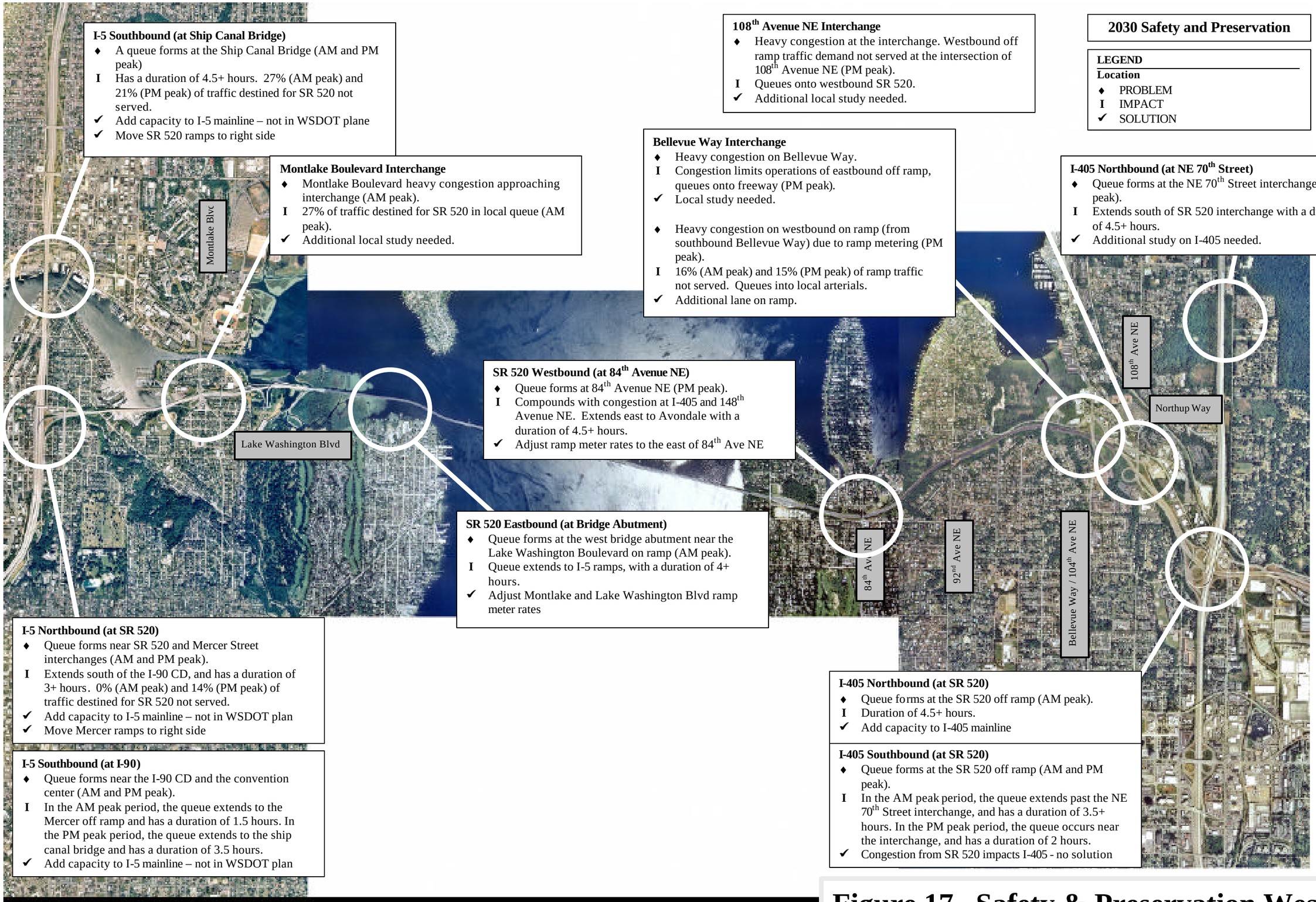

2030 Safety and Preservation

LEGEND

Location

- ♦ PROBLEM
- I IMPACT
- ✓ SOLUTION

I-5 Southbound (at Ship Canal Bridge)

- ♦ A queue forms at the Ship Canal Bridge (AM and PM peak)
- I Has a duration of 4.5+ hours. 27% (AM peak) and 21% (PM peak) of traffic destined for SR 520 not served.
- ✓ Add capacity to I-5 mainline – not in WSDOT plane
- ✓ Move SR 520 ramps to right side

Montlake Boulevard Interchange

- ♦ Montlake Boulevard heavy congestion approaching interchange (AM peak).
- I 27% of traffic destined for SR 520 in local queue (AM peak).
- ✓ Additional local study needed.

108th Avenue NE Interchange

- ♦ Heavy congestion at the interchange. Westbound off ramp traffic demand not served at the intersection of 108th Avenue NE (PM peak).
- I Queues onto westbound SR 520.
- ✓ Additional local study needed.

Bellevue Way Interchange

- ♦ Heavy congestion on Bellevue Way.
- I Congestion limits operations of eastbound off ramp, queues onto freeway (PM peak).
- ✓ Local study needed.

- ♦ Heavy congestion on westbound on ramp (from southbound Bellevue Way) due to ramp metering (PM peak).
- I 16% (AM peak) and 15% (PM peak) of ramp traffic not served. Queues into local arterials.
- ✓ Additional lane on ramp.

I-405 Northbound (at NE 70th Street)

- ♦ Queue forms at the NE 70th Street interchange (PM peak).
- I Extends south of SR 520 interchange with a duration of 4.5+ hours.
- ✓ Additional study on I-405 needed.

SR 520 Westbound (at 84th Avenue NE)

- ♦ Queue forms at 84th Avenue NE (PM peak).
- I Compounds with congestion at I-405 and 148th Avenue NE. Extends east to Avondale with a duration of 4.5+ hours.
- ✓ Adjust ramp meter rates to the east of 84th Ave NE

SR 520 Eastbound (at Bridge Abutment)

- ♦ Queue forms at the west bridge abutment near the Lake Washington Boulevard on ramp (AM peak).
- I Queue extends to I-5 ramps, with a duration of 4+ hours.
- ✓ Adjust Montlake and Lake Washington Blvd ramp meter rates

I-5 Northbound (at SR 520)

- ♦ Queue forms near SR 520 and Mercer Street interchanges (AM and PM peak).
- I Extends south of the I-90 CD, and has a duration of 3+ hours. 0% (AM peak) and 14% (PM peak) of traffic destined for SR 520 not served.
- ✓ Add capacity to I-5 mainline – not in WSDOT plan
- ✓ Move Mercer ramps to right side

I-5 Southbound (at I-90)

- ♦ Queue forms near the I-90 CD and the convention center (AM and PM peak).
- I In the AM peak period, the queue extends to the Mercer off ramp and has a duration of 1.5 hours. In the PM peak period, the queue extends to the ship canal bridge and has a duration of 3.5 hours.
- ✓ Add capacity to I-5 mainline – not in WSDOT plan

I-405 Northbound (at SR 520)

- ♦ Queue forms at the SR 520 off ramp (AM peak).
- I Duration of 4.5+ hours.
- ✓ Add capacity to I-405 mainline

I-405 Southbound (at SR 520)

- ♦ Queue forms at the SR 520 off ramp (AM and PM peak).
- I In the AM peak period, the queue extends past the NE 70th Street interchange, and has a duration of 3.5+ hours. In the PM peak period, the queue occurs near the interchange, and has a duration of 2 hours.
- ✓ Congestion from SR 520 impacts I-405 - no solution

Figure 17. Safety & Preservation West Side