City of Bellevue/South Downtown I-405 Access Study

Stakeholder Forum #4 Summary

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

Panelists

Bellevue Transportation Department

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

Bellevue Community Development Department

- Emil King, assistant director (planning)

Washington Department of Transportation (WSDOT)

- Karl Westby, PhD, traffic engineering manager
- Barrett Hanson, P.E., engineering manager

City of Bellevue staff

- Andrew Singelakis, City of Bellevue Transportation Department, director
- Paula Stevens, City of Bellevue Transportation Department, assistant director

Facilitator and support

PRR, Engagement Consultant

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

Overview

Welcome

Laura LaBissoniere Miller, facilitator, welcomed 18 stakeholders and introduced the panelists.

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

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

Project recap

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

Stakeholder forum #3 feedback

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

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

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

Tier 2 evaluation analysis

Shuming reviewed the alternatives evaluated in Tier 2:

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

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

Alignment with adopted plans and policies

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

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

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

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

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

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

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

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

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

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

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

Travel time

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

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

Access and safety

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

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

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

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

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

Impact on property development

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

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

Participants provided the following questions and comments about property impacts.

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

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

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

Costs

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

Participants provided the following questions and comments about costs.

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

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

General discussion

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

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

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

Timeline and next steps

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

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

Attendees

Below is a list of stakeholders in attendance.

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

Additional City of Bellevue staff in attendance:

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

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

Appendix A: Stakeholder Forum #4 Presentation

South Downtown I-405 Access Study

Stakeholder Forum #4

February 4, 2021

Shuming Yan
Project manager,
Bellevue Transportation Department

Emil King
Study work group,
Bellevue Community Development Department

Barrett Hanson
Study work group,
WSDOT

Karl Westby
Study work group,
WSDOT

Panelists

Marie Jensen
Public involvement manager,
Bellevue Transportation Department

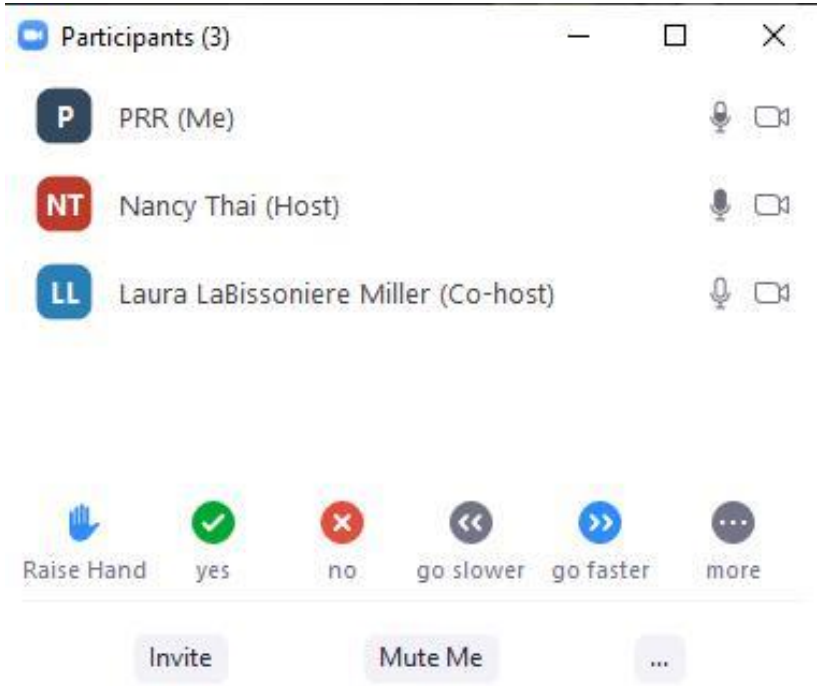
Laura LaBissoniere Miller, Community engagement – forum facilitator, PRR

Nancy Thai, Community engagement – forum support, PRR

Facilitation and support

Zoom overview

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



Agenda

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

Tonight's objectives

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

Stakeholder engagement recap

Forum #1:

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

Forum #2:

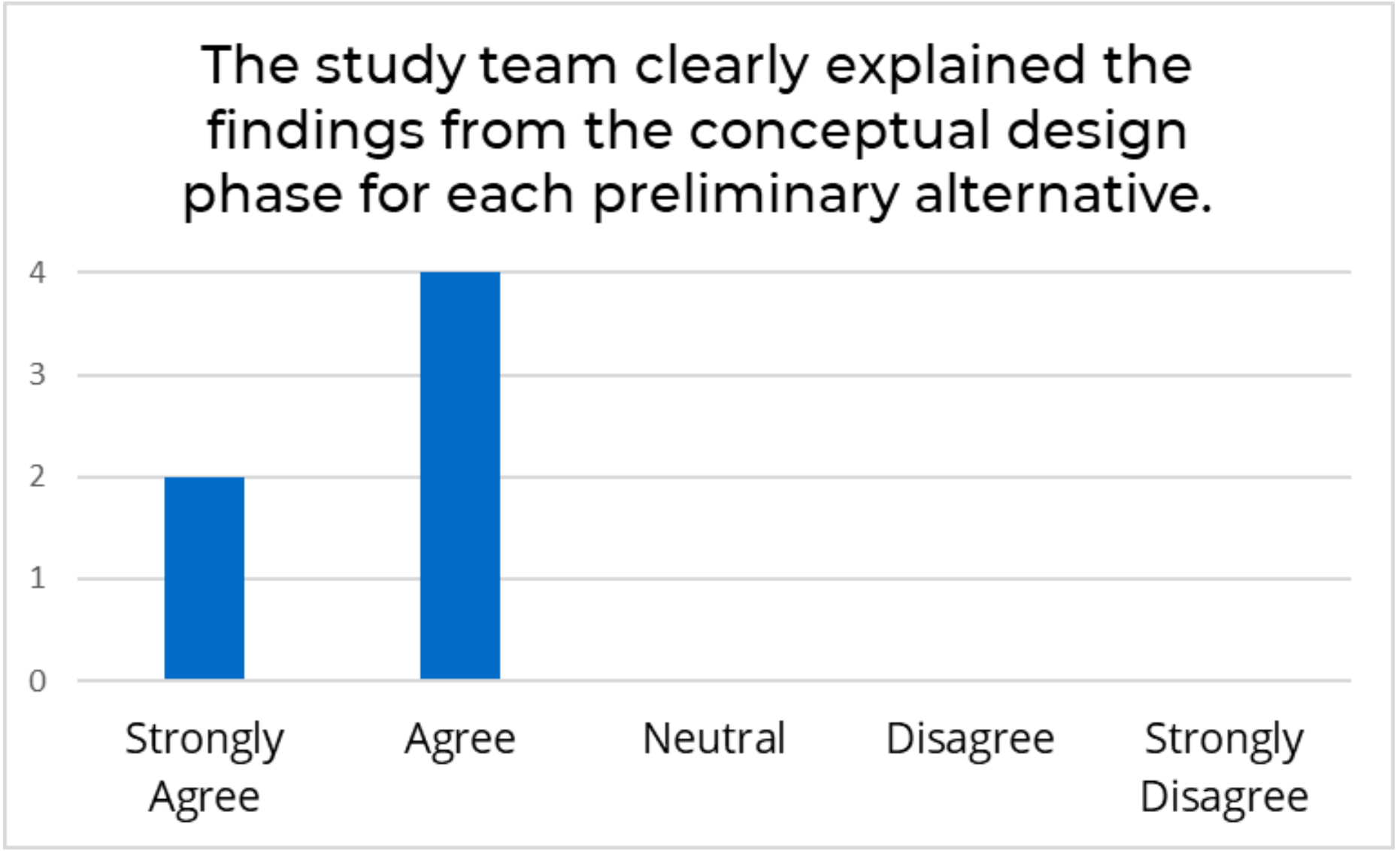
- Introduced alternatives
- Shared Tier 1 fatal flaw screening results

Forum #3:

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

Thank you for your input during and after each forum!

Stakeholder forum #3 feedback


The study team clearly explained the findings from the conceptual design phase for each preliminary alternative.
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3
2
1
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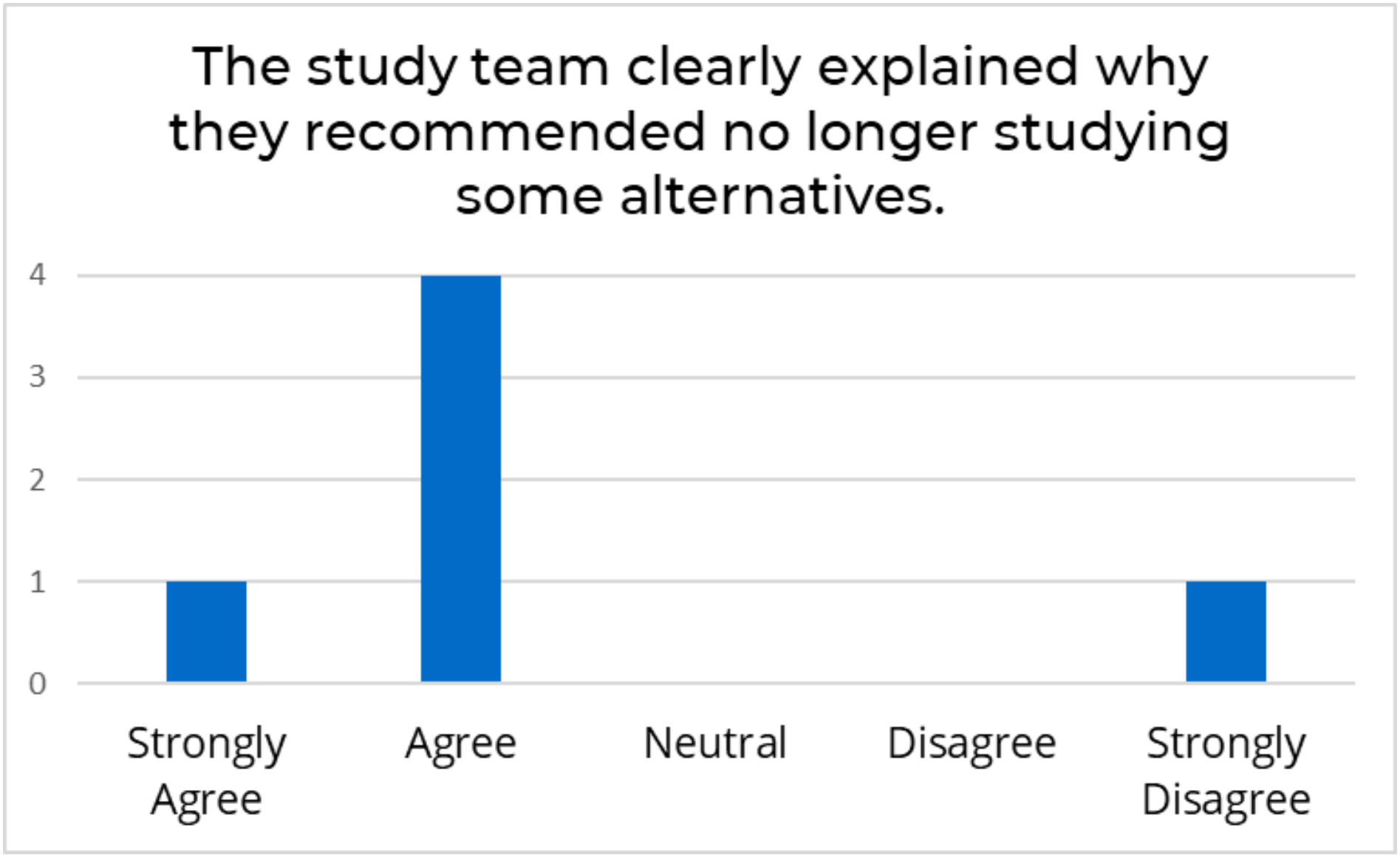
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree


The study team clearly explained why they recommended no longer studying some alternatives.
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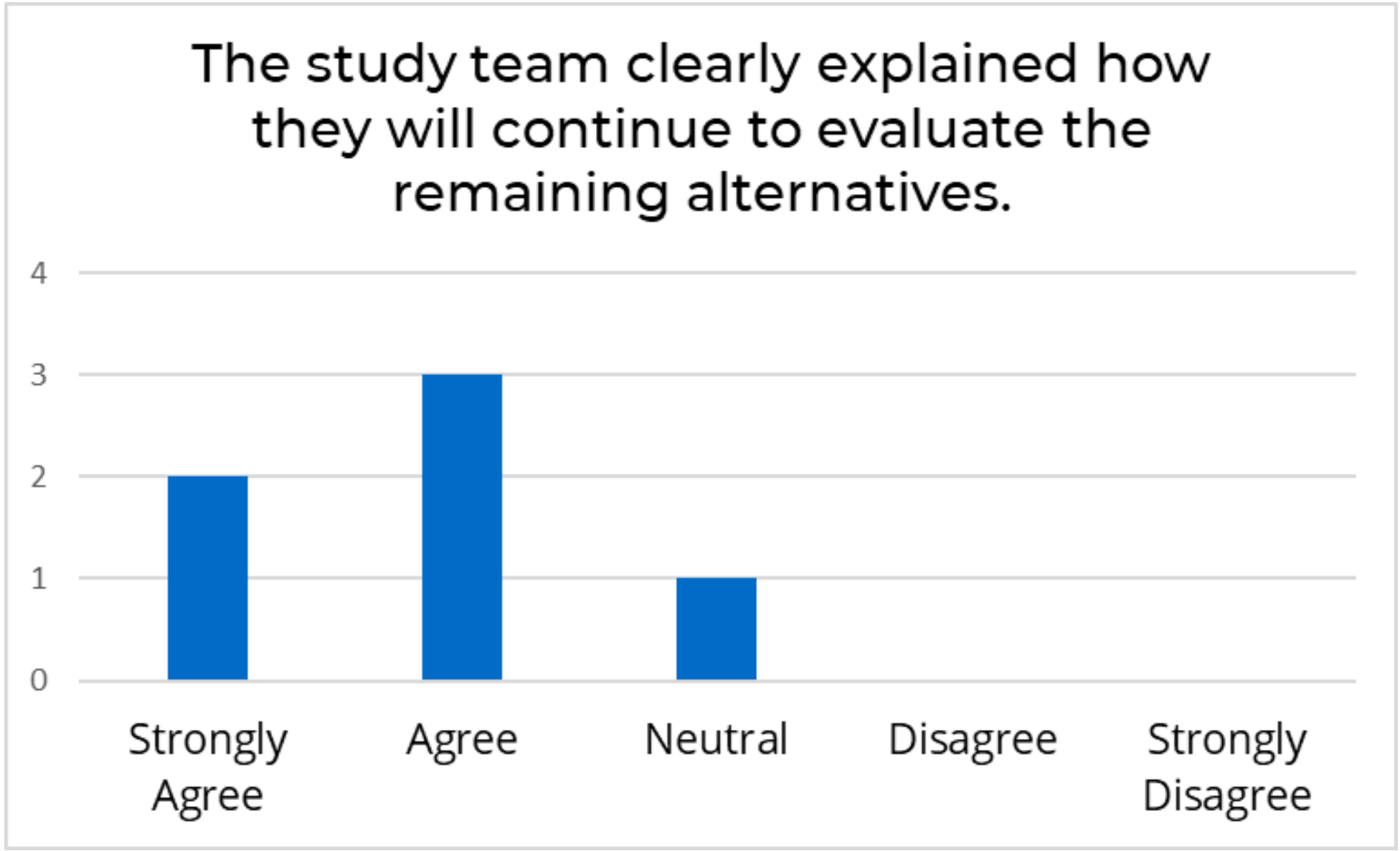
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree


The study team clearly explained how they will continue to evaluate the remaining alternatives.
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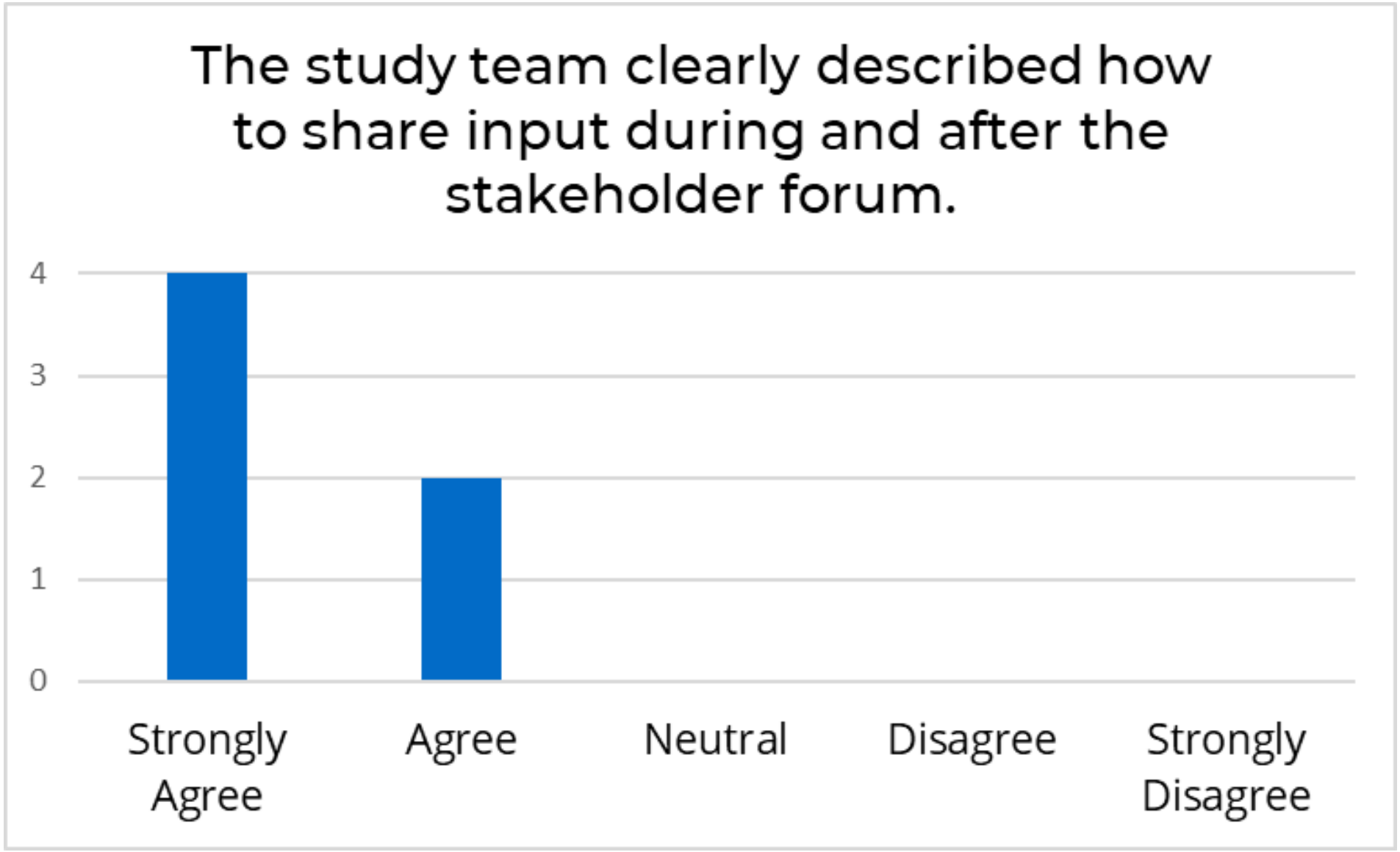
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree


The study team clearly described how to share input during and after the stakeholder forum.
4
3
2
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Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree


I am confident the city will consider the needs and concerns of all stakeholders in the study process.
4
3
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Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree

Additional feedback

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

Tier 2 evaluation findings

Alternatives evaluated in Tier 2

Lake Hills Connector southbound on-ramp

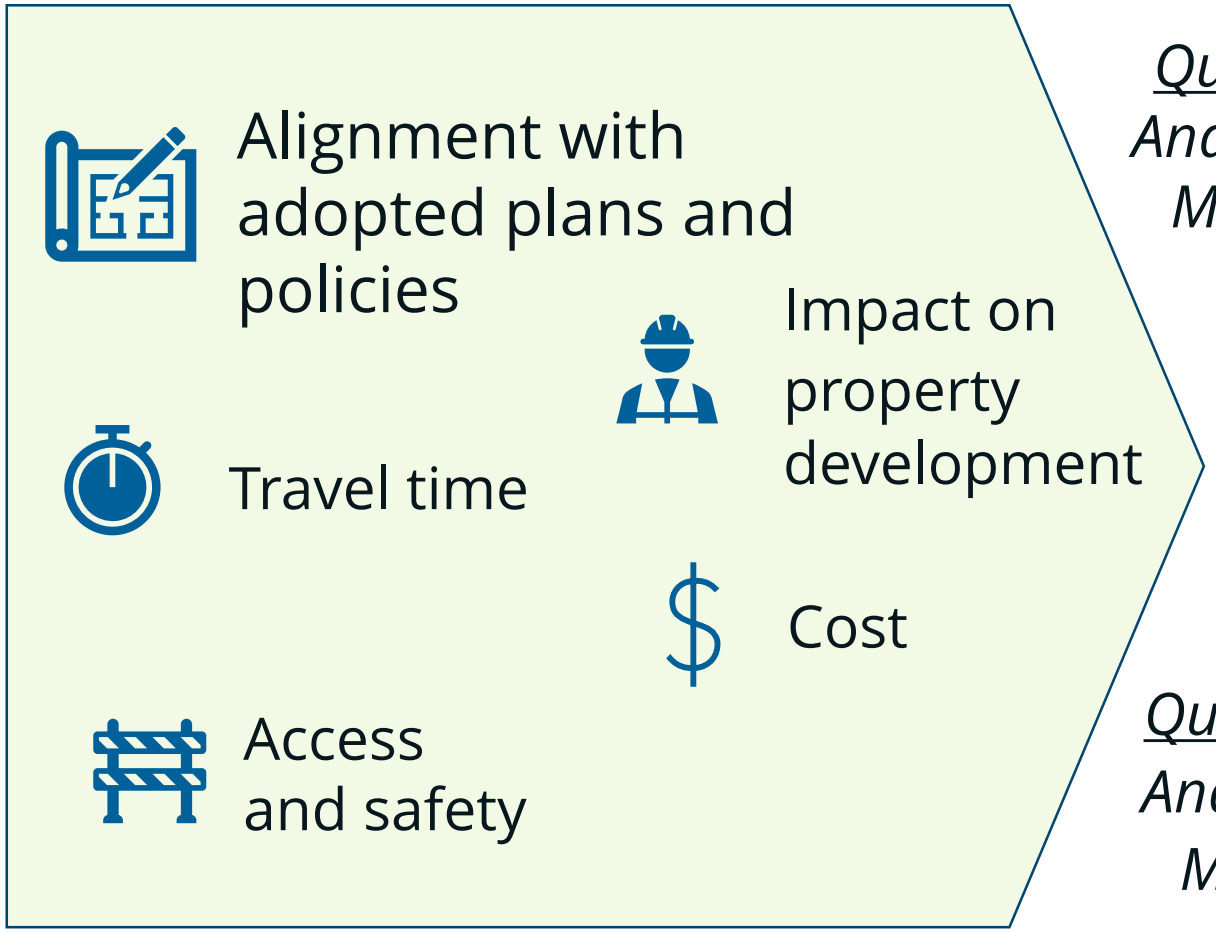
Southeast Sixth Street extension and southbound on-ramp

Southeast Sixth Street extension inside access

Northeast Second Street extension

No build (baseline)

Tier 2 – Alternatives evaluation



Qualitative Analysis and Measures

Quantitative Analysis and Measures

Stakeholder Input

Community Input

Alignment with adopted plans and policies

Alignment with regional and local transportation plans

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

Alignment with land use and urban design plans and policies

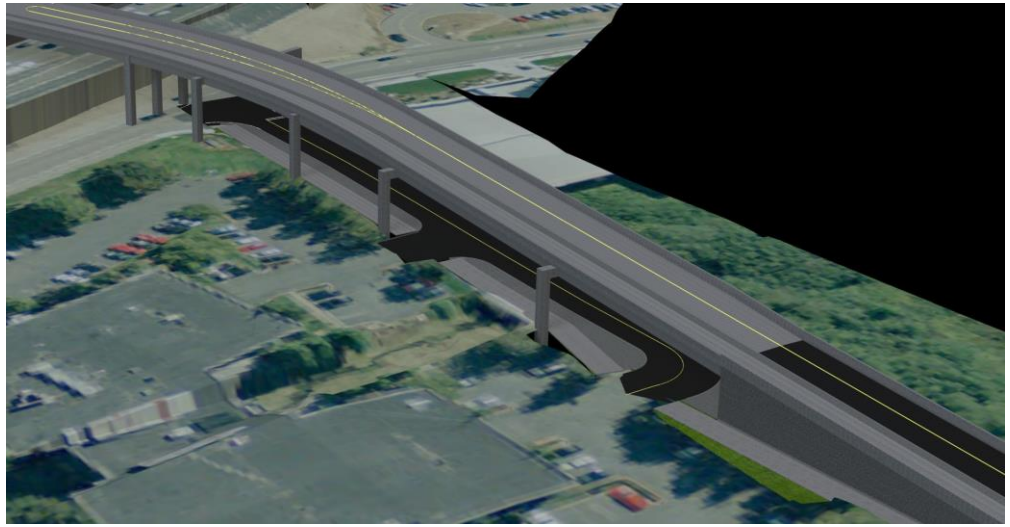
- **Lake Hills Connector southbound on-ramp**
  - No significant policy conflict
- **Southeast Sixth Street extension options (southbound on-ramp and inside access)**
  - East Main transit-oriented development work did not anticipate ramps at Southeast Sixth Street
- **Northeast Second Street extension**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

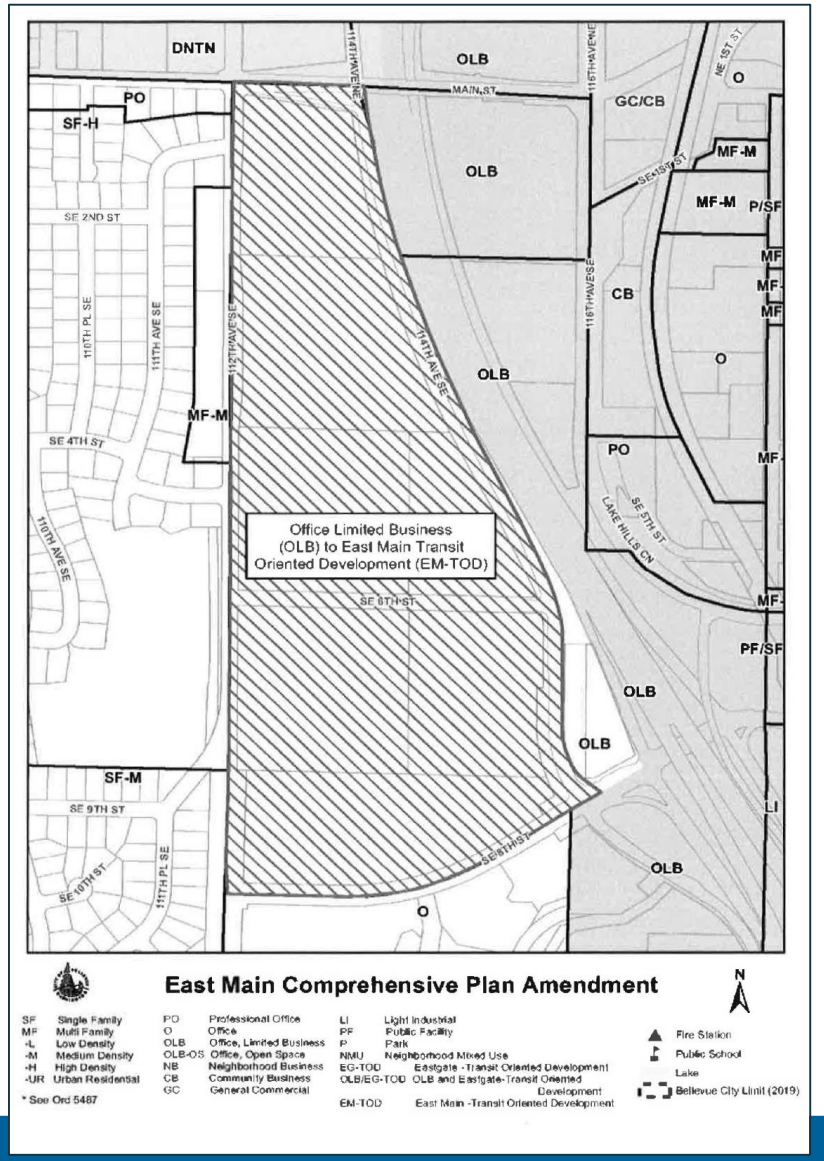
Alignment with existing environmental codes and policies

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

East Main Transit-Oriented Development Vision

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

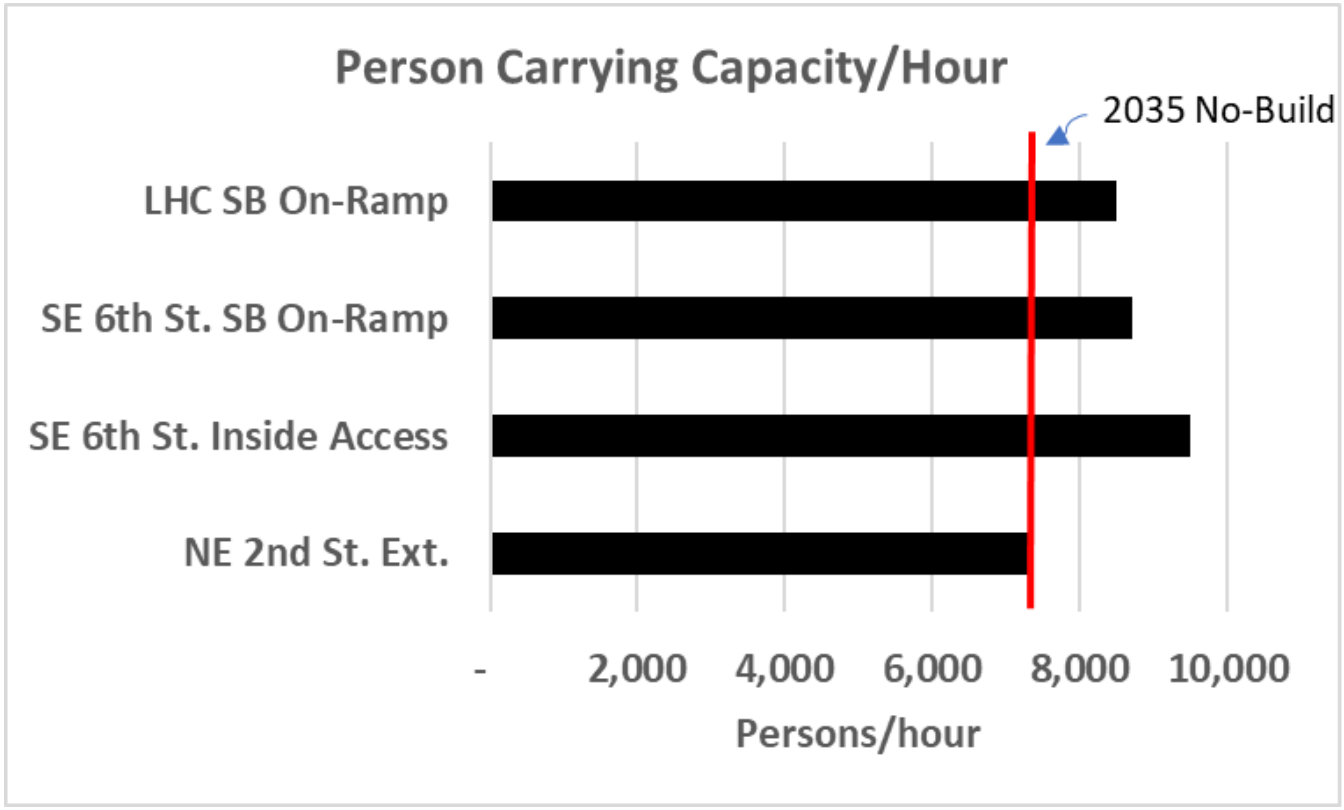




Travel time

I-405 access capacity (2035)

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



Additional intersection improvements

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

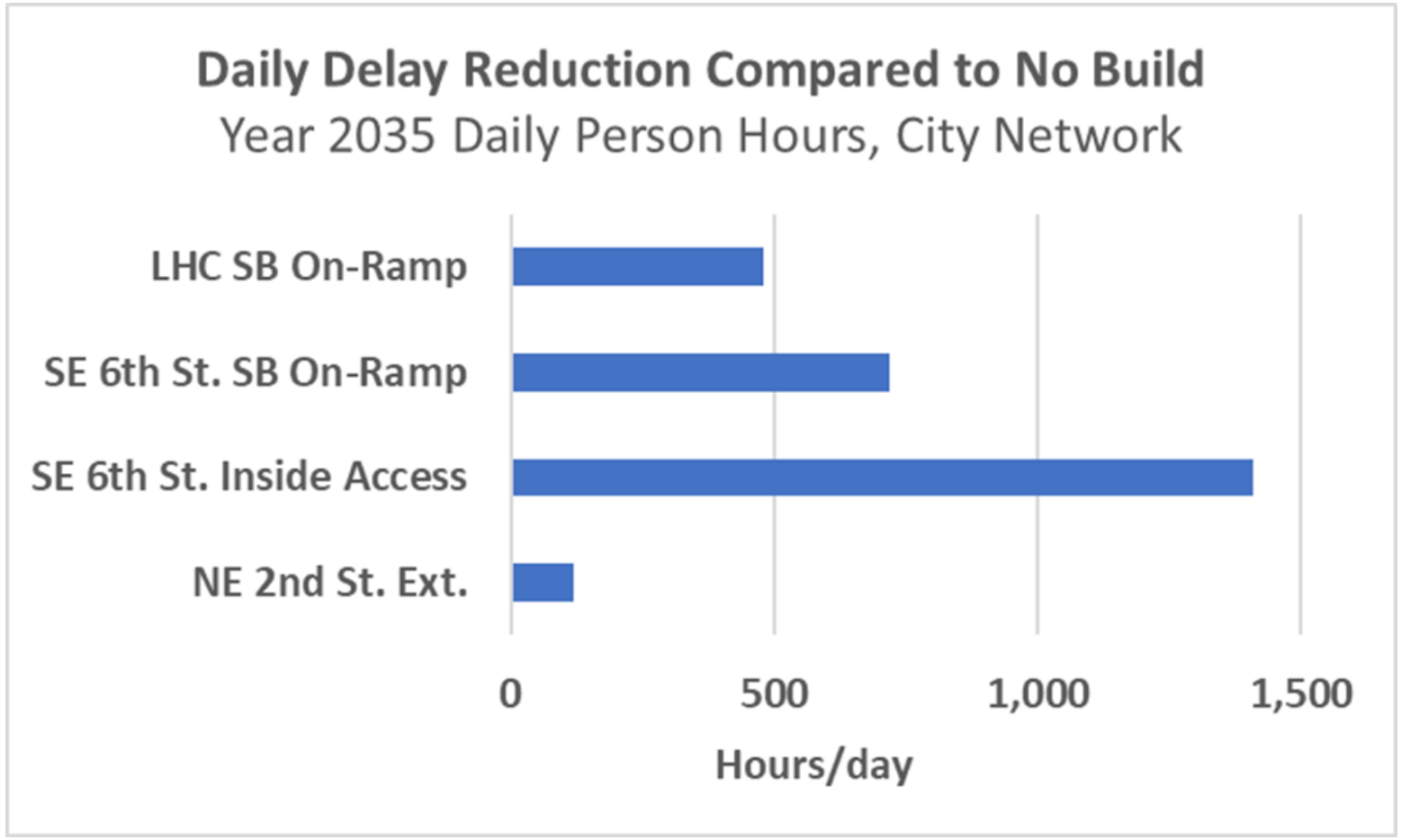
Lake Hills Connector southbound on-ramp

Southeast Sixth Street extension and southbound on-ramp

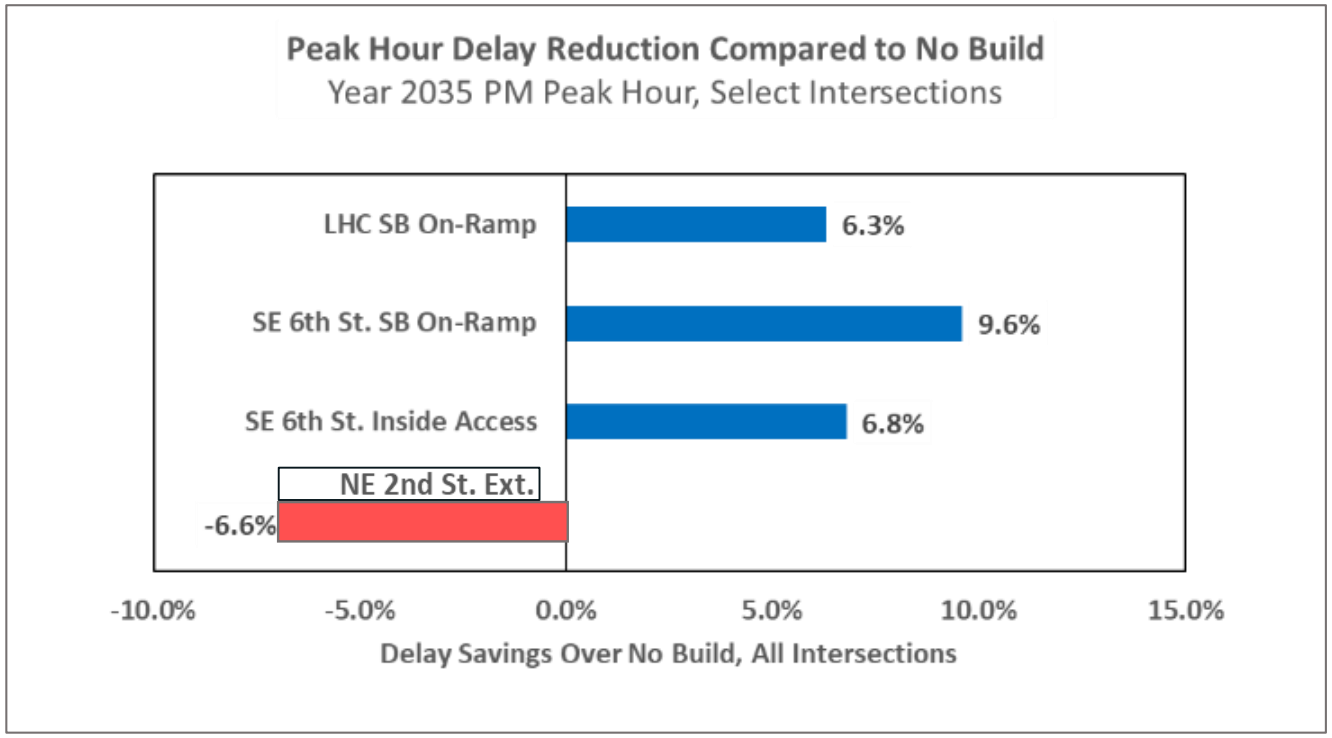
Southeast Sixth Street extension inside access

City wide travel time savings

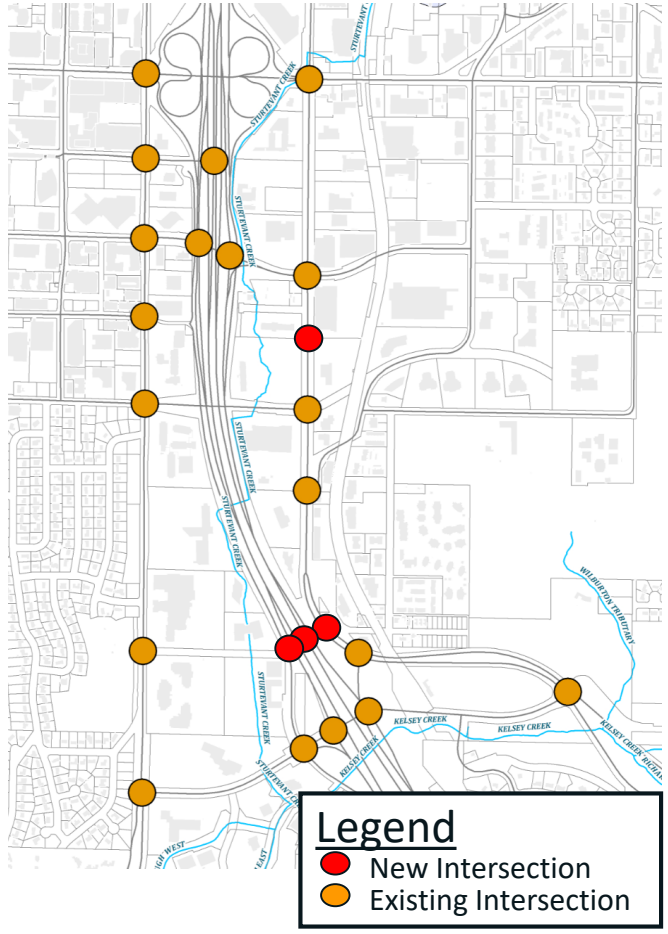
- Daily travel time for all roads in Bellevue
- Southeast Sixth Street extension inside access saves most travel time

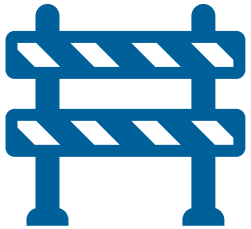


Intersection delay reductions



Intersections evaluated





Access and safety

Multimodal access

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

Legend

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

Southeast Sixth Street extension and southbound on-ramp

Southeast Sixth Street extension inside access

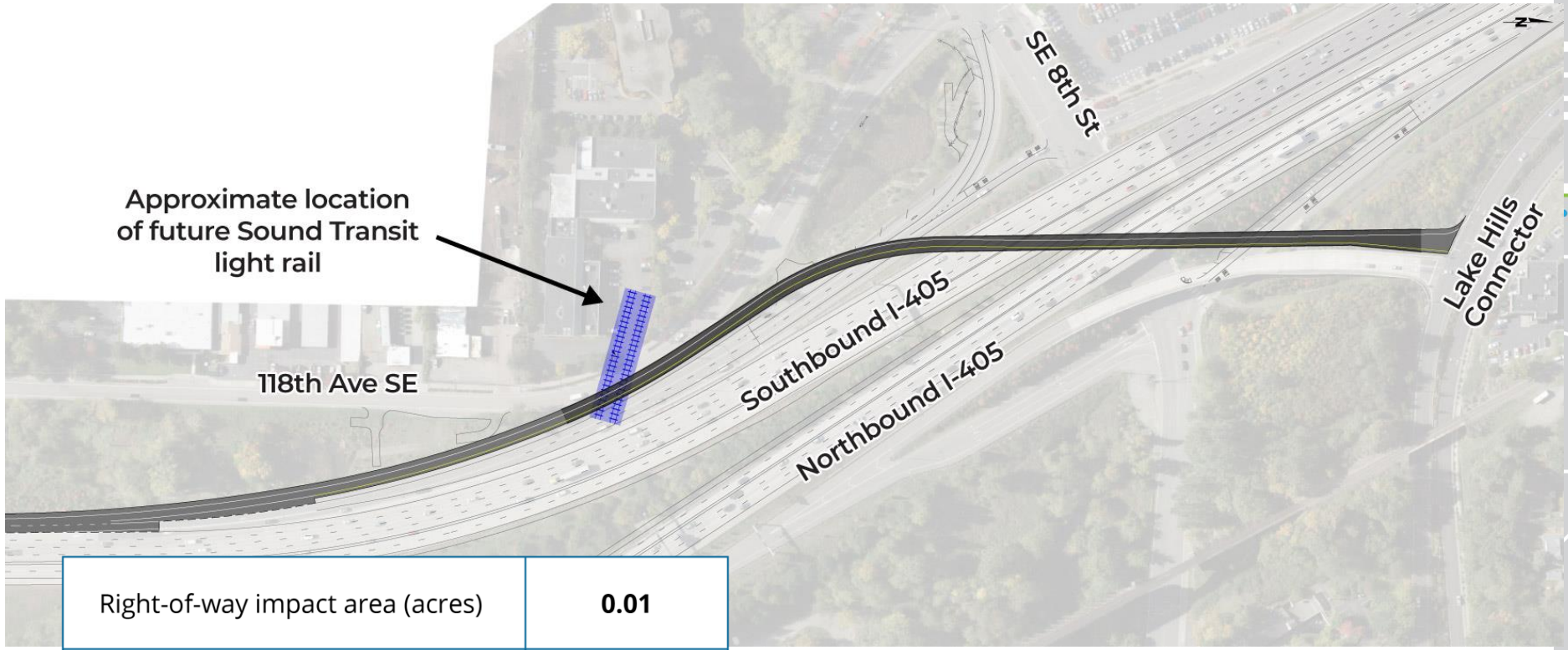
Northeast Second Street extension

Safety

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

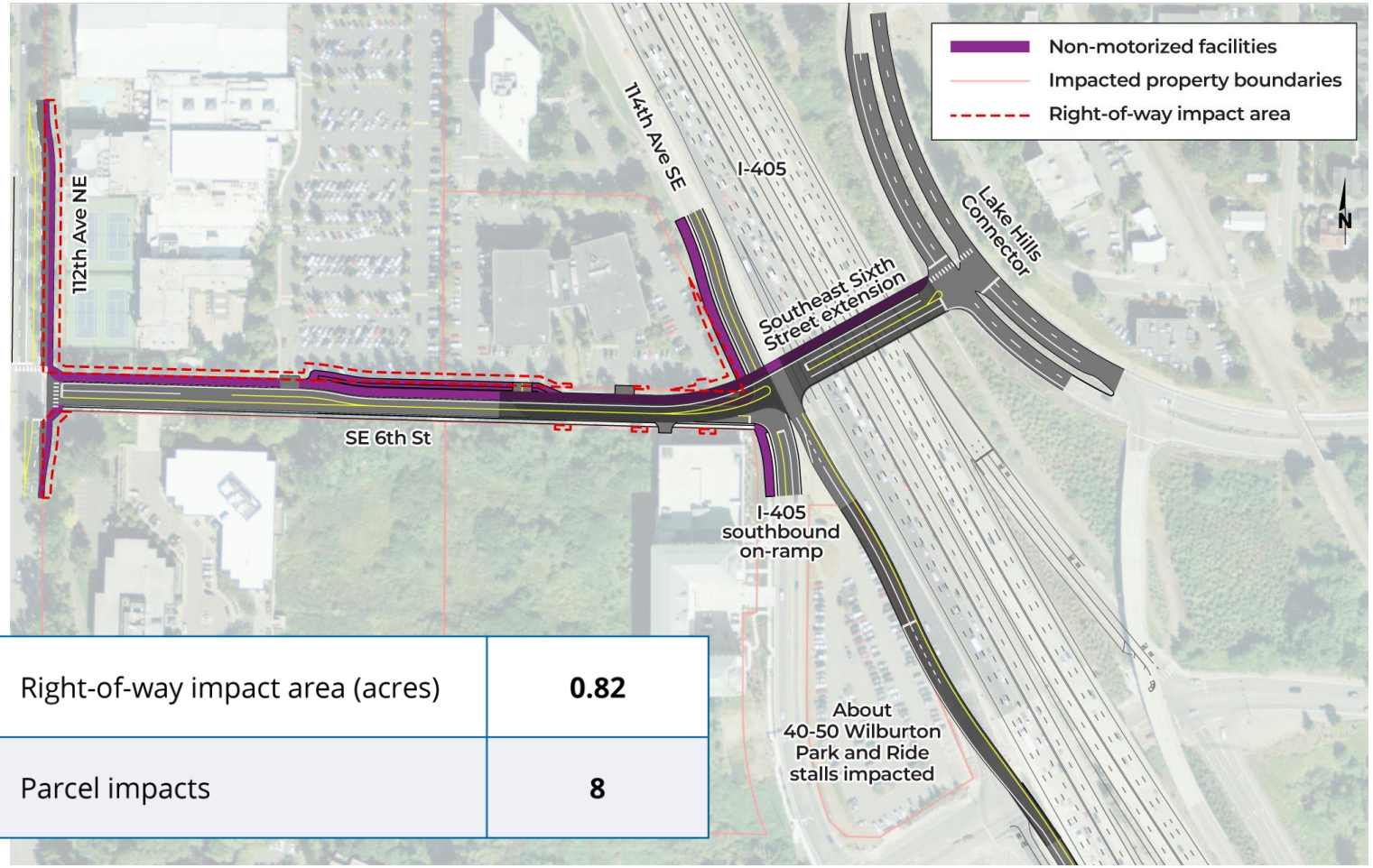
Impact on property development

Lake Hills Connector southbound on-ramp



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

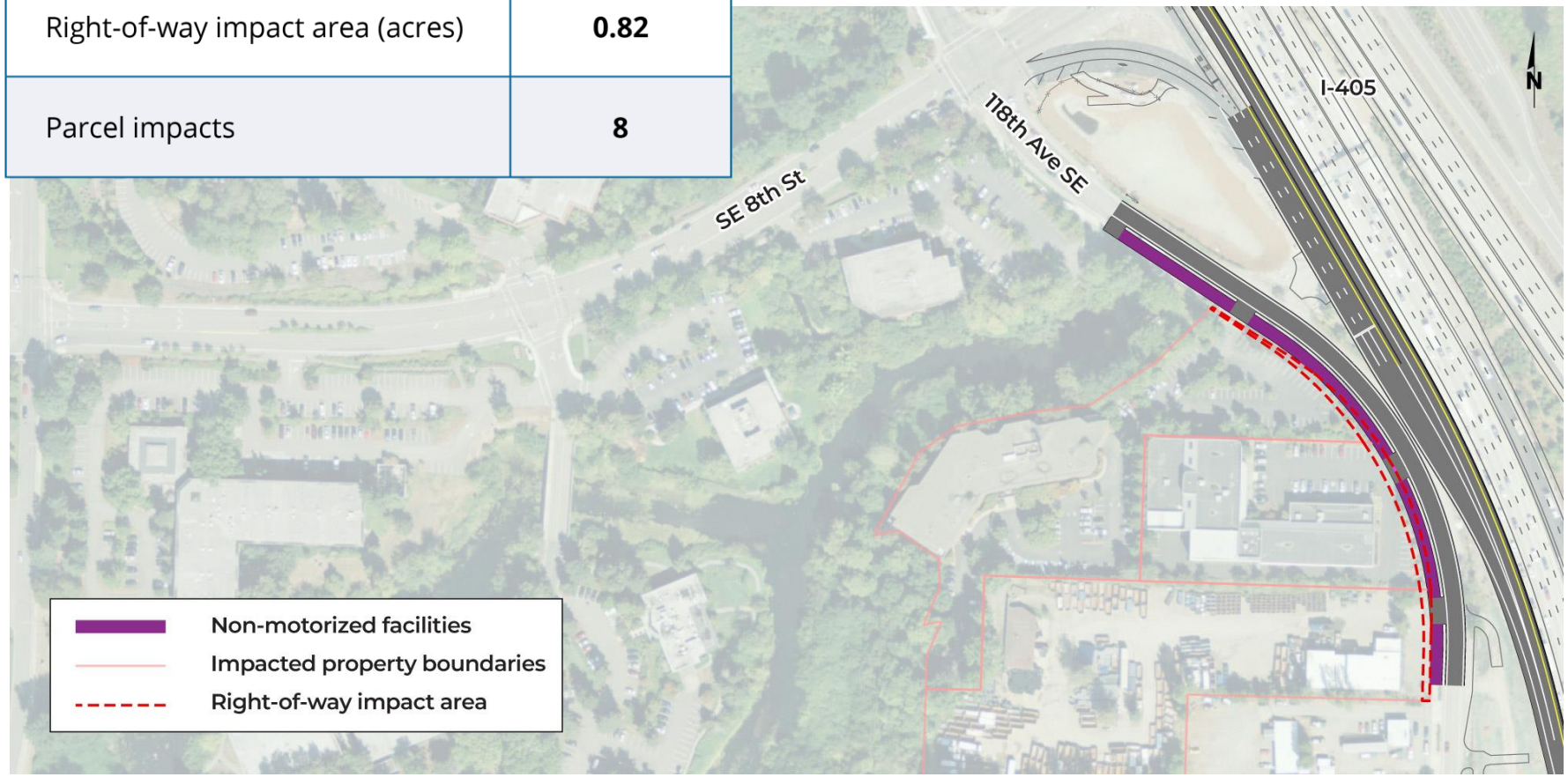
Southeast Sixth street extension and southbound on-ramp



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

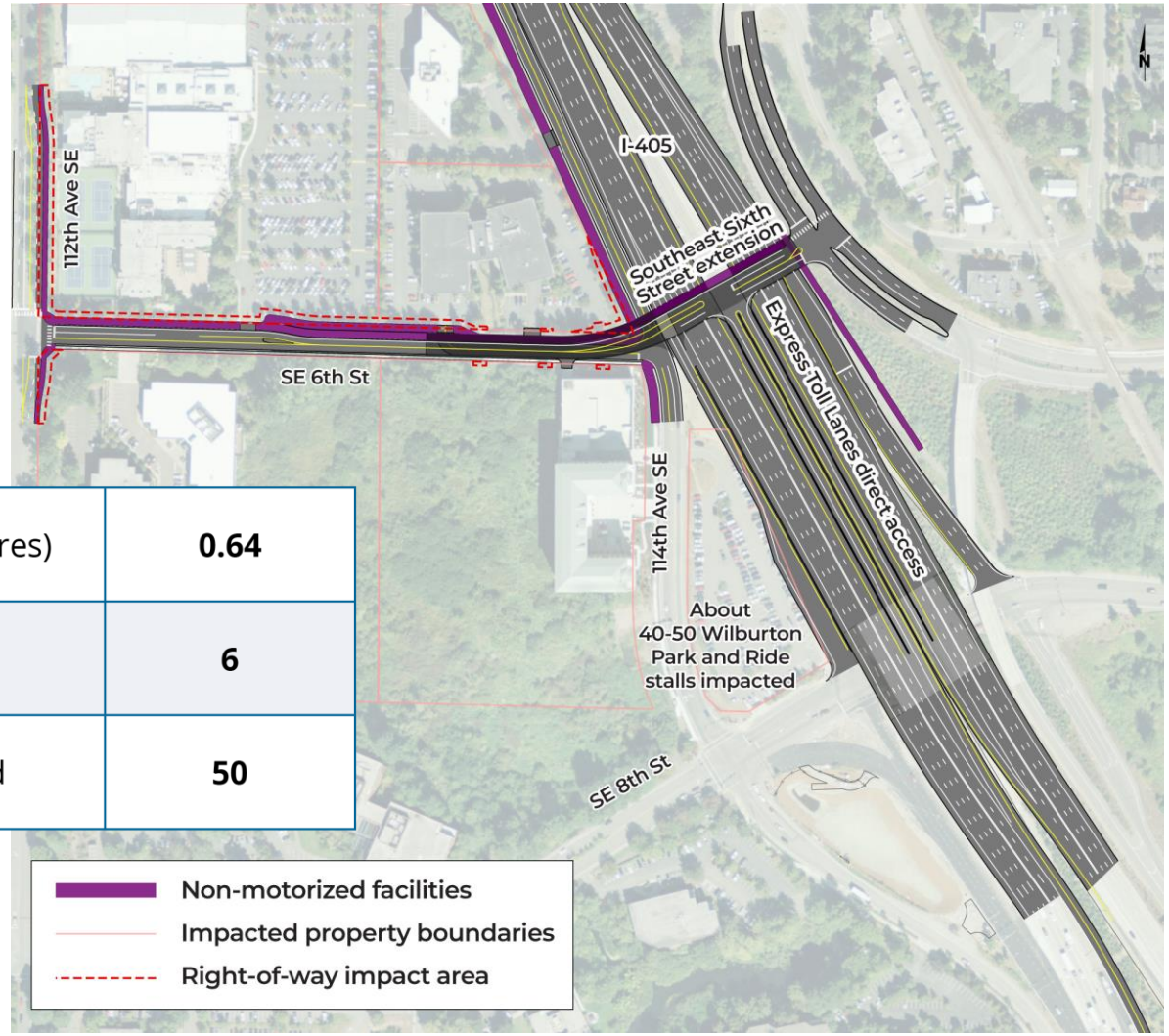
Southeast Sixth street extension and southbound on-ramp

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



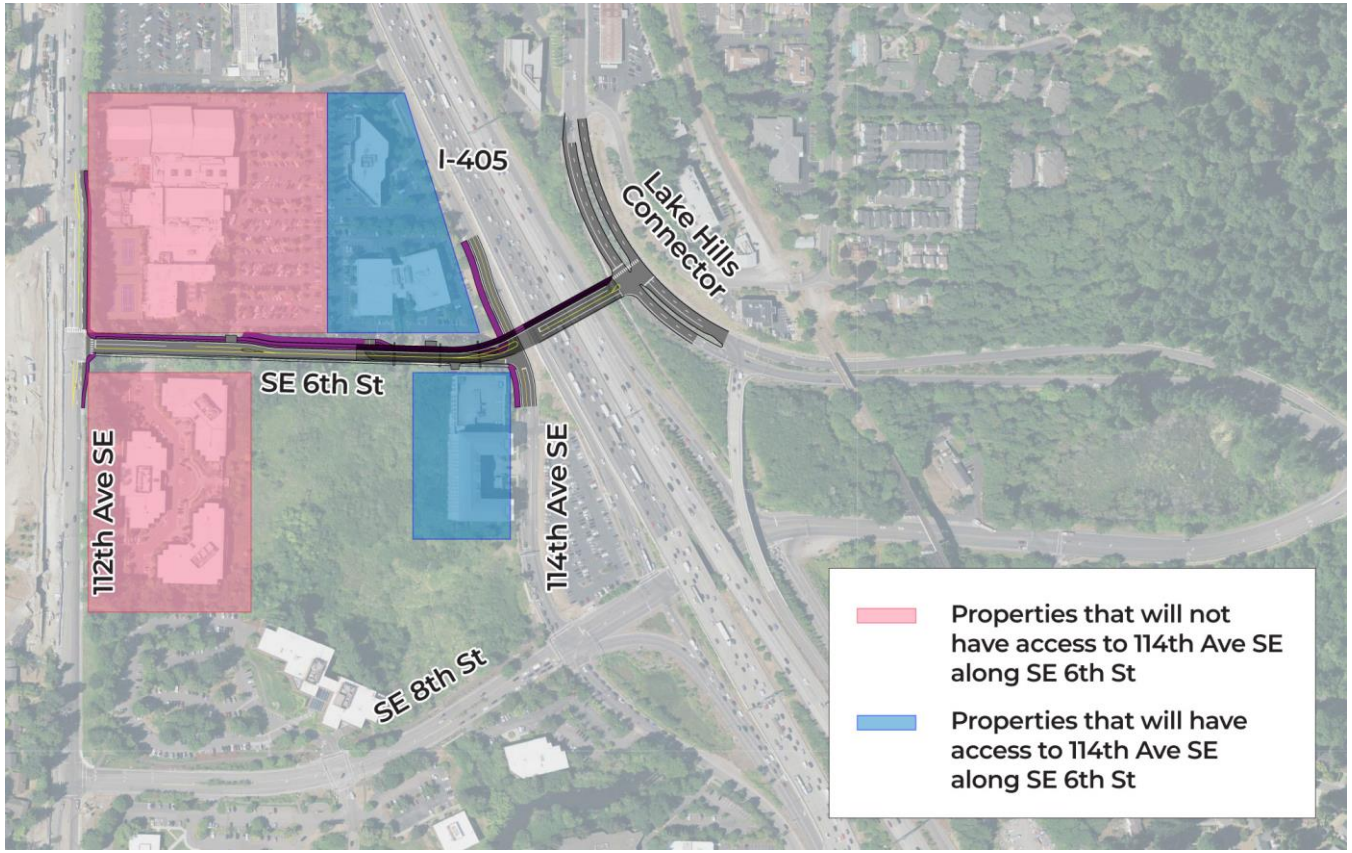
Southeast Sixth Street extension inside access

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

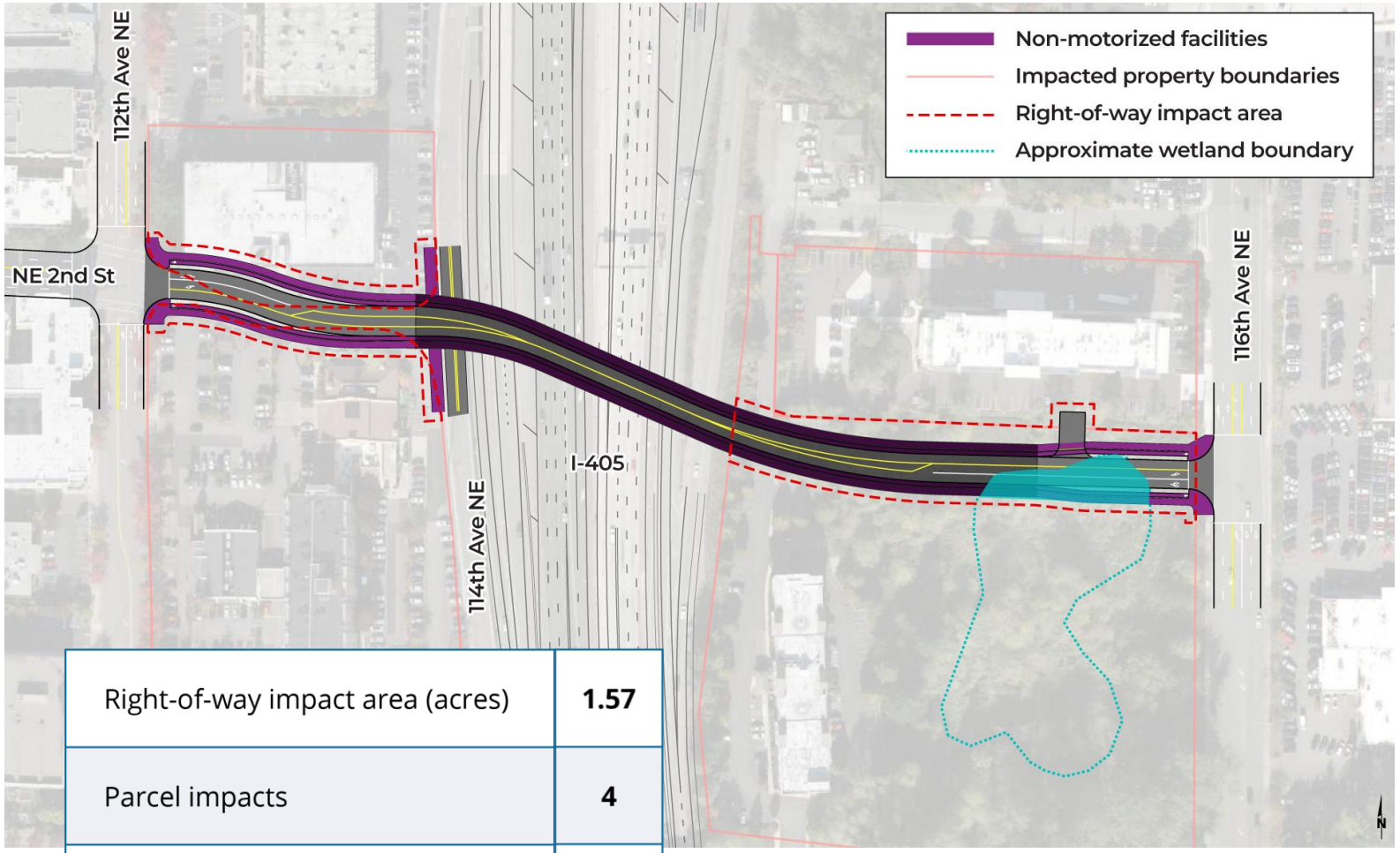


Southeast Sixth Street extension access property impacts

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



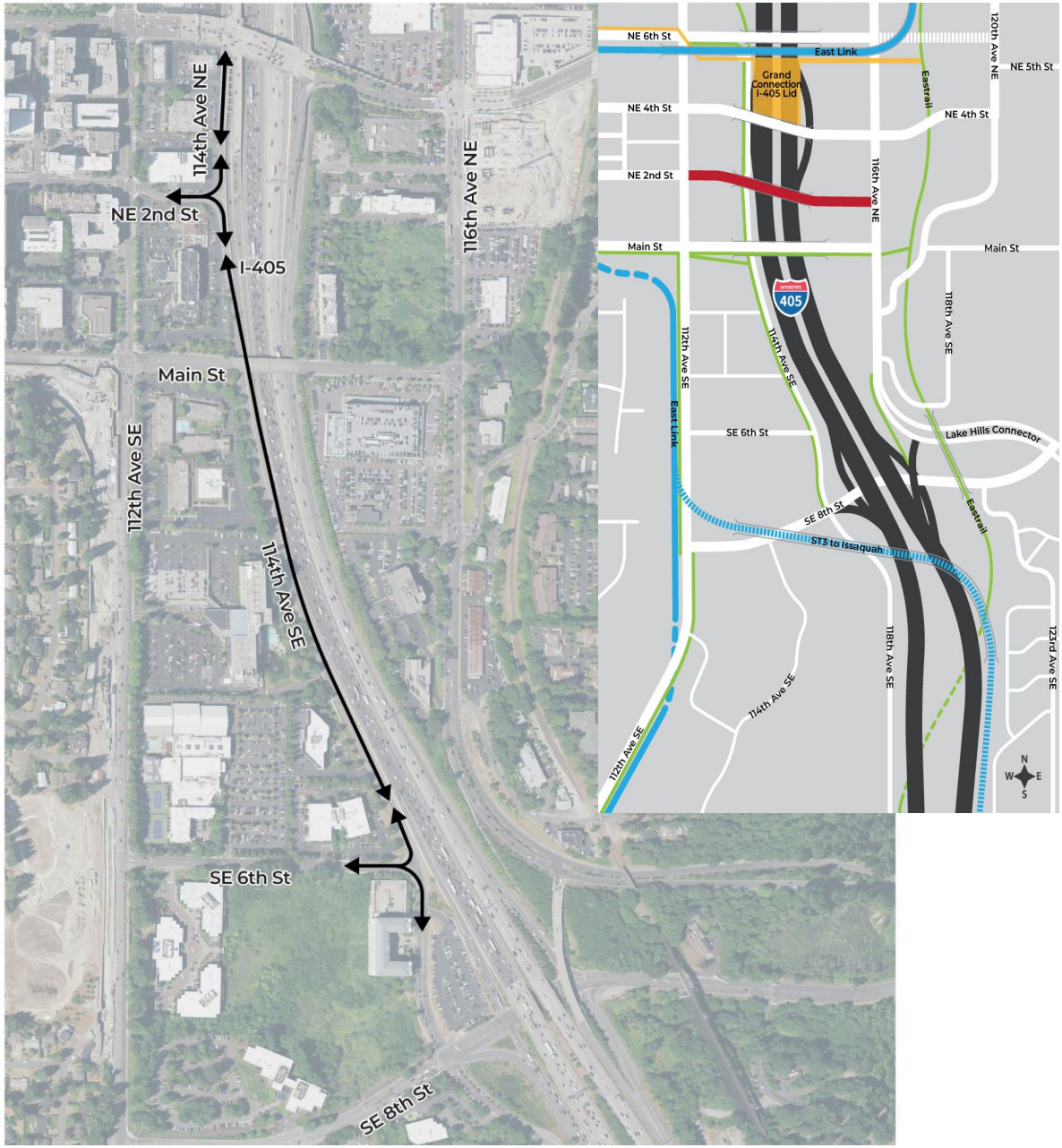
Northeast Second Street extension



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

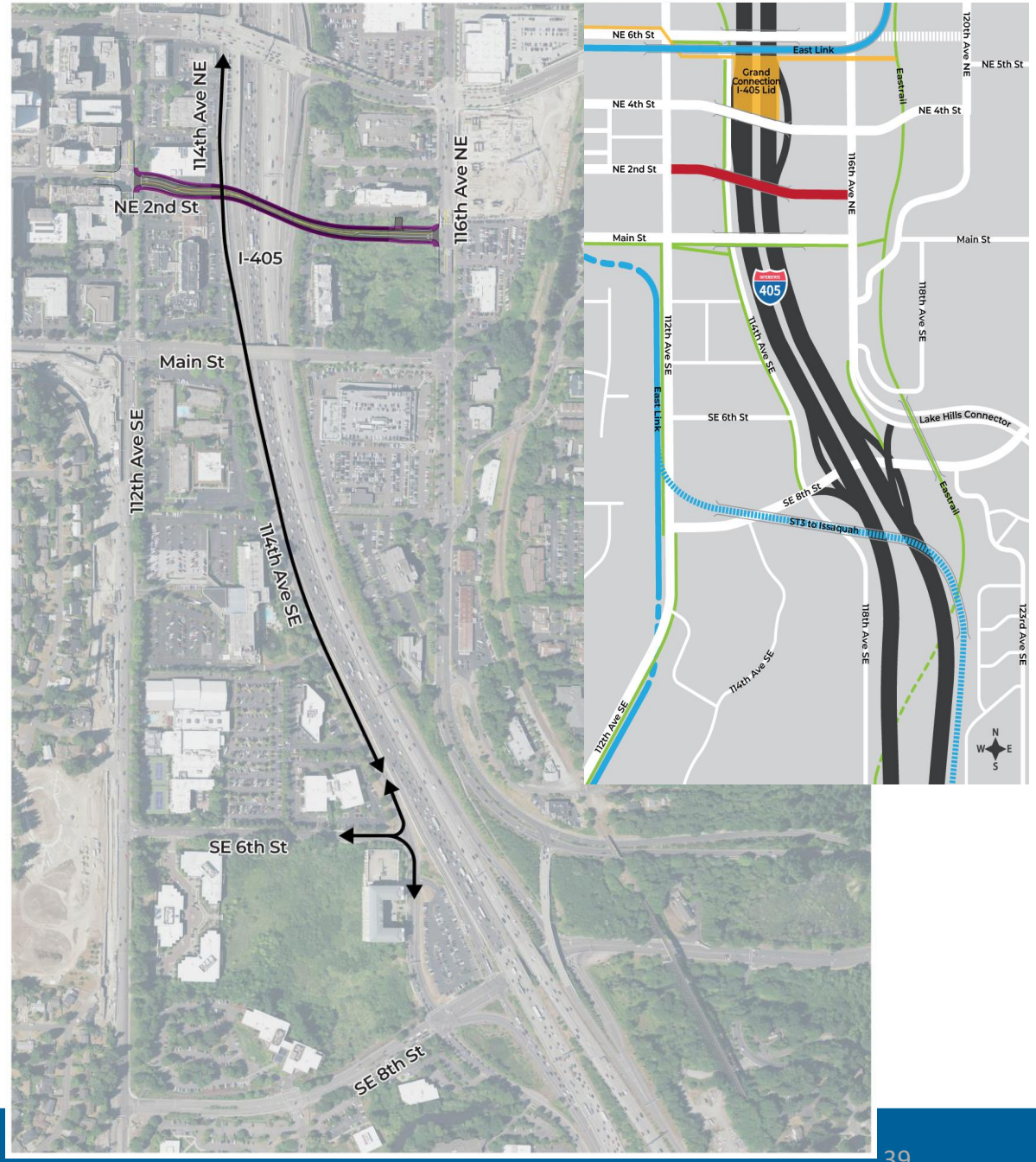
Northeast Second Street extension

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



Northeast Second Street extension

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



Cost

Planning level cost estimates

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

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

Putting it all together

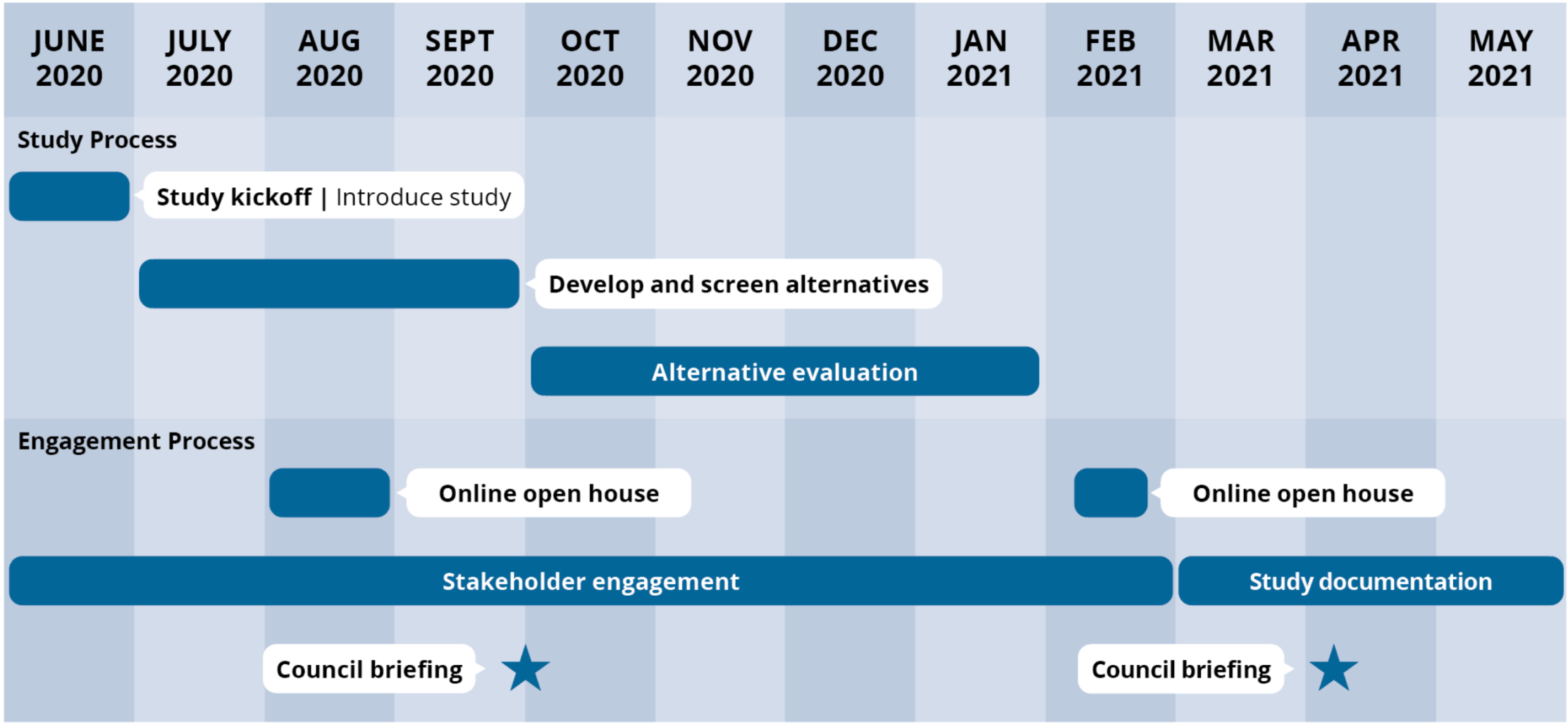
We evaluated the five alternatives based upon:

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

We are looking for your feedback and input

Discussion and Q&A

Study schedule



Next steps

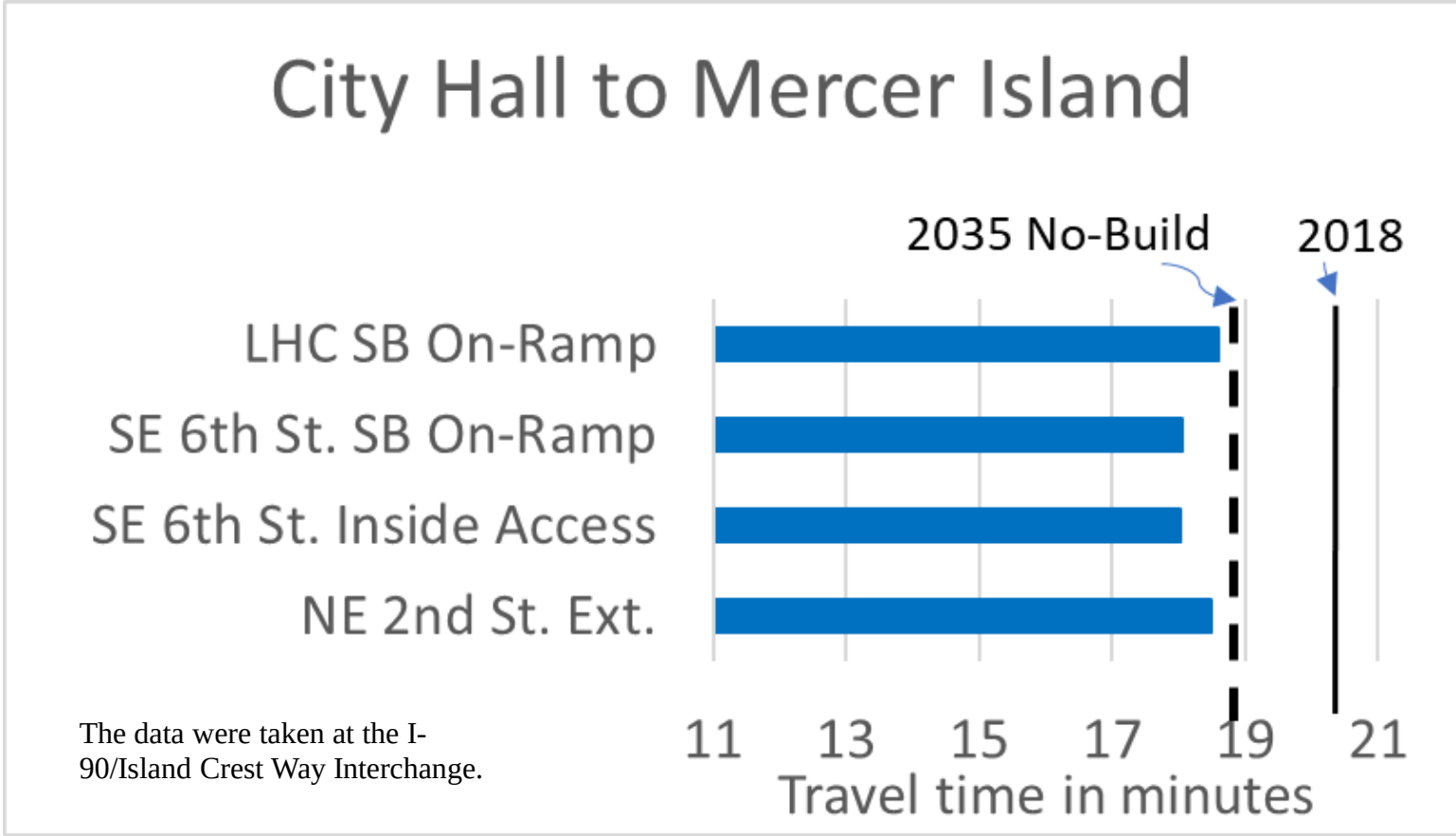
- Stakeholder questionnaire (due Monday, Feb. 8)
- Online open house: Feb. 8-19
- City Council meeting: April 5
- For more information, visit BellevueWA.gov/access-study

Thank you!

Appendix
Additional traffic information

Travel time between major destinations
Relative to 2035 No build

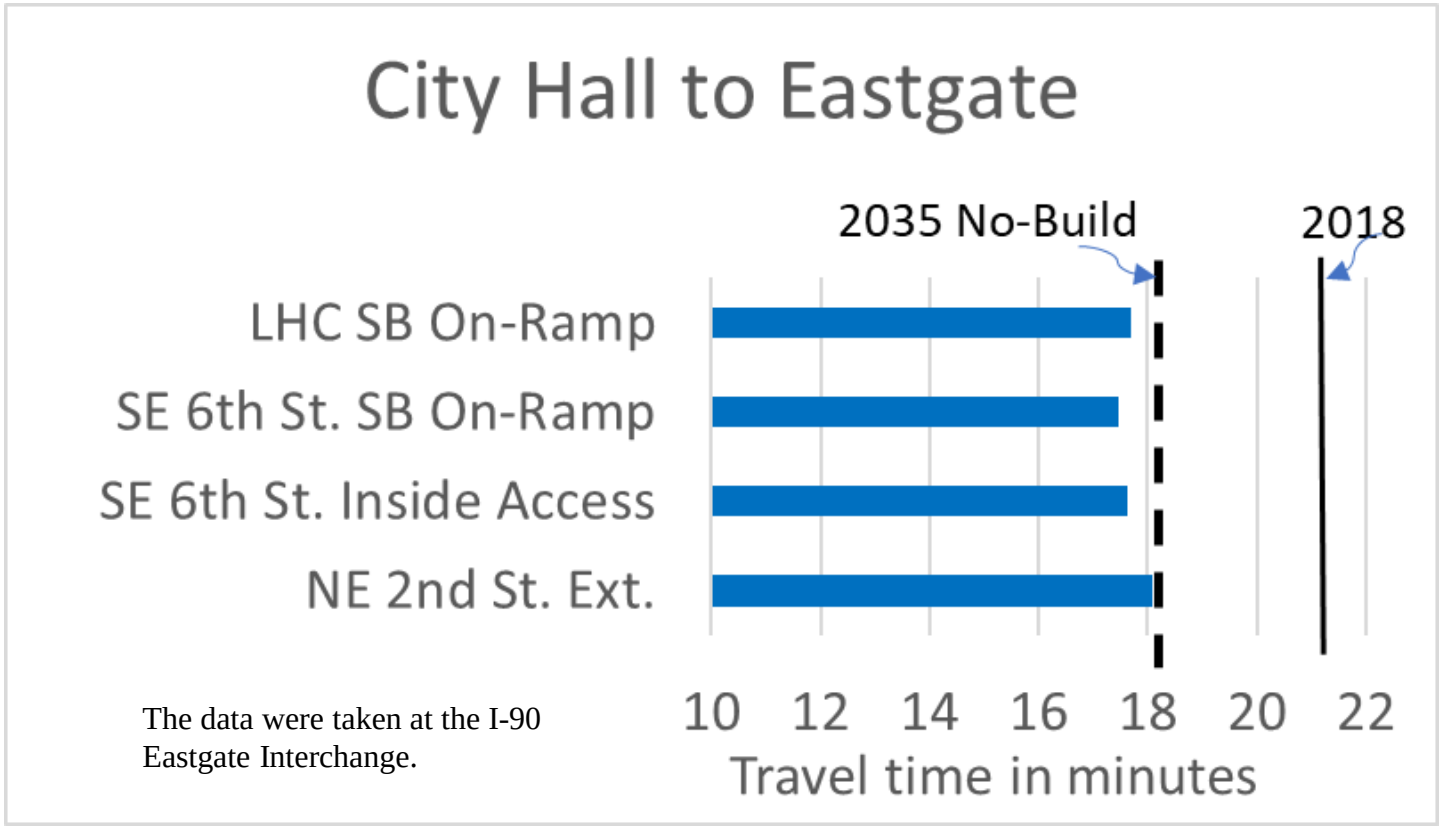
For trips going from City Hall to I-90 westbound, the two Southeast Sixth Street extension alternatives are expected to save one minute/vehicle in travel time while allowing more people to use the freeway



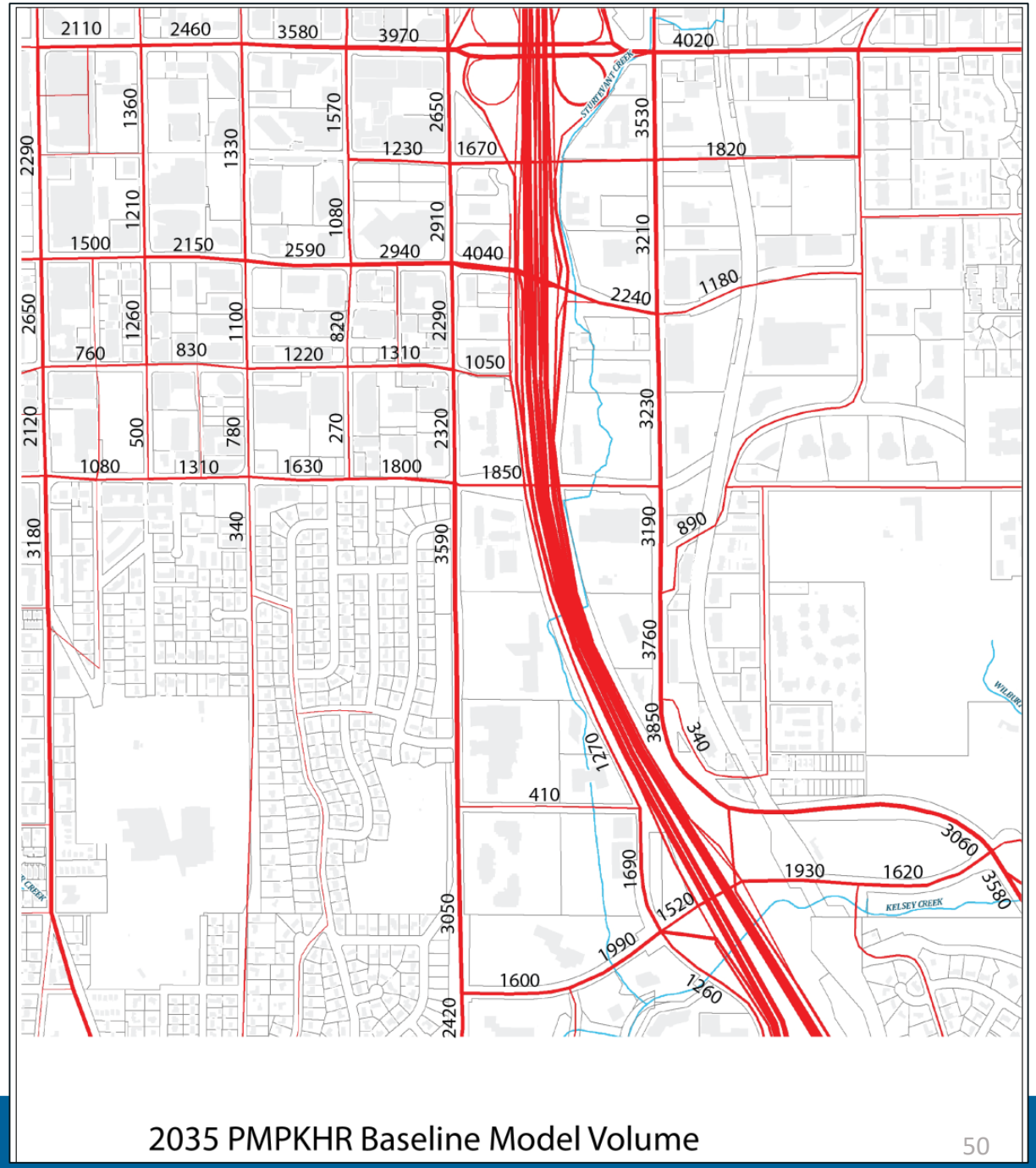
The data were taken at the I-90/Island Crest Way Interchange.

Travel time between major destinations
Relative to 2035 No build

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



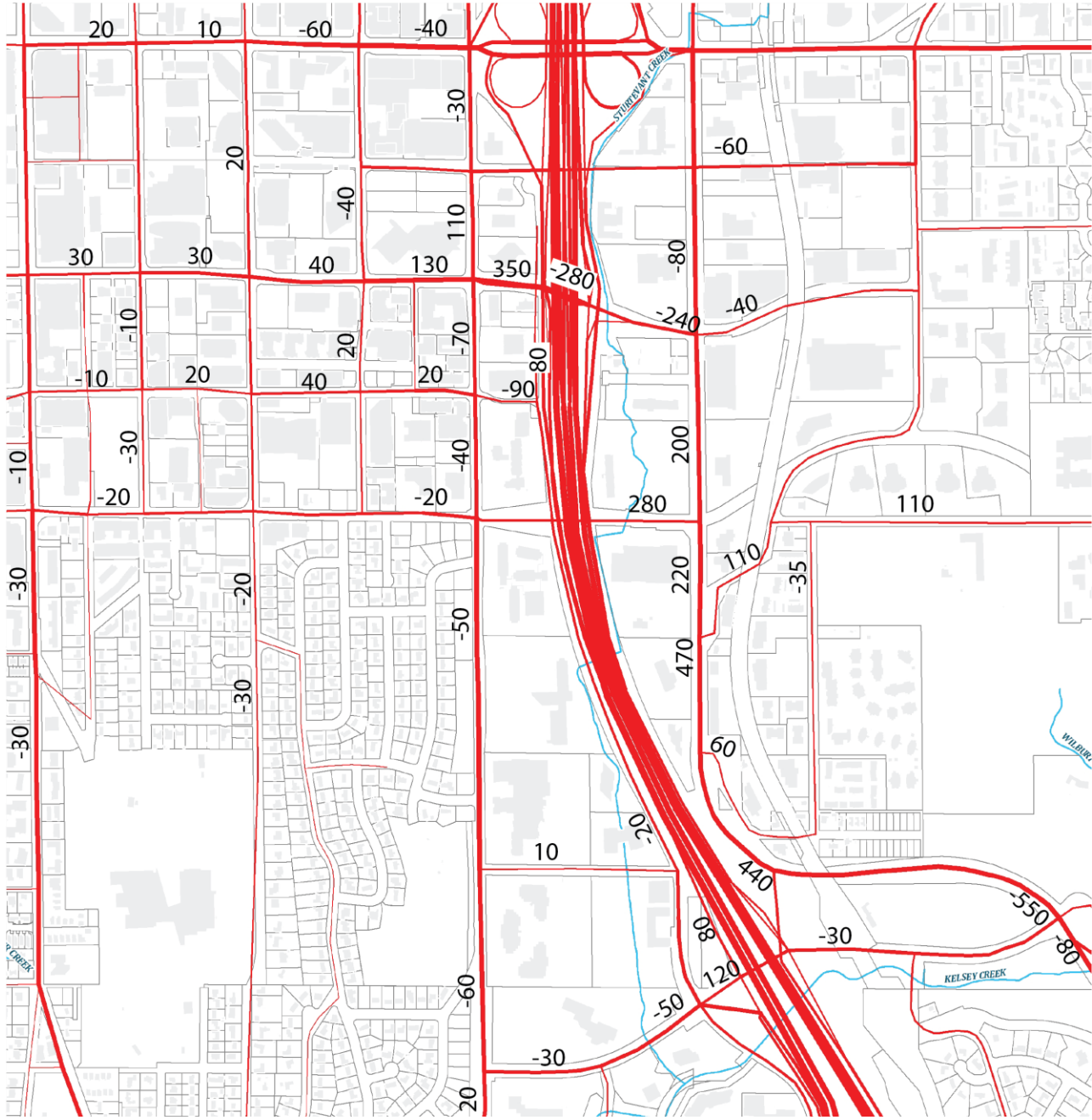
No build 2035 traffic forecast (PM Peak Hour)



2035 PMPKHR Baseline Model Volume

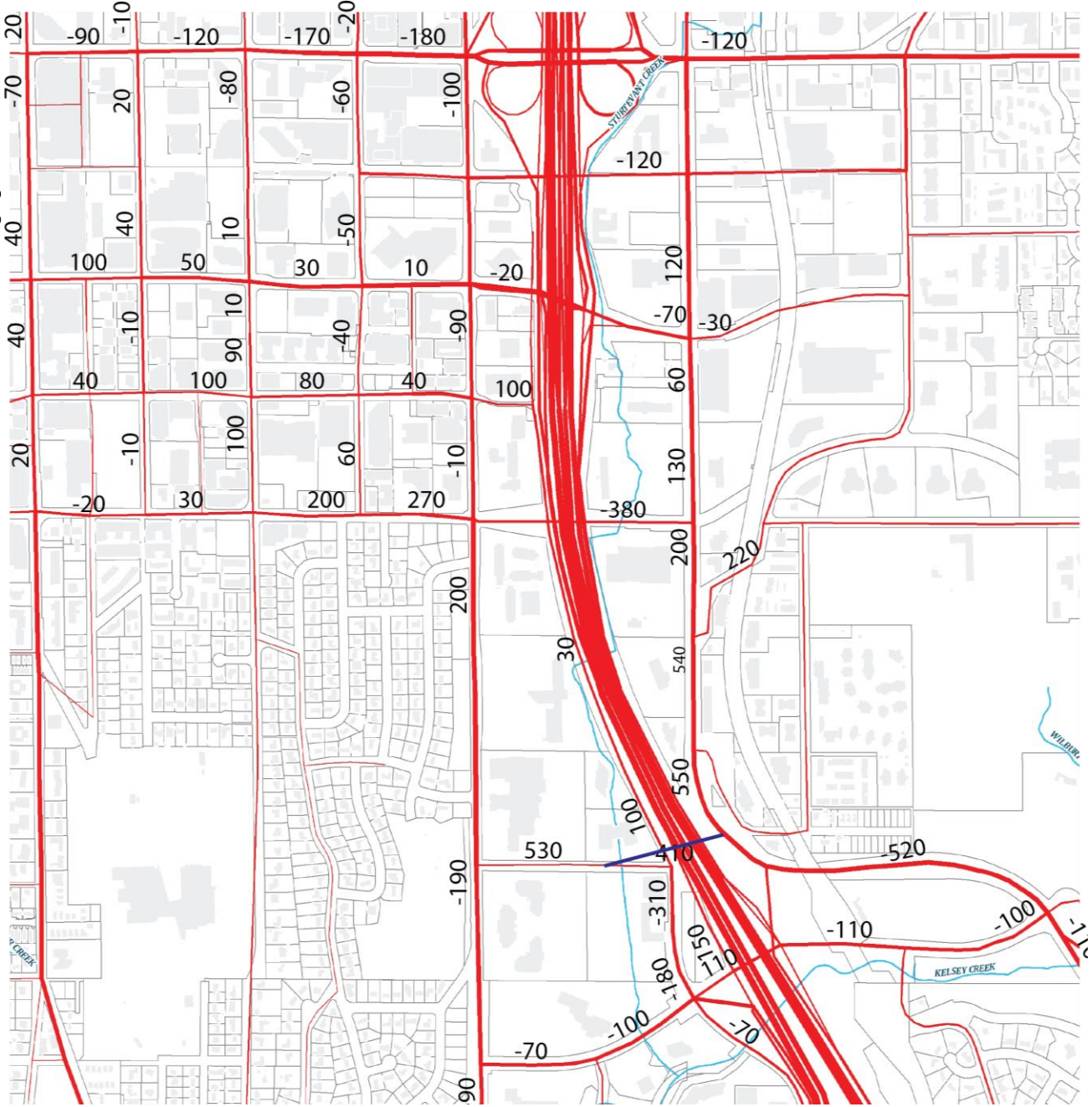
2035 Traffic Comparison: Lake Hills Connector southbound on-ramp vs No build (PM Peak Hour)

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



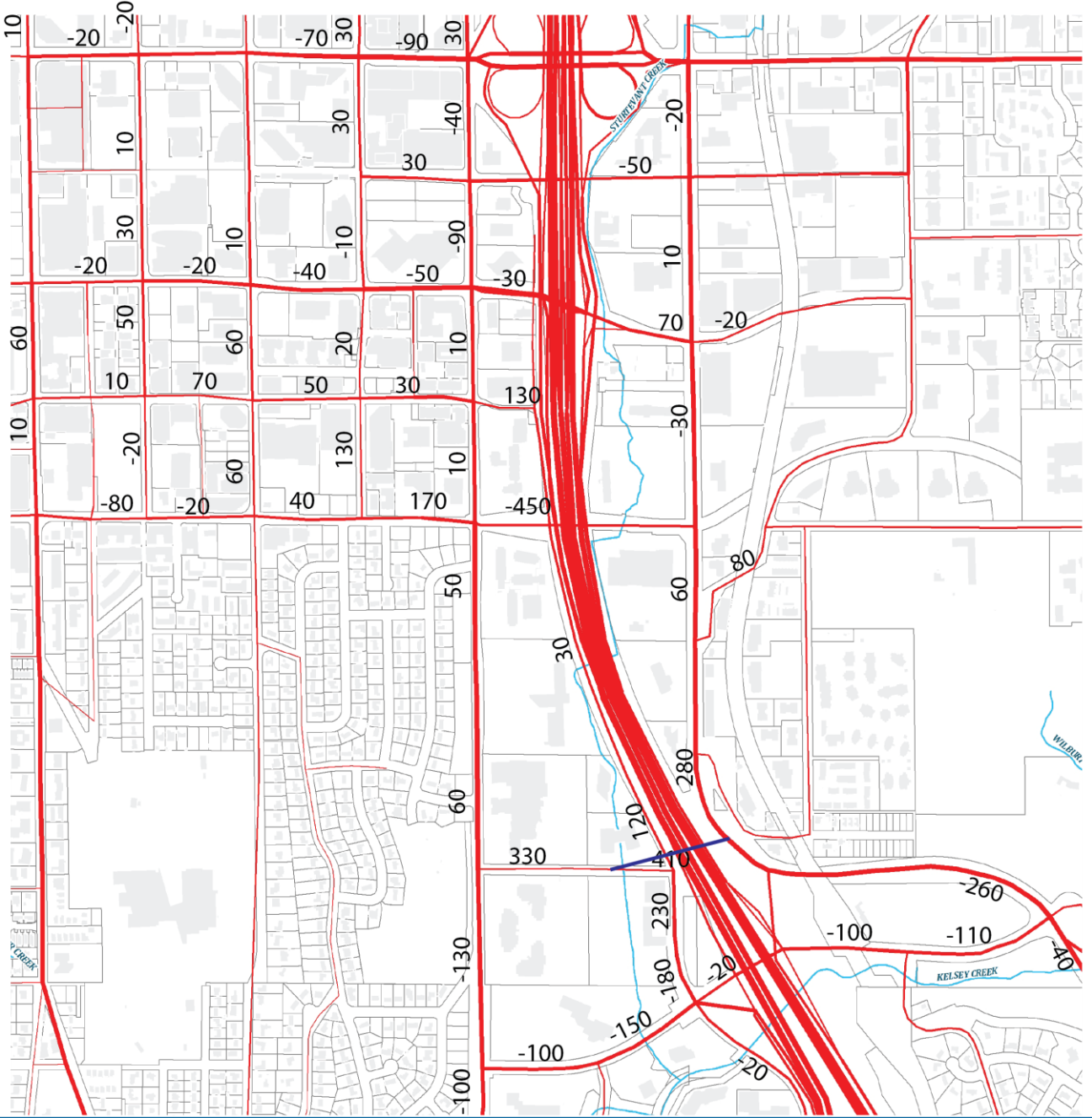
2035 Traffic Comparison: Southeast Sixth Street Extension Inside Access vs No build (PM Peak Hour)

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



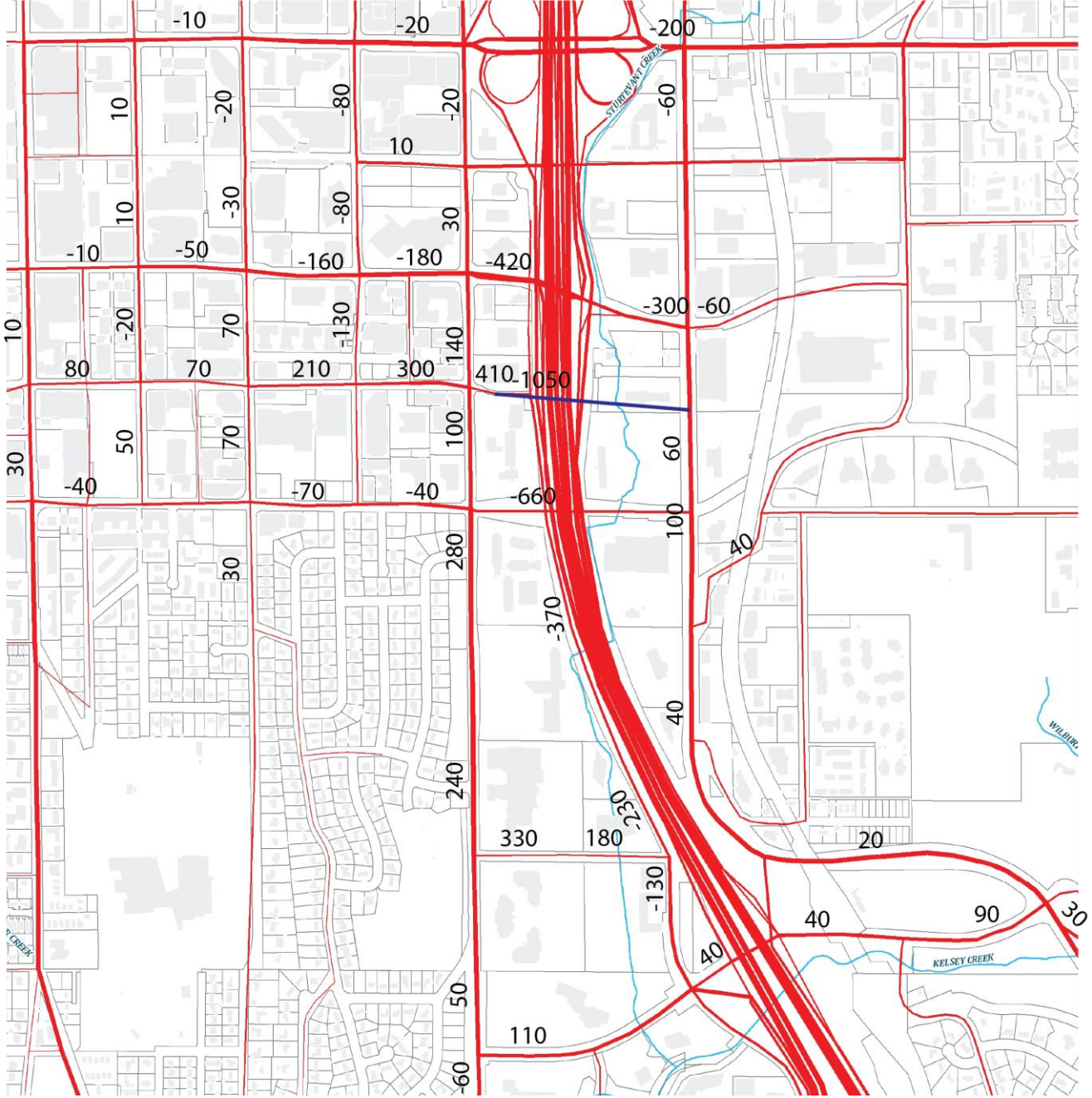
2035 Traffic Comparison: Southeast Sixth Street Extension southbound on-ramp vs No build (PM Peak Hour)

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



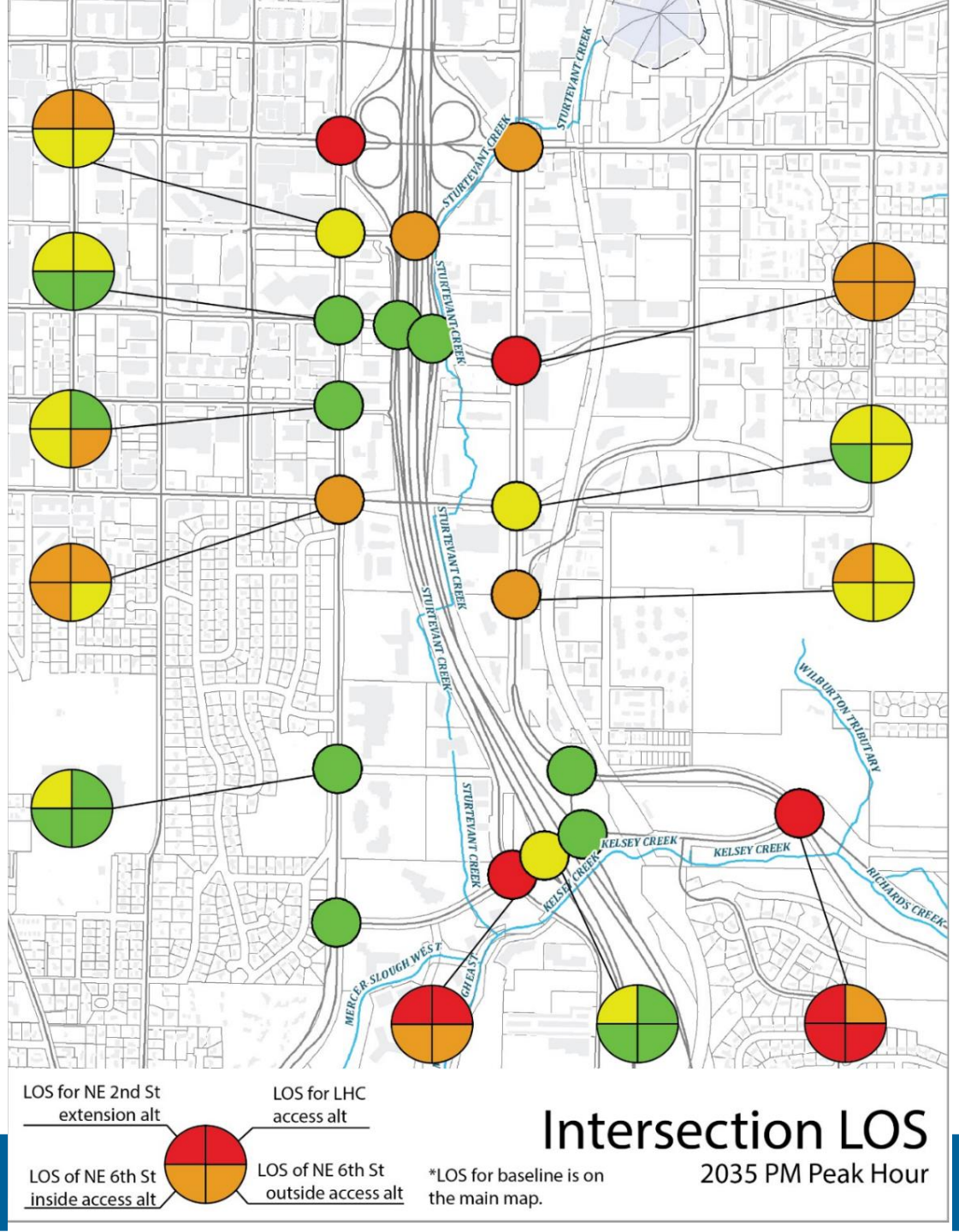
2035 Traffic Comparison Northeast Second Street Extension vs No build (PM peak hour)

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



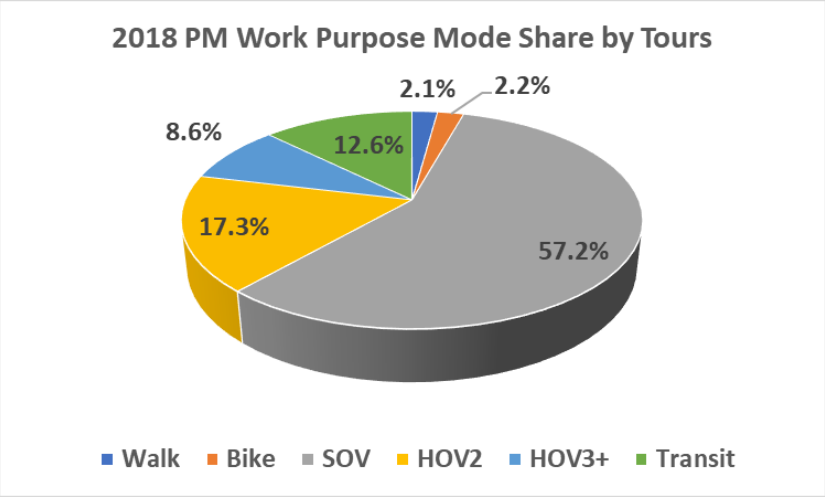
Intersection Analysis 2035 (PM peak hour)

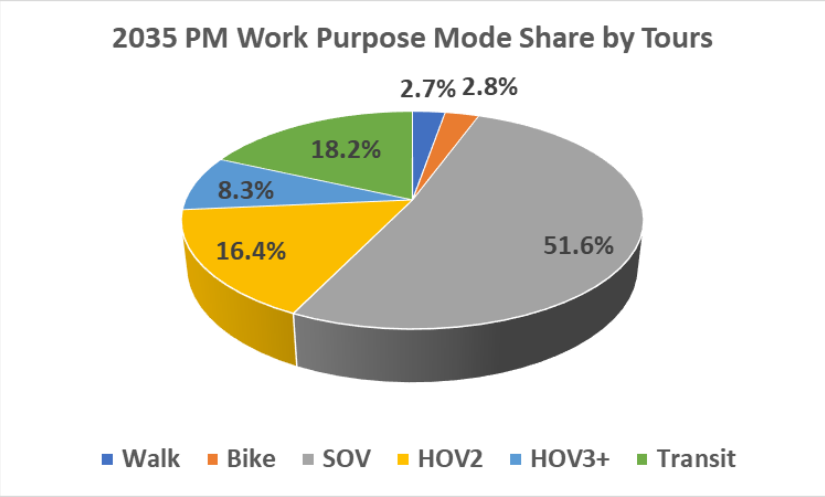
Alternatives	Change
NE 2nd St. Ext	6.6%
LHC SB Ramp +improvements	-6.3%
SE 6th Inside Access +improvements	-6.8%
SE 6th GP Ramp +improvements	-9.6%

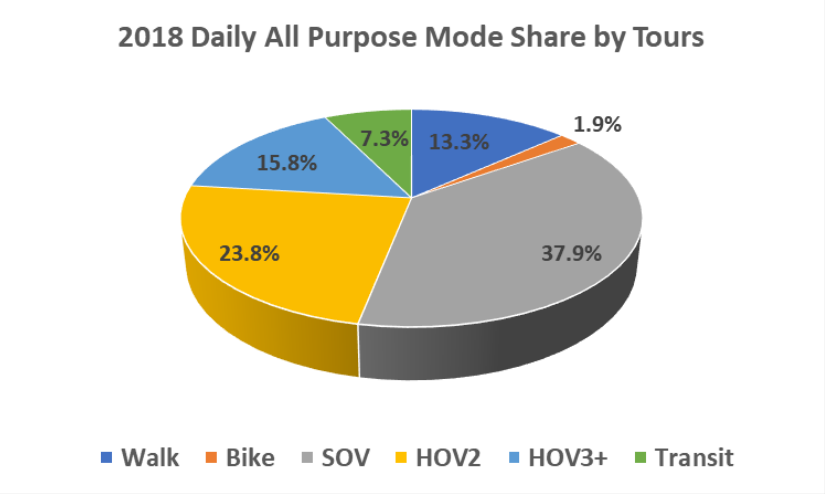


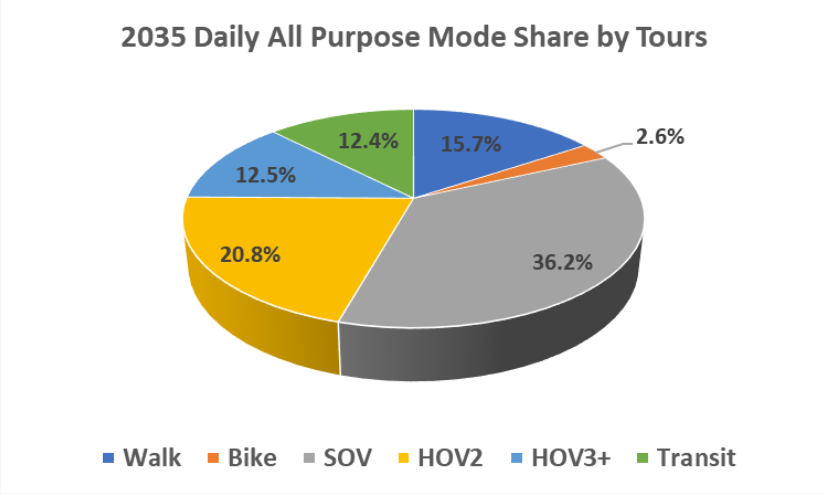
2035 Mode Share in the study area

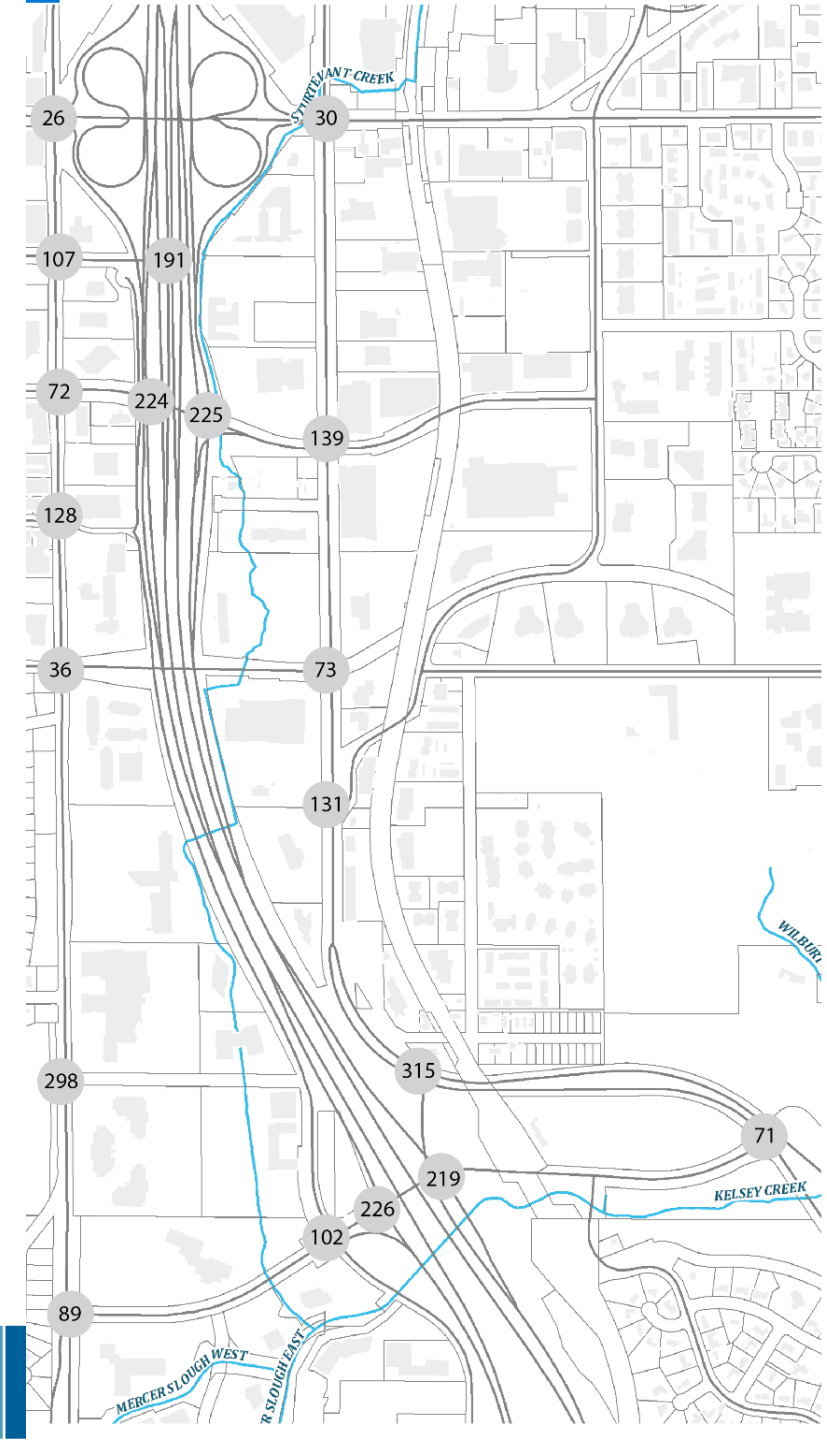
- Single-occupancy vehicle (SOV) mode share for work trips is expected to decrease from 57% to 52%
- SOV mode share for all trips is expected to decrease from 38% to 36%

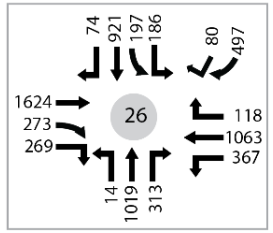


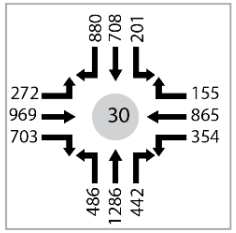


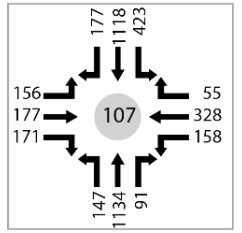


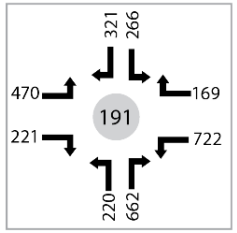


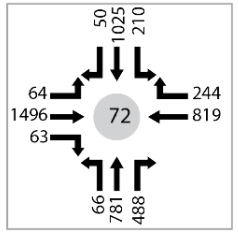


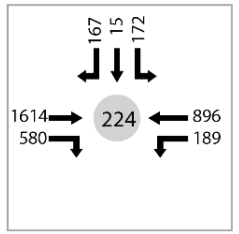


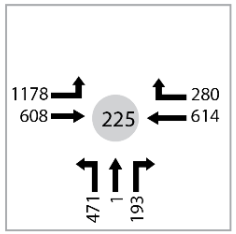


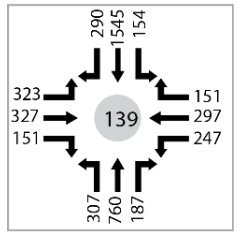


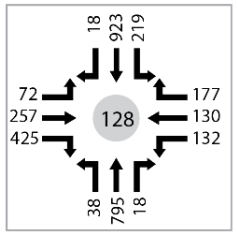


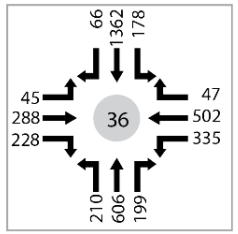


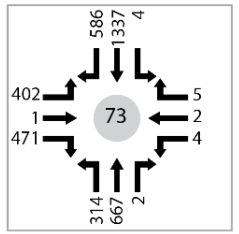


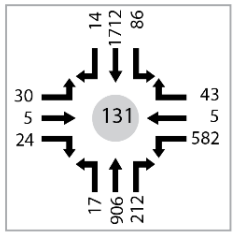


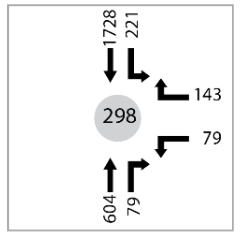


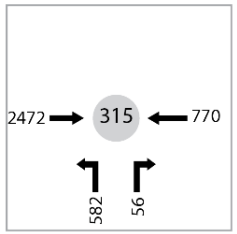


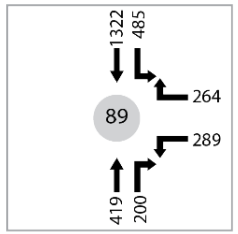


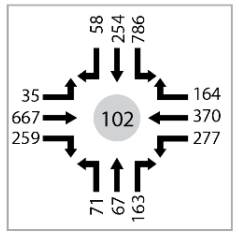


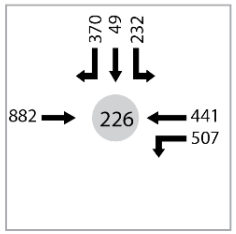


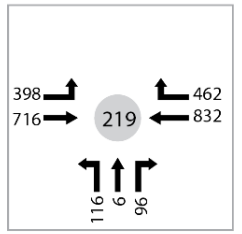


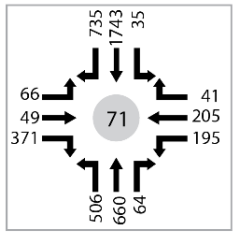








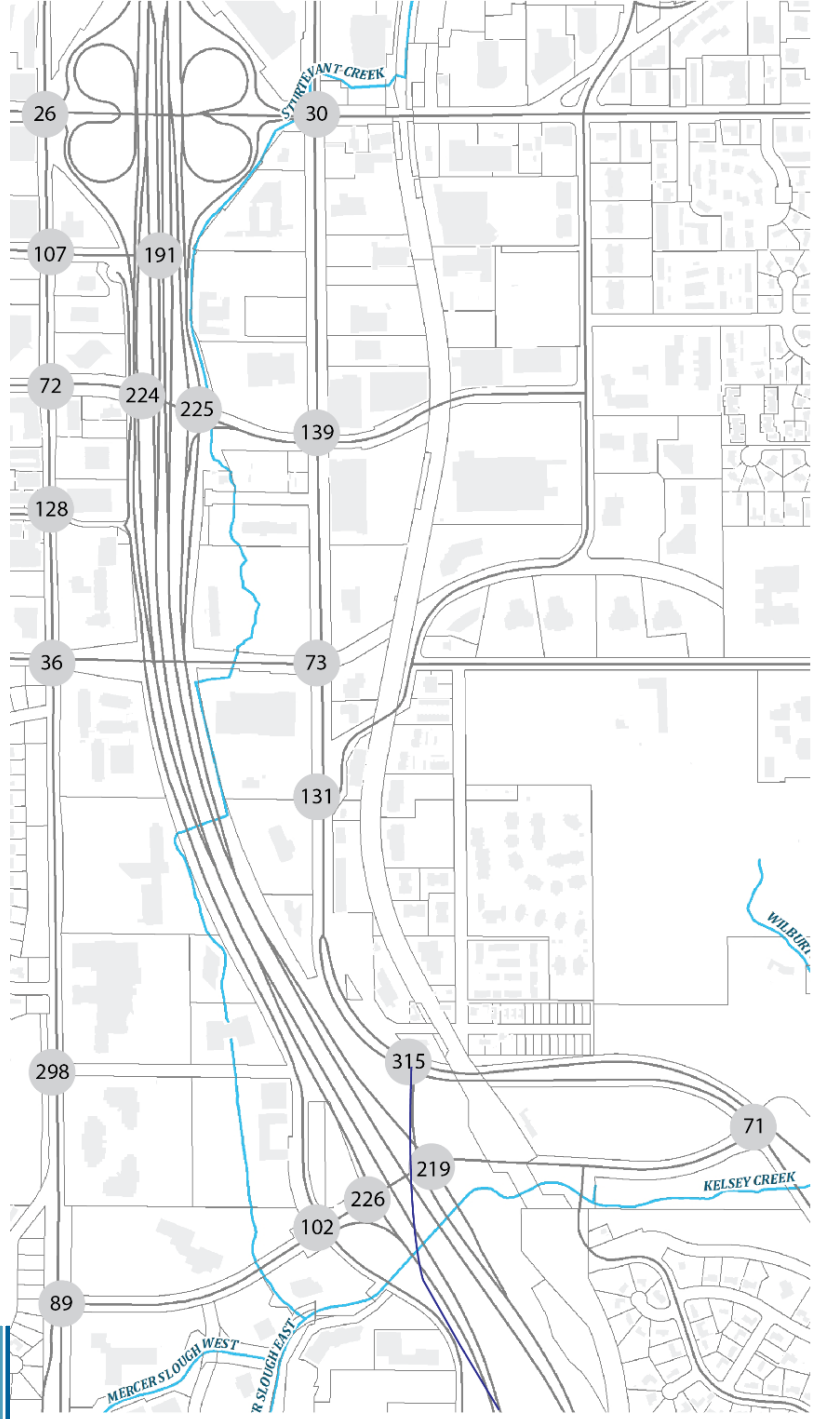


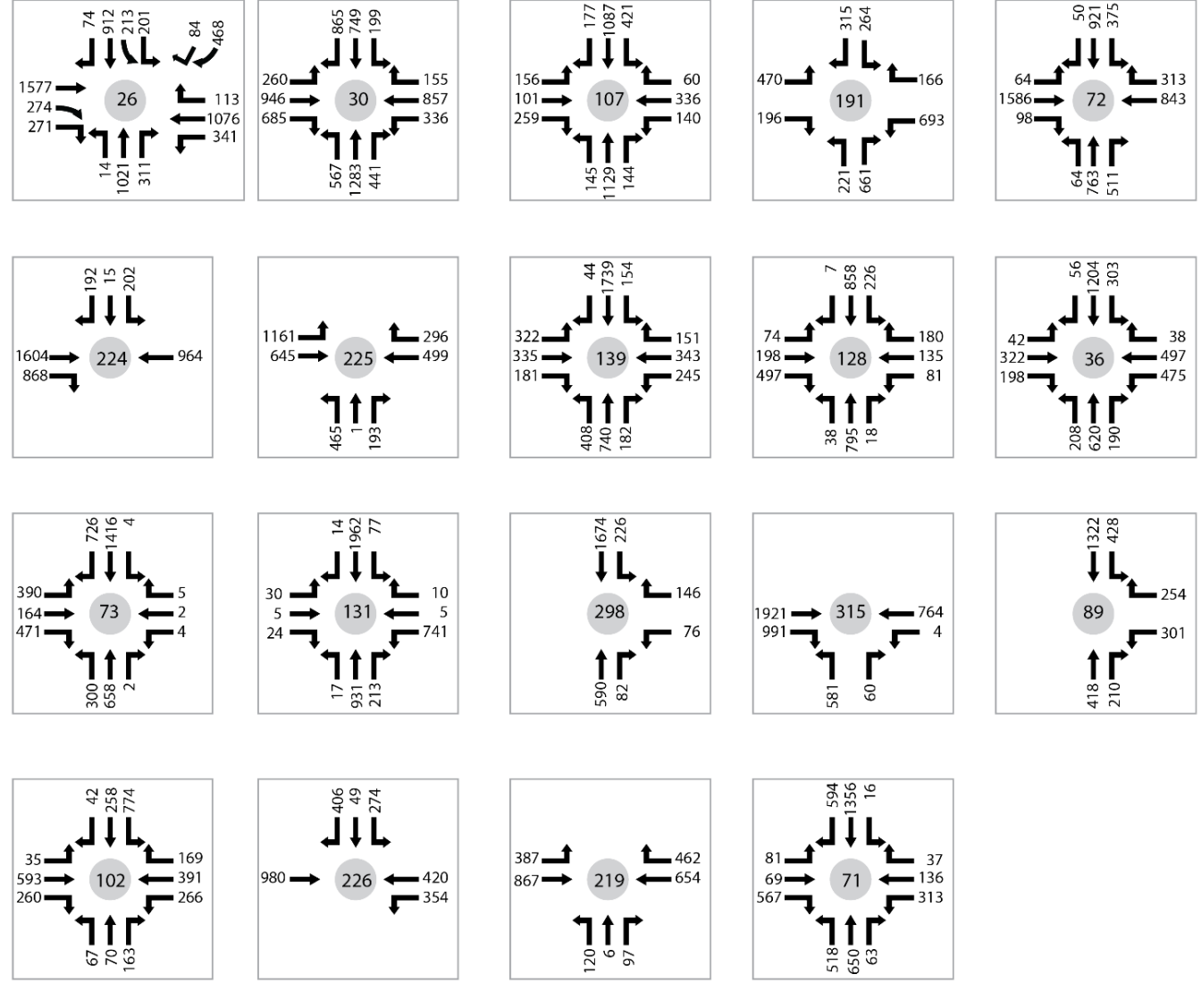


2035 Baseline

Intersection Turning Movement Forecast

PM Peak Hour

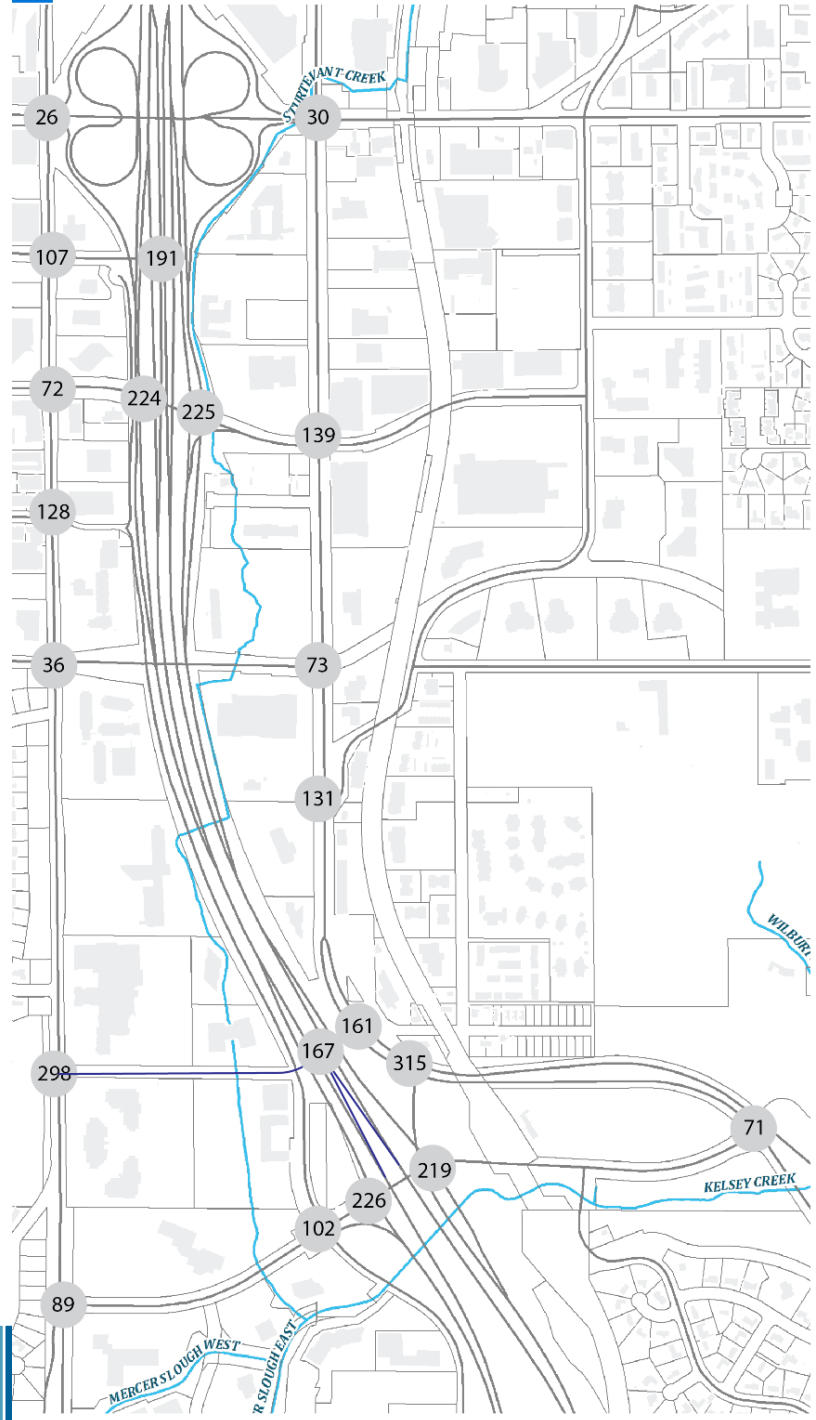


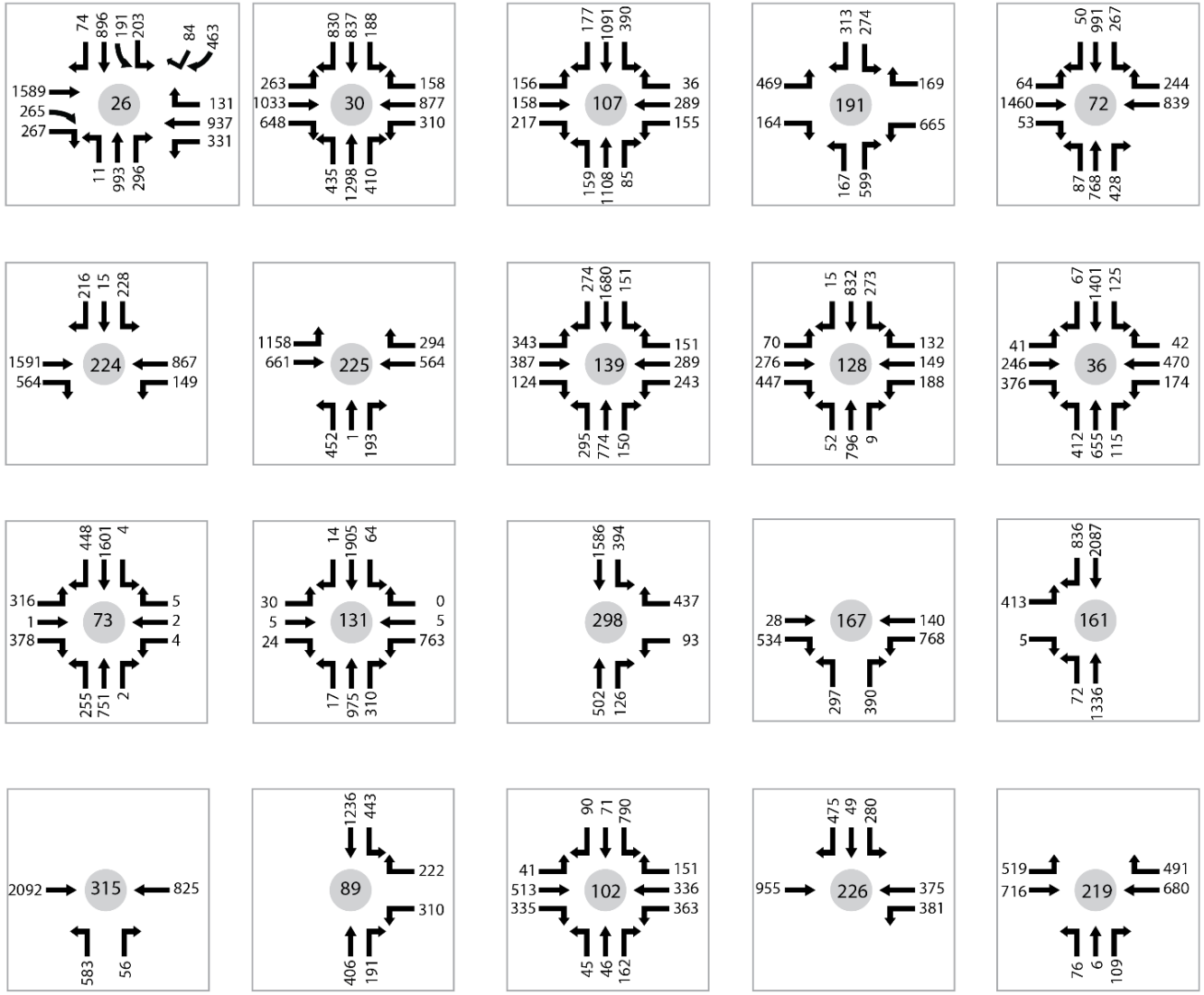


2035 LHC SB Ramp

Intersection Turning Movement Forecast

PM Peak Hour

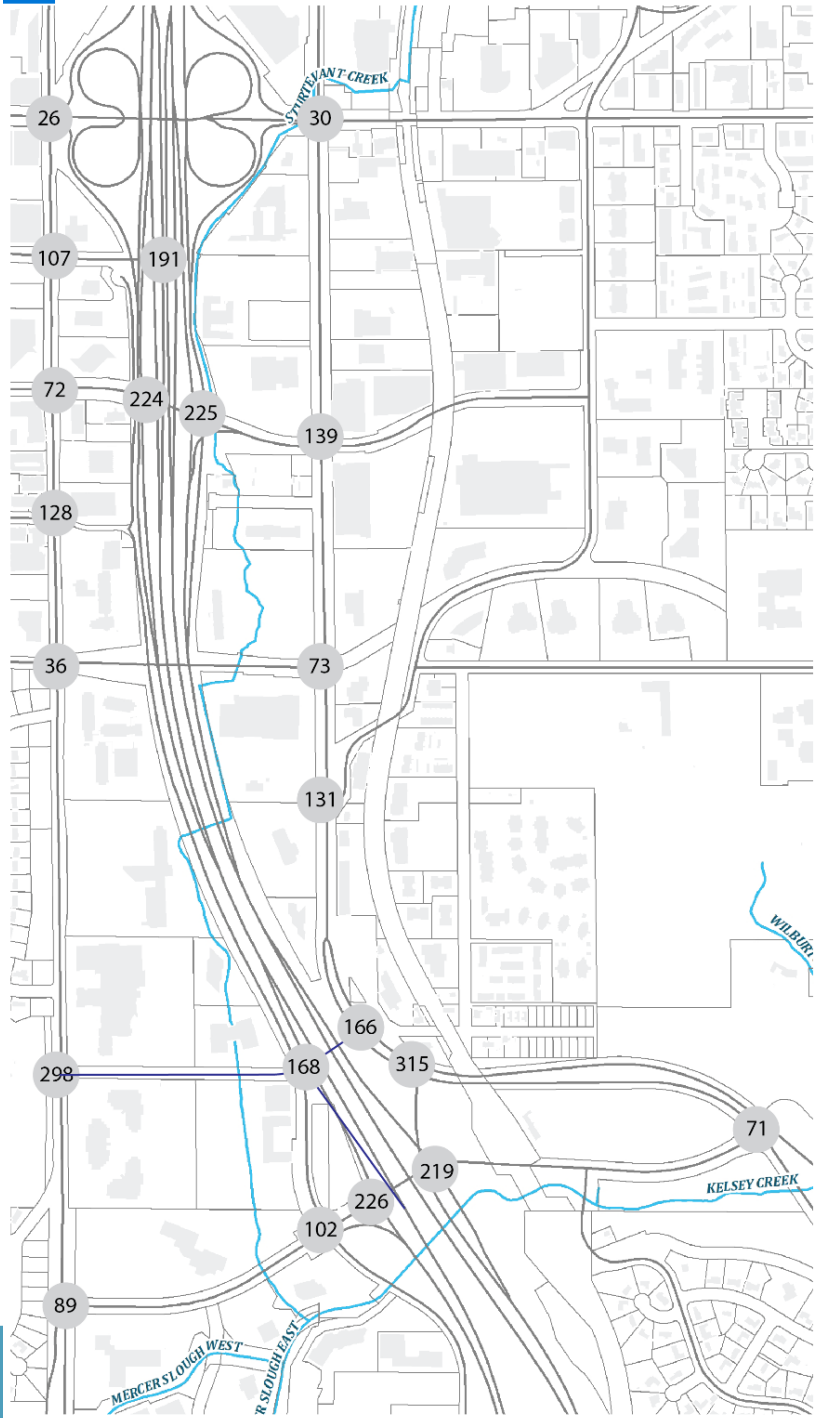




2035 SE 6th St Ext Inside Access

Intersection Turning Movement Forecast

PM Peak Hour

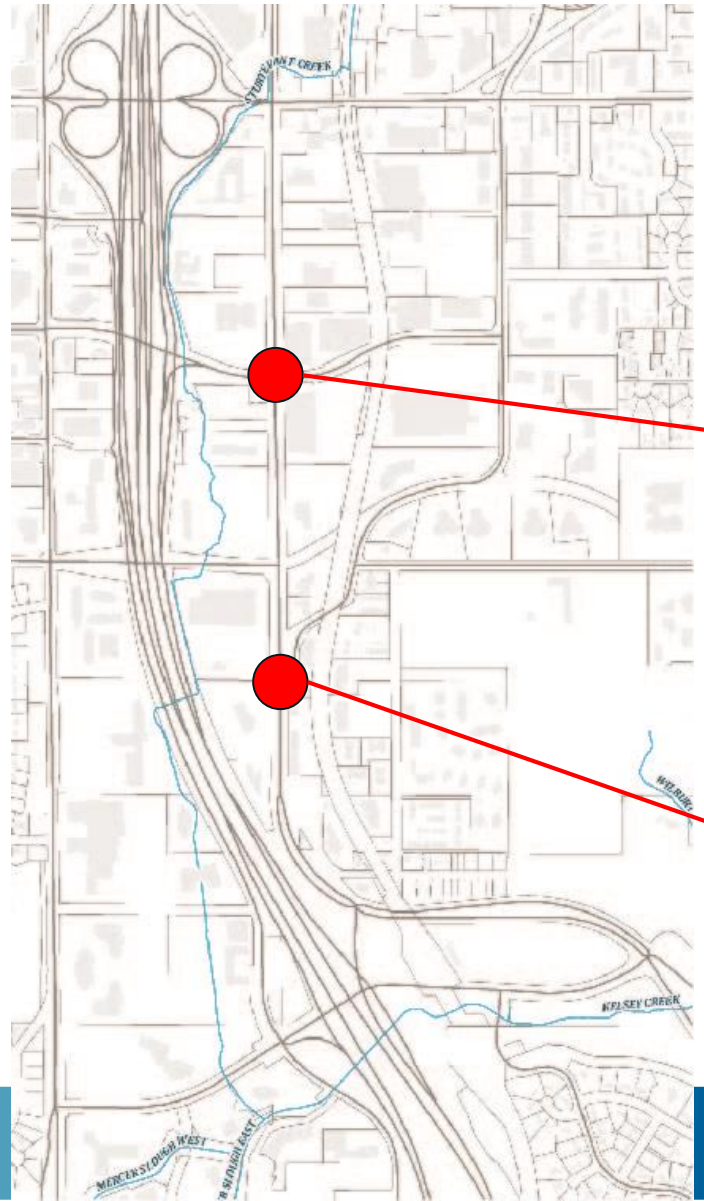


2035 SE 6th St Ext SB Ramp

Intersection Turning Movement Forecast

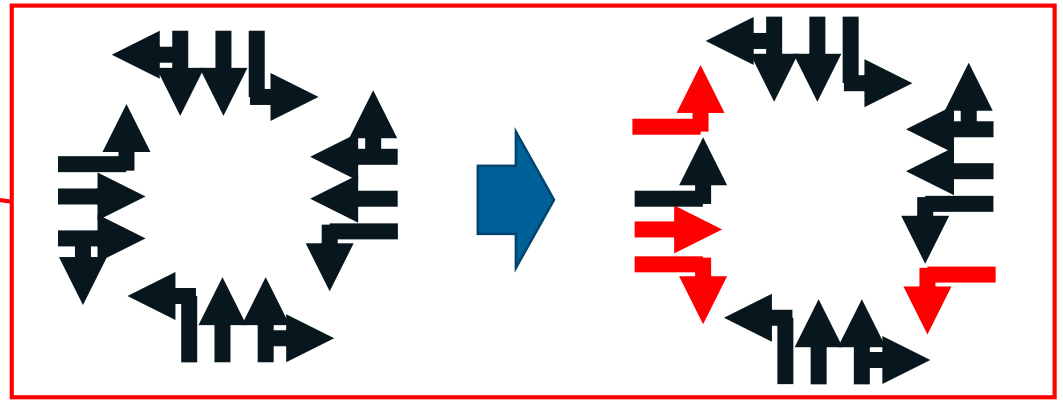
PM Peak Hour

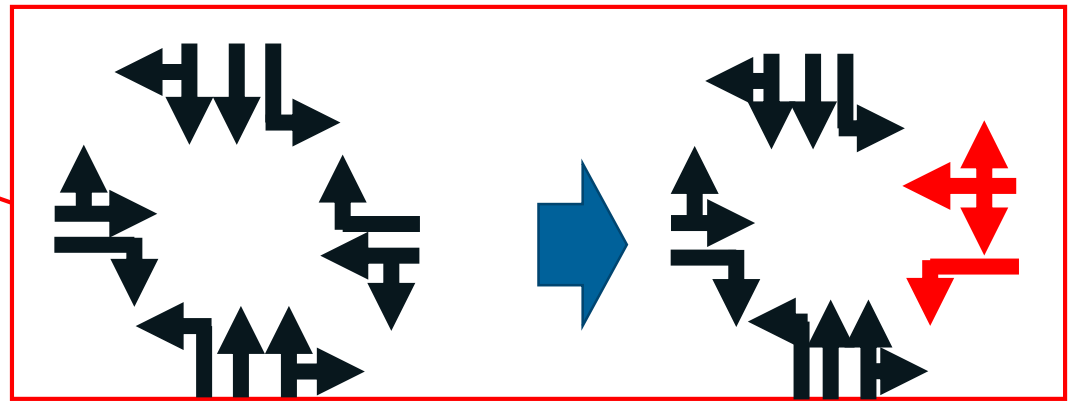
Additional intersection improvements



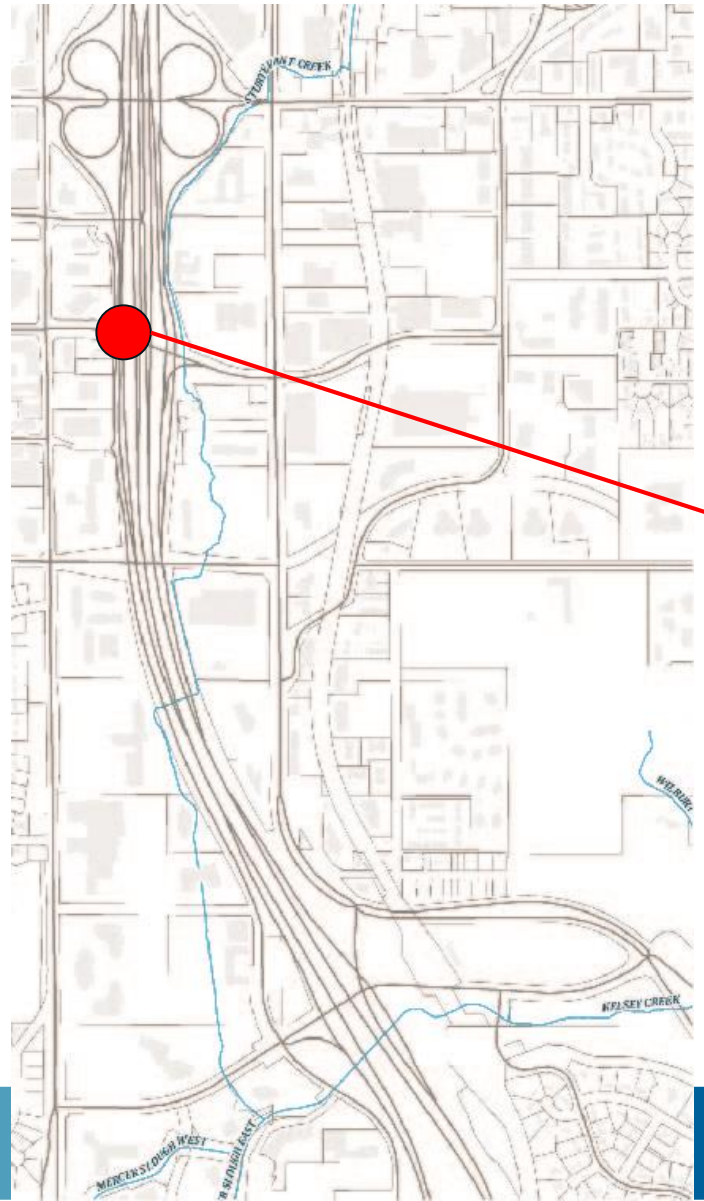
Improvements added to:

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

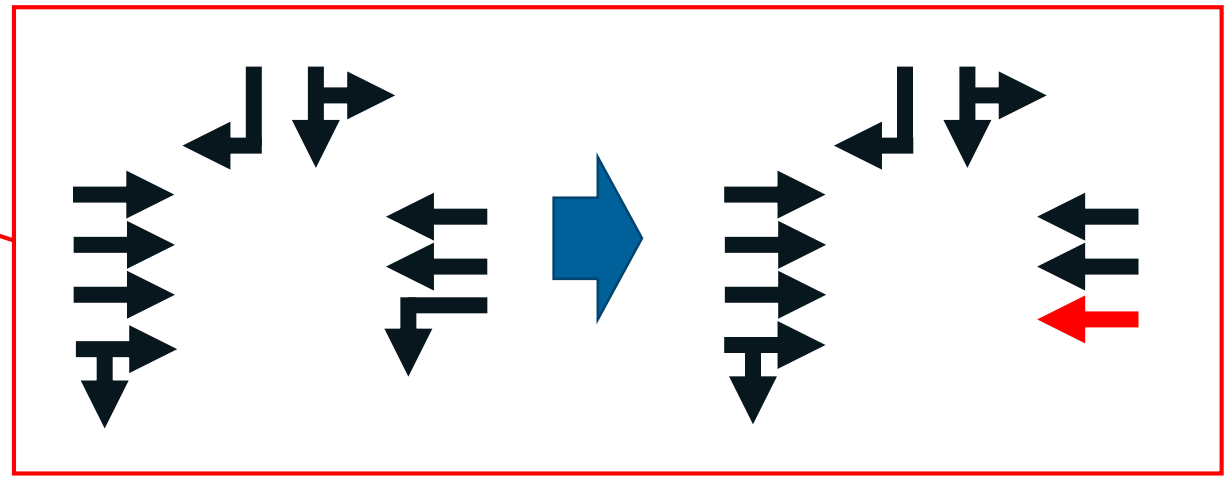




Additional intersection improvements



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



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

Stakeholder feedback on each alternative – Key themes

Lake Hills Connector southbound on-ramp

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

Southeast Sixth Street extension and southbound on-ramp

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

Southeast Sixth Street extension inside access

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

Northeast Second Street extension

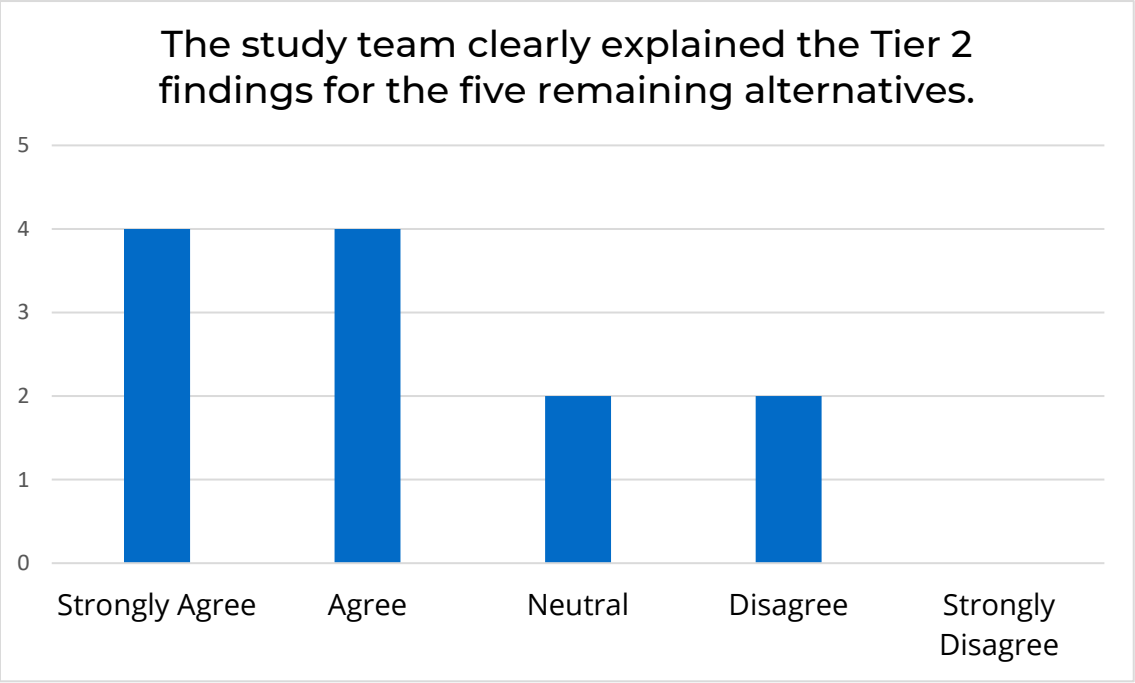
- Received minimum stakeholder support with strong concerns.
    - Reasons for support for this alternative include lowest cost, provides a multimodal east-west connection and will provide a better connection with the future light rail than other alternatives.

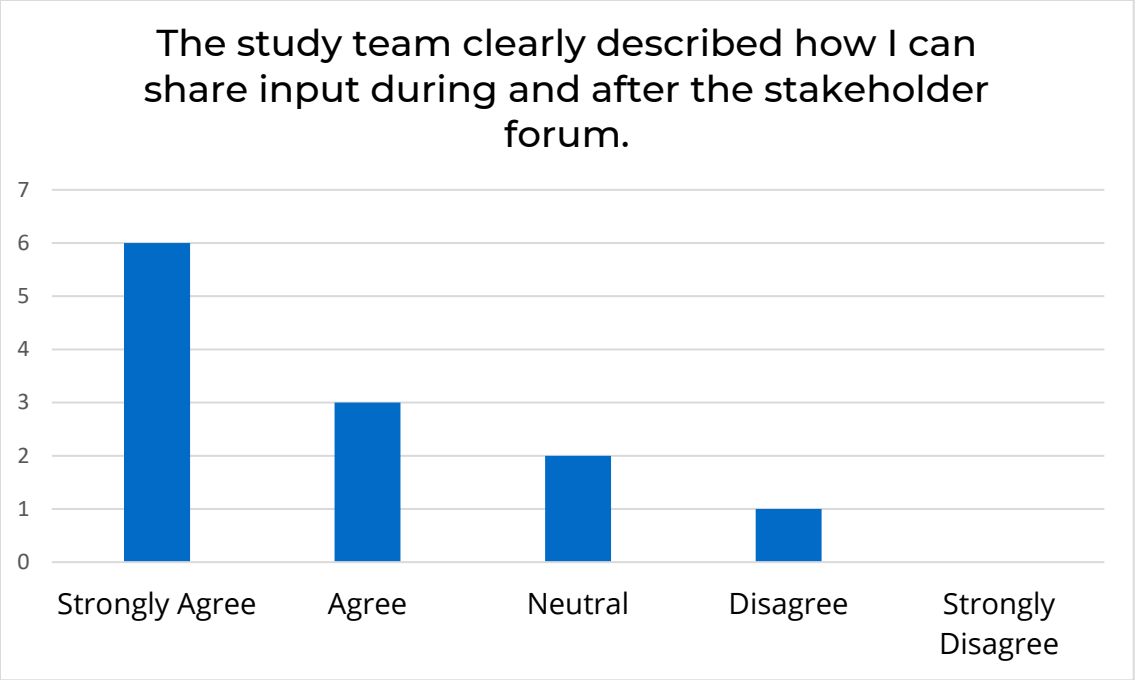
- Concern that this alternative does not meet study criteria of providing a new I-405 access point, property and wetland impacts and does not provide traffic improvement benefits.

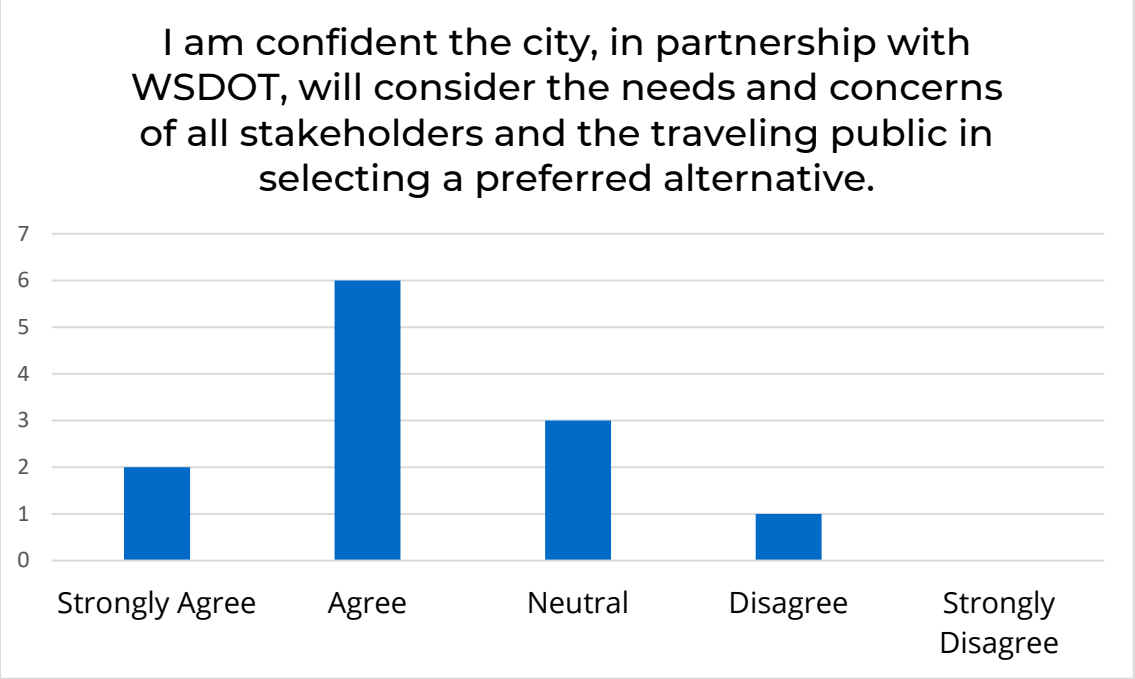
No build

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

Questions related to study process




The study team clearly described how I can share input during and after the stakeholder forum.
7
6
5
4
3
2
1
0
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree


I am confident the city, in partnership with WSDOT, will consider the needs and concerns of all stakeholders and the traveling public in selecting a preferred alternative.
7
6
5
4
3
2
1
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Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree