

Online Open House Summary

February 8 – 19, 2021

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 transportation improvement options including a new interchange to access I-405 in south downtown Bellevue. The study aims to:

- Ease congestion and improve safety.
- Improve access to and from destinations along I-405 and on local streets for people walking, rolling, biking, riding transit or driving.
- Support the city's urban design, land use, economic development and transportation policies.



The study team evaluated the following five alternatives that passed fatal flaw screening based on these criteria: alignment with adopted plans and policies; travel time; access and safety; impact on property development and cost.

- Lake Hills Connector southbound on-ramp
- Southeast Sixth Street extension and southbound on-ramp
- Southeast Sixth Street extension inside access (formerly called Southeast Sixth Street extension with express toll lane access to and from the south)
- Northeast Second Street extension

- No build (no new interchange)

Community engagement

The study team engaged community members and stakeholders to help inform the study team's recommendations to the Bellevue City Council this spring. The study team met with property and business owners in the project area, neighborhood associations and community-based organizations, hosted four stakeholder forums and held two online open houses to gather community input.

Online open house overview

The study team launched the online open house on Feb. 8, 2021 to share the evaluation results and gather public feedback. The online open house was live for two weeks at engagingbellevue.com.

Participants could read background information about the study, learn about the evaluation results for each alternative and submit comments.

Notification

The study team used several methods to encourage participation in the online open house:

- Sent emails to Bellecrest, downtown Bellevue, Surrey Downs, Wilburton and Woodridge neighborhood leadership.

South Downtown I-405 Access Study: Alternatives Evaluation Open House

Welcome! This is the city's second online open house to gather public feedback on interchange alternatives. Our goal is to ease traffic congestion and help people get where they need to go in south Downtown Bellevue, whether they are walking, biking, riding transit or driving. This online open house closes at 5 p.m. on Friday, Feb. 19.

Thank you for participating in this online open house to **learn about our analysis findings and share input on five remaining alternatives.**

- Lake Hills Connector southbound on-ramp
- Southeast Sixth Street extension and southbound on-ramp
- Southeast Sixth Street extension inside access (formerly called Southeast Sixth Street extension with express toll lane access to and from the south)
- Northeast Second Street extension
- No build (no new interchange)

The City Council will collaborate with the Washington Department of Transportation (WSDOT) and consider technical analysis and community input before selecting a preferred alternative. Ultimately, the state legislature has the decision-making authority to fund the project. More information about the study can be found on the [South Downtown I-405 Access Study webpage](#).

Following this round of community engagement, the study team will present the analysis findings along with stakeholder and public input to the council in April for its consideration in selecting a preferred alternative, if you would like to receive a meeting agenda notice, go to BellevueWA.gov/city-council.

To learn more about our evaluation of each alternative, select the "View Alternatives" tab below. Submit your comments in the "Share Feedback" tab below. You can also ask a question. See our frequently asked questions (FAQs) to the right for answers to common questions we have heard.

Who's listening

Marie Jensen
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City of Bellevue, Department of Transportation
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Study website

South Downtown I-405 Access Study

Documents

- Online Open House #1 Summary (1.9 MB) (pdf)
- I-405 Access Study - 5 Alternatives (801 KB) (pdf)

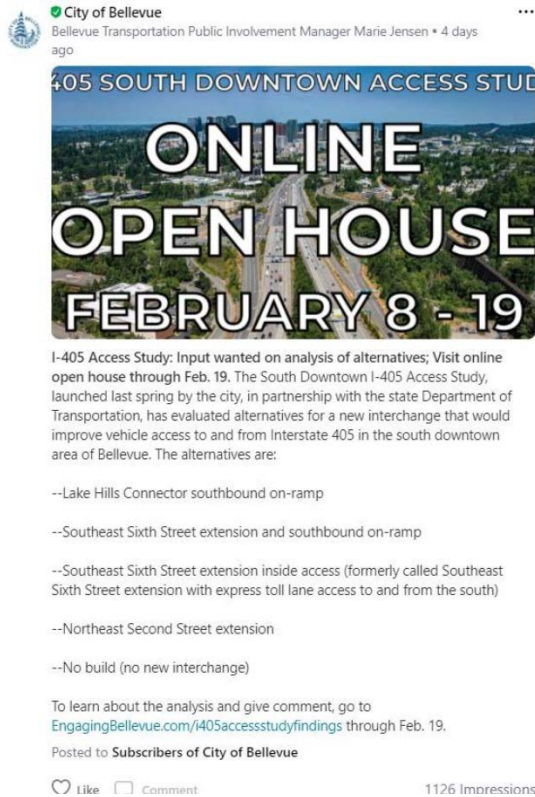
FAQs

Why are the city and WSDOT doing this study?

What were the Tier 1 evaluation criteria?

Which alternatives did the city evaluate in Tier 1?

- Posted on city social media accounts including Facebook, Twitter and Nextdoor.



A local transportation reporter, Mike Lindblom, and online publication, The Urbanist, shared about the online open house and opportunity to provide feedback.

- Published information in the Bellevue Chamber of Commerce newsletter.
- Linked to the online open house on the study [website](#).
- Shared a [news release](#) on bellevuewa.gov.

Online open house comment summary

Overview

A total of 698 people visited the online open house, 110 visitors (about 17 percent of all visitors) provided 369 comments and two visitors asked questions. 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 questions and the study team's responses.
- Please see [Appendix C](#) for a list of all comments on the 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

Online open house visitors shared both support for and concerns about each alternative. The following key themes, not listed in any order of importance or priority, emerged from the 17 percent of visitors who provided written comments.

- Support for improvements for people walking and biking, such as bicycle lanes, sidewalks and transit connections.
- Concern regarding costs and benefits of building a new interchange.
- Concern that a new I-405 interchange would not decrease congestion in the area.
- Concern about traffic on local streets.
- Concern that more vehicle traffic will contribute to climate change.
- Reconsider the Main Street alternative to help ease congestion in downtown Bellevue.

Remaining alternatives

The study team invited online open house visitors to provide feedback on the evaluation of the five remaining alternatives (see [Appendix D](#) for evaluation analysis results for each alternative).

Lake Hills Connector southbound on-ramp

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

Key themes:

- Interest in adding bicycle paths and sidewalks for people walking and biking.

"This is an attractive option, however, we need some bike and pedestrian crossing over 405."

- Concern this alternative does not decrease congestion or increase access between downtown and I-405.

"This option doesn't provide additional easy access to Downtown Bellevue to or from I-405. You end up driving a greater distance around city streets to get to Downtown which adds congestion to the local streets."



- Concern about travel time savings and cost.

“Travel time savings are negligible – certainly not worth 150 million.”

Southeast Sixth Street extension southbound on-ramp

This alternative elevates and extends Southeast Sixth Street over 114th Avenue Southeast and I-405 to Lake Hills Connector and builds an on-ramp to I-405 southbound. This new ramp would pair with the existing I-405 northbound off-ramp to Lake Hills Connector to form a half-diamond interchange. This alternative provides bike lanes and sidewalks on the new east-west connection. This alternative provides bike lanes and sidewalks on the new east-west connection.

Key themes:

- Support for east-west connection.

“This one seems most cost effective. You get the benefit of connecting west and east Bellevue areas plus freeway access. My top vote would be for this.”

- Support for bicycle paths and sidewalks for people walking and rolling.

“This provides the most public benefits as it improves both vehicle and bike/ped connections to the future Eastrail. It also facilitates freeway access and is much less expensive than other options and will serve future development on the west side of 405. This is my preferred option.”

- Concern about impacts to East Main Transit Oriented District (TOD).

“This seems to have negative impacts to transit-oriented development according to the description as a new freeway ramp has to be accommodated; which is kind of the opposite of TOD. People don't want to live next to freeway ramps.”



- Concern the benefits from this alternative do not justify the cost.

“Main Street is already being re-built as part of the RTB 405 project with added pedestrian and bicycle capacity. This seems redundant and wouldn't impact traffic enough to justify \$175 million.”

Southeast Sixth Street extension inside access

This alternative elevates and extends Southeast Sixth Street over 114th Avenue Southeast and I-405 to Lake Hills Connector and builds direct I-405 express toll lane access ramps to and from the south. It provides bike lanes and sidewalks to the new east-west connection.

Key themes:

- Support for providing better access to toll lanes.

“While very expensive, I think this is a much better option than the outside lane access option since it provides a connection to the toll lanes, which is an alternative to the congested SE 8th ramp. Plus this might have less weaving than the outside on-ramp. This also provides an alternative toll lane ramp to NE 6th for those south of downtown. The ped and bike connections are nice as well.”



- Support for bicycle paths and sidewalks for people walking and rolling.

“This is the best option of the four presented. Bike and pedestrian access are necessary, and the other main factor of importance is the diversion of the maximum amount of vehicle traffic from 4th and 8th streets.”

- Concern the benefits from this alternative do not justify the cost.

“For double the cost of other options, the marginal benefits are certainly not worth it. Person hour savings will likely be wiped out by induced demand and shifter bottlenecks.”

Northeast Second Street Extension to Wilburton

This alternative extends Northeast Second Street to 116th Avenue Northeast without ramp connections to I-405. It provides bike lanes and sidewalks on the new east-west connection.

Key themes:

- Support for connecting neighborhoods to downtown over I-405 without a ramp to I-405.

“Reasonable to connect East to West here and at SE 6th with lid in between, and no new ramps to 405.”

- Support for bicycle paths and sidewalks for people walking and rolling.



“Best option other than no-build. Construct NE 2nd to provide a true multimodal connection with hefty bike & ped infrastructure between downtown and future Wilburton growth area.”

- Concern this alternative does not provide access to I-405.

“No - without ramp to I-405 this alternate has no merit for consideration - should be dropped.”

- Concern the benefits from this alternative do not justify the cost.

“This project has minimal benefits. The money would be better spent on projects that incentivize transit, bike, and pedestrian trips rather than car trips.”

Baseline (no action)

This alternative assumes no transportation improvements. The city is using this baseline to compare other alternatives.

Key themes:

- Support for cost savings.

"Yes. This seems like the best alternative. All other options seem very expensive for very little improvement."

- Support not contributing to climate change due to induced demand and encourage use of transit.

"I support the "No build (no new interchange)" option. This option requires only a change in the cities plans and policies. Funds that would have been allocated to any expensive I-405 interchange project could instead be used to improve public transportation, bike lanes, and walking paths in and around Bellevue, for use of the people who live in Bellevue (rather than spending money on improving freeway transportation for primarily people who live outside of Bellevue)."

- Concern this alternative does not provide a new interchange to I-405.

"This alternative does nothing to add additional access to the freeway or east/west connection which is necessary as the city grows."

- Concern this alternative does not help decrease congestion.

"Without traffic improvements, congestion will bog down further, mitigation will be even more expensive..."



Main Street alternative

Several online open house visitors commented they would like the study team to reconsider an interchange on Main Street. The Main Street alternative was among a dozen alternatives evaluated in the first round, but it did not pass the fatal flaw screening.

Next steps

The study team will consider the evaluation analysis for each alternative and stakeholder and community input in preparing a recommendation to the City Council on April 5.

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 have looked at some of the material sent out regarding the study for a south I-405 access to downtown Bellevue.</p> <p>We live in the heart of the city - in the Bellevue Towers. 10700 NE 4th Street.</p> <p>Pre-pandemic, NE 4th would be crowded with traffic going in and out of the downtown area. And on week-end nights, it was really busy. Christmas time it was nearly a parking lot.</p> <p>In looking over the access study, I see no mention of Main Street as an option. We need relief from traffic, not more traffic on 4th. Main Street would be a terrific option to getting into downtown.</p> <p>Our great city is thriving. Post-pandemic should see lots of growing. Please don't plug up the streets that are already busy.</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me about South Downtown I-405 Access Study. I am copying Shuming Yan, project manager, so that he is aware of your question.</p> <p>A new interchange at Main Street was considered but it didn't pass Tier 1 fatal flaw screening because it would:</p> <ul style="list-style-type: none"> • Displace a major portion of 114th Avenue Northeast • Draw additional vehicle traffic to Main Street which would make the new light rail station at Main Street (and 112th Avenue Southeast) more difficult to access for people biking and walking • Not align well with the City's' urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look <p>The Tier 1 evaluation criteria are:</p> <ul style="list-style-type: none"> • Consistency with Bellevue policies and plans; • Consistency with Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHWA) policies including the I-405 Master Plan; and, • Constructability. <p>Please contact Shuming Yan should you have further questions.</p> <p>We appreciate hearing from you.</p>

<p>Hello Marie, I am a Downtown Bellevue resident writing in about the I-405 Access Study.</p> <p>I believe a Main Street interchange needs more consideration, as NE 4th & NE 8th are incredibly congested during the holiday season and major events – there is absolutely no movement along those streets, and that encourages vehicles to engage in dangerous behavior.</p> <p>Equally distanced interchanges between NE 8th, NE 4th and a new Main Street entrance/exit would improve traffic flow from I-405 in the Downtown area.</p> <p>Thank you,</p>	<p>Hi [name],</p> <p>Thanks so much for contacting me and for your interest in the city's South Downtown I-405 Access Study.</p> <p>A new interchange at Main Street was considered as part of the study but didn't pass initial (fatal flaw) screening. The "Tier 1" (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability. It failed because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street which would make the future light rail station at Main Street and 112th Avenue SE more difficult to access for people walking and biking. Additionally, it would not align well with the City's urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look.</p> <p>I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m. An update to the City Council is scheduled for April 5.</p> <p>Your email and this reply will be shared with the Access Study project team.</p>
<p>Dear Mrs. Jensen,</p> <p>My favorite plan is Southeast Sixth Street extension and southbound on-ramp. As a Bellevue tower resident, I was invited to send my feedback. Thank you!</p>	<p>Dear [name],</p> <p>Thank you for sharing your preferred alternative as it relates to the city's South Downtown I-405 Access Study. I hope that you submitted your comments via the online open house (EngagingBellevue.com/i405accessstudyfindings); it closes tomorrow at 5 p.m.</p>

	Your email and this response will be shared with the Access Study project team.
<p>Hello Marie,</p> <p>I've been following the city's plans for I-405 access to downtown and I wanted to offer some feedback and ask some questions. I don't understand why an option like a new NE 2nd street bridge is still under consideration when it does not add any I-405 access? Isn't that one of the primary goals of the project? It would help if there was a clearer explanation of why that option was still on the table. Similarly, the no-build option would be an odd choice given that the study points out that more access to I-405 has been in the master plan for 20 years. Is it there just to point out that money could be saved or are there other reasons to consider it? Finally some of the rejected options appear to have more benefits and fewer problems. My preference would be the option to add an interchange at Main Street. That increases freeway access and has the benefit of being closer to downtown than the SE 6th options. It supports additional access for both northbound and southbound and actually seems to benefit people driving to and from the East Main train station since it is very close, although the rejection says that it would somehow decrease access there. Is there any chance that any of the rejected options will be reconsidered?</p> <p>Thank you for your consideration,</p> <p>[name]</p>	<p>Dear [name],</p> <p>Thank you for reaching out; I'm glad you've been following the city's South Downtown I-405 Access Study. I'm copying Shuming Yan, project manager of the study, who can better address your specific questions.</p> <p>A new interchange at Main Street was considered but didn't pass initial (fatal flaw) screening because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street making access to the future light rail station at Main Street and 112th Avenue SE more difficult for people walking and biking. Additionally, it would not align well with the City's urban design policies which envision the future of Main street as pedestrian-friendly with old town feel and look. The "Tier 1" (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability.</p> <p>I hope that you submitted your comments on the alternatives under consideration via the online open house at EngagingBellevue.com/i405accessstudyfindings. It closed tomorrow at 5 p.m.</p> <p>Your email and this reply will be shared with the Access Study project team.</p>
<p>I'm a long time Bellevue resident and am very frustrated by the lack of planning BEFORE all the development was approved. Traffic will seriously compromise the quality of DT living</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me about your frustration regarding approval of development projects in downtown.</p>

and the blame lies squarely with the City of Bellevue.

That said, if and when additional access is approved, it should fast-tracked and further building approvals should be PAUSED until traffic remediation efforts are completed. This after-the-fact" approach is analogous to the construction of a high-rise building and forgetting the elevators.

Finally, the people responsible for approving the monolithic "Darth Vader" project (Vulcan) on 106th and Main should be forced to attend some urban planning and architectural design classes - this will be a blight on DT.

Regards, [name]

I am assuming that your email is prompted by the South Downtown I-405 Access Study. The study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state's Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets. If you haven't already, please comment on the alternatives currently under consideration at EngagingBellevue.com by 5 p.m. tomorrow. Currently there is no funding for construction of an interchange. The state legislature has the ultimate authority to allocate funding for final design, environmental documentation, right-of-way acquisition, and construction.

As for your concerns regarding specific development in downtown, please refer to the latest edition of "Major Projects List in Downtown" and contact the assigned planner. Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents.

Your email and this reply will be shared with Community Development, Development Services and Transportation department staff and the South Downtown I-405 Access Study project team.

Bellevue is a desirable place to live and work; its many amenities make it attractive for people

	<p>and companies to call it home. We really appreciate hearing from you. Please let me know if you have additional questions so that I may direct you to the appropriate staff person.</p>
<p>Ms. Jensen,</p> <p>As a resident of Bellevue Towers, I would like to encourage the committee to consider building a new I-405 freeway entrance/exit at Main Street to improve future access to downtown Bellevue. Fourth Street continues to endure heavy construction traffic that is hard on the road itself and creates congestion in an area designed for passenger car use-not double dump trucks coming and going almost non-stop. We all hope that the city continues to grow in a thoughtfully planned manner. With anticipated future traffic, additional access in/out of downtown will provide much needed relief, give additional egress in case of evacuation, and help to preserve the calm beauty of the area.</p> <p>Thank you for your consideration, [name]</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me regarding your interest in the city's South Downtown I-405 Access Study and concern about heavy construction traffic in downtown. Your email and this reply will be shared with the Access Study project team.</p> <p>The Access Study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state's Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets. Currently there is no funding for construction. The state legislature has the ultimate authority to allocate funding for final design, environmental documentation, right-of-way acquisition, and construction.</p> <p>A new interchange at Main Street was considered as part of the study but didn't pass initial (fatal flaw) screening The "Tier 1" (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability. It failed because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street which would make the future light rail station at Main Street and 112th Avenue SE more difficult to access for people walking and biking. Additionally, it would not align well with the City's' urban design policies</p>

	<p>which envision the future of Main street as pedestrian friendly with old town feel and look.</p> <p>I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m. An update to the City Council is scheduled for April 5. Bellevue is a desirable place to live and work; its many amenities make it attractive for people and companies to call it home. We really appreciate hearing from you. Please let me know if you have additional questions so that I may direct you to the appropriate staff person.</p>
<p>Dear Ms. Jensen:</p> <p>My name is [name] and I live with my family at Bellevue Towers.</p> <p>I would like to express my concern about the traffic flow in our neighborhood. As such I am supporting Bellevue Towers Project Development Committee for new entrance/exits off of I-405 for downtown residents. Specifically a better access to South Downtown via 5th option is important.</p> <p>I am hoping you will give my email some consideration.</p> <p>Sincerely Yours, [name]</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me regarding your interest in the city's South Downtown I-405 Access Study. I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m. An update to the City Council is scheduled for April 5.</p> <p>Am I to interpret your reference below of "via 5th option" as the no build alternative?</p> <p>Your email and this response will be shared with the Access Study project team.</p> <p>We appreciate hearing from you.</p>
<p>Ms. Jensen:</p> <p>We are owners in the Bellevue Towers development. While we may not be Bellevue residents for as long as many have been, it is crystal clear that the City of Bellevue has a continuing major challenge to choose wisely in terms of balancing development e.g. with</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me regarding your interest in the city's South Downtown I-405 Access Study and concern about increased traffic and ongoing development in downtown. The Access Study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state's</p>

taxpayer desires, property values and environmental quality.

The above subject also brings focus on a critical issue – traffic mitigation/ solutions. Prior to the pandemic, we have attended public hearings on proposed development. While we are surely not anti-development, we have never received an explanation from city planners for a realistic management of traffic in the “downtown” area. ***

*** If such traffic mitigation solutions are now available, please send the appropriate link(s).

As a minimum, taking into account of our concerns stated above, we strongly recommend that the options of expanded exits from I-405 (either NE 8th nor NE 4th) be removed from any consideration.

Thank you,

Respectful submitted,

[name]

Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets. Currently there is no funding for construction. The state legislature has the ultimate authority to allocate funding for final design, environmental documentation, right-of-way acquisition, and construction.

If you haven’t already, I hope that you submit your comments via the online open house at EngagingBellevue.com/i405accessstudyfindings by 5 p.m. on Friday, Feb. 19. Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents. I will need to defer your question about traffic management in downtown to the appropriate staff. I appreciate your patience until I can connect you with the right person.

As residents of Bellevue Towers, we strongly advocate for a new Main Street exit and entrance to 405. We have a 20th floor view of the traffic congestion on 4th and 106th right now. We also experience it right in our own parking lot alley entrance and exit. This will only get worse as the construction of new building in this area continues.

Traffic has been reduced in this past year, but it will increase to pre-pandemic levels, and we will wonder why the city didn’t make provision for the future. Please consider our request.

Dear [name],

Thank you for reaching out to me regarding your interest in the city’s South Downtown I-405 Access Study and concern about increased traffic and ongoing development in downtown. The Access Study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state’s Department of Transportation 2015 analysis that evaluated eight potential access options at

<p>Best Regards</p> <p>[name]</p>	<p>several locations between NE 2nd and SE 8th streets.</p> <p>A new interchange at Main Street was considered but didn't pass initial (fatal flaw) screening because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street making access to the future light rail station at Main Street and 112th Avenue SE more difficult for people walking and biking. Additionally, it would not align well with the City's' urban design policies which envision the future of Main street as pedestrian-friendly with old town feel and look. The "Tier 1" (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability.</p> <p>If you haven't already, please visit the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings by 5 p.m. tomorrow to view and comment on the interchange alternatives under consideration.</p> <p>Your email and this response will be shared with the Access Study project team. The City Council will receive an study update on April 5.</p>
<p>We are concerned about the very real prospect of being landlocked , never being able to leave home by any way but walking.. Bellevue Towers has over 500 residential units. The city of Bellevue has a responsibility to our residents, the least of which is to protect us. I feel that we are under attack, and City Hall, is looking the other way, hoping that we will just accept our fate. We have lived in BT for nearly 9 years, before these megabuilding took over. We do not expect this growth to stop, but DO</p>	<p>Dear [name],</p> <p>Thank you for speaking with last week; I appreciate you reaching out.</p> <p>Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making</p>

<p>expect the city to respond to our very real concerns. I feel that the city planners should meet with convened homeowners to discuss options, BEFORE IT IS TOO LATE</p>	<p>significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents.</p> <p>In consulting with city planners, it has been explained to me that access to and from individual buildings in the downtown via automobile is anticipated to remain viable into the foreseeable future. This is especially true for the Bellevue Towers building, which has the advantage of multiple access points (both on 106th Avenue NE as well as NE 4th Street). Increased automobile delay for ingress and egress should be expected during peak traffic times. Residents are encouraged to use other modes of transportation (e.g. walking, transit) already available to avoid this additional delay.</p> <p>If your email to me is in response to the city's South Downtown I-405 Access Study, I encourage you to submit comments on the interchange alternatives currently under consideration by Friday, Feb. 19 at 5 p.m. You can view and comment on the alternatives at EngagingBellevue.com/i405accessstudyfindings. The City Council will receive an update on April 5.</p> <p>Your email and this response will be shared with Community Development, Development Services and Transportation staff as well as the South Downtown I-405 Access Study project team. Please let me know if you have additional questions so that I may direct you to the appropriate staff person.</p>
<p>Dear Ms. Jensen.</p> <p>Why is there no Main Street option re access to 405?</p> <p>It seems to be an obvious consideration.</p>	<p>Dear [name],</p> <p>Thank you for contacting me and your interest in the city's South Downtown I-405 Access Study. A new interchange at Main Street was considered as part of the study but didn't pass</p>

<p>It makes wonder who is influencing whom, and why this is not transparent to DT residents, taxpayers and voters?</p> <p>It is also clear to me that nobody is looking out for our quality of life. We are heading into a disaster in DT Bellevue, with our eyes wide open, given the out-of-control development and lack of a plan to deal with the already high congestion. Bike paths and light rail will not do it.</p> <p>[name]</p>	<p>initial (fatal flaw) screening. The “Tier 1” (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability. It failed because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street which would make the future light rail station at Main Street and 112th Avenue SE more difficult to access for people walking and biking. Additionally, it would not align well with the City’s’ urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look.</p> <p>I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m.</p> <p>If you have a concern or question about development in downtown, please refer to the latest edition of “Major Projects List in Downtown” and contact the assigned planner.</p> <p>Your email and this reply will be shared with the Access Study project team.</p>
<p>Bellevue towers residents also building Omni three towers is to much For a small area.</p> <p>Thank you</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me regarding your concern about increased traffic and ongoing development in downtown.</p> <p>I'm assuming your email is response to the city's South Downtown I-405 Access Study. The Access Study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state’s Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets. If</p>

	<p>you'd like to provide specific comments about the interchange alternatives currently being considered, please go to the online open house at EngagingBellevue.com/i405accessstudyfindings by 5 p.m. on Friday, Feb. 19.</p> <p>Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents. If you have questions or concerns about a specific development in downtown, please refer to the latest edition of "Major Projects List in Downtown" and contact the assigned planner.</p> <p>Your email and this reply will be shared with Community Development, Development Services and Transportation staff, as well as with the I-405 Access Study project team.</p> <p>Bellevue is a desirable place to live and work; its many amenities make it attractive for people and companies to call it home. We appreciate hearing from you. Please let me know if you have additional questions so that I may direct you to the appropriate staff person.</p>
<p>Hello, I am a resident of Bellevue Towers. I am told you are studying traffic and the only thing I would like to suggest is that streets not be closed again for snowflake line. This year was the first time it has been at all reasonable to come and go from our home. Thank you</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me. I am the public involvement manager for the Bellevue Transportation Department supporting outreach for the city's South Downtown I-405 Access Study. The Access Study was initiated last spring to evaluate interchange alternatives that</p>

	<p>would provide access to and from I-405 in south downtown. This study builds upon the state’s Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets.</p> <p>If you wish to comment on the interchange alternatives being considered as part of the Access Study, please go to EngagingBellevue.com/i405accessstudyfindings and submit your feedback by 5 p.m. on Friday, Feb. 19.</p>
<p>When we moved into our condo in downtown Bellevue 9 years ago, the 2 access routes into downtown seemed sufficient. Since then multiple office and residential towers have been built or are planned, with thousands more cars using those 2 main arterials now and in the future. Traffic is often gridlocked, especially around the holidays, and when new construction is taking place (almost all the time). More and easier access into Bellevue’s downtown core is desperately needed. In our opinion, the access and exits in your study will do relatively little to relieve the current and future traffic issues and we strongly encourage the Main Street alternative.</p> <p>Thank you for your consideration, [name]</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me regarding your interest in the city’s South Downtown I-405 Access Study and concern about increased traffic and ongoing development in downtown. The Access Study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state’s Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets. Currently there is no funding for construction. The state legislature has the ultimate authority to allocate funding for final design, environmental documentation, right-of-way acquisition, and construction.</p> <p>A new interchange at Main Street was considered as part of the study but didn’t pass initial (fatal flaw) screening The “Tier 1” (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability. It failed because it would displace a major portion of</p>

	<p>114th Avenue NE and draw additional vehicle traffic to Main Street which would make the future light rail station at Main Street and 112th Avenue SE more difficult to access for people walking and biking. Additionally, it would not align well with the City's urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look.</p> <p>I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m. An update to the City Council is scheduled for April 5.</p> <p>Bellevue is a desirable place to live and work; its many amenities make it attractive for people and companies to call it home. Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents.</p> <p>Your email and this reply will be shared with the Access Study project team.</p> <p>We really appreciate hearing from you.</p>
<p>Dear Ms. Jensen,</p> <p>I understand that The City has previously rejected this idea but I really feel that the city should reconsider it as an alternative to improve traffic flow in Bellevue.</p> <p>I live in the city and currently the main access points from and to I-405 for downtown</p>	<p>Dear [name],</p> <p>Thank for you contacting me and your interest in the city's South Downtown I-405 Access Study. Your email and this reply will be shared with the Access Study project team.</p> <p>A new interchange at Main Street was considered as part of the study but didn't pass</p>

residents are NE 8th and NE 4th streets which are frequently congested, particularly during the holiday season and major City events. Additionally, most construction traffic uses NE 4th street and based on multi-year planning, the traffic will only get worse with the addition of new developments so please reconsider adding the Main Street location back as an alternative to improving traffic flow in Bellevue.

Thank you for your consideration,

[name]

initial (fatal flaw) screening The "Tier 1" (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability. It failed because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street which would make the future light rail station at Main Street and 112th Avenue SE more difficult to access for people walking and biking. Additionally, it would not align well with the City's' urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look.

Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents. We recognize that traffic can be challenging during the holiday season and during major events; we do our best to plan for it and encourage modes of transportation (e.g. walking, transit) other than vehicles.

I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m.

Your email and this reply will be shared with the Access Study project team.

Bellevue is a desirable place to live and work; its many amenities make it attractive for people and companies to call it home. We really

	<p>appreciate hearing from you. Please let me know if you have additional questions so that I may direct you to the appropriate staff person.</p>
<p>Hello Marie,</p> <p>We're currently residents at the Bellevue Towers in downtown Bellevue, previously at the Bravern and Elements for 9 years. We wanted to voice our concerns regarding the current congestion downtown, especially as we begin to see the light at the end of the COVID tunnel.</p> <p>While moving in just last Halloween, there was some sort of event happening at Doxa Church (what happened to the pandemic?) Regardless, it was absolute gridlock downtown Bellevue, and because of it, we missed most of our scheduled move-in time slot, and had to subsequently schedule a second slot two weeks out to move the rest of our things in.</p> <p>Being residents of downtown Bellevue for almost a decade now, we're excited at the prospect of our beautiful city's growth, but are very concerned with the only existing ingress/egress points available from I-405. With Avenue, multiple new Amazon buildings, and host of new developments, the congestion will be simply unbearable, especially if 4th and 8th street continue to offer the only real options for freeway access. For the city to consider any option in the study which expands the number of access points to/from 405 would be most appreciated - at Main Street if possible, providing equal distance between 4th and 8th.</p> <p>Thank you, [name]</p>	<p>Dear [name],</p> <p>Thank you for reaching out to me regarding your interest in the city's South Downtown I-405 Access Study and concern about increased traffic and ongoing development in downtown. The Access Study was initiated last spring to evaluate interchange alternatives that would provide access to and from I-405 in south downtown. This study builds upon the state's Department of Transportation 2015 analysis that evaluated eight potential access options at several locations between NE 2nd and SE 8th streets. Currently there is no funding for construction. The state legislature has the ultimate authority to allocate funding for final design, environmental documentation, right-of-way acquisition, and construction.</p> <p>A new interchange at Main Street was considered as part of the study but didn't pass initial (fatal flaw) screening. The "Tier 1" (fatal flaw) screening considered consistency with Bellevue policies and plans, state Department of Transportation and Federal Highway Administration policies, including the I-405 Master plan, and constructability. It failed because it would displace a major portion of 114th Avenue NE and draw additional vehicle traffic to Main Street which would make the future light rail station at Main Street and 112th Avenue SE more difficult to access for people walking and biking. Additionally, it would not align well with the City's urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look.</p>

I hope that you submitted your comments via the Access Study online open house at EngagingBellevue.com/i405accessstudyfindings. The open house closes tomorrow at 5 p.m. An update to the City Council is scheduled for April 5.

Bellevue is a desirable place to live and work; its many amenities make it attractive for people and companies to call it home. Consistent with city policy and the requirements of the state Growth Management Act, the city has done extensive planning for high density growth and transportation services and infrastructure in downtown, which is a designated regional urban center. In addition to these planning efforts, the city is making significant financial investments in the full range of transportation services and infrastructure needed to support the anticipated growth in jobs and residents. These investments to improve transit, bicycle and pedestrian connections in downtown are in response to changing travel patterns, including less reliance on private vehicles.

We appreciate hearing from you. Your email and this reply will be shared with the Access Study project team.

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. In my opinion, a third downtown access exit from 405 is needed. Main Street seems the best [alternative].

A1. Thank you for your comment about Main Street. A new interchange at Main Street was considered but it didn't pass Tier 1 fatal flaw screening because it would:

- Displace a major portion of 114th Avenue Northeast
- Draw additional vehicle traffic to Main Street which would make the new light rail station at Main Street (and 112th Avenue Southeast), more difficult to access for people biking and walking
- Not align well with the City's' urban design policies which envision the future of Main street as pedestrian friendly with old town feel and look

The Tier 1 evaluation criteria are noted in the FAQ section.

Q2. 1) What alternative gives the best access to the future southbound Express Toll Lanes on I-405? 2) Is direct access to I-90 more important (SE 8th Street) or direct access to southbound (NE 2nd street) Express Toll lanes? 3) If the "no build" option is selected, what is the impact on NE 6th Street for transit (both northbound and southbound on I-405)? 4) How does increased traffic to access the HOV lanes from NE 6th Street impact pedestrian access to the downtown Bellevue Transit Center/Light Rail station and future Bellevue pedestrian connector across I-405?

A2. Hi [name] I hope these answer your questions.

1) What alternative gives the best access to the future southbound Express Toll Lanes on I-405?

From the standpoint of improving access to the future southbound Express Toll Lanes on I-405, the SE 6th Street extension with inside access provides more capacity because it includes both on- and off ramps directly to and from the express toll lanes. But it is only one of the many factors to consider.

2) Is direct access to I-90 more important (SE 8th Street) or direct access to southbound (NE 2nd street) Express Toll lanes?

I'm not sure I understand the question, but all the mentioned facilities function as an integrated system. Any improvement to these facilities is expected to help improve travel experience to all users.

3) If the “no build” option is selected, what is the impact on NE 6th Street for transit (both northbound and southbound on I-405)?

Under the “no build” option, more traffic is expected to use the SE NE 6th St. because of one less choice. But the impact NE 6th St. is expected to be small relative to the impact to other adjacent interchanges because NE 6th St. is restricted to toll payers and HOV3+.

4) How does increased traffic to access the HOV lanes from NE 6th Street impact pedestrian access to the downtown Bellevue Transit Center/Light Rail station and future Bellevue pedestrian connector across I-405?

More traffic using NE 6th Street would make pedestrian needing to cross the street to access to the transit center/light rail station more difficult.

Q3. Another question for the City Council: 5) As the City’s growth will shift away from downtown to the East (Spring District/Bel-Red) in the next 25-50 years, what will be the greatest need for access to I-405? Is it from downtown (112th Ave) or from the East (116th Ave)?

A3. Hi [name] Thanks for the question.

While BelRed is attracting new developments, within the next 20 years significant more jobs and housing units are expected to be added in downtown, Wilburton, and adjacent areas through redevelopment. The planned improvement to the 124th Ave NE/SR-520 interchange by the state Department of Transportation will serve the growth in Belred; a new or improved access to I - 405 is needed to accommodate the anticipated growth in and around downtown area.

Appendix C

Online open house evaluation analysis feedback

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

Lake Hills Connector southbound on-ramp

This is an attractive option, however, we need some bike and pedestrian crossing over 405.

will just further congest southbound 405 between downtown and I-90

By removing the SB I-405 access at NE 4th and adding an on-ramp onto the SB I-405 along 116th/Lake Hills Connector, I would anticipate this could often cause a back up of traffic along 116th/Lake Hills Connector especially at rush hour.

Given that Lake Hills Connector is used to connect the downtown Bellevue area with many of the east and south Bellevue neighborhoods (Woodridge, Robinswood, Eastgate,

and Factoria via Richards Rd), southbound and northbound commuters heading onto or off of I-405 will have an impact on eastbound and westbound commuters traveling along 116th/Lake Hills Connector.

This is not a good option to improve transportation around Bellevue.

This is unnecessary - I never experience congestion accessing the existing SE 8th onramp. The 4 existing accesses in this area suffice. If built, it will increase traffic on 116th Ave SE, adding to noise, pollution, and making the area less friendly to pedestrians and bikes.

Would another ramp in this area cause more weaving traffic attempting to merge across 3 lanes to stay on SB I-405?

Seems pretty silly to spend all that money on car infrastructure in a climate crisis and not even build a bike lane that could connect multiple regional trails and high capacity rapid transit.

Will this project affect the existing ped/bike path from Lake Hills connector to SE 8th St? The path should remain or be improved.

This plan allows for more I-405 access, which also doesn't impact property surrounding. The off ramp that is currently used is very efficient and to have a companion southbound ramp would be good.

Project needs:

1. additional on ramp for southbound I405 from downtown Bellevue
2. additional off ramp southbound from Hwy 520 south on I405 into downtown Bellevue
3. additional northbound off ramp from I405 to downtown Bellevue

Whatever combo of projects or adding a new choice will accomplish this is what is needed.

This option makes the most sense. It reduces the number of vehicles crossing westbound at 4th and 8th to get onto 405 Southbound. (4th is the worst if there's any traffic at all, clogging up traffic in all directions because people consistently get stopped in the intersections with the on/off ramps.)

I prefer this alternative

I do not support only adding auto access. As the city grows from additional employment, it needs to be walkable. This alternative does nothing to alleviate the issues of traveling east to west.

This option doesn't provide additional easy access to Downtown Bellevue to or from I-405. You end up driving a greater distance around city streets to get to Downtown which adds congestion to the local streets.

This is a horrible choice. Does nothing for any users other than a very few automobile drivers.

This seems just to serve primarily one or two residential communities for a large cost.

This provides no meaningful benefit and there won't be that much new development in the area this serves unless zoning and LU patterns change significantly. Do not recommend.

The Lake Hills connector alternative does not address the downtown traffic increase from development planned throughout the downtown area. Zoning changes have allowed significantly more development downtown that will bring much more traffic and thus the need for I-405 connection. Main Street is the most logical place to add ramps, not Lake Hills.

Definitely the minimum we should do

405 on-ramp additions are not prioritizing people who live in Bellevue. Changes made at this location, additionally, seem very "convenience" based

I do not like this option. It seems it would only add significantly to the SE 8th St SB I-405 onramp congestion that already exists. Traffic entering SB I-405 at this onramp already creates added congestion when merging traffic attempts to move across two I-90 interchange exit lanes to the SB I-405 general purpose lanes.

Extremely challenging to merge across multiple I-90-only exit lanes in order to reach I-405 mainline. Hazardous and inefficient.

highly support

This would be my third choice

This entire approach is upside down

The transportation study should have been done as a longterm analysis given potential developments in the Bellevue Core over a decadal time frames. Given that zoning codes are revamped on a whim depending on the interests of developers without regard to impact on the ever increasing numbers of residents, after the fact remedies is a waste of time. Adding more interchanges into and out of the core is not going to solve anything. The impending death of core cities as a result of Covid 19 is now a fact.

Are the planners attempting to learn from the experience of Covid on retail, on offices, on services, on real estate..

This should be the primary focus not planning to put fingers in the leaking dykes of the city metaphorically speaking.

The speeds on Lake Hills Connector are already uncontrolled. Adding a highway on-ramp will turn this into another Bellevue Way SE: freeway speeds on an always-packed road.

Pro: This helps offload the Southbound traffic from the busy 116th - and relieves NE4th to Southbound 405 - a major logjam. High ROI

Con: Does not help downtown rapidly expanding downtown Bellevue around the transit center.

Of the options presented, this is the only one that is somewhat reasonable. All of the others will dramatically increase congestion in downtown Bellevue. Given all the development in DT Bellevue, common sense dictates that we will have a disaster on our hands. Neighborhoods will be destroyed and quality of life for DT residents will be sacrificed.

That is going to be one very long bridge since it's cuts diagonally over the interstate. I would not be surprised if it cost more.

Even this alternative provides an on-ramp to SB I-405, I do not support this alternative as this does not include extending SE 6th St.

This will not fix the congestion problem on I-405 South, so I would recommend against this investment.

It would help if we knew where the traffic originated from - for example this option would suit the Spring district well.

Dividing the costs by the daily person hours results in 300k per daily person hour

I like how this adds better, direct access to the Wilburton neighborhood so the new growth in this part of the City does not need to access the already busy interchanges at NE 4th and NE 8th. It is also a logical pairing to the NB off-ramp to 116th that already exists.

I support this option above the others, partly due to cost, but also due to simplicity of the solution. However, I am wondering how Bellevue Transportation plans to integrate the merging lane with the currently existing SB merge that begins on SE 8th. Could be messy, unless it is extended further south, passed the SE 8th SB merge, which the illustrative image above suggests. Would be great to have staff clarify exactly how that works.

This option best complements development in the Wilburton neighborhood. It does nothing for non-motorized modes of travel however.

The incredibly minor time savings do not justify the exorbitant cost, which could be used to improve Bellevue's actual cityscape by building a freeway lid to connect Downtown, add additional protected bike lanes to Downtown Streets, or increase pedestrian safety.

Travel time savings are negligible - certainly not worth 150 million.

Much like all of the other scenarios, it's not clear why such costly projects need to occur. For \$150 million, significant improvements could be made to the walking, biking and transit environment instead of major infrastructure that only encourages more auto trips. The city has an adopted Environmental Stewardship Initiative (ESI) plan noting 45% of residents drive alone to work by 2050. Building massive auto-oriented infrastructure will only encourage more driving, further degrade the ped/bike/transit environment (amenities and infrastructure that the business community has continually expressed interested in improving), and is an insult to climate goals.

What is 500 daily person hours in the context of an average trip for one person? How does that compare to the variance of an average trip?

This option is both expensive, and provides poor service by only adding auto access and foreclosing access by other modes. Also, according to the full report, the actual time savings for an actual commuter are tiny...the person hours metric is pretty meaningless.

Results in more cars using the freeway, this goes against our climate goals.

super expensive, not sure what a person hour is, presumably this will make noise, traffic volumes, and pollution worse. doesn't this conflict with light rail plans?

The return on investment is horrible, 500 daily person-hours is a rounding error when amortized across the total number of vehicles that would ostensibly be using the new interchange.

\$150 million is better spent elsewhere. Where else would we spend \$150 million to reduce intersection delay by only 6% ?

Waste of money and no real benefit.

Doesn't seem to have much impact

Waste of money

Waste of money for too little benefit. Please invest in transit, pedestrian, cycle transportation and transit oriented housing instead.

This option has the feeling of 'completing' the existing flyover North bound ramp project built years back.

This would dump traffic on the already heavily congested west side of southbound I-405, compounding north 8th ST& 4th ST combo onramp and then South 8th ST. onramp braiding to G.P. lanes and HOV VS. HOV and G.P. lanes moving right to exit to I-90 East/West. (in short - extending this braiding zone)

Also it would seem to potentially complicate the real answer to moving people, and easing congestion. Future mass transit link to points east.

500 person hours spread over that many trips is marginal. Induced demand will shrink the purported savings even further. The money could be better spent elsewhere.

Adding any car-only infrastructure doesn't seem helpful considering walking, biking, and transit access issues in this area. Really hard to safely walk or bike from the east side of 405 to the west side.

What the heck is a "daily person hour"? What intersections get delay? This seems like an obfuscation to try to influence the feedback results. Why won't you come out and say how much it would slow travel time for I-405 through traffic? How will it impact travel time from downtown to the south and vice-versa? From what I can tell this would have no real decrease in travel time between downtown and the south, and would probably have a large negative impact on travel time between Bellevue and I-90 due to the new on ramp. The only possible benefit seems to be easier access from Lake Hills Connector to I-405 southbound (though the additional congestion on I405 at the on ramp might cancel that out completely).

Cost is \$150M, with potential benefit only to people coming from Lake Hills (and not going to I-90 or SR520 instead), so roughly 20,000 people max, households and business? Seems very expensive for such a limited effect.

I SAY NO TO THIS ALTERNATIVE, I can't see how this has any overall positive impact to downtown area

This car-only project has no benefits for bikers, pedestrians, or transit. Do not support.

This is a totally useless project, especially at this time, after COVID impacts on budgets. Saving 1-2 minutes / trip for such a hefty \$ total is not worth it. This money would be better spent to reduce the concrete jungle and/or improve public transportation. Put that lid over I-405 and create more parks and green space!

What are 500 daily person hours? That seems almost insignificant. Less than a minute per person. Don't spend this much money on something so insignificant.

Traffic using this on ramp will pass 2 opportunities to access 405 en route to this one. It will only make SB access from NE 4th and 8th slower, with no net gain. Also might interfere with construction of the light rail to Issaquah which has a higher priority. Does nothing to improve foot and 2-wheel access to the city. Antiquated approach to meeting needs of the mid 21st century

Spend our taxpayers money on something more meaningful.

No. Don't build this.

What is needed is a better citywide development plan, not this.

No

Not worth my taxpayer money

A 6% intersection delay reduction doesn't seem to justify \$150 million to be spent. Especially for an area that isn't prone to long delays.

Very important to relieve traffic

Why? \$150M is much better spent elsewhere

Even though it is a less expensive option, it is far too much money for very little gain. If you spend 30 seconds at an intersection, a 6% gain in time is less than three seconds. This also interferes with future light rail plans, which will do far more to reduce congestion.

Southbound 116th is crowded enough already during the afternoon commute--this would make it even worse.

Too far south - drivers will continue to use NE 5th and NE 8th

We should not be wasting hundreds of millions of taxpayer dollars on freeway ramps that will make downtown Bellevue less safe and not reduce congestion, traffic, or pollution.

\$150 million dollars for no alternate mode infrastructure and a per-person trip time savings of less than 30 seconds is not worth it.

https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/I-405%20AccessStudy-SHForum4.pdf Do not support.

500 daily person hours saved for 150 million and impacts on water quality is not a good use of my tax dollars

Southeast Sixth Street extension southbound on-ramp

This is my favorite option and is cost-responsible.

This seems like the most effective option with regards to increasing 405 access, as well as a new roadway for pedestrian/vehicle travel.

I believe this is a significant improvement over the Lake Hills connector on-ramp for not much extra cost increase. This is the option I would choose.

will just further congest southbound 405 between downtown and I-90; and extending SE 6th east to remove traffic from Main and SE 8th isn't worth the cost.

I prefer this alternative. An additional crossing over I-405, plus a badly-needed southbound on-ramp available for both general lane and toll lane access.

The extension of SE 6th St across I-405 could also create back up along 116th/Lake Hills Connector, especially at rush hour.

As I stated for the first option: given that Lake Hills Connector is used to connect the downtown Bellevue area with many of the east and south Bellevue neighborhoods (Woodridge, Robinswood, Eastgate, and Factoria via Richards Rd), southbound and northbound commuters heading onto or off of I-405 will have an impact on eastbound and westbound commuters traveling along 116th/Lake Hills Connector.

This is not a good option to improve transportation around Bellevue.

This is unnecessary - I never experience congestion accessing the existing SE 8th onramp. The 4 existing accesses in this area suffice. If built, it will increase traffic on surrounding arterials, adding to noise, pollution, and making the area less friendly to walk around and hang out in.

Would another ramp in this area cause more weaving traffic attempting to merge across 3 lanes to stay on SB I-405?

Bike lanes and sidewalks are good.

prefer this option

Project needs:

1. additional on ramp for southbound I405 from downtown Bellevue
2. additional off ramp southbound from Hwy 520 south on I405 into downtown Bellevue
3. additional northbound off ramp from I405 to downtown Bellevue

Whatever combo of projects or adding a new choice will accomplish this is what is needed.

I think this is unnecessary. If the above Lake Hills Connector southbound on-ramp is done, there will be less traffic on SE 8th for E/W bike and pedestrian traffic. This creates more stops and turns to get on to the freeway.

I believe this to be the strongest alternative that will reduce traffic delays and add bike and pedestrian friendly crossings. Connecting the existing Lake Hills Connector to the SE 6th St extension will help with flow while adding access to I-405.

Much like the previous option, this option doesn't provide additional easy access to Downtown Bellevue to or from I-405. You end up driving a greater distance around city streets to get to Downtown which adds congestion to the local streets.

For \$175 million a bike/pedestrian bridge over NE 2nd and SE 6th and better bike lanes could provide a lot more throughput. These are not streets that connect to a greater grid. A little delay for cars is not an issue.

This provides the most public benefits as it improves both vehicle and bike/ped connections to the future Eastrail. It also facilitates freeway access and is much less expensive than other options and will serve future development on the west side of 405. This is my preferred option.

This east-west connector is too far south to provide the needed relief for downtown traffic. The added connection should be at Main Street.

This one seems most cost effective. You get the benefit of connecting west and east Bellevue areas plus freeway access. My top vote would be for this.

I believe this, combined with option 3 - southeast sixth street extension inside access, is the best solution.

405 on-ramp additions are not prioritizing people who live in Bellevue. Changes made at this location, additionally, seem very "convenience" based

I do not like this option. It seems it would only add significantly to the SE 8th St SB I-405 onramp congestion that already exists. Traffic entering SB I-405 at this onramp already creates added congestion when merging traffic attempts to move across the two I-90 interchange exit lanes to the SB I-405 general purpose lanes.

This would provide a useful east-west link across I-405 as an alternative to SE 8th. But adding an on-ramp would be counterproductive. Extremely challenging to merge across multiple I-90-only exit lanes in order to reach I-405 mainline.

this would be my second choice as it provides more benefit for the money

Please my comment above. A more urgent undettaking should be the lessons to be learnt from the impact of Covid 19 on the core area..retail, services, traffic, offices and work. Taxes, revenues and so on. The effects of Covid are not transitory, another Pandemic in the foreseeable future isimminent..
Look at what is happening to Silicon Valley..LEARN FROM IT.

This area was supposed to be transit-oriented development. How does a new freeway ramp fit in that plan?

Pro: This one helps traffic from overall downtown area effectively by providing another alternative to get on Southbound 405. We also need more sidewalks over the 405, so that's great as well.

Con: Environmental impact footprint needs to be minimized.

No way this is reasonable. It will be a huge mistake. Have you ever measured the congestion today...pre Covid... with not one of the multitude of new buildings yet completed? This will make it even worse.

This doesn't seem to provide much benefit.

I will definitely approve this alternative as it not only produces a half-diamond interchange, it would be able to serve commuters accessing Downtown Bellevue from the South just as a potential NE 10th half-diamond interchange would be able to serve commuters accessing Downtown Bellevue from the North.

Of the options which have made it this far, this option give the most value for the dollars spent. It offers additional access from the south on the 405 to the southend of Bellevue. It supplies additional access across the 405 from east to west all of which take the growing strain on 4th and 8th. The existing northbound 405 exit to the lake hills connector is great and this overpass would allow many people to exit there and cross over 405 immediately, rather than going all the way up to 4th.

This will not fix the congestion problem on I-405 South, so I would recommend against this investment.

How much of this cost would be covered by the Red Lion TOD developers? It seems only to apply to this local area and not Bellevue in general
Dividing the costs by the daily person hours results in 250k per daily person hour

I don't see this as a strong alternative. While the travel time savings indicate more benefit than the Lake Hills Connector, I am a bit skeptical that this would do much. There is already an on-ramp at SE 8th St that this seems entirely redundant with. Already many people drive along SE 6th to 114th to access the ramps at SE 8th, since it saves a bit of out of direction travel. Adding more traffic from the East Main area to I-405 when there is a viable ramp at SE 8th seems like a bad investment. I do like the addition of bike lanes and sidewalks, but frankly, I walk a lot in the area and there aren't many connections east of the freeway that aren't already accessible from Main or SE 8th.

I do not support this option. The SE 6th St corridor is the proposed Grand Connection. As such, it should be friendly to non-motorized movement and not promote auto traffic.

My thoughts go more to the off ramps. I live in the Surrey Downs neighborhood South of Main Street and 108th Ave NE. In order to get to our neighborhood from I-405 we have to drive through downtown. The lack of a left turn onto 112th and several turn restrictions make it more difficult to access our neighborhood. I am not sure that any of the alternatives address this issue.

We definitely need more access point to I-405. I think we should bring back the Main street access alternative (Half diamond with on- and off- ramps at Main Street) that was previous dropped. This will give 3 exits in the Bellevue downtown area. The existing NE 8th and 4th exits are already easily congested.

The incredibly minor time savings do not justify the exorbitant cost, which could be used to improve Bellevue's actual cityscape by building a freeway lid to connect Downtown, add additional protected bike lanes to Downtown Streets, or increase pedestrian safety.

Much like all of the other scenarios, it's not clear why such costly projects need to occur. For \$175 million, significant improvements could be made to the walking, biking and transit environment instead of major infrastructure that only encourages more auto trips. The city has an adopted Environmental Stewardship Initiative (ESI) plan noting 45% of residents drive alone to work by 2050. Building massive auto-oriented infrastructure will only encourage more driving, further degrade the ped/bike/transit environment (amenities and infrastructure that the business community has continually expressed interested in improving), and is an insult to climate goals.

If a new interchange is required this is the best choice .

What is 700 daily person hours in the context of an average trip for one person? How does that compare to the variance of an average trip?

This option is even more expensive, includes damage to wetlands, and makes dubious economic development claims not supported by evidence. Again, performs poorly on metrics for actual commuters as opposed to "daily person hours."

Results in more cars using the freeway, this goes against our climate goals.

super expensive, not sure what a person hour is, presumably this will make noise, traffic volumes, and pollution worse. doesn't this conflict with light rail plans?

Worse than option 1.

\$175 million is better spent elsewhere. Where else would we spend \$175 million to reduce intersection delay by only 10% ?

Waste of money and no real benefit.

What about the current on and off ramps at this point? Too much weaving already with cars entering and exiting 405. Could the Lake Hills connector flow be improved to go under I5 and use the existing ramp?

Cost Not worth the daily person hours savings. Too big of environmental impact.

Waste of money for too little benefit. Please invest in transit, pedestrian, cycle transportation and transit oriented housing instead. This has lanes but is a waste.

This is the same as option #1 but with the add benefit of an added east-west access across I-405.

Same issues as stated in my comments to option #1 above, but with the added wrinkle of providing another way for SB traffic to access the connector. From there Richards Rd. / Factoira Blvd. / Coal Creek Pkwy. to points south east Bellevue (Newcastle / East Renton) without having to get on I-405 south at all.

700 person hours spread over that many trips is marginal. Induced demand will shrink the purported savings even further. The money could be better spent elsewhere.

Sure costs a lot of money for not much time saved. Plus this seems to have negative impacts to transit-oriented development according to the description as a new freeway ramp has to be accommodated; which is kind of the opposite of TOD. People don't want to live next to freeway ramps.

A lot of the same problems as the first alternative, but also turns SE 6th into a road to nowhere. NE 6th is already a road to nowhere, really useful only for transit and City Hall workers. SE 6th has no possibility of even having that kind of usefulness, as it's boxed in by the LRT and housing. Is there long-term plans to get rid of Surrey Downs and replace it with high-density mixed or commercial? Unless we're planning to bulldoze Surrey Downs, any benefit is dwarfed by the \$175M cost.

BEST ALTERNATIVE if Surrey Downs gets bulldozed and rezoned, otherwise NO NOT A GOOD INVESTMENT

This car-focused project has minimal benefits for bikers, pedestrians, or transit. The money is better spent on other areas that do not contribute to increased car use.

This is a totally useless project, especially at this time, after COVID impacts on budgets. Saving 1-2 minutes / trip for such a hefty \$ total is not worth it. This money would be better spent on reducing the concrete jungle and/or improving public transportation. Put that lid over I-405 and create more parks and green space!

This also seems like a huge cost for an almost insignificant improvement. Spend the money on something that will actually benefit the city and citizens.

Same unnecessary access addition to SB 405 as #1 will only slow SB entry access from NE8 and NE4th resulting in no net gain. Conflicts with new Link ST line to Issaquah. The crossing at SE 6th would be helpful as it supports foot and bike access across the freeway. Use the money saved from the freeway entrance to build a lid

Spend our taxpayers money on something more meaningful.

No. Don't build this.

What is needed is a better citywide development plan, not this.

No

Not worth my taxpayer money

Main Street is already being re-built as part of the RTB 405 project with added pedestrian and bicycle capacity. This seems redundant and wouldn't impact traffic enough to justify \$175 million.

Why another ramp that twists and turns along the freeway? The 520 merge is equally confusing

Important too

Why? \$175M is much better spent elsewhere

I like the bike lanes this alternative offers

Even though it is a less expensive option, it is far too much money for very little gain. If you spend 30 seconds at an intersection, a 10% gain in time is a whopping three seconds. This also interferes with future light rail plans, which will do far more to reduce congestion.

Better because it provides bike lane access. But I'm still concerned about back ups onto southbound 116th, which are already bad at afternoon commute.

Same comment as for #1 above

We should not be wasting hundreds of millions of taxpayer dollars on freeway ramps that will make downtown Bellevue less safe and not reduce congestion, traffic, or pollution.

Do not like how this requires a policy amendment for the TOD district near the East Main light rail station, additionally per-person cost savings are not significant enough to justify expense. Additionally concerned with impacts to ST3 and light rail. Do not support.

700 daily person hours for 175 million and impacts on water quality and wetlands is not a good use of my tax dollars. I do like the bike lane

Southeast Sixth Street extension inside access

This is an interesting option, however, the price tag is a bit much.

We live in a downtown Bellevue condominium and would prefer this alternative.

traffic improvements not worth the cost.

The alternate extension of SE 6th St across I-405 could also create back up along 116th/Lake Hills Connector, especially at rush hour.

As I stated for the first and second options: given that Lake Hills Connector is used to connect the downtown Bellevue area with many of the east and south Bellevue

neighborhoods (Woodridge, Robinswood, Eastgate, and Factoria via Richards Rd), southbound and northbound commuters heading onto or off of I-405 will have an impact on eastbound and westbound commuters traveling along 116th/Lake Hills Connector.

This is the most expensive option presented, and I think an unnecessary financial burden on Bellevue taxpayers without much benefit for Bellevue residents (instead benefits are reaped by commuters who live outside of Bellevue). It is not a good option to improve transportation around Bellevue.

This is expensive, unnecessary, and will add to traffic on surrounding surface streets.

If built, please consider modifying the southbound NE 6th HOT ramp restrictions (bus only, Vanpool 6+, or similar), and direct other HOT traffic to this onramp.

This would be a good idea, would cause less weaving for the I-405/I-90 interchange, and would give an incentive to take the toll.

For double the cost of other options, the marginal benefits are certainly not worth it. Person hour savings will likely be wiped out by induced demand and shifter bottlenecks.

Project needs:

1. additional on ramp for southbound I405 from downtown Bellevue
2. additional off ramp southbound from Hwy 520 south on I405 into downtown Bellevue
3. additional northbound off ramp from I405 to downtown Bellevue

Whatever combo of projects or adding a new choice will accomplish this is what is needed.

I think this is unnecessary too. If the above Lake Hills Connector southbound on-ramp is done, there will be less traffic on SE 8th for E/W bike and pedestrian traffic. This creates more stops and turns to get on to the freeway and effectively duplicates the northbound Lake Hills connector exit which isn't heavily used compared NE 4th and NE 8th.

The added cost of \$150m over alternative 2 is not worth the reduction in travel time or added access. Alternative 2 accomplishes much of the same benefits at a much lower cost.

Provides access to I-405 for toll cars but not for single occupant vehicles. Also building this one in the middle of the freeway would create a huge amount of traffic disruption during construction.

Despite the extra cost, this has the most added benefits of any by plan presented here. Not putting the money into our transportation network early has gotten us in this situation, where we are constantly behind the ball. Don't let that continue. The added benefits of encouraging carpool use, and removing the immediate need for cross-freeway lane travel to take advantage of the carpool or HOT lane use upon entry is an important benefit. I routinely take advantage of the current carpool access ramp in Bellevue, often going around the block to get to it, rather than enter off 4th or 8th. I have to add to traffic right now to do that, but it's safer to use city streets to get to that on-ramp than to enter at NE4th or 8th, and have to traverse all general lanes to get to the carpool lane, especially in heavy traffic, when the carpool/HOT lane is moving faster.

Spend the money on pedestrian and bike improvements that will help Bellevue residents not cater to people who just want to drive in for work. A third of a Billion dollars is still real money.

Don't mess with people going to and from the Bellevue Club, Lincoln Center, 112th hotels and Bellewood office parks. That traffic is already dense enough, no new added interchange is needed around 6th and 112th.

Costs outweigh benefits. Pass.

We are residents of Bellevue Towers, and use the N.E. 4th exit North and South on a very regular basis, so we can clearly see how congested both these entrances are on an ongoing basis. Also the speed that many people are going off these exits, are very alarming and dangerous. Having the additional exit off Main Street would definitely spread the traffic out then between the three exits; N.E. 8th, N.E. 4th, and Main Street. Safety should be the number one major concern here, and the adding of this additional Main Street exit will permit less traffic coming off of the other two existing. With more new commercial construction appearing now and for sure in the ongoing future will only create more congestion, more cars traveling impatiently too quickly, and potentially possible more occurring accidents. And, being that presently we have congestion during our normal days, during holiday periods or downtown special events, the traffic is only

going to increase. Please consider this new option strongly. The suggestion in the first place, we feel, was well thought out.

A policy amendment should be focused on Main Street as the preferred location for added access ramps. Main Street could be elevated to separate bike and pedestrian traffic from vehicle traffic.

This is the best option of the four presented. Bike and pedestrian access are necessary, and the other main factor of importance is the diversion of the maximum amount of vehicle traffic from 4th and 8th streets.

Seems like overkill. Not opposed but could probably spend that money for other expansion projects

I believe this, combined with option 2 - Southeast Sixth Street extension southbound on-ramp, is the best solution.

405 on-ramp additions are not prioritizing people who live in Bellevue. Changes made at this location, additionally, seem very "convenience" based

I like this option best, because it does not carry the same impacts to the SE 8th St SB I-405 onramp. See concerns mentioned above.

This would provide a useful east-west link across I-405 as an alternative to SE 8th. But not a very convenient or efficient location for routing traffic to the express lane.

Too expensive, other solutions would be more cost effective

Although this alternative is the most expensive, it seems to also provide the most benefit and make the most sense.

HOV lanes aren't as bad a proposition as the other SE 6th St, but this is still supposed to be a transit-oriented area.

No way; this will be a huge mistake. Please see above.

This doesn't seem to provide much benefit for cost.

Even though this alternative does extend SE 6th St, I am asking to not consider this alternative until a SB on-ramp to I-405 has been added from SE 6th St.

This would actually help with congestion on I-405, though it is very expensive. It would be great if we could also benefit from the additional tolls that would be collected by the express toll lanes put in here, or if this could be subsidized by the Department of Transport because they will be getting additional revenues from the new points of entry.

How much of this cost would be covered by the Red Lion TOD developers? It seems only to apply to this local area and not Bellevue in general
Dividing the costs by the daily person hours results in 232k per daily person hour and is actually the lowest benefit/cost option

While very expensive, I think this is a much better option than the outside lane access option since it provides a connection to the toll lanes, which is an alternative to the congested SE 8th ramp. Plus this might have less weaving than the outside on-ramp. This also provides an alternative toll lane ramp to NE 6th for those south of downtown. The ped and bike connections are nice as well.

I do not support this option. The SE 6th St corridor is the proposed Grand Connection. As such, it should be friendly to non-motorized movement and not promote auto traffic.

My thoughts go more to the off ramps. I live in the Surrey Downs neighborhood South of Main Street and 108th Ave NE. In order to get to our neighborhood from I-405 we have to drive through downtown. The lack of a left turn onto 112th and several turn restrictions make it more difficult to access our neighborhood. Combined with the issue that Surrey Downs only has access from 108th our access has been curtailed. I am not sure that any of the alternatives address this issue.

The incredibly minor time savings do not justify the exorbitant cost, which could be used to improve Bellevue's actual cityscape by building a freeway lid to connect Downtown, add additional protected bike lanes to Downtown Streets, or increase pedestrian safety.

Added access to I405 doesn't support future economic development, it supports congestion - fewer ramps will result in less congestion.

Much like all of the other scenarios, it's not clear why such costly projects need to occur. For \$325 million, significant improvements could be made to the walking, biking and transit environment instead of major infrastructure that only encourages more auto

trips. The city has an adopted Environmental Stewardship Initiative (ESI) plan noting 45% of residents drive alone to work by 2050. Building massive auto-oriented infrastructure will only encourage more driving, further degrade the ped/bike/transit environment (amenities and infrastructure that the business community has continually expressed interested in improving), and is an insult to climate goals.

What is 1,400 daily person hours in the context of an average trip for 1 person? How does that compare to the variance of an average trip?

This would be an extraordinarily poor use of public funds. At \$325m, you get worse intersection performance, still bad performance for actual commuters according to the full report (a minute or so saved), temporary wetland damage, and permanent environmental degradation (not to mention the CO2 emissions from the added traffic drawn to use the road).

Results in more cars using the freeway, this goes against our climate goals.

super expensive, not sure what a person hour is, presumably this will make noise, traffic volumes, and pollution worse. doesn't this conflict with light rail plans?

Worst of the proposed. 325 million for a 7% improvement. An absolute waste.

\$325 million is a huge sum of money and much better spent elsewhere. Where else would we spend \$325 million to reduce intersection delay by only 7% ?

Waste of money and no real benefit.

Bike and safe walkways are always good but again cost is not worth the time savings.

Huge waste of money for too little benefit. Please invest in transit, pedestrian, cycle transportation and transit oriented housing instead.

This is the option that in the first survey I voted for, and for the same reasons in this survey it is no different!

-This would work well with Toll Lanes (and by doing so could mitigate some of the cost one would think by befitting two projects at once.)

-This places / and removes a dedicated stream of traffic (good-to go) from the left side of the travel direction no braiding required.

-It includes another I-405 east - west crossing point.
-It is south of other access points and would move a volume of cars south (PM) easing pressure on the more central onramps that tend to back up on to main arterials. This volume is spread over several different surface streets that act as 'longer' onramps.
-Potential perceived downside (but not) north bound (AM) traffic exiting to the south of where they may need to be, but just as in the (PM) commute the option of different surface streets act like 'long exit ramps' placing people in less congested location with more options of how to get where they want to be. (as opposed to on to a already clogged arterial)
- This would be similar to the NE 128th ramps in Kirkland. Allowing people to avoid the mess that is 124th.

1,400 person hours spread over that many trips could be noticeable, but not for \$325 million. Induced demand will shrink the purported time savings even further. The money could be better spent elsewhere.

This could be a good walking, biking, and transit-only bridge to improve east-west connectivity for people not in cars, and give people better access to East Main Station. Eliminate HOT/HOV ramps to save money since transit can use the existing HOV ramp in Downtown.

Way too expensive, doesn't connect to anything in downtown and will just increase congestion on 112th, which isn't a great connection to downtown anyway. Any expansion on the west side is prevented by the LRT and housing. Probably much better access from Lake Hills, but cost is way out of whack with the benefit.
BIG NO FOR THIS ALTERNATIVE, THIS IS THE WORST IDEA EVER

This project at least will be restricted to use by only carpools and transit. But, for the price tag, there are many cheaper and better ways to use the money that do not have the same climate impact. This is a very expensive project for very little overall improvement in access.

This is a totally useless project, especially at this time, after COVID impacts on budgets. Saving 1-2 minutes / trip for such a hefty \$ total is not worth it. This money would be better spent on reducing the concrete jungle and/or improving public transportation. Put that lid over I-405 and create more parks and green space!

No. This seems very expensive for an insignificant improvement. Spend the money on something that will actually improve the city and the lives of the citizens.

The East West connection is more important than a freeway ramp. Skip the ramp, and use the savings to extend the EW connection to include a lid. 21st century urban planning rather than 20th century as proposed.

Spend our taxpayers money on something more meaningful.

No. Don't build this.

What is needed is a better citywide development plan, not this.

No

Not worth my taxpayer money

There's already direct access within half a mile of this location. Plus, the RTB 405 project is adding another lane in each direction to accommodate traffic volumes. How can this be worth \$325 million when the RTB 405 project is going cost \$800 million (design and construction) and include upgrades from Main Street in Bellevue to SR 167 in Renton including multiple new bridge structures and the additional of one lane in each direction for the entire stretch? This project would be an injustice to the taxpayers of Bellevue and the State of Washington.

Why are more on ramps required? It's already confusing enough as is

No

Why? \$325M is much better spent elsewhere

I like the bike lanes this alternative offers

This is an outrageous amount of money for very little gain. If you spend 30 seconds at an intersection, a 7% gain in time is less than three seconds. This also interferes with future light rail plans, which will do far more to reduce congestion.

Too expensive for minimal impact.

Same comment as above

We should not be wasting hundreds of millions of taxpayer dollars on freeway ramps that will make downtown Bellevue less safe and not reduce congestion, traffic, or pollution.

That the most expensive option would not even save 1 minute of per-passenger travel time, it's questionable why any of these options are being considered. Additionally concerned about impacts with ST3 and light rail. Do not support.

1400 daily person hours for 325 million and impacts on water quality and wetlands is not a good use of my tax dollars. I do like the bike lane, but overall this is the worst option

Northeast Second Street extension

Not a realistic option for what is needed

a waste of money.

This option does not address transportation concerns related to I-405, yet is estimated to still cost \$125 million.

This is not a good option to improve transportation around Bellevue.

This doesn't seem like the best option, 4th and 8th aren't too congested.

It's good to connect the neighborhood over the freeway. The idea that Bellevue assumes that freeway access is necessary to support economic development while we're building a multi billion dollar rail system there is backwards and frustrating.

Project needs:

1. additional on ramp for southbound I405 from downtown Bellevue
2. additional off ramp southbound from Hwy 520 south on I405 into downtown Bellevue
3. additional northbound off ramp from I405 to downtown Bellevue

Whatever combo of projects or adding a new choice will accomplish this is what is needed.

Nice alternative for bikes and pedestrians, though I'm not sure it's worth the \$. When the NE 6th is completed, it will provide a close alternative.

This alternative does nothing to add additional access to the freeway which is necessary as the city grows.

This option does nothing to help provide access to Downtown Bellevue to or from I-405.

Not a reasonable solution, less flexibility, benefit, and overall traffic reduction.

Make this bike and pedestrian only. Why add cars when you can create a safe passage on the Grand Connector.

Most capacity is needed in downtown. I've never been backed up when taking the SE 8th Street exits, but another alternative to NE 8th, would be NE 2nd as a mid-way point.

This should be done as a bike/ped connection but it has little benefit as a vehicle bridge.

This alternative does not address access to I-405 and therefore should not be part of this particular study. New entrance/exits off of I-405 need to be located at Main Street. This would provide equal distance between the NE 8th, NE 4th and a new Main Street entrance/exit which would improve traffic flow from I-405 in the Downtown area. This would then provide for a total of 3 entrance/exits from I-405 for Downtown Bellevue in the Downtown area.

No. Pointless.

I do not believe this will be helpful.

405 on-ramp additions are not prioritizing people who live in Bellevue. 2nd street extension makes no sense.

This option is okay, but does not do much to promote east-west mobility across the entire City, just I-405.

I believe this option should be scrapped and north and southbound exits/on ramps should be built on Main Street. None of the current alternatives actually address the location of the majority of traffic into and out of downtown Bellevue or seem to recognize that both 8th Street and 4th Streets are particularly congested and heavily traveled.

Three entrance/exits from I-405 for Downtown Bellevue in the Downtown area is more appropriate than any of the current alternatives. Additionally, 4th Street is particularly congested today, often further challenged with construction vehicles, lane closures for construction, in addition to the normal heavy traffic.

Might relieve traffic on NE 4th, but would increase congestion on 116th Ave.

In my opinion, this additional ramp(s) to 405 are being added in an already crowded part of 405, and could negatively impact travel times on the freeway, not to mention there are lots of other options very close by.

There's a wetland on 116th. Adding more highways through more wetlands seems on-brand for Bellevue but generally bad for the Earth.

This would be helpful. I travel NE 2th as an alternative to busier Downtown streets, and to be able to access 116th and the new retail core east of I-405 from NE 2nd would be easier than dealing with NE 4th St. However, considering how busy NE 4th St. is, even now with the pandemic lessening all traffic, I think we need an alternative between NE 4th and SE 8th.

Why not create full access to 405 from Main St.? Whenever I travel I-405 northbound and have to choose my exit to get into downtown Bellevue, I really dread NE 4th and NE 8th. Both have heavy traffic and slow access to and from I-405 when I-405 is busy. An alternative at Main St. would really alleviate this. I notice that there is an attempt (I think a sign?) to have people use the NE 4th exit rather than NE 8th to access downtown. I think that this logjam could really be alleviated. SE 8th is too far south to accomplish this. Main St. would be perfect, and with a light rail station at 112th, it seems that a lot of traffic congestion at the "big two" (4th & 8th) would be lessened, especially for those of us who live in downtown and are always looking for better ways to navigate the city. Why is Main St. not listed as an alternative? It seems so obvious to me to be a solution in lots of ways.

Thank you for being open to new ideas.

Linda Enkema
Resident, Downtown Bellevue

Would be nice - but we really need need more 405 ramp access to scale into the future...

No way... this will be a huge mistake.Please see above.

This would be so nice to have for bikes and pedestrians. We need a bridge over the interstate that doesn't have ramp entrances or exits. For example, 4th and 8th are so very difficult to use when crossing 405.

I will only approve this alternative if Alternative #2 is considered.

This would just increase congestion within downtown Bellevue, as vehicles would need to turn as soon as they get to the transit center, further increasing traffic on NE 4th & NE 8th.

Dividing the costs by the daily person hours results in 1,250k per daily person hour - clearly way out of line with the other options

I don't see this as a good idea. I would rather a portion of the \$125M be spent improving the pedestrian and bike environment on Main St over I-405. For example, we probably don't need four lanes over the freeway (we need them at 112th and 116th, but not over the freeway). Could we take out a lane or two and make a nicer connection between Downtown and the Eastrail?

This option promotes neighborhood connectivity, especially by non-motorized modes.

My thoughts go more to the off ramps. I live in the Surrey Downs neighborhood South of Main Street and 108th Ave NE. In order to get to our neighborhood from I-405 we have to drive through downtown. The lack of a left turn onto 112th and several turn restrictions make it more difficult to access our neighborhood. Combined with the issue that Surrey Downs only has access from 108th our access has been curtailed. I am not sure that any of the alternatives address this issue.

This idea that increased freeway access supports economic development is an old fashioned way of thinking, and not something that 100's of millions of dollars should be spent on. This proposal seems fine.

This is the best option. No new ramps is good. We shouldn't be concerning ourselves with negligible amounts of delay and time savings. It might look like a lot as an aggregate number, but its not going to be at all noticeable to an individual.

This is the best option to improve downtown walkability and provide a safe biking route to the Eastrail and commercial/mixed use developments in Wilburton. Other crossings of I-405 are perilous for people walking due to the unabated freeway onramp/offramp traffic on NE 8th St and frequent red light running and intersection blocking that occurs on NE 4th St overpasses

Much like all of the other scenarios, it's not clear why such costly projects need to occur. For \$125 million, significant improvements could be made to the walking, biking and transit environment instead of major infrastructure that only encourages more auto trips. The city has an adopted Environmental Stewardship Initiative (ESI) plan noting 45% of residents drive alone to work by 2050. Building massive auto-oriented infrastructure will only encourage more driving, further degrade the ped/bike/transit environment (amenities and infrastructure that the business community has continually expressed interested in improving), and is an insult to climate goals.

This is the worst design of the group.

What is 100 daily person hours in the context of an average trip for 1 person? How does that compare to the variance of an average trip?

Again, does not perform well compared to cost, according to the full report and the summary provided above, on time-saved, environment, economic development or accessibility. Not a good investment at \$125m.

Results in more cars using the freeway, this goes against our climate goals.

negatives include killing salmon and orcas, extreme cost, lowest person-hour savings (whatever that is), impacts future light rail, increases noise, traffic volume, and pollution.

How does this one both save time and increase delay...? Pointless project.

Best option other than no-build. Construct NE 2nd to provide a true multimodal connection with hefty bike & ped infrastructure between downtown and future Wilburton growth area.

Waste of money and no real benefit.

Why do we need another car overpass? There are already four ways to cross east-west. A lid with pedestrian and bike support makes more sense than another road.

Not worth the cost or environmental impact. How about a pedestrian/ bicycle bridge only connecting 2nd across 405. Could help to reduce pedestrian/ bicycle conflicts with cars on main and 4th street

Another waste of money for too little benefit. Please invest in transit, pedestrian, cycle transportation and transit oriented housing instead.

How did this option make to this round of review? It's not much more than a glorified bike - bridge/path over I-405.

I would bet you could come close to some of the travel time numbers simply by not allowing traffic entering the Hick-fil-A at the corner of NE 8th and 116th to not consistently block the south bound righthand lane of 116th at commute times. Not to mention all of the ripple effects on surrounding traffic flows. With the hospitals to the north you would think that this impact on safety alone would be enough to get something done about it.

Traffic cant turn right off of NE 8th St and block the offramp from NB I-405.

\$125 million for 100 person hours? Ridiculous.

This connection doesn't seem necessary given Main Street already under utilized and costs are very high for a small savings in time.

Saying "freeway access supports growth" doesn't make sense. Transit and light rail investments are creating far more growth and development around Bellevue (like Spring District and Downtown) which is done without adding freeway access and well before light rail has even opened.

I have no clue what this option is supposed to accomplish. Put the money towards the lid, parks, and real bikeways that avoid hills and dangerous traffic. I bet you could do

amazing things with pedestrian and bike movement with \$125M if you put your mind to it!

BIG NO TO THIS ALTERNATIVE.

This project has minimal benefits. The money would be better spent on projects that incentivize transit, bike, and pedestrian trips rather than car trips.

This is a totally useless project, especially at this time, after COVID impacts on budgets. Saving 1-2 minutes / trip for such a hefty \$ total is not worth it. This money would be better spent on reducing the concrete jungle and/or improving public transportation. Put that lid over I-405 and create more parks and green space!

No. The improvement is insignificant and the cost large.

Reasonable to connect East to West here and at SE 6th with lid in between, and no new ramps to 405.

Spend our taxpayers money on something more meaningful.

I'd rather it just be for people walking and biking.

What is needed is a better citywide development plan, not this.

No

Not worth my taxpayer money

Increases intersection delay by 10% and cost \$125 million. Sounds like a logical option.

A new dedicated crossing would be nice

No

Why? \$125M is much better spent elsewhere

Even though it is a less expensive option, it is far too much money for disproportionately little gain. If you spend 30 seconds at an intersection, a 7% gain in time is less than three

seconds. This also interferes with future light rail plans, which will do far more to reduce congestion.

Not in favor of this--not compelling enough need for expense

No - without ramp to I-405 this alternate has no merit for consideration - should be dropped

We should not be wasting hundreds of millions of taxpayer dollars on freeway ramps that will make downtown Bellevue less safe and not reduce congestion, traffic, or pollution.

The least-worst of the 4 options because of the opportunities created for an additional east-west multimodal connection between Downtown and Wilburton. However, concerned with the construction required that would demolish wetlands east of 405. Tentative support if the city were to publish specific plans on the exact walking, biking, and transit facilities that would be constructed on the corridor (ensuring that these facilities are fully-protected and all ages and abilities-friendly).

100 daily person hours saved for 125 million and impacts on water quality is not a good use of my tax dollars. Bikes lanes are good.

No build

Not a realistic option

i prefer this. by the time any of the above 'improvements' are done, imo they well may be unnecessary; i think we're going to see radical changes as self-driving technology improves and is implemented. and, possibly, even totally unimaginable 'local' travel alternatives .

I support the "No build (no new interchange)" option. This option requires only a change in the cities plans and policies. Funds that would have been allocated to any expensive I-405 interchange project could instead be used to improve public transportation, bike lanes, and walking paths in and around Bellevue, for use of the people who live in Bellevue (rather than spending money on improving freeway transportation for primarily

people who live outside of Bellevue).

This is the most financially responsible option, and if funds were redirected to low-carbon transportation efforts (public transit, bike, pedestrian infrastructure) would signal that Bellevue is a leader in creating ecologically relevant and appropriate infrastructure, rather than continuing on a path of repeating 20th century mistakes that bring more cars and more traffic to our city.

This is the best option. There are already 4 access points to I-405S in the 1.2 mile stretch between NE 8th and SE 8th, and congestion delays accessing these points are minimal. Much more delay is incurred on ramp meters and 405S itself, which an additional onramp will do nothing to address.

Additional access and vehicle capacity will induce traffic, causing noise and pollution and detracting from the urban/pedestrian environment in the surrounding areas. We should focus on leveraging our investment in light rail and BRT to serve future developments, instead of crippling it by making it unsafe to walk to the station.

Prefer this option the most - I don't see the need for building more roads. Focus on public transit instead. Building roads doesn't help traffic in the long term and only contributes to global warming.

I like the idea of new ramp(s), however would this just lead to more weaving for the I-405/I-90 interchange, leading to even heavier traffic through the downtown corridor?

Project needs:

1. additional on ramp for southbound I405 from downtown Bellevue
2. additional off ramp southbound from Hwy 520 south on I405 into downtown Bellevue
3. additional northbound off ramp from I405 to downtown Bellevue

Whatever combo of projects or adding a new choice will accomplish this is what is needed.

This would be like sticking your head in the sand....

Improvement needed - no build unaccepted

This alternative does nothing to add additional access to the freeway or east/west connection which is necessary as the city grows.

Of the five options, this would be my preferred one reluctantly because the other options don't really solve the problem for providing better access and traffic flow to Downtown Bellevue. The best option is to really have the entrance/exits off of I-405 located at Main Street. Currently the main access points to and from I-405 for downtown residents and businesses are NE 8th and NE 4th streets which are frequently congested, particularly during the holiday season and major City events. Additionally, most construction traffic uses NE 4th street and based on multi-year planning, the traffic will only get worse with new developments. Having new entrance/exits off of I-405 located at Main Street would provide equal distance between the 3 exit/entrances off of I-405 (NE 8th, NE 4th and Main Street). These would provide 3 main streets into and out of Downtown and improve flow of traffic in the Downtown area. Having been involved with all of the work on I-405 from I-90 to 520 along with the Sound Transit Light Rail design through Bellevue, I understand the flow of traffic in this area and having the new connection off of Main Street is the only one that make sense in terms of helping traffic flow and congestion in Downtown Bellevue.

This works as well. Focus on bike and pedestrian improvements.

This is okay too. I believe traffic patterns adjust to needs.

Honestly, I would be fine with this. Traffic is bad and I would rather we incentivize transit use rather than incentivizing driving by building more roads.

The City desperately needs added access to/from I-405 for the increased traffic in the downtown area. New entrance/exits off of I-405 need to be located at Main Street. This would provide equal distance between the NE 8th, NE 4th and a new Main Street entrance/exit which would improve traffic flow from I-405 in the Downtown area. The City would have to amend its policy for development at the Main Street transit center. Separation of bikes and pedestrian traffic can be accomplished by elevating Main Street vehicle traffic over 112th.

A better option would seem to be adding on and off-ramps at the Main street overpass of I-405.

Please no! We need more capacity. I live in Bellevue Towers and during normal years we cannot get home or leave our house in December due to snowflake lane and mall traffic.

Instead of wasting money on adding another on-ramp to cater to visitors, add a crosswalk with signal to Lake Hill Connector at the 271 bus stop near 134th. I think money is better spent, also, on doing something with the 8th/112th intersection at the 405 off ramp as there seem to be collisions there daily.

I do not like this option. Something should be done.

Options 1 & 2 will cause a bottleneck worse than that of the current I-90 to southbound I-405 interchange. Option 3 is the only feasible way to add an on-ramp, but is not ideally located in the downtown street grid. Option 4 does not align with adopted plans and policies.

This is the best option. Spending hundreds of millions of dollars for a new freeway on-ramp that will save an entire minute of delay during a few hours of the day is asinine. Southbound I-405 is jam-packed from 16:00 to 19:00 every evening anyway. How does getting people onto a slow-moving freeway faster help get them anywhere faster?

Bellevue should be planning for a future with fewer cars, not literally paving the way to be overrun with more cars. We can't fit them on the highway. We can't fit them on our downtown roads. (Maybe we should knock down Bellevue Square and widen Bellevue Way?) We can't continue to pretend that it's 1954.

Without traffic improvements, congestion will bog down further, mitigation will be even more expensive...

A viable option. Maybe this will moderate the huge developments being allowed in DT Bellevue by City Council and the Planning Commission with no consideration of residents who actually live here. And why has a Main Street option never been considered? It is so obvious that I wonder if this a political decision that is not visible to residents? I would like to know.

Compared to this, Alt 4 is my favorite.

I do not support this alternative because an access to Downtown Bellevue from the south is greatly needed.

Unless we can work on the funding for option #3, this one makes the most sense. #1, #2, and #4 will all have a negative or minimal positive benefit to congestion.

I am also not opposed to this option. Perhaps with the idea of saving WSDOT money, they can contribute a portion of one of the costs from the build options to improve per and bike connectivity between Downtown and Wilburton? Perhaps a down payment on the lid over 405, which I think is a terrific idea? Traffic on I-405 isn't getting any better and adding a faster way to get out of downtown and Wilburton to a congested freeway might not be the best investment. I do see that improving the livability of the area, investing in a great neighborhood in Wilburton so that it is more than big box stores, and providing better ways for pedestrians (primarily) and bikes (secondarily) to get across I-405 are the top priorities.

If 'do nothing' only means no new freeway access, but still provides improved facilities for bike, bus and pedestrian access, then I support this option.

My thoughts go more to the off ramps. I live in the Surrey Downs neighborhood South of Main Street and 108th Ave NE. In order to get to our neighborhood from I-405 we have to drive through downtown. The lack of a left turn onto 112th and several turn restrictions make it more difficult to access our neighborhood. Combined with the issue that Surrey Downs only has access from 108th our access has been curtailed. I am not sure that any of the alternatives address this issue.

This is great! If Bellevue is concerned about additional traffic on I-405, they should work with WSDOT, Metro, Sound Transit, and others to increase multi-modal access to the city. The law of induced demand shows how useless freeway expansion is at reducing congestion- as Bellevue's freeways grow, more people will use them, congesting downtown and the interstate more, which will eventually lead to another \$300 million expansion, and so on and so forth. Besides, more cars entering the City will lead to more pedestrian-vehicle interactions, which would seem to conflict with Bellevue's Vision Zero goal to have 0 traffic deaths and serious injuries by 2030. As cars are the main cause of traffic deaths and injuries, it seems like a primary goal would be to reduce their impact on the City.

This is something that should be seriously considered. The money could be much better spent elsewhere.

This alternative is the best solution. No need for the other alternatives.

This is the most cost efficient option, as the city's own staff has computed that the average travel time savings for any of the build options are negligible. I-405 is at a standstill so adding another access point is not going to resolve that and the money would be better invested in alternative transportation options or other downtown amenities and services. Additionally any build option needs to consider potential future impacts on Issaquah to Kirkland (via Bellevue) light rail alignments.

This is the only option that should be pursued. Instead of building our way out of congestion, the large sum of money envisioned for this project needs to be re-allocated and re-focused on other projects, including but not limited to the Grand Connection. "Supporting growth" can be done through focusing investments that help people get around on foot, wheels and transit. Meeting commute trip reduction goals and climate goals will continue to be a pipe dream if building massive freeway intersections to save a few seconds of drive time is actively pursued.

This is the best design of the group. The money should be leveraged to support other projects around Bellevue including more affordable housing, part of funding for a lid over 405, additional walkable infrastructure around future light rail stations or increased sidewalk construction around Bellevue

No cost frees up budget for other considerations, such as:

Mass transit

Lidding

Pedestrian/bike overpasses

This is my preferred alternative. Use the money saved to invest in transit, and development of infrastructure that will actually serve people (parks, housing etc.)--both those that live in Bellevue, and commute or visit there.

Support growth with more transit.

lol, how about lowering vehicle speeds to reduce rear-end collisions

Please do not pursue any of these exceedingly wasteful proposals. Bellevue already has robust access to I-405, further investment has diminishing returns. These quantities of money would deliver a much higher return if spent on addressing currently deficient transit/bike/ped infrastructure. If there's a need to spend hundreds of millions, spend it on lidding portions of 405 around the light rail station. It would provide better east/west connections and if done with housing eliminate the needs for hundreds of households to even make congestion creating trips in the first place.

Best option! Take the funds otherwise spent on a freeway interchange and use them to fund true civic spaces, like the Grand Connection lid over I-405. Bellevue needs to grow in a sustainable way - adding freeway capacity in this day & age is a very poor investment.

Do this. Adding more merges increases congestion, and adding more entrances creates higher induced demand increasing congestion more, which your study doesn't account for. Put the money toward affordable housing or an I-405 park lid instead.

Please choose this option and do not keep throwing public money away at infrastructure that just further pollutes.

I support option 5 as this is not a good use of funds with minimal time/traffic reductions

I don't know how we can pick the right solution when this study hasn't outlined the problem it's trying to solve. The 2002 I-405 master plan says a new access point should be added, and now development planned around the freeway is pressing the city to provide clarity to developers before they complete their designs. Whether an interchange is actually needed, and what congestion pressure points it should address, isn't mentioned - which leads me to think that we don't really know, that there is no identified problem to solve. Currently, 405-S is a parking lot at peak times and the freeway itself is the bottleneck: adding an extra access point won't make much difference. Once the 405 HOT lanes open in 2024, that should improve freeway flow - and then it might be apparent that one or more of its four existing access points is overloaded and acting as a bottleneck. I don't have the energy to read the 2002 master plan, or the 405-S widening plan, to see which congestion hot spots will exist in 2024. In addition, downtown will have an extra 25,000 workers by mid-decade, many (but how many?) commuting by car. This will be offset entirely/partially/not-at-all by those workers choosing to live in downtown Bellevue, or by commuting on the light rail line that opens in 2023. We might mention the impact of the Wilburton rezone too (more office = more

commuters, but more multi-family homes = more public transport users?) except the CAC's recommendations haven't been mentioned in any public forum since they were presented in mid-2018 - so we don't really know the city plans there.

Measuring benefit using "Daily Person Hours" and "Intersection Percentage Delay" are well-intended attempts to summarize complex systems so they can be compared. But in practice it's hard for readers to understand what saving 500 hours or reducing intersection delay by 6% really means: they're simplified beyond the point of utility. Providing the calculations behind these numbers would improve transparency, and enable others to follow your logic.

In the end though, meaningless metrics are only a problem when we understand what problem we're trying to fix. In the absence of any data presented, I fear this exercise is being rushed through to prevent delays to private developers, to fulfill a commitment the city made in 2002, long before current development and transportation trends existed. It should have a traffic model that considers the effects of 405 widening, light rail, known development plans in downtown, and detailed assumptions that can be made about plans for Wilburton - to show the specific bottleneck/s to fix. Asking the public to weigh in on spending up to \$325 million without doing this due diligence must result in a "No build" decision.

The case for additional I405 access for south downtown is not made clearly in any of the city's literature. Where does WSDot's I405 master plan specifically require additional south Bellevue interchanges at this point? It is unclear whether the addition of more 405 access to South Bellevue will have even the minimal the projected impacts (<1 minute / car) since post-Bellevue-Renton widening projections can't be made accurately at this point. Finally, did the committee consider whether a 2nd AVE NE SB access (which should have a negligible cost compared to these projects) would give any benefits? Perhaps, going for this low-hanging fruit would enable a more significant project for the NB access in conjunction with the I405 crossing projects the city has committed to.

Best option. Use funds for a lid or other transit support. 405 is already full. It is not clear how adding another "stream" to the plugged up main channel will improve flow.

Instead of adding more vehicle interchanges, and I'm a car owner who lives off lake hills connector, I'd like to see the surface roads around 405 have higher visibility striping, improved walkways and bicycle ways, bicycle and pedestrian only crossings across 405

so there's not competition with cars walking on NE 4th of 8th, and better speed controls in place to calm traffic throughout the greater downtown corridor and along Lake hills

"No build" (5) is best! Please don't waste taxpayer money on interchanges that will save just a minute or two per driver. The money could be better spent on improvements to make the city more walkable. Building more roads just encourages more pollution and congestion.

I think no build is the best idea of all and utilize that money for affordable housing and more parks.

I support the "no build option." Invest the funds instead in more/better public transit options and/or improving walkability/bikeability.

Lets go with no change. If you want to reduce traffic congestion, how about ticketing people waiting to turn into the Chik-fil-A!!!! That is consistently the WORST congested intersection in the city. I've learned to avoid driving eastbound on 8th, or southbound on 116th past 8th.

Yes!!! This is the one!! Use the saved funds for transit, pedestrian, cycle transportation and transit oriented housing instead of driving to support growth. Build a lid park over 405.

Sure... we can all hold our breath and for us American's to suddenly start acting like Nordic folks and others and start biking everywhere or something and then the traffic congestion will come down because of bike use!

Right- the weather with regards to biking sucks here more then not.

There are 'hills' in this part of the country, and then just the overall fat & lazy part of the equation all contribute to Not making this a 'dial mover' as a means of meaningful transportation. Not to mention really how many people can show up to work a sweaty mess?

Then there is the 'ease of use' to think consider... there was that whole bike share thing, but as a city right now we lack the population density and over all buy-in for that to seam to workout to be more then a form of littering... on of those things sat in the parking lot next door for months, never moved. Plus I still don't get the riding without a helmet part, we past a law requiring helmet use? The idea to prevent TBI's (and at the same time the costs that go with them) and all that. I wear one when I ride, but I would rather lessen the odds of being a vegetable more then obey the law.

Don't get me wrong, as recreation when the weathers good I like going for a ride... but other then that my bike is on a stationary stand in my garage so I can get some pedaling in.

I'm sure that the guy I see in morning going to work on his bike is thankful for the massive investment in infrastructure that has been made for his commute though he still spends a far amount of time in the car's lane of traffic.

Mass transit is the going to be the one (we just have to buildout). Population density will help (unfortunately not working in our favor now). So while those two things catch-up I think we are still going to be stuck on the car for awhile. (we can/will change the fuel to help with the emissions and those goals)

All that said this will mean "Vehicle infrastructure" will still be needed for quite awhile.

This is the best option. The miniscule travel time savings from the build alternatives will be shrunk via induced demand. The money could be better spent elsewhere, most importantly on transit

Given the high costs and small time savings of options presented above, it feels like this is the best choice. Looking for other congestion-relief and access improvements would be a better use of money. Roundabouts, better signals, improved walking and biking (4th and 6th suck to walk/bike on!), and other options beside big expensive freeway ramps. There must be better options and choices to be made.

Also, if delays only measured during a one-hour peak period, other options should be studied and presented to determine what investments are best for the other 23 hours/day.

How much would a Grand Connector lid be easier to build with \$300M instead of another congestion-inducing exit on I-405?

THIS IS THE BEST OPTION BY FAR! YES!!

Do this. Find more transit, parks and improved walk ability instead of more car traffic!

Doing none of the projects is BY FAR my preferred option. No one knows how transportation needs will change once the pandemic is behind us. Major businesses on the Eastside have already announced they will continue telecommuting even after their

buildings reopen. Rather than commit to an expensive car-oriented projects in an area that already has plenty of access to I-405, please look for lower cost options that make other modes of transportation easier. It's not worth hundreds of millions of dollars to a minute off someone's car commute. Please use that money instead to make transit more accessible.

This is the only alternative that makes fiscal sense. The "daily person hours" are a fabricated metric!!!

Money would be better spent on reducing the concrete jungle and/or improving public transportation. Put that lid over I-405 and create more parks and green space!

No more highways, improve public transportation

Please choose this option. The other options are too expensive and provide next to no reduction in commute time.

Yes. This seems like the best alternative. All other options seem very expensive for very little improvement.

Bellevue will prosper with 21st century thinking for the 21st century. New on-ramps require investments in outdated technology rather than contemporary urban planning. A vibrant city requires people on foot and advanced public transit options. The idea that no new ramps will lead to more rear end collisions is preposterous and unfounded. Expanding access to freeways ALWAYS leads to more cars and more congestion before too long. Yes the Amazonians are coming, and most of them will arrive by light rail and 405 bus service. Focus on the transportation they need. Leave the freeway as is, improve public transportation, use the funds to improve walking and transit options. Note that the drive up line at Chick Fil A backs up northbound off ramp at Eastbound NE 8th significantly, and improvement can be done inexpensively with enforcement or fines, with no capital outlay.

Give us something to remember Bellevue. More roads isn't it.

Let's not build another road, we are a green city, we need more transportation alternatives like walking, biking, trains, a bus that has a lane for itself to get people around.

I'd be fine with this. We don't need more car infrastructure.

Although it is clear that something needs to be done to reduce traffic congestion through downtown Bellevue, I believe that the No Build option is the only one that makes sense. As long as Bellevue continues to concentrate so much new development into such a small space (the downtown core) this problem will only become worse no matter what road building occurs. We need to better distribute growth. Factoria and Crossroads should receive more development and downtown less in order to better distribute the load of growth. Otherwise all the above projects won't be completed by the time we'll need to build more road improvements. Create better pedestrian access across the 405 in order to integrate downtown and Enatai with the rest of the city.

Yes

Spend the money elsewhere! Build an urban park over

Preferred - this is fine.

This is the best option. If people don't like traffic they can take public transportation. Less traffic promotes more driving on your own. I would rather spend the money on other things that will benefit everybody.

This is the only logical solution. Spend the money on increasing transit volume and communal areas, including affordable housing.

It makes more sense to turn Bellevue into more of a pedestrian city where people can get to services on foot rather than by car. I love the idea of a lid over the freeway that would connect both sides. There could never be enough lanes on I 405 to handle all the traffic that goes through there daily (pre-pandemic).

Build a lid over the bemoth 405 has become, like Mercer Island demanded during the I-90 expansion. Parks for all the apartments being built, walking/ biking paths. Thanks

Seems to be most desirable option

Not acceptable

This one!!

Unless the I-520/I-405 cloverleaf interchange can't be improved, this is the best option. All other options add a new interchange too far north for this to be improve the traffic in the south of Bellevue.

The city should consider this option as viable and desirable. Given the reduction in traffic from pandemic work models, it seems likely that these WFH models will persist in some form. Investing in transit is always a more effective way to reduce congestion, and funds could be used for that instead, or for things like affordable housing so that fewer people in the service industry need to commute long distances. Please look at the bigger picture.

Can we instead improve mass transit options and incentivize businesses to let workers work from home?

Adding an new interchange will not have a dramatic impact on traffic or travel times. There are already 3 or 4 access points to 405 within a one mile span through downtown Bellevue. I encourage you to consider that these types of projects typically do NOT have a long term positive impact on congestion, and that the money is best spent elsewhere. I support the no build option for these reasons. I encourage the consideration of a project such as the public park lid that was constructed over the freeway in DFW for about a third of the proposed cost of this project, that would improve walkability and community experience in the downtown core.

No to the above "no build"

The alternate that must be seriously studied and put forward. -
Access to downtown via Main Street with both north & southbound connections to I - 405.
Thanks for the opportunity to comment

THIS IS THE ONLY OPTION that is logical and moral!!! Instead of setting money on fire with freeway expansion boondoggles - use it to lid I-405 via the Grand Connection!!!

The best option that would not meaningfully inconvenience drivers and would save the state hundreds of millions of dollars for only the minutest modicum of congestion improvement. This choice would allow the city to study what multimodal improvements

could be made with \$325 million from the state instead. The only option that I fully support.

This is clearly the best option of the above. Take the new light rail or bus. Induced demand will eat up the daily person hours savings of the other options. Use the money saved to improve the Bellevue quality of life with parks and better efforts to make Bellevue more pedestrian friendly.

Appendix D

Evaluation analysis results for each alternative

Lake Hills Connector southbound on-ramp

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

Alignment with adopted plans and policies

- Adds auto access only; no bike lanes and sidewalks, no east-west connection
- No significant policy conflict with the existing land use and urban design policies
- Permanent impacts from shade, lighting, noise and water quality

Travel time (compared to no build)

- Saves 500 daily person hours
- Reduces intersection delay by six percent

Access and safety

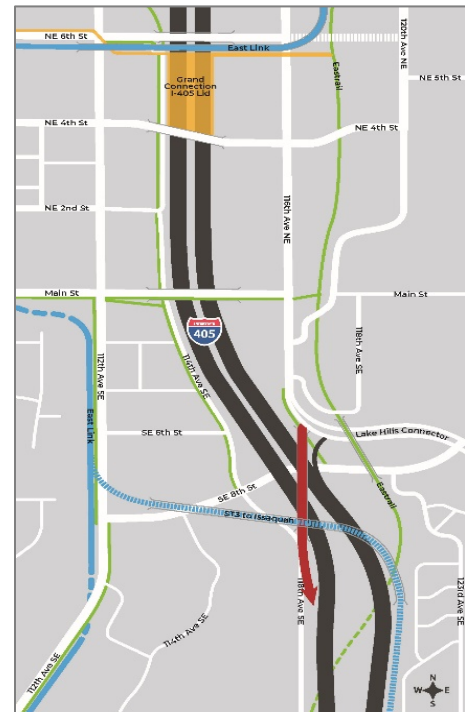
- Restricts westbound left turns from Northeast Fourth Street onto I-405 southbound

Impact on property development

- No property impact identified
- Added access to I-405 supports future economic development

Cost estimate

- \$150 million



Southeast Sixth Street extension southbound on-ramp

This alternative elevates and extends Southeast Sixth Street over 114th Avenue Southeast and I-405 to Lake Hills Connector and builds an on-ramp to I-405 southbound. This new ramp would pair with the existing I-405 northbound off-ramp to Lake Hills Connector to form a half-diamond interchange. This alternative provides bike lanes and sidewalks on the new east-west connection.

Alignment with adopted plans and policies

- Adds new access to I-405, multimodal with east-west connection
- East Main Transit-oriented development plan did not envision a ramp at Southeast Sixth Street; requires policy amendment
- Likely temporary impacts to wetlands during construction
- Permanent impacts from shade, lighting, noise and water quality



Travel time (compared to no build)

- Saves 700 daily person hours
- Reduces intersection delay by ten percent

Access and safety

- Includes separate bike lanes and sidewalks along north side of Southeast Sixth Street extension over I-405
- Extending Southeast Sixth Street to Lake Hills Connector over I-405 removes direct connection between 112th and 114th avenues southeast

Impact on property development

- Planter strip and potential parking lot impacts along 112th, 114th Ave 118th avenues southeast and Southeast Sixth Street
- Additional access to I-405 supports future economic development

Cost estimate

- \$175 million

Southeast Sixth Street extension inside access

This alternative elevates and extends Southeast Sixth Street over 114th Avenue Southeast and I-405 to Lake Hills Connector and builds direct I-405 express toll lane access ramps to and from the south. It provides bike lanes and sidewalks to the new east-west connection.

Alignment with adopted plans and policies

- Adds new access to I-405, multimodal with east-west connection
- East Main Transit-oriented development plan did not envision ramps at Southeast Sixth Street; requires policy amendment
- Likely temporary impacts to wetlands during construction
- Permanent impacts from shade, lighting, noise and water quality

Travel time (compared to no build)

- Saves 1,400 daily person hours
- Reduces intersection delay by seven percent

Access and safety

- Includes separate bike lanes and sidewalks along north side of Southeast Sixth Street extension over I-405
- Extending Southeast Sixth Street to Lake Hills Connector over I-405 removes direct connection between 112th and 114th avenues southeast

Impact on property development

- Planter strip and potential parking lot impacts along 112th, 114th, and 118th avenues southeast and Southeast Sixth Street
- Added access to I-405 supports future economic development

Cost estimate

- \$325 million



Northeast Second Street Extension to Wilburton

This alternative extends Northeast Second Street to 116th Avenue Northeast without ramp connections to I-405. It provides bike lanes and sidewalks on the new east-west connection.

Alignment with adopted plans and policies

- Adds east-west multimodal connections
- No new freeway access to support growth
- Right-of-way needs reduce redevelopment potential
- Permanent wetland, stream, shade, lighting, noise and water quality impacts

Travel time (compared to no build)

- Saves 100 daily person hours
- Increases intersection delay by seven percent

Access and safety

- Includes bike lanes and sidewalks on the north and south side of Northeast Second Street
- Requires elevating Northeast Second Street over 114th Avenue Northeast and I-405 to connect to 116th Avenue Northeast
- Travelers must use Southeast Sixth Street to access properties along 114th Avenue Southeast

Impact on property development

- Significant property impacts both north and south of Northeast Second Street on the west side of I-405
- Does not add freeway access capacity to support economic development

Cost estimate

- \$125 million



Baseline (no action)

This alternative assumes no transportation improvements. The city is using this baseline to compare other alternatives.

Alignment with adopted plans and policies

- Both the city's Comprehensive Plan and WSDOT's I-405 Master Plan call for a new interchange in the South Downtown area
- No new access to support growth
- Maintains existing conditions with no further critical area impacts

Travel time

- This alternative establishes a baseline to compare travel time savings for the other alternatives

Access and safety

- Without adding access to I-405, the city and WSDOT expect congestion to increase and lead to more rear-end collisions

Impact on property development

- Does not require acquiring property to build improvements
- No additional access to support future property developments

Cost estimate

- No cost

