### November 3 – Draft preferred alternative.

#### Project Timeline

|-----|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|

**Outreach**

- Community Briefings
- Open Houses

**Reporting**

- Regular Briefings to Transportation Commission & Planning Commission
- Regular Briefings to City Council

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[Image: Eastgate/I-90 Project Timeline]
December 1 – Finalize preferred alternative.

<table>
<thead>
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January 5 – Approve final report and recommendation.
Draft Alternatives
<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Market Study</th>
<th>No Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (square feet)</td>
<td>1,500,000</td>
<td>200,000</td>
<td>1,000,000</td>
<td>2,000,000</td>
<td>500,000</td>
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<tr>
<td>Retail (square feet)</td>
<td>N/A</td>
<td>0</td>
<td>100,000</td>
<td>50,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Industrial (square feet)</td>
<td>N/A</td>
<td>86,000</td>
<td>-167,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Institutional (square feet)</td>
<td>N/A</td>
<td>280,000</td>
<td>350,000</td>
<td>420,000</td>
<td>280,000</td>
</tr>
<tr>
<td>Residential (units)</td>
<td>1,800</td>
<td>0</td>
<td>2,000</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>Hotel (rooms)</td>
<td>200</td>
<td>0</td>
<td>200</td>
<td>300</td>
<td>400</td>
</tr>
</tbody>
</table>
No Action Scenario

No Action

Eastgate/I-90 Land Use & Transportation Project
Regional Employment Center 2

Alternative 2
Table of Contents

I. Introduction

II. Evaluation Summary

III. Summary of Draft Alternatives

IV. Evaluation of Alternatives
   Market Feasibility
   Economic Development
   Compatibility with Adjacent Neighborhoods
   Environmental Quality/Character
   Corridor Character
   Parks, Open Space, and Recreation
   Integration of Land Use and Transportation
   Fiscal Feasibility
   Partnerships

Appendices

A: Draft Alternatives (May 19, 2011)
B: Redevelopment Analysis (Heartland) *(Note: This Appendix will be provided at a later date)*
C: Environmental Review Report (ESA)
D: Transportation Project List (City of Bellevue)
E: Traffic Assessment (Jim Ellison)
F: Transit Assessment (Nelson\Nygaard)
G: Greenway Trail Assessment (Toole Design Group)
H: Connectivity Analysis (Transpo Group)
I: Greenhouse Gas Assessment (Fehr & Peers)
Assessment of Alternatives
Land Use and Transportation Integration

Land Use Forecasts

No Build
Future baseline employment, land use, housing

Traffic Forecast
GHG Analysis

Non Traffic Impacts

Build Alternatives 1, 2, & 3
Future employment, land use, housing

Traffic Forecast
GHG Analysis

Non Traffic Impacts

Evaluate Differences
There is little discernible difference in the projected 2030 traffic impacts among the No Action scenario and the three land use action alternatives; this is not surprising given the already developed nature of the corridor and limited opportunities for redevelopment potential in any of the alternatives.
Travel Demand Modeling

- **Trip Generation**
  - Based on land use forecast (ie, 2030)

- **Trip Distribution**
  - Where trips go on the street network

- **Mode Choice**
  - SOV, HOV, Transit, Ped/Bike

- **Trip Assignment**
  - Trips assigned to specific streets

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*Eastgate/I-90 Land Use & Transportation Project*
Level of Service (2030)

<table>
<thead>
<tr>
<th>LOS</th>
<th>Delay (Seconds)</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>0 – 10</td>
<td>Most vehicles arrive during the green phase and so do not stop.</td>
</tr>
<tr>
<td>B</td>
<td>10 – 20</td>
<td>More vehicles stop than with LOS A, but many still do not need to stop.</td>
</tr>
<tr>
<td>C</td>
<td>20 – 35</td>
<td>The number of vehicles stopping is significant, though many still pass through the intersection without stopping.</td>
</tr>
<tr>
<td>D</td>
<td>35 – 55</td>
<td>The influence of congestion is noticeable, and most vehicles must stop.</td>
</tr>
<tr>
<td>E</td>
<td>55 – 80</td>
<td>Most, if not all vehicles must stop; drivers consider the delay excessive.</td>
</tr>
<tr>
<td>F</td>
<td>80+</td>
<td>Vehicles may wait through multiple cycles to pass through the intersection.</td>
</tr>
</tbody>
</table>
Existing traffic conditions and the anticipated increase in peak hour traffic volumes, regardless of which 2030 land use alternative is selected, indicate that future roadway, transit, and bicycle/pedestrian improvements will still be important to adequately serve transportation needs in the area.
## Estimated 2030 PM Peak Hour Volumes at Selected Intersections (vehicles per hour)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>No Action</th>
<th>Alt 1</th>
<th>Alt 2</th>
<th>Alt 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE Eastgate Way &amp; 150th Ave SE</td>
<td>5,156</td>
<td>5,724</td>
<td>5,744</td>
<td>5,336</td>
</tr>
<tr>
<td>128th Ave SE (Factoria Blvd) &amp; SE 36th St</td>
<td>5,437</td>
<td>5,345</td>
<td>5,444</td>
<td>5,383</td>
</tr>
<tr>
<td>150th Ave SE &amp; I-90 EB Off-ramp &amp; SE 37th St</td>
<td>4,216</td>
<td>4,376</td>
<td>4,356</td>
<td>4,307</td>
</tr>
<tr>
<td>150th Ave SE &amp; SE 38th St</td>
<td>3,713</td>
<td>3,808</td>
<td>3,910</td>
<td>3,734</td>
</tr>
<tr>
<td>SE 37th St &amp; I-90 Eastbound On-ramp</td>
<td>1,714</td>
<td>1,737</td>
<td>1,726</td>
<td>1,803</td>
</tr>
</tbody>
</table>

*Source: BKR Model*

The greatest differences in intersection entering volumes are at SE Eastgate Way & 150th Avenue SE, where there is an 11% increase in 2030 PM peak hour volumes from Alternative 2 to that of the No Action scenario.
Existing Conditions
Third south bound through lane (TFP-154)

Extend left turn lane east into median

Retain island for pedestrian crossings and add crosswalk. Provides access to and from I-90 nonmotorized bridge.

Explore appropriate angle of entry for merging traffic to balance reduced speeds, increased visibility of oncoming westbound traffic and design suitability for right turning vehicles.

Add new 12’ west bound lane on SE Eastgate Way

West bound 5’ bike lane

Convert to through lane only (no right turn)

Widen east bound approach (12’ lanes)

Consider including a planted median between east bound and west bound traffic

Wayfinding signs for cyclists

Northbound 5’ bike lane to merge with sidewalk and separated path

12’ sidewalk area (includes 4’ planting strip) to merge with northbound bike lane and separated trail

Enhance existing crosswalk (only pedestrian crossing)

Wayfinding signs for cyclists

West bound 5’ through bike lane

Highlight conflict zones with colored pavement

East bound 5’ bike lane

Marked crossing for BICYCLES ONLY with waiting area added to existing island

Extend north bound right turn lane to the south on 150th Ave SE

For Illustrative Purposes Only: Applicable to Any Alternative

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Eastgate/I-90
Land Use & Transportation Project

Enhancement Option
Construction of eastbound and westbound auxiliary lanes by WSDOT on I-90 between 150th Avenue SE and Lakemont Boulevard would have significant benefits for the I-90 mainline and would help minimize or eliminate the resulting queuing and congestion on City streets that lead to key on-ramps within the project study area.
Eastbound Auxiliary Lane
1 full lane of traffic enters Eastbound I-90 at the interchange and has an immediate merge on to the mainline.

Eastgate Interchange
1 full lane of traffic enters I-90 in the p.m. peak hours and has to merge into the through lanes in a very short distance. This merge causes congestion back up to Richards Road.

By providing an eastbound Auxiliary Lane, vehicles will have more space to enter the mainline traffic resulting a smoother merge and less congestion at this point.

WSDOT I-90 Project
In Bellevue, the current Eastgate interchange operates at or near capacity during peak travel times; often resulting in spillover traffic that causes congestion on the surrounding arterial street network.

With WSDOT improvements, more 2030 trips are expected to access I-90 from the north and south via I-405, instead of using north-south arterials such as 150th Avenue SE.

This situation helps minimize or eliminate the resulting queuing and congestion on City streets leading to on-ramps within the project study area, such as on SE 37th Street and on SE 38th Street.
Constructing a more effective interface between the State’s I-90 ramps and overpasses and the City’s interconnecting streets through the use of boulevard treatments and/or roundabouts could enhance traffic safety and provide community gateway and identity opportunities.
Update:

- Addition of a new roundabout at the westbound ramp terminal received WSDOT funding for design and construction (2013 completion).

Simulated Capacity:

- WSDOT I-90 Bellevue to North Bend Corridor Study found that roundabout enhancements improve LOS at both intersections from LOS F in the p.m. hour to LOS B or better in 2030.
  
- In the a.m. peak hour, the westbound ramps intersection operates at LOS F under its current configuration, while the existing single-lane roundabout to the north operates at LOS D.

- With roundabout improvements, both intersections will operate at LOS B in the a.m. peak hour.
“Modeled existing and future operations of roundabout intersections for the Eastgate interchange show enhanced mobility and merit further consideration as a feasible approach to finding balance between motorized/non-motorized uses and the interface between community and regional transportation needs.”

— WSDOT Traffic Design, Headquarters
Feedback from outreach ride participants and the consultant team indicate that the preferred Greenway Trail alignment is south of I-90 (identified as “No Action – Modified”) and that cyclists should also be accommodated on the frontage road on the north side of I-90.
Preferred Trail Alignment

S1: north side of SE 36th St from Factoria Blvd SE to 142nd Pl SE
S2: north side of SE 36th St from 142nd Pl SE to pedestrian bridge
S3: from pedestrian bridge to 150th Ave SE (adjacent to I-90 off-ramp)
S4A/B: SE 37th St between 150th Ave SE and SE 35th Pl tunnel
S5: adjacent to I-90 from SE 35th Pl tunnel to Sunset pedestrian bridge
S6: north side of SE Newport Way from Sunset pedestrian bridge to Lakemont Blvd SE

MTSG NO ACTION (MODIFIED) ALIGNMENT ALTERNATIVE SEGMENTS

Eastgate/I-90 Land Use & Transportation Project

Preferred Trail Alignment
Some of the improvement concepts depicted in the Action Alternatives are expected to significantly improve transit operations in the corridor (e.g., enhanced connections to Bellevue College in Alt 1 & 3).
Routing consistent with Bellevue College to Eastgate P&R Transit Improvement Concept in Alternatives 1 & 3. Specific themes found in the recommendation include increasing route directness to minimize in-bus travel time, serving all-day destinations with more frequent transit, and connecting the Eastgate area with more regional transit destinations.
Next Steps
Suggested Transportation Improvements
Open House

Tuesday, October 18, 2011
Robinswood House Cabana
2430 148th Avenue SE
4:00 – 6:00 PM
November/December/January CAC Meetings

October 6 CAC Meeting

Eastgate/I-90 Land Use & Transportation Project

Nov/Dec/Jan CAC Meetings
www.bellevuewa.gov/eastgate-corridor.htm

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