

I-405/SR 167 Corridor

Executive Advisory Group

Meeting #2

Kent Commons Community Center

July 13, 2017

Introductions

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

Agenda

- Introductions
- I-405 Partner Program Updates
 - King County
 - Sound Transit
 - WSDOT
- Public Comment
- Wrap-up and next steps

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



I-405 Master Plan: Multimodal and making progress

Park and Ride expansions
138% complete or funded



Transit center expansions
70% complete



Bus Rapid Transit stations
91% complete or funded



Local arterial improvements
50% complete



Add 2 lanes in each direction
45% complete or funded



Transit service increase
62% complete or anticipated



Direct Access and Direct Connectors
19% complete or funded



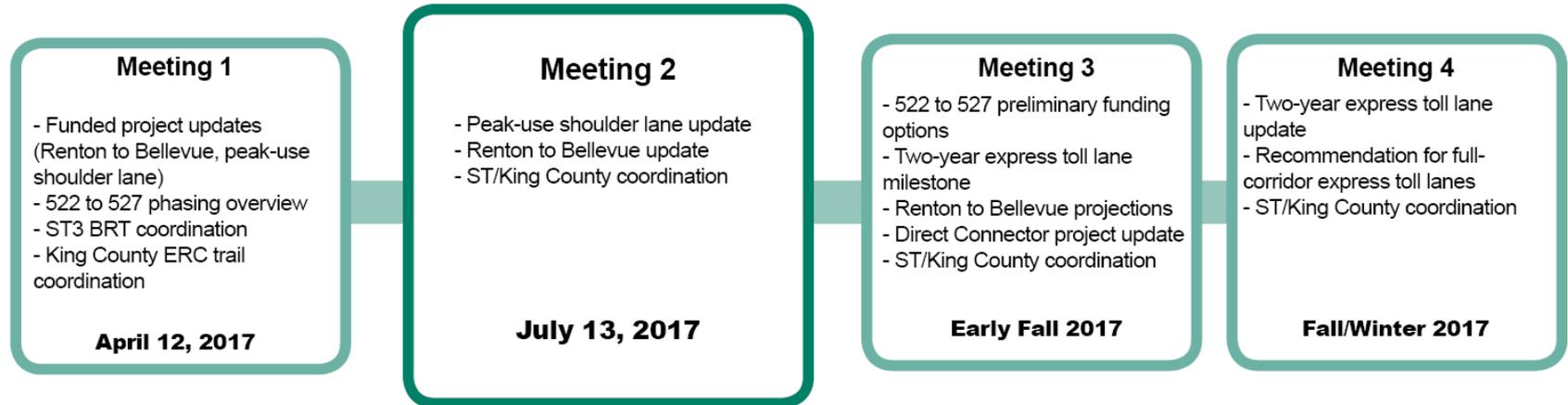
Vanpool service increase
40% complete



Pedestrian/bicycle improvements
65% complete or funded



EAG Meeting Topics/Schedule



Key Discussion Questions for Meeting 2

- How has the northbound peak-use shoulder lane affected traffic operations?
- What are major features and benefits of the Renton to Bellevue project?
- How are WSDOT, Sound Transit, King County and other transportation agencies working together to coordinate regional construction projects?

Regional Transportation Challenges

7

King County Councilmember Claudia Balducci
I-405/SR 167 Executive Advisory Group | July 13, 2017

Presentation Overview

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1. Eastside Transportation Forum (ETF)
2. Wins and Outcomes
3. Current projects

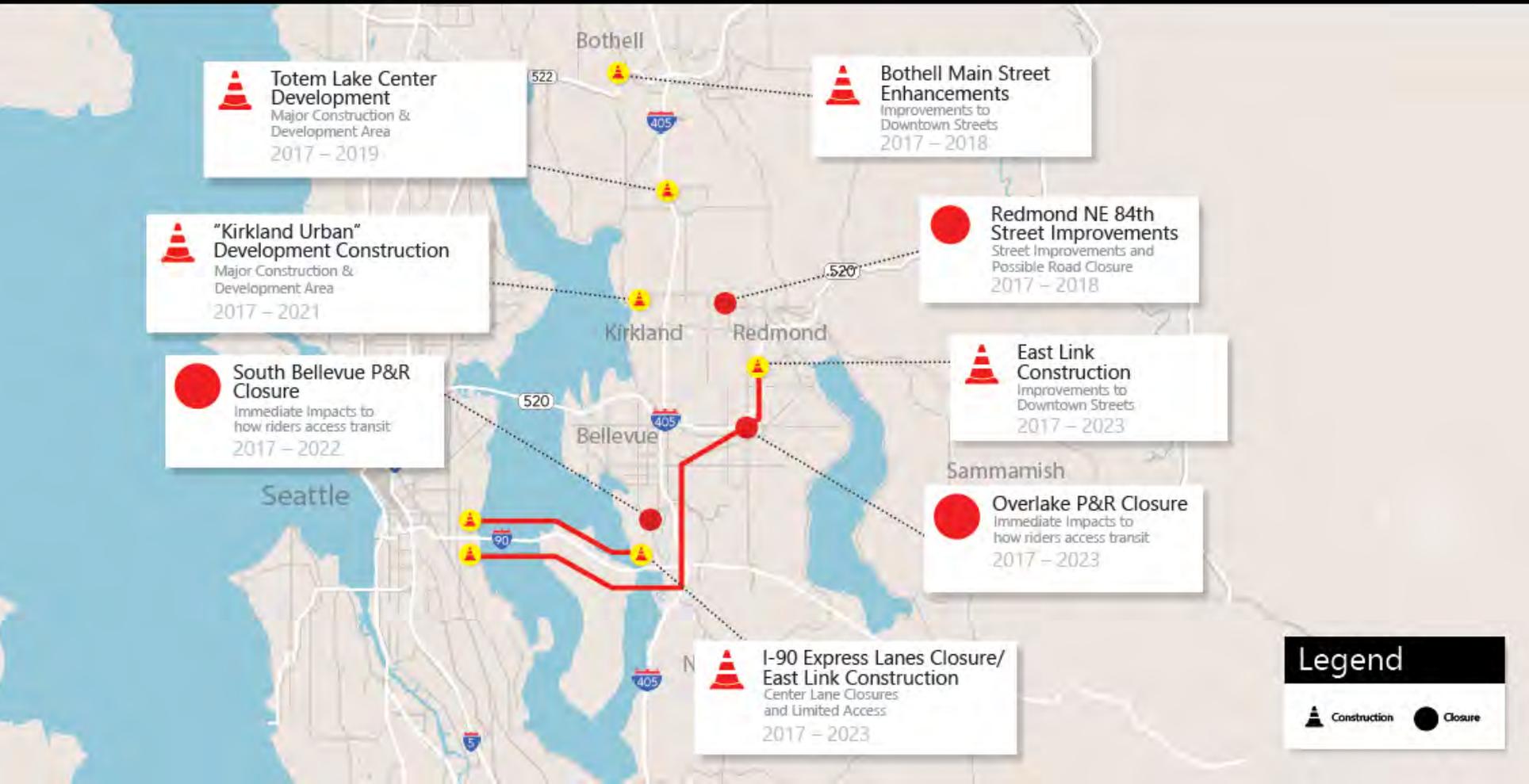
Eastside Transportation Forum

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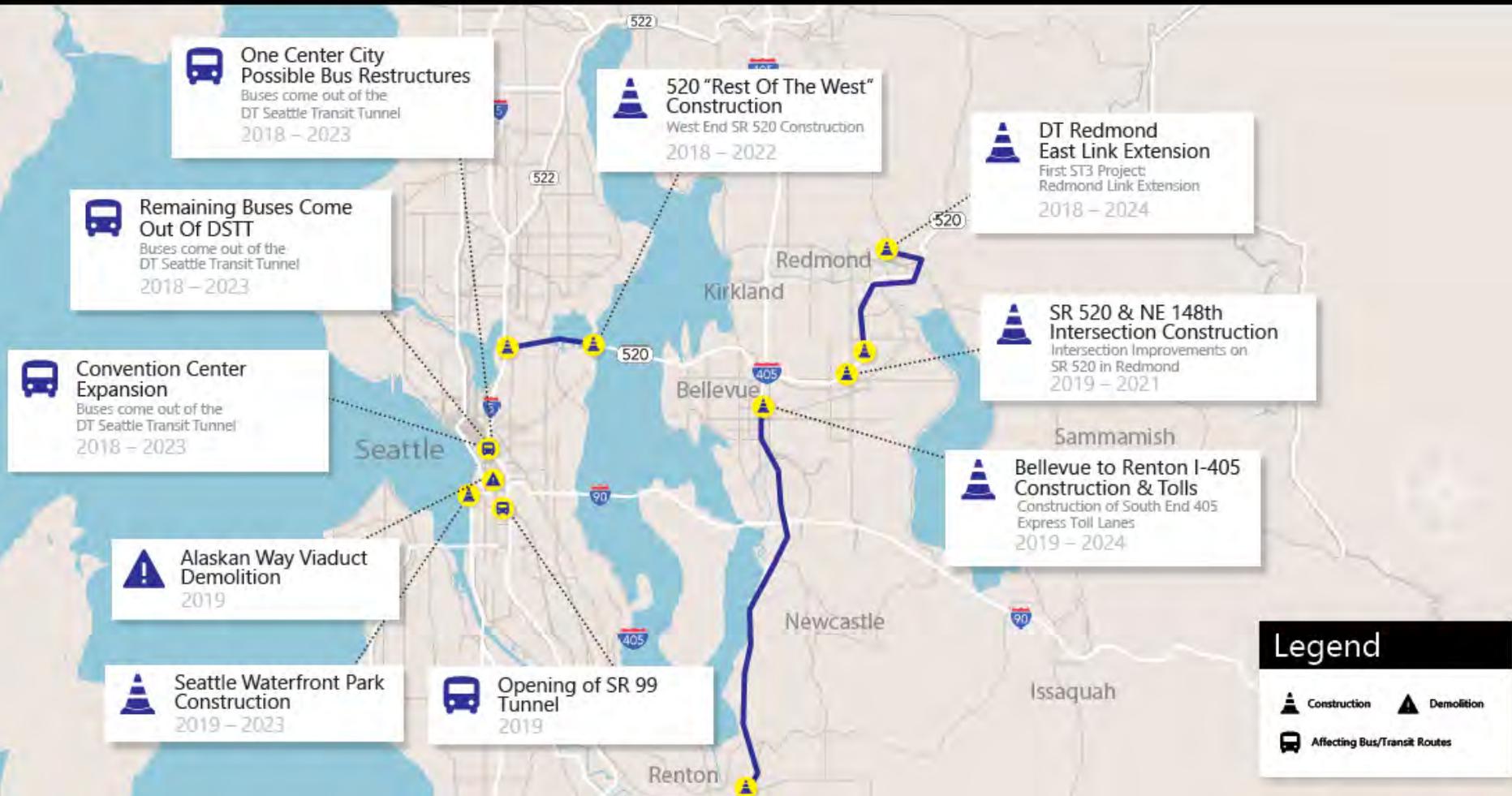
- The Event:
 - **When:** May 5 in Downtown Bellevue
 - **Purpose:** Education and discussion on current and near-term/planned transportation and transit projects
 - **Attendees:** Regional agencies (Metro, Sound Transit, WSDOT, SDOT), local elected officials, and high-level city staff



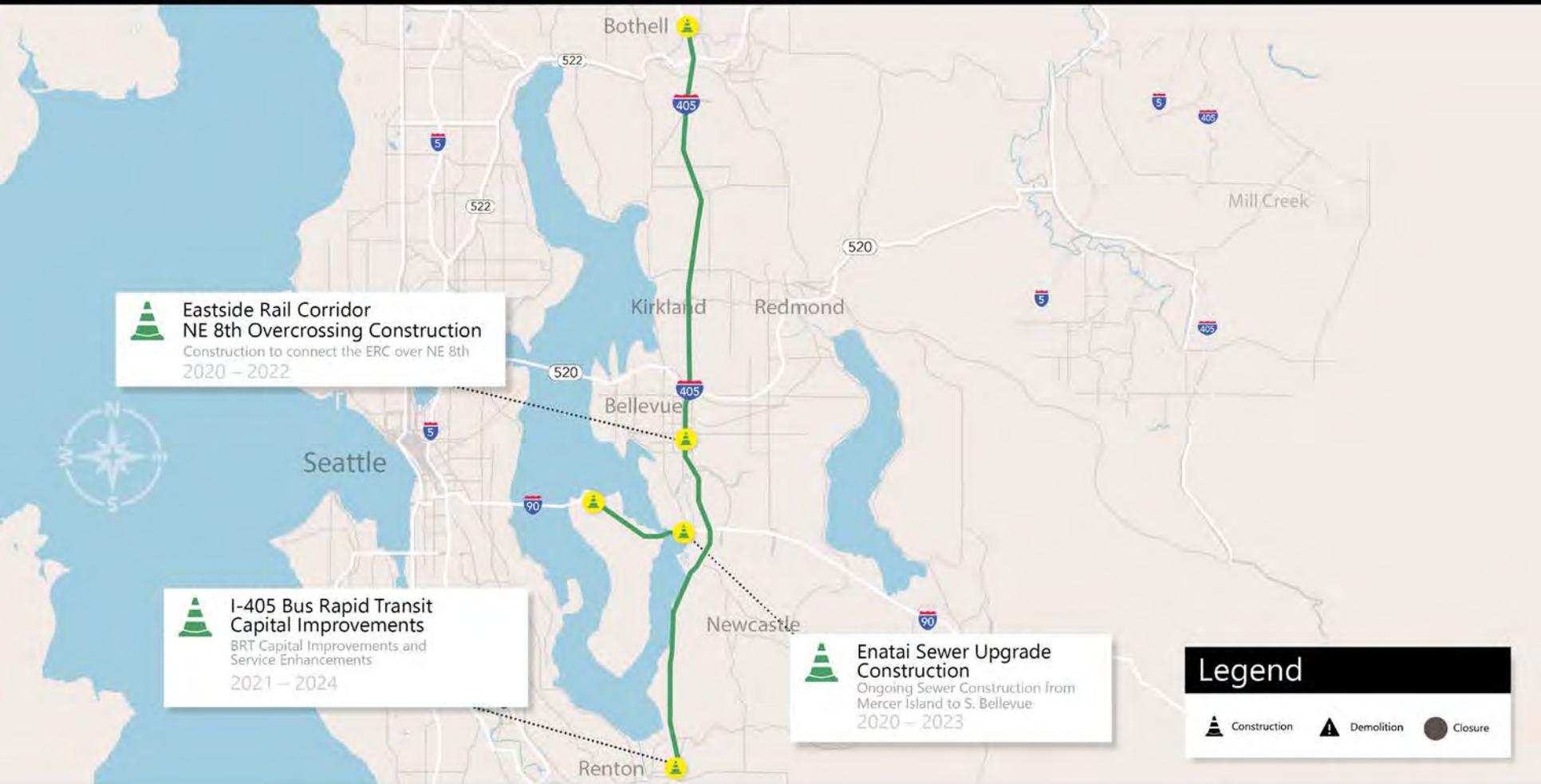
Projects Starting in 2017



Projects Starting in 2018 – 2019

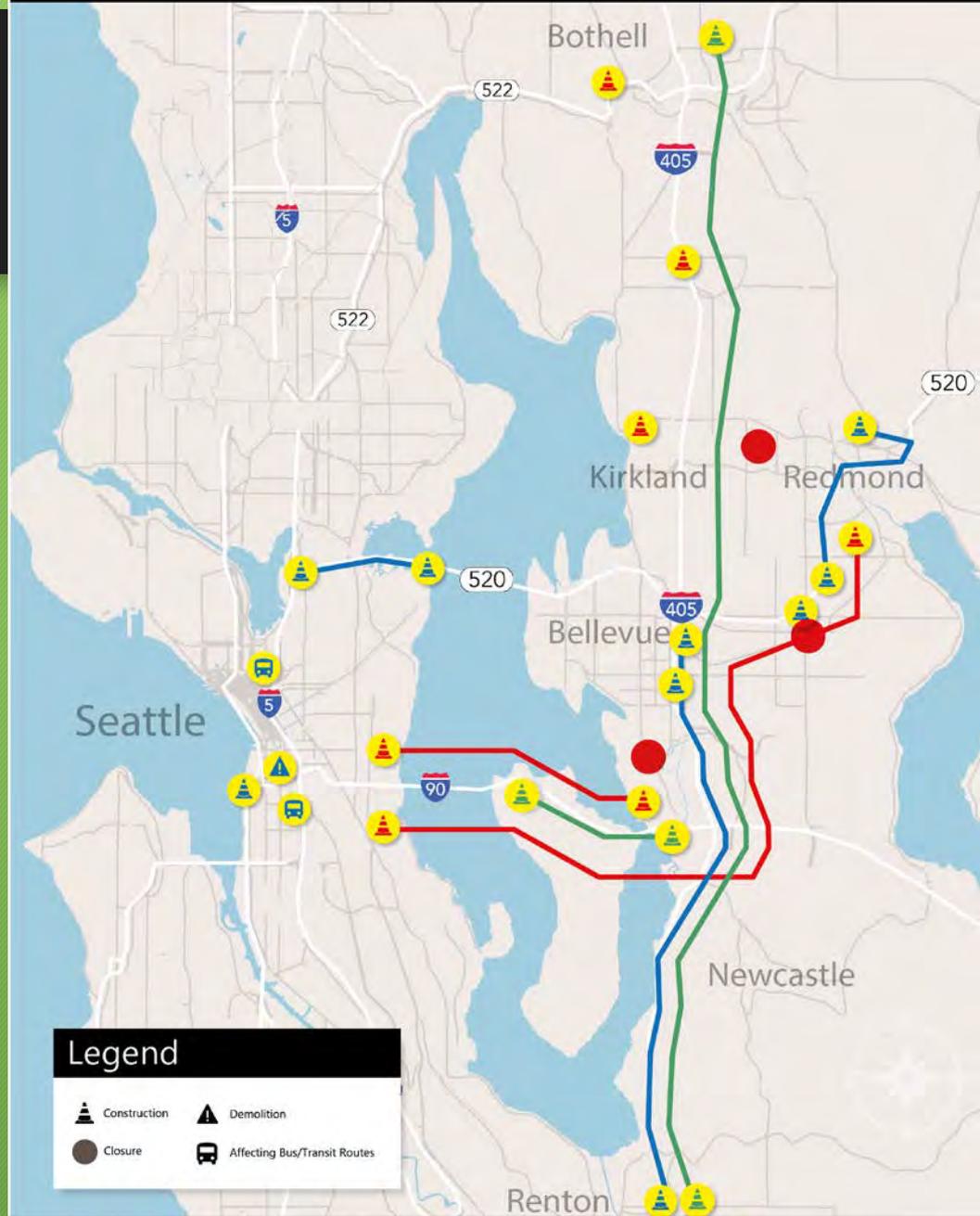


Projects Starting In 2020 – 2021



Overview of All Projects

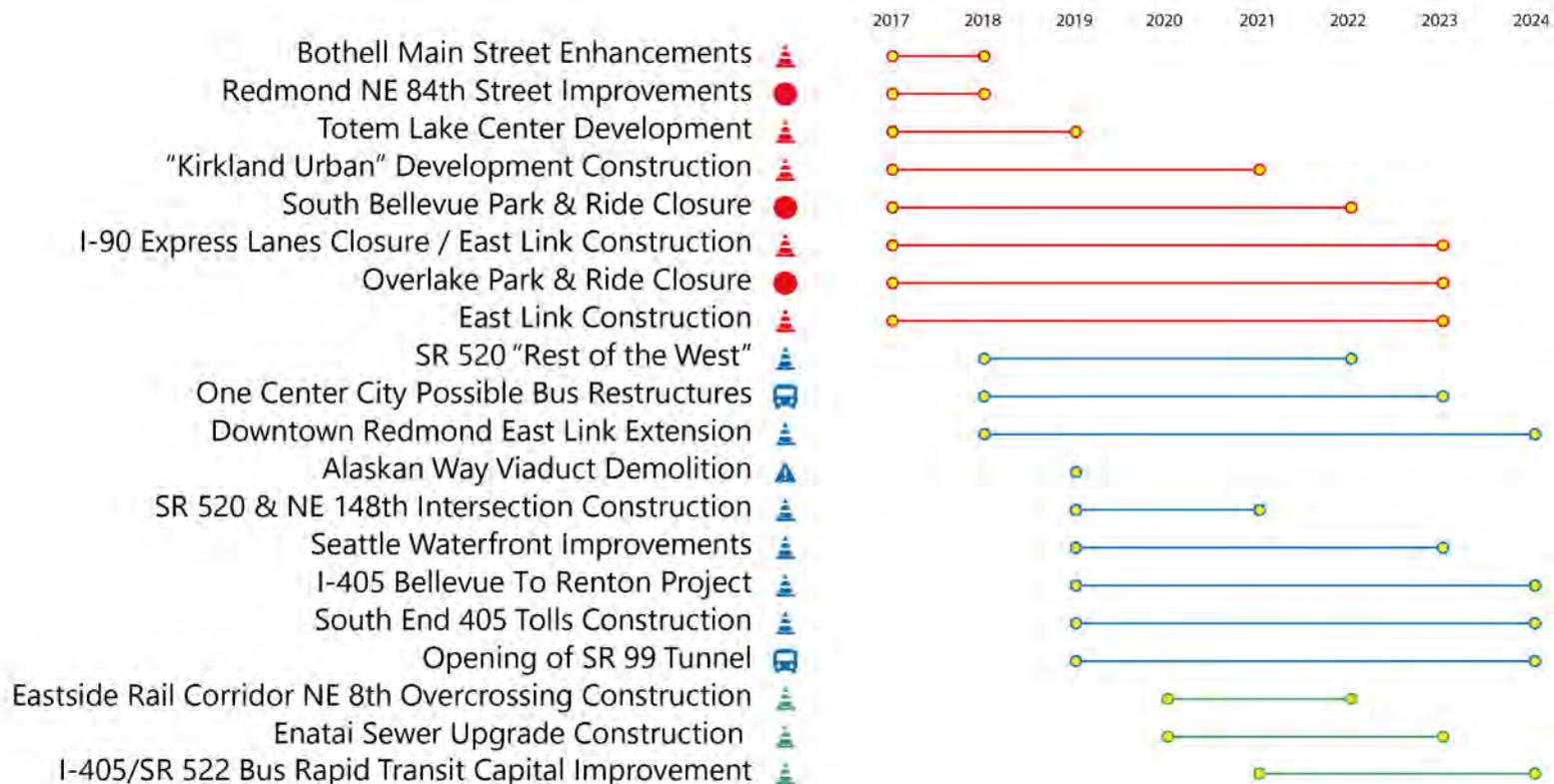
Master Map of all of the projects captured on the previous maps (Projects 2017-2024)



Major Projects and Timeline

Transportation Projects 2017 – 2024

 Construction
  Closure
  Demolition
  Affecting Bus/Transit Routes



Major Concerns of the Eastside Transportation Forum Participants

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- Traffic:
 - Gridlock
 - Cut-through traffic from freeways to local arterials
- Public Information:
 - Lack of public awareness of the magnitude of the impacts of upcoming transportation construction projects
 - Need to improve public information & communication (online clearinghouse)
 - Desire for transportation/transit agencies to coordinate with jurisdictions and with each other on communications
- Transit:
 - Concern over proposed or discussed bus route restructures/truncations
 - Needed investment to improve transfer environment
 - First/last mile access, including parking
- Planning:
 - Issues around timing/sequencing of major transportation projects and impacts
 - Desire for more coordination between agencies
 - Desire to have the eastside area speak together as a single voice

Post Eastside Transportation Forum Updates

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- Delayed removal of regional buses from Downtown Seattle Transit Tunnel due to the Convention Place Station sale
- Sound Transit Route 550 no longer considered for truncation at the International District Station as part of the One Center City plan
- Current discussion of near-term changes to the 520 bus routes

Contact Information

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Claudia Balducci
King County Councilmember
District 6

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KingCounty.gov/council/balducci

Discussion: King County

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

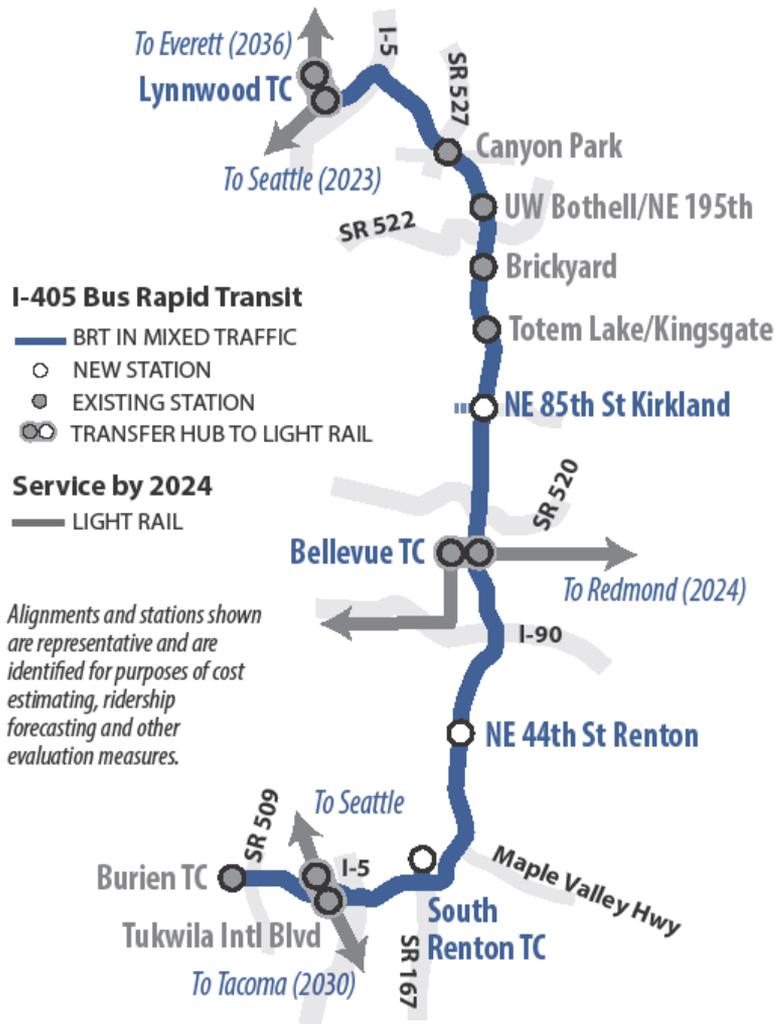


I-405 BRT Project
WSDOT EAG Meeting

July 13, 2017

 **SOUNDTRANSIT**

I-405 BRT

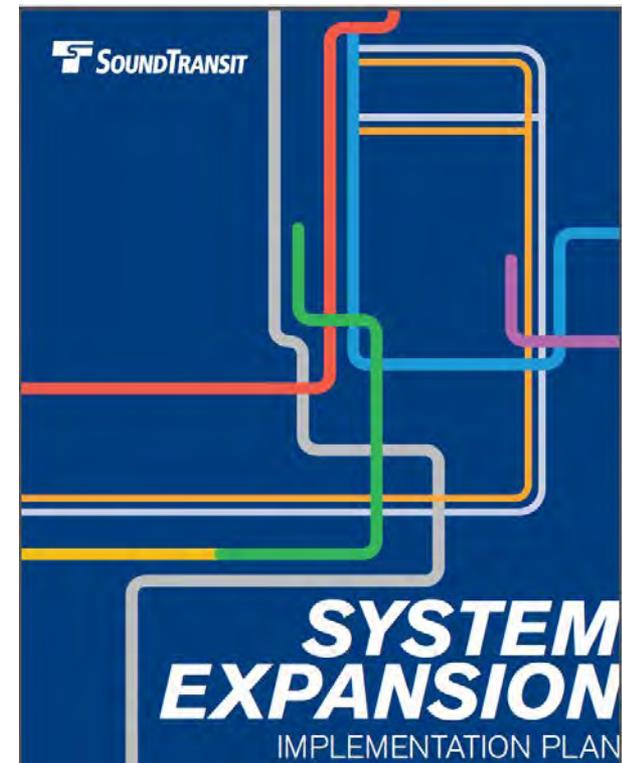


Highlights

- Implementation by 2024
- 10 minute frequency in peak hours, 15 minute off-peak
- In partnership with WSDOT on projects
- Relies on Express Toll Lane operation to provide transit speed and reliability
- New stations at:
 - NE 85th Street in Kirkland
 - NE 44th Street in north Renton (with freeway station and direct access ramp)
 - Grady Way/Rainier in South Renton
- Connections at existing transit facilities and with SR 522 BRT at NE 195th

System Expansion Implementation Plan

- Elected, stakeholder and agency groups
- Partnering Agreements
- Getting to a Preferred Alternative early



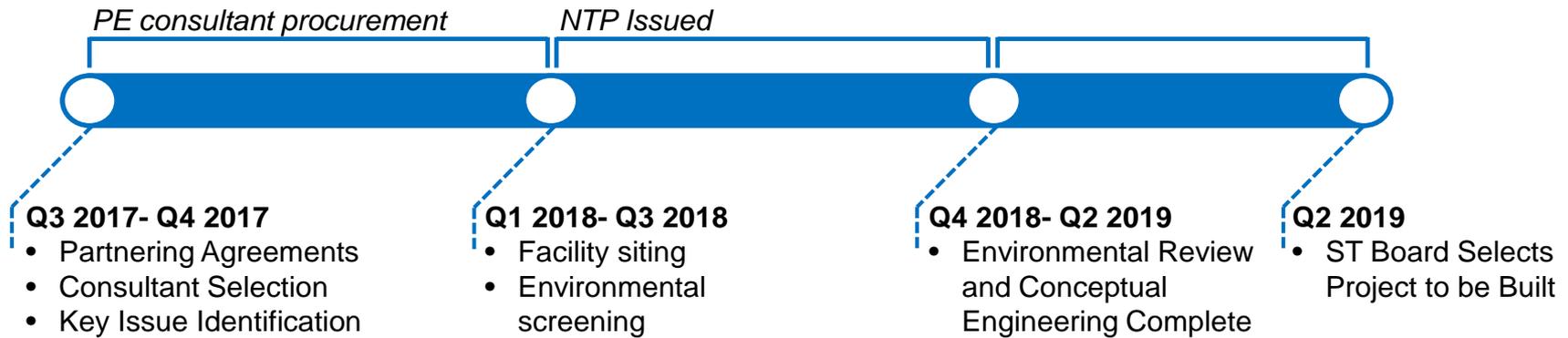
Partnering Agreements

- Coordination and communication
- Commitment to scope, schedule and budget
- Overall approach to design review and future permitting

I-405 BRT Current Work

- Board formally established initial I-405 BRT budget in June to fund:
 - Due diligence work for protective property acquisitions
 - Task order to evaluate potential drainage conflict on SR 518
- Capital Committee today considering recommending to Board authorization for protective property acquisitions
- Establishing roles and responsibility with WSDOT on design/construction of I-405/SR 518 capital improvements
 - Anticipate WSDOT building NE 44th Renton and NE 85th Kirkland stations
 - Anticipate WSDOT building SR 518 bus lanes

18 Month Look-Ahead



Discussion: Sound Transit

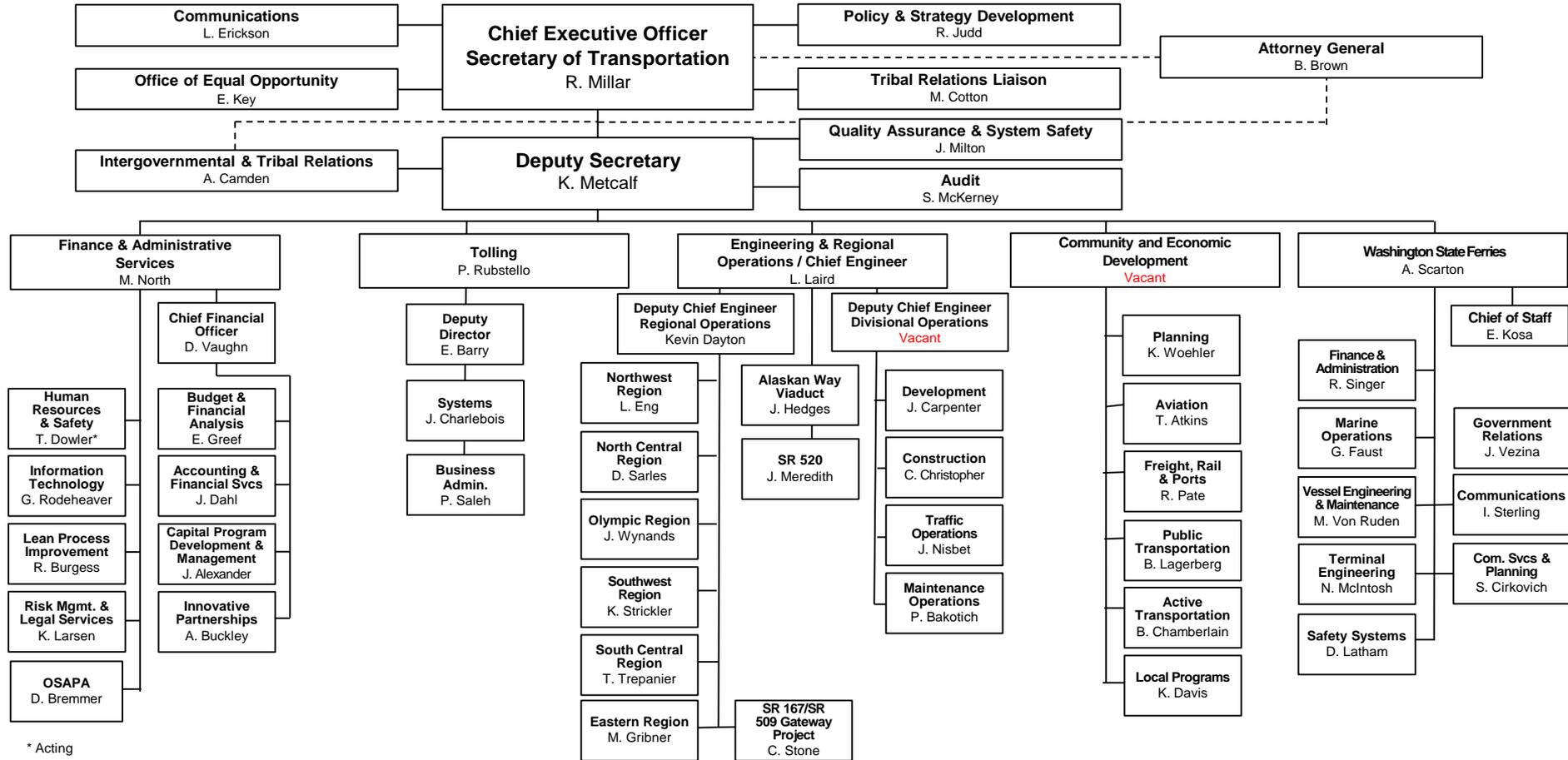
Facilitated by:
Roger Millar, P.E., AICP
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Secretary of Transportation

Kim Henry, P.E.
Program Director
I-405/SR 167 Corridor Program

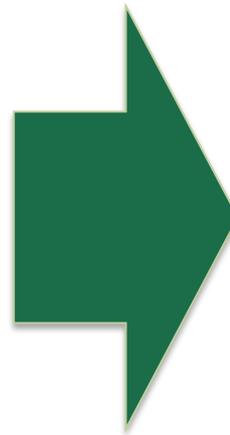
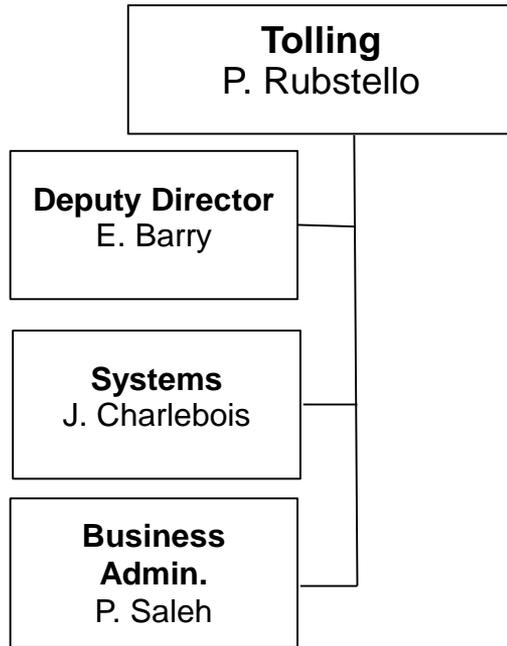
Ed Barry, P.E.
Director
WSDOT Toll Division

Previous WSDOT Organizational Structure

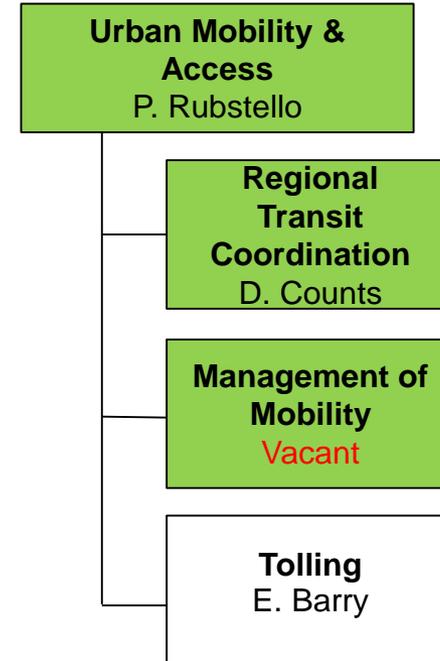


Organizational changes

BEFORE

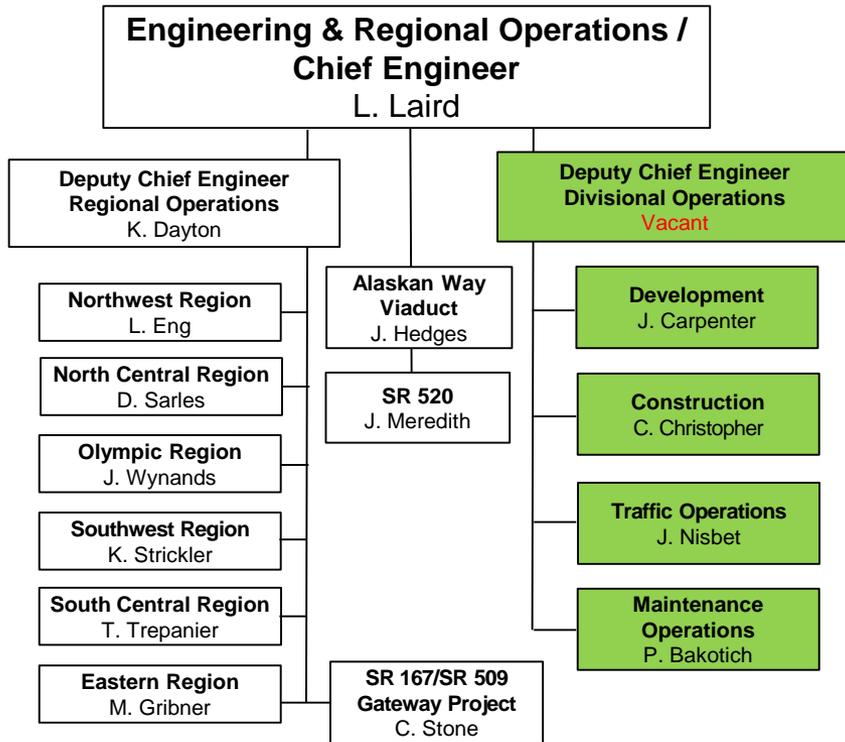


AFTER

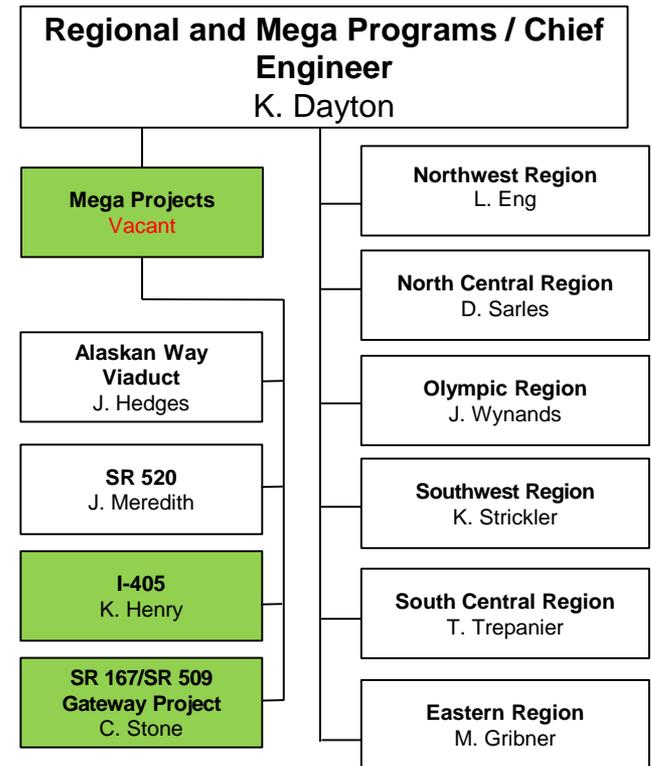


Organizational changes

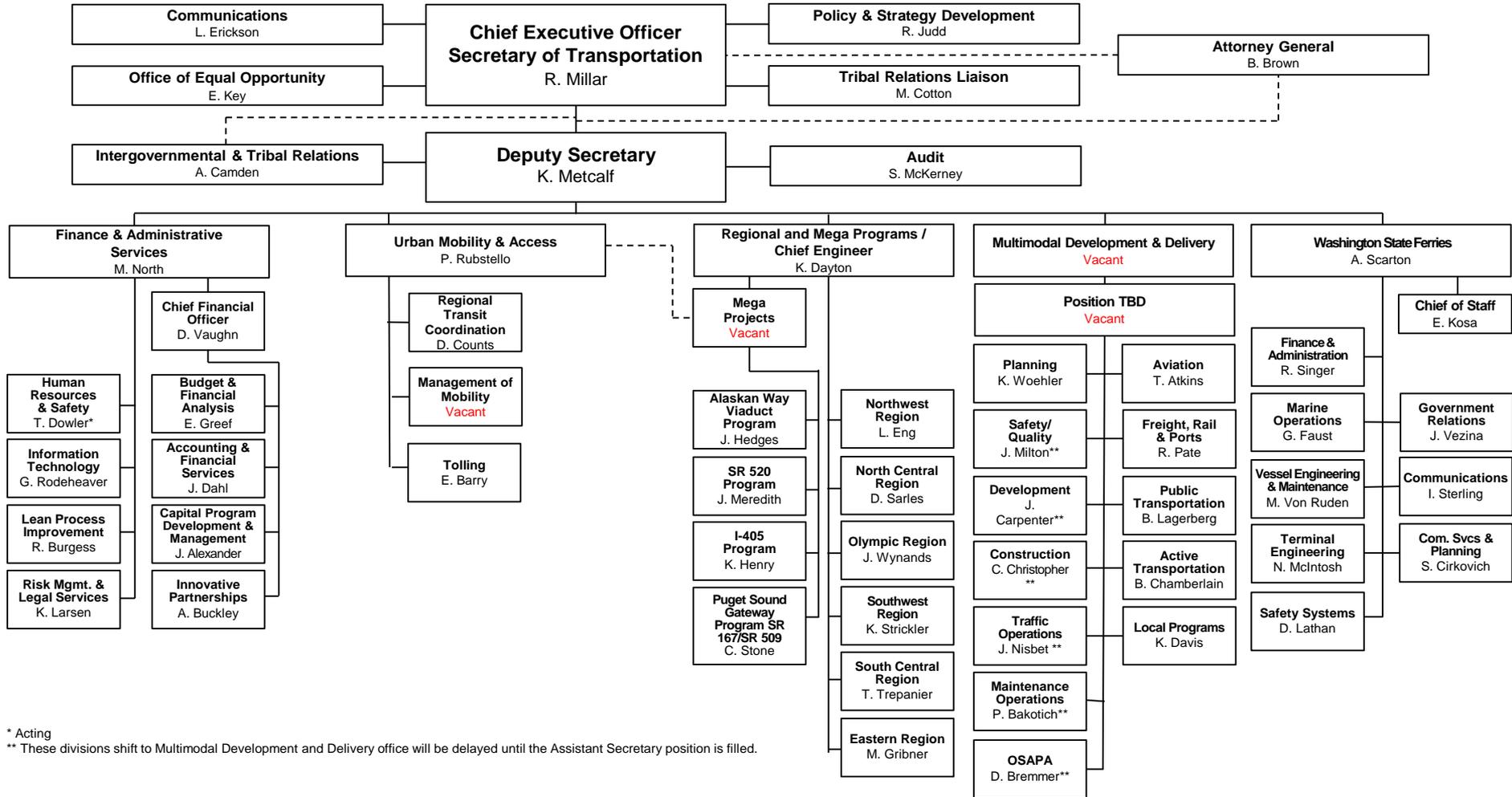
BEFORE



AFTER

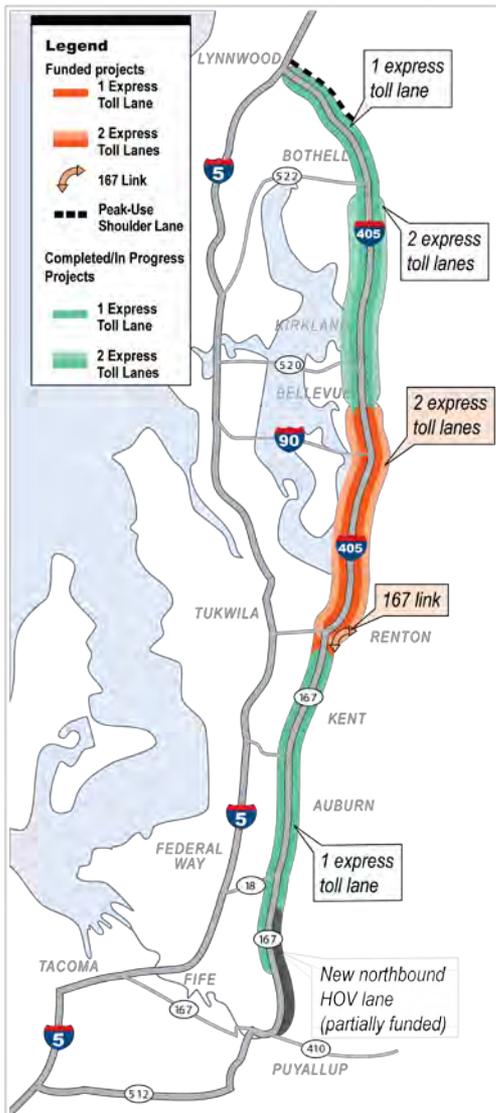


New WSDOT Organizational Structure



* Acting
 ** These divisions shift to Multimodal Development and Delivery office will be delayed until the Assistant Secretary position is filled.

I-405/SR 167 project updates



I-405 Northbound Peak-Use Shoulder Lane, SR 527 to I-5

- Opened to traffic in April 2017
- Final components (noise wall) under construction

NE 132nd Interchange Improvements Project

- Preliminary engineering under way
- Open to traffic in 2023

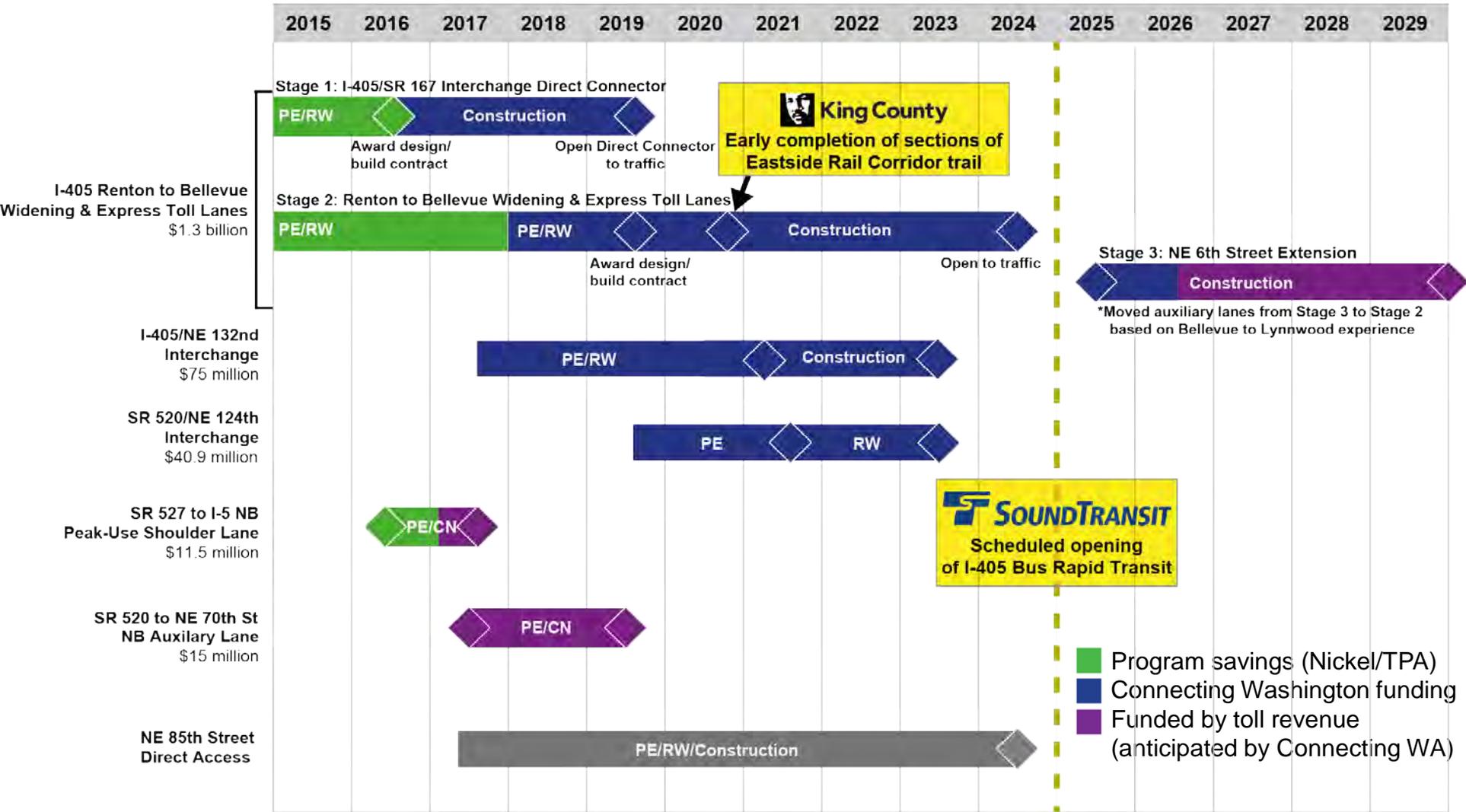
Renton to Bellevue Widening and Express Toll Lanes

- In preliminary engineering phase
- Construction start in 2019
- Open to traffic in 2024

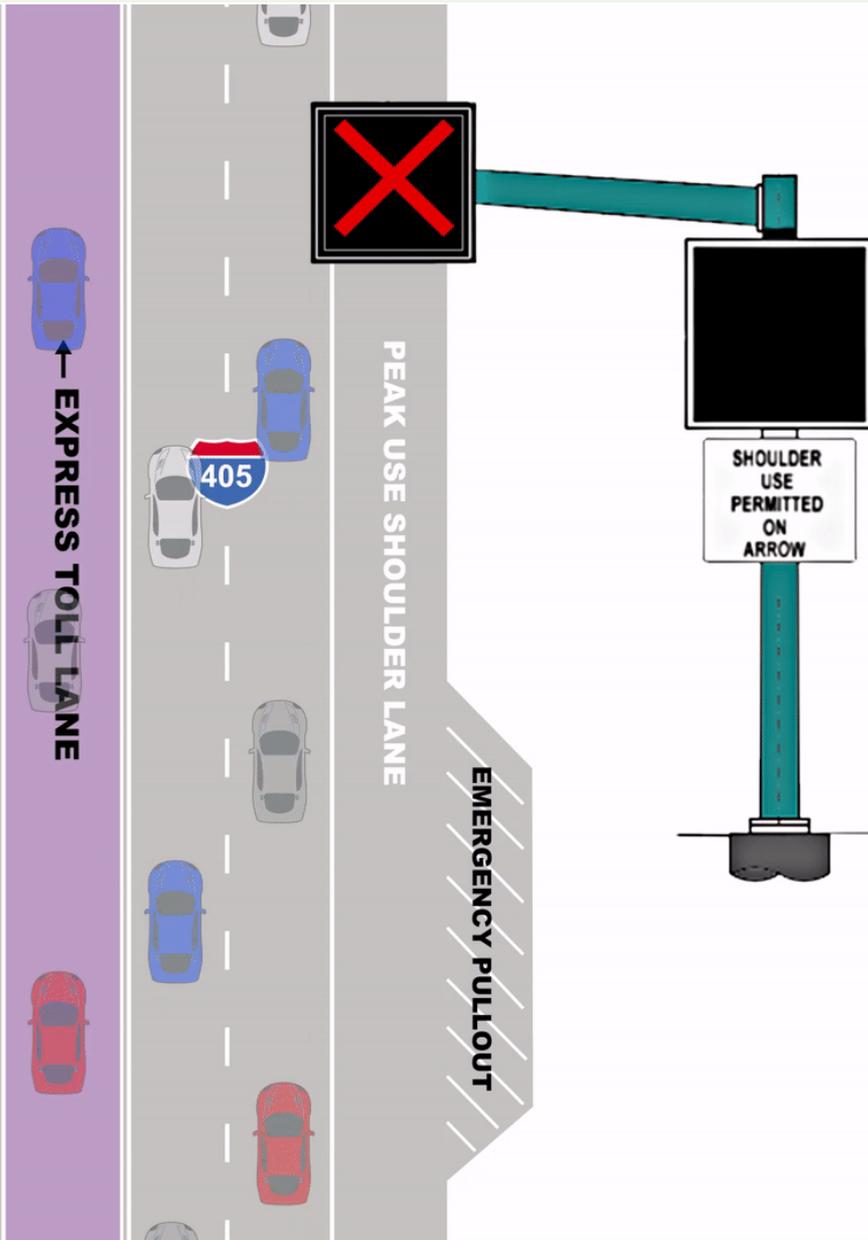
I-405/SR 167 Direct Connector

- Under construction
- Open to traffic in 2019

I-405 Delivery Schedule: Current Funding



I-405 Northbound Peak-Use Shoulder Lane SR 527 to I-5



Status:

- Fully funded by express toll lane revenue
- Opened to traffic April 24, 2017

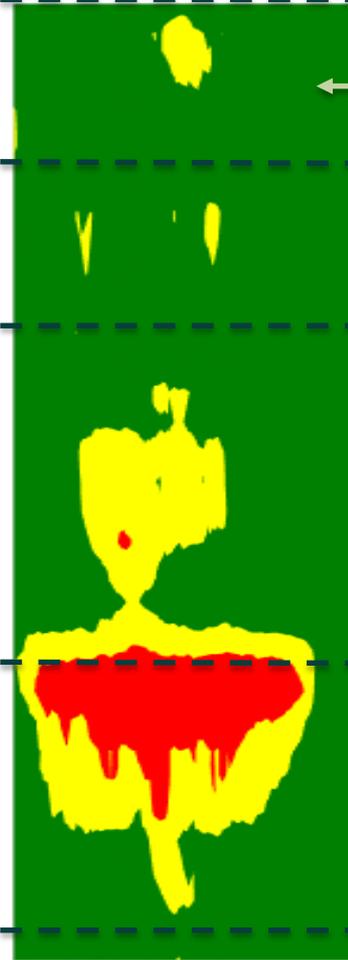
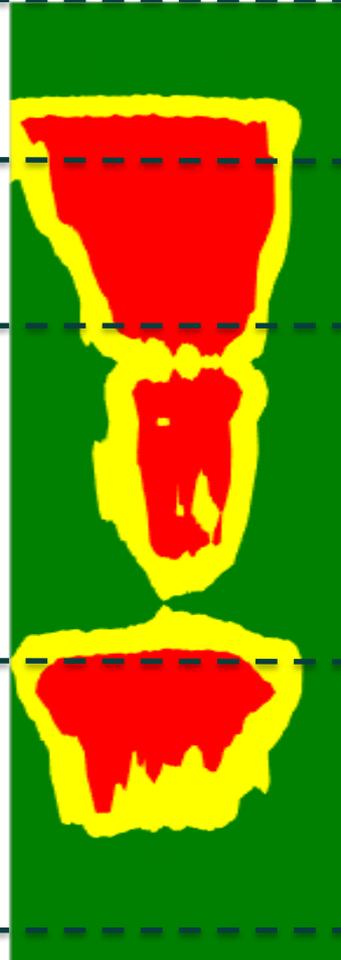
Project description

- Converts right shoulder to general purpose lane
 - Generally open during afternoon peak period
- Builds new noise wall
- Makes improvements to express toll lane signage and access

Congestion levels in the regular lanes have improved during the afternoon commute

BEFORE
2/1/2017-4/21/2017
Monday-Friday average

AFTER Peak-Use Shoulder Lane
4/24/2017-5/21/2017 (First 4 weeks)
Monday-Friday average

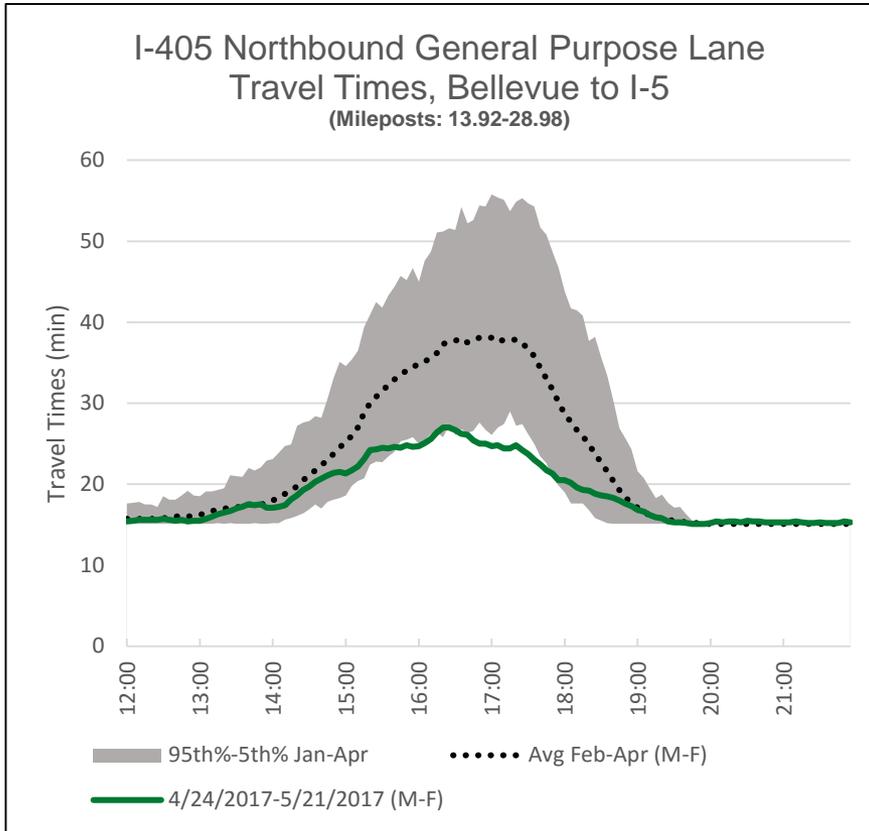


More free-flow conditions after peak-use shoulder lane opening

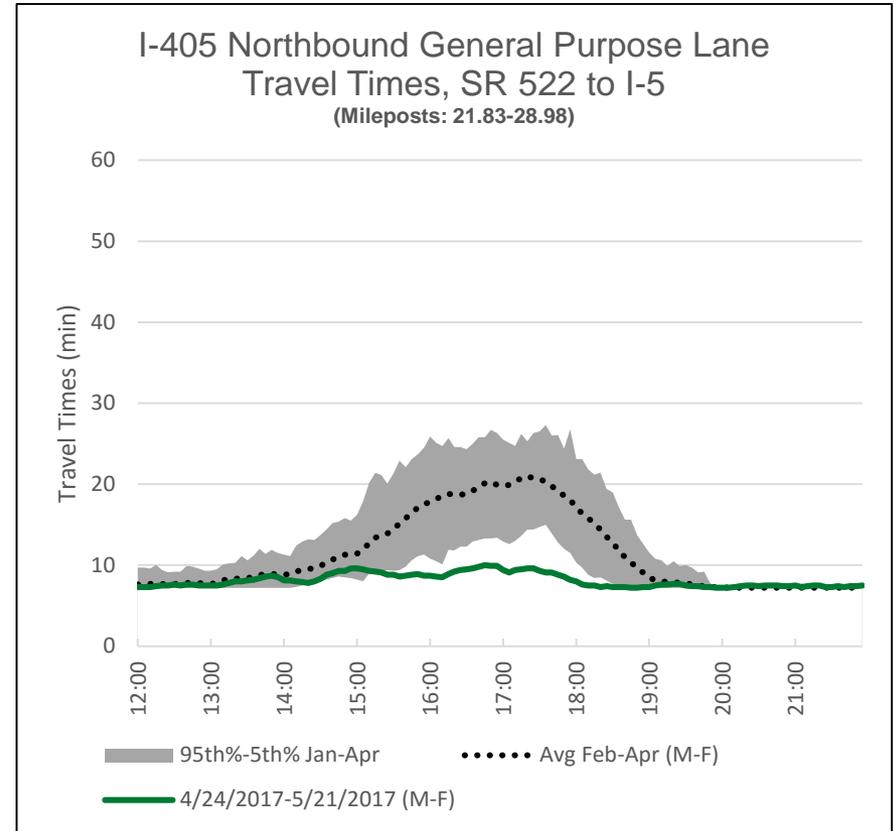


14:00 15:00 16:00 17:00 18:00 19:00

Travel times have decreased for regular lane drivers during peak periods

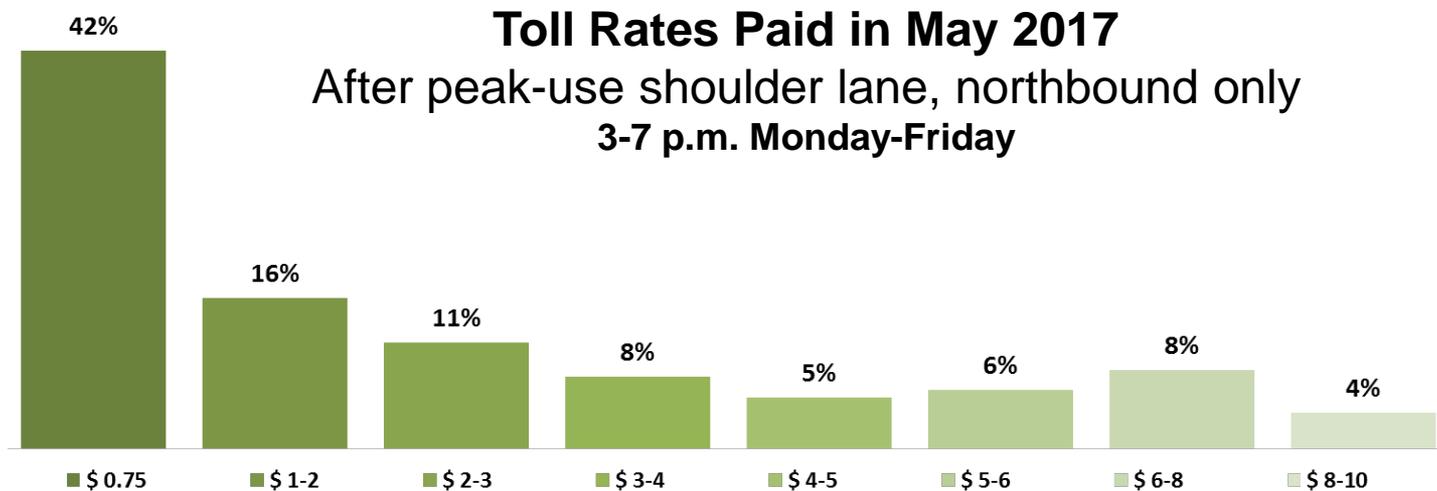
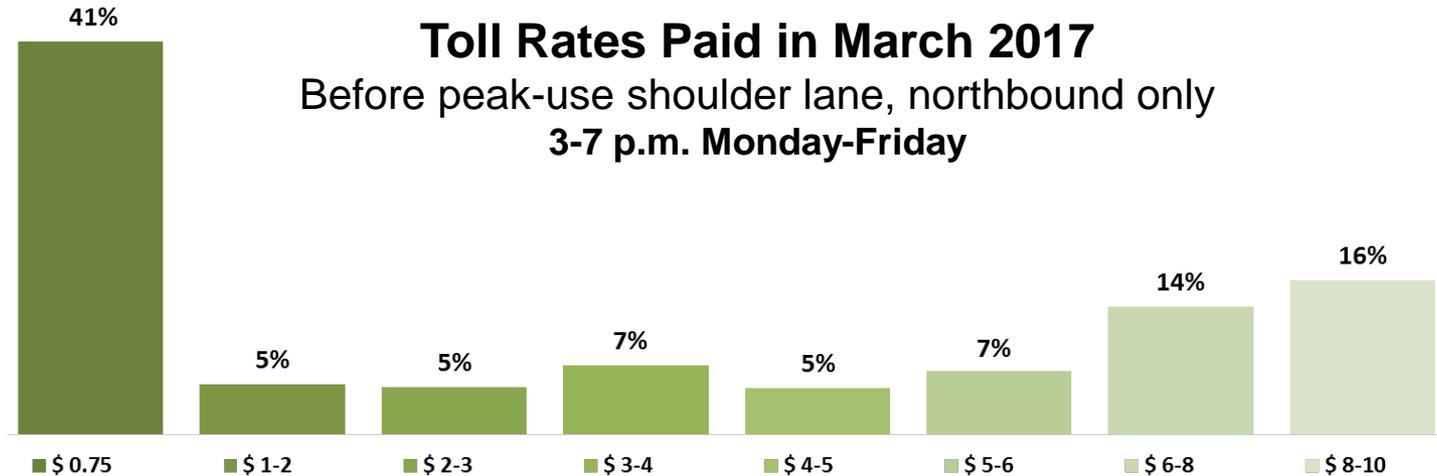


On average, drivers in the regular lanes are **saving 10-15 minutes** on the 17 mile trip from downtown Bellevue to Lynnwood



On average, drivers in the regular lanes are **saving 10 minutes** on the 7 mile trip from SR 522 to I-5 in Lynnwood

Average express toll lane rates have decreased for northbound afternoon drivers





I-405 North End: Next Steps

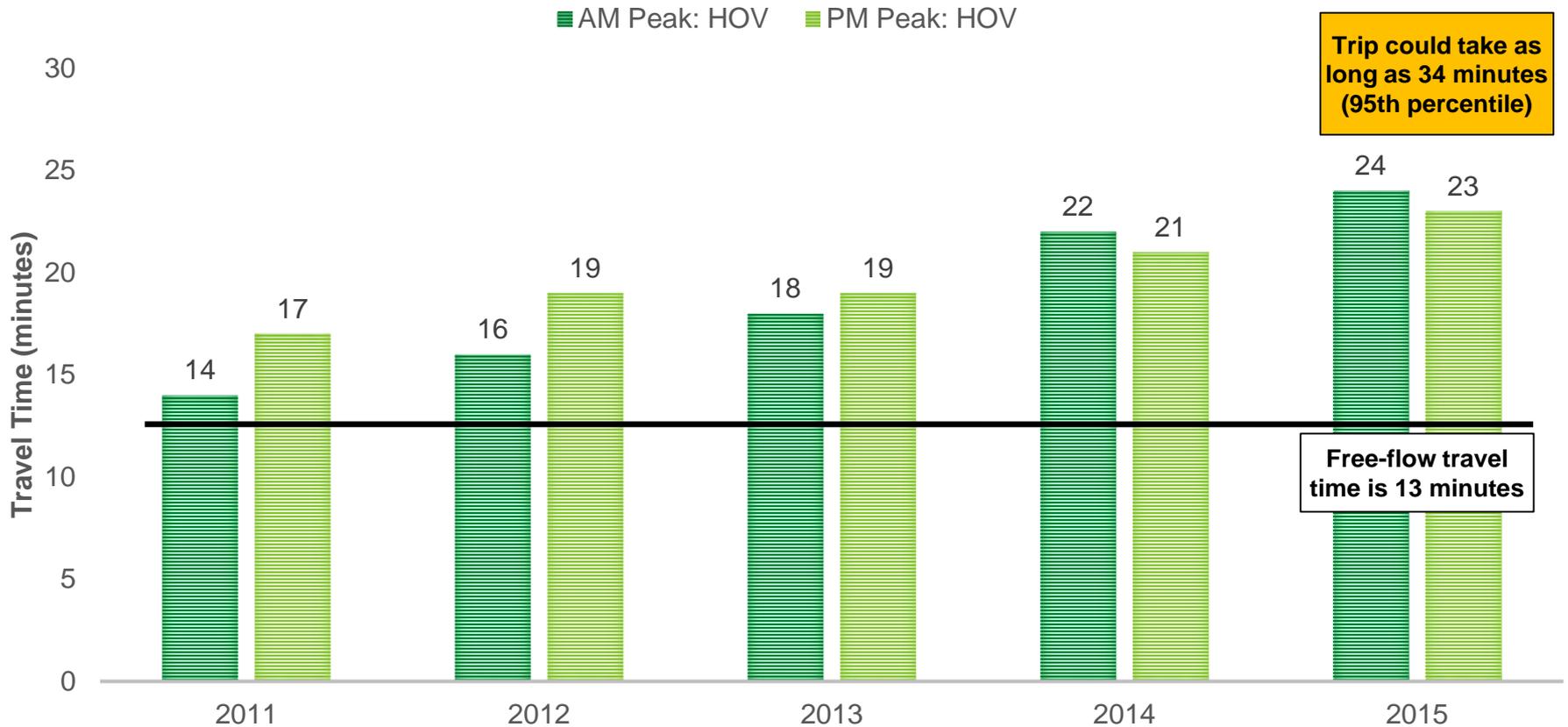
2017-19 transportation budget signed by Gov. Inslee includes \$5 million to continue to preliminary engineering between SR 522 and SR 527 (using Bellevue to Lynnwood project risk reserve savings). This work includes:

- Planning-level traffic and revenue study
- Design refinements to better define costs
- Initial environmental investigation to identify risks and estimate costs

WSDOT is working with cities and transit agencies on design concepts and priorities for SR 522 and SR 527 interchanges.

I-405 Bellevue to Tukwila segment: HOV reliability continues to worsen

AVERAGE WEEKDAY HOV TRAVEL TIMES BETWEEN TUKWILA AND BELLEVUE, 2011-2015



Source: WSDOT Corridor Capacity Report (2011-2015)

Renton to Bellevue Widening and Express Toll Lanes Project

Status:

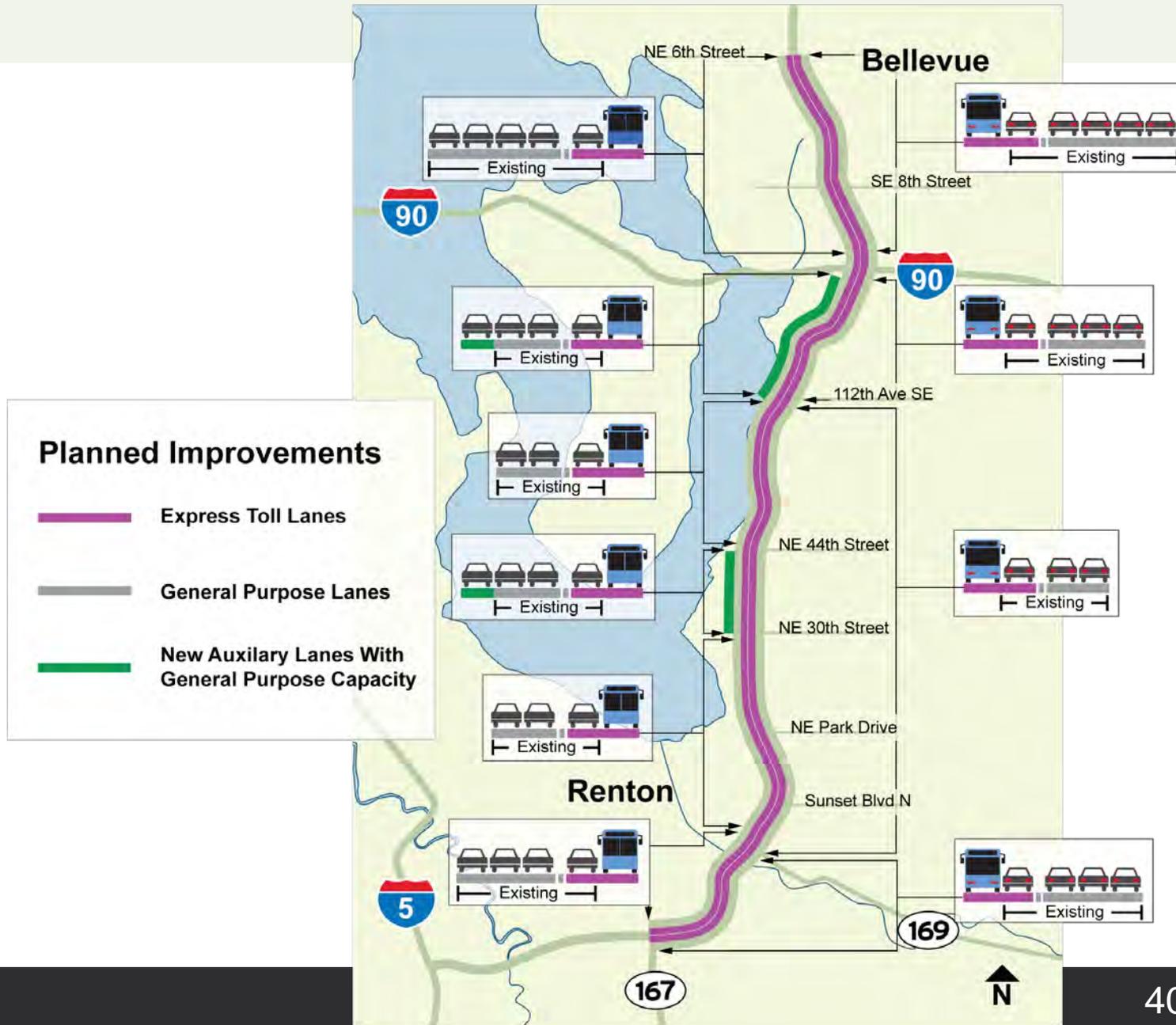
- Fully funded by Connecting Washington and anticipated express toll lane revenue (pending toll authority)
- In preliminary engineering and environmental review phase
- Construction scheduled to start in 2019

Major multimodal project elements

- New general purpose capacity and interchange improvements
- Dual express toll lane system
- Bus Rapid Transit infrastructure (with Sound Transit)
 - Direct access ramps and park and ride at NE 44th Street in Renton
- Eastside Rail Corridor Regional Trail segments (with King County)
- Coordination with Mountains to Sound Greenway trail



Overview of new capacity improvements



Renton to Bellevue: Capacity improvements between I-90 and 112th Avenue SE

- Adding southbound auxiliary lane (for general purpose traffic) between I-90 and 112th Avenue SE
 - Includes new southbound bridge at Coal Creek Parkway
- Working with community to improve neighborhood access at Coal Creek interchange



Renton to Bellevue: Capacity improvements between SR 167 and SR 169



- Local bridge modifications
- Northbound peak-use shoulder lane for general purpose traffic
- Southbound auxiliary lane for general purpose traffic



Peak-use shoulder lane visualization

Renton to Bellevue: Overview of benefits

Moves more people

- Estimated 30-45% higher volumes of person throughput during peak hours across all lanes (year of opening)

Provides a more reliable trip option

- Two express toll lanes will keep transit and carpools moving
- Supports Sound Transit Bus Rapid Transit investment in the corridor

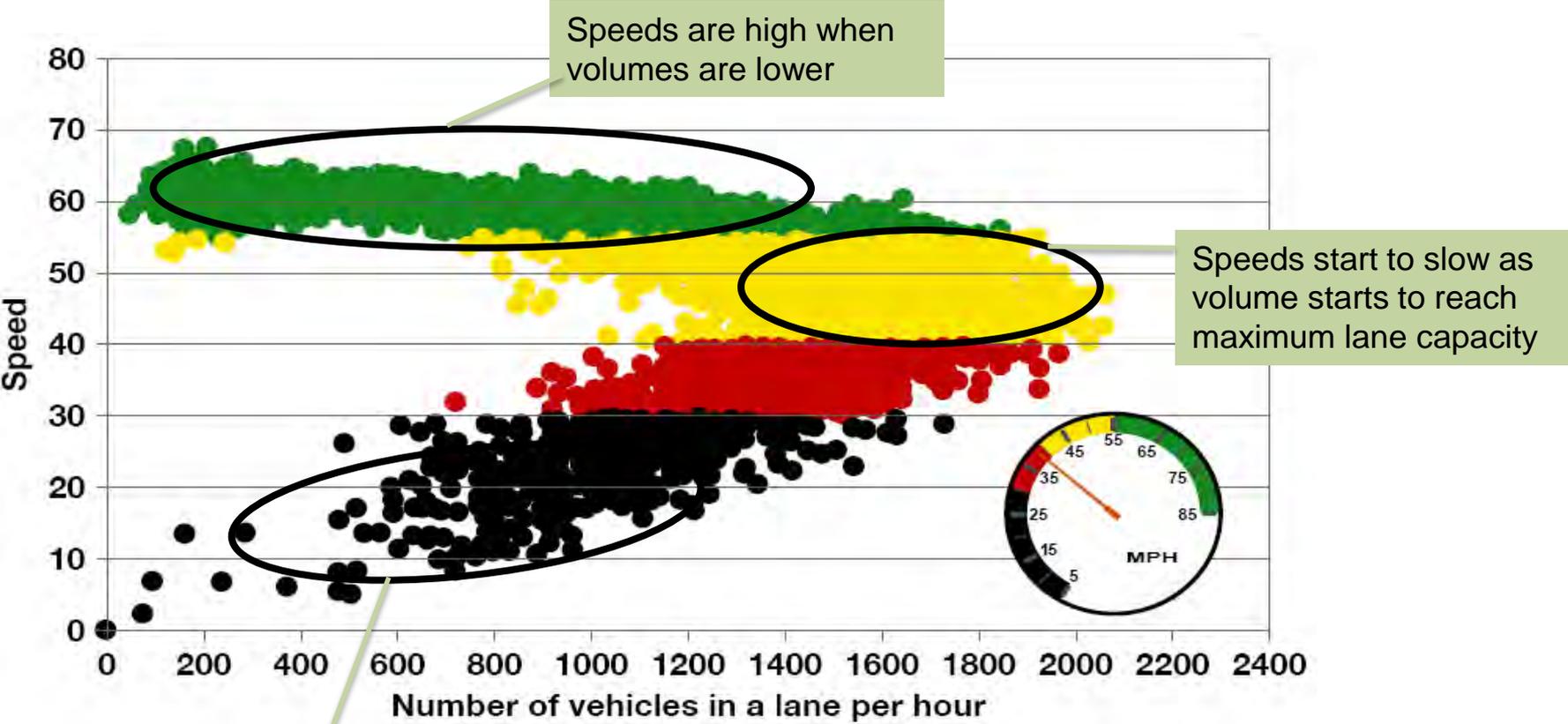
Reduces average travel times in general purpose lanes

- Projected decrease of about 15% for the northbound morning commute and 20% for the southbound afternoon commute*

**5-hour peak period, between I-5 in Tukwila and SR 520 in Bellevue*



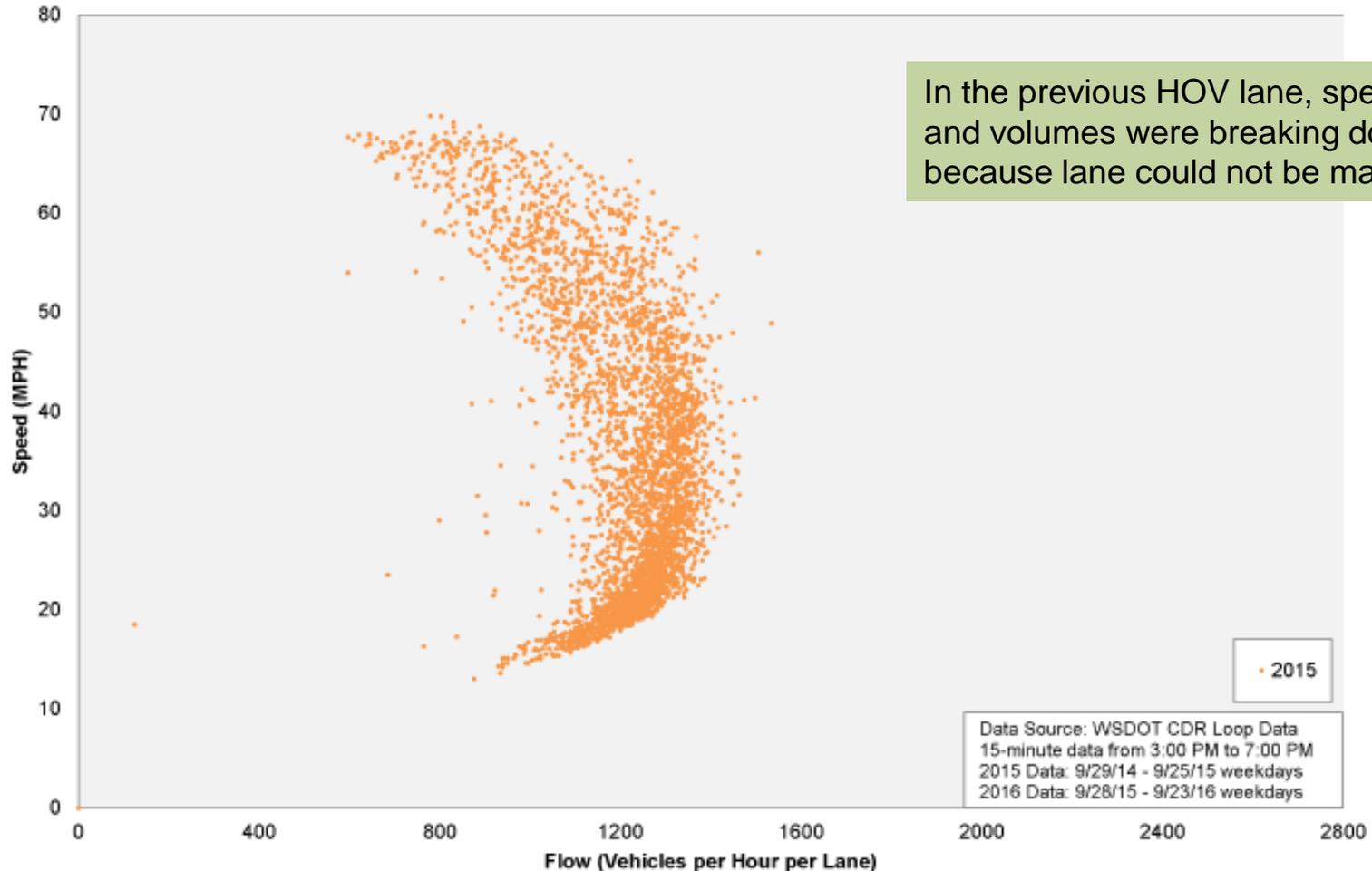
Without managed lanes, speeds and volumes break down over time



When demand gets too high, the lanes break down into stop and go conditions with low volumes

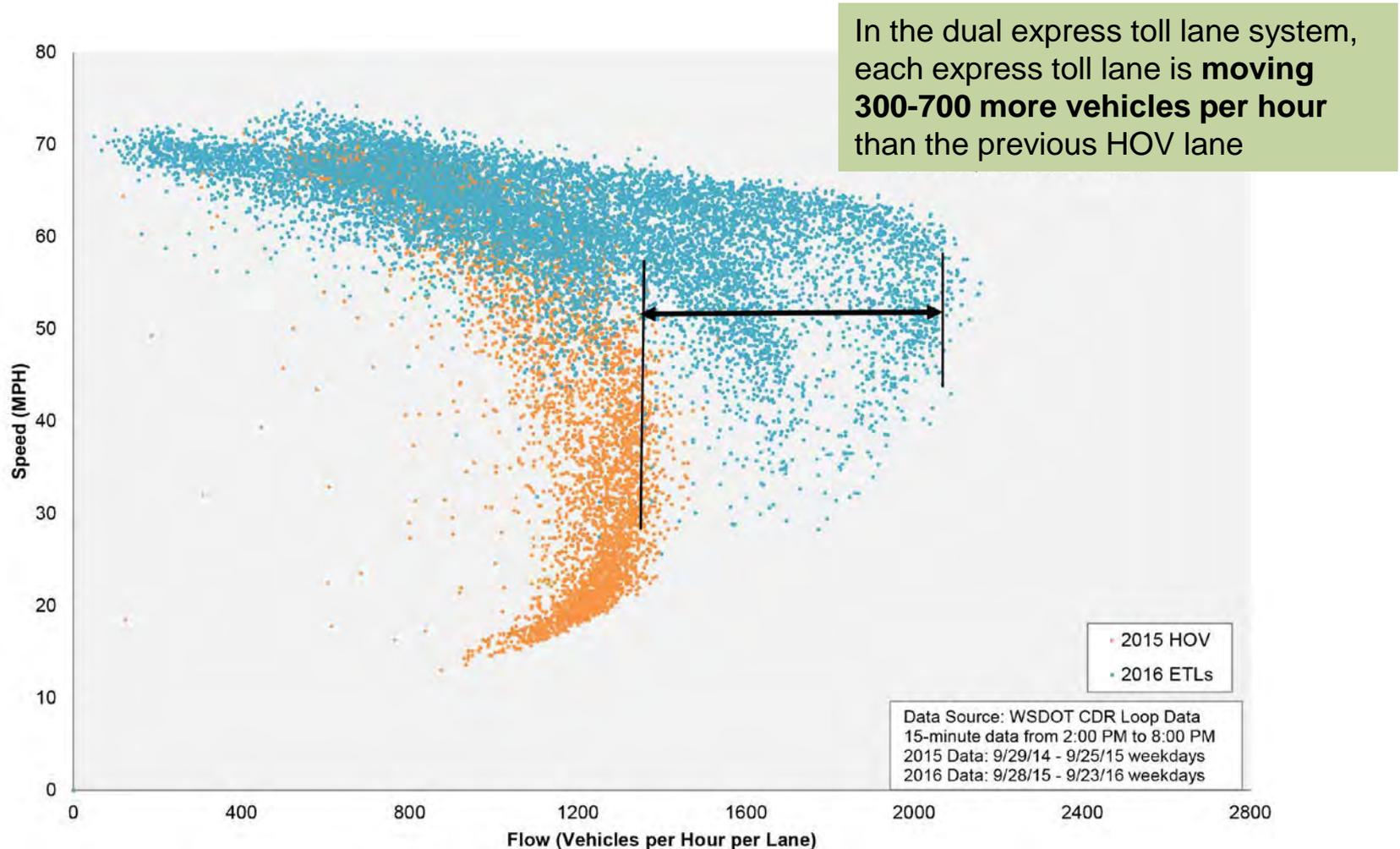
Why two express toll lanes work better than one carpool lane

Northbound I-405 (north of NE 85th St) Speeds and Volumes



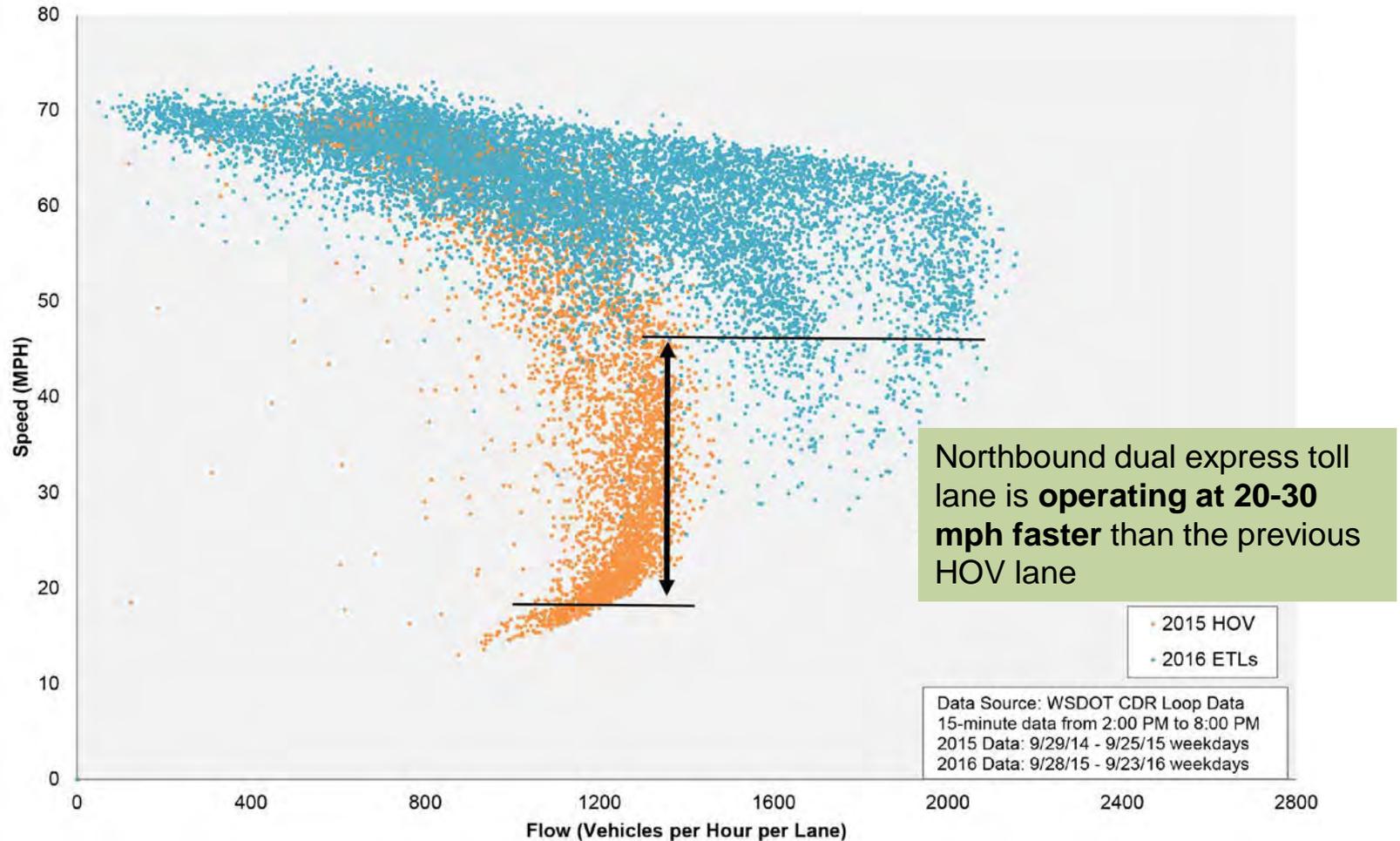
Why two express toll lanes work better than one carpool lane

Northbound I-405 (north of NE 85th St) Speeds and Volumes



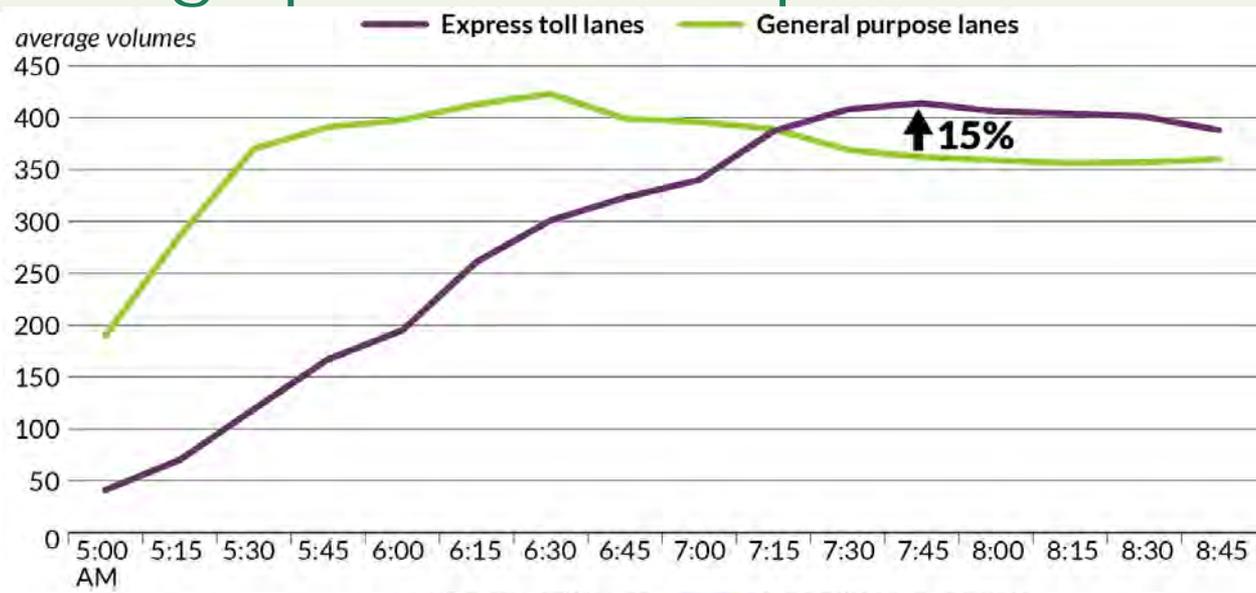
Why two express toll lanes work better than one carpool lane

Northbound I-405 (north of NE 85th St) Speeds and Volumes

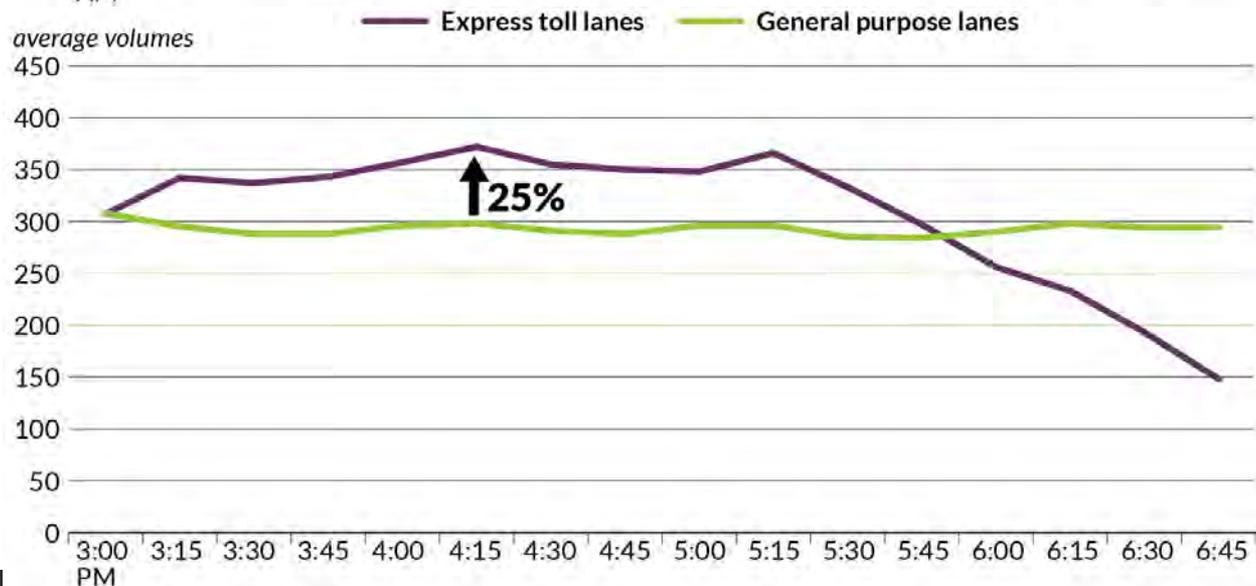


Dual-lane section carries more vehicles than regular lane during "peak of the peak"

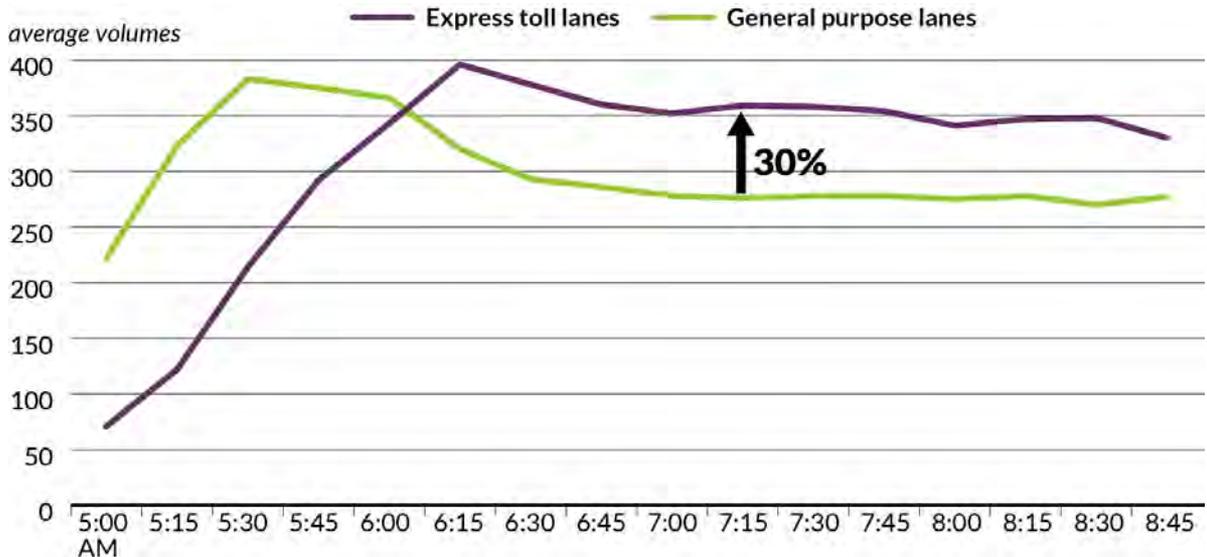
**Southbound
Morning peak**



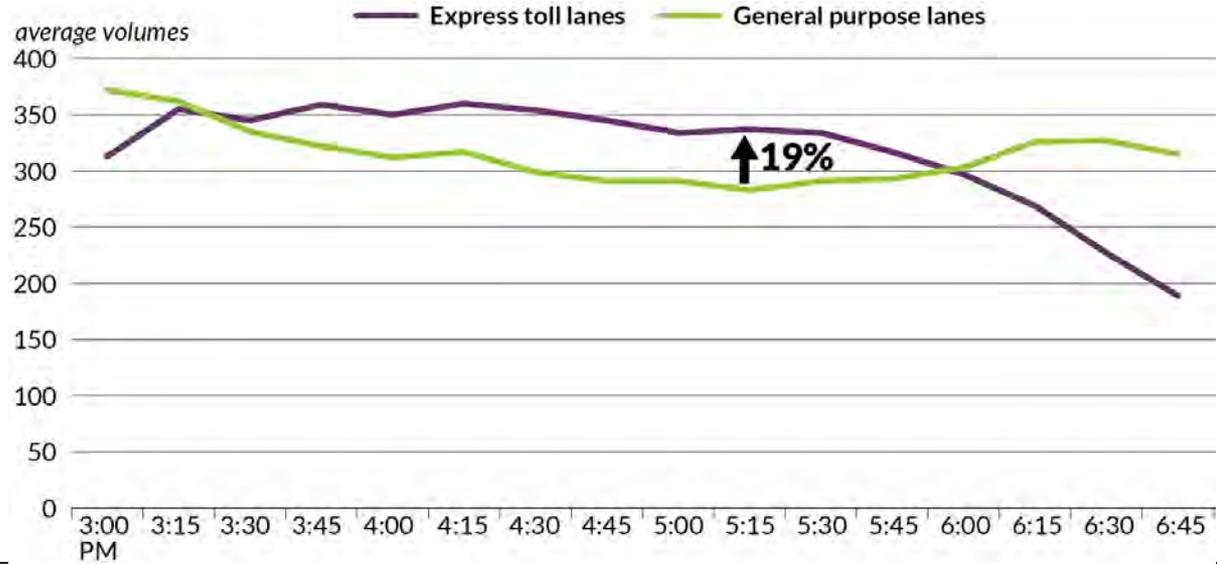
**Northbound
Afternoon peak**



Single-lane section carries more vehicles per lane than regular lanes during peak periods



Southbound
Morning peak period



Northbound
Afternoon peak period

Legislative performance metric update: Speeds in Bellevue to Lynnwood section

RCW 47.56.880 establishes that the express toll lanes must “maintain speeds of 45 mph at least 90 percent of the time during peak periods.” In addition, WSDOT is required to report to FHWA in 180 day increments (January-June and July-December).

	July 2016- December 2016	January 2017- June 2017* (Draft)
Northbound (3-7 p.m.)	79%	87%
Southbound (5-9 a.m.)	78%	74%
Total	78%	80%

**I-405 northbound peak-use shoulder lane opened April 24*

Northbound afternoon commute improving with peak-use shoulder lane

Before Peak Use Shoulder: Jan. 2, 2017- Apr. 21, 2017	After Peak Use Shoulder: Apr. 24, 2017- Jun. 30, 2017
Average Speed: 51.5 mph	Average Speed: 55.2 mph
Percentage of time speeds are 45 mph or more: 84%	Percentage of time speeds are 45 mph or more: 93%

Data for full corridor trip (Bellevue to Lynnwood) in the express toll lanes Northbound direction only, 3 to 7 p.m.

Legislative performance metric update: Revenue in Bellevue to Lynnwood section

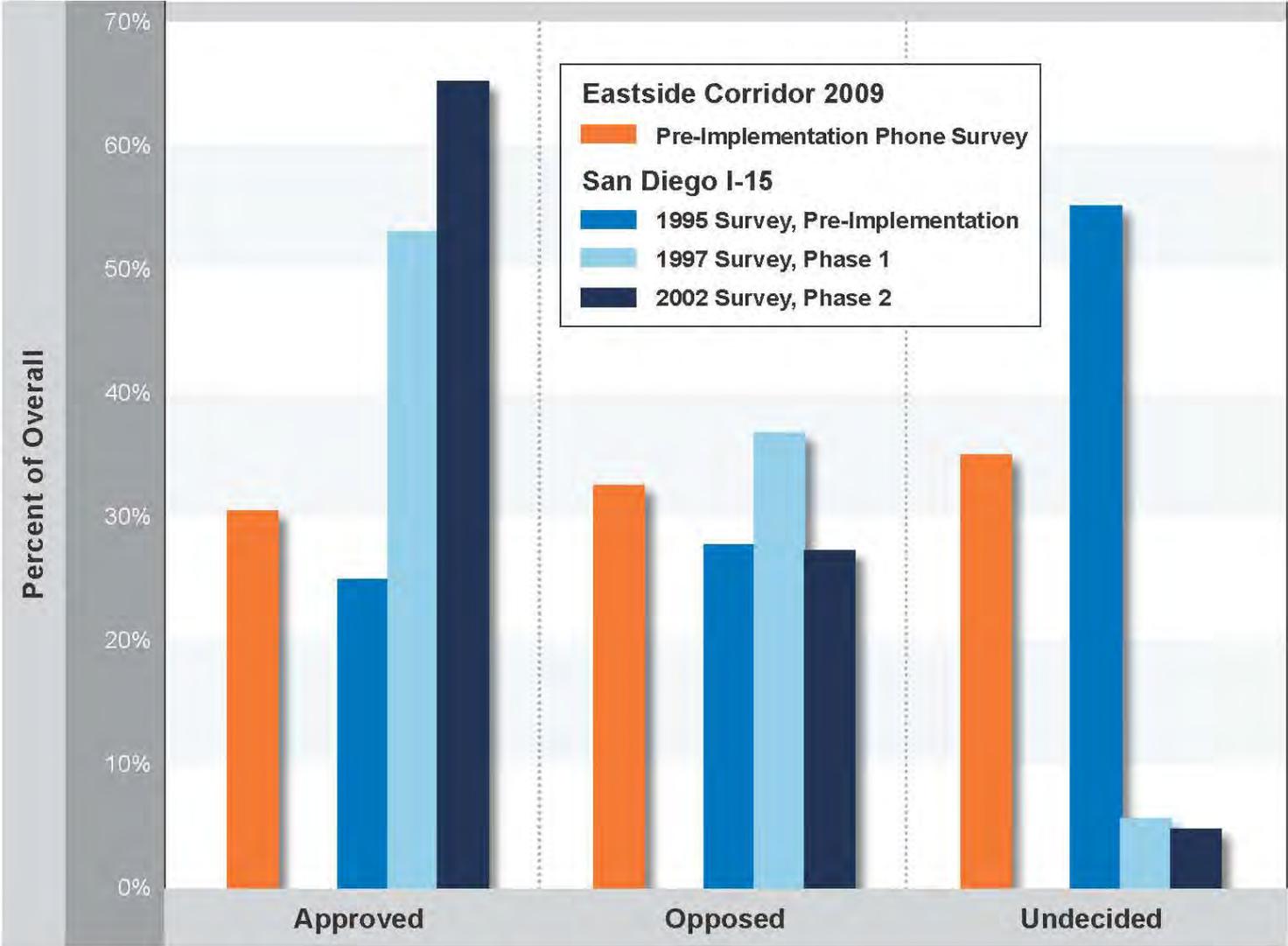
RCW 47.56.880 establishes that the express toll lanes must “generate sufficient revenue to pay for all I-405 express toll lane-related operating costs.”

Revenue after 18 months of operations

Gross Revenue	\$32.8 million
Operation and maintenance costs	\$11.4 million
Net Revenue	\$21.4 million

\$10 million of revenue used to construct northbound peak-use shoulder lane

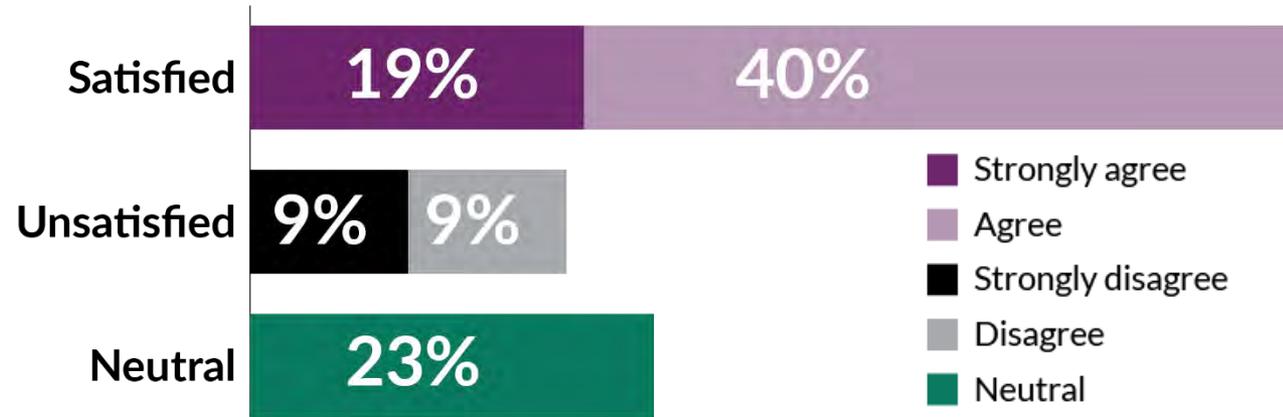
Public support for express toll lanes increases after implementation



Drivers like having the option to use the express toll lanes

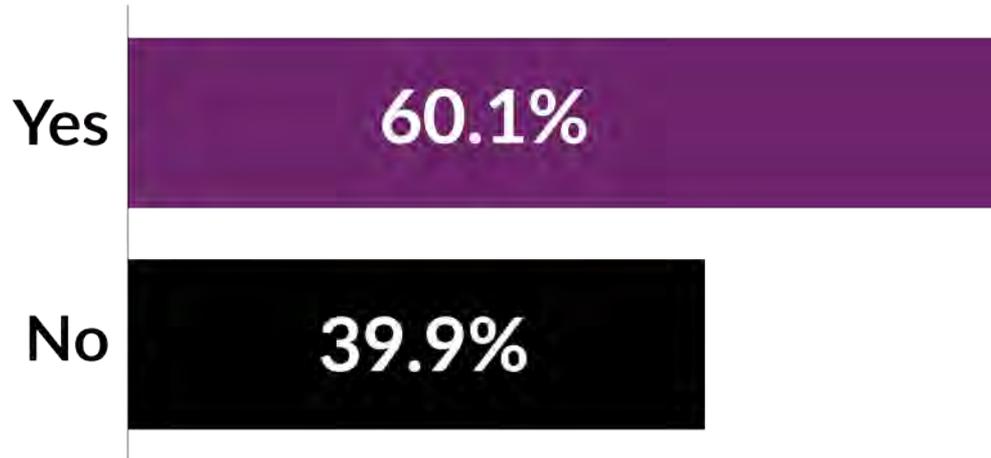
Customer Survey

How satisfied are you with the option to use the express toll lanes when you need them?



Disconnect Survey

Do you like having the option to use the express toll lanes if you need a faster trip?



Drivers find benefits in I-405 peak-use shoulder lane for afternoon commute

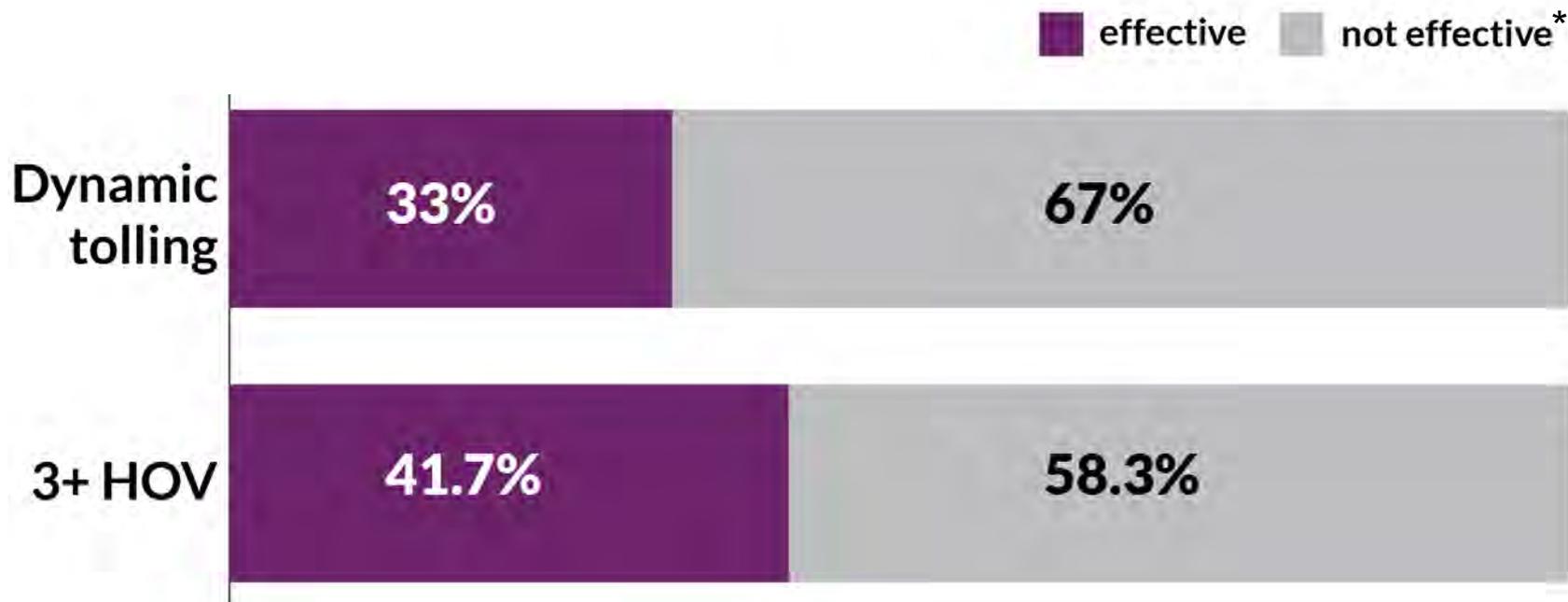
Do you think that traffic has gotten better since the new Peak-Use Shoulder Lane opened?



All respondents had traveled northbound on I-405 since the new Peak Use Shoulder opened.

Customers like express toll lanes but question whether traffic management strategies are effective

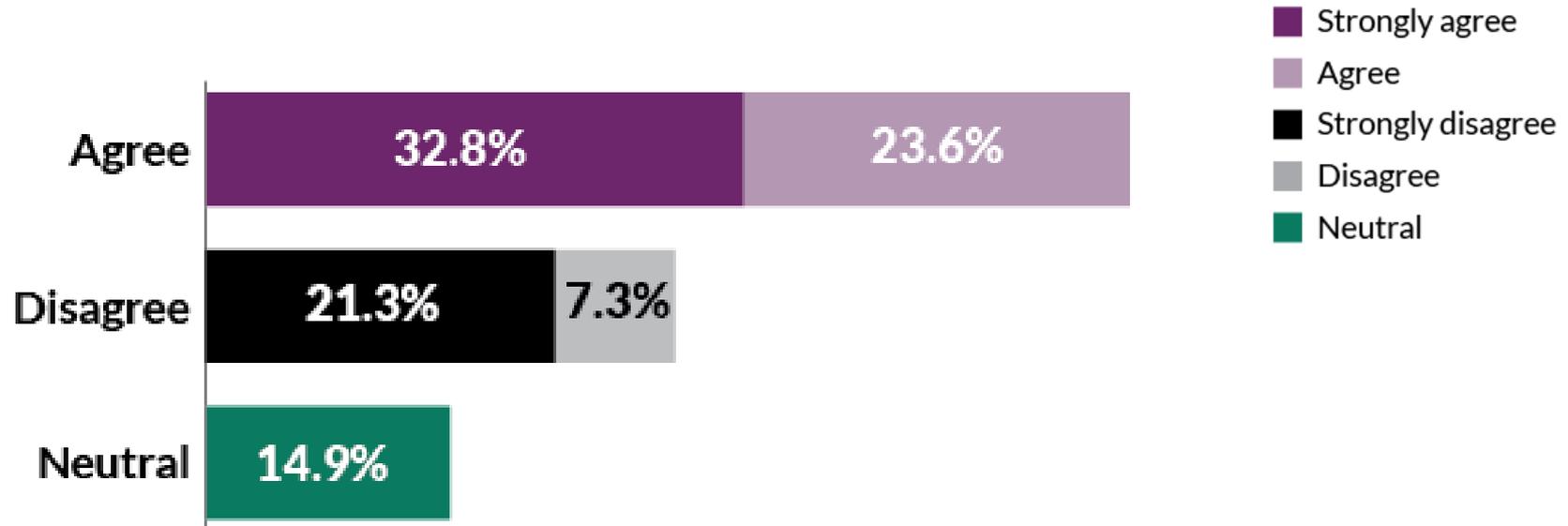
Survey question: Please indicate the strategies you think are *Effective* and the strategies you think are *Not Effective* in reducing traffic congestion.



**Question did not include “don’t know” or “neutral” as answer option*

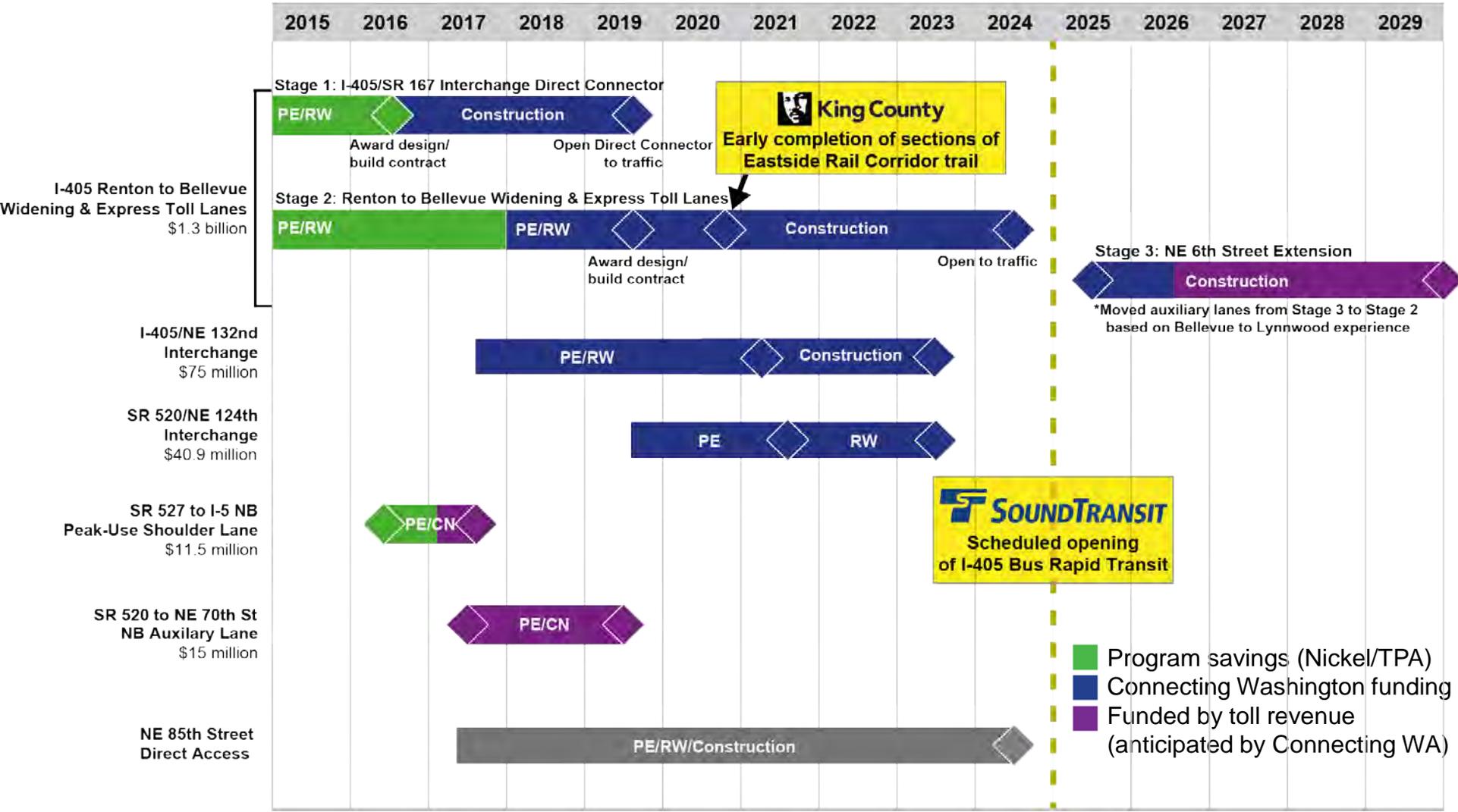
Customers support building Renton to Bellevue express toll lanes

“I support extending the express toll lanes to connect to the SR 167 HOT Lanes in Renton”



All respondents traveled between Renton and Bellevue in the past month.

I-405 Delivery Schedule: Current Funding



Discussion: WSDOT Update

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

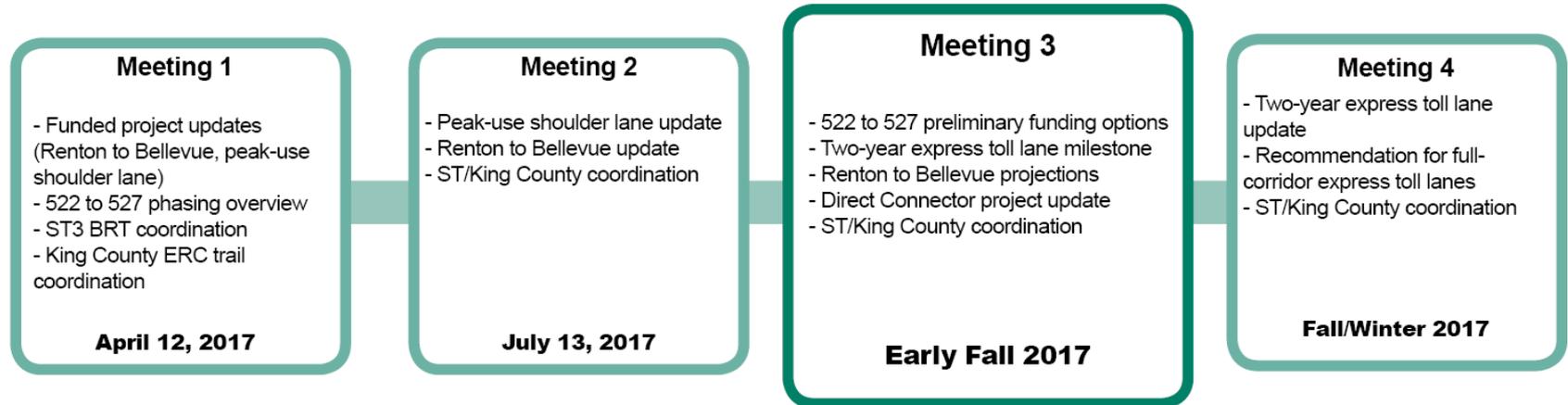
Public Comment

Facilitated by:

Anne Broache

I-405/SR 167 Program Communications

Next EAG Meeting Topics/Schedule



Key Discussion Questions for Meeting 3

- What are potential funding approaches for the I-405 north end improvements?
- What trends are we seeing in Bellevue to Lynnwood express toll lanes performance near the end of two years of operations?
- What are the next steps for moving forward with the Renton to Bellevue project?

Wrap Up

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