I-405/SR 167 Corridor
Executive Advisory Group

Meeting #3
Renton Community Center
Dec. 6, 2016
Roger Millar, P.E., AICP
Secretary of Transportation
• Introductions
• I-405 Partner Program Updates
  – WSDOT
  – Sound Transit
  – King County Parks
• Public Comment
• Wrap-up and next steps
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
I-405 Master Plan: Multimodal and making progress

- Park and Ride expansions 80% complete or funded
- Transit center expansions 70% complete
- Bus Rapid Transit stations 70% complete
- Local arterial improvements 50% complete
- Add 2 lanes in each direction 45% complete or funded
- Transit service increase 40% complete
- Direct Access 12% complete
- Vanpool service increase 30% complete
- Pedestrian/bicycle improvements 25% complete
Jennifer Charlebois, P.E.
Director of Toll Systems & Engineering
WSDOT Toll Division

Kim Henry, P.E.
I-405/SR 167 Corridor Program Director
I-405 express toll lanes
Quick facts

• Opened Sept. 27, 2015
• 17 miles of express toll lanes
• Operation hours: 5 a.m. to 7 p.m. Mon – Fri
• 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
Goal #1: Offer drivers a choice

<table>
<thead>
<tr>
<th>What we anticipated</th>
<th>What we’re seeing</th>
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| **Ramp-up:** Total trips projected at 12.1 million in the first year.  
  - National experience shows it takes up to a year for drivers to adjust. | **Ramp-up:** Drivers made a total of 14.5 million trips in the first year.  
  - Drivers adjusted much faster than anticipated. |
| **Choice:** Drivers may not use the express toll lanes everyday, but they offer drivers a choice when they need it most. | **Choice:**  
  - 70 percent of express toll lane commuters use the lanes between 1 and 5 times a month.  
  - Drivers value this choice. Even after one year, 50,000 new vehicles used the express toll lanes for the first time September 2016. |
| **Toll rates:** Typical rates would range between 75 cents and $4. | **Toll rates:** Average peak period, peak direction toll rate is $2.50. |
What we’re seeing:
Drivers use the lanes when they need them

Average monthly express toll lane travel frequency for
Good To Go! pass users
(Oct. 2015 – Sept. 2016)

Source: Unique Good To Go! passes on I-405
Weekdays from 5 a.m. to 7 p.m.
What we’re seeing:
What drivers are choosing to pay

Percent of Peak Period 405 Toll Trips by Rate Category

October 1, 2015 - Sep 30, 2016
Monday - Friday
SB 5 - 9 a.m.
NB 3 - 7 p.m.

Average Peak Period, Peak Direction Toll Rates
- July-Sept 2016 average - $2.99
- Apr-June 2016 average - $2.72
- Jan-Mar 2016 average - $2.40
- Oct-Dec 2015 average - $1.75
## Goal #2: Provide a faster and more predictable trip

<table>
<thead>
<tr>
<th>What we anticipated</th>
<th>What we’re seeing</th>
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| **Faster Trip:** Express toll lanes will provide a faster trip. | **Faster Trip:**  
  - For a full corridor trip during the peak period, the express toll lanes are saving drivers time over the general purpose lanes  
    - Average ETL saves 13 minutes  
    - Speeds in the general purpose lanes have improved in most areas. |
| **Move More Vehicles and People:** By moving traffic more efficiently, we’ll also move people. | **Move More Vehicles and People:**  
  - At NE 100th St, I-405 is moving 16 percent more people in the peak direction during the peak period based on sample data from August 2016.  
  - **More Predictable:** Express toll lanes keep traffic moving at 45 mph on average 85 percent of the time. |
| **More Predictable:** The previous HOV lane moved traffic at 45 mph on average 60 percent of the time. |                                                                                   |
What we’re seeing: I-405 is moving more vehicles at peak periods

Combined volume increase for all lanes for peak period, peak direction trips

WSDOT added 7.5 lane miles of new capacity southbound for a 12% increase in all lane miles.

WSDOT added 3.5 lane miles of new capacity northbound for a 5% increase in all lane miles.
What we’re seeing: Speeds and predictability have improved with express toll lanes

I-405 Performance – Full Corridor
Percentage of Peak Periods and Peak Direction When Speeds are Greater Than 45 Miles Per Hour

<table>
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<tr>
<th>Period</th>
<th>Southbound</th>
<th>Northbound</th>
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<tbody>
<tr>
<td>April – September 2015 Before Express Toll Lanes</td>
<td>70%</td>
<td>56%</td>
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<tr>
<td>January – June 2016 After Express Toll Lanes</td>
<td>90%</td>
<td>95%</td>
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<tr>
<td>April – September 2016 After Express Toll Lanes</td>
<td>90%</td>
<td>95%</td>
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What we’re seeing:
Many factors impact the 45 mph metric

I-405 Performance
Single-Lane Section / Dual-Lane Section

Percentage of Peak Periods and Peak Direction When Speeds are Greater Than 45 Miles Per Hour
(Apr. – Sept. 2016)

One year performance update
## Goal #3: Fund future corridor improvements

### What we anticipated

- **Fund future projects**: Generate enough revenue to cover operating expenses and fund other future I-405 improvements. The Connecting Washington transportation package identified $215 million in toll revenue for funding I-405 Widening and Express Toll Lanes between Bellevue and Renton.

### What we’re seeing

- **Fund future projects**: Higher utilization during first year of operation provided sufficient revenue to fund the Peak-Use Shoulder Lane project. Toll revenue from entire corridor anticipated to support Connecting Washington funding for I-405 Widening and Express Toll Lanes between Bellevue and Renton.
What is a peak-use shoulder lane?
- Traffic management strategy that uses a shoulder as a general purpose lane to provide additional capacity when needed (peak periods)
- Shoulder is preserved when traffic volumes are lower
- Dynamically controlled using overhead electronic signs

Timeline
- **November 2016**: Design-build contractor selected
  - Graham Contracting Ltd.
  - Funded with I-405 express toll lane revenue
- **Winter 2017**: Construction start
- **Spring 2017**: Open to traffic
Legislative Direction

The **2016 Supplemental Transportation Budget** directed WSDOT to study the north end of I-405, specifically:

“the identification and prioritization of projects that will help reduce congestion and provide added capacity on the Interstate 405 tolling corridor between state route number 522 and Interstate 5.”
Master Plan elements currently being considered for next steps include:

Direct Access Ramps at:
- SR 527
- NE 195th Street
- SR 522
- NE 160th Street

Direct Connector Ramps (HOV to ETL) at:
- I-5/I-405 interchange

Lanes
- Two express toll lanes in each direction

Transit
- I-405 Bus Rapid Transit (inside operations)
I-405 North End Projects Charrette

Two-day workshop
Nov. 16 and 29, 2016

Interagency participation:
• Cities of Bothell and Woodinville
• Community Transit
• Federal Highway Administration
• King County Metro
• Snohomish County
• Sound Transit
• WSDOT

Objectives:
• Review WSDOT I-405 north end phasing concepts, brainstorm alternative solutions
• Gather input on challenges and considerations for improvements
• Develop recommendation for next priority improvements from Master Plan
I-405 North End: Proposed Next Steps

- Evaluate charrette outcomes and continue coordination with partner transit agencies
- Report to Joint Transportation Committee Dec. 15 on options under consideration for SR 522 to I-5 area
- Recommend budget strategy to continue preliminary engineering work
Immediate Next Steps: I-405 and SR 167

I-405 Northbound Peak-Use Shoulder Lane, SR 527 to I-5
- Construction start in winter 2017
- Open to traffic by spring 2017

Renton to Bellevue Widening and Express Toll Lanes
- Construction start in 2019
- Open in 2024

I-405/SR 167 Direct Connector
- Contract award in 2016
- Open in 2019
Project Description:
Builds a new flyover ramp connecting the SR 167 HOT lanes to the I-405 HOV lanes. Also relocates a noise wall and constructs portions of local streets in the Talbot Hill neighborhood.

- Groundbreaking in September 2016
- Guy F. Atkinson Construction of Renton starting construction in winter 2017
- Sanitary sewer relocation at South 14th Street (Talbot Hill) under way
- Olympic Pipeline relocation under way
SR 167 Southbound HOT Lane Extension

- Tolling scheduled to start December 17
- Project delivery ahead of schedule and on budget
- Added new highway capacity to extend the southbound SR 167 HOT lane six miles from South 277th Street to 8th Street East
  - Provides commuters with an option for a faster more reliable trip
- Built two new noise walls
- Replaced culvert with fish-passable structure
- Installed new signals and improved pedestrian connections on local city streets
Renton to Bellevue: Project Overview

- **Adds new highway capacity** to create a dual express toll lane system between State Route 167 in Renton and Northeast 6th Street in Bellevue. This project will complete a continuous 40-mile express toll lane system from I-405 in Lynnwood to SR 167 at the Pierce County line.

- **Improves four interchanges**: Northeast Park Drive and Northeast 44th Street in Renton, and 112th Avenue Southeast and Coal Creek Parkway in Bellevue.

- **Builds a new southbound general purpose lane** from I-90 to 112th Avenue Southeast in Bellevue.

- **Builds portions of the Eastside Rail Corridor regional trail**, including a new crossing over I-405 at the site of the former Wilburton rail bridge.*

- **Builds new direct access ramp** at Northeast 44th Street in Renton.**

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*Partnership with King County  
**Partnership with Sound Transit

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**Estimated Schedule**

- Construction start: 2019  
- Open to traffic: 2024
Sound Transit 3 package proposes for NE 44th Street interchange:

- Direct access ramps to express toll lanes
- Parking for transit users

Estimated 30% of existing ramp traffic would move to direct access ramps during peak periods.
### I-405 Delivery Schedule: Current Funding

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<tbody>
<tr>
<td>Stage 1: I-405/SR 167 Interchange Direct Connector</td>
<td>PE/RW</td>
<td>Construction</td>
<td>Award design/ Build Contract</td>
<td>Open Direct Connector to traffic</td>
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<td>I-405 Renton to Bellevue Widening &amp; Express Toll Lanes</td>
<td>$1.3 billion</td>
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<td>Stage 2: Renton to Bellevue Widening and Express Toll Lanes</td>
<td>PE/RW</td>
<td>Construction</td>
<td>Start contract procurement</td>
<td>Award design/ Build Contract</td>
<td>Open Renton to Bellevue Express Toll Lanes</td>
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<td>I-405/NE 132nd Interchange</td>
<td>$75 million</td>
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<td>SR 520/NE 124th Interchange</td>
<td>$40.9 million</td>
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<tr>
<td>SR 527 to I-5 NB Peak-Use Shoulder Lane</td>
<td>$11.5 million</td>
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<td>SR 520 to NE 70th St NB Auxiliary Lane</td>
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<td>Stage 3: NE 5th Street Extension</td>
<td>Construction</td>
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<tr>
<td>*Moved auxiliary lanes from Stage 3 to Stage 2 based on Bellevue to Lynnwood experience</td>
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- **Green**: Program savings (Nickel/TPA)
- **Blue**: Connecting Washington funding
- **Purple**: Funded by toll revenue (anticipated by Connecting WA)

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Expected Sound Transit BRT opening
Discussion: WSDOT Update

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
ST3 Plan Eastside Projects

- Overlake to Downtown Redmond LRT
- South Kirkland to Bellevue to Issaquah LRT
- I-405 BRT
- SR 522 BRT
- Bothell-Bellevue HCT Study
- North Sammamish park & ride
Bus Rapid Transit I-405 & SR 522
- Bellevue (1 station)
- Bothell (6 stations)
- Kenmore (2 stations)
- Kirkland (2 stations)
- Renton (2 stations)

13 stations

Light Rail
- Bellevue (8 stations)
- Issaquah (1 station)
- Kirkland (1 station)
- Mercer Island (1 station)
- Redmond (4 stations)

15 stations

Express Bus/Parking
- Sammamish
- Woodinville

*includes ST2 & ST3 projects
I-405 BRT

Highlights

- Implementation by 2024

- 10 minute frequency in peak hours, 15 minute off-peak

- ST Express Route 532 from Everett to Bellevue will continue

- New stations at:
  NE 85th Street in Kirkland
  NE 44th Street in north Renton
  Grady Way/Rainier in South Renton

- Connections at existing transit facilities and with SR 522 BRT at NE 195th
I-405 North BRT

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
Discussion: Sound Transit

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
Briefing Overview

• Trail Master Plan Update
• Corridor Overview and Preferred Alternative
• Implementation Priorities
  • Rail Removal and Interim Trail – Kirkland to Renton
  • Wilburton Segment Design (includes Wilburton Trestle)
  • Wilburton Gap: I-405 Bike/Ped Bridge
  • WSDOT Plans for Trail in ERC south of I-90

• Next Steps
Final Master Plan and Environmental Impact Statement (EIS) Published July 2016

At King County Council for approval via motion

Upon approval of Master Plan, DNRP will issue Notice of Action, commences 30 day appeal period under SEPA

Final Master Plan and EIS online at: www.kingcounty.gov/erc
Corridor Segments and Preferred Alternative

- **Valley** – Totem Lake to Woodinville, with Spur to Redmond
  - Connections between the Main Line, Spur, and Sammamish River Trail
  - Interest in potential excursion rail service
  - Most rural and passes through agricultural valley with numerous wineries
- **Wilburton** – 1-90 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
- **Lakefront** – Renton to I-90
  - Most residential segment
  - Opportunity to connect to Cedar River Trail and Lake to Sound Trail through Renton
- **Preferred Trail Alignment** - On-Railbed with few exceptions:
  - Wetland avoidance
  - Alignment coordination with ST light rail or PSE project
Moving into Implementation

By June 2017
• Rail Removal from Kirkland to Renton
• Installation of Interim Trail like Cross Kirkland Corridor
• Installation of interim trail decking and rails on all trestles
• Possible acquisition of BNSF property alongside Coulon Park for trail extension

By 2020
• Retrofit Wilburton Trestle with Trail as part of first Master Plan trail construction segment
• WSDOT constructs Wilburton I-405 Bridge
• WSDOT constructs trail section from Coal Creek to Ripley
• Install trail on I-90 Trestle
• Construction of May Creek Gateway (trail parking and amenities)

By 2023
• Sound Transit constructs interim trail from NE 8th to SR 520
Wilburton Segment Design: 2017-2019
WSDOT: Wilburton Gap Bike/Ped Bridge and ERC Trail south of I-90
# Project Schedules

<table>
<thead>
<tr>
<th>I-405 Renton to Bellevue Widening and ETL</th>
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<tr>
<td><strong>Final Scoping Decisions Needed</strong></td>
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<tr>
<td><strong>Environmental Reviews, Permitting</strong></td>
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<tr>
<td><strong>Contract Procurement</strong></td>
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<td><strong>Construction</strong></td>
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<tr>
<th>ERC Trail – Wilburton Segment (108th Ave. NE to I-90 in Bellevue)</th>
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<tr>
<td><strong>Final Master Plan Adoption</strong></td>
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<tr>
<td><strong>Design, Permitting, Procurement</strong></td>
</tr>
<tr>
<td><strong>Phased Construction of Entire Segment</strong></td>
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**Wilburton Gap Bridge Construction Complete**

**Wilburton Trestle Construction Complete**
Next Steps

• Continue coordination with WSDOT on design criteria for I-405 bridge and trail in ERC

• Master Plan Approval at King County Council

• Design phase community/stakeholder engagement in 2017
  • Rail Removal and Interim Trail
  • Wilburton Segment Design
  • Wilburton Gap Bike/Ped Bridge
  • WSDOT Trail Replacement in ERC Lakefront Segment
  • Lakefront & Valley Segment: Trestles, Gateways, Crossings & Connections
Questions?

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Project Manager
erica.jacobs@kingcounty.gov
(206) 477-5539
Discussion: King County

Facilitated by:
Roger Millar, P.E., AICP
Secretary of Transportation
Facilitated by:

Anne Broache

I-405/SR 167 Program Communications
Wrap Up

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