

5. The Plan

A Plan That Works

In November 2001, the Executive Committee recommended the Preferred Alternative (I-405 Plan), a comprehensive plan to meet the varied needs of corridor users—commuters, businesses, freight and Eastside residents. For a detailed look at the I-405 Plan, see Figure 5-1.

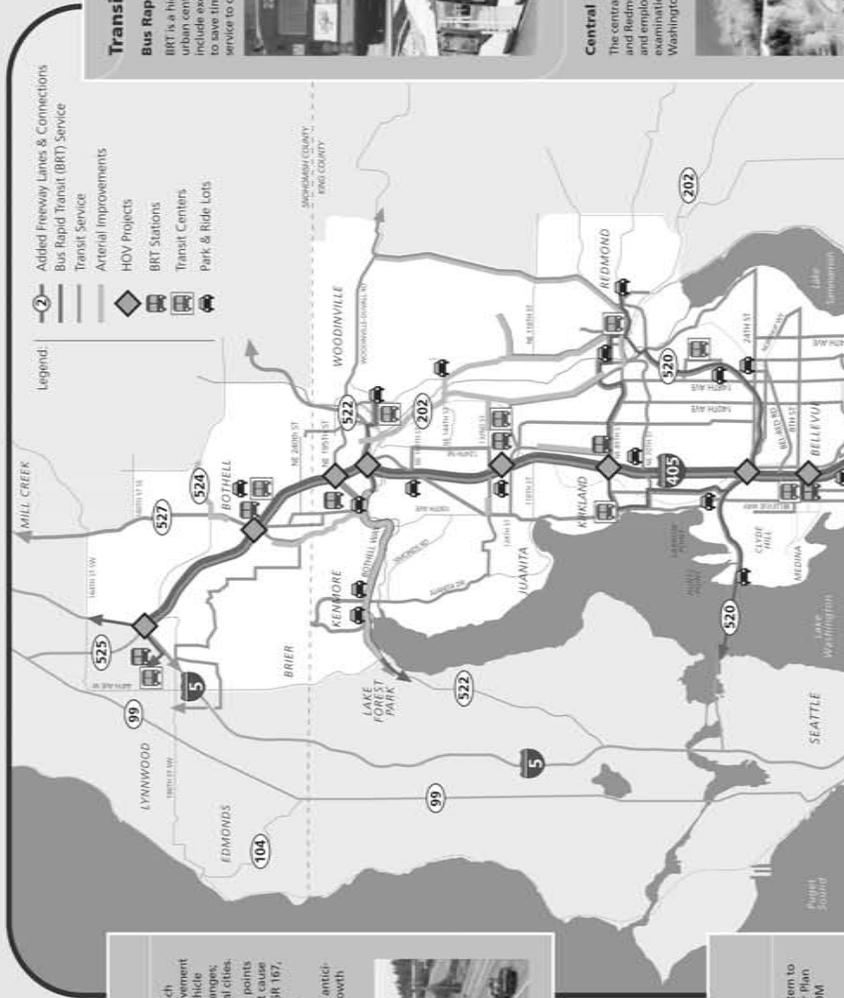
The I-405 Executive Committee selected the PA based on the following results from the analysis of its transportation performance and environmental effects:

- Superior transportation performance compared to the other alternatives
- Environmental impacts are believed to be avoidable or able to be mitigated and opportunities for the enhancement of existing environmental conditions can be achieved
- Most desirable benefits compared to costs
- Mix of modal investments provides a balanced system of roadway, transit and demand management strategies that are expected to provide reasonable, long-term solutions for personal and freight mobility and reducing congestion within the I-405 Corridor.

I-405 Corridor Plan

Bottom Line:

- Reduces time stuck in traffic by over 13 million hours per year
- Produces travel time savings of \$569 million annually
- Accommodates an additional 110,000 trips per day in the corridor
- Decreases traffic accidents, saving \$42 million a year
- Creates 1,700 new vanpools; a 100% increase
- Increases transit service by 50%
- Builds 5,000 new Park & Ride spaces



Roadway Improvements

Builds up to two new general traffic lanes in each direction on I-405 to speed people and goods movement throughout the region, adds High Occupant Vehicle (HOV) freeway-to-freeway ramps on all interchanges, completes arterial improvements planned by local cities.

- Reduces congestion for cars, transit, carpools and freight
- Improves connections to I-405 and key arterials, keeping traffic out of neighborhood
- Fixes key choke points along I-405 that cause delays, such as SR 167, SR 520, SR 520 Interchanges
- Accommodates anticipated traffic growth



Transit

Bus Rapid Transit (BRT)

BRT is a high capacity transit system designed to connect urban centers throughout the corridor. Examples of BRT include exclusive bus and special transit centers designed to save time. BRT is supported by increased local transit service to connect neighborhoods with transit centers.

- Increases transit service
- Adds up to eight new BRT stations and nine transit centers supported by increased local transit service
- Connects urban employment, residential and retail centers
- Builds new Park & Ride spaces



Central Eastside Transit

The central area east of Lake Washington (Bellevue, Kirkland and Redmond) has the highest concentration of residents and employers. The I-405 Corridor Plan calls for more detailed examination of high-capacity transit options across Lake Washington and within the central eastside area.



Transportation Demand Management (TDM)

TDM maximizes the capacity of a transportation system to move as many people as possible. The I-405 Corridor Plan calls for building one of the most comprehensive TDM programs in the country.



Figure 5-1: I-405 Corridor Plan