

Eastside Transportation Association

“Dedicated to improving our quality of life and environment by reducing congestion through increased mobility”

P.O. Box 50621
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ETA’s Position on the I-405 HOV Lanes between Bellevue and Lynnwood.

Approved by the Board of Directors, December 6, 2017

Whereas: ETA’s Position on I-405 is **“Build the original Approved I-405 Master Plan”**, and

Whereas: The original Approved I-405 Master Plan did not include Express Toll Lanes (ETLs), and

Whereas The new lanes on I-405 were promised to taxpayers as General Purpose lanes by the Legislature and supported by voters in the state-wide Referendum 912 in 2005, and

Whereas: ETA’s Position on the I-405 ETLs is **“Give us our Lane Back”**, and

Whereas: Give us our Lane Back leaves open the issue of **“What to do with the Remaining ETL Lane”**, which is the old 2+ HOV lane, and

Whereas: ETA’s Position is that the most important thing for I-405 commuters, freight, other users and the economy is **“increased general purpose (GP) capacity”** of the facility, while maintaining high occupancy vehicle speed and reliability with a single HOV lane, and

Whereas: The current Express Toll Lanes are not meeting the federal mandate of 45 miles per hour at least 90% of the time in the peak hour, nor the state’s relaxed mandate of 45 miles per hour at least 90% of the time over a four hour peak period, and

Whereas: RCW 47.56.880(5) authorizing the Express Toll Lanes specified a two year experiment with the lanes to be terminated if both speed and revenue criteria were not met by performance, and

Whereas: Friction between the 2+ HOV lane users and the congested general purpose lane users has been identified as a major factor that reduces the capacity and speed of the HOV lanes, and

Whereas: Decreased general purpose lane capacity places disproportionate burdens on those with lower incomes who can least afford to utilize tolled facilities,

Now Therefore: ETA’s Position on I-405 from Bellevue to Lynnwood is to remove the tolls and operate **I-405 with a single 2+ HOV lane each way with enhanced friction reducing techniques¹** and all other lanes operating as general purpose lanes. The friction reducing techniques broadly consist of HOV lane buffer protection with limited access plus direct access interchanges.

¹ NOTE: Enhanced Friction Reducing Techniques include:

- a. Construct all five of the Approved I-405 Master Plan direct access interchanges between Bellevue and Lynnwood;
- b. Construct the SR 520 and SR 522 Approved I-405 Master Plan interchange projects.
- c. Construct the full 4 ft. separation between the HOV lane and adjacent GP lane per the Approved I-405 Master Plan.
- d. Construct auxiliary lanes and hill climbing lanes for GP capacity enhancement per the Approved I-405 Master Plan.
- e. Add ‘transition lanes’ between the GP lanes and HOV lanes between the direct access interchanges, the SR 520 and SR 522 interchanges as appropriate.
- f. Enhance performance of I-405 transit coaches to maintain 45 mph on all grades on the I-405 HOV lanes.