2020 PSRC Regional STP/CMAQ Competition

Corridor Serving Centers

Bothell Way Improvement Phase 1 (Reder Way to NE 191st St)

Project Site
- Bothell Way NE - Principal Urban Arterial
- T3 Freight Route
- Connects Bothell’s Canyon Park Regional Growth Center to multiple Regional Centers
Bothell Way NE Improvements
Phase 1 – NE 191\textsuperscript{st} St to Reder Way
Phase 2 – 240 ST SE to County Line
Phase 3 - County Line to NE 191\textsuperscript{st} St (Future Application)
Existing Conditions

- Reduces from 4 lanes to 2 lane facility
- 2 directional lanes with intermittent center turn lane
- Minimal shoulder width
- Current ADT 17,800 / Future ADT = 31,400 (2035)
Bothell Way NE Improvements

**Traffic Safety & Security**
- Protected bike lanes
- Street/Pedestrian Lighting
- Continuous 2-way left turn lane

**Regional Center Support**
- Increased traffic capacity/speed
- Support extension of SWIFT Green Line
- Completes network of bike lanes
- Completes network of sidewalks

**Continuity/Sustainability**
- ITS Connectivity /Adaptive signals
- Allows for transit prioritization
- Fills bike lane gap / missing mode
- Fills sidewalk gap / missing mode

**Air Quality/Climate Change**
- Reduce emissions 4,318 tonne
- Increased transit ridership
- VMT Reduction

**Traffic Safety & Security**
- Protected bike lanes
- Street/Pedestrian Lighting
- Continuous 2-way left turn lane
Benefit to Canyon Park Regional Growth Center

- Employees thousands of people in the high-tech and bio-medical fields
- Projected growth from 17 people/acre to 45 people/acre

<table>
<thead>
<tr>
<th>Activity Units</th>
<th>Regional Growth Center Current</th>
<th>Regional Growth Center 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population(^a)</td>
<td>1,773</td>
<td>5,460</td>
</tr>
<tr>
<td>Employment(^b)</td>
<td>10,833</td>
<td>22,521</td>
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</tbody>
</table>

Notes/Sources:
\(^a\) ESRI Business Analyst – 2018 Population, accessed 2019
\(^b\) PSRC 2017
Travel/Missing Mode Benefits

- Removes “bottleneck” and provides reliable transit service on Bothell Way NE.
Travel/Missing Mode Benefits

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Travel/Missing Mode Benefits

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- Extends planned transportation services of Community Transit Swift Green Line
- Provides safe and convenient transit facilities and transfer connections to BRT Systems
- Fills bike lane and sidewalk “gaps” in connecting corridor
- Provides safe pedestrian facilities and access to other modes
### User Group Benefits

#### Within 0.5 mile of Canyon Park Regional Center

- **%Minority** = 27 - 28%
- **Seniors (Over 65)** = 15 - 16%
- **Adults with Disability** = 9 - 12%
- **Low Income Population** = 3 - 11%

* Taken From PSRC Project Selection Resource Map for Sno and King Cty

#### University of Washington/Cascadia College

- Expected increase in enrollment from 9,700 to 14,000 students
- 35% of students rely on transit
- 85% of students live in Snohomish and King Cty

#### Downtown Bothell Local Growth Center

<table>
<thead>
<tr>
<th></th>
<th>Employment</th>
<th>Residents</th>
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<tbody>
<tr>
<td></td>
<td>2,500</td>
<td>7,800</td>
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<tr>
<td>20 yrs</td>
<td>3,900</td>
<td>11,400</td>
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Project Readiness/Financial Plan

Design is fully funded
Anticipated completion of Design: 2022

Request for Right of Way Phase 1

Regional STP Funding Request = $4,900,000
Local Match = $1,800,000
Total Estimated Cost Right of Way Phase 1 = $6,700,000
Financial Documentation for Phase 1

This application request of $4,900,000 is for the right of way acquisition of project Phase 1. The remaining unsecured right of way funds, shown above in the amount of $8,100,000, is for Phase 2 and 3, and will be part of a separate request.