

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

I-405: Bellevue City Center to I-5 Jct (Lynnwood)

This 17-mile long north-south corridor is located between Bellevue and Lynnwood. The corridor runs between the Interstate 405/NE 8th St interchange in Bellevue and the I-5/I-405 interchange in Lynnwood. The corridor lies within Snohomish and King counties. The corridor passes through the cities of Kirkland and Bothell. The corridor travels between Lake Washington and Lake Sammamish and runs parallel to I-5. The entire corridor is very dense and urban in character. The majority of the corridor's land uses include residential and commercial with higher concentrations located in Bellevue and Lynnwood. The corridor passes by the University of Washington - Bothell and the Cascadia College campus. Within Snohomish County, the corridor passes the Canyon Park Business Center, as well as the unincorporated communities of Alderwood Manor and North Creek. Terrain on the corridor is rolling throughout.



Current Function

I-405 is a 30-mile stretch of freeway bypassing Seattle east of Lake Washington and running between the cities of Lynnwood and Tukwila. The corridor of I-405 that the corridor runs along is primarily used by freight, both regional and domestic. The corridor also functions as a commuter corridor for users traveling to major employment centers including the Virginia Mason Athletic Center, T-Mobile, multiple medical centers, Boeing, Expedia, the Seattle-Tacoma International Airport, and Microsoft. This corridor provides direct access to the cities of Bellevue, Kirkland, Bothell, Lynnwood, and local neighborhoods and towns. The corridor intersects major state routes such as SR 520, SR 522, SR 527, and SR 524 all linking to other cities, towns, and recreation locations. Bicycle use is not permitted along this corridor. A shared use trail is present within Bothell. There are five easily accessible park and rides located off of the corridor. King County Metro and Sound Transit provide service for the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This segment of I-405 is a divided, unsignalized highway which fluctuates between four and eight lanes and includes one to two express toll/HOV lanes on each side for most of its length. It also includes frequent acceleration/deceleration lanes and a hard shoulder running at the I-5 junction. The annual average daily traffic on this corridor is highest at the NE 4th Street/NE 8th Street interchange in Bellevue and lowest at the I-5 South junction in Lynnwood.

What's working well?

- Approximately 93% of surveyed pavements on the corridor are in fair or better condition.
- A shared-use trail is available on the corridor in the city of Bothell for pedestrian and bicycle use.
- Fixed-route transit is available throughout the corridor with intermodal connections at three transit centers.
- There are noise walls installed and operational at all corridor locations which require them.

What needs to change?

- Roughly 87% of the corridor experiences congestion on a regular basis.
- There are 26 bridge perseveration needs on the corridor, including 21 seismic retrofits.
- Besides the city of Bothell, there are no dedicated bicycle and pedestrian facilities present on the corridor.
- There are multiple fish passage barriers present on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
192,400	34,842	Annual Average Daily Traffic (AADT)
5.5%	4.6%	Bus/Truck Percent
144.67		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$1,039,985,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

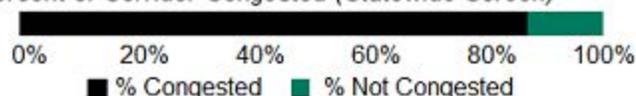


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	27.8% Passable	72.2% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	95 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
6	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire for continued support of the approved light rail extension from Issaquah to Lynnwood and bus rapid transit service from Tukwila to Lynnwood.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on sweeping and cleaning, catch basins, and snow and ice control.</i>
Structures	<i>WSDOT has identified two Structures actions in the next six years encompassing 81% of the corridor.</i>

Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of I-405 is a primary north-south connection between Bellevue and Lynnwood for vehicular traffic. This corridor connects to I-5 near Lynnwood and to I-90 near Bellevue. As one of the state's most congested corridors, this route supports a large amount of commuter traffic in the morning and evening, as well as commercial and recreational commuters.

Corridor Segment Characteristics

- In 2015, the average daily traffic volumes on the segment ranged from 50,000 trips from SR 522 to I-5 193,000 trips from SR 520 to SR 522.
- This segment of the corridor is classified as a T-1 freight corridor and carried 20,930,000 tons of freight cargo in 2015.

Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.
- Poor traffic flows on I-405 lead to backups on westbound SR 522.
- Lack of local network connections forces additional traffic demand onto the segment.
- Lack of non-motorized facilities at interchanges make highway crossing difficult for these users.
- Transit service is not a viable option for many commuters because it is commuter oriented and infrequent.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its partners to further develop strategies for the corridor.

Operational Improvements

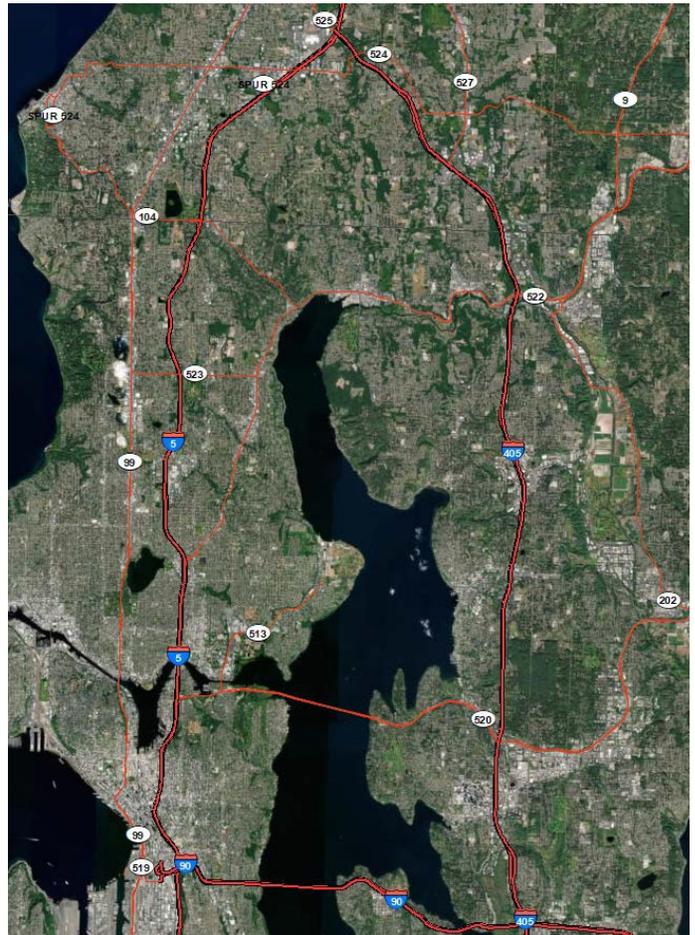
- Add ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Implement intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

Demand Management

- Increase transit service paired with highway improvements to provide travel time savings and reliability, and increase ridership.
- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.

Further Study

- Continue studying additional transit options through the Sound Transit 3 measure as approved by voters to increase modal options.
- I-405/SR 167 Executive Advisory Group will continue to explore next steps for the I-405 Master Plan and express toll lane performance to manage congestion.
- Additional strategies to manage congestion may be determined through the Puget Sound Regional Council's regional planning processes.



For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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