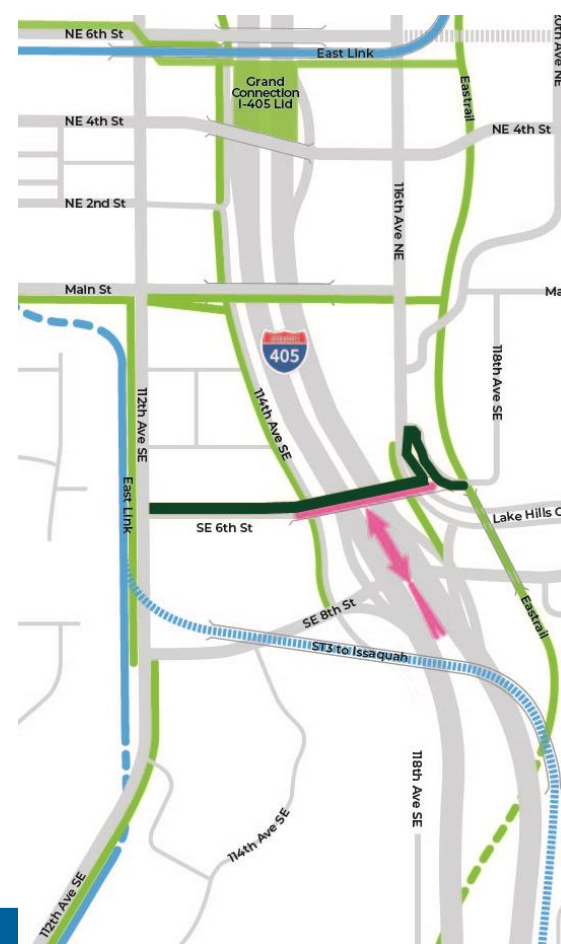
## Legend

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

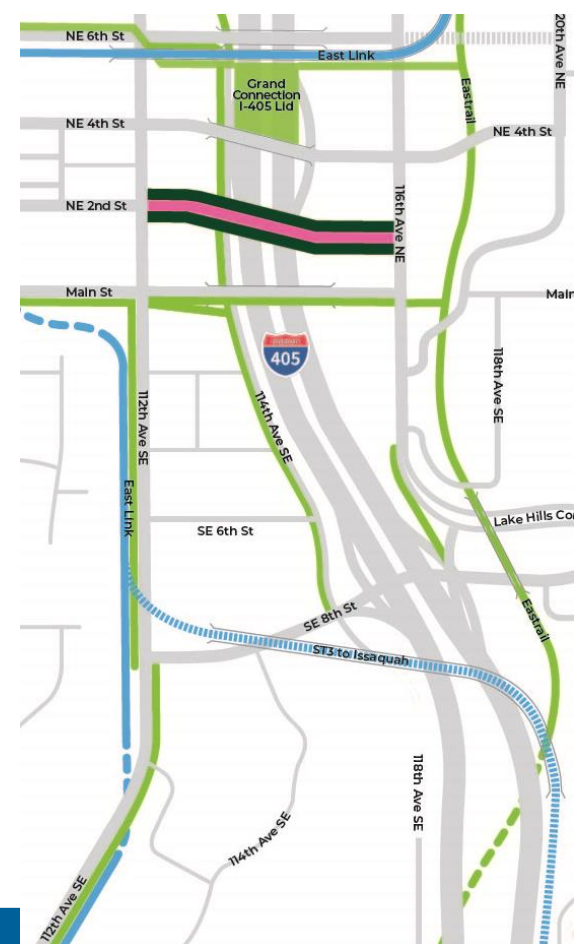
SE 6th Street extension and southbound on-ramp



SE 6th Street extension inside access



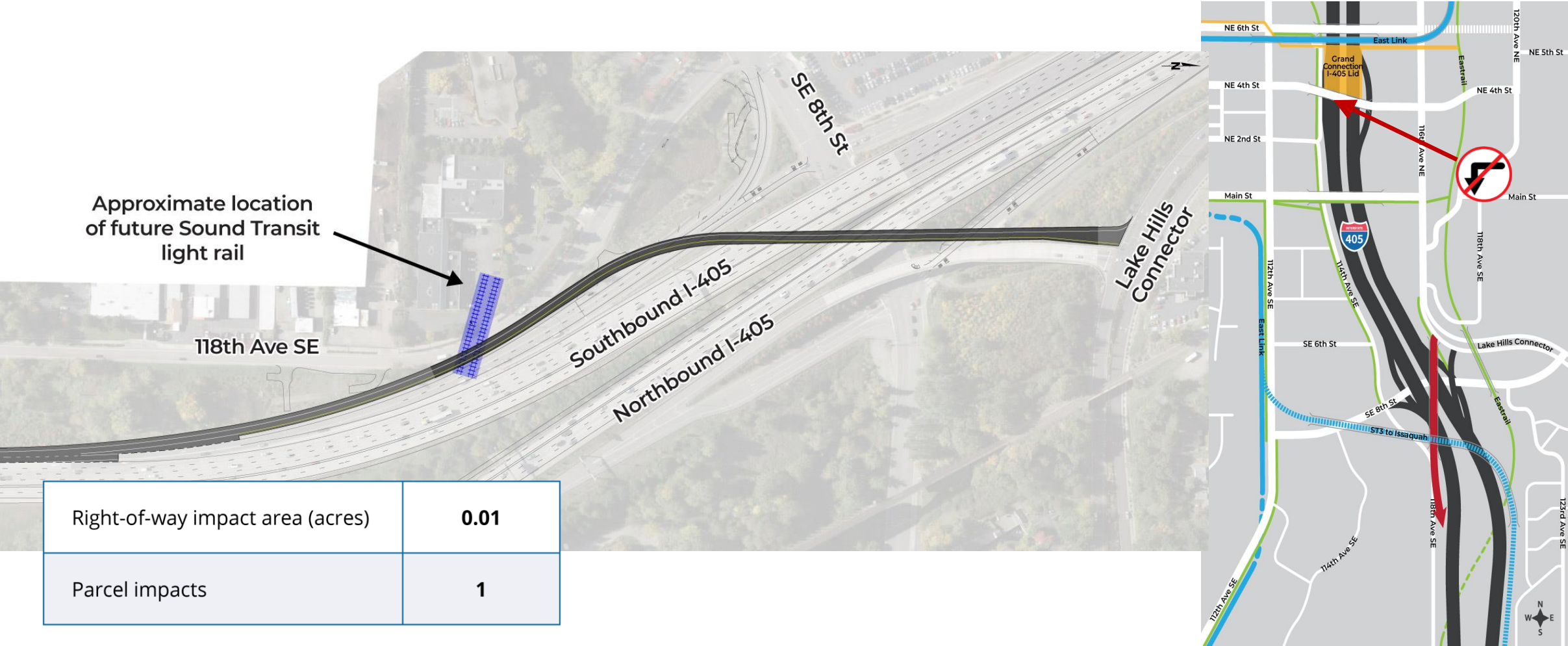
NE 2nd Street extension





# Impact on property development

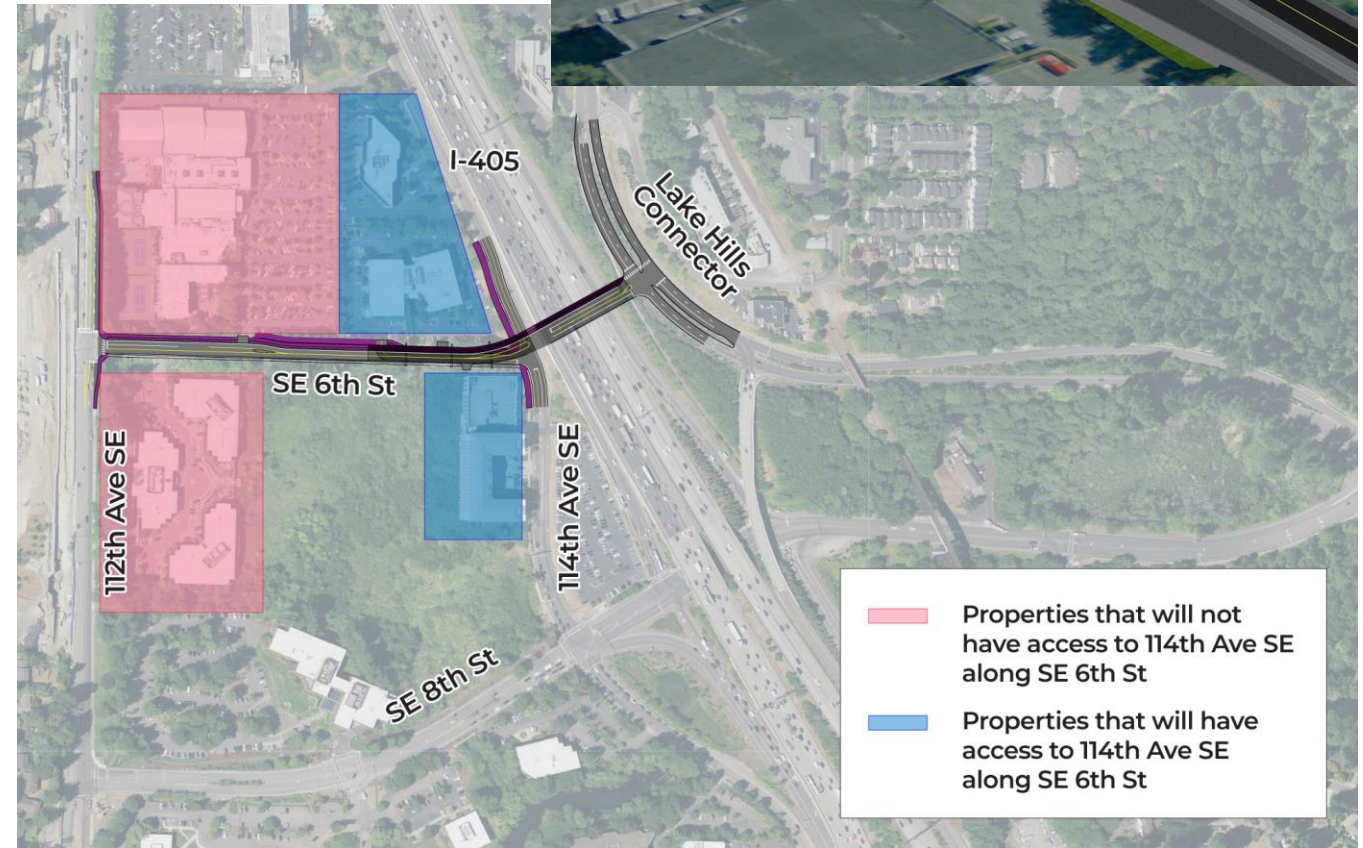
# Lake Hills Connector southbound on-ramp





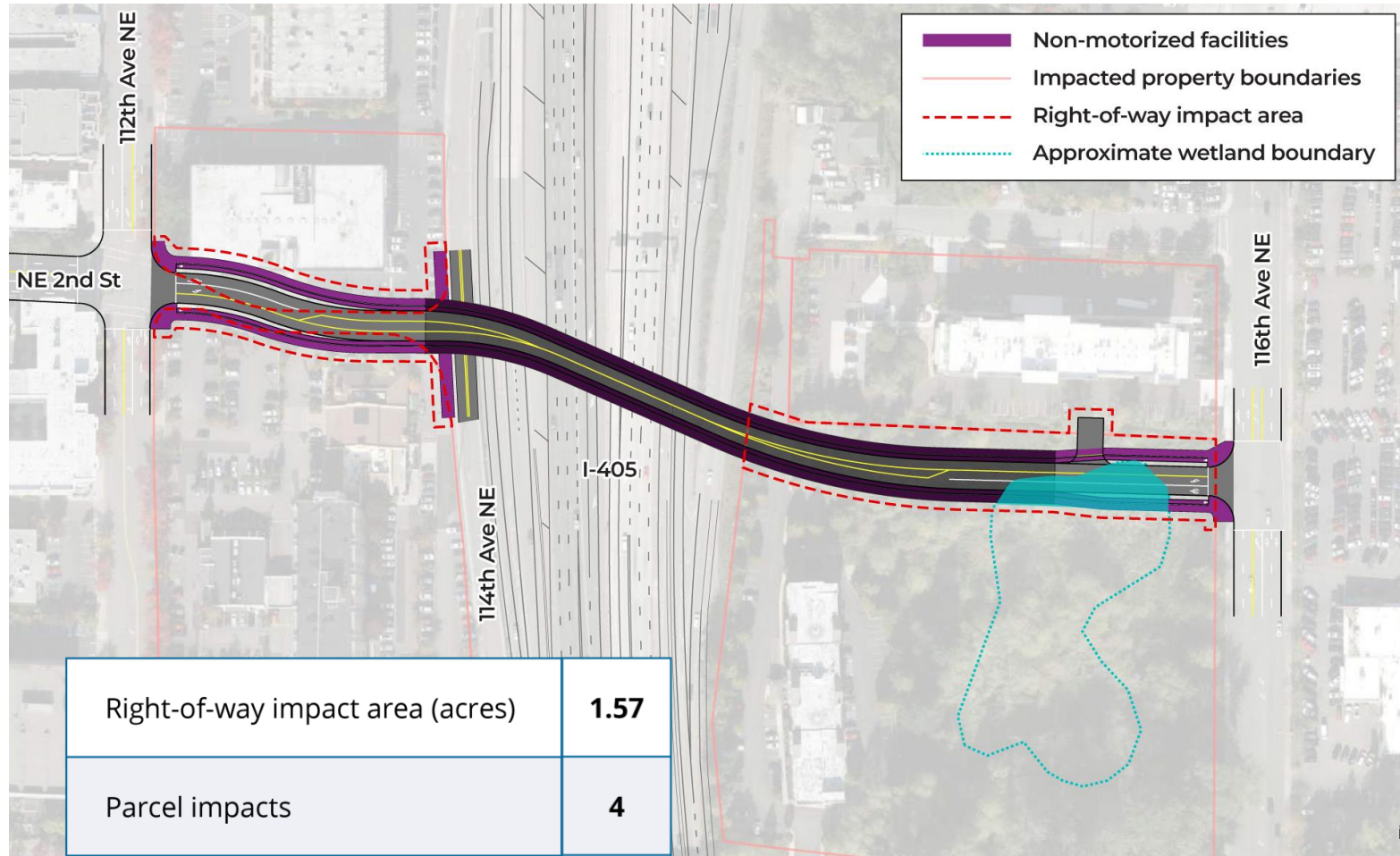
# SE 6th Street extension access property impacts

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



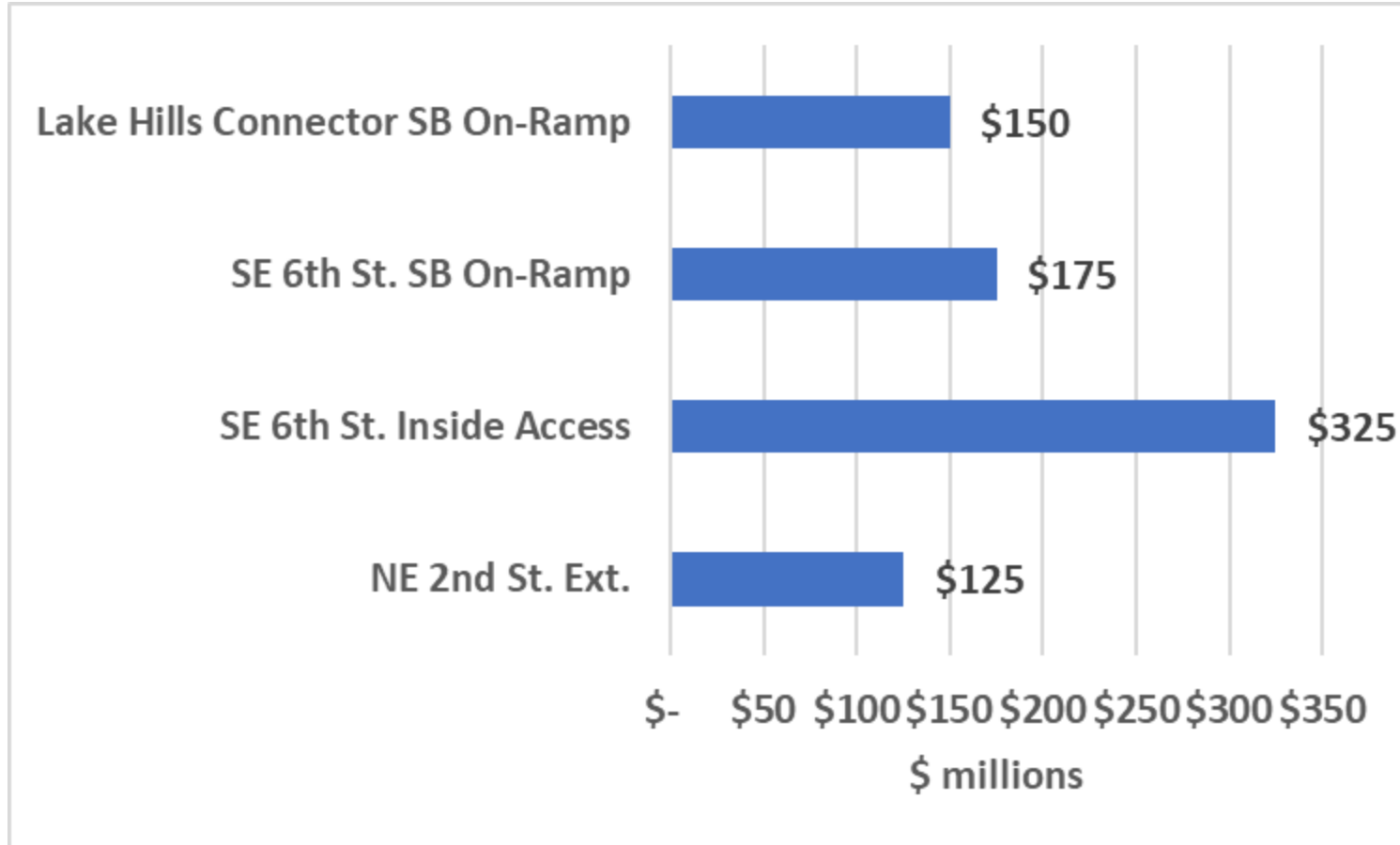


# NE 2nd Street extension



**\$ 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.

# Stakeholder feedback

- Broad support for all three alternatives with added access
- The two SE 6<sup>th</sup> Street alternatives received the most support, but the adjacent property owners voiced strong opposition
- Few support the NE 2<sup>nd</sup> 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 findings

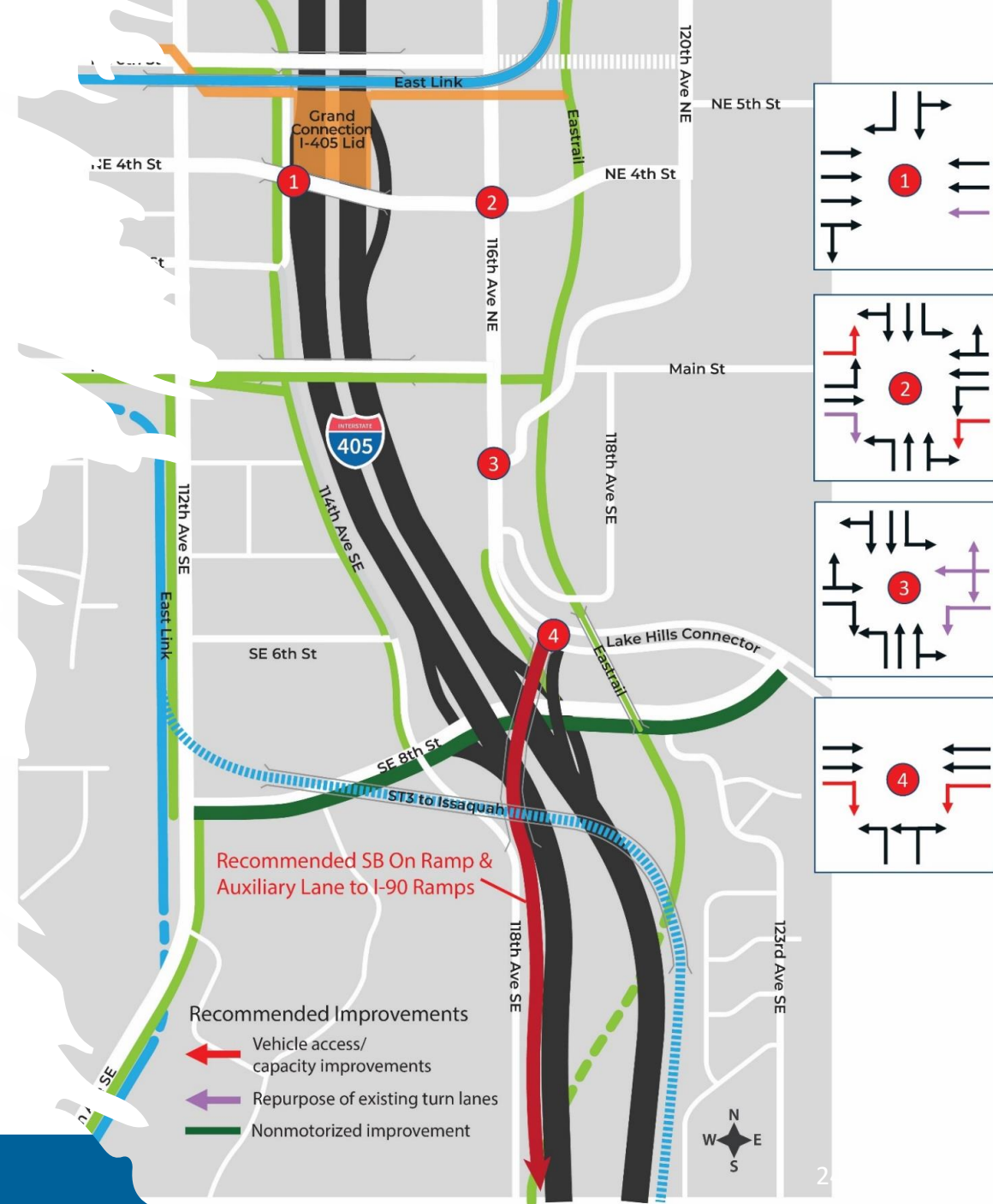
## Lake Hills Connector SB On-Ramp:

- 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



# Council Direction

- Identify Lake Hills Connector SB On-Ramp as the preferred alternative.
- Expedite the implementation of bike and pedestrian connection along SE 8th St. between 112th Ave SE and Lake Hills Connector





# Next steps

- Add the project to the City's Transportation Improvement Program, replacing the project at NE 2<sup>nd</sup> Street (Q1/Q2 2022).
- Secure state funding for the project
- WSDOT is responsible for securing USDOT approval through final design, environmental documentation before construction.

# **Any Questions?**

# **Thank you!**

**Shuming Yan, PE**  
**Transportation Engineering Manager**  
**[syan@bellevuewa.gov](mailto:syan@bellevuewa.gov)**

# 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

