

# I-405/SR 167 Corridor

## **Executive Advisory Group**

Heritage Hall, Kirkland

April 26, 2016

# Introductions

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

# Agenda

- 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

# I-405 Master Plan

## Regional Consensus

- EIS Record of Decision, 2002

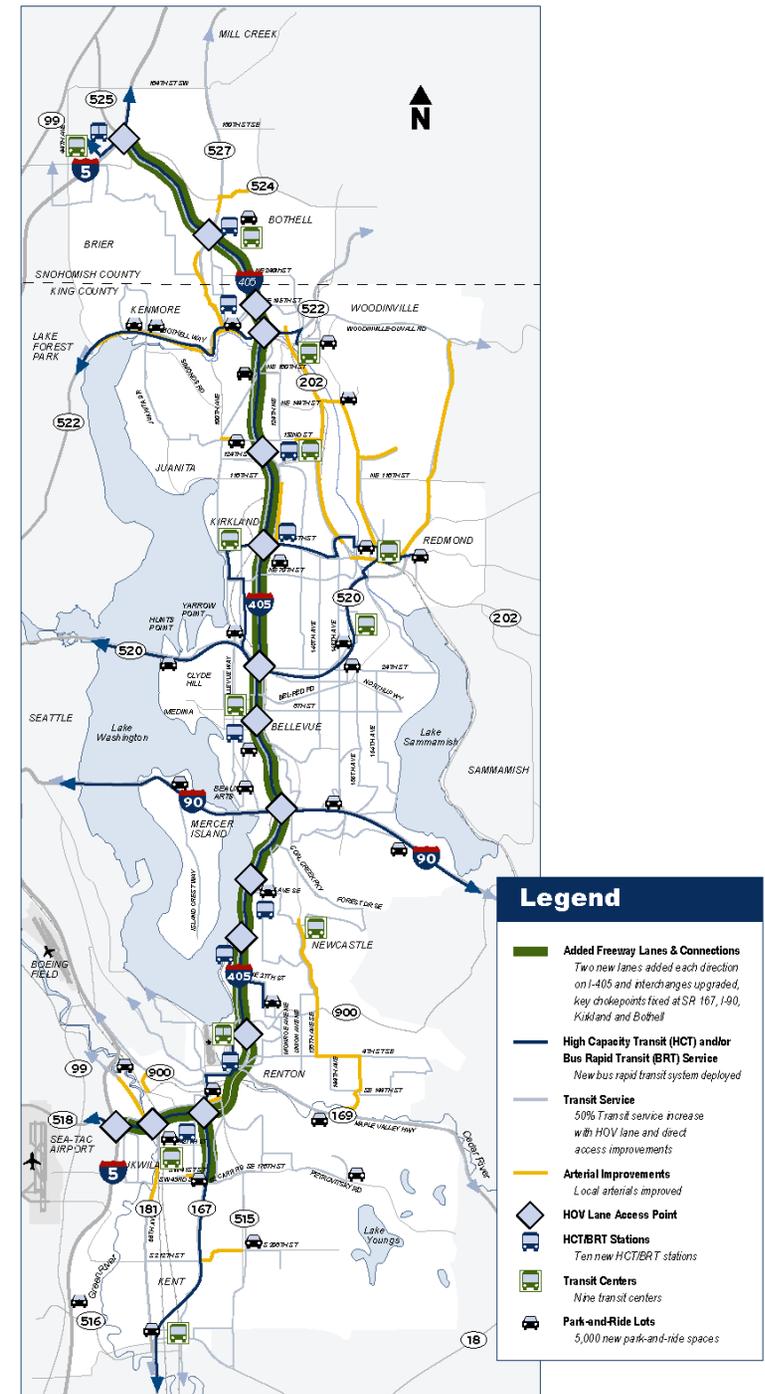
## Roadways

- 2 new lanes in each direction
- Local arterial improvements

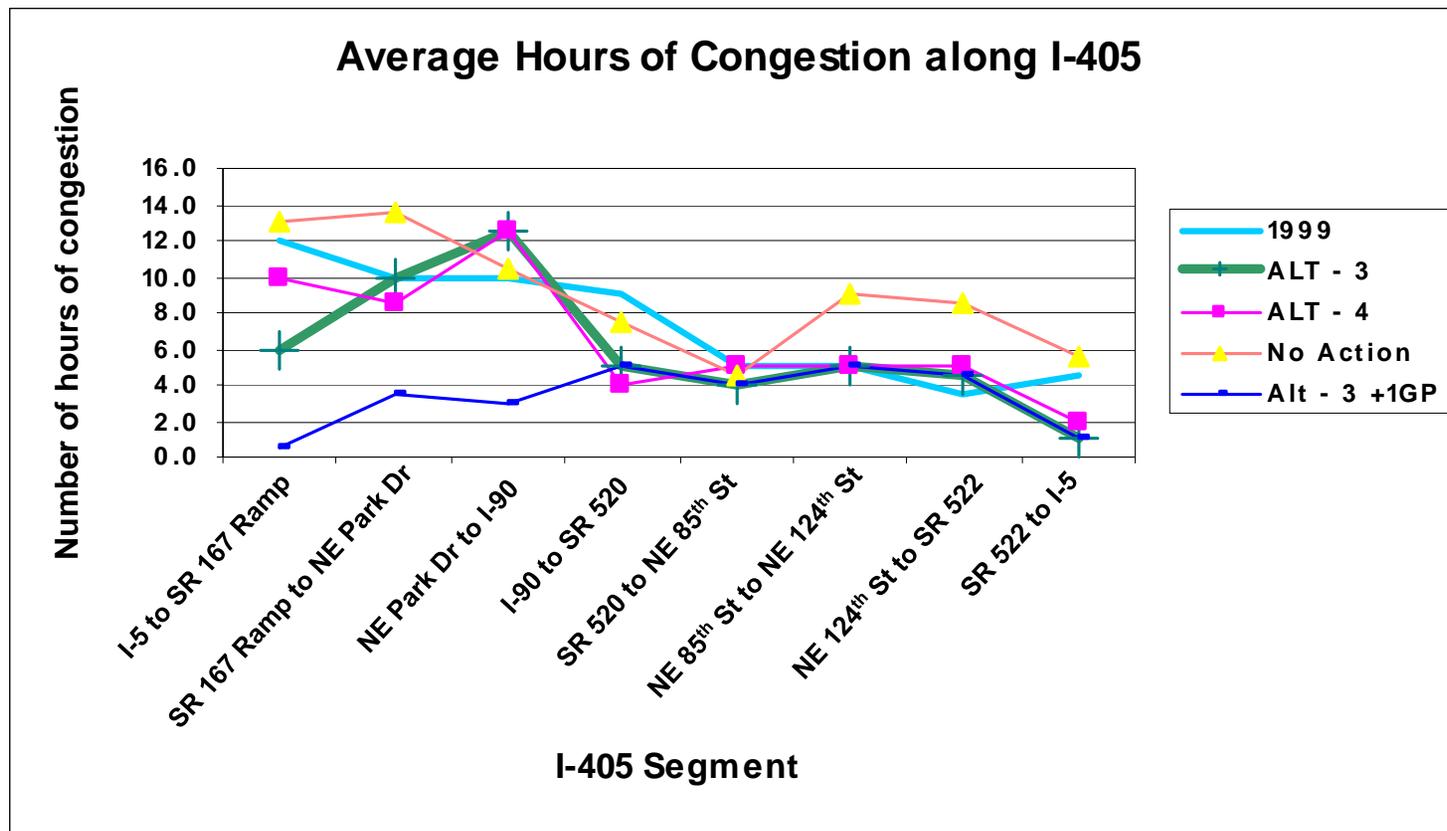
## Transit & Transportation Choices

- 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

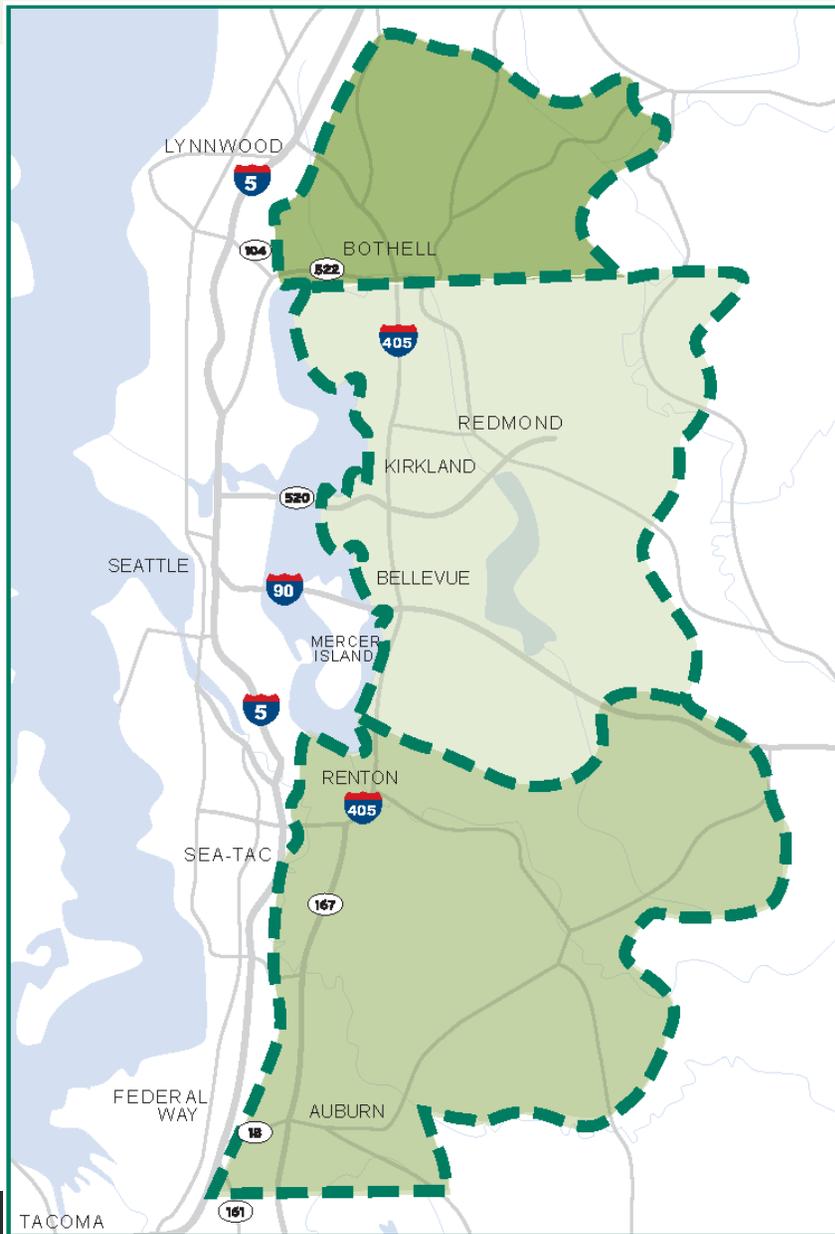
## Environmental Enhancements



# Master Plan Analysis: Hours of Congestion



# Our region and corridor are growing



## North Corridor

	2015	2045	% Increase
Population	217,800	253,400	16%
Households	77,700	98,800	27%
Jobs	61,900	68,300	10%

## Central Corridor

	2015	2045	% Increase
Population	487,200	600,600	23%
Households	191,500	253,500	32%
Jobs	301,300	423,500	41%

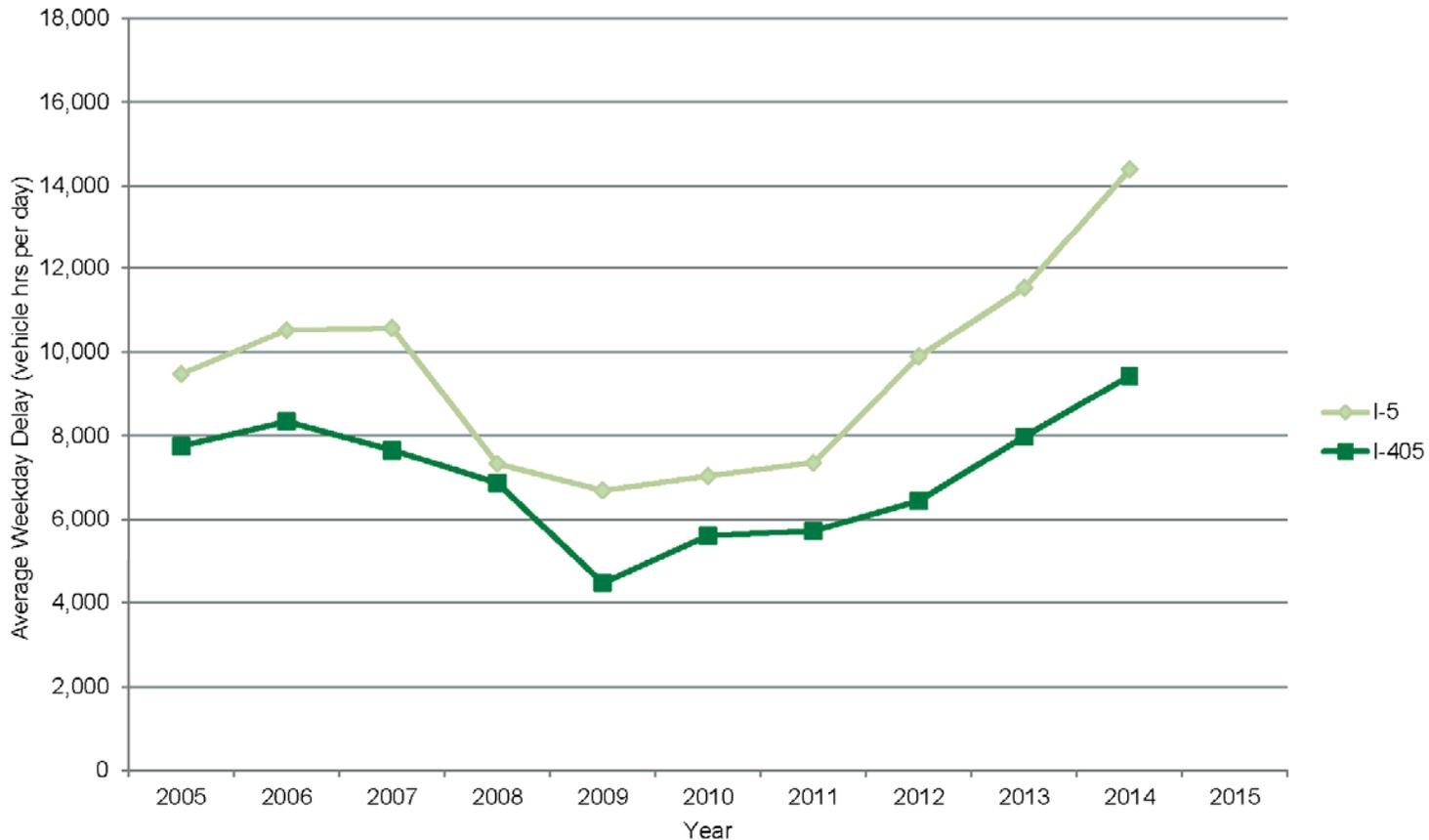
## South Corridor

	2015	2045	% Increase
Population	464,500	545,500	17%
Households	170,800	226,300	33%
Jobs	242,800	335,000	38%

Source: PSRC Land Use Vision forecast

# Traffic volumes are increasing regionally

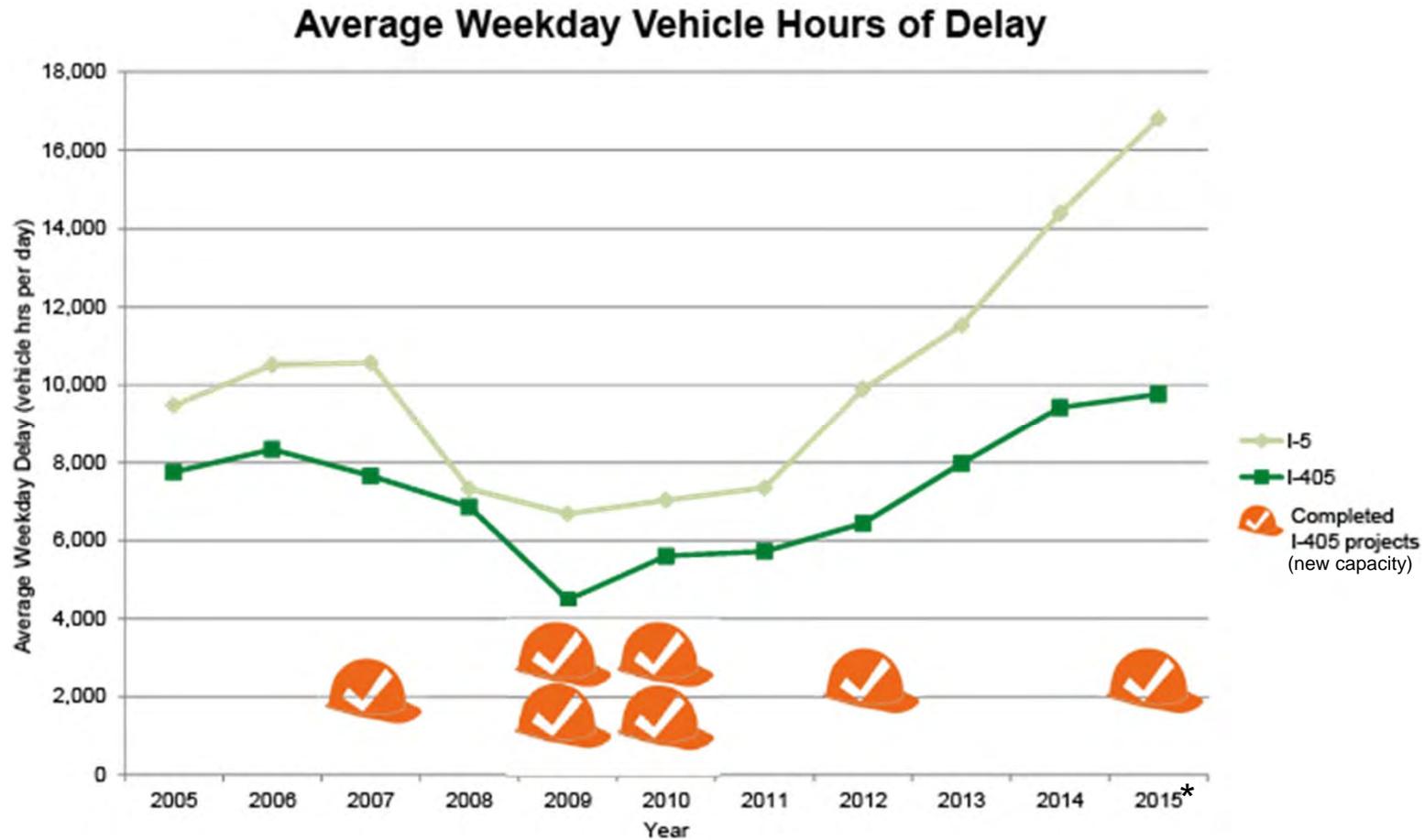
## Average Weekday Vehicle Hours of Delay



Source: WSDOT Gray Notebook

**2012-2014: I-405 congestion increased 46%** 8

# Traffic volumes are increasing regionally



Source: WSDOT Gray Notebook

\*Final draft data

# 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



# 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.

AM Peak Period



PM Peak Period



■ Congested segments not meeting performance standards.

# 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

**First six months**  
(Sept. 27, 2015 - March 31, 2016)

**Last three months**  
(Jan. 1 - March 31, 2016)

## EXPRESS TOLL LANES

## GENERAL PURPOSE LANES

**7.5 MILLION**  
TOTAL TRIPS



**5.1 MILLION**  
TOLLED TRIPS

**2.4 MILLION**  
FREE TRIPS

**782,000**  
DIFFERENT VEHICLES  
HAVE USED THE EXPRESS TOLL LANES

EQUIVALENT TO  
**1 IN 10 VEHICLES**  
IN  
WASHINGTON STATE



**10 MINUTES** southbound | **13 MINUTES** northbound  
TRAVEL TIME SAVINGS  
in EXPRESS TOLL LANE  
compared to the GP lanes during the same time frame Jan-March 2016

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

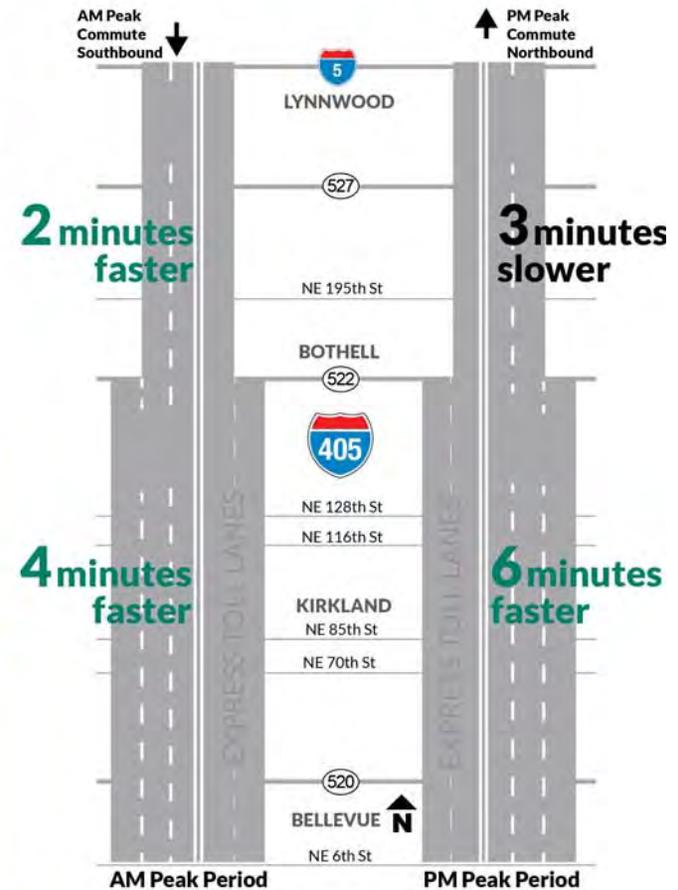
  
**TOLL PAYERS**  
34,000 vehicles  
per day

  
**CARPOOL**  
14,000 vehicles  
per day

  
**VANPOOL**  
350 vans  
3,300 riders  
per day

  
**TRANSIT**  
7,800 riders  
per day

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



**High usage, faster speeds, reduced travel time**

# Key takeaways – Early challenges

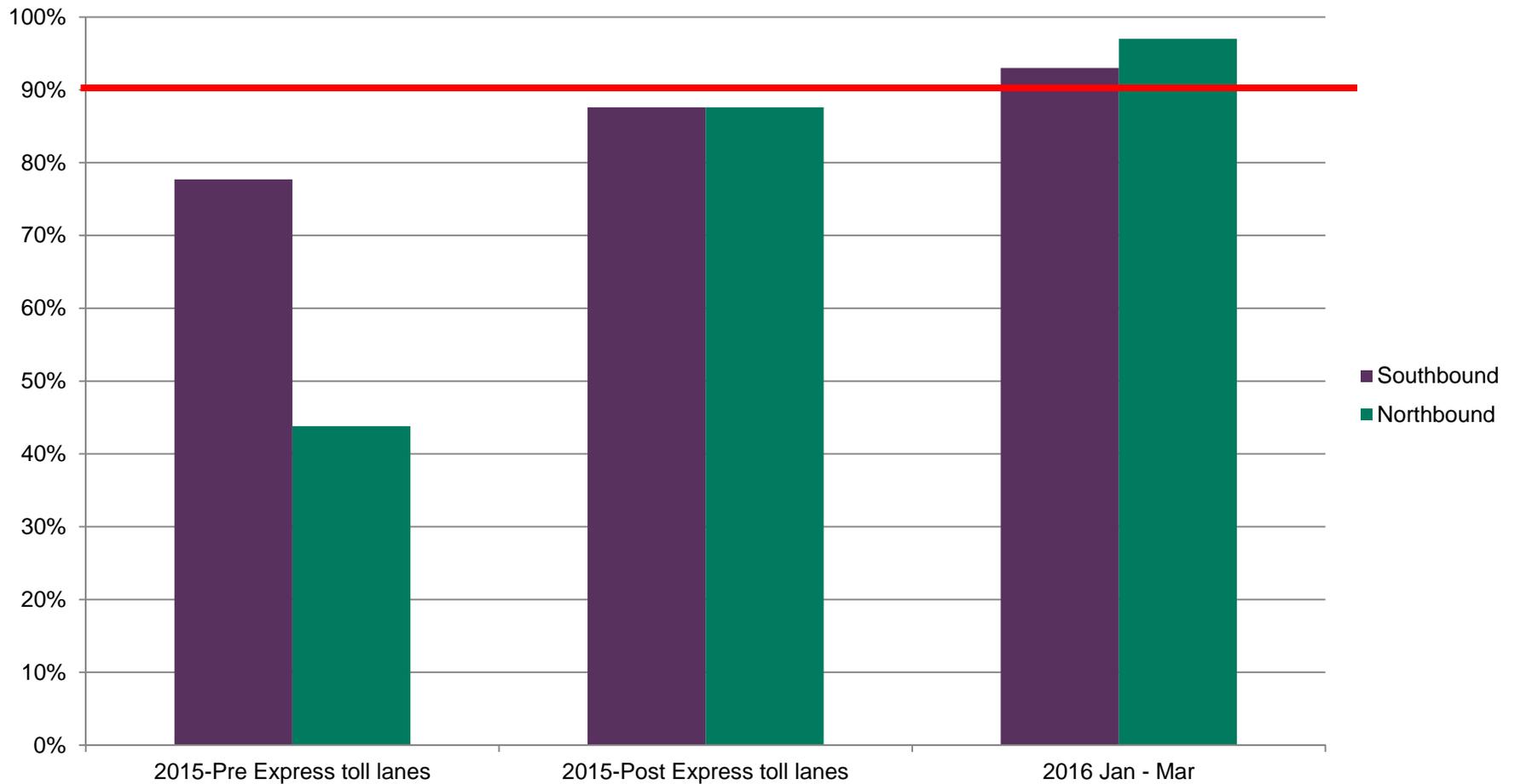
- Capacity challenges between Bothell and Lynnwood in both directions
- Access challenges throughout the corridor in both directions
- We've been making changes to address access challenges and evaluating long-term projects to address the needed capacity



# 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 17

# Six month performance update - Speeds

## Southbound morning peak period average speed (mph)

	Winter 2015	Winter 2016
General purpose lanes	28	34
Express toll lanes	50	56

## Northbound evening peak period average speed (mph)

	Winter 2015	Winter 2016
General purpose lanes	28	32
Express toll lanes	43	57

# Six month performance update - Volumes

## Southbound I-405

### SR 527



Peak Period	Peak Hour
+7 percent	+7 percent

### SR 522



Peak Period	Peak Hour
+8 percent	+14 percent

### NE 100th St

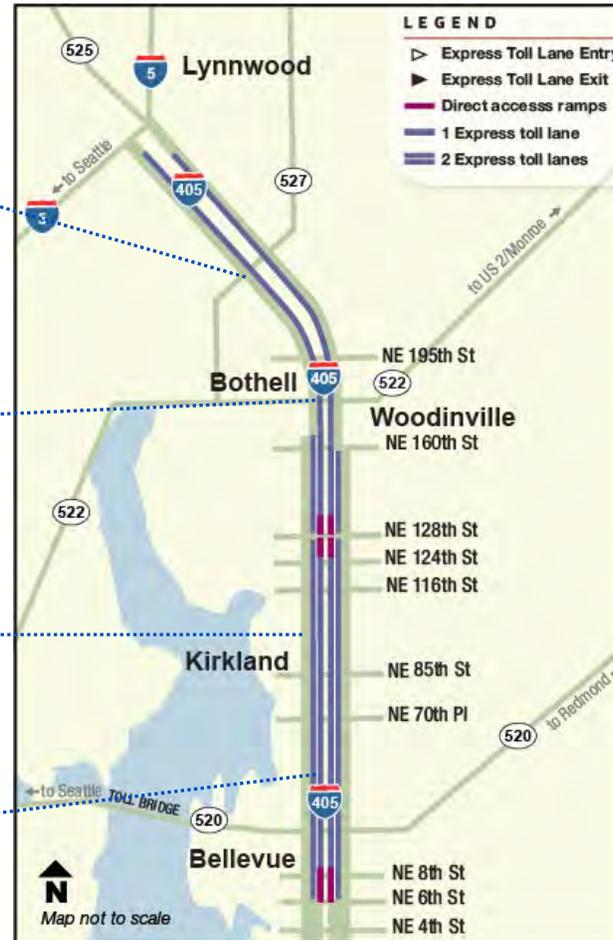


Peak Period	Peak Hour
+15 percent	+25 percent

### NE 53rd St



Peak Period	Peak Hour
+15 percent	+22 percent



\* **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.

**Moving more vehicles than before tolling**

# Six month performance update - Volumes

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



## Northbound I-405

### SR 527

Peak Period	Peak Hour
0 percent	0 percent

### SR 522

Peak Period	Peak Hour
+2 percent	+1 percent

### NE 100th St

Peak Period	Peak Hour
+17 percent	+24 percent

### NE 53rd St

Peak Period	Peak Hour
+12 percent	+22 percent

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

# I-405 operations – Local streets

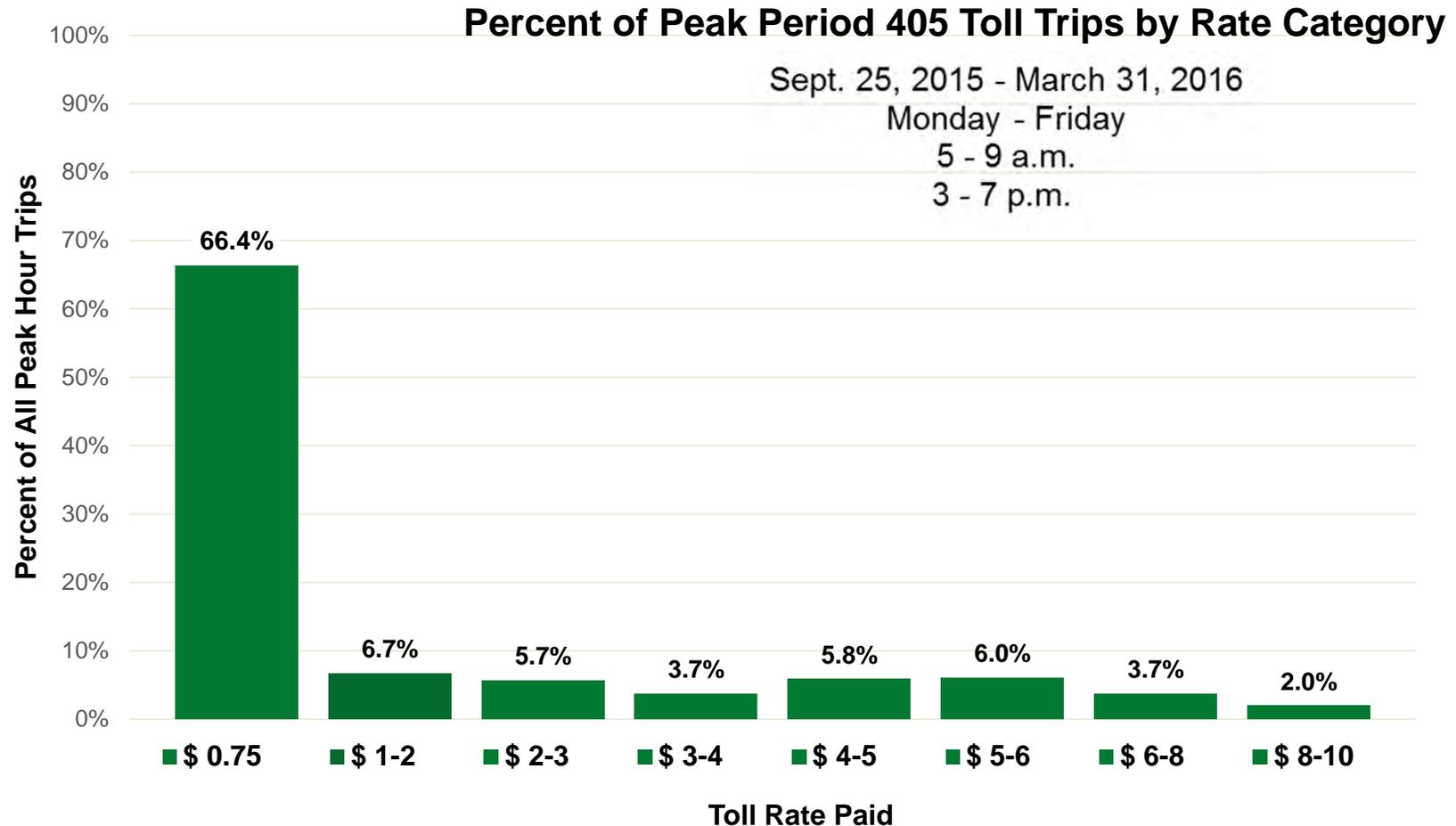
- Ongoing traffic monitoring

*“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.”*

*– Public Works Director Tom Hansen, Woodinville Northwest News, March 21, 2016.*



# Six month performance update – Toll Rates



82% of drivers are paying \$4 or less during peak periods

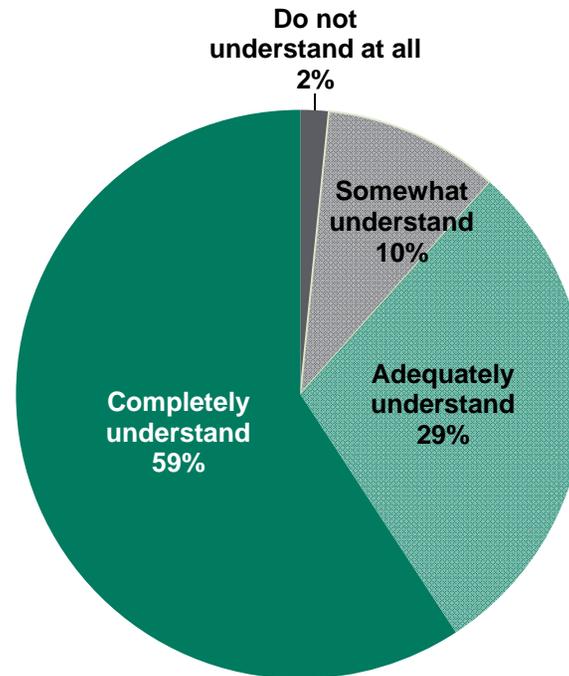
## Six month performance update – Revenue

- **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



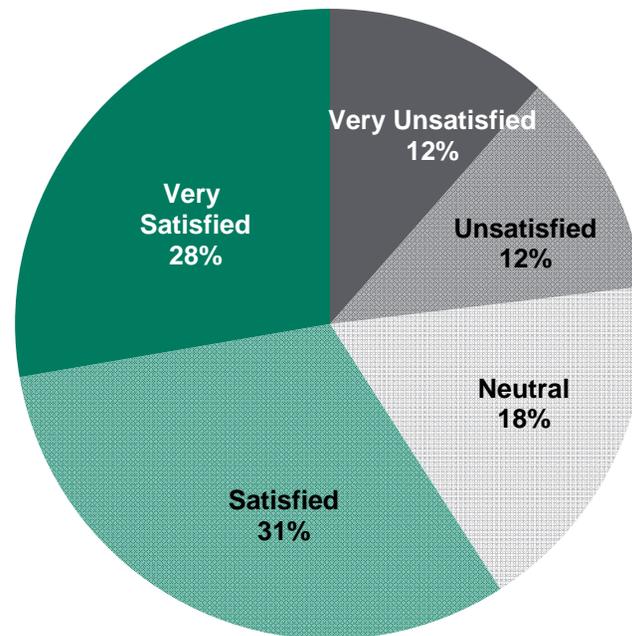
Source: WSDOT Good To Go! Customer Survey, April 2016, surveyed only customers who have used the Express Toll Lanes since opening.

**88% of respondents understand how to use the lanes** 24

# Six month performance update

## *Good To Go!* Customer Survey

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



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

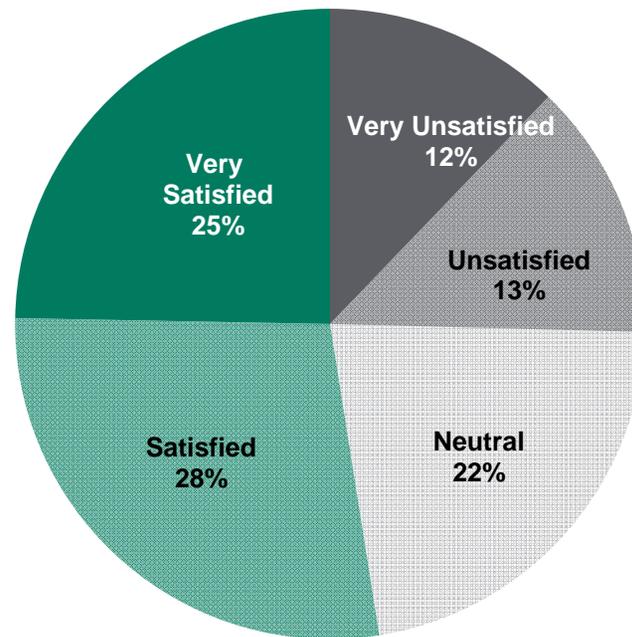
**59% of respondents are satisfied having the choice**

25

# Six month performance update

## *Good To Go!* Customer Survey

The value of time saved relative to the tolls I paid



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** 26

# 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

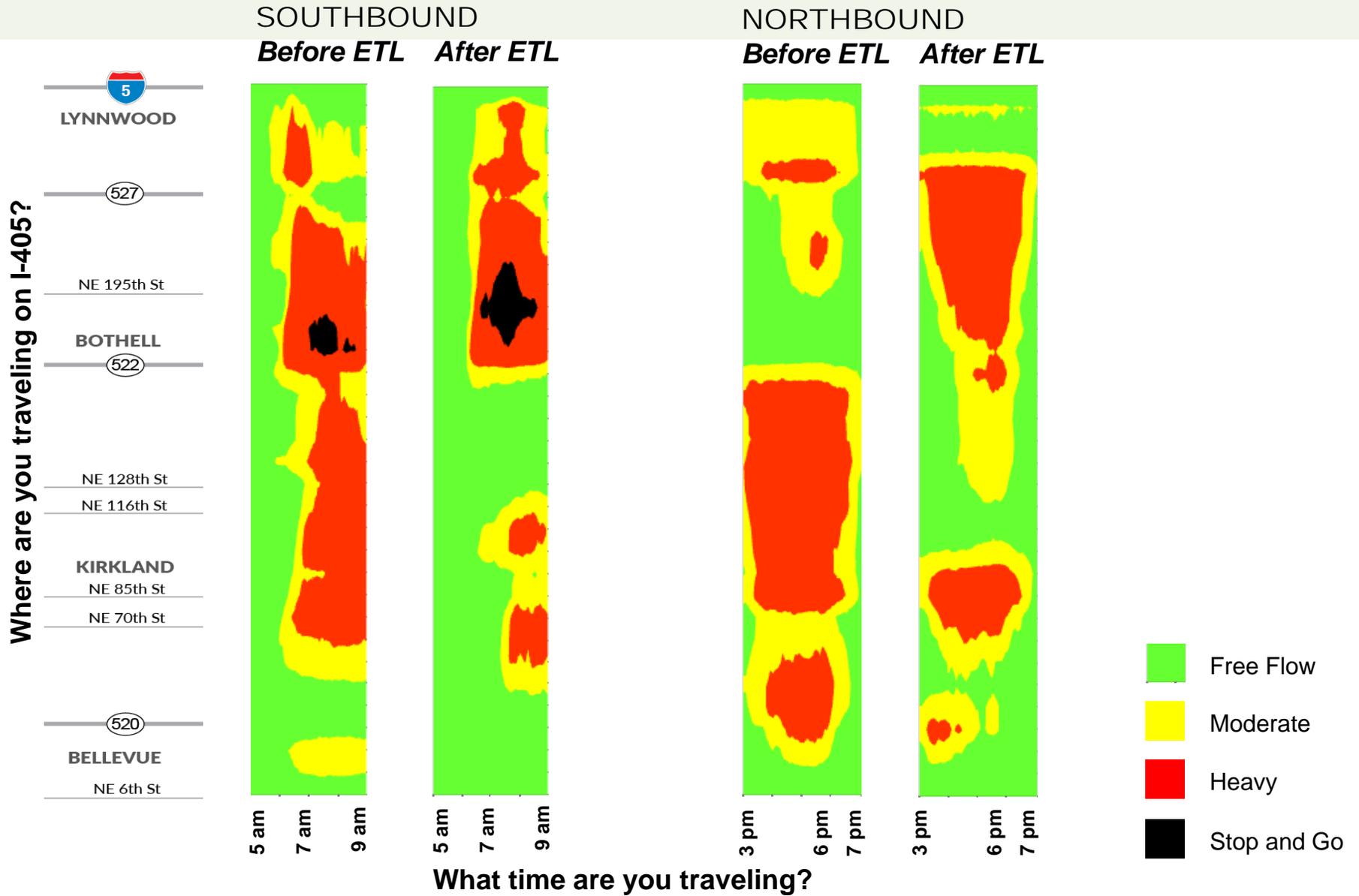
- ✓ Adjacent local streets and state highways travel times and volumes have not changed much since before tolling, monitoring is on-going

## 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

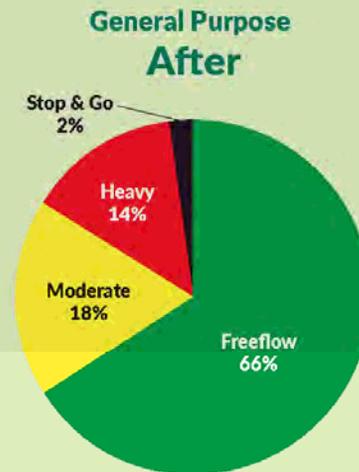
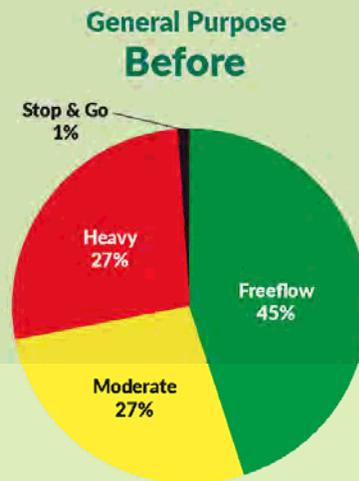


# Peak Period Congestion in the General Purpose Lanes

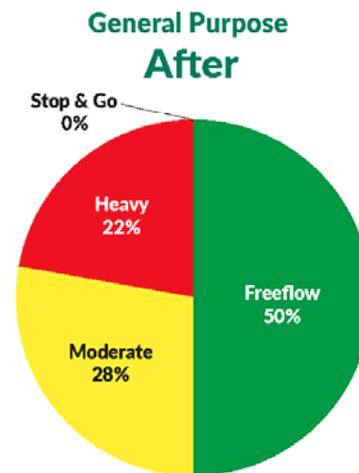
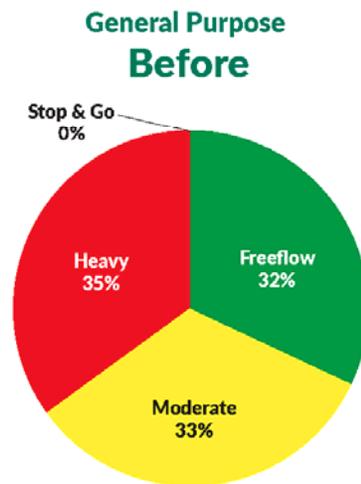


# Changes in Corridor General Purpose Congestion January-March 2015 vs. January-March 2016 (Peak Periods)

## Southbound

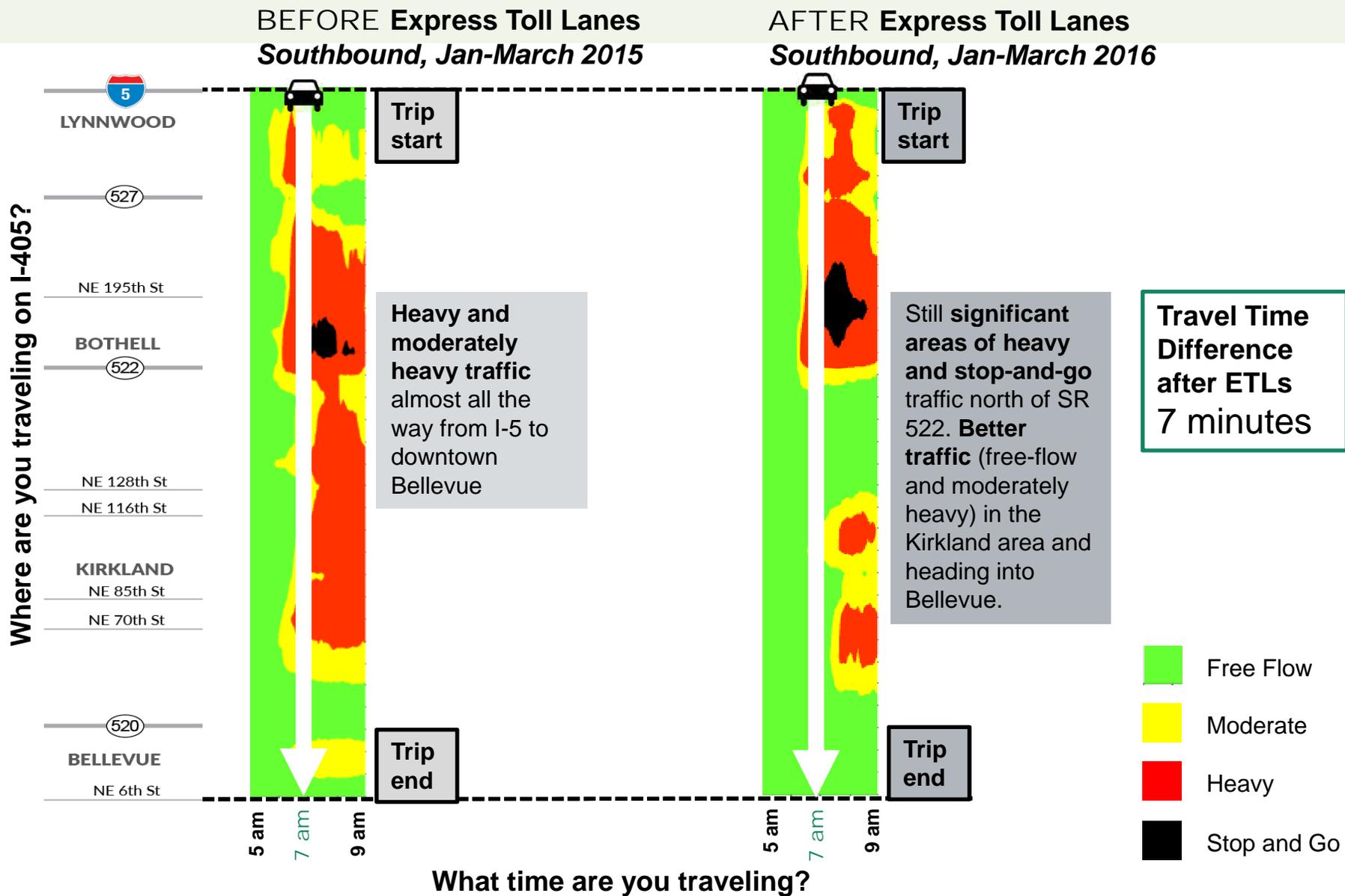


## Northbound



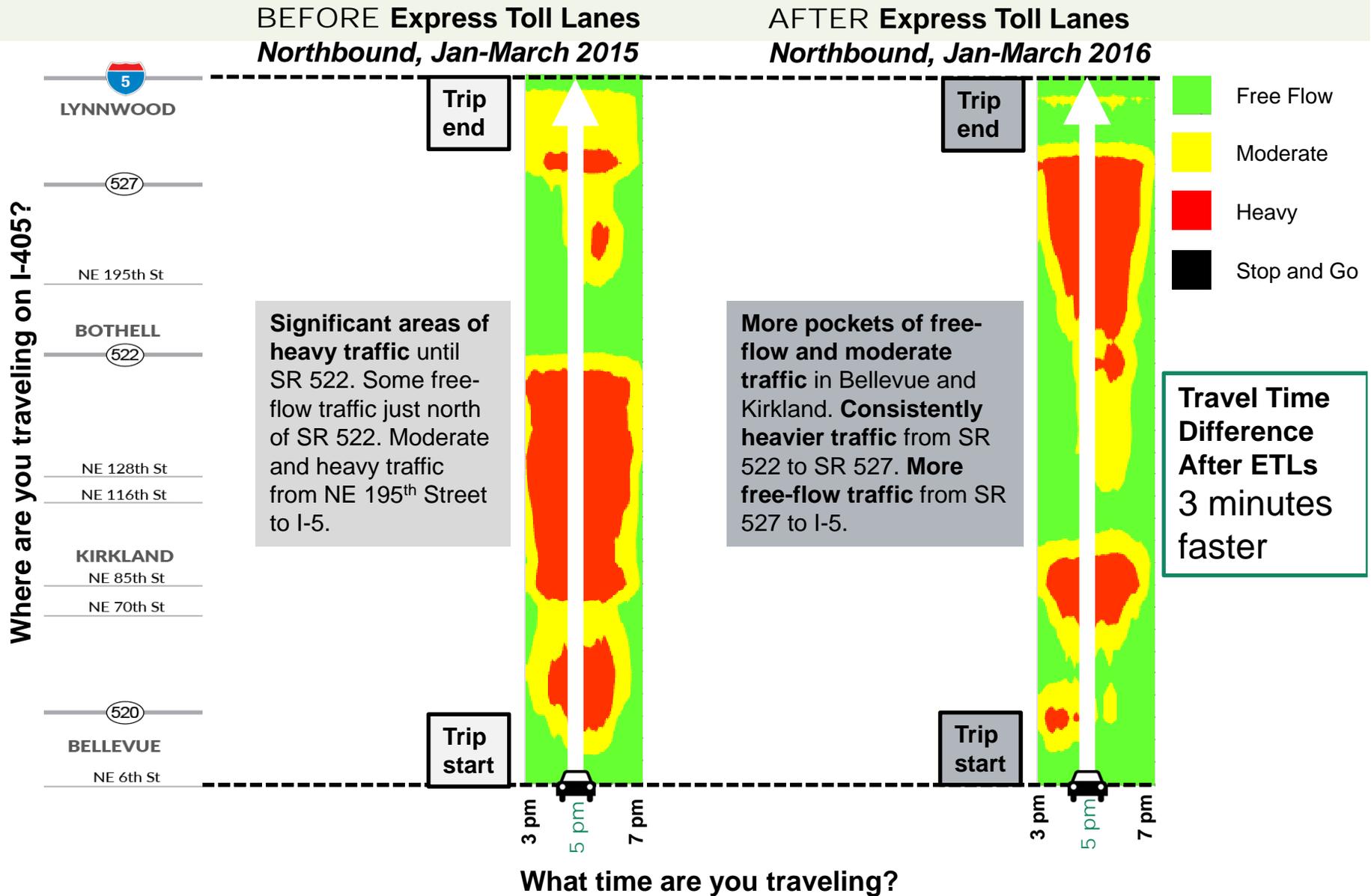
Overall improvements in congestion

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



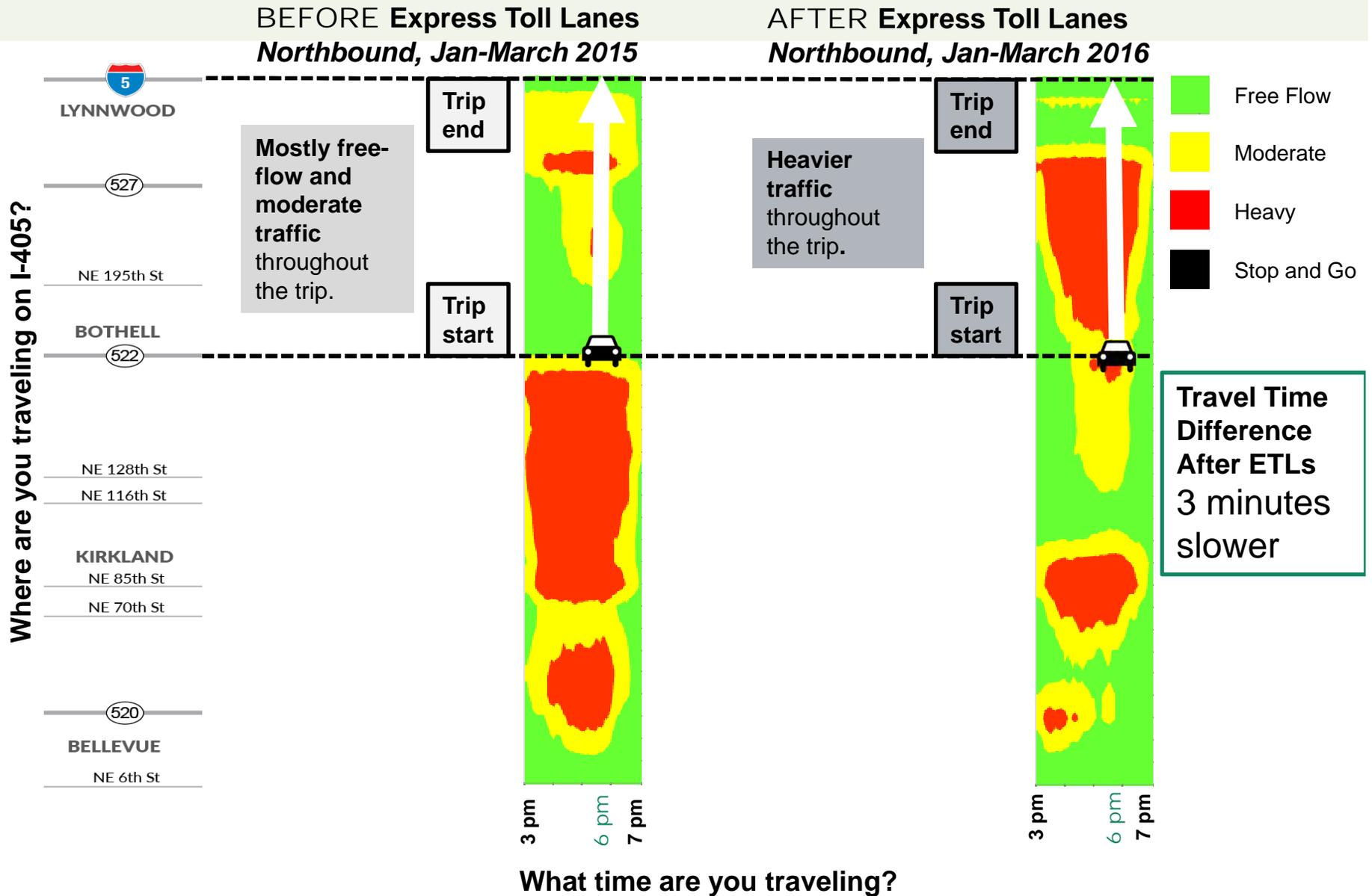
Travel experiences vary

# Sample Commute: Regular Lanes, Bellevue to Lynnwood, 5 p.m.



Travel experiences vary

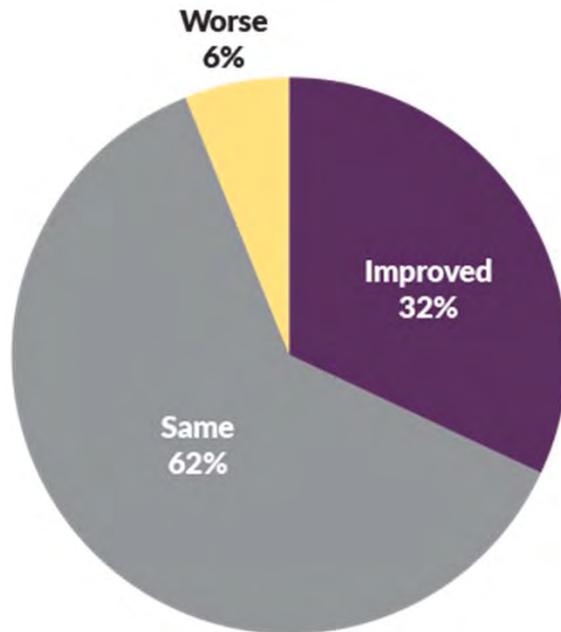
# Sample Commute: Regular Lanes, Bothell to Lynnwood, 6 p.m.



Travel experiences vary

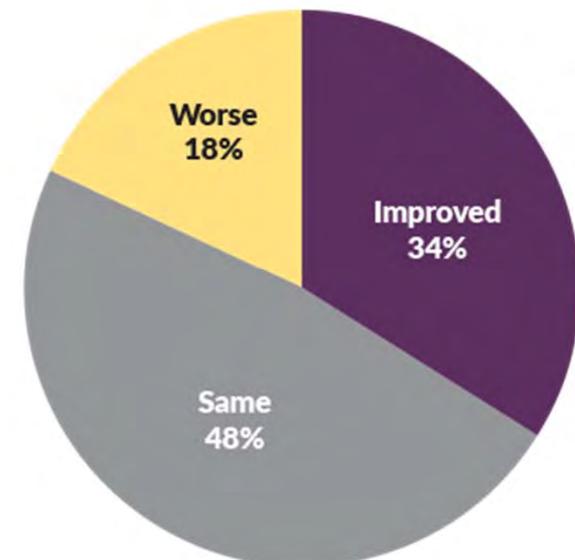
# How did regular lane commutes change? January-March 2015 vs. January-March 2016 (Peak Periods)

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



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.



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



# I-405 operations – Adjustments

## 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.



Adjustments continue

# I-405 operations – Adjustments

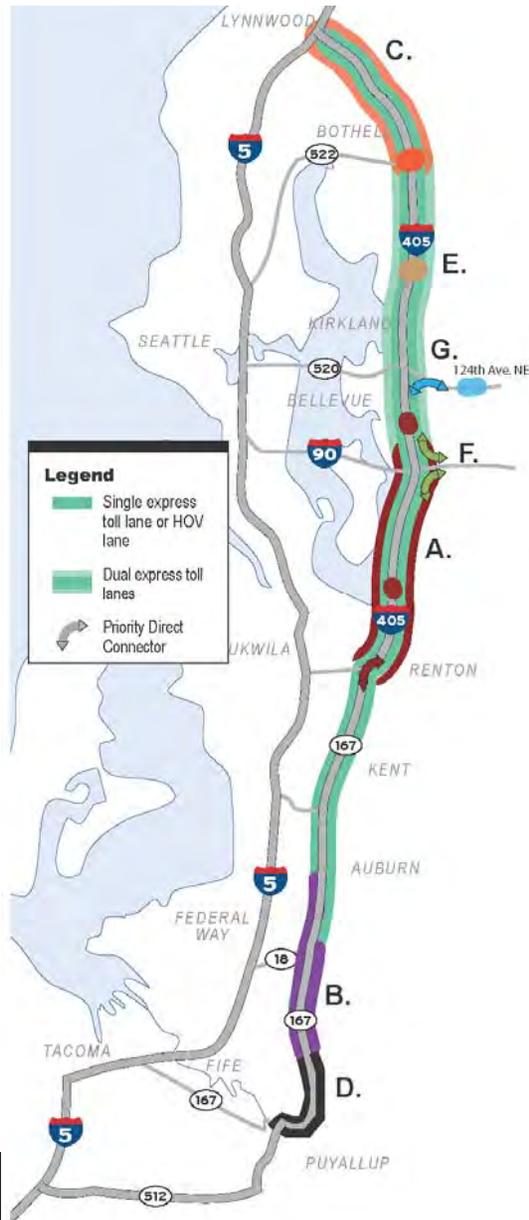
## Future Projects Under Evaluation

- 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)



Plans to address capacity issues

# What are the next priorities?



## Completing the 40-mile system

A. Tukwila to Bellevue - \$1,353* million (WSDOT: \$1,215 m; others: \$138 m)			
Benefits • Benefit/Cost: 4.7 • Approximately 50,000 vehicle hours of delay reduced every day which equates to \$276 M in annual travel time savings by drivers.	Renton to Bellevue (Option 4)	\$890 (funded)	• Adds one lane in each direction
	SR 167 Direct Connector	\$325 (\$40M in PE/RW funded)	• Builds a flyover ramp connecting the I-405 express toll lanes to the SR 167 HOT lanes
	Sound Transit: N 8th St Direct Access	\$78*	• Builds a direct access ramp at N. 8th St.
	City of Bellevue: NE 6th St Extension Bellevue Share	\$60*	• Extends NE 6th St. east across I-405 to 120th Ave. NE
B. SR 167 Express Toll Lanes Extension - \$117 million			
Benefits • Benefit/Cost: 2.3 • Increases capacity over 50% and extends the reliability and traffic benefits of the SR 167 HOT lanes.	Stage 4 (SB)	\$82 (Funded)	• Extends the existing southbound HOT lane to the King / Pierce County line.
	Stage 5 (NB)	\$35	• Starts the northbound HOT lane at the King/Pierce County.

## Future I-405 Corridor priorities

C. Bothell to Lynnwood Dual Express toll Lanes - \$570 million			
Benefits • Benefit/Cost: 1.7 • 36,000 vehicle hours of delay reduced every day (\$211 M annual travel time savings). Provides a new direct access connection between SR 522 and I-405 express toll lanes eliminating weaving and improving operations for the general purpose lanes.	SR 522 Interchange	\$315	• Builds a new direct access connection to SR 522 and redesigns a new interchange. • Replaces the northbound I-405 bridge over the Sammamish River and SR 522.
	SR 522 to I-5 Dual Express Toll Lanes	\$255	• Adds a new lane in each direction between SR 522 and I-5 in Lynnwood to be paired with the existing HOT lane to form a dual express toll lane system.
D. SR 167 Stage 6 - \$300 m			
Benefits • Benefit/Cost: 2.5 • Reduces vehicle delay by 32,000 vehicles daily. • Project connects regional facilities of SR 410, SR 512, and future SR 167 extension.	SR 167 Stage 6	\$300m	• Extends the SR 167 HOT lanes northbound and southbound to SR 410 / SR 512 interchange.
E. I-405/NE 132nd St. Interchange – Prior TPA project commitment			
Benefits • Benefit/Cost: 1.1 • Provides new access to and from north Kirkland area and complements 116th interchange which has recently been rebuilt.	NE 132nd St. Interchange	\$75 (funded)	• Builds a new half-diamond interchange at NE 132nd St. in Kirkland.

## Projects on other corridors with direct benefits to I-405 (system to system connections)

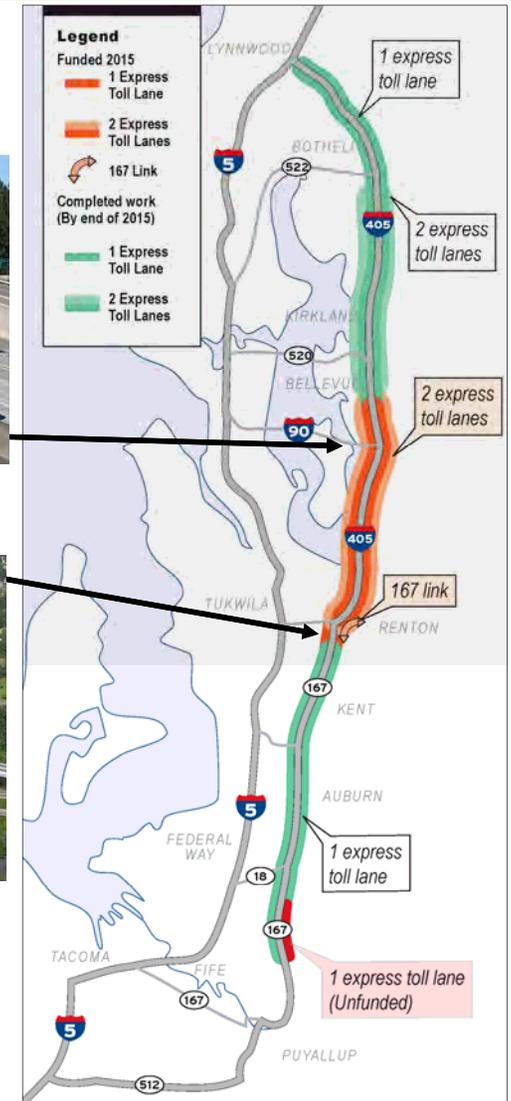
F. I-90/I-405 Interchange Direct Connectors - \$535 million			
Benefits • Benefit/Cost: 1.6 • Reduces daily delay by 22,000 vehicle hours of \$112M in annual travel time savings. Reduces weaving and provides high speed reliable trips between the two interstate systems.	I 405 / I 90 Renton to Issaquah Direct Connector	\$270	• Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90. • The ramp would connect Renton to Issaquah.
	I-405 / I-90 Bellevue to Issaquah Direct Connector	\$265	• Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90. • The ramp would connect Bellevue to Issaquah.
G. SR 520/I-405 Interchange and SR 520/124th Ave NE Interchange - \$550 million			
Benefits • Benefit/Cost: 1.6 • Reduces delay by 24,000 vehicle hours daily or \$136 M in annual travel time savings. Provides direct connection between I-405 and SR 520 and eliminates weaving in the general purpose lanes.	SR 520 / 124th Ave NE New Interchange	\$235	• Rebuilds the SR 520/124th Ave NE interchange to Master Plan configuration (PE/RW funded)
	I-405 / SR 520 Direct Connectors	\$315	• Builds flyover ramps connecting the express toll lanes on I-405 to the HOV lane on SR 520. Ramps will connect Bellevue to Redmond traffic.

# Next Steps: Completing the 40-mile system

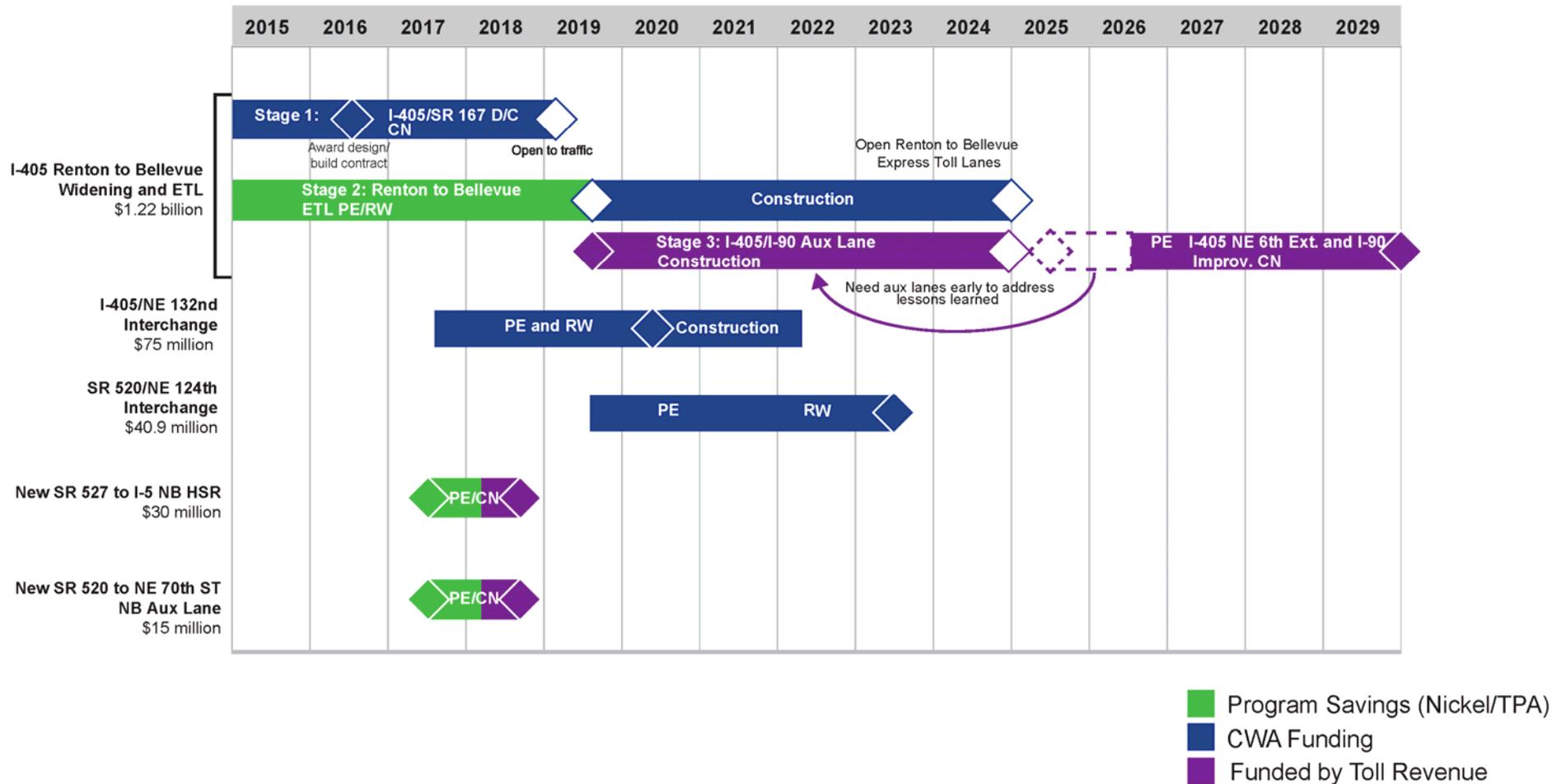
## The backbone to Bus Rapid Transit

### 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





King County

**PARKS**

**Your Big Backyard**

# Eastside Rail Corridor Regional Trail and WSDOT I-405 Renton to Bellevue Project Coordination

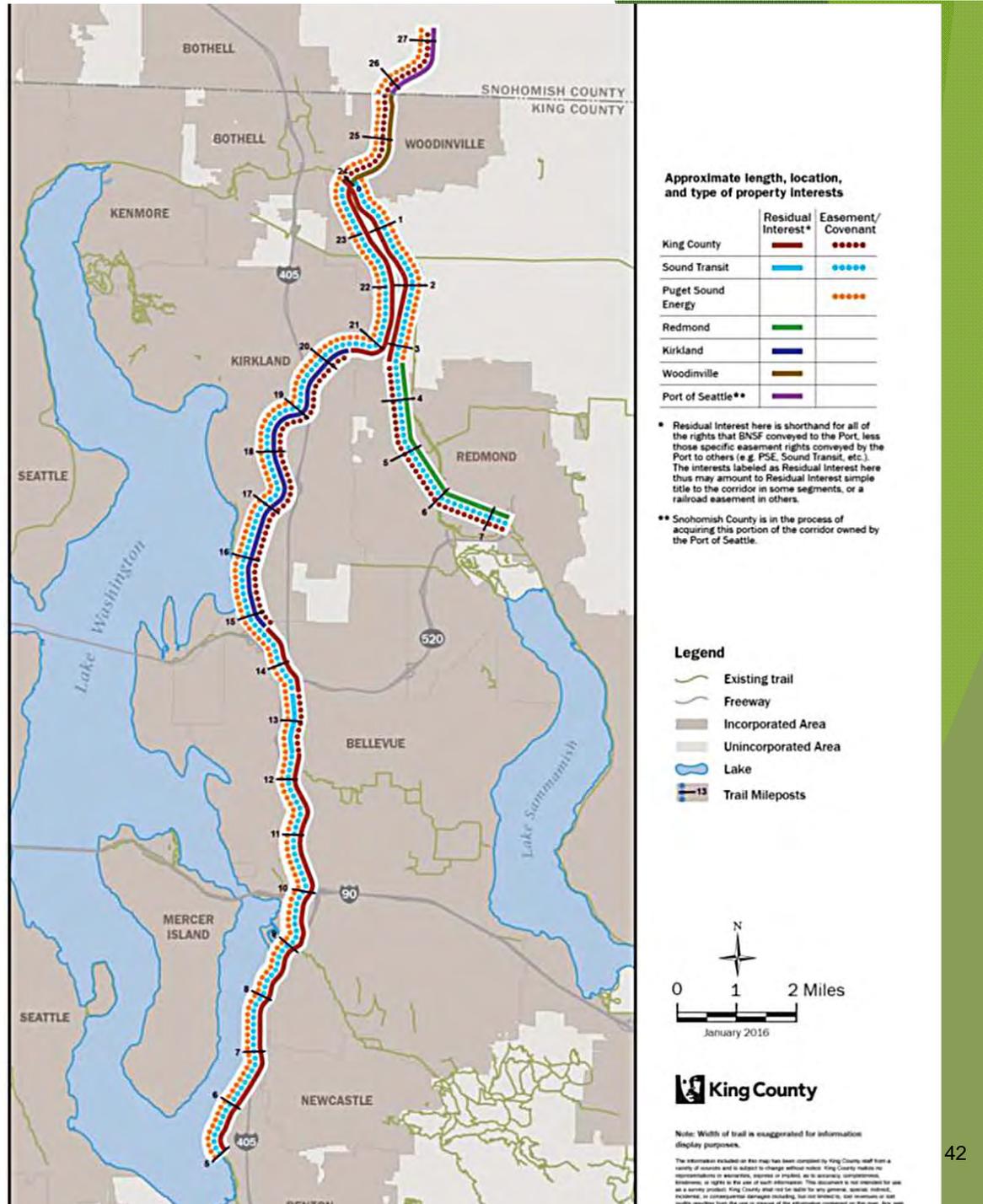
I-405/SR 167 Executive Advisory Group Briefing  
April 26, 2016

# 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

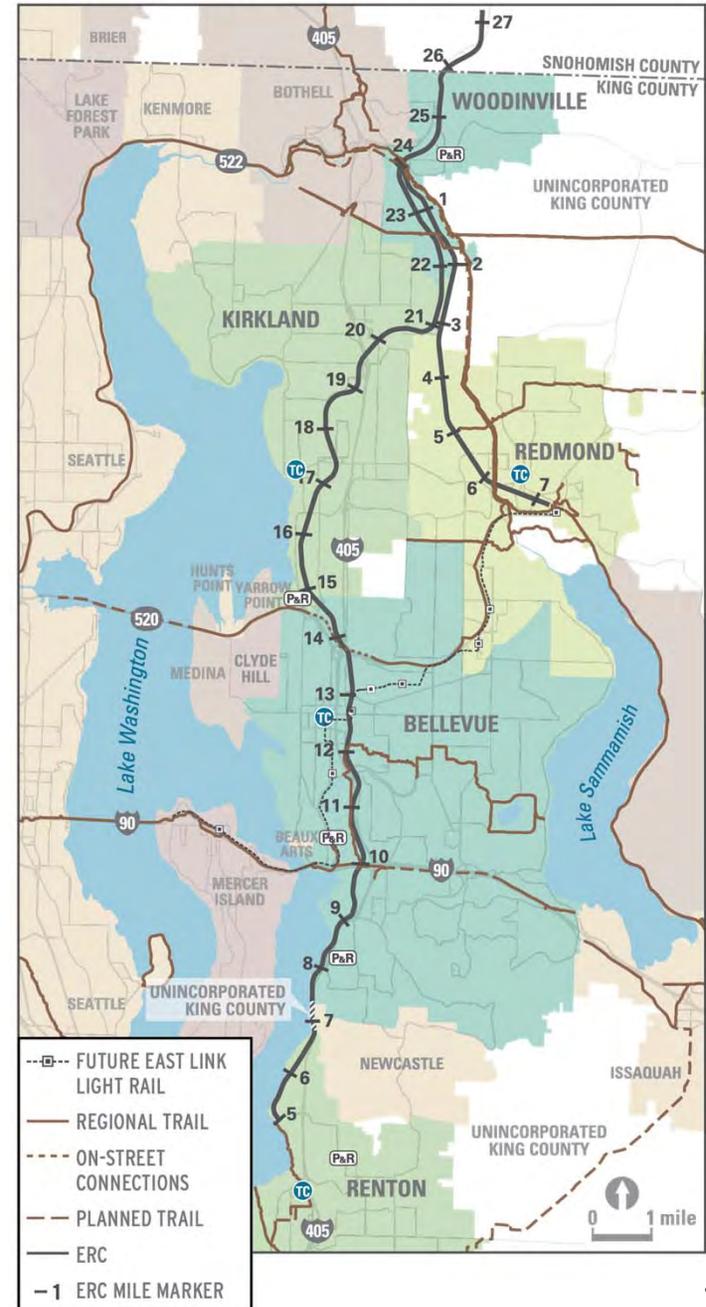
- Railbanked Area and Background
- Complex Ownership
- Multiuse Corridor Vision
- ERC Trail Vision
- Connecting the Eastside
- Trail Alignment Alternatives



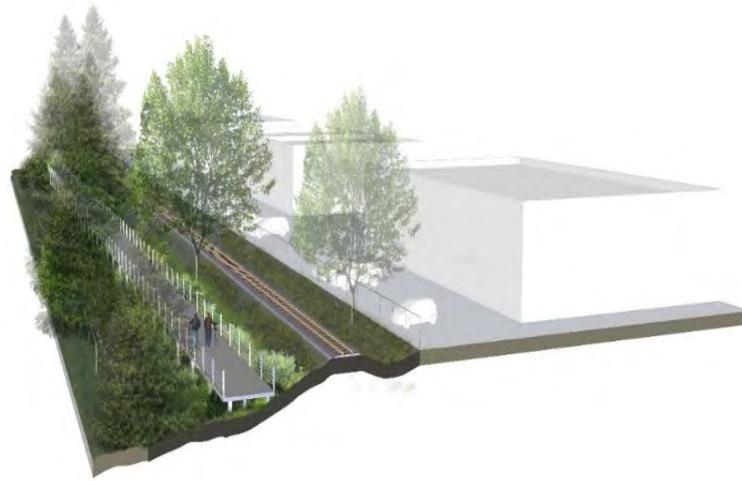
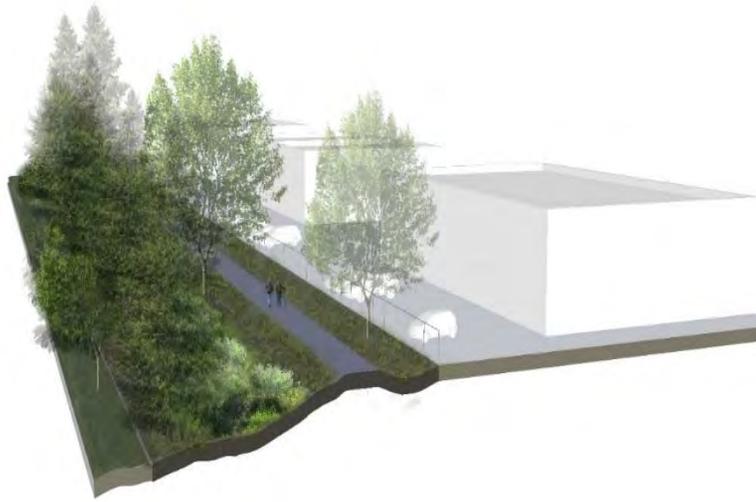
# Opportunities: Connecting the Eastside

- 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

## REGIONAL TRAIL CONNECTIONS



# Trail Alternatives (Illustrative)

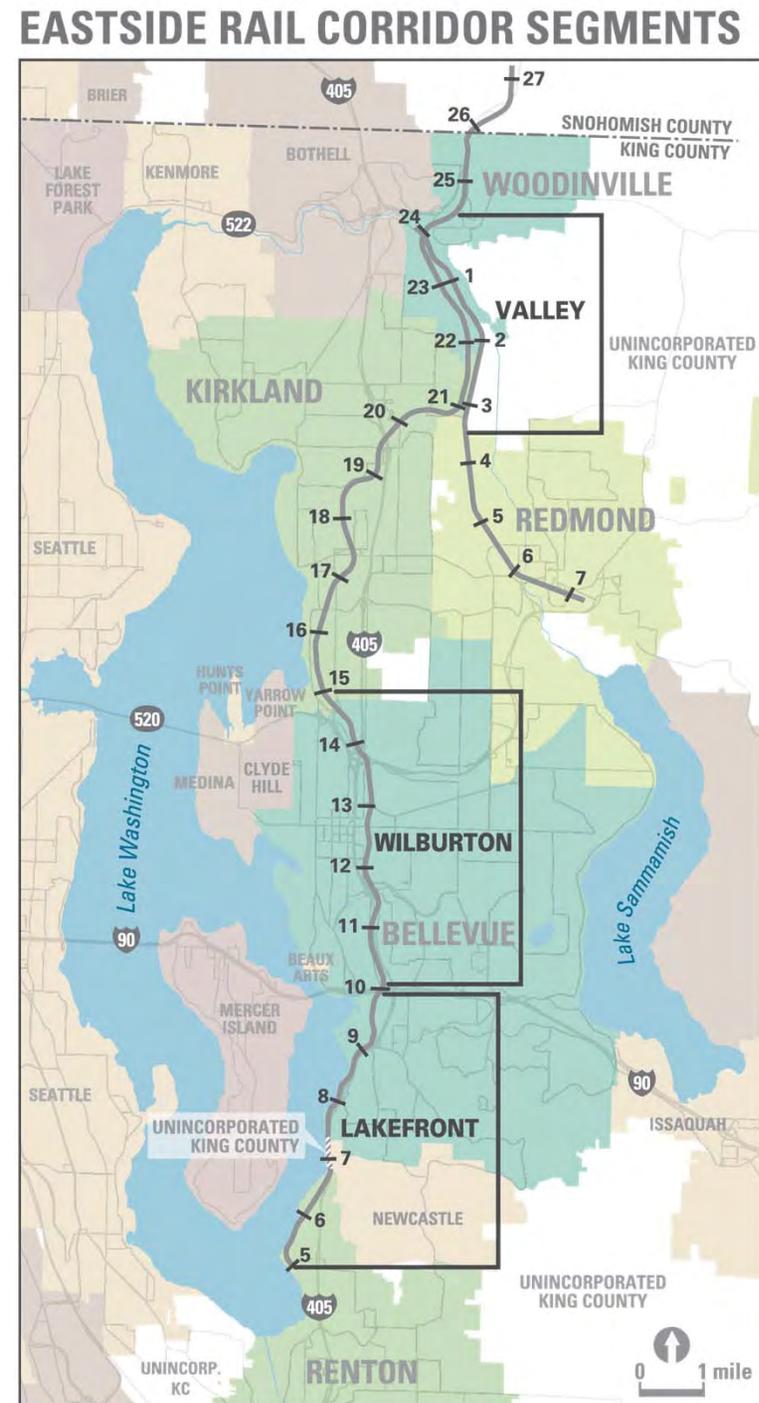


On-Railbed

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 108<sup>th</sup> 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

Segment	On-Railbed Alternative	Off-Railbed Alternative
Lakefront	\$33,000,000	\$79,000,000
Wilburton	\$97,000,000	\$112,000,000
Valley - Main Line	\$23,000,000	\$53,000,000
Valley - Spur	\$18,000,000	\$18,000,000
<b>Totals</b>	<b>\$171,000,000</b>	<b>\$262,000,000</b>

# 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

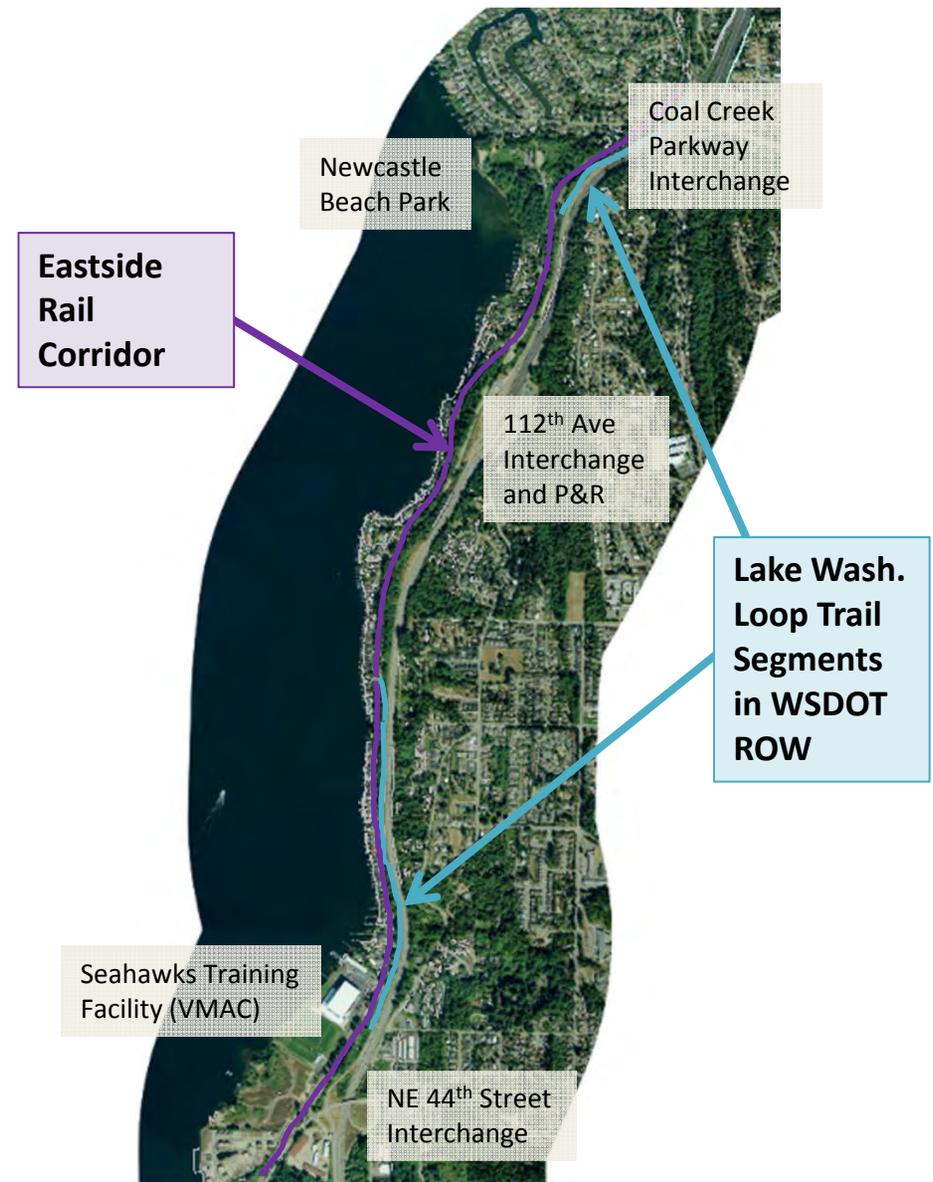


2009



# Relocation of Lake Washington Loop Trail

- 3-mile segment of the Eastside Rail Corridor is located between the Coal Creek Parkway and NE 44<sup>th</sup> 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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ERC Project Manager, King County Parks

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Kim Henry

I-405/SR 167 Program Director, WSDOT

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(425)456-8579

# METRO CONNECTS

King County Metro's  
long-range vision

More  
Choices

One  
System

More  
Service

I-405/SR 167 Corridor  
Executive Advisory Group

April 26, 2016

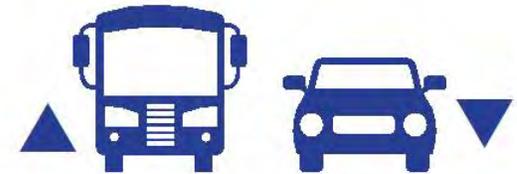
# Benefits Across King County



**DOUBLE** transit ridership



**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](http://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

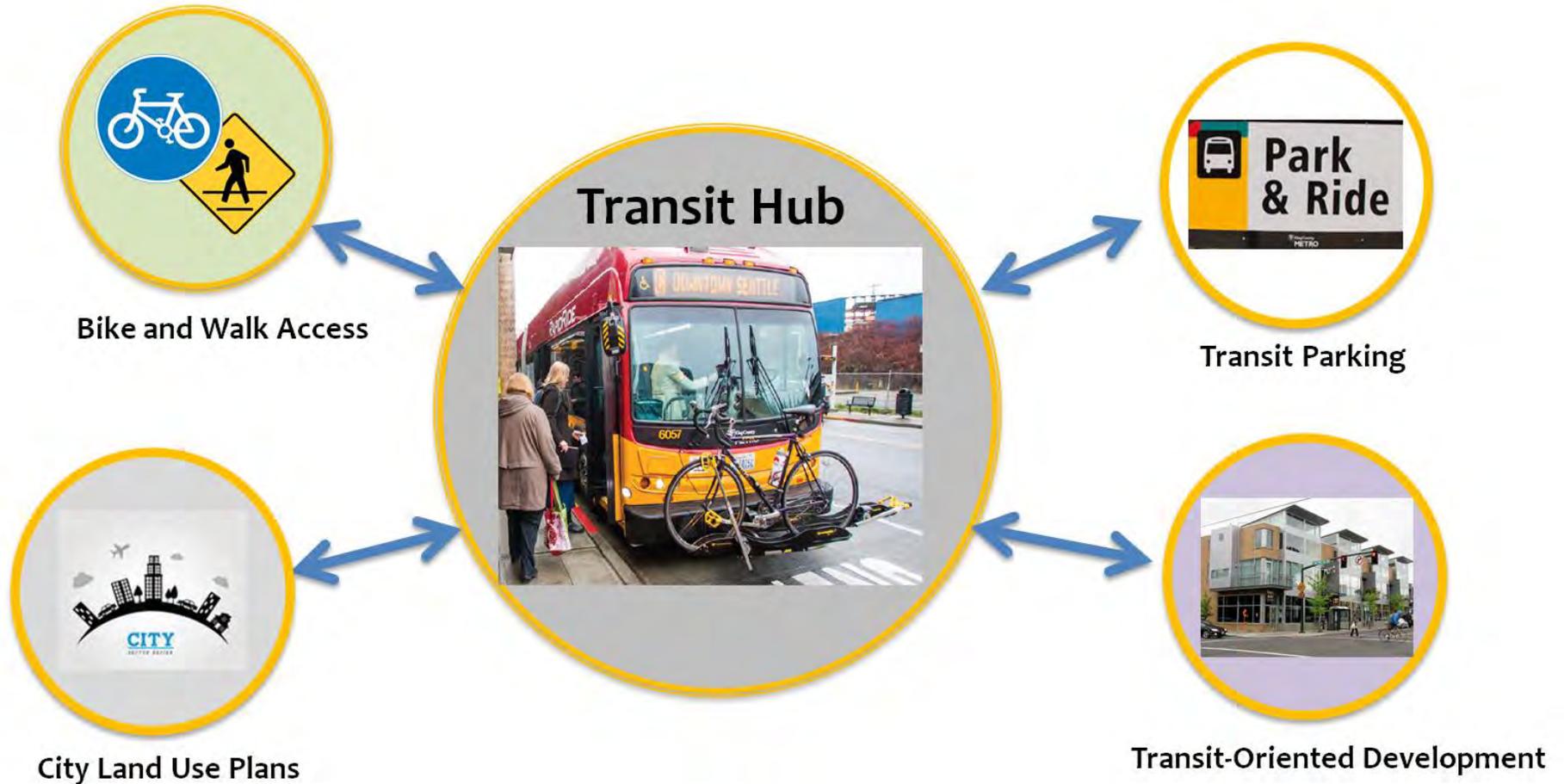
# Easy, Safe, and Comfortable



## **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



# Park-and-Rides

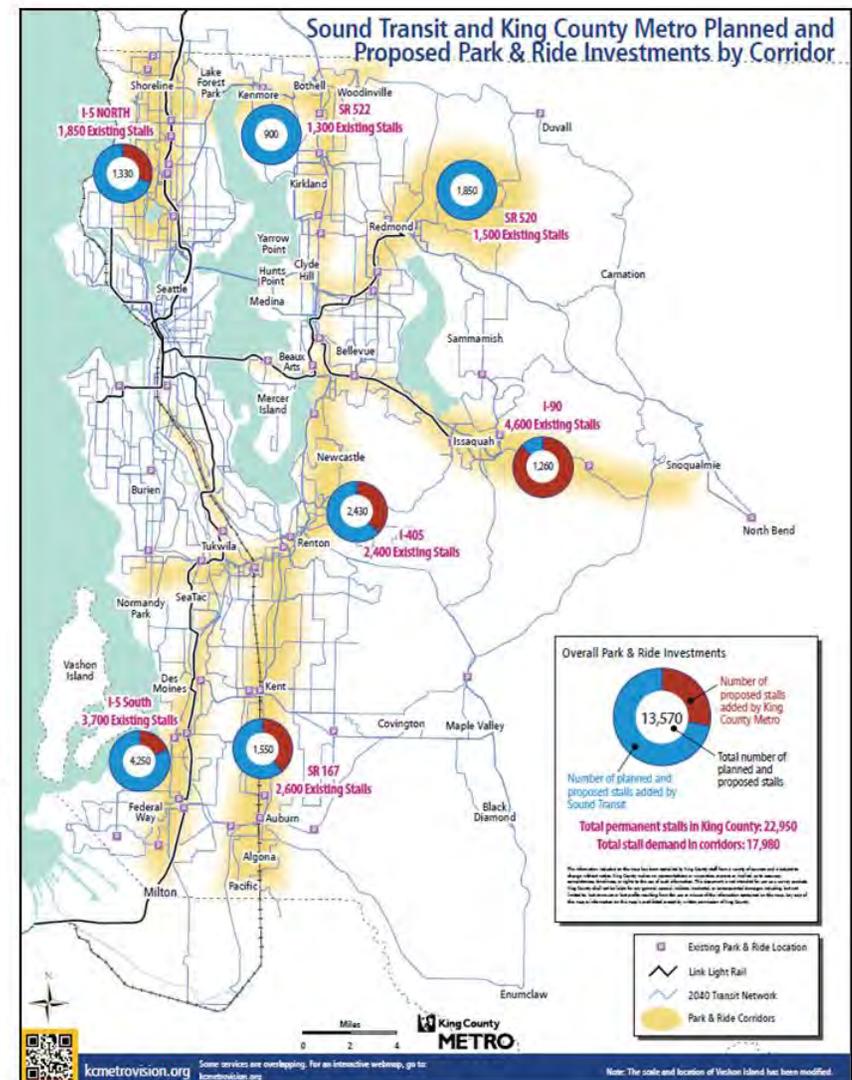
## More spaces

- 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



# 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



# METRO CONNECTS

King County Metro's long-range vision

-  15 minutes
-  30 minutes
-  45 minutes
-  60 minutes



## How far can you go?

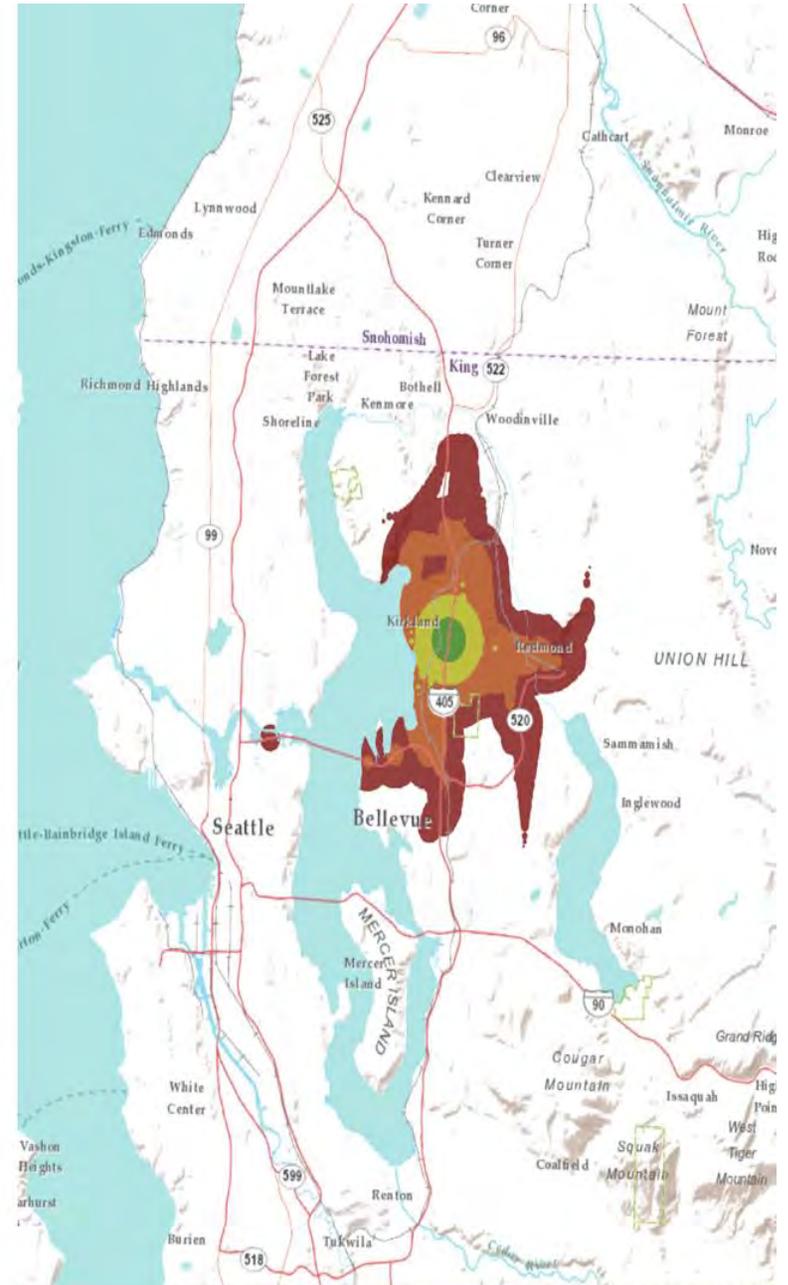
Starting from:



In the year:



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



# METRO CONNECTS

King County Metro's long-range vision

-  15 minutes
-  30 minutes
-  45 minutes
-  60 minutes



## How far can you go?

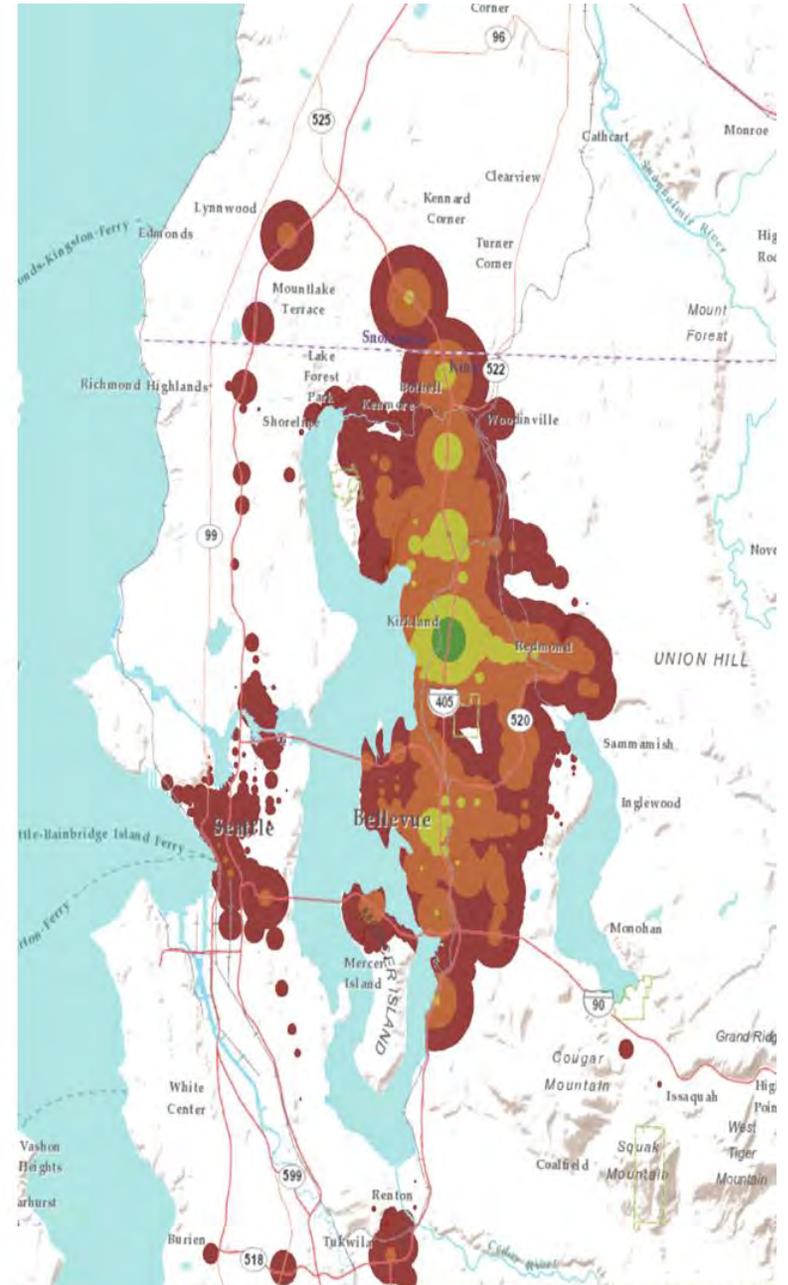
Starting from:



In the year:



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



# METRO CONNECTS

King County Metro's long-range vision

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes



## How far can you go?

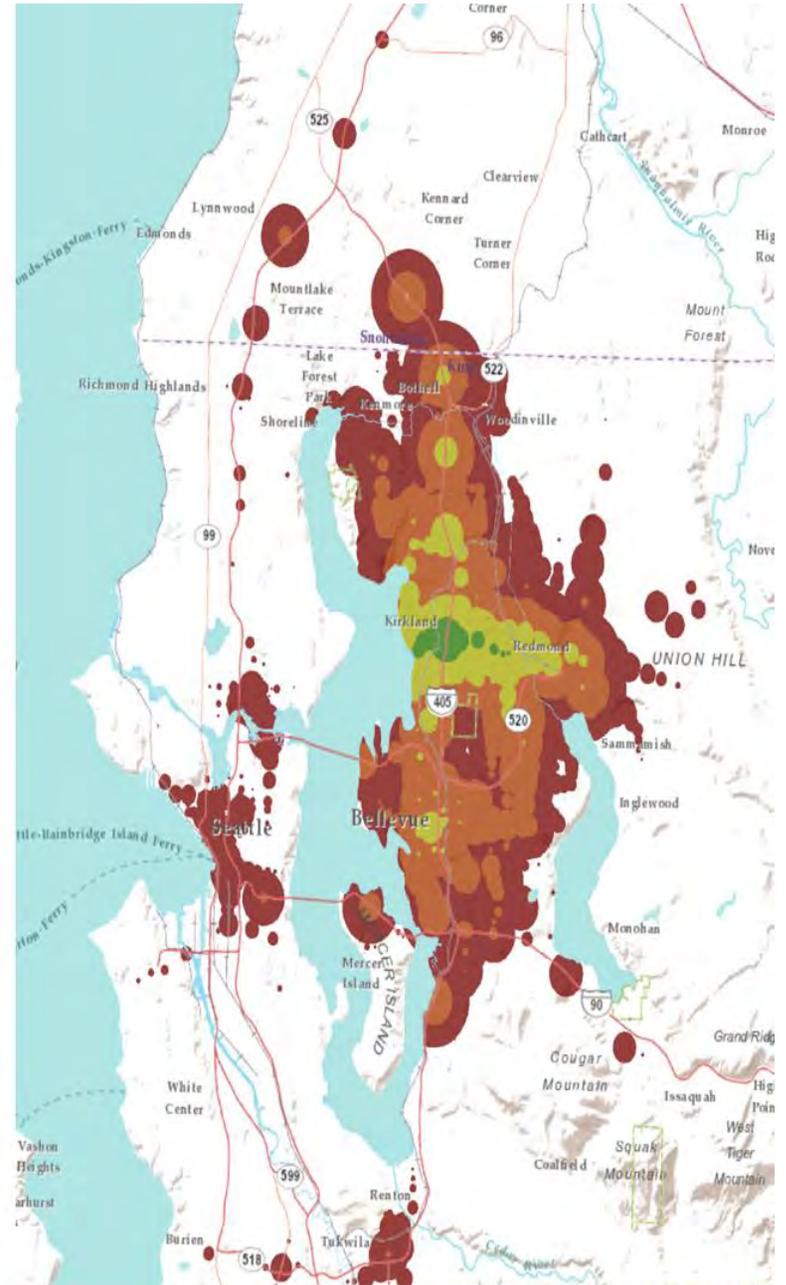
Starting from:

**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](http://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](mailto:Stephen.Hunt@KingCounty.gov)

206-477-5828

Tristan Cook

Community Relations Planner

[Tristan.Cook@KingCounty.gov](mailto:Tristan.Cook@KingCounty.gov)

206-477-3842



# Draft ST3 Plan

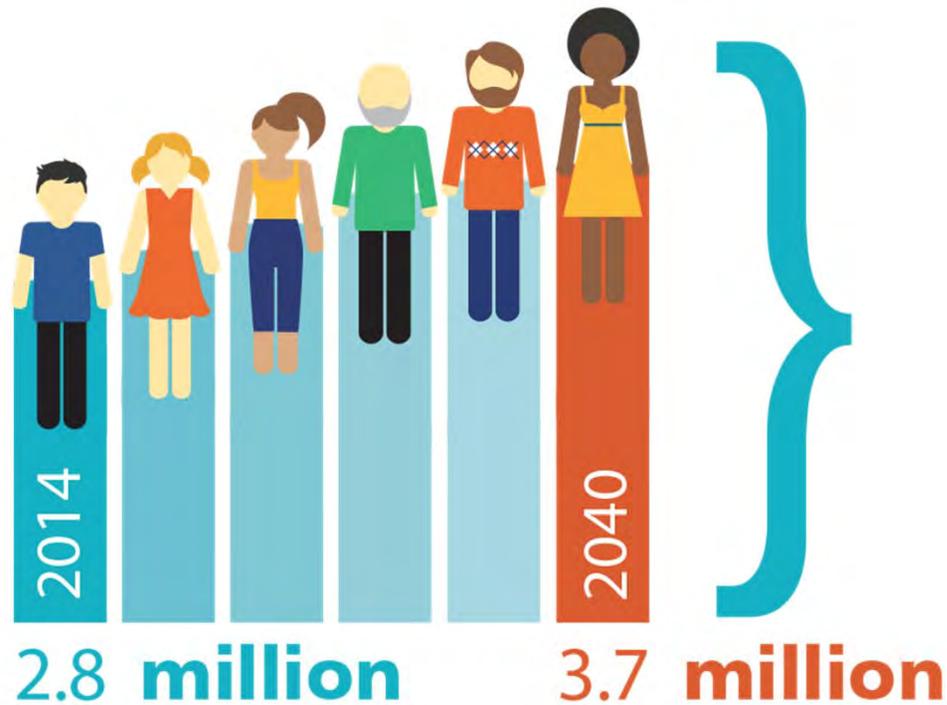
I-405 Executive Advisory Group  
April 26, 2016

**ST SOUND TRANSIT**

# Sound Transit District

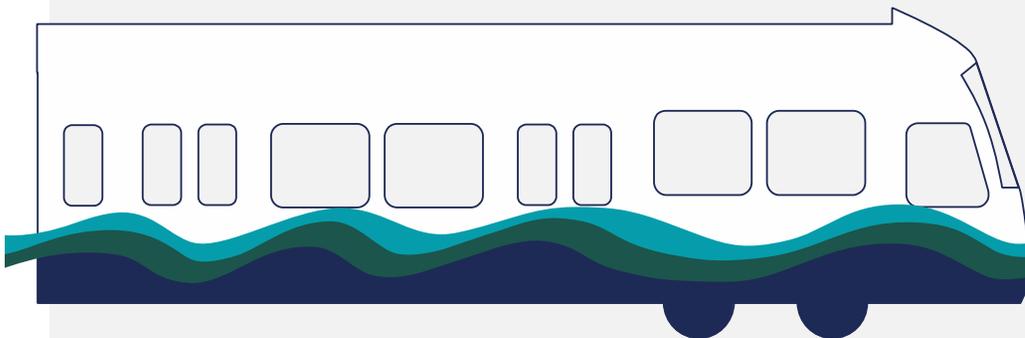


# More people calling our region home



Source: Puget Sound Regional Council

# ST3 timeline



## 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



Projects	Draft Schedule
----------	----------------

<p><b>To improve bus speed and reliability:</b></p> <ul style="list-style-type: none"> <li>• Bus-on-shoulder opportunities: I-5, I-405, SR 518, SR 167</li> <li>• Capital improvements for RapidRide C and D Routes</li> <li>• Bus capital Improvements for Pacific Ave. (Tacoma)</li> <li>• Bus capital improvements in East Pierce County</li> </ul> <p><b>To improve system access:</b></p> <ul style="list-style-type: none"> <li>• Parking on SR 522 in Kenmore, Forest Park and Bothell</li> <li>• I-405: Parking at Kingsgate and new transit center with parking in South Renton</li> <li>• Parking for Sounder north and south lines</li> <li>• Passenger amenities, including pedestrian and bicycle improvements</li> </ul>	<p>2019-2024</p>
--	------------------

# Draft Plan: BRT-ST Express

**KEY**

**PROPOSED ST3 PROJECTS**

- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder-running buses / speed and reliability improvements
- Environmental study
- Future investment 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

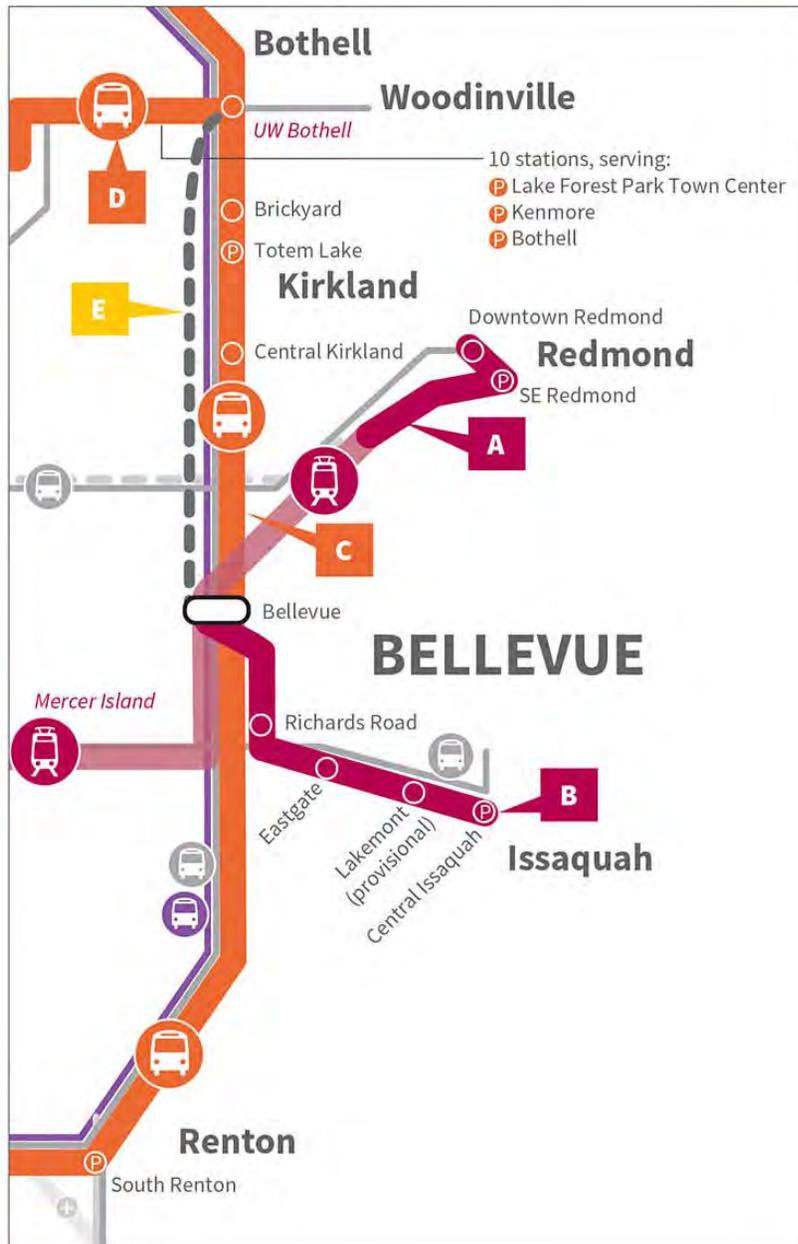
NOTE: All routes and stations are representative.



DuPont

Projects	Draft Schedule
<p>ST Express:</p> <ul style="list-style-type: none"> <li>Approximately 600K annual hours to continue providing interim express bus service in future HCT corridors</li> </ul>	On-going
I-405 BRT: Lynnwood to Burien	2024
<p>SR 522 &amp; NE 145th Street BRT:</p> <ul style="list-style-type: none"> <li>UW Bothell to NE 145th light rail station</li> <li>Includes service from Woodinville</li> </ul>	2024

# East corridor



**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**

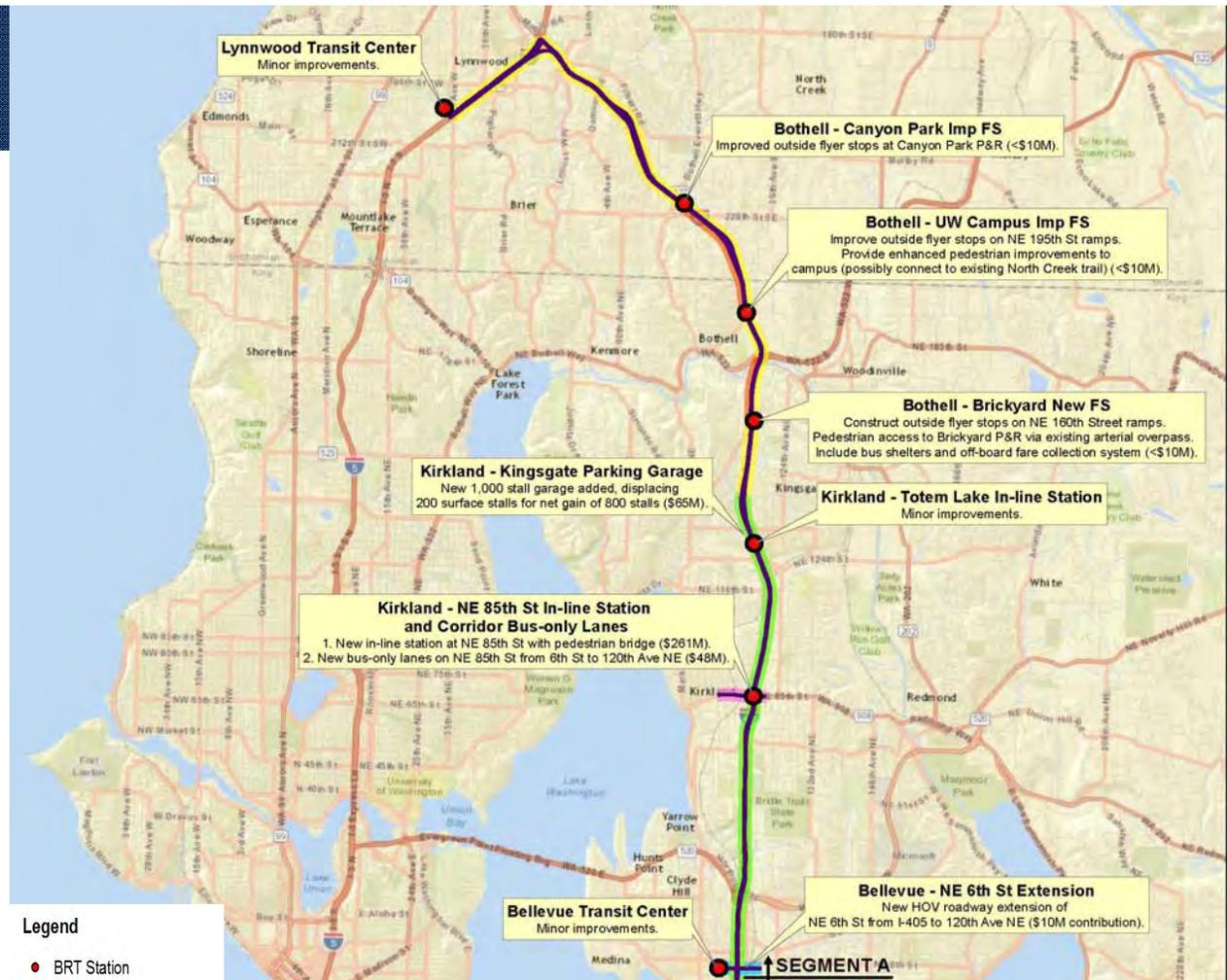
- New station
- New station / added parking
- Improved station
- Major rail transfer

NOTE: All routes and stations are representative.

# I-405 BRT north

## 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

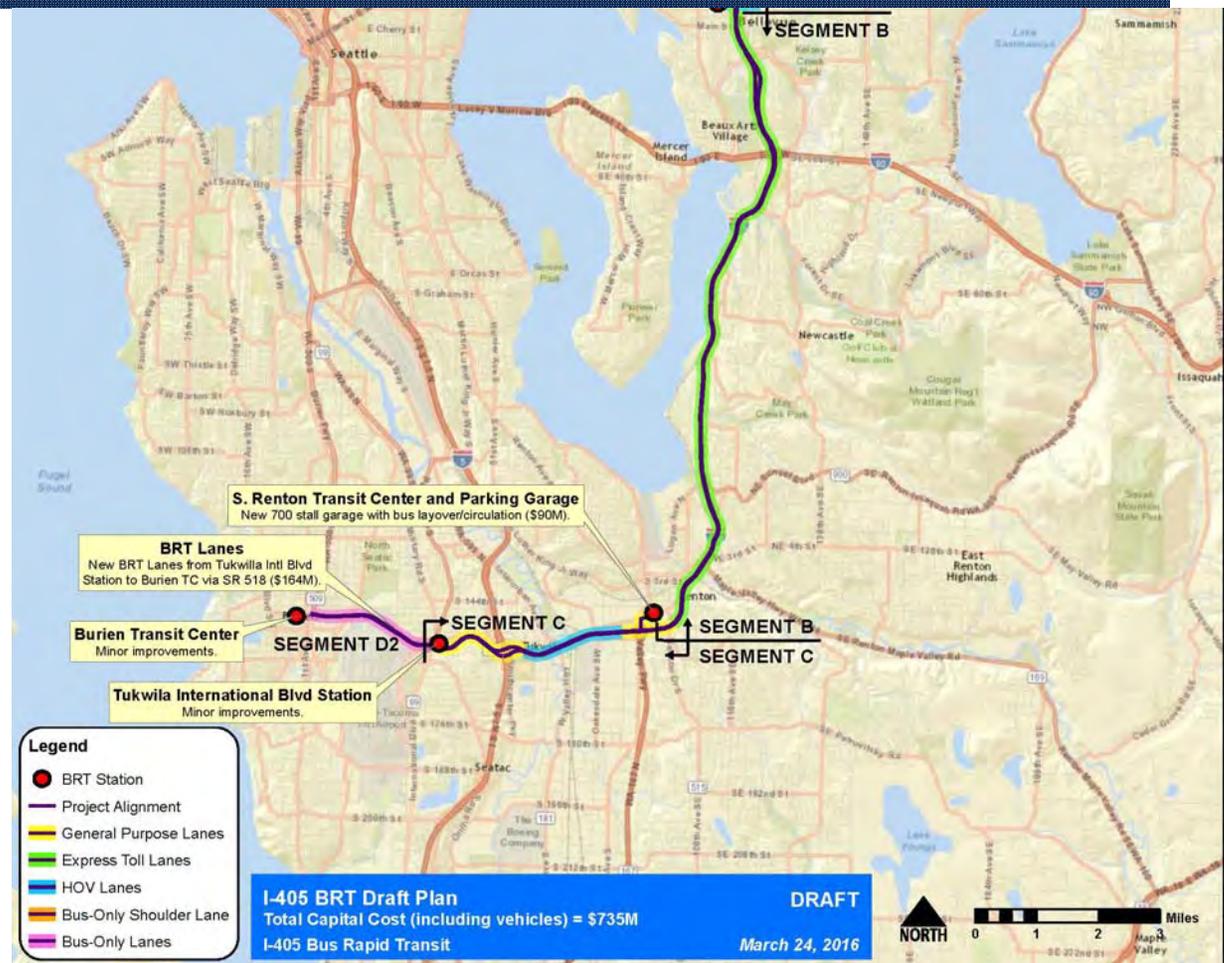


- Legend**
- BRT Station
  - Project Alignment
  - General Purpose Lanes
  - Express Toll Lanes
  - HOV Lanes
  - Bus-Only Shoulder Lane
  - Bus-Only Lanes

# 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

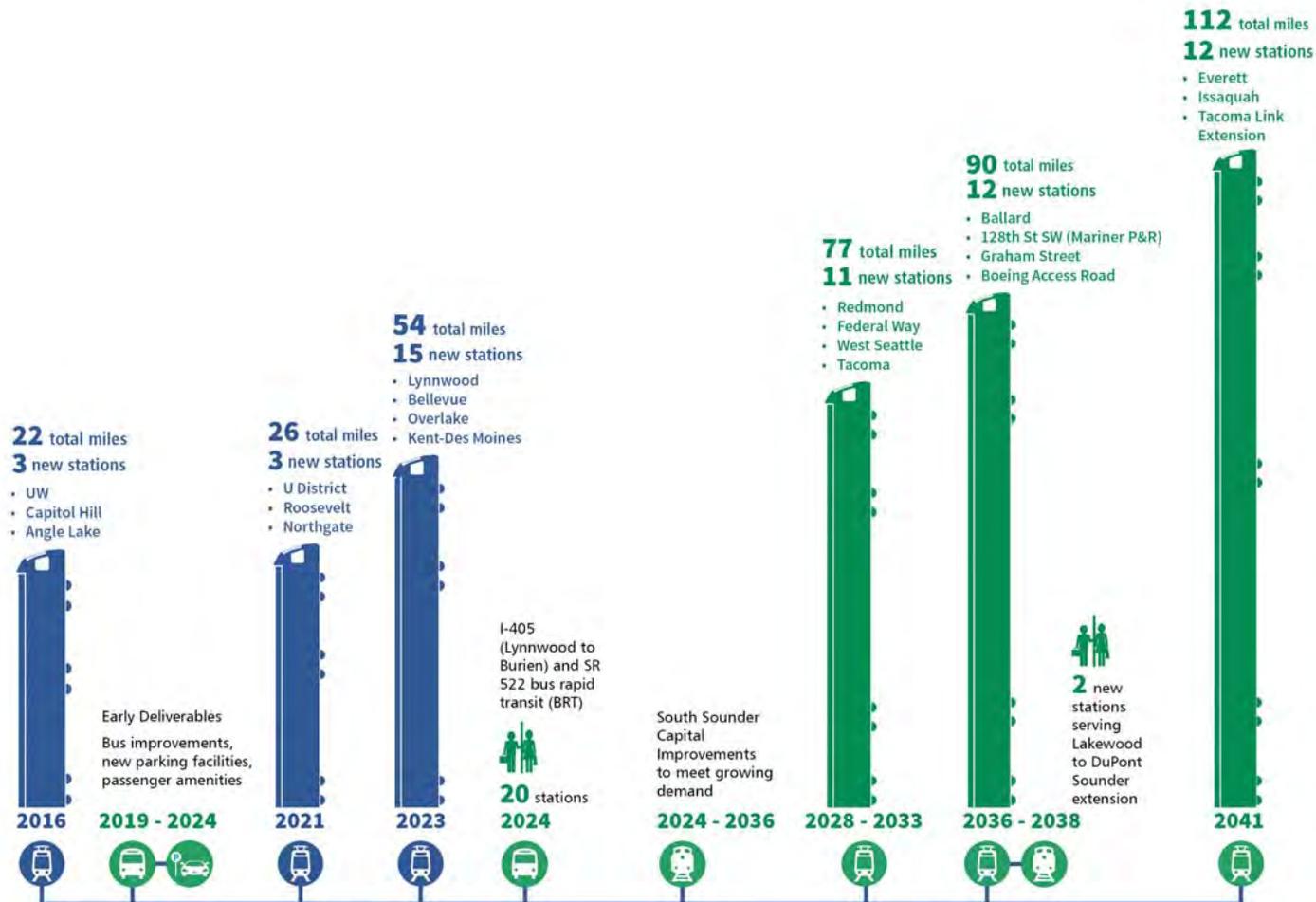
HCT Study: Northern Lake Washington

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



\*Note: not all ST3 Draft Plan projects shown on timeline

● Sound Transit 2 Projects ● Sound Transit 3 Draft Plan Projects

# Draft Plan: Funding

Revenue source <i>in billions, YOY</i>	2017-2041
Sales tax	16.8
License tabs	6.9
Property tax	3.9
<b>Total taxes*</b>	<b>27.6</b>
Other revenue	22.5
<b>Total estimated sources of funds</b>	<b>\$50.1B</b>



\*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](https://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**



**Connect with us**

**SOUNDTRANSIT3.ORG**

**Facebook.com/SoundTransit**

**Twitter.com/@SoundTransit**

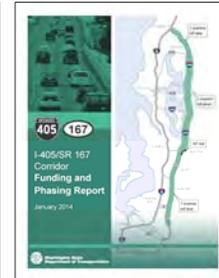
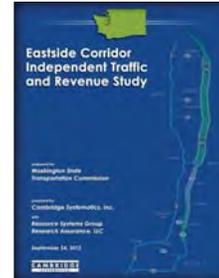
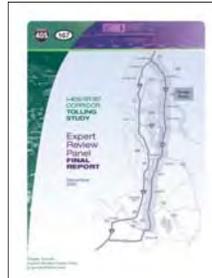
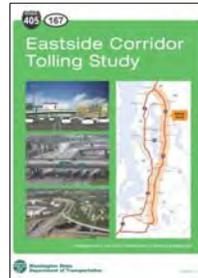
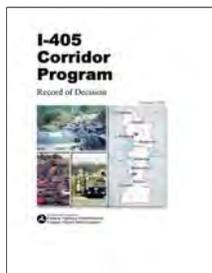
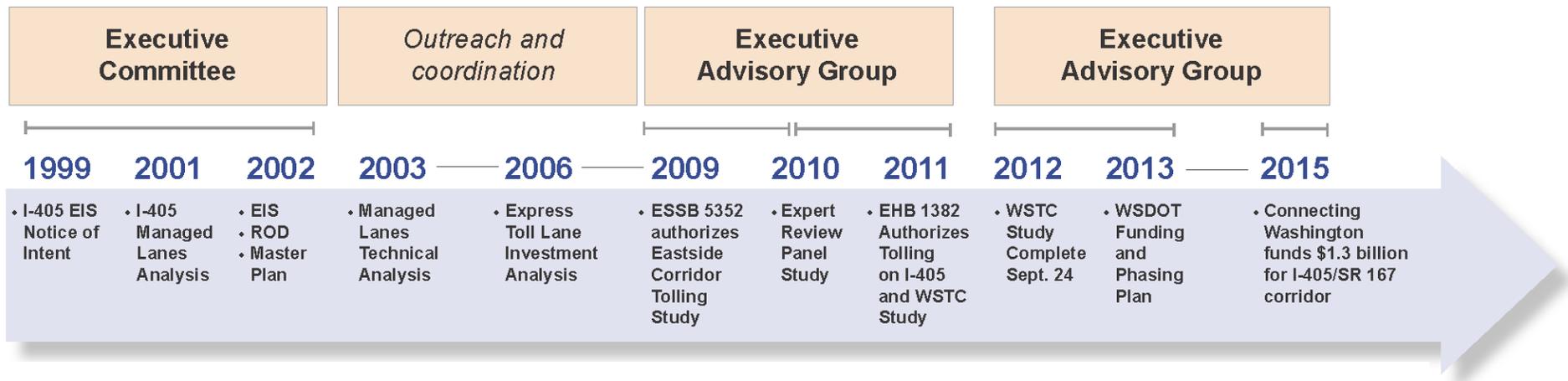


# Discussion: I-405 Master Plan Progress

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



# Public Comment

Facilitated by:

**Amy Danberg**

I-405/SR 167 Program Communications

# Wrap Up

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