





## **NE 132ND STREET DIRECT ACCESS**

One option for this location includes direct HOV ramps connecting the future I-405 inside HOV lanes to an intersection with NE 132nd Street which passes under the freeway as shown in Figure 4-17. The ramps, which connect to I-405 both northbound and southbound, would also have transit passenger stations on the south side of NE 132nd Street with a pedestrian walkway connection directly into the Kingsgate Park-and-Ride lot.

### **Cost Estimate Summary**

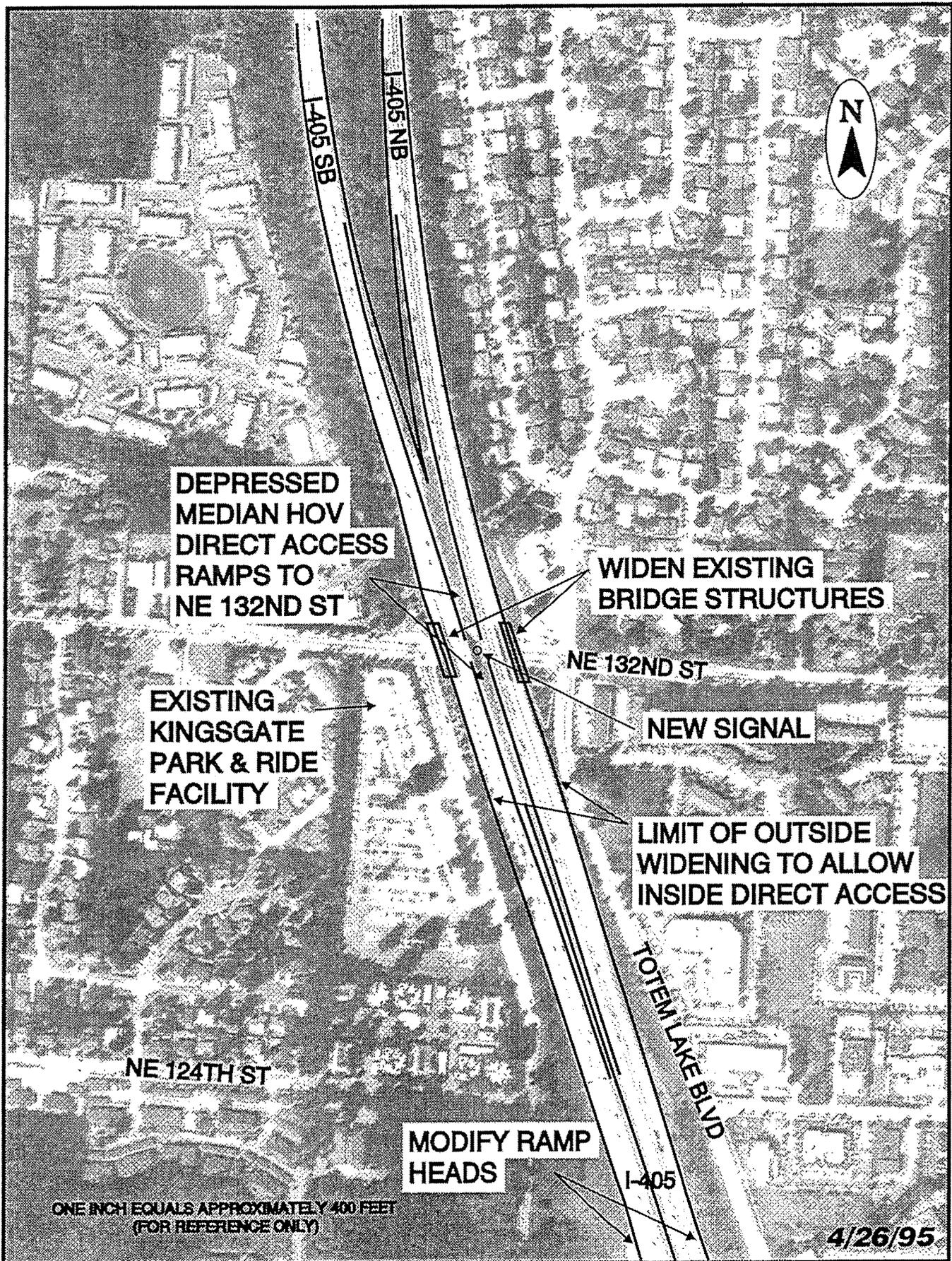
- ◆ Total Estimated Cost: \$24.01 M.

### **Significant Benefits**

These ramps would allow carpool and transit access to the north and the south, and buses would be able to make stops to serve the Kingsgate Park-and-Ride lot and the Totem Lake area. The transit passenger stations on the ramps would allow greater transit routing flexibility in that not all routes serving the Kingsgate Park-and-Ride lot would have to travel into the lot. Overall, this option rates as one of the most effective in the region, due primarily to its high expected transit and carpool travel time savings and cost effectiveness.

### **Significant Impacts and Outstanding Issues**

This alternative also serves a dense market. There are currently no known significant environmental or social negative impacts and there is significant transportation benefit due to accessibility to a park-and-ride and the fact that no general purpose access would conflict with the HOV access. Although it is clear that direct access in this general location would be highly beneficial, a concern of this particular option which needs further study, is introducing a new intersection on NE 132nd Street between two existing closely spaced intersections.



## **NE 160TH STREET DIRECT ACCESS**

This “T-ramp” would connect the Brickyard Road Park-and-Ride lot with future I-405 inside HOV lanes to and from the south, just south of the NE 160th Street interchange as shown in Figure 4-18.

### **Cost Estimate Summary**

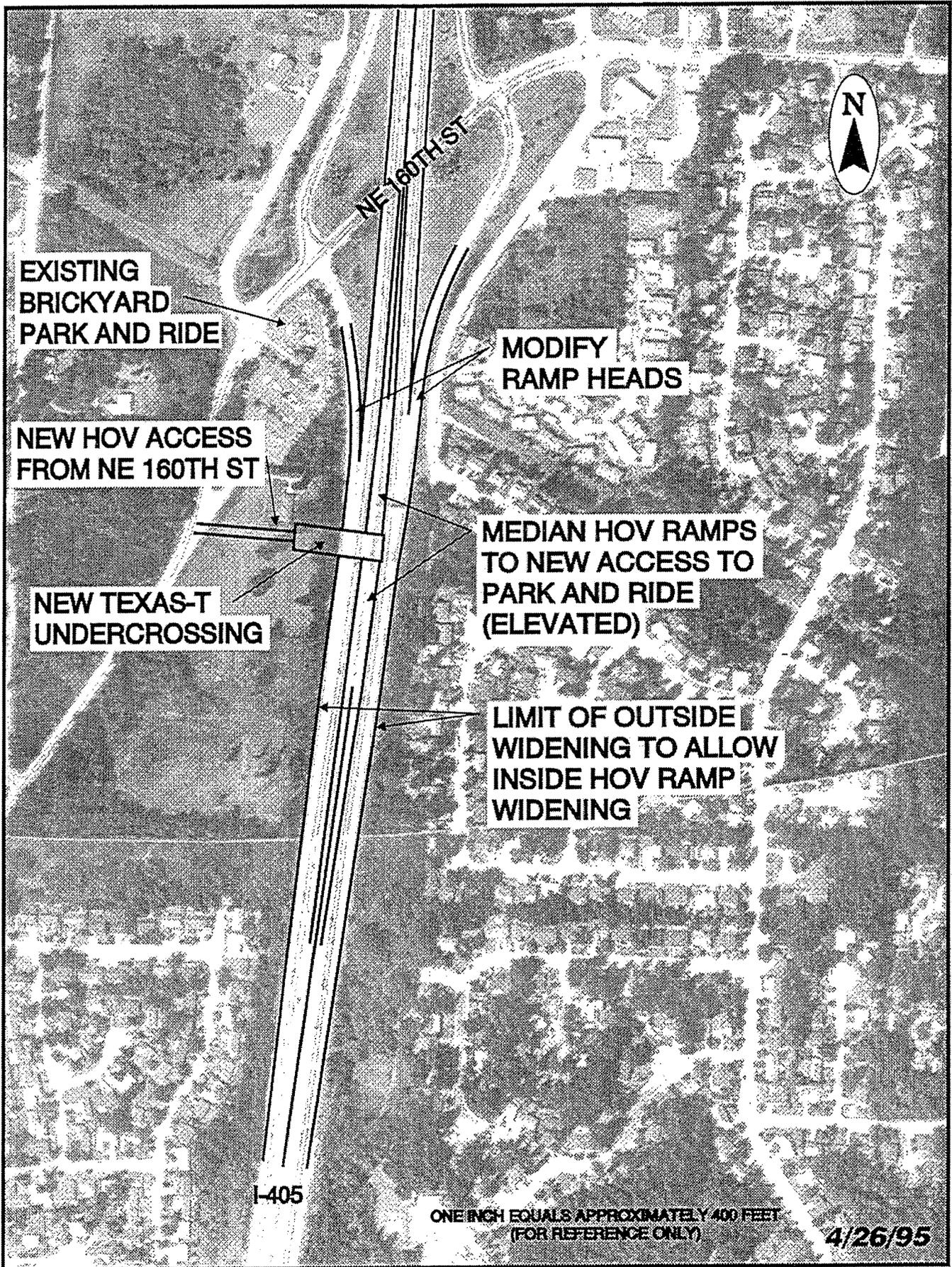
- ◆ Total Estimated Cost: \$26.72 M.

### **Significant Benefits**

By providing direct access for Brickyard Road Park-and-Ride buses and local carpools into future I-405 inside HOV lanes, this option rates high in transit travel time savings and moderately high in HOV travel time savings.

### **Significant Impacts and Outstanding Issues**

While this ramp received a high evaluation, it is not recommended for early implementation — Metro’s 6 year plan routes these buses to use NE 132nd, serving both park-and-ride lots, and that approach may prove adequate in the short run.



## ***I-90 / EASTGATE PARK-AND-RIDE DIRECT ACCESS***

Two direct access design options are considered to have high potential at this location: 1) a T-ramp connecting the eastbound and westbound I-90 inside HOV lanes with 141st Street at the west end of the park-and-ride lot as shown in Figure 4-19, or 2) drop ramps into the I-90 HOV lanes from the existing 142nd Street overpass, which is high above the east end of the park-and-ride lot.

### ***Cost Estimate Summary***

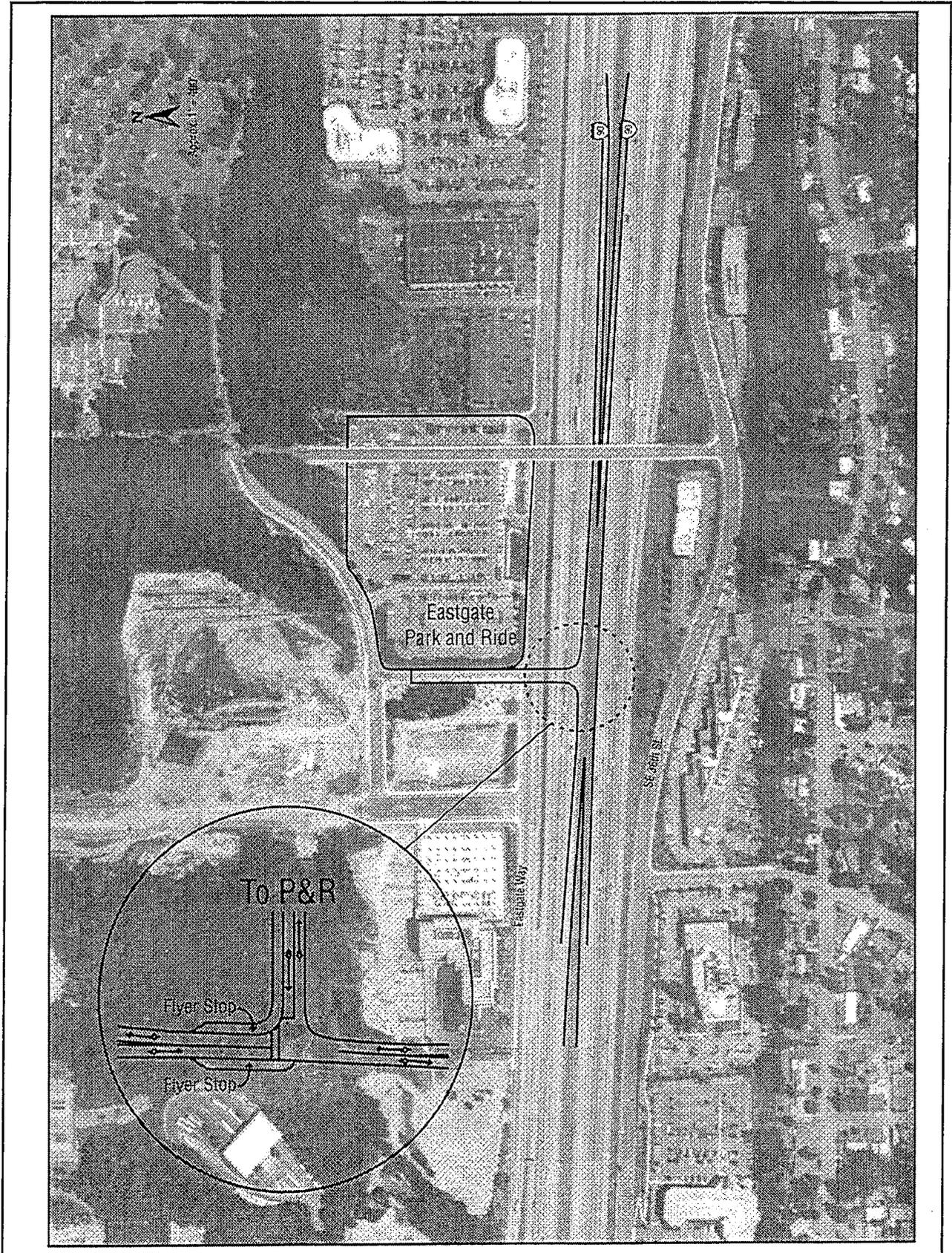
- ◆ Total Estimated Cost: \$28.9 M.

### ***Significant Benefits***

This direct access proposal would allow buses and carpools to reach the I-90 HOV lanes from the Eastgate Park-and-Ride lot and Bellevue Community College. Buses from Issaquah would be able to make a stop at the park-and-ride lot and get quickly back into the HOV lanes. This option rates moderately high in expected carpool travel time savings, facilitation of regional transit service, and compatibility with local land use activities and plans.

### ***Significant Impacts and Outstanding Issues***

If and when this option is funded, a decision needs to be made as to which of the two design options is to be built.



**Eastgate Park-and-Ride**  
 HOV Pre-Design Studies Puget Sound Region  
 Final Report  
 FIGURE 4-19

## ***I-5 EXPRESS LANE / NE 50TH STREET DIRECT ACCESS***

The proposal is to build a ramp from the middle of the NE 50th Street bridge down to the express lanes, to and from the north as shown in Figure 4-20. The ramp would be reversible, matching the direction of the express lanes. A traffic signal would be required at the ramp intersection with NE 50th Street.

### ***Cost Estimate Summary***

- ◆ Total Estimated Cost: \$6.04 M.

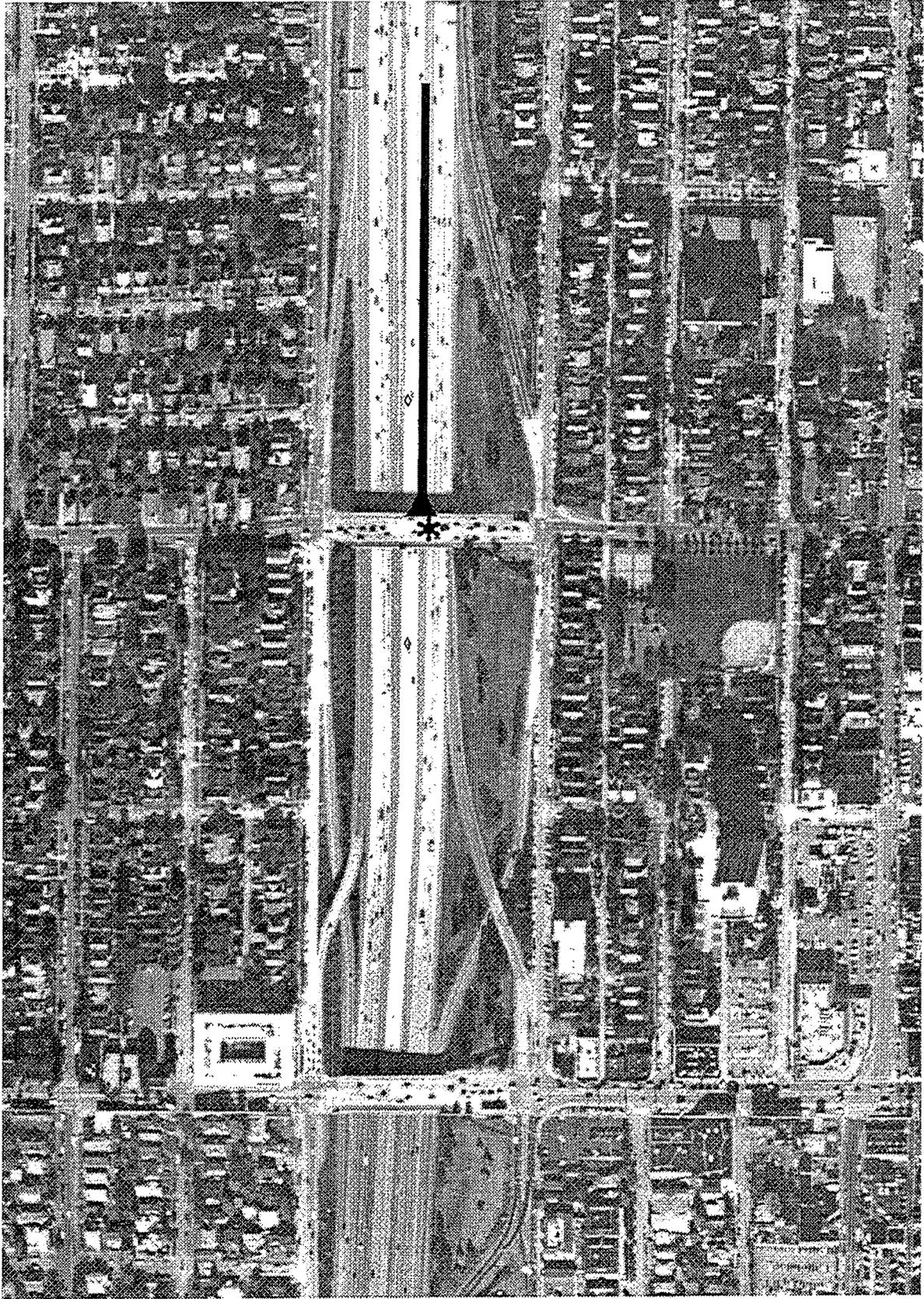
### ***Significant Benefits***

Currently, buses and carpools headed towards the University of Washington from the north in the morning have to get out of the HOV lanes at Northgate and weave their way across congested traffic to reach the University District exits at NE 45th and 50th Streets. Snohomish County's Community Transit operates several bus routes this way. This is one of the highest-rated direct access proposals because it would carry relatively high volumes of people for a relatively low cost, resulting in a high cost effectiveness rating.

### ***Significant Impacts and Outstanding Issues***

Adding a signal on NE 50th Street between the existing traffic signals on each side of the bridge will impact through traffic on 50th. Effective interconnection between the three signals will help minimize this impact. Additionally, prohibiting westbound left turns onto the proposed ramp northbound will also minimize the impact to through traffic on NE 50th Street.

This ramp would allow I-5 buses to connect with the proposed RTA interim light rail terminus in the University District.



## ***I-5 / NE 145TH STREET DIRECT ACCESS***

This alternative provides direct access to and from the south provided by ramps connecting to NE 145th Street as shown in Figure 4-21.

### ***Cost Estimate Summary***

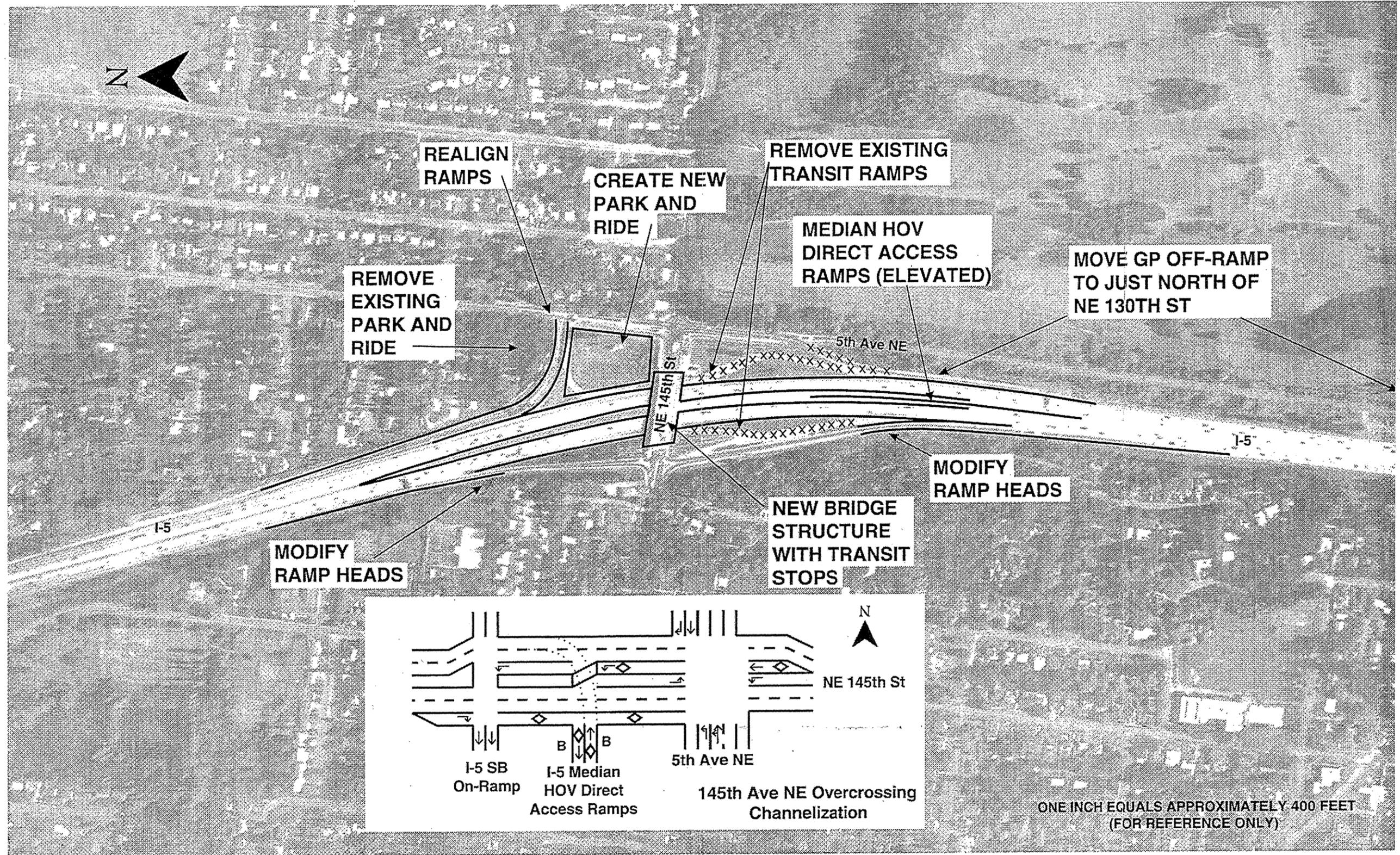
- ◆ Total Estimated Cost: \$8.83 M.

### ***Significant Benefits***

North of the express lanes, several commuter bus routes originate from areas around 145th NE, but few of these routes use the freeway HOV lanes because it is too difficult to weave across the freeway in time to get to the NE 145th Street right-side off ramp after leaving the express lanes. Instead, some routes get off at Northgate just so they can get back on again and be on the outside lane. By providing direct access ramps to and from the south at NE 145th, north King County and SR 522 bus routes could use the HOV lanes and avoid arterial congestion in the Northgate area. This option is relatively inexpensive, it rates moderately high in carpool travel time savings and general system enhancement, and high in cost effectiveness.

### ***Significant Impacts and Outstanding Issues***

Currently in Metro Transit's service plans, a large share of the bus routes accessing the freeway in this general vicinity use NE 175th Street. Transit travel time savings for this proposal could substantially increase if increased transit service is provided at, or existing service is relocated to, this location in the future.







## **MOUNTLAKE TERRACE PARK-AND-RIDE IN-LINE TRANSIT STOP**

This alternative consists of an at-grade transit stop in the median of I-5 adjacent to the Mountlake Terrace Park-and-Ride Lot as shown in Figure 4-22. Elevators and stairs would connect the passenger platforms with a pedestrian overpass crossing northbound I-5 and connecting into the northwest corner of the park-and-ride lot.

### **Cost Estimate Summary**

- ◆ Total Estimated Cost: \$2.82 M.

### **Significant Benefits**

If a regional trunk bus service were implemented in this section of the I-5 corridor, this in-line transit stop would allow service to the Mountlake Terrace Park-and-Ride Lot without requiring buses to be routed through circuitous arterial streets, hence resulting in substantial transit travel time savings.

### **Significant Impacts and Outstanding Issues**

This alternative would be recommended only in conjunction with a regional I-5 bus route.