

City of Bothell

October 26, 2006



Mr. Paul Krueger, Environmental Manager
Washington State Department of Transportation
State Route 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

L-016-001

The replacement of the State Route 520 floating bridge is a project of regional importance and will impact the travel patterns on the north end of Lake Washington positively and negatively. The impacts may be positive once the project is completed, depending on the level of tolls placed on the new bridge, and certainly negative during the construction period, specifically to State Route 522 as a significant increase in traffic volumes will be experienced.

For example, the intersection of State Route 522 and State Route 527 is currently operating at capacity several hours per day. In order to minimize the impact of the State Route 520 project in this area, the improvement projects slated for State Route 522 must be completed before the State Route 520 Bridge work begins. This request is in-line with the current acceleration of capacity improvements to I-405 in anticipation of traffic diverting to I-405 from I-5, when the Alaskan Way Viaduct is reconstructed.

L-016-002

The discussions in the State Route 520 Bridge Replacement Draft Environmental Impact Statement indicate that due to the increased traffic congestion on State Route 520, this will lead traffic to look for alternate routes, including State Route 522. The addition of tolls to State Route 520 will only increase the number of vehicles looking for alternate routes such as the over burdened State Route 522. The Cities of Bothell, Kenmore, Lake Forest Park, and Woodinville are concerned that the use of tolling to manage traffic during non-peak hours will increase traffic on SR-522 where congestion may be less during these times.

L-016-003

Redirecting traffic currently using State Route 520 to other routes would create crippling disruptions of regional traffic, which includes State Route 522, unless improvements are undertaken to maximize the capacity of those corridors now.

As the State Route 520 construction time frame is estimated to be 7 to 8 years, maintaining two lanes in each direction for thru traffic capacity will still be affected by

Professionalism • Respect • Innovation • Dependability • Employee Accountability

City Administration 18305 101 st Avenue NE Bothell, WA 98011 (425) 486-3256 Fax: 486-2434 www.ci.bothell.wa.us	Community Dev. & Public Works 9654 NE 182 nd Street Bothell, WA 98011 (425) 486-8152 Fax: 486-2489	Fire and E.M.S. 10726 Beardslee Boulevard Bothell, WA 98011 (425) 486-1678 Fax: 486-4556	Police 18410 101 st Avenue NE Bothell, WA 98011 (425) 486-1254 Fax: 487-0650	Municipal Court 10116 NE 183 rd Street Bothell, WA 98011 (425) 487-5587 Fax: 488-3052
---	--	---	--	---

L-016-001

Comment Summary:

Traffic Management (Construction)

Response:

See Section 4.2 of the 2006 Draft EIS Comment Response Report.

L-016-002

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

L-016-003

Comment Summary:

Traffic Management (Construction)

Response:

See Section 4.2 of the 2006 Draft EIS Comment Response Report.

L-016-003 the construction activity resulting in motorists seeking alternate routes. It is estimated in the EIS document that the westbound HOV lane will be closed for two years. This change will negatively affect the capacity of State Route 520, resulting in motorists using State Route 522 as an alternate route.

With the exception of the South Access project for the University of Washington Bothell/Cascadia Community College Campus, improvements to the State Route 522 corridor that have already been made or scheduled for completion in the next two years have been funded by federal funds and significant contributions by Sound Transit and King County METRO Transit, not state dollars.

The Cities of Bothell, Kenmore, Lake Forest Park, and Woodinville are requesting the State to provide adequate funding to complete the necessary projects in the State Route 522 corridor to ensure the impacts of traffic diverted as result of the State Route 520 Bridge Replacement Project have been minimized to the greatest extent possible.

The State Route 522 projects include:

- Realignment of the State Route 522 / State Route 527 intersection
- Completion of the widening of State Route 522 in the corridor
- Improvements to the State Route 522 / Kaysner Way intersection

These improvements will not only increase the vehicle capacity of the corridor but will provide for transit service to be a more viable alternative in this corridor.

We request that funding be provided now to complete additional studies to determine the appropriate mitigation in the State Route 522 corridor to address the expected negative impacts.

Sincerely,



Mark Lamb
Mayor, City of Bothell

Sincerely,



Randy Eastwood
Mayor, City of Kenmore

Sincerely,



David R. Hutchinson
Mayor, City of Lake Forest Park

Sincerely,



Cathy VonWald
Mayor, City of Woodinville

Washington State Department of Transportation
Page 2 of 3
October 26, 2006

cc: Governor Christine Gregoire
Senator Rosemary McAuliffe
Representative Mark Ericks
Representative Al O'Brien
King County Executive Ron Sims
King County Councilmember Bob Ferguson
City of Kenmore
City of Lake Forest Park
WSDOT, Regional Administrator, Lena Eng
WSDOT, Sec. of Transportation, Douglas McDonald
RTID Chair Shawn Bunney
King County Metro Transit
Community Transit
Sound Transit