Introductions

Roger Millar, P.E., AICP
Acting Secretary of Transportation
• Introductions
• I-405 Master Plan Funding and Phasing
• I-405 Express Toll Lanes Update
• King County Eastside Rail Corridor Update
• King County Metro Update
• Sound Transit Update
• Public Comment
I-405 Master Plan and Express Toll Lanes Update

Patty Rubstello, P.E.
Assistant Secretary, WSDOT Toll Division

Kim Henry, P.E.
I-405/SR 167 Corridor Program Director
Regional Consensus
- EIS Record of Decision, 2002

Roadways
- 2 new lanes in each direction
- Local arterial improvements

Transit & Transportation Choices
- Bus Rapid Transit system
- New transit centers
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

Environmental Enhancements
Master Plan Analysis: Hours of Congestion

Average Hours of Congestion along I-405

Number of hours of congestion

I-5 to SR 167 Ramp
SR 167 Ramp to NE Park Dr
I-90 to SR 520
SR 520 to NE 85th St
NE 85th St to NE 124th St
NE 124th St to SR 522
SR 522 to I-5

Balanced multimodal solution
Our region and corridor are growing

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2015</th>
<th>2045</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Corridor</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>217,800</td>
<td>253,400</td>
<td>16%</td>
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<tr>
<td>Households</td>
<td>77,700</td>
<td>98,800</td>
<td>27%</td>
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<tr>
<td>Jobs</td>
<td>61,900</td>
<td>68,300</td>
<td>10%</td>
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<tr>
<td><strong>Central Corridor</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>487,200</td>
<td>600,600</td>
<td>23%</td>
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<tr>
<td>Households</td>
<td>191,500</td>
<td>253,500</td>
<td>32%</td>
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<tr>
<td>Jobs</td>
<td>301,300</td>
<td>423,500</td>
<td>41%</td>
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<tr>
<td><strong>South Corridor</strong></td>
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<td></td>
<td></td>
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<tr>
<td>Population</td>
<td>464,500</td>
<td>545,500</td>
<td>17%</td>
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<tr>
<td>Households</td>
<td>170,800</td>
<td>226,300</td>
<td>33%</td>
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<tr>
<td>Jobs</td>
<td>242,800</td>
<td>335,000</td>
<td>38%</td>
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Source: PSRC Land Use Vision forecast
Traffic volumes are increasing regionally

Source: WSDOT Gray Notebook

2012-2014: I-405 congestion increased 46%
Traffic volumes are increasing regionally

Average Weekday Vehicle Hours of Delay

Source: WSDOT Gray Notebook

* Final draft data
<table>
<thead>
<tr>
<th>Project Type</th>
<th>Completion Status</th>
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<tr>
<td>Park and Ride expansions</td>
<td>80% complete or funded</td>
</tr>
<tr>
<td>Transit center expansions</td>
<td>70% complete</td>
</tr>
<tr>
<td>Bus Rapid Transit stations</td>
<td>70% complete</td>
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<tr>
<td>Local arterial improvements</td>
<td>50% complete</td>
</tr>
<tr>
<td>Add 2 lanes in each direction</td>
<td>45% complete or funded</td>
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<tr>
<td>Transit service increase</td>
<td>40% complete</td>
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<tr>
<td>Direct Access</td>
<td>12% complete</td>
</tr>
<tr>
<td>Vanpool service increase</td>
<td>30% complete</td>
</tr>
<tr>
<td>Pedestrian/bicycle improvements</td>
<td>25% complete</td>
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</table>
I-405: What was the problem?

- **Bad traffic**
  - Drivers on I-405 experience some of the worst traffic in the state.
  - Before express toll lanes, the southbound I-405 HOV lane dropped below 45 mph 200 days out of the year and I-405 HOV lanes were congested 60 percent of weekdays.

- **Crowded HOV Lanes**
  - I-405 HOV lanes were not meeting state requirements to operate at 45 mph 90 percent of the time during peak hours.
  - I-405 HOV lanes were often just as congested as the regular lanes.

- **Transit Suffers**
  - Congested lanes significantly delay transit trips and reduce reliability.
### HOV lane performance affects transit reliability

- **HOV asset:** Over $2B invested to build a 300 lane-mile Puget Sound HOV system.

- **HOV congestion:** Lanes should operate at 45 mph 90% of the time. Many HOV lanes didn’t meet this performance standard because 2+ HOV lanes were over-utilized.

- **HOV management:** Occupancy alone was a crude management tool. Some HOV lanes were congested, others were underused.

- **Transit impact:** Bus service costs increase and require more coaches when trips are slow or unreliable.
Why express toll lanes?

Goals:

- Offer more choices to drivers
- Improve speed and reliability in the HOV lanes
- Fund future corridor improvements
Express Toll Lanes
Quick Facts

• Opened Sept. 27, 2015
• 17 miles of express toll lanes
• Operation hours: 5 a.m. to 7 p.m. Monday – Friday
• Toll Rates
  – Minimum Toll Rate $ 0.75
  – Maximum Toll Rate $ 10.00
• Carpool Policy
  – 3+ carpools with Flex Pass exempt at all times
  – 2+ carpools exempt except 5-9 a.m. and 3-7 p.m. on weekdays
**Key takeaways – Early successes**

<table>
<thead>
<tr>
<th>First six months</th>
<th>Last three months</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Sept. 27, 2015 - March 31, 2016)</td>
<td>(Jan. 1 - March 31, 2016)</td>
</tr>
</tbody>
</table>

**EXPRESS TOLL LANES**

- **7.5 MILLION TOTAL TRIPS**
- **5.1 MILLION TOLLED TRIPS**
- **2.4 MILLION FREE TRIPS**

**GENERAL PURPOSE LANES**

- **10 MINUTES**
- **13 TRAVEL TIME SAVINGS**

**How are the general purpose lanes working compared to last year?**

- **2 minutes faster**
- **3 minutes slower**

**48,000 DAILY TRIPS** have a faster and more reliable trip.

- **TOLL PAYERS** 34,000 vehicles per day
- **CARPOOL** 14,000 vehicles per day
- **VANPOOL** 350 vans 3,300 riders per day
- **TRANSIT** 7,800 riders per day

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**High usage, faster speeds, reduced travel time**
Key takeaways – Early challenges

• Capacity challenges between Bothell and Lynnwood in both directions
• Access challenges throughout the corridor in both directions
• We’ve been making changes to address access challenges and evaluating long-term projects to address the needed capacity
Six month performance update – Speeds

I-405 HOV Performance
Percentage of Peak Period
When Speeds Are >45 MPH

Moving traffic at 45+ mph, 91%+ of the time
## Six month performance update - Speeds

### Southbound morning peak period average speed (mph)

<table>
<thead>
<tr>
<th></th>
<th>Winter 2015</th>
<th>Winter 2016</th>
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</thead>
<tbody>
<tr>
<td>General purpose lanes</td>
<td>28</td>
<td>34</td>
</tr>
<tr>
<td>Express toll lanes</td>
<td>50</td>
<td>56</td>
</tr>
</tbody>
</table>

### Northbound evening peak period average speed (mph)

<table>
<thead>
<tr>
<th></th>
<th>Winter 2015</th>
<th>Winter 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>General purpose lanes</td>
<td>28</td>
<td>32</td>
</tr>
<tr>
<td>Express toll lanes</td>
<td>43</td>
<td>57</td>
</tr>
</tbody>
</table>
**Six month performance update - Volumes**

<table>
<thead>
<tr>
<th>Location</th>
<th>Peak Period</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southbound I-405 SR 527</td>
<td>+7 percent</td>
<td>+7 percent</td>
</tr>
<tr>
<td>SR 522</td>
<td>+8 percent</td>
<td>+14 percent</td>
</tr>
<tr>
<td>NE 100th St</td>
<td>+15 percent</td>
<td>+25 percent</td>
</tr>
<tr>
<td>NE 53rd St</td>
<td>+15 percent</td>
<td>+22 percent</td>
</tr>
</tbody>
</table>

*Note: Added capacity on southbound I-405 was 7.5 lane miles for a 12% increase in lane miles.*

Changes in volume include all lanes
Peak period: 5-9 a.m.
Peak hour: 7:15-8:15 a.m.
Six month performance update - Volumes

* Note: Added capacity on northbound I-405 was 3.5 lane miles for a 5% increase in lane miles.

Changes in volume include all lanes
Peak period: 3-7 p.m.
Peak hour: 4:25-5:25 p.m.

Moving more vehicles than before tolling

Northbound I-405

SR 527

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 percent</td>
<td>0 percent</td>
</tr>
</tbody>
</table>

SR 522

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>+2 percent</td>
<td>+1 percent</td>
</tr>
</tbody>
</table>

NE 100th St

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>+17 percent</td>
<td>+24 percent</td>
</tr>
</tbody>
</table>

NE 53rd St

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>+12 percent</td>
<td>+22 percent</td>
</tr>
</tbody>
</table>

* Note: Added capacity on northbound I-405 was 3.5 lane miles for a 5% increase in lane miles.

Moving more vehicles than before tolling
I-405 operations – Local streets

- Ongoing traffic monitoring

“Woodinville’s data shows no increase in traffic due to the express toll lanes… In six out of the seven spots, daily traffic volumes dropped significantly, anywhere from 6 to 40 percent.”

Six month performance update – Toll Rates

82% of drivers are paying $4 or less during peak periods.
Six month performance update – Revenue

- **January to March Financial Summary**
  - Initial data indicates revenue is exceeding forecast.
  - As expected, the change in hours of operation in mid-March has impacted revenue.
  - Full costs of operations will be realized in next quarter.

- Next quarter’s financial statement will be more representative of overall net revenue potential.
Six month performance update

Good To Go! Customer Survey

Overall understanding of how to use the express toll lanes

- Completely understand 59%
- Adequately understand 29%
- Somewhat understand 10%
- Do not understand at all 2%

Source: WSDOT Good To Go! Customer Survey, April 2016, surveyed only customers who have used the Express Toll Lanes since opening.

88% of respondents understand how to use the lanes
Good To Go! Customer Survey

The option to use the express toll lanes when I need them

- Very Satisfied: 28%
- Satisfied: 31%
- Neutral: 18%
- Unsatisfied: 12%
- Very Unsatisfied: 12%

Source: WSDOT Good To Go! Customer Survey, April 2016, surveyed only customers who have used the Express Toll Lanes since opening.

59% of respondents are satisfied having the choice
Six month performance update

Good To Go! Customer Survey

The value of time saved relative to the tolls I paid

- Very Satisfied: 25%
- Satisfied: 28%
- Neutral: 22%
- Unsatisfied: 13%
- Very Unsatisfied: 12%

Source: WSDOT Good To Go! Customer Survey, April 2016, surveyed only customers who have used the Express Toll Lanes since opening.

Over half of respondents are satisfied with the value
# How express toll lanes are measuring up

## Speed and Reliability
- Express toll lane speeds >45 mph 90 percent of the time
- Travel times more reliable
- Express toll lane usage is well above projected use with 48,000+ daily trips

## Covering Operating Costs
- Express toll lanes on track to generate revenue to cover operating costs

## Local Streets
- Adjacent local streets and state highways travel times and volumes have not changed much since before tolling, monitoring is on-going

## Transit and Vanpool Ridership
- Ridership has increased for King County Metro (+10 percent)
- Vanpool ridership has increased for both King County Metro and Community Transit to 350+ vans and 3,300+ riders per day

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Meeting objectives six months in
Peak Period Congestion in the General Purpose Lanes

Where are you traveling on I-405?

- Lynnwood
- Bothell
- Kirkland
- Bellevue

What time are you traveling?

SOUTHBOUND
Before ETL  After ETL

NORTHBOUND
Before ETL  After ETL

- Free Flow
- Moderate
- Heavy
- Stop and Go
Changes in Corridor General Purpose Congestion
January-March 2015 vs. January-March 2016 (Peak Periods)

Overall improvements in congestion

Southbound

Northbound
What time are you traveling?

Sample Commute: Regular Lanes, Lynnwood to Bellevue, 7 a.m.

BEFORE Express Toll Lanes
Southbound, Jan-March 2015

Heavy and moderately heavy traffic almost all the way from I-5 to downtown Bellevue

AFTER Express Toll Lanes
Southbound, Jan-March 2016

Still significant areas of heavy and stop-and-go traffic north of SR 522. Better traffic (free-flow and moderately heavy) in the Kirkland area and heading into Bellevue.

Travel Time Difference after ETLs
7 minutes

Travel experiences vary
Significant areas of heavy traffic until SR 522. Some free-flow traffic just north of SR 522. Moderate and heavy traffic from NE 195th Street to I-5.

Where are you traveling on I-405?

Mostly free-flow and moderate traffic throughout the trip.

Heavier traffic throughout the trip.

Travel experiences vary

Sample Commute: Regular Lanes, Bothell to Lynnwood, 6 p.m.

**Southbound**
General Purpose Lane Trips
Morning Peak Period
5 to 9 a.m.

- Improved 32%
- Same 62%
- Worse 6%

Added 7.5 southbound lane miles for a 12% increase (61 to 68.5 total miles)

**Northbound**
General Purpose Lane Trips
Afternoon Peak Period
3 to 7 p.m.

- Improved 34%
- Same 48%
- Worse 18%

Added 3.5 northbound lane miles for a 5% increase (65 to 68.5 total miles)
I-405 operations – Adjustments

- Completed/Planned Adjustments
  - Operational hours
    - Mon-Fri 5 a.m. to 7 p.m.
  - Toll rate algorithm adjustments
  - Striping and access adjustments at 10 locations
  - Additional pavement markings and signage at 3 locations
Planned Adjustments

3 Southbound I-405 at SR 527: Lengthen access point to the north to allow drivers more time to merge.

10 Northbound I-405 near NE 85th Street: Adjust the access length to provide more open access to the express toll lane.
Future Projects Under Evaluation

14 Northbound auxiliary lane between SR 520 and NE 70th Place

15 General purpose hard shoulder running on northbound I-405 from SR 527 to I-5

16 Address limited capacity in single express toll lane section (SR 522 to I-5)
What are the next priorities?

### Completing the 40-mile system

**A. Tuwila to Bellevue - $1,353 million (WSDOT: $1,215 m, others: $138 m)**

- **Benefits**
  - Benefits/Cost: 4.7
  - Approximately 80,000 vehicles travel daily by taking every day, which results in $774.8 in annual travel time savings by drivers.

- **Renton to Bellevue (Option 4)**
  - $396 (funded)
  - Adds one lane in each direction.

- **SR 167 Direct Connector**
  - $325 (funded)
  - Builds a new ramp connecting the I-405 express toll lanes to the SR 167 HOT lanes.

- **Sound Transit North 88th St Direct Access**
  - $78
  - Builds a direct access ramp at N 88th St.

- **City of Bellevue NE 6th St Extension Belle View Drive**
  - $60
  - Extends NE 6th St, east across I-405 to 120th Ave NE.

**B. SR 167 Express Toll Lanes Extension - $117 million**

- **Benefits**
  - Benefits/Cost: 2.3
  - Increases capacity over 50% and extends the reliability and traffic safety of the SR 167 HOT lanes.

<table>
<thead>
<tr>
<th>Stage (SB)</th>
<th>$82 (Funded)</th>
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</thead>
<tbody>
<tr>
<td>Stage 5 (NB)</td>
<td>$35</td>
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</table>

- Extends the existing southbound HOT lane to the King/Pierce County.

### Future I-405 Corridor priorities

**C. Bothell to Lynnwood Dual Express toll Lanes - $570 million**

- **Benefits**
  - Benefits/Cost: 1.9
  - Reduces vehicle hours of delay reduced daily $121.5 M annual travel time savings.

| SR 522 Interchange | $315 |
| SR 522 to I-5 Dual Express Toll Lanes | $265 |

- Adds a new direct connection to SR 522 and reopens a new interchange.

- **SR 167 Stage 6** - $300 m

- **Benefits**
  - Benefits/Cost: 2.5
  - Reduces vehicle hours of delay $120.0 M vehicle daily.

- **Stage 6** - $300 m

- **SR 167 Stage 6**
  - $300 m
  - Extends the SR 167 HOT lanes northbound and southbound to SR 612/Bryant interchange.

**D. SR 167 Stage 6** - $300 m

- **Benefits**
  - Benefits/Cost: 2.2
  - Provides new access to and from north Kirkland area and completes I-405 interchanges which has recently been rebuilt.

- **Stage 6** - $300 m

- **SR 167 Stage 6**
  - $300 m
  - Extends the SR 167 HOT lanes northbound and southbound to SR 612/Bryant interchange.

**E. I-405/NE 132nd St. Interchange - Prior TPA project commitment**

- **Benefits**
  - Benefits/Cost: 2.4
  - Provides new access to and from north Kirkland area and completes I-405 interchange which has recently been rebuilt.

- **Stage 6** - $75 (funded)

- **NE 132nd St. Interchange**
  - $75 (funded)
  - Builds a new diamond interchange at NE 132nd St. in Kirkland.

**F. I-90/I-405 Interchange Direct Connectors - $535 million**

- **Benefits**
  - Benefits/Cost: 2.1
  - Reduces delay by 21,000 vehicle hours of delay $111.3 M annual travel time savings.

- **1-405 / I-565 Avenue to I-405 Direct Connector**
  - $370
  - Builds a new freeway ramp between the express toll lanes on I-405 and the HOV lanes on I-565.

- **1-405 / NE 80th Bellevue to I-405 Direct Connector**
  - $370
  - Builds a new freeway ramp between the express toll lanes on I-405 and the HOV lanes on I-565.

**G. SR 520/I-405 Interchange and SR 520/124th Ave NE Interchange - $550 million**

- **Benefits**
  - Benefits/Cost: 1.6
  - Reduces delay by 24,000 vehicle hours of delay $136.1 M annual travel time savings.

- **SR 530 / I-405 Interchange**
  - $235
  - Builds a new freeway ramp connecting the express toll lanes on I-405 to the HOV lane on SR 520. Stays will connect Bellevue to Kirkland traffic.

- **SR 520 / 124th Ave NE Interchange**
  - $316
  - Builds a new freeway ramp between the express toll lanes on I-405 and the HOV lanes on SR 520. Stays will connect DES Plaines to Kirkland traffic.
Phase 2: Next steps

- **Renton to Bellevue Widening and Express Toll Lanes** – $890 m
- **Benefit/Cost** – 4.7, open 2024

- **I-405/SR 167 Direct Connector** – $285 m
  Contract award in 2016; Open 2019

- **SR 167 Stage 5**
  - $35 m PE/ROW/CN unfunded
I-405 Delivery Schedule: Current Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
<th>Funding Source</th>
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<tbody>
<tr>
<td>2015</td>
<td>I-405 Renton to Bellevue Widening and ETL</td>
<td>Program Savings (Nickel/TPA)</td>
</tr>
<tr>
<td>2016</td>
<td>I-405/NE 132nd Interchange</td>
<td>CWA Funding</td>
</tr>
<tr>
<td>2017</td>
<td>SR 520/NE 124th Interchange</td>
<td>Program Savings (Nickel/TPA)</td>
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<tr>
<td>2018</td>
<td>New SR 527 to I-5 NB HSR</td>
<td>Program Savings (Nickel/TPA)</td>
</tr>
<tr>
<td>2019</td>
<td>New SR 520 to NE 70th ST NB Aux Lane</td>
<td>Program Savings (Nickel/TPA)</td>
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</tbody>
</table>

**Key Points:**
- Stage 1: I-405/SR 167 D/V/C
- Stage 2: Renton to Bellevue ETL PE/RW
- Stage 3: I-405/I-90 Aux Lane Construction
- PE and RW Construction
- Open Renton to Bellevue Express Toll Lanes
- PE I-405 NE 6th Ext. and I-90 Improv. CN

**Notes:**
- Need aux lanes early to address lessons learned.
Eastside Rail Corridor Regional Trail and WSDOT I-405 Renton to Bellevue Project Coordination
I-405/SR 167 Executive Advisory Group Briefing
April 26, 2016
Briefing Overview

- Trail Alternatives, Including Benefits and Impacts
- Major Considerations and Opportunities by Segment
- Cost Estimates
- Timeline
- Opportunities for Coordination between I-405 Renton to Bellevue and ERC Trail Projects
Eastside Rail Corridor Trail Master Planning Overview

- Railbanked Area and Background
- Complex Ownership
- Multiuse Corridor Vision
- ERC Trail Vision
- Connecting the Eastside
- Trail Alignment Alternatives
Opportunities: Connecting the Eastside

- ERC Trail provides a key link between existing and planned regional trails
- Creates a continuous network serving over 350,000 citizens within Eastside, and over 1 million when considering connections across the lake
- Connections to core business districts of Renton, Bellevue, Kirkland, Woodinville, and Redmond
- Supports multimodal transportation options with numerous connections to transit centers and park and rides; direct connectivity to East Link Light Rail at Wilburton and Spring District
Trail Alternatives (Illustrative)

On-Railbed

Off-Railbed
Corridor Segments

- **Lakefront** – Renton to I-90
  - Most residential segment
  - Opportunity to connect to Cedar River Trail and Lake to Sound Trail
  - Runs parallel with Lake Washington Loop Trail, to be impacted by 405 expansion in two segments
- **Wilburton** – I-90 to 108th Ave NE (Cross Kirkland Corridor)
  - Most urban and commercial, major redevelopments
  - Major bridge structures needed
  - Sound Transit ownership and East Link Light Rail
- **Valley** – Totem Lake to Woodinville, Mainline and Spur
  - Connections between the Main Line, Spur, and Sammamish River Trail
  - Interest in potential excursion rail service
## Total Project Cost - Preliminary Estimates

<table>
<thead>
<tr>
<th>Segment</th>
<th>On-Railbed Alternative</th>
<th>Off-Railbed Alternative</th>
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<tbody>
<tr>
<td>Lakefront</td>
<td>$33,000,000</td>
<td>$79,000,000</td>
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<tr>
<td>Wilburton</td>
<td>$97,000,000</td>
<td>$112,000,000</td>
</tr>
<tr>
<td>Valley - Main Line</td>
<td>$23,000,000</td>
<td>$53,000,000</td>
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<tr>
<td>Valley - Spur</td>
<td>$18,000,000</td>
<td>$18,000,000</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>$171,000,000</strong></td>
<td><strong>$262,000,000</strong></td>
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KING COUNTY EASTSIDE RAIL CORRIDOR
REGIONAL TRAIL MASTER PLANNING TIMELINE

**Winter 2016**
Release of the Draft Regional Trail Master Plan and EIS
Open houses and public meetings

**Summer 2016**
Recommendation for the Preferred Trail Alternative and King County Council review of the Recommendation
Issue Final Master Plan and EIS
Open houses, Council briefing

**Fall 2016**
King County Council Approval of Regional Trail Master Plan
Council hearing

**2017-2019**
Rail removal
North Bellevue Interim Trail Spring 2017
Wilburton Segment Design Phase
Coordination with WSDOT I-405 Design 2017-2019
Lakefront Segment Interim Trail Design/Construction

**2020-2024**
Wilburton Segment Construction
WSDOT Construction of I-405 expansion and Wilburton Bike/Ped Bridge 2019-2024
The Wilburton “Gap” - Reconnecting Across I-405

2007

Former rail bridge over southbound lanes of I-405

2009

Eastside Rail Corridor
Relocation of Lake Washington Loop Trail

• 3-mile segment of the Eastside Rail Corridor is located between the Coal Creek Parkway and NE 44th Street interchanges

• Parts of Lake Washington Loop Trail (total distance: 1.3 miles) are located within WSDOT right of way and will need to be relocated as part of Renton to Bellevue construction
Coordination between I-405 Renton to Bellevue and ERC Trail Projects

- Wilburton Gap Design Workshop - Late May/Early June 2016
  - Establish design criteria and jointly determine best bridge type and geometry to meet objectives
  - Report back on results and next steps
- Evaluation of opportunities for interim trail in the ERC as mitigation for impacts to Lake Washington Loop Trail during I-405 construction
- Discussion of permanent replacement of impacted LWLT sections in the ERC
Questions?

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Kim Henry
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(425)456-8579
Benefits Across King County

2x

DOUBLE transit ridership

20% → 70%

TRIPLE the percentage of people close to frequent service

Commuters who take transit grows from 14% to 24%

Metro buses arrive at Link stations every 1.5 MINUTES

In LOW-INCOME or MINORITY areas, 85% of residents will be close to frequent transit service—and the OPPORTUNITIES it brings.

EMISSIONS REDUCED. 300,000 fewer cars are on the road every weekday.
More Service

2040 Service Network

Frequent Service

Express Service

Local Service

www.kcmetrovision.org/plan/service-map
Service you can count on

Investments to help buses run faster and stay on schedule:
• Bus lanes, signal priority, off-board ORCA readers
• 600 miles of roadway investments for all service types
• Significant expansion to Metro’s capital program
• Requires strong partnerships with cities
More Choices to Meet Many Needs

Expanded Range of Options:
- Provide flexible service where traditional local transit service does not fit
- Integrate city planning and transit planning
- Develop new products through research and development
- Move toward faster and easier payments with ORCA 2
- Make it easier to move between Metro and other providers
Easy, Safe, and Comfortable

Make it easier to get where you want to go:

• New and better information for customers and to improve operations
• Improvement to make easy connections to transit
• Safe and well-designed passenger facilities
• Make getting on the bus fast and easy
Access to Transit

Transit Hub

Bike and Walk Access

City Land Use Plans

Park & Ride

Transit Parking

Transit-Oriented Development
Park-and-Rides

More spaces
- Over 40% more park-and-ride stalls in 2040*
- Investment focused in areas of low development & transit density
- Opportunities for more leased lots, shared parking, on-street options

Increased efficiency
- Increase utilization through more rideshare, restriping
- Technology improvements like real-time parking info & communication
- Use paid parking to better manage capacity

* Includes proposed Sound Transit investments
Implementing the Vision

Transit system will require substantial capital and service investments

- Strengthen partnerships with cities, stakeholders and other transportation providers
- Work with cities to ensure improvements are a good fit for each community
- Long-range plan to support local planning and identify complementary transit service

Local planning coordinated with transit

6-year cycle

Metro updates Long-Range Plan to support cities’ planned development
I-405: Existing Conditions

- **Ridership going up in the corridor.** Nearly 10% growth on routes that travel on I-405, compared to 2% growth on the system as a whole over past year.

- **Travel time improved.** Savings of 2-10 minutes on average per trip for Metro routes using the toll lanes (10-30%).

- **Vanpools a strong market.** End of year, 2015 – approximately 199 groups on the northern I-405 corridor, 1,194 participants.

- **Communities In Motion** program to encourage alternatives to driving alone.
Future Vision for I-405

- Connections with bus rapid transit or other future services along the corridor
- Multimodal hubs along the corridor
- Access improvements such as park and rides
How far can you go?

Starting from: Kingsgate

In the year: 2016 2025 2040

Travel times include initial wait times and the average time spent waiting to transfer. Represents trips starting at noon on weekdays.
How far can you go?

Starting from:

Kingsgate

In the year:

| 2016 | 2025 | 2040 |

Travel times include initial wait times and the average time spent waiting to transfer. Represents trips starting at noon on weekdays.
How far can you go?

Starting from:

Kingsgate

In the year:

2016 2025 2040

Travel times include initial wait times and the average time spent waiting to transfer. Represents trips starting at noon on weekdays.
Learn More and Give us Feedback

- Visit kcmetrovision.org
- Sign up for updates
- Send us your comments
- Attend an event
- Attend a Community Advisory Committee meeting
- Join the conversation on social media #kcmetrovision
- Take our online survey

May 20 – Public comment ends on the draft METRO CONNECTS plan

Upcoming Evening Joint Sound Transit & King County Metro open houses:
- April 26 – West Seattle High School
- April 27 – Old Redmond Schoolhouse
- April 28 – Union Station (Daytime)
- April 28 – Todd Beamer High School (Federal Way)
Questions?

Contact us:
Stephen Hunt
Transportation Planner
Stephen.Hunt@KingCounty.gov
206-477-5828

Tristan Cook
Community Relations Planner
Tristan.Cook@KingCounty.gov
206-477-3842
Sound Transit District
More people calling our region home

2014: 2.8 million
2040: 3.7 million

Source: Puget Sound Regional Council
ST3 timeline

- Long-Range Plan Update: 2014
- Revenue authority from Legislature: 2015
- System planning (Develop ballot measure): 2015 – mid-2016
- ST3 ballot measure: November 2016

**System planning (Develop ballot measure) - WE ARE HERE**
Why ST3?

**Bold transit infrastructure investments**

- Benefit quality of life, economy & environment
- Increased transportation capacity in busiest corridors
- Delivered steadily over 25 years
- Regional 112-mile light rail system
  - Fast, frequent, reliable service
  - Serving more riders & communities
  - 470,000-580,000 daily riders by 2040
Draft Plan: Early deliverables

<table>
<thead>
<tr>
<th>Projects</th>
<th>Draft Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>To improve bus speed and reliability:</strong></td>
<td><strong>2019-2024</strong></td>
</tr>
<tr>
<td>• Bus-on-shoulder opportunities: I-5, I-405, SR 518, SR 167</td>
<td></td>
</tr>
<tr>
<td>• Capital improvements for RapidRide C and D Routes</td>
<td></td>
</tr>
<tr>
<td>• Bus capital improvements for Pacific Ave. (Tacoma)</td>
<td></td>
</tr>
<tr>
<td>• Bus capital improvements in East Pierce County</td>
<td></td>
</tr>
<tr>
<td><strong>To improve system access:</strong></td>
<td></td>
</tr>
<tr>
<td>• Parking on SR 522 in Kenmore, Forest Park and Bothell</td>
<td></td>
</tr>
<tr>
<td>• I-405: Parking at Kingsgate and new transit center with parking in South Renton</td>
<td></td>
</tr>
<tr>
<td>• Parking for Sounder north and south lines</td>
<td></td>
</tr>
<tr>
<td>• Passenger amenities, including pedestrian and bicycle improvements</td>
<td></td>
</tr>
</tbody>
</table>
**Draft Plan: BRT-ST Express**

<table>
<thead>
<tr>
<th>Projects</th>
<th>Draft Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ST Express:</strong></td>
<td>On-going</td>
</tr>
<tr>
<td>• Approximately 600K annual hours to continue providing interim express bus service in future HCT corridors</td>
<td></td>
</tr>
<tr>
<td><strong>I-405 BRT: Lynnwood to Burien</strong></td>
<td>2024</td>
</tr>
<tr>
<td><strong>SR 522 &amp; NE 145th Street BRT:</strong></td>
<td>2024</td>
</tr>
<tr>
<td>• UW Bothell to NE 145th light rail station</td>
<td></td>
</tr>
<tr>
<td>• Includes service from Woodinville</td>
<td></td>
</tr>
</tbody>
</table>
East corridor

10 stations, serving:
- Lake Forest Park Town Center
- Kenmore
- Bothell

**KEY**

- **PROPOSED ST3 PROJECTS**
  - Link Light Rail
  - Bus Rapid Transit
  - Proposed shoulder running buses/other speed and reliability improvements
  - Environmental study

- **CURRENT AND PLANNED SERVICE**
  - Link Light Rail
  - Sounder Rail
  - ST Express Bus

- **STATIONS**
  - New station
  - New station / added parking
  - Improved station
  - Major rail transfer

*NOTE: All routes and stations are representative.*
Lynnwood to Bellevue

- In Express Toll Lanes and bus-only shoulder lanes for majority of trip
- In general purpose lanes from Lynnwood to Canyon Park
- Provides connection to SR 522 BRT at 195th/UW Bothell
- Serves Totem Lake
- Serves Central Kirkland
I-405 South/ SR 518 BRT

Bellevue to Renton, Tukwila Int’l Blvd station & Burien Transit Center

• In Express Toll Lanes from Bellevue to S Renton
• In HOV lanes from S Renton to SR 518
• In GP lanes to Tukwila Int’l Blvd station (TIBS)
• In bus-only lanes from TIBS to Burien Transit Center
Draft Plan: Environmental & future investment studies

**Studies**

- HCT Environmental Study: Bothell to Bellevue via Kirkland
- HCT Study: Northern Lake Washington
- HCT Study: Light rail extending from West Seattle to Burien and connecting to light rail spine
- HCT Study: Connections from Everett to Everett Community College
- HCT Study: Commuter rail to Orting
Draft Plan: Project delivery timeline
## Draft Plan: Funding

### Revenue source in billions, YOE

<table>
<thead>
<tr>
<th>Revenue source</th>
<th>2017-2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales tax</td>
<td>16.8</td>
</tr>
<tr>
<td>License tabs</td>
<td>6.9</td>
</tr>
<tr>
<td>Property tax</td>
<td>3.9</td>
</tr>
<tr>
<td><strong>Total taxes</strong>*</td>
<td><strong>27.6</strong></td>
</tr>
<tr>
<td>Other revenue</td>
<td>22.5</td>
</tr>
<tr>
<td><strong>Total estimated sources of funds</strong></td>
<td><strong>$50.1B</strong></td>
</tr>
</tbody>
</table>

*Current forecast: 0.5% sales & use tax, 0.8% MVET & property tax of 25 cents per $1,000 of assessed valuation*
We want to hear from you!

- **March 29-April 29:**
  - Online survey at soundtransit3.org
  - Public and stakeholder outreach
    - April 19* Ballard High School – 5:30 pm
    - April 21 Evergreen State College – Tacoma - 5:30 pm
    - April 25 Everett Station - 5:30 pm
    - April 26* West Seattle High School - 5:30 pm
    - April 27* Old Redmond School House - 5:30 pm
    - April 28* Todd Beamer High School – Federal Way - 5:30 pm
    - April 28* Union Station, Seattle – 11:30 am
  *Coordination with King County Metro’s LRP public outreach

- **June:** Adoption of Final System Plan
- **November:** Ballot measure for voter consideration
Discussion: I-405 Master Plan Progress

Facilitated by:
Roger Millar, P.E., AICP
Acting Secretary of Transportation
15+ years of partnership on Express Toll Lanes
Stakeholder involvement and transparency are critical
Facilitated by:

**Amy Danberg**

I-405/SR 167 Program Communications
Wrap Up

Roger Millar, P.E., AICP
Acting Secretary of Transportation