

TALBOT ROAD SOUTH / SW GRADY WAY DIRECT ACCESS

King County and the City of Renton's Central Sub-area Transportation Plan identify one or all of the SR 167, SR 515 and Benson Road corridors for HOV improvements. King County's arterial HOV plan identifies HOV connections north of I-405, while the City of Renton's plan only identifies HOV improvements south of I-405 on these routes, due in part to Renton's eventual plan to move the South Renton park-and-ride to central downtown Renton.

Providing a directional direct access to and from the south (only) from I-405 to Talbot Road (SR 515), as shown in Figure 4-11, is a viable option that could also be feasible with direct access at Grady Way. It would require the construction of an inside depressed ramp connection. I-405 would need to be widened to the outside to allow shifting travel lanes to the outside to accommodate the necessary inside widening. Benson Road overcrossing would need to be reconstructed with wider span lengths to fit the widened portion of I-405. The alignment of I-405 south of SR 515 is relatively straight with a slight rising vertical slope as the road moves north toward SR 515. Further engineering study needs to be conducted to confirm if access to SR 515 can be a viable option even if HOV direct access with SR 167 is constructed.

Cost Estimate Summary

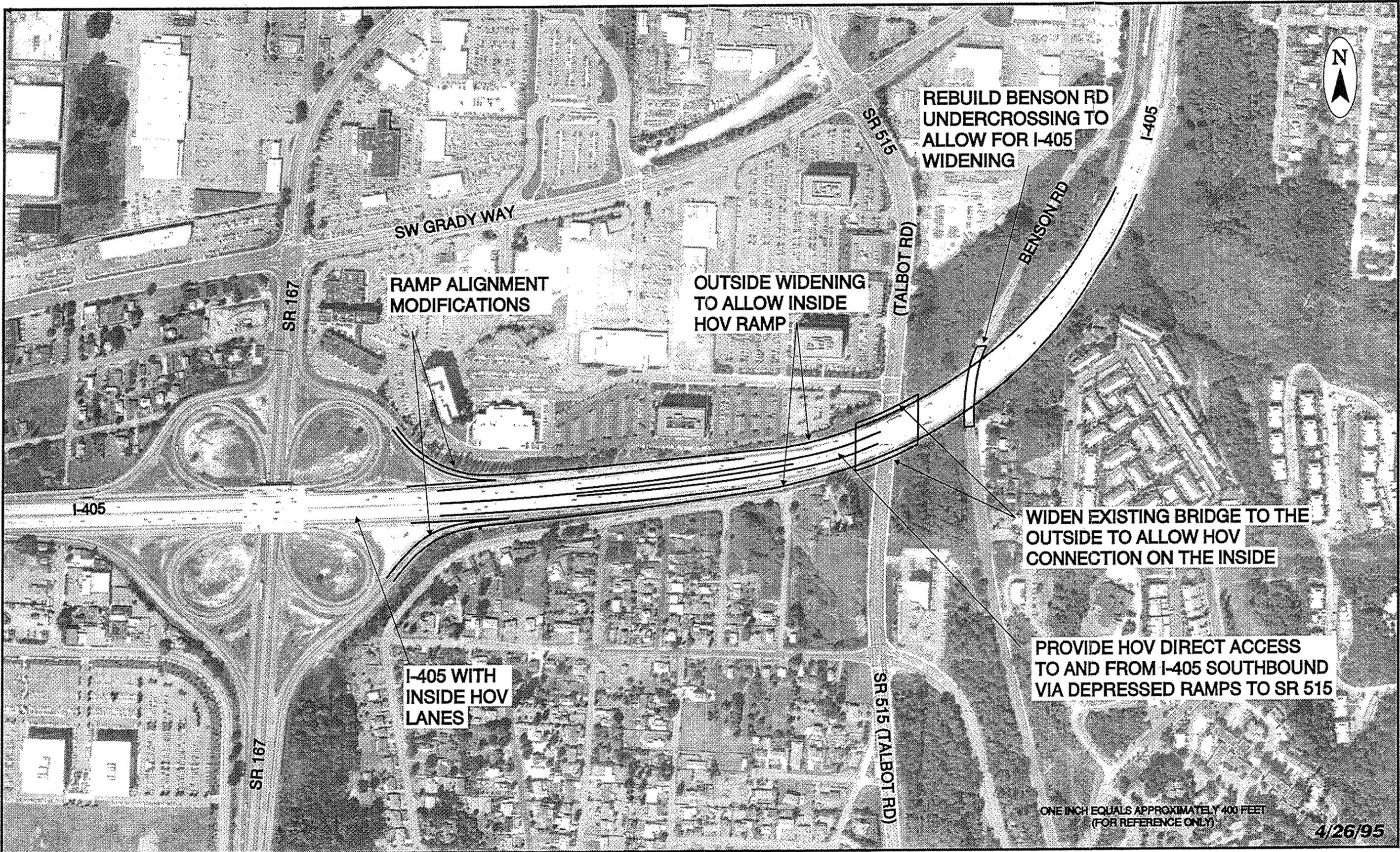
- ◆ Total Estimated Cost: \$30.89 M.

Significant Benefits

These ramps would connect the south end of downtown Renton with I-405 to and from the west. If transit service was established to connect Bellevue and Renton to the Sea-Tac airport, or other areas to the west, this ramp would work together with the ramps at Park Avenue to let buses run through Renton with minimal delay. This option rates high in facilitating regional transit service.

Significant Impacts and Outstanding Issues

This alternative had positive transportation impacts primarily because it facilitates potential regional transit service; however, the alternative may be difficult to construct. Transportation benefits were not significant and environmental issues and social measures were also not significantly positive.



SR 900 (PARK DRIVE) DIRECT ACCESS

An elevated HOV connection between SR 900 and I-405 could be constructed as shown in Figure 4-12. It would require the construction of median HOV direct access ramps to SR 900 and the construction of a new bridge structure over SR 900 to accommodate one lane of widening in each direction on I-405. Retaining walls may be required between the southbound general purpose lanes and the southbound I-405 to SR 900 off-ramp. The alignment of I-405 is relatively straight in this section and sufficient sight and merge distances are achievable. Access would connect to the proposed Houser Way extension which could be widened to accommodate HOV-only lanes. Houser Way would serve the north end of the Renton CBD.

Cost Estimate Summary

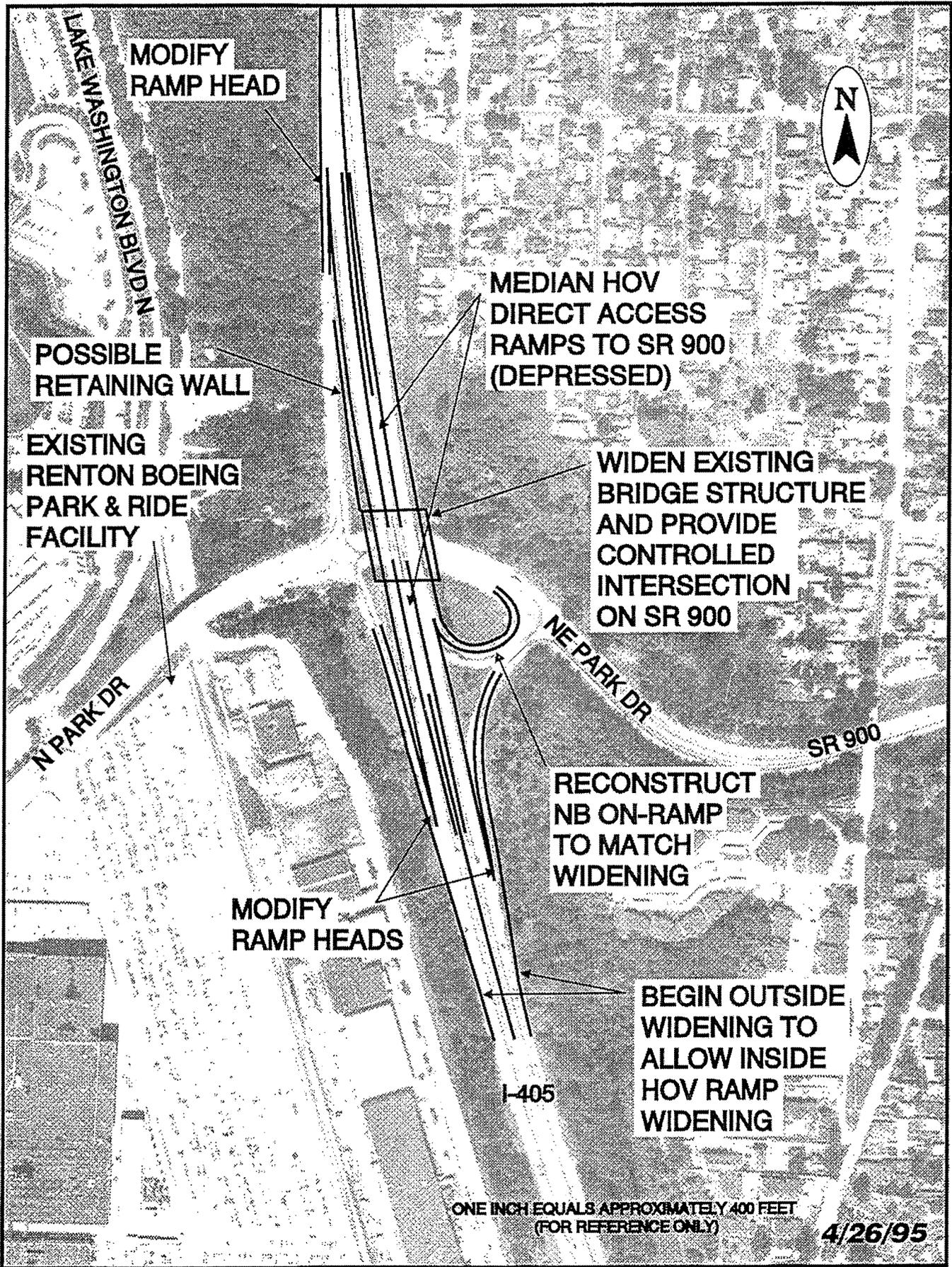
- ◆ Total Estimated Cost: \$32.42 M.

Significant Benefits

All transit service in the I-405 corridor leaves the freeway to serve Renton. This ramp makes that transit connection and allows carpool access to both the north and south. This alternative rates high in facilitating regional transit service and enhancing the general transportation system. It allows the HOV lanes to move from the outside to the inside north of Renton.

Significant Impacts and Outstanding Issues

This alternative scored well in transportation impacts, transportation benefits and social measures due to the large market attracted from the Maple Valley and Renton CBD and the relatively average cost and impacts.



112TH STREET SE IN-LINE TRANSIT STATION

Figure 4-13 shows a potential configuration for an in-line transit stop plus direct access ramps connecting to I-405 northbound and southbound at 112th Street SE to serve the adjacent park-and-ride lot. An alternative to this would be an in-line transit station at-grade with I-405 with vertical circulation connecting to the 112th Street overpass.

Cost Estimate Summary

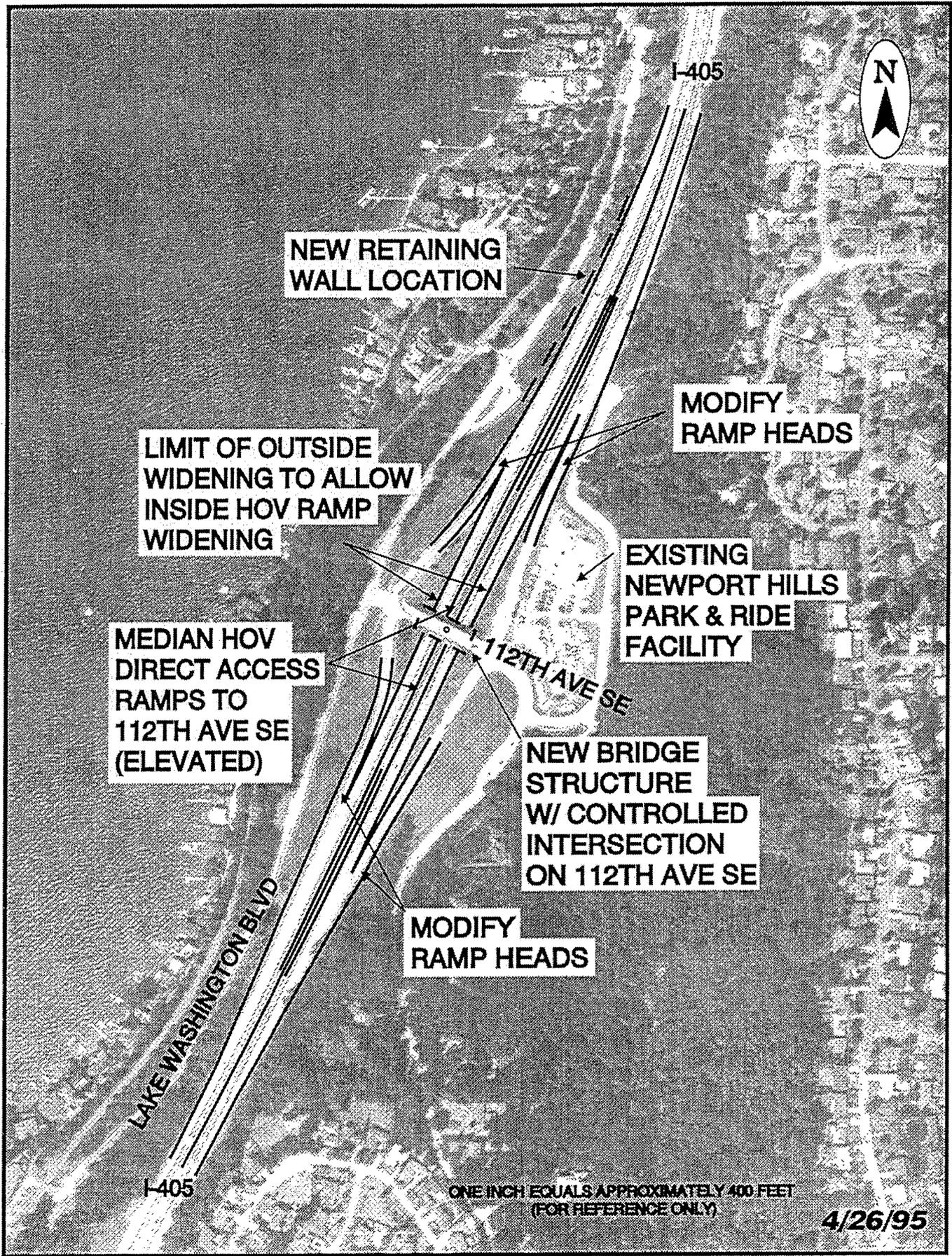
- ◆ Total Estimated Cost: \$25.38 M.

Significant Benefits

Currently, the only bus service to this park-and-ride lot stops on the off-ramp to pick up and drop off passengers. The evaluation gave this stop a very low rating, given its cost and the small number of people who would use it. However, it is recommended because it is the only way to offer transit service to the park-and-ride lot, and to the surrounding area where there are no arterial streets to accommodate buses. This station is considered important for moving the HOV lane to the left side, and therefore rates high in general system enhancement.

Significant Impacts and Outstanding Issues

An at-grade in-line transit station at this location without elevated ramps connecting to 112th Street SE would be a less expensive option and should be considered further at this location.



BELLEVUE CBD (SE 8TH)—SOUTH ACCESS

This ramp would connect the south end of downtown Bellevue to future I-405 inside HOV lanes to and from the south as shown in Figure 4-14. It would leave the HOV lanes south of SE 8th Street and fly over the interchange, landing on 114th Street, which is an uncongested frontage road allowing a fast trip to NE 6th Street and the Bellevue Transit Center. If the Wilburton Park-and-Ride lot at SE 8th Street is ever expanded, a transit stop could be provided there as well.

Cost Estimate Summary

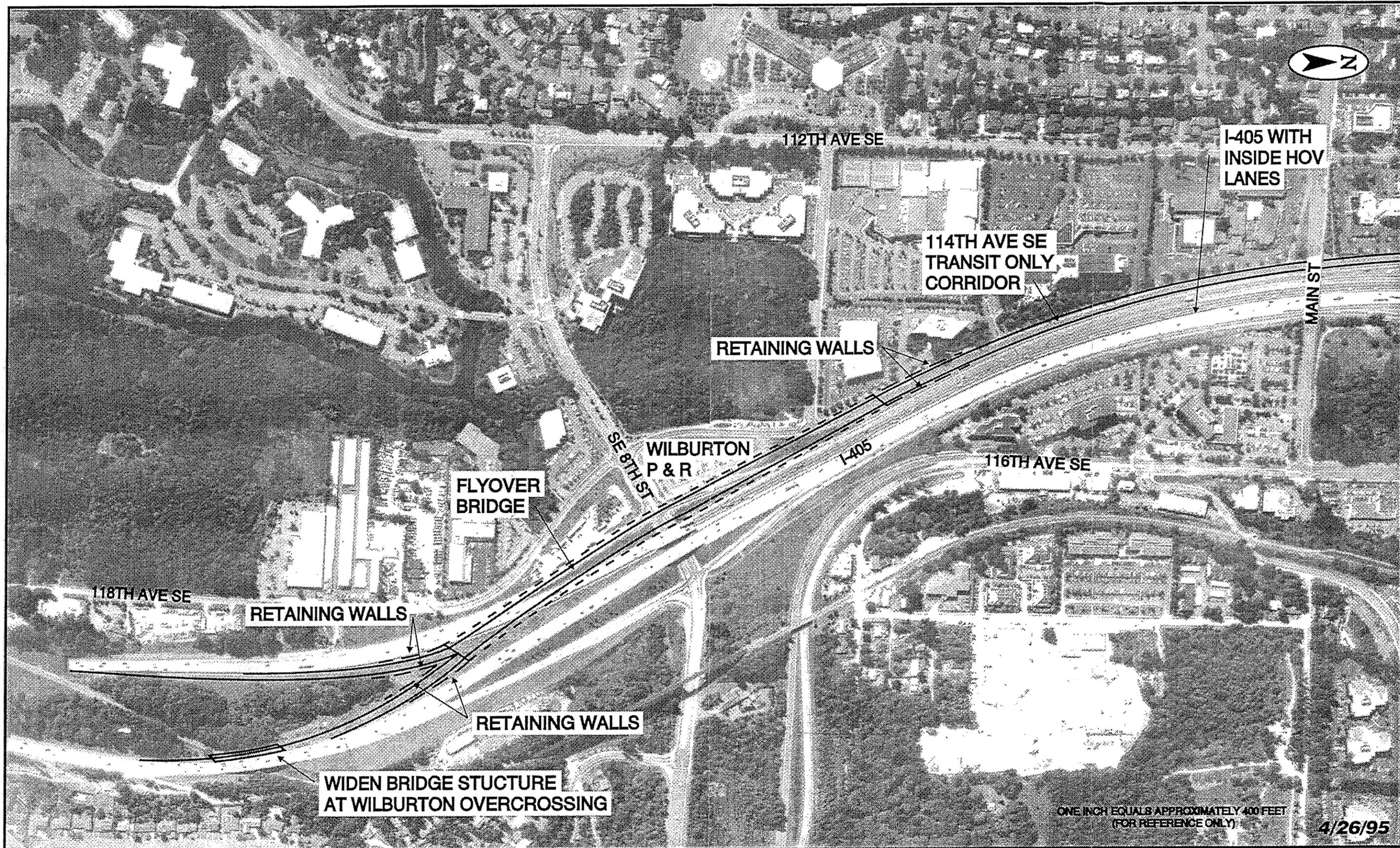
- ◆ Total Estimated Cost: \$41.86 M.

Significant Benefits

This option would complement the north Bellevue CBD access alternative, and is considered a high regional priority. It rates especially high in carpool travel time savings, and like its northern counterpart, facilitates regional transit service.

Significant Impacts and Outstanding Issues

This option rated low in transit travel time savings primarily because of current and future planned transit service. Additionally, the City of Bellevue is currently considering a different approach to providing HOV access into Bellevue at NE 6th Street, which, if feasible, would be the preferred approach obviating the need for this option.



BELLEVUE CBD—NORTH ACCESS

This ramp would connect the north end of downtown Bellevue to future I-405 inside HOV lanes to and from the north as shown in Figure 4-15. While a less expensive alternative might be developed to serve transit only, the recommended is for full HOV access into Bellevue because it is a major regional activity center. Two different design alternatives have been developed conceptually, both costing roughly the same amount.

Cost Estimate Summary

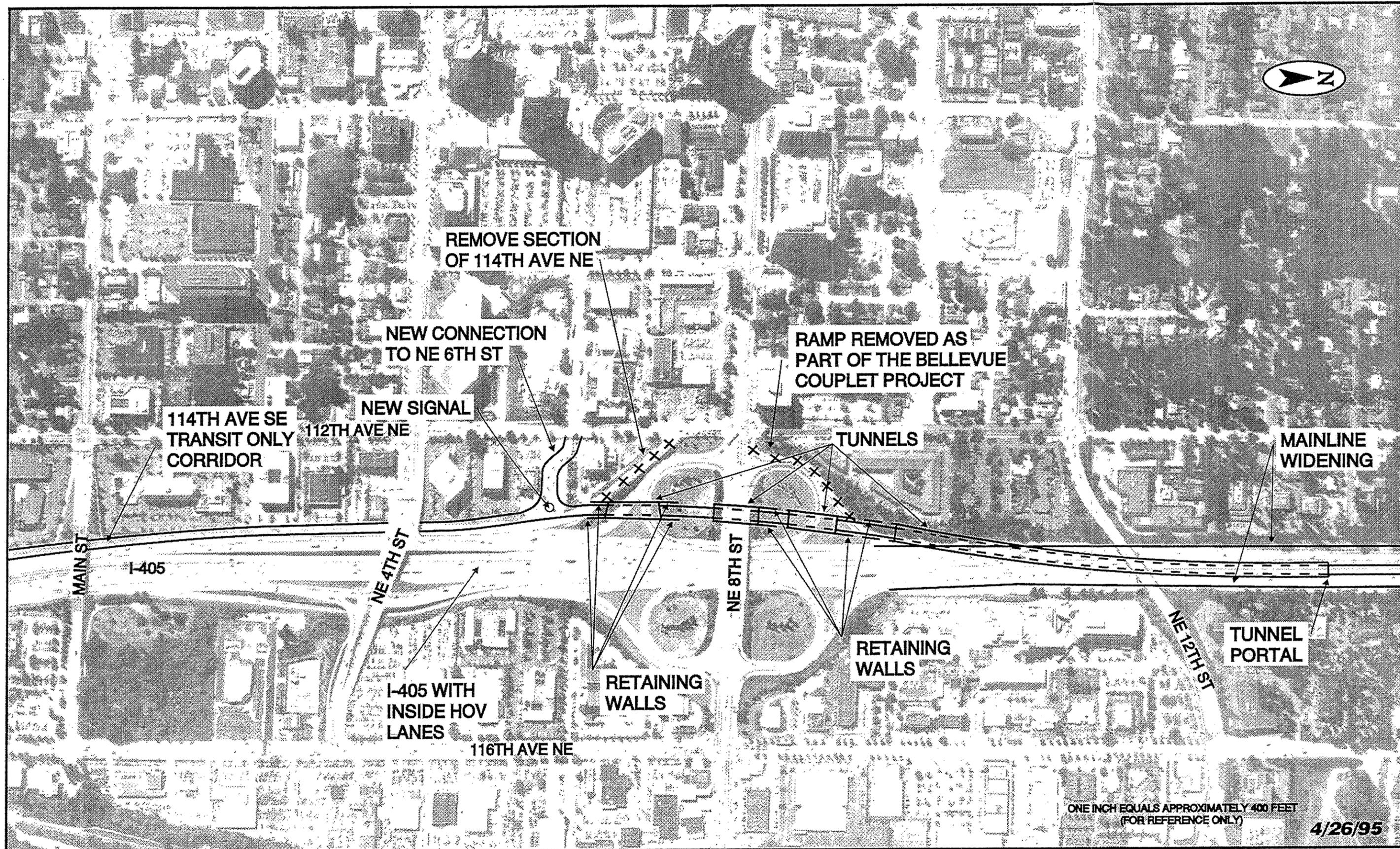
- ◆ Total Estimated Cost: \$65.95 M.

Significant Benefits

This option rates very high in both transit and HOV travel time savings, as well as cost effectiveness. Also, by providing convenient access to the Bellevue Transit Center, a major regional transit hub, it rates high in facilitation of regional transit service as well as general system enhancement.

Significant Impacts and Outstanding Issues

When this proposal is designed, several alternatives should be considered to reduce the cost and to integrate the HOV improvement with other improvements that the City of Bellevue is considering. Additionally, the City of Bellevue is currently considering a different approach to providing HOV access into Bellevue at NE 6th Street, which, if feasible, would be the preferred approach obviating the need for this option.



NE 70TH STREET DIRECT ACCESS

This alternative would provide inside elevated HOV ramps to and from NE 70th Street as shown in Figure 4-16 and would also serve as an in-line transit stop serving the existing park-and-ride. Construction of an inside lane in-line transit stop at NE 70th Street to tie in with the existing park-and-ride could be done but would require widening of the roadway to accommodate the additional inside lanes. A new pedestrian bridge would have to be constructed. Sufficient sight and merging distances appear achievable.

Currently, a proposal is underway to install a signal at the entrance to the Houghton Park-and-Ride lot at the southeast corner of the I-405/NE 70th Street interchange. Metro maintains a highly used local service connection on the NE 70th Street overpass and at the Houghton Park-and-Ride lot. The access improvement selected must address transfer needs between local and freeway services. Residents in the interchange vicinity are very sensitive to any direct ramps or in-line transit, an issue which would have to be addressed should this location be carried forward to environmental and construction review.

The existing NE 70th Street undercrossing structure will need to be retrofitted. The existing inside median is at full build-out and widening the mainline to the outside to accommodate elevated HOV ramps will conflict with the existing undercrossing pier locations. All ramp heads will need to be modified including the southern ramps of the NE 85th Street interchange. A new pedestrian bridge is required to provide a direct link from the park-and-ride to the in-line transit stop. There are no significant geometric constraints in this location.

Cost Estimate Summary

- ◆ Total Estimated Cost: \$33.91 M.

Significant Benefits

This proposal would allow carpool and transit access to future I-405 inside HOV lanes to both the south and north, and would allow transit buses to make stops to serve the Houghton Park-and-Ride lot, and to connect with east-west bus routes serving Kirkland and Redmond. This option rates moderately high with respect to transit travel time savings, facilitation of regional transit service, improving safety, compatibility with local land use, and general system enhancement.

Significant Impacts and Outstanding Issues

Since many of the buses which would use this facility would be destined to and from Seattle, for this access to work well, the northwest quadrant freeway-to-freeway connections at SR 520 or I-90 should also be completed. This option is also relatively expensive compared to other general direct access alternatives.