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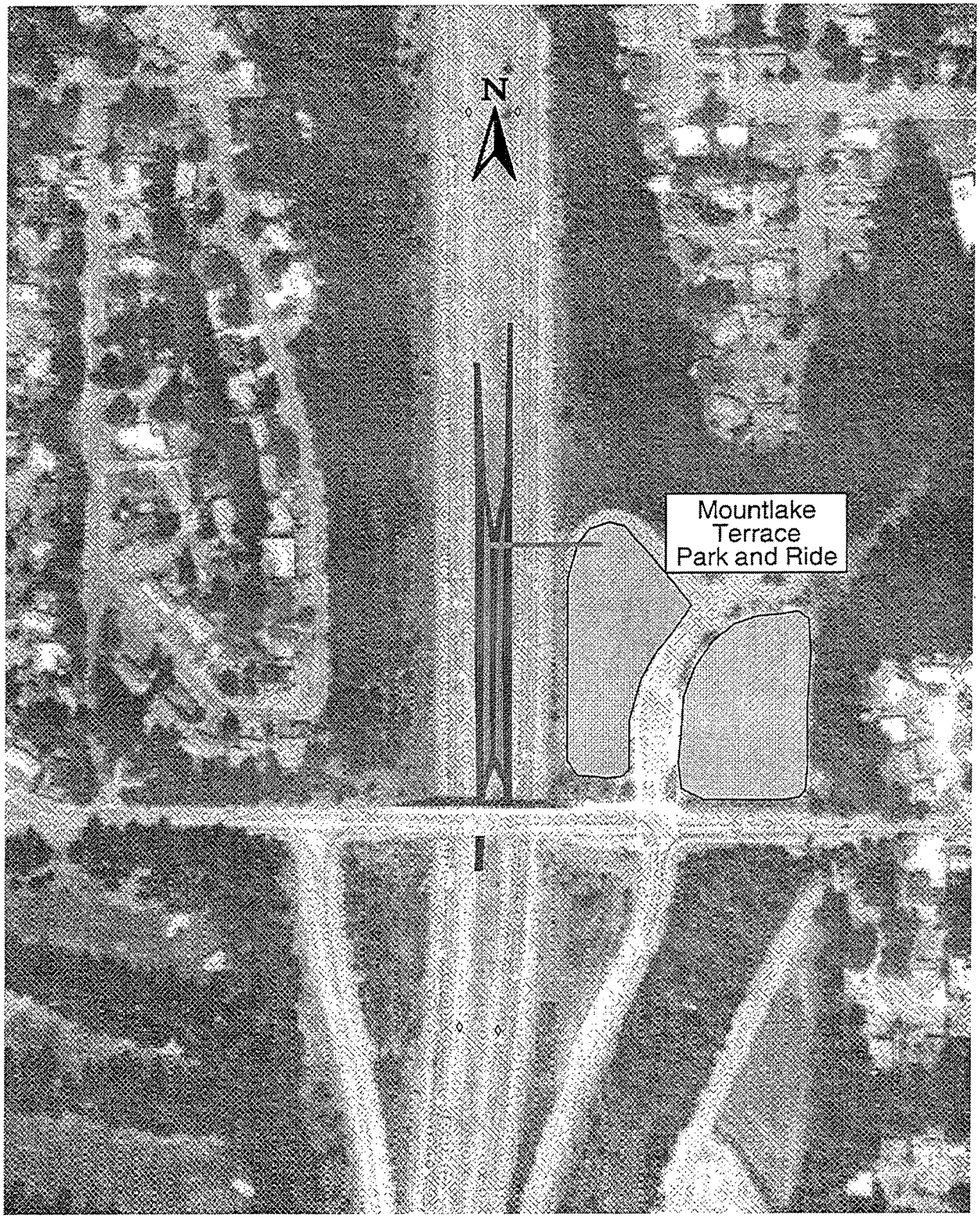

Mountlake Terrace Park and Ride - In Line Transit Stop

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FIGURE 4-22

LYNNWOOD PARK-AND-RIDE DIRECT ACCESS

This "T-ramp" connection would allow buses and carpools to go straight from the Lynnwood Park-and-Ride lot into the HOV lane. To service the planned RTA regional I-5 bus route, these ramps would provide access to and from both north and south as shown in Figure 4-23, allowing buses to enter the lot, make a passenger stop, and then continue on the route without delay.

Cost Estimate Summary

- Total Estimated Cost: $29.38 M.

Significant Benefits

This alternative rated the highest of all direct access options in the region. The Lynnwood park-and-ride lot is the major transfer point for transit in south Snohomish County. This alternative provides a large benefit to transit vehicles as it would allow both north and southbound vehicles to connect directly from the Lynnwood Park-and-Ride lot into the I-5 HOV lanes resulting in significant transit travel time savings and reliability. It also rates high in carpool travel time savings, cost effectiveness, facilitation of regional transit service, and compatibility with local land use.

Significant Impacts and Outstanding Issues

This alternative would most likely involve serious disruption of I-5 traffic in the southbound direction during the construction phase. It is also assumed that carpools will be allowed to use the ramp. If this can not happen, then overall travel time savings and cost effectiveness would decrease.

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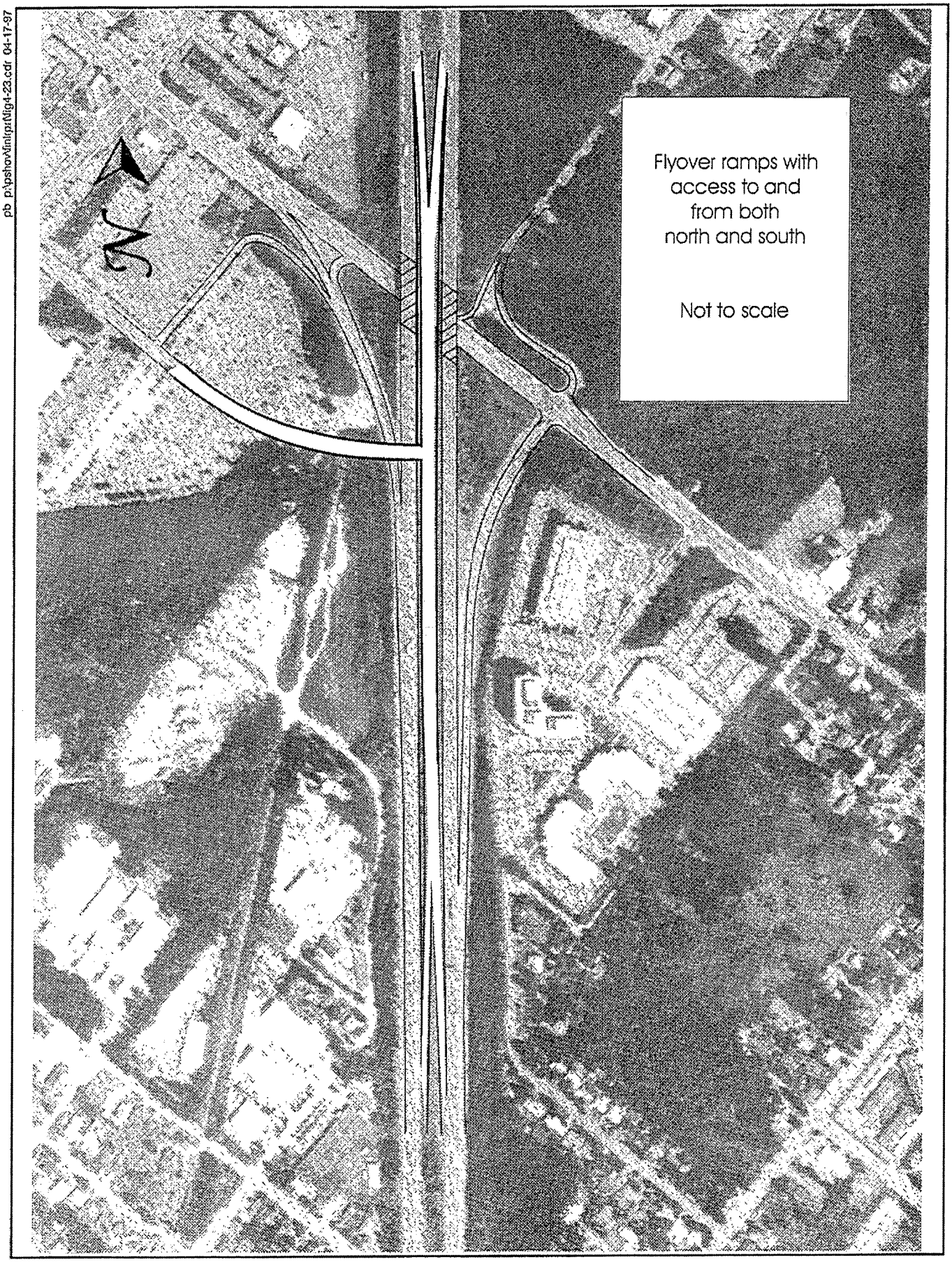

Lynwood Park-and-Ride Direct Access

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FIGURE 4-23

164TH STREET SW / SR 525 DIRECT ACCESS

This proposal consists of an HOV-only Interchange of SW 164th Street with SR 525 to and from the south as shown in Figure 4-24. Unlike the rest of the proposals in this study, this project would provide new HOV-only ramps to the outside lane of SR 525, in a place where no ramps exist today.

Cost Estimate Summary

- Total Estimated Cost: $1.98 M.

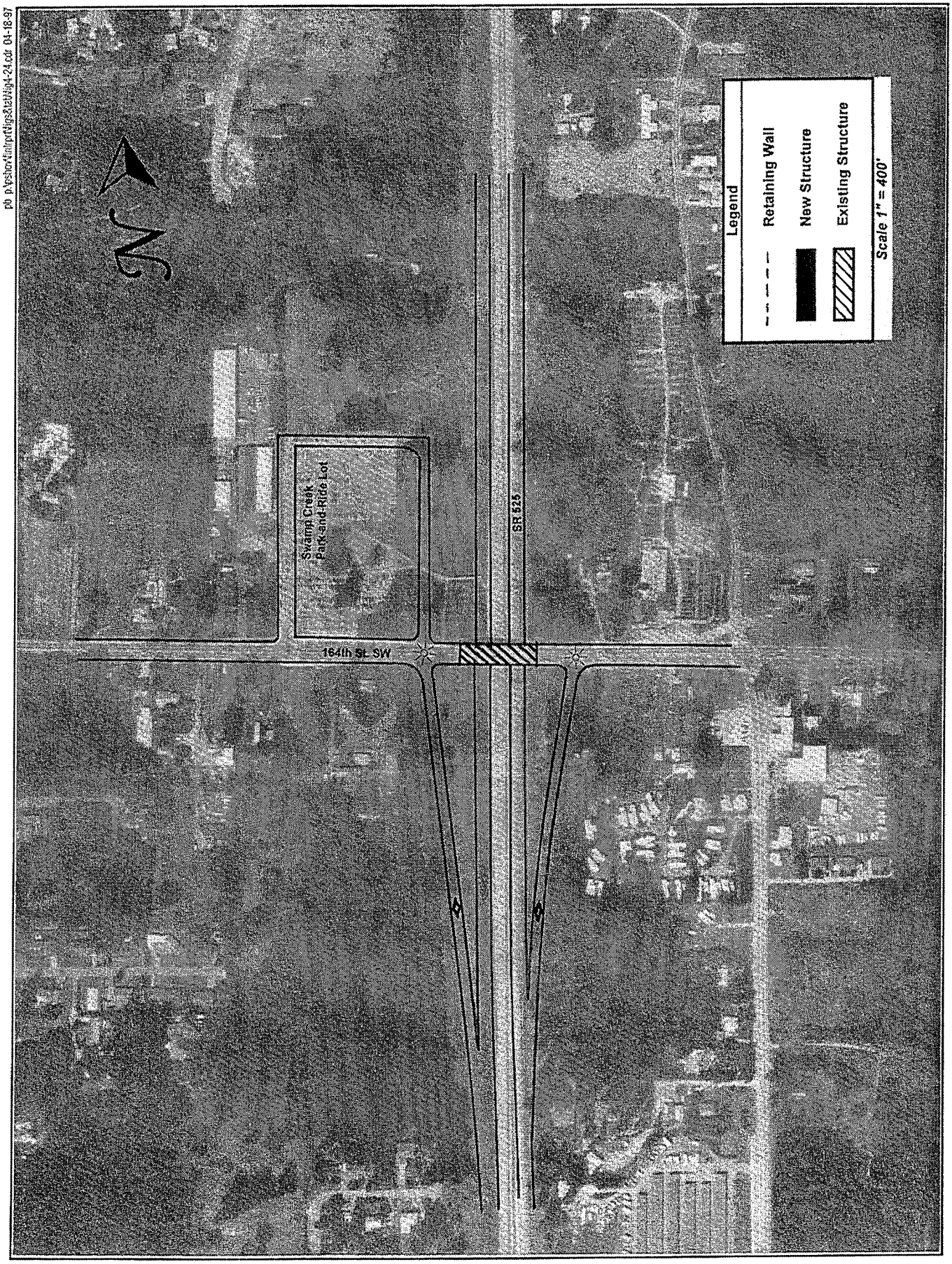
Significant Benefits

Because there is no access at this location today, Community Transit buses serving the adjacent Swamp Creek Park-and-Ride lot use a bus stop on the freeway to pick up passengers southbound and exit at Alderwood Mall Boulevard and use arterial streets to serve the lot northbound. These new ramps would allow buses to get to SR 525 directly and to serve the lot the same way both north and southbound. Since an HOV lane is only proposed in this section of SR 525 if it is one of only two lanes in each direction, weaving to the center HOV lane will not likely be an obstacle, and an outside ramp connection should be adequate.

This is an inexpensive alternative and construction of the direct access ramps would cause little disruption to SR 525 traffic. This option rates high in both HOV travel time savings and cost effectiveness.

Significant Impacts and Outstanding Issues

This alternative would result in two additional intersections on SW 164th Street, thereby impacting through traffic. This impact could be alleviated by allowing right turns only onto the southbound SR 525 HOV only on-ramp.



164th St. SW at SR 525 - Outside Half-Diamond Ramps HOV Direct Access

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FIGURE 4-24

164TH STREET SW / ASH WAY PARK-AND-RIDE LOT / I-5 DIRECT ACCESS

WSDOT and Community Transit are working towards construction of a park-and-ride lot at I-5 and 164th Street SW, adjacent to Ash Way. This proposal would connect the lot with the inside I-5 HOV lanes via a flyover ramp allowing buses and carpools to go from the new park-and-ride lot directly into the HOV lanes as shown in Figure 4-25. If an I-5 regional trunk bus route is developed, this ramp could connect to both the north and south, otherwise it would connect to and from the south only.

Cost Estimate Summary

- Total Estimated Cost: $10.85 M.

Significant Benefits

This alternative is relatively inexpensive and scores moderately high in safety.

Significant Impacts and Outstanding Issues

The alternative produced only moderate travel time savings and cost effectiveness. These ratings assume that non-transit HOVs would be able to use the direct access facility with minimal impact on transit operations. It is noted that in this analysis, the direct access facility on 164th Street SW at SR 525 captures some HOVs which may otherwise be expected to use the Ash Way facility. If the 164th St./SR 525 direct access facility were not to be built, and if a substantially high level of transit service serving the proposed Ash Way Park-and-Ride lot could be guaranteed, thereby encouraging a transit draw area beyond the catchment area assumed, this alternative would score higher in transit travel time savings and cost effectiveness.

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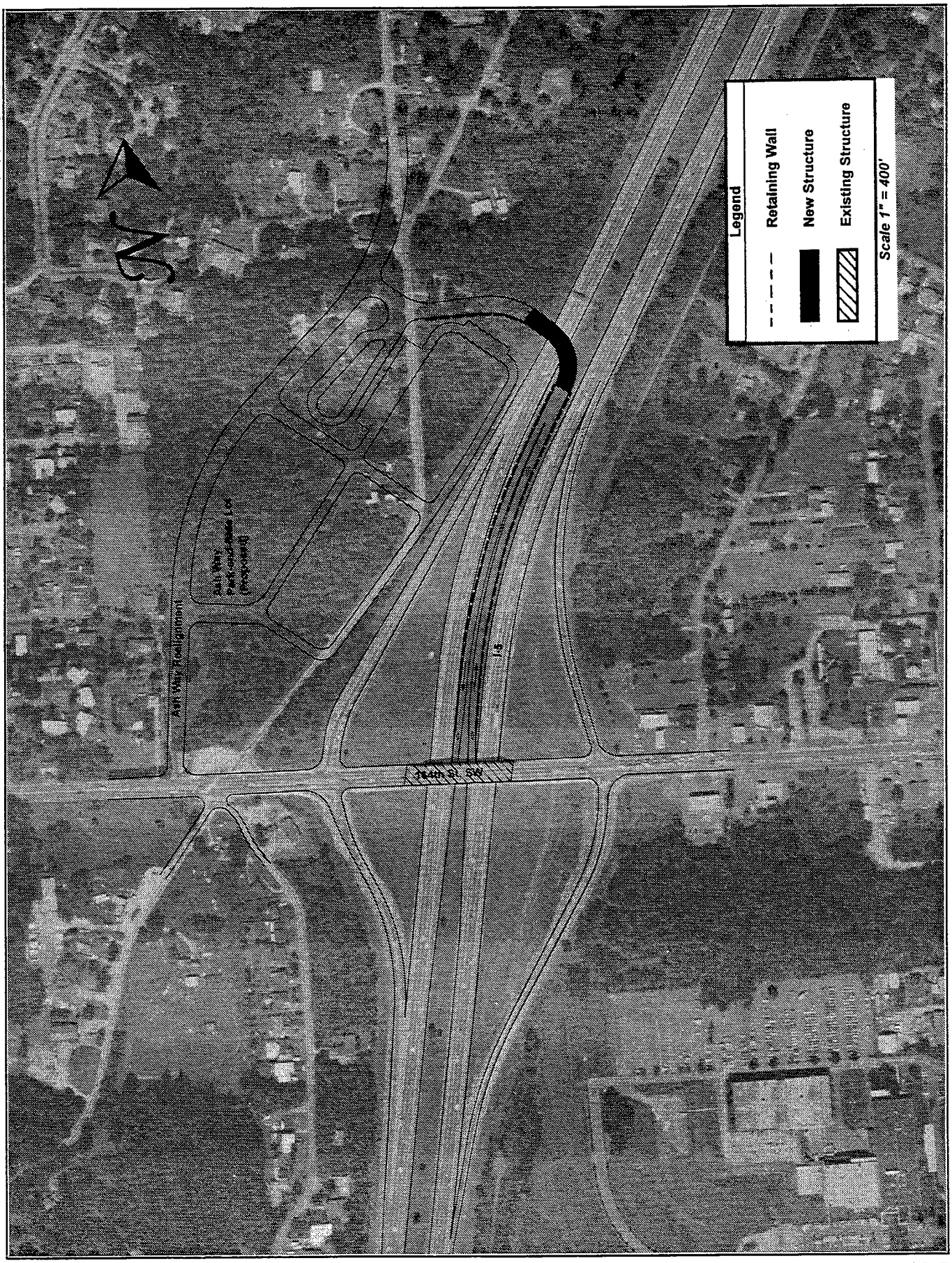

PB 100 YEARS

164th / Ashway P&R Lot / I-5

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FIGURE 4-25

128TH STREET SE / I-5 DIRECT ACCESS

In this proposal, direct access ramps would drop down from the existing 128th Street overpass connecting into the inside I-5 HOV lanes to and from the south. A new signal would be needed in the middle of the bridge at the ramp intersection, as shown in Figure 4-26.

Cost Estimate Summary

- Total Estimated Cost: $6.86 M.

Significant Benefits

At the end of Phase I, a direct access connection at 112th Street SE had been proposed instead of at 128th Street, but after more discussion in Phase II, it was determined that the 128th Street location was more in line with local agency plans. This direct access facility would provide convenient connections to the arterial HOV lane that exists today on Airport Road, and to two park-and-ride lots located near the interchange. It is relatively inexpensive and rates high in carpool travel time savings, cost effectiveness, and compatibility with local land use plans.

Significant Impacts and Outstanding Issues

To make this proposal work for traffic, it should be constructed at the same time as a separate proposal that will reconfigure the existing general purpose on and off ramps, adding loop ramps in two of the four quadrants of the interchange. In the process, this would eliminate the need for some left turns from 128th Street to enter and exit from the freeway.

Note: A plan developed by the Regional Transit Authority (RTA) subsequent to the Phase II evaluation has recommended HOV direct access be provided at 112th Street SE instead of at 128th Street SE. A summary description of the 112th Street SE option is included in the following pages.

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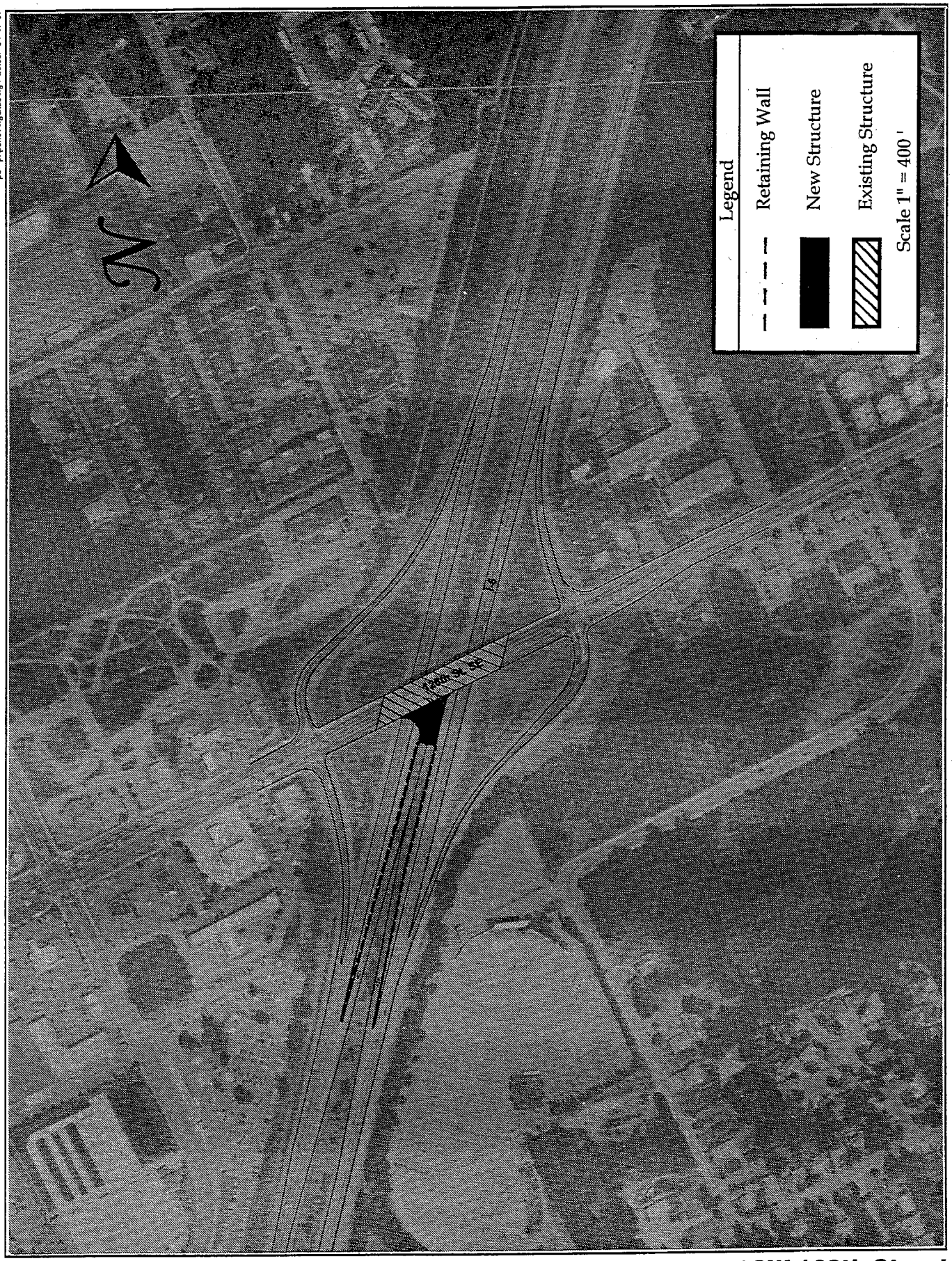

PB 100 YEARS

I-5 / SW 128th Street

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FIGURE 4-26

SE 112TH STREET / I-5 DIRECT ACCESS

This alternative would provide direct access from 112th Street SE to the I-5 HOV lanes both to and from the south. Ramps would be provided for northbound exiting vehicles and southbound entering vehicles. These ramps would run from the 112th Street SE overpass down into the median of I-5 and then merge into the HOV lanes as shown in Figure 4-27. The construction for this alternative will need to avoid the Silver Lake Stream, which sits within the footprint of the proposed access ramps, and potentially a detention pond as well, that WSDOT is considering for development at that location. The Silver Lake Stream lies east of the center line of the median. Thus only the northbound off-ramp will require a structure to avoid the stream. A new signal would be required on the 112th Street SE overpass to accommodate the HOV turning movements, and the overpasses would need to be widened to accommodate turn lanes onto the proposed new ramps.

Recommendation

High Priority for further consideration.

Cost Estimate

- $2.95 M (without detention pond)
- $5.65 M (with detention pond)

Significant Benefits

This alternative is extremely cost effective due to its relatively low cost and anticipated high travel times savings. A park-and-ride facility constructed in the I-5 median just north of 112th Street would provide the opportunity to capture further benefits in terms of transit market draw and overall travel time savings. However, the cost of the park-and-ride facility would then have to be incorporated into the cost of the alternative.

Significant Impacts and Outstanding Issues

Direct access at this location would attract HOVs away from the Airport Road/128th Street SE corridor which already has a significant investment in terms of HOV priority treatments. In addition, residents along 112th Street SE may object to an alternative which would attract additional bus and other HOV traffic to the roadway. This impact would be even greater if a park-and-ride facility were included as part of the alternative. The Silver Lake stream and the detention pond that WSDOT is considering for development at this location both fall within the footprint of the proposed access ramps at 112th Street. If the detention pond being considered for the I-5 median directly south of 112th Street SE is constructed, the additional costs required to bridge the facility ($2.7 million) would lower the cost effectiveness rating for this alternative. However, this alternative would still be recommended for further consideration.

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112th St. SE HOV Direct Access Alternative

Puget Sound HOV Pre-Design Studies

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FIGURE 4-27