

I-5 / SR 516 DIRECT ACCESS

This project would add ramps that drop down from the I-5 inside HOV lanes to cross under SR 516, allowing access to the Kent-Des Moines Park-and-Ride lot both to and from the north and south as shown in Figure 4-7. Buses would also be able to make a quick stop at the park-and-ride and then get back onto the freeway. Space would also be created to expand the existing park-and-ride lot.

Cost Estimate Summary

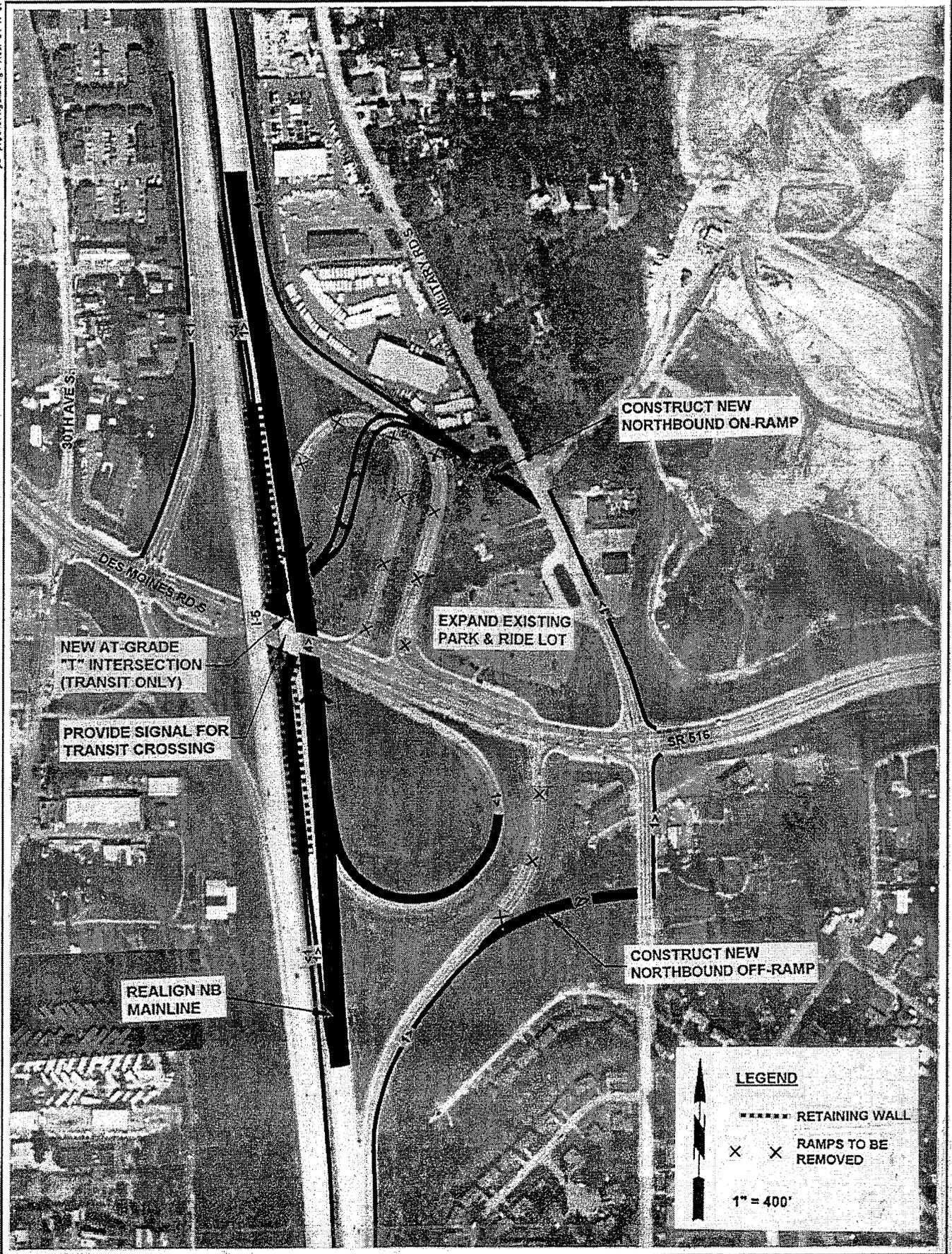
- ◆ Total Estimated Cost: \$24.39 M.

Significant Benefits

This option would provide direct HOV access to the Kent-Des-Moines park-and-ride lot. It rates very high in both transit and 3+ HOV travel time savings, as well as cost effectiveness.

Significant Impacts and Outstanding Issues

Revisions of the I-5 ramps and addition of a central signalized intersection would adversely affect general traffic flow within the interchange. Improvements at this interchange location also would be eliminated by several of the alignment alternatives (Alternatives 2 and 3) for a future SR 509 extension. For these reasons, this direct-access project rated a medium priority.



I-5 / SR-516 Direct Access
Puget Sound HOV Pre-Design Studies
Final Report
FIGURE 4-7

I-5 / E-3 BUSWAY TRANSIT RAMPS TO / FROM SOUTH

This project would provide an extension of the E-3 Busway south from its existing terminus at Spokane Street to Industrial Way. Reserved transit lanes along Industrial Way would connect to flyover ramps into the I-5 median HOV lanes. These connections would serve transit vehicles only.

Extension of the E-3 Busway would use the 5th Avenue and railroad corridors south to Industrial Way. Reconfiguration of Industrial Way would be required to provide HOV lanes and to maintain access to the adjacent industrial parcels. The transit access ramps would be elevated across Airport Way and the southbound I-5 mainline, then connect to the median HOV lanes as shown in Figure 4-8.

Cost Estimate Summary

- ◆ Total Estimated Cost: \$46.09 M.

Significant Benefits

All of the buses coming up I-5 from the south to get to Seattle face a dilemma as they approach Seattle in the HOV lane: to get off at Spokane Street they need to start moving over well before they reach the exit. Not only is it difficult to merge across the heavy traffic at that location, but buses do not get to use part of the HOV lane, costing them several minutes of travel time. These ramps would eliminate the need to get to the Spokane Street exit by providing a direct, transit-only connection to the busway that runs into the downtown Seattle transit tunnel.

This alternative rates high in transit travel time savings, facilitation of regional transit service, and general system enhancement. It rates moderately high in cost effectiveness.

Significant Impacts and Outstanding Issues

The reconstruction of Industrial Way will require coordination concerning the high-voltage transmission towers that currently extend along this street and cross I-5. Issues related to the railroad along 5th Avenue also must be resolved.

SR 167 AT SW 27TH DIRECT ACCESS

The City of Renton's Comprehensive Plan calls for a new HOV-only access off of SR 167, primarily to allow access to the Boeing Longacres site. In the long run, it may be possible to extend SW 27th Street into Tukwila as well. This "T-ramp" will allow access from SW 27th Street to and from both north and south as shown in Figure 4-9. Growth in employment at the old Longacres site will affect the priority for building this direct access ramp.

Cost Estimate Summary

- ◆ Total Estimated Cost: \$26.11 M.

Significant Benefits

This alternative is consistent with local plans and would provide greatly improved HOV access to the Boeing Longacres site. If SW 27th Street is extended, this option would provide even greater local HOV access.

Significant Impacts and Outstanding Issues

The priority of this option is dependent on growth in employment at the Boeing Longacres site. If a freeway-to-freeway connection is built between I-405 and SR 167, only I-405 traffic could enter and exit to and from the north because of the short distance between these interchanges.



SR167 at SW 27th Direct Access
Puget Sound HOV Pre-Design Studies
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FIGURE 4-9

I-5 & SR 181 (SOUTHCENTER) IN-LINE TRANSIT STOP

This transit stop would allow I-405 northbound and southbound buses to make stops in Tukwila, but exactly where the station is located would depend on what evolves from the Regional Transit Authority proposal. A stop near Southcenter, as shown in Figure 4-10, would allow bus passengers to reach the north parking lot of the shopping center or Tukwila City Hall. Or, a stop near SR 181, a little to the east, might be the location of a commuter rail station and would allow transfers between commuter rail and I-405 bus services.

Cost Estimate Summary

- ◆ Total Estimated Cost: \$18.17 M.

Significant Benefits

This option provides better transit connections in the region and rates high in consistency with local land use activities and plans.

Significant Impacts and Outstanding Issues

Today there is no bus service on this stretch of I-405—service from the Kent / Auburn valley uses east-west streets to reach I-5 instead, and I-405 bus service from Bellevue to the Sea-Tac Airport makes local stops between Renton and Tukwila. This station is only recommended if transit service is established that would use it, such as a regional route from Bellevue and Renton to Sea-Tac that would use the freeway instead of local streets.

