Funding Application

Competition: Regional FHWA
Application Type: Corridors Serving Centers
Status: submitted
Submitted: April 7th, 2020 2:29 PM
Prepopulated with screening form? Yes

Project Information

1. **Project Title**
   Bothell Way NE Improvement Phase 2

2. **Regional Transportation Plan ID**
   4262

3. **Sponsoring Agency**
   Bothell

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
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Project Description

1. **Project Scope**
   Phase 2 of Bothell Way NE Improvements consists of providing mobility improvements on Bothell Way NE from 240th St SE to the County Line. Phase 2 is a portion of a larger Bothell Way NE Improvement project from 240th St SE to Reder Way which is being split into 3 phases. Phase 1 and 3 are located in King County, and Phase 2 is located in Snohomish County.

   The project consists of widening Bothell Way NE from 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, storm drainage, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation.

   This project will also provide transit improvements to support Community Transit's expansion of the SWIFT Green Line BRT, from UW Bothell/Cascadia College to Canyon Park Regional Center, including adaptive signalization allowing for transit prioritization and transit stop amenities.
2. **Project Justification, Need, or Purpose**  
Bothell Way NE is a major principal arterial corridor serving the Regional Canyon Park Growth Center in Bothell. Canyon Park Center is one of the three PRSC’s designated regional growth centers in Snohomish County, and is well positioned to meet the growth planned for a growth center consistent with Vision 2040 and Transportation 2040.

This project will complete the missing capacity and multimodal gaps between SR 522 and Canyon Park Center. This portion of Bothell Way NE is a heavily congested two-lane facility during peak periods with minimal shoulders and experienced a significant number of accidents. This section of road also lacks continuous sidewalks, bike lanes and transit amenities. Currently the average daily traffic is 17,800 with a LOS E and is projected to be 31,400 with a LOS F in 2035.

This project will support the projected growth in housing and employment in Bothell Canyon Park Center by providing the following improvements:

- Roadway capacity and intersection efficiencies, such as ITS, for vehicular, transit and freight mobility
- Completing bike network with protected bicycle lanes to connect the King County’s Regional Sammamish River/ Burke Gilman to the Snohomish County Regional North Creek Trail in Canyon Park Center
- Completing sidewalk network to accommodate the pedestrian growth for improved access to transit and active transportation throughout the corridor
- Providing the necessary capacity in support of the Community Transit’s SWIFT Green line expansion (i.e. Bus Rapid Transit from Downtown Bothell/ University of Bothell/ Cascadia College to Canyon Park) and connection to the Sound Transit/King County Metro SR 522 and I-405 Bus Rapid Transit Systems
- Safety improvements including vehicular sight distance, separation of non-motorized mode of transportation and vehicular traffic, combination median/left turn lane to manage access and street illumination

**Project Location**

1. **Project Location**  
   Bothell Way NE from 240th St SE to County Line

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**  
   Snohomish

3. **Crossroad/landmark nearest the beginning of the project**  
   240th ST SE

4. **Crossroad/landmark nearest the end of the project**  
   County Line

5. **Map and project graphics**  
   Project_Map-Phase_2.pdf, Phase_2_-_Regional_Setting.pdf

**Plan Consistency**

1. **Is the project specifically identified in a local comprehensive plan?**  
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**  
   Imagine Bothell Comprehensive Plan 2015 Period Plan and Code Update, Transportation Element, Recommended Improvements, Page TR-21

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**  
   N/A

**Federal Functional Classification**

1. **Functional class name**
Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

Bothell Way NE is a major principal arterial corridor that connects to and serves Canyon Park Regional Center. This corridor extends northerly from SR 522 (for approximately 2.5 miles) to Canyon Park Regional Center at I-405. The corridor is also recognized as a T-3 freight facility delivering an estimated 4 million tons goods annually, and has a current/projected ADT of 17,800/31,400.

This project is an absolute necessity to Canyon Park Regional Center if its regional growth requirements are to be reached by 2035. At the moment, the corridor is improved with a 5-lane facility for a distance of 0.30 miles from SR 522 and then bottlenecks down to a 2/3 lane facility at Reder Way. From Reder Way it continues for about 1.3 miles until reaching 240th St SE where it widens again to a 5-lane facility leading into the regional center.

This corridor "bottleneck" is a gap in needed capacity and multimodal transportation systems connecting to Canyon Park as well as leading to other regional centers, such as Kirkland, Redmond, Northgate and University Community Regional Centers. If improved and the bottleneck is removed, it will serve the projected population and employment growth by becoming an efficient and reliable corridor.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

Canyon Park Regional Center is an area that includes a distinct Life Sciences/Global Health industry, with a significant proportion of the employment in the research, medical apparatus manufacturing and devices clusters. By 2035, the center is expected to grow from 10,800 to 22,521 in jobs and from 1,800 to 5,460 in residential population to meet Vision 2040 goals.

To support future growth in housing and employment development, this project proposes to widen the Bothell Way NE corridor to address this inadequate link to Canyon Park due to its lack of capacity, missing modes and inefficiency. This corridor is also designated as a strategic T3 freight route for good and services, and is the main arterial connecting route between Canyon Park and SR 522.

The project is listed as a recommended improvement in Table TR-8 in the Transportation Element of the Imagine Bothell Comprehensive Plan, and will support housing and employment growth specifically within Canyon Park Regional Center by implementing the following improvements and their corresponding Comprehensive Plan goals, policies and actions:

1) Improve efficiency of the Bothell Way NE corridor leading to the center through increasing traffic capacity to address growth of projected ADT from 17,800 to 31,400, and ITS improvements to cut traffic delay times from projected 60-70 seconds to less than 30 during peak periods;

Economic Development Policy P24 - completing a catalyst project to spur other development to improve the economic base and accommodate growth by fully improving a corridor serving a center.

Economic Development Policy P7 - completing transportation system improvements to ensure efficient transport of goods and convenient access for employees, students and customers to and from places of business, including transit facilities and services by adding capacity, and missing or incomplete transportation modes such as transit amenities, sidewalks and bike lanes.

2) Support the extension of the Community Transit SWIFT Green Line BRT in Canyon Park to connect to Sound Transit/King County Metro SR 522 & I-405 BRT systems and also linking to Sound Transit Link Light Rail at I-5/NE 145th Station;

Transportation Goal G8 - prioritizing transportation investments in support of development of the Canyon Park Regional Growth Center by supporting the expansion of the Community
Transit Green Line and connections to the SR 522 Sound Transit and King County Metro BRT systems.

Transportation Policy P22 - coordinating with King County Metro, Community Transit and Sound Transit to increase the frequency of existing transit service between Bothell and other regional destinations.

Transportation Action A37 - supporting the expansion of the regional transit system, including transit service frequency, and new High Capacity Transportation (HCT) modes such as Bus Rapid Transit (BRT) consistent within the context of Bothell's regional and local comprehensive planning goals.

3) Improve existing transit service, e.g., Community Transit Route 105, and connections to local transit services (Sound Transit/King County Metro Route 230, 239, 312,342,372, 522, 535), and amenities along the Bothell Way corridor;

Transportation Action A40 - promoting transit usage in roadway improvements by providing for transit stops and related amenities consistent with transit agency requirements.

4) Provide pedestrian access to transit facilities via completing 1.7 miles of sidewalk system gaps to/from Canyon Park;

Transportation Policy P23 - improving accessibility to transit facilities for all users including persons with special transportation needs such as the disabled, elderly, youth and low-income populations

5) Completes over 1-mile bike lane gap to/from Canyon Park to downtown Bothell, and North Creek and Burke Gilman regional trails;

Transportation Policy P30 - providing bicycle access to activity centers such as Canyon Park and Downtown Bothell by completing the gap in bike lanes.

Transportation Policy P33 - developing bicycle facilities along a key north-south and east-west corridors in conjunction with roadway improvements.

Transportation Action A57 - promoting additional bicycle connections to regional trails.

6) Completes an active transportation network of bike lanes, sidewalks that improves access to transit for a variety of users

Transportation Policy P24 - encouraging Active Transportation Plan goals by contributing to the creation and completion of an active transportation network that connects within and between regional centers and improves access to transit and is accessible by everyone.

Transportation Policy P41 - providing pedestrian access to activity centers such as Canyon Park and Downtown Bothell.

Transportation Policy P44 - completing a comprehensive network of sidewalks/walkways connecting with shared use paths should be developed to provide alternative routes to employment centers, shopping areas, and transit stops.

7) Enhance safety by constructing a continuous center turn lane, street lighting, landscaped medians, sidewalks and protected bike lanes;

Transportation Action A38 - coordinating with transit providers to provide safe, lighted, and weather protected passenger-waiting areas at stops with high ridership, and transfer points.

8) Improve freight and goods mobility by connecting SR 522 to Canyon Park with an efficient corridor that has a higher level of service and lessened traffic delay times.

Economic Development Policy P4 - improving a designated commercial and scenic transportation route (Bothell Way NE) connecting to Canyon Park which serves the purposes of linking the retail, office, educational institution, commercial and industrial centers within the City.

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

The existing arterial road is a relatively unimproved transportation corridor that serves Canyon Park Regional Center between I-405 and SR 522. The project starts approximately 0.50 mile south of Canyon Park Regional Center and completes missing or discontinuous modes, and capacity improvements. This project will provide the following range of travel modes to users to/from Canyon Park Regional and other Regional Centers by:

• Increasing capacity of general-purpose lanes from 2/3 lanes to 5 lanes completing a fully improved corridor from SR 522 to Canyon Park Regional Center;
Increasing travel speed from an estimated 16.5 to 25.7, and reliability with ITS improvements;

Completing an over 1-mile gap in bike lanes leading to connection with Snohomish County North Creek Regional and King County's Burke Gilman Regional trail encouraging bike use and expanding the bike network;

Completing the 60-70% (over 1.5 miles) of missing/discontinuous sidewalk network in project between Canyon Park and downtown/UW Bothell/Cascadia Campus as well as better access to transit;

Increasing safety through improved managed access continuous center turn lanes, street lighting and protected bike lanes;

Increasing transit service and access to transit stops in project limits by supporting expansion of Community Transit SWIFT Green Line BRT from Canyon Park to SR 522, and adaptive signal improvements to allow for transit prioritization;

Improving transit, bike, and pedestrian access to connections with Sound Transit and King County Metro systems, including:
- Sound Transit "Stride" (Route 522, 535)
- King County Metro (SR 522) "Rapid Ride" to Downtown/UW Bothell/Cascadia Campus
- Sound Transit Link Light Rail @ I-5/NE145th St Station
- King County Metro Route 230, 239, 312, 342, 372

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Commuters and residents have much to gain from this project. The ADT on Bothell Way NE in the project area is 17,800 and is expected to grow to 31,400 by 2035. This corridor also serves both Regional and local centers which will see an estimated total planned population of 16,900 and 26,500 jobs by 2035. Other commuters include students from the UW Bothell/Cascadia Campus having 9,700 students (full/part time) and 854 faculty/staff; and UW Bothell is still planned to grow another 4,000 (FTE)students. It is estimated that 35% of the student population relies on transit, and many others rely on bike facilities.

The increase of capacity is anticipated to raise the average speed of this corridor from 16.5 to 25.7 mph in peak hours and the level of service at intersections. The inclusion of ITS improvements will also enhance the traffic flow through the corridor in combination with other improvements reducing traffic delays from a projected 60-70 seconds to less than 30 seconds saving travel time. Commuters will also benefit from the safety improvements including a continuous center turn lane and street lighting throughout the corridor, rather than at select locations. This corridor also has had a total of 129 accidents in the last 3-year period which may be lowered by the proposed safety enhancements.

Other commuter benefits include improved transit service/access and bike lane extension. From 2018 to 2019, Community Transit had a 135% increase in ridership on SR 527 when the SWIFT Green Line BRT was constructed down to Canyon Park Park-n-Ride. Similar increases are anticipated when the Green Line is extended from Canyon Park to connect with the Sound Transit and King County Metro BRT systems in downtown Bothell. And to further the reliability of transit service, adaptive signal improvements are proposed to allow for transit prioritization reducing travel time. This project will also close the bike lane gap and provide a direct route between Canyon Park to downtown Bothell and regional trails where one does not exist today.

In addition to the traffic capacity, transit access and protected bike lanes, residents will benefit from the completion of the sidewalk network that will extend from downtown Bothell to Canyon Park. Sidewalk access today is limited causing pedestrians to walk of narrow shoulders against traffic to transit stops or available sidewalks at the project ends. Filling the existing sidewalk gaps will allow residents to walk the full length of the corridor safely and securely.

Bothell Way is also designated strategic commercial freight corridor by the state and is listed as T-3 facility carrying annual gross tonnage of approximately 4 million tons. There are no freight truck terminals in Bothell, however, individual businesses have their own freight facilities. Principal arterials are the unofficially identified routes for freight trucks through the City of Bothell. The LOS standards for this corridor will affect the movement of freight to and through the City. It is anticipated that this project will improve the existing LOS in this corridor from E to C. Without these improvements, the corridor could degrade to LOS F by 2035.

4. Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

This project will improve safety and comfort for active transportation users with an emphasis
on elderly, youth, and low-income populations that may rely more on alternative transportation modes other than a motorized vehicle. Currently, this section of roadway does not have any reliable transportation alternatives for the public posing a significant problem with pedestrians and bicyclists walking/riding on narrow shoulders on an otherwise high-volume roadway.

The proposed improvements include over 2 miles of protected bike lanes and over 1.5 miles of sidewalks to fill existing gaps and develop continuous active transportation networks. They will also include transit amenities by providing more efficient transit service and better access to bus stops. By competing this corridor gap, transportation users will have the greatly improved multimodal access needed to reach regional centers where jobs are available.

In addition, all facilities will be constructed in conformance with the American Disability Act and Public Right of Way Access Guidelines, and current transportations standards to provide good pedestrian access to transit, employment, and shopping in Canyon Park Regional Center.

As for the approximate number of populations that would be benefiting from these improvements, this project area is home to a diverse population including 40% minority, 11% seniors, 9% adults with disabilities, 11% low income population, and 2% linguistically isolated population according to the Environmental Justice website and PSRC Data Resource. In addition, the student population at UW Bothell/Cascadia Campus is expected to grow up to 14,000 full/part time students. It is estimated that 35% of the student population (generally low-income/minority) relies on transit, and many others rely on bike facilities.

5. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

Canyon Park Regional Center is an area includes a distinct Life Sciences/Global Health industry, with a significant proportion of the employment clusters in research, and medical apparatus manufacturing and devices. Some businesses include Phillips, Seattle Genetics and CMC. By 2035, the center is expected to grow from 10,800 to 22,521 in jobs and from 1,800 to 5,460 in residential population.

This unimproved section of Bothell Way is a significant barrier to growth and opportunities in Canyon Park that taps into nearby cities including downtown Bothell, Woodinville, Kenmore, Lake Forest Park and Shoreline along SR 522. However, the proposed improvements will provide the needed capacity for commuters and freight alike coming to/from Canyon Park, as well as adding connections to regional transit systems and bike trails, to develop and sustain existing jobs/businesses.

The extension of Community Transit SWIFT Green Line BRT will play a big role in opening up a mode of connection that otherwise does not exist today. This extension will connect with the Sound Transit/King County Metro SR 522 & I-405 BRT systems that will link further to the I-5 Link Light Rail system making a complete network of transportation opportunities available on a regional level where there was none before.

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.

This project supports the long-term strategy to maximize efficiency of this corridor by three main elements in conformance with the Imagine Bothell Comprehensive Plan: 1) increasing capacity, 2) synchronization of signals (ITS), and 3) supporting High Capacity Transportation (HCT).

The corridor currently has an ADT of 17,800 and is projected to have an ADT of 31,400 in 2035, making the existing 2 capacity lane roadway significantly inadequate. The high volume also creates delays and backups at signals during peak periods. This project will widen the roadway to a 4-capacity lane facility.

The existing system operates at a Level of Service (LOS) E during peak periods with 45 to 55 second delays, and is estimated to operate at a LOS of F with 60-70 second delays by 2035 if improvements are not made. To further enhance these improvements, Intelligent Transportation Systems (ITS) will be utilized to synchronize signals, which is expected to improve this regional corridor to a LOS C reducing traffic delays and lifting average traffic speed from 16.5 to 25.7 mph during peak periods.

Imagine Bothell Comprehensive Plan TDM Action TR-A45 also involves long term strategies to support the development of High Capacity Transportation (HCT) and Bus Rapid Transit (BRT). In this project's case, Bothell will coordinate with the Community Transit Long Range Transit Plan to extend the SWIFT Bus Rapid Transit service within the next ten years. This project will also include adaptive signal enhancements to allow for transit prioritization to make corridor
efficiency even better. With its extension, the SWIFT BRT will connect to the regional transit network of Sound Transit/King County Metro BRT systems (I-405, SR 522, I-5) helping move about a vast number of populations between regional centers and greatly reduce trips of single occupancy vehicles.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

Canyon Park Regional Growth Center is served by three main corridors, SR 527/Bothell Way, I-405 and 228th Street. This project improves Bothell Way south of the center, which is the last segment of unimproved roadway along the corridor between I-405 and SR 522. The Bothell Way existing facility is improved for about a mile south of I-405 with 5 lanes, bike lanes, and sidewalks and transit amenities, and then discontinues (or reduces) for 1.3 miles until reaching downtown Bothell limits where it widens again to fully improved about 0.3 mile north of SR 522.

The Bothell Way NE widening project provides a logical segment by developing the 1.3-mile of unimproved roadway to a fully functional multimodal corridor and freight route to link all transportation alternatives together from I-405 to SR 522.

These improvements also directly link the Community Transit SWIFT Green Line BRT where it ends at Canyon Park Regional Center, and makes provisions to expand its route to downtown Bothell where regional transportation systems (Sound Transit and King County Metro BRT systems) are located at SR 522 leading to other regional growth centers. It will also logically connect the bike system to North Creek and Burke Gilman Trails that directly connect Canyon Park to Kirkland, Redmond, and University regional centers.

3. **Describe how the project fills in a missing link or removes barriers to/from a center.**

The Bothell Way corridor is a major route between Canyon Park Regional Center and downtown Bothell. This corridor is considered a significant transportation, and commercial freight route link carrying annual gross tonnage of approximately 4 million tons between I-405 and SR 522. This project fills missing links in bike, sidewalk and transit facilities, and removes barriers such as corridor level of service and inefficiencies.

This section of roadway does not provide adequate facilities to "link" the alternative forms of transportation that people need to reach the center. Traffic capacity is restricted to 2 capacity lanes and creates an over 1-mile gap in bike lanes and transit amenities. Sidewalks are also missing from a total of 60 - 70% of the corridor length making pedestrians walk onto narrow shoulders until improvements can be reached at the project ends. Transit does drive through the limits of the project, but does not have any convenient stops making users walk at least 0.5 mile to the nearest stop; and high capacity transit (HCT) service does not exist at this time.

This project will address each of the missing forms of transportation to complete a continuous network of bike, sidewalk and transit systems to/from Canyon Park Regional Center; and significantly improve the efficiency of the corridor. It will also provide High Capacity Transit (HCT) service, and bike lanes to reach other regional BRT and trail systems that directly connect Canyon Park to Kirkland, Redmond, and University Community regional centers.

The LOS standards for this corridor will also improve the movement of freight to/from Canyon Park Regional Center and transit operations through ITS and adaptive signal enhancements allowing for transit prioritization.

4. **Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.**

SR 527/Bothell Way NE is a significant regional transportation corridor that stretches from SR 522 in Bothell to I-5 in Everett. This project improves a segment of the regional transportation system that connects to all regional centers via critical connecting points at SR 522 and I-405.

The project will remove an existing "bottleneck" on Bothell Way between SR 522 and I-405. The existing facility narrows from a 4 capacity lane facility to 2 lanes for approximately 1.3 miles and then widens back to 4 lanes in downtown Bothell. The system currently has an ADT of 17,800 operates at a Level of Service (LOS) E during peak periods with 45 to 55 second delays, and is projected to have an ADT of 31,400 operating at a LOS of F with 60-70 second delays by 2035. The completion of this project is expected to improve this regional corridor to a LOS C reducing traffic delays, and improving average traffic speed from 16.5 to 25.7 mph during peak periods. This will be done by adding the necessary capacity, ITS improvements, and adaptive signals to allow for transit prioritization creating an efficient moving corridor.

This project will also relieve pressure on the regional system by introducing the expansion to the Community Transit SWIFT Green Line BRT from Canyon Park Regional Growth Center to the Sound Transit and King County Metro SR 522 & I-405 BRT systems in downtown Bothell. It is estimated that service and ridership will increase similar to the SWIFT expansion to Canyon Park in 2019. After one year, transit ridership was up 135%. With the increased
ridership through the provisions of better access and additional amenities linking to regional transit services, the overall regional system is expected to reap an overall positive impact.

The system will also see the same positive results by completing the bike lane "gap" to link to the North Creek and Burke Gilman Regional Trail systems.

All of the improvements will be a main source of significant amounts of reduced vehicle miles traveled (VMT) positively impacting the overall system performance.

5. **Describe how this project addresses safety and security.**

   Bothell Way NE in the project limits is a 2-lane facility with an intermittent center lane, with no bike lanes, and missing sidewalks through most of its length. The safety and security problems can be summarized in to categories: 1) pedestrian and bike, and 2) vehicular.

   Pedestrian facilities are limited throughout the corridor, and are missing between 60-70% of its length. Bike lanes are missing entirely. This causes pedestrians/bikes to walk/ride on narrow shoulders adjacent to traffic. This project proposes to construct sidewalks and protected bike lanes on both sides of the roadway, and connect to the existing networks. Ample street lighting will be included as well for a safe secure corridor.

   Vehicle safety is also a concern. In the last 3 years, there have been a total of 129 accidents on the Bothell Way NE corridor from 228th Street to SR 522. A total of 53% of those accidents were located within the project limits, which 23% represented accidents on a curve. As part of this project, a continuous center turn lane will be provided giving a refuge for driver making left turns, and dividing the through traffic lanes. It will also improve sight distance around curves to address driveways as a result of the better access management and a wider roadway.

6. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   This project provides three types of improvements that lead to active transportation and public health - sidewalks, bike lanes and better access to transit connection. These improvements are also estimated to result in 4,300 metric tons per year in lower vehicular emissions.

   The length of this project is roughly 1.3 miles with sidewalks and bike lanes on both sides. The sidewalks will be enhanced with landscaping buffers from traffic and lighting encouraging outside activity in a safe environment. The added bike lanes is another public health improvement as part of this project. Approximately 2.6 miles of protected bike lanes will be included along the entire length of the corridor. The bike lanes also connect to a continuing network of bike lanes at each end of the project leading to North Creek and Burke Gilman regional trails and many regional parks, which in large part will also be used by the projected 10,000 (FTE) students attending UW-Bothell/Cascadia Campus.

   The project promotes first and "last mile" connections by providing the missing gap of non-motorized improvements to those who may not have access to vehicles giving them a chance to travel to public places in other regional centers, such as parks, hiking trails, outside entertainment destinations, and shopping.

**Criteria: Air Quality and Climate Change**

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   - Roadway Improvement, Transit and Ferry Service, Bicycle and Pedestrian Facilities, Intelligent Transportation Systems

**Air Quality and Climate Change: Roadway Improvement**

1. **What is the length of the project?**
   1.3 miles

2. **What is the average daily traffic before and after the project?**
   17,800 ADT currently, 31,400 ADT projected for 2035. The counts are based on data collected in October 2019.

3. **What is the average speed before and after the project?**
   16.51 mph currently, 25.73 mph projected for a 5-lane section. This is based on the project traffic increases, additional lane capacity and corridor efficiencies enhanced by the adaptive signals and other intelligent transportation items.

4. **What is the average daily transit ridership along the corridor?**
   There are 62.1 boardings from Bothell Way NE & 240th St to Bothell Way Ne & Reder Way
5. **How many daily peak period transit trips serve the corridor?**
   28 existing trips (Community Transit Route 105)

6. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
   N/A

7. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
   N/A

8. **What is the percentage of freight truck traffic on the facility?**
   4%

9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   This project will provide for the expansion of the Community Transit SWIFT Green Line network increasing the transit system's ability to accommodate existing and future travel demand, particularly for peak-period commute trips. This effort also provides an effective alternative to congested freeways and roadways for travelers and can reduce vehicle miles traveled by increasing transit ridership, including connections with Sound Transit/King County Metro SR 522 & I-405 BRT systems in downtown Bothell.

   This project will enhance pedestrian facilities (i.e., streetscape and sidewalk improvements) to encourage walking and reduce the reliance on the single-occupancy vehicle.

   The project will complete the bikeway network in this corridor to create an interconnected system of bike lanes and bike paths. Increasing the network of bike facilities helps encourage biking as a safe and convenient alternative to driving.

10. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    The data provided above is based on 2019 traffic volume counts and traffic analyses associated with the development of the travel demand model used for the City's Comprehensive Plan Transportation Element update and Fehrs and Peers 2018 study.

    Transit data/information was provided by Community Transit and Community Transit Long Range Transit Plan.

### Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**
   The project area is served by Community Transit Route 105. There are 836 average weekday boardings on Route 105. The current transit ridership for the affected stops is:
   - **Northbound**
     - 980: Reder Way & Bothell Way NE = 25.3
     - 2746: Hwy 527 & NE 190th St = 26.2
     - 991: Hwy 527 & 240th SE = 15.6
   - **Southbound**
     - 2958: Hwy 527 & 240th ST SE = 17.5
     - 1475: Hwy 527 & NE 190th St = 37.5
     - 3162: Bothell Way NE & Reder Way = 21.6

2. **What is the average transit trip length for the affected routes?**
   The average trip length on Route 105 is 5.7 miles.

3. **What is the average transit trip length of the entire system?**
   The average trip length for the Community Transit network is 9.2 miles.

4. **If the project includes a park and ride, how many new stalls are being provided?**
    N/A

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   This project will construct 1.7 miles of new sidewalk and 2.6 miles of bike lanes extending to existing networks outside project area. The new facility will also be illuminated for safety and security leading to transit stops. It is anticipated that 2 new stops will be provided in the area.

6. **What is the expected increase in transit ridership from the project?**
   A comparison of observed ridership before (Oct 2018) & after (Oct 2019) the launching of the SWIFT Green Line BRT on the SR-527 corridor (i.e. from 16th Ave to Canyon Park P&R) illustrates the potential of SWIFT to encourage mode shift to transit. In that section directly to the north of this project location on SR-527, Community Transit observed a 135% increase in ridership increasing from 540 average weekday boardings to 1,269 average weekday boardings.
These rides took place on the SWIFT Green Line BRT and the Route 105, which remains on the corridor at a 30 min headway as a local service underlay. With an extension of the SWIFT Green Line BRT to the Sound Transit/King County Metro SR 522 & I-405 BRT systems, the Bothell Way NE improvements may spur a similar increase in ridership, which when the growth factor is applied to the 62.1 boardings that exist today, would suggest that ridership in this project section could jump to 146 boardings with nearly one thousand more weekday boardings.

7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**
   N/A

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
   The transit data above was provided by the Community Transit Data Program, which collects information thru various methods including APCs, sampling, surveys, etc.

### Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   This project will construct 1.7 miles of new 5' wide sidewalk, 2.6 miles of new 5' wide protected bike lanes. These new facilities will have the benefit of a landscaping buffer and illumination as well. This project will close the gaps in bicycle and pedestrian facilities that exist along this corridor, and will complete the network reaching from Canyon Park to downtown Bothell and regional trails.

2. **What is the length of the proposed facility?**
   1.3 miles

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   The proposed bicycle/pedestrian facilities will connect to existing facilities outside the project limits, and create a continuous network of bicycle/pedestrian access throughout the Bothell Way NE corridor from Canyon Park Regional Center to downtown Bothell and North Creek/Burke Gilman regional trails.
   This project will also connect with the expansion of Community Transit SWIFT Green Line BRT from Canyon Park Park-n-Ride to SR 522 and connections with Sound Transit and King County Metro systems, including:
   - Sound Transit "Stride" (Route 522, 535)
   - King County Metro (SR 522) "Rapid Ride" to Downtown/UW Bothell/Cascadia Campus
   - Sound Transit Link Light Rail @ I-5/NE145th St Station
   - King County Metro Route 230, 239, 312, 342, 372

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Use regional defaults

5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Use regional defaults

6. **What is the average bicycle trip length?**
   Use regional defaults

7. **What is the average pedestrian trip length?**
   Use regional defaults

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   Use regional defaults

### Air Quality and Climate Change: Intelligent Transportation Systems and Corridor Efficiency

1. **What is the existing level of service?**
   E

2. **What are the existing number of lanes (in one direction)?**
   1

3. **What is the existing average daily traffic?**
   17,800
4. What is the existing average speed?
   16.51 mph

5. What are the ITS improvements being provided?
   Fiber optic connectivity between signals for synchronization, and adaptive signal
   improvements to allow for transit prioritization.

6. How many intersections are being improved?
   6

7. What is the length of the project?
   1.30 miles

8. What is the percentage of freight truck traffic in the project area?
   4

9. What is the expected improvement to level of service?
   The projected level of service for the corridor would be restored from LOS E conditions to LOS
   C conditions at intersections and corridor wide upon project implementation.

10. What is the expected improvement to average speed?
    Improvement to average travel speed will be from 16.5 to 25.7 during peak periods, or 30
    mph maximum speeds in accordance with existing posted speed limits.

11. What is the expected improvement to average vehicle delay?
    During peak periods, the existing system operates at a Level of Service (LOS) E with 45-55
    second delays, and could degrade to LOS F with 60-70 second delays by 2035. With the
    improvements, the corridor is estimated to operate at a LOS of C with less than 30 second
    delays.

12. Please describe the source of the project data provided above (e.g.,
    Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous
    projects, etc.)
    The source of data provided above is based previous level of service analysis and studies for
    the corridor and specific intersections, and Transportation Study by Fehrs & Peers related to
    2019 Canyon Park Sub Area Study.

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?
   STP

2. Has this project received PSRC funds previously?
   Yes

3. If yes, please provide the project’s PSRC TIP ID
   BOTH-53

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Total Request: $1,650,000.00

Total Estimated Project Cost and Schedule

PE

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Expected year of completion for this phase: 2022

ROW

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<td>STP</td>
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Local Unsecured $12,850,000.00
Local Secured $300,000.00
$14,800,000.00

Expected year of completion for this phase: 2024

Construction

Funding Source       Secured/Unsecured       Amount
Local                Unsecured               $12,850,000.00
Local                Secured                $300,000.00
$14,800,000.00

Expected year of completion for this phase: 2026

Summary

1. Estimated project completion date
   December 2027
2. Total project cost
   $55,230,000.00

Funding Documentation

1. Documents
   CFP_Worksheet.pdf
2. Please enter your description of your financial documentation in the text box below.
   Bothell Way NE Improvements, BOTH-53, was split into 3 project phases due to size and costs. For Preliminary Engineering shown above, all grant funds previously secured were used to complete the entire length of the project, i.e. project Phase 1, 2 and 3.

   This application request of $1,650,000 is for the right of way acquisition of project Phase 2. The remaining unsecured construction funds, shown above in the amount of $12,850,000, is for Phase 2 and 3, and will be part of a separate request.

   See attached draft Capital Facilities Plan (CFP). Design phase funds are fully secured. Local matching dollars will be provided using allocated Transportation Impact Fees for the Right of Way phase for 2023 and 2024. The City is currently working on the updated CFP. The City's 2021-2027 CFP update is expected to be completed in July 2020 for City Council Adoption in October/November 2020.

   The City Budget is on a biennium basis. The 2023-2024 biennium budget is planned for City Council's approval in Nov/Dec 2022.

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering? No
2. What is the actual or estimated start date for preliminary engineering/design? September 2019
3. Is preliminary engineering complete? No
4. What was the date of completion (month and year)? N/A
5. Have preliminary plans been submitted to WSDOT for approval? No
6. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above. N/A
7. When are preliminary plans expected to be complete? 2022
Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project? Documented Categorical Exclusion (DCE)

2. Has the NEPA documentation been approved? No

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   November 2022

Project Readiness: Right of Way

1. Will Right of Way be required for this project? Yes

2. What is the actual or estimated start date for right of way? February 2023

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? December 2022

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.
   It is estimated that a total of 8 properties will be impacted by this project, including a total of 6 strip takes. In addition, temporary construction easements or permits will be required from these affected properties.

5. What is the zoning in the project area?
   Residential (R4000, R5400a, R2800), Office Professional, and Community Business

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
   The schedule assumes condemnation will be required for properties, including City Council action to adopt such an ordinance. Following right of way plan approval and estimate, about 4 months will be needed to finalize appraisals and offers, 6 months to negotiate with property owners, and then 10 to 12 months for condemnation process.

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)? N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
   True cost estimate of Right of Way - Nov 2022
   Right of Way Plans (stamped) - Nov 2022
   Relocation Plan (if applicable) - Nov 2022
   Right of Way Acquisition - Nov 2023
   Right of Way / Relocation Certification - Nov 2024

Project Readiness: Construction

1. Are funds being requested for construction? No

2. Do you have an engineer's estimate? N/A

3. Engineers estimate document N/A

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   N/A

5. Are Plans, Specifications & Estimates (PS&E) approved?
6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

N/A

7. When is the project scheduled to go to ad (month and year)?

N/A

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

   This is a critical corridor that connects 2 growing rapidly growing area to the north and south of the corridor. Bothell is the city that contains the transportation hubs (SWIFT Green Line BRT Expansion, Sound Transit/King County Metro SR 522 & I-405 BRT systems, Sound Transit I-5 Link Light Rail, etc.) that connect the East Side to West Side of Lake Washington and the Regional Centers to the North to the Regional Centers to the South.

   Community Transit Long Range Transit Plan identifies this corridor as a key factor in their expansion of the SWIFT Green Line BRT.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

   The City is looking to enhance mobility of this corridor through adaptive signal technology to allow for transit prioritization and efficient signalization to meet traffic demand and real time traffic conditions.

3. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

   The development of the Comprehensive Plan reviews and studies existing conditions, land use assumptions, local and regional planning, estimated traffic impacts, facility and service needs, and financial resources in order to identify key transportation improvements to meet future growth. The overall benefits of projects are determined as a result of successful completion of projects that address capacity and level of service issues, implementation of multimodal policies (i.e. sidewalks, trails and bicycles), and transit use.

4. Final documents

   180418_UW_of_Support_City_of_Bothell_Bothell_Way_Project.pdf,
### BOTHELL WAY NE IMPROVEMENTS

#### ESTIMATED PROJECT COSTS

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Existing Deficiencies

- Corridor gap linking Canyon Park Regional Center
- 2 directional lanes with intermittent center turn lane
- Insufficient capacity / “bottleneck”
- Narrow shoulders, and minimal street lighting
- Discontinuous or absent of sidewalks throughout
- No bike facilities
- No transit amenities
April 17, 2018

City of Bothell
Attention: Jennifer Phillips
18305 101st Ave NE
Bothell, WA 98011

Re: PSRC 2021 Grant Funding Competition:
Bothell-Everett Hwy/ Bothell Way NE Widening, 240th ST SE to Reder Way

Dear Ms. Phillips:

The University of Washington Bothell (UW Bothell) has been a proud member of the Bothell community for 28 years. UW Bothell has invested heavily into its campus over the last several years to meet our increasing enrollment and educational opportunities, including the $68 million Discovery Hall STEM Building and $20 million Student Activities and Recreation Center. The campus recently updated the campus master plan to identify growth anticipated for the next twenty years. The campus planning and investments reflect an ongoing commitment to the partnership with the students, community and the City of Bothell and further supports the vision to revitalize the downtown area. The added development with housing, retail and restaurant destinations will nicely supplement the growth of our campus, and the improved access that goes with it.

UW Bothell supports the completion of the Bothell-Everett Hwy/ Bothell Way NE Widening Project which will improve the existing multimodal facilities between the Downtown Bothell and I-405, which connects the UW Bothell campus to the regional transit facilities. UW Bothell has been one of the fastest growing public higher education institution in the state and the country. Combined with Cascadia College the student, faculty and staff population is over 8,700 and climbing to over 10,000 in the next couple of years. Thirty-five percent of the campus population uses alternative modes of transportation. This type of project will support roadway capacity, non-motorized travel of walking and biking and increase transit speed and reliability which is critical for the regional growth center in Bothell and the rest of the community. We give full support towards the City's application for grant funding and the project's completion.

Sincerely,

[Signature]

Kelly Snyder
Assistant Vice Chancellor for Government and Community Relations
April 10, 2018

Ms. Jennifer Phillips, City Manager  
City of Bothell  
18415 101st Avenue NE  
Bothell, WA 98011

Re: FHWA STP Grant Funding Competition:  
Bothell-Everett Hwy/ Bothell Way NE Widening, 240th ST SE to Reder Way

Dear Ms. Phillips:

Community Transit is pleased to support the City of Bothell’s request for PSRC STP funds for the Bothell-Everett Hwy/ Bothell Way NE Widening, 240th ST SE to Reder Way project.

The Bothell-Everett Hwy/ Bothell Way NE corridor is currently experiencing high levels of congestion. The improvements will complete a missing link by improving the roadway to provide a continuous 4-5 lane arterial between SR 522 and the Canyon Park Regional Growth Center adjacent to I-405.

The additional capacity on Bothell-Everett Hwy/ Bothell Way NE will improve the efficiency of transit mobility and allow for the development and extension of Community Transit’s Swift Bus Rapid Transit system on the corridor. The extension of the BRT system will increase ridership along the corridor and provide regional connectivity between Community Transit’s Swift Green Line BRT to Sound Transit and King County Metro BRT services.

Bothell-Everett Hwy/ Bothell Way NE is also a critical connection between the Canyon Park Regional Growth Center and the University of Washington Bothell/Cascadia College campus which rely heavily on the public transit for multi modal options for uses of the campus.

The planned Bothell-Everett Hwy/ Bothell Way NE improvements will make transit a more viable alternative for residents, employees, students, and visitors to the City of Bothell. We therefore strongly support grant funding for this project.

Sincerely,

Emmett Heath  
Chief Executive Officer  
Community Transit