Pandemic Travel Impacts
Responding to the Pandemic

Bellevue’s “streeteries” converted on-street parking to outdoor dining space during the pandemic.
Council’s Vision
I-405 Master Plan

- Established 2002
- Stakeholder cities along I-405
- Consensus on priority projects
I-405 Park and Rides
Bellevue to Lynnwood Express Toll Lanes
Continuing I-405 Investments
Need: SR 520 and 124th Ave NE Interchange

• Complete eastbound on-ramp and westbound off-ramp
• Providing safer and better access to/from BelRed is critical
• WSDOT and Bellevue staff are reviewing lower-cost design options
NE 8th Street to SR 520
Northbound Braided Ramps

- The braided ramps connect downtown Bellevue directly with SR 520
- The northbound braided ramps were opened to traffic in 2012
Need: Southbound NE 10th Street Braided Ramps

- Southbound braided ramps are unfunded
Need: South Downtown/I-405 Access project
I-405 North End Upgrades

• North end improvements funded with $600 million in toll-backed bonds
• Improvements in the Bothell area
• Must be completed jointly with I-405 bus rapid transit
I-405 Investment Priorities

- North End Capacity Improvements
- SR 520/124th Avenue NE Interchange
- NE 10th Street Braided Ramps
- South Downtown/I-405 Access Project
Vision Zero
Furthering the Vision: Transit-oriented Development
TOD near 120th Ave. Station
TOD near 130th Ave. Station
Regional Trail Connections
Bridging Regional Trail Gaps

![Diagram of Factoria Crossing Proposed Visual Simulation with legend: Factoria Blvd SE bridge, Tunnel under I-405/I-90 ramps, Added capacity to I-90 off-ramp.](Image)
Grand Connection Vision

• Pedestrian and bicycle thoroughfare
• Connects Meydenbauer Bay, Downtown and Eastrail
• High priority for city
Thank you

Image: King County DNR/Parks