

The I-405 Program and Land Use

Is the I-405 Corridor Program consistent with the Growth Management Act?

It is estimated that the I-405 corridor population will increase by 35 percent over the next 20 years – that’s another 200,000 people. That level of growth, estimated by the Puget Sound Regional Council, is like adding two new cities the size of Bellevue and eight employees the size of Microsoft. Project investments will support our city and community land use plans by encouraging employment and residential growth to remain within the urban growth area, reducing pressure for development to occur in rural areas. The project will link existing facilities and services with a multi-modal transportation system that will support trips to major employment centers and the corridor’s seven established urban centers.

How will I-405 improvements curb suburban sprawl?

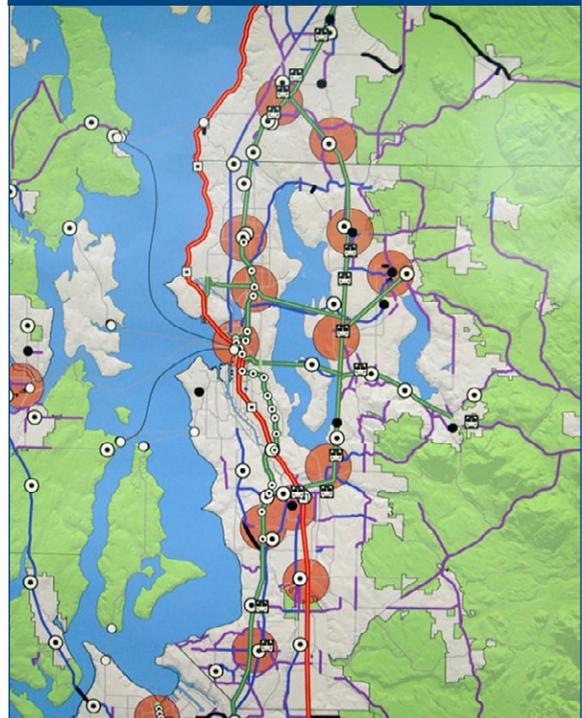
Improving I-405 will help the Eastside accommodate an estimated 35 percent population growth by 2020 without encouraging sprawl. As a principal highway within the Urban Growth Boundary, I-405 links designated urban centers, such as Tukwila, Renton, Bellevue, Kirkland, Bothell and Lynnwood. Focusing transportation improvements within the boundary helps reduce the pressure to develop on the urban fringes.

I-405 transportation investments are critical to maintaining the integrity of State Growth Management and city and county smart growth planning policies. Unless transportation within the urban growth area is improved, development in the urban areas will be limited, potentially increasing the pressure for development in rural areas.

How will the program help my neighborhood?

One of the objectives of the I-405 Corridor Program is to make improvements so that traffic stays on the freeway where it belongs instead of going through neighborhoods. From the very beginning of this effort, WSDOT has worked with neighborhoods to make sure that issues of concern

Urban Centers



The Growth Management Act designates urban centers, establishes density targets, and recommends minimum levels of service on key state highways. I-405 is located within the Seattle-area growth boundary. This map illustrates the urban centers in the Central Puget Sound region – largely centered around I-5 and I-405.

are addressed in their planning and environmental assessment. As each element of the program is implemented, a detailed environmental review will be conducted, and the project team will continue to work with neighborhoods and property owners to develop appropriate solutions.

Isn't this just another roads project?

Actually, the master plan offers balanced transportation investments that provide benefits for all transportation users – transit, roads, carpools and vanpools. The plan will accommodate an additional 110,000 trips per day in the corridor, and will reduce time stuck in traffic by over 13 million hours per year.