Washington State
Transportation Commission

#2

PRELIMINARY ANALYSIS
SR 527 Route Jurisdiction Transfer Request
City of Bothell

February 2010

PURPOSE

To determine if the designation of State Route (SR) 527 from SR 522 (MP 0.00) to I-405 (MP 2.51) is appropriate as a state route in accordance with the state highway designation criteria in RCW 47.17.001.

BACKGROUND

In 2009, the Legislature designated the Washington State Transportation Commission (Commission) to review requests for route jurisdiction transfers from cities, counties or the state and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

The Commission adopted WAC 468-710 for the administration of the Route Jurisdiction Transfer (RJT) process. RCW 47.17.001 describes minimum criteria that must be met to be eligible for state route designation.

On November 19, 2009, the city of Bothell submitted an official request to the Commission to transfer 2.51 miles of SR 527, between SR 522 and I-405, to the city. These limits lie entirely within the city of Bothell and, if granted, would result in Bothell acquiring approximately 2.51 miles of SR 527. They also submitted an agency evaluation of whether the route met the transfer criteria as detailed in RCW 47.17.001.

This analysis assists the Commission in establishing a preliminary finding.

CRITERIA SET OUT IN WAC

WAC 468-710-020

Urban highway route - An urban highway route is the portion of a route that is within a federal urban area boundary:

> ANALYSIS: SR 527 within the limits of the requested transfer lies within a federal urban area. **The route meets the requirement of this section of the WAC and is therefore defined as an Urban Highway Route.**

WAC 468-710-030

In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. Counties, cities, the department of transportation and the commission will use these same criteria to assess the merits of any proposed changes to the state highway system.

CRITERIA SET OUT IN RCW

RCW 47.17.001
In considering whether to make additions, deletions, or other changes to the state highway system, the Legislature is guided by the following criteria as contained in the Road Jurisdiction Committee Phase 1 report to the legislature dated January 1987:

RCW 47.17.001(1)
A rural highway route should be designated as a state highway if it meets any of the following criteria:

ANALYSIS: SR 527 is not a rural highway. **RCW 47.17.001(1) does not apply.**

RCW 47.17.001(2)
A rural highway route may be designated as a state highway if it is part of an integrated system of roads and:

ANALYSIS: SR 527 is not a rural highway. **RCW 47.17.001(2) does not apply.**

RCW 47.17.001(3)
An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

RCW 47.17.001(3)(a)
Is designated as part of the interstate system;

ANALYSIS: SR 527 is not part of the interstate system. **This supports transfer to the City of Bothell.**

RCW 47.17.001(3)(b)
Is designated as part of the system of numbered United States routes;

ANALYSIS: SR 527 is not part of the numbered United States routes. **This supports transfer to the City of Bothell.**

RCW 47.17.001(3)(c)
Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

ANALYSIS: Neither SR 522 nor I-405 are rural state highways. Therefore SR 527 is not an urban extension of one. **This supports transfer to the City of Bothell.**

RCW 47.17.001(3)(d)
Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

ANALYSIS: SR 527 is an urban principal arterial that runs between SR 522 and I-405. A connecting link by WAC 468-710-020 definition generally bypasses the central business district (CBD) and/or the central city to form loops and beltways. SR 527 begins in the heart of downtown Bothell at SR 522 and continues to the north through the CBD. Therefore it should not be classified as a connecting link. SR 522 connects directly to I-405 approximately 3 miles south of the SR 527 interchange. Any regional traffic clearly will take I-405 or SR 522. The population of Bothell is only 33,240 which is significantly

less than the 50,000 mentioned in this WAC. SR 527 begins in a very urbanized area with many businesses and then travels through a less developed section before it intersects with I-405 in a very urban environment once again. The route carries mainly local traffic as opposed to regional traffic. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)
The following guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

RCW 47.17.001(4)(a)
For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

ANALYSIS: This applies to local roads requesting to transfer to the state highway system which is not the case. **RCW 47.17.001(4)(a) does not apply.**

RCW 47.17.001(4)(b)
State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

ANALYSIS: SR 527 connects SR 522 to I-405 and then eventually to I-5 providing continuity in the region. The original intent of SR 527 was to provide a primary north/south connection of the greater Bothell area to SR 99. This primary function has now been replaced by I-405 and I-5. Continuity will be maintained by the direct connection of SR 522 with I-405. Transferring SR 527 to Bothell would introduce discontinuity in the state highway system within the limits of the transfer. However due to the very urbanized environment and a dense system of roads, continuity would be maintained by SR 522, I-405, I-5 and other arterials in the vicinity. **Based on the criteria, it is inconclusive whether SR 527 meets the requirement of a state highway.**

RCW 47.17.001(4)(c)
Public facilities may be considered to be served if they are within approximately two miles of a state highway.

ANALYSIS: There are several public facilities that are indirectly served by SR 527. These include Mary Murphy Park, William Penn Park, Bothell Landing Park, Bothell High School, Shelton View Elementary School, Canyon Park Jr. High School and numerous city facilities. These facilities are better served by other arterial routes in the area. SR 527 would continue to indirectly serve all these facilities as a principal arterial street instead of a state highway if this request is granted. Cascadia Community College and the University of Washington – Bothell are served only by SR 522 and I-405. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(d)
Exceptions may be made to include:

RCW 47.17.001(4)(d)(i)
Rural spurs as state highways if they meet the criteria relative to serving population centers of one thousand or greater population or activity centers with

population equivalencies or an aggregated population of one thousand or greater;

ANALYSIS: The route is not classified as rural. **RCW 47.17.001(4)(d)(i) does not apply.**

RCW 47.17.001(4)(d)(ii)
Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

ANALYSIS: SR 527 does not provide access to any ferry terminals, state parks, seaports or airports. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(d)(iii)
Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

ANALYSIS: SR 527 does provide an alternate route for travelers on I-405 looking to access SR 522 or avoid possible backups on I-405 from the SR 527 interchange to the SR 522 interchange. Most regional traffic uses I-405 as seen by the ADT and regional traffic plans. Regional truck traffic primarily uses I-405 due to the superior geometry and speed limit of the highway. Truck traffic on SR 527 primarily serves the local businesses along the route and would continue to do so if transferred. The criteria in this WAC could be interpreted to support either retention as a state highway or transfer to the City of Bothell. The three-lane geometric cross section of much of SR 527 supports transfer to Bothell. The capacity of this highway is nowhere near the capacity of I-405. However, the fact that SR 527 does provide a bypass route for traffic on I-405 lends support to it remaining a state highway. **Based on the criteria, it is inconclusive whether SR 527 meets the requirement of a state highway.**

RCW 47.17.001(4)(e)
In urban and urbanized area:

RCW 47.17.001(4)(e)(i)
Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment a state highway; and

ANALYSIS: SR 527 is not a regional traffic generator, nor does it serve major public facilities. The nearby Cascadia Community College and the University of Washington, Bothell are both served directly by SR 522 and I-405. The public facilities served by SR 527 such as Bothell City Hall are not significant regional traffic generators. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(e)(ii)
There may be no more than one parallel non-access controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

ANALYSIS: There are no other parallel non-access or limited access facilities within the same corridor. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(f)
When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

RCW 47.17.001(4)(f)(i)
The ability to handle higher traffic volumes;

ANALYSIS: SR 527 and I-405 are the two routes that access Bothell from the north. I-405 clearly has the ability to handle much higher traffic volumes. For the majority of the limits SR 527 is a two- or three-lane road with a two-way center left-turn lane. There are many driveways that directly access SR 527 as well as many signalized intersections. The highest traffic volume on this piece of roadway is 40,000 vehicles per day (VPD) between 228th Street and I-405. Traffic volumes on the remainder of the road range between 15,000 and 20,000 VPD. I-405 carries over 110,000 VPD in the vicinity of SR 522 and SR 527. I-405 is currently a four lane interstate with full access control and a posted speed of 60 MPH. I-405 clearly has the ability to handle higher traffic volumes. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(f)(ii)
The higher ability to accommodate further development or expansion along the existing alignment;

ANALYSIS: SR 527 does not possess a higher ability for development than I-405. Throughout the downtown core of Bothell development exists up to the edge of the current roadway. Right-of-Way (ROW) along much of the route only extends to the edge of the sidewalk, making expansion very difficult. I-405 already consists of a much wider ROW, which would lend to a much easier expansion along the existing alignment. Much of this expansion is already programmed by the WSDOT I-405 Corridor Program. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(f)(iii)
The most direct route and the lowest travel time;

ANALYSIS: For regionally oriented traffic I-405 provides a more direct route and a lower travel time than SR 527. I-405 has a posted speed of 60 MPH compared to SR 527 which has a posted speed limit that ranges from 30 - 45 MPH and is directly related to a lower travel time. SR 527 has numerous signalized intersections and multiple private driveways that access the highway which greatly reduces the average travel time. I-405 has no intersections or driveways that access the highway greatly

reducing the impacts on the traffic stream as seen on SR 527. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(f)(iv)
The route that serves traffic with the most interstate, statewide, and interregional significance;

ANALYSIS: SR 527 is not designated as a National Highway System (NHS) route or a Highway of Statewide Significance (HSS). It is designated as a T-3 truck route carrying approximately 3 million tons per year. SR 527 is a highway of only interregional significance and primarily serves the businesses and citizens along its route and immediate surrounding areas. It primarily links the city of Bothell together and provides another access point to I-405. I-405, on the other hand, is designated as a NHS route and a T-1 truck route carrying approximately 18 million tons per year. I-405 is the main north-south corridor on the eastside of Lake Washington and is the critical link between the major metropolitan cities of Renton, Kirkland, Bellevue, and Bothell. WSDOT currently has seven funded projects in their I-405 Corridor Program which include a northbound auxiliary lane from NE 195th St to SR 527. I-405 definitely serves traffic with the most interstate, statewide and regional significance. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(f)(v)
The route that provides the optimal spacing between other state routes;

ANALYSIS: SR 527 does not provide optimal spacing between other state routes. I-405 and SR 522 handle all regional traffic in the area. There is currently a lack of North-South corridors between I-5 and I-405. Spacing is not optimal and a North-South route somewhere near Kenmore would provide the optimal spacing of state highway routes. While optimal spacing is not currently present between I-5 and I-405, SR 527 does not provide that optimal spacing and therefore, this RCW does not support the current status of a state highway. **This supports transfer to the City of Bothell.**

RCW 47.17.001(4)(f)(vi)
The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted;

ANALYSIS: The current designation of SR 527 is not consistent with the City of Bothell's Downtown Revitalization and Comprehensive Plans. Bothell intends to keep SR 527 classified as a principle arterial while transforming it into a corridor that supports non-motorized and transit use. Bothell currently has a funded project that will construct a multi-way boulevard on SR 527 in the downtown area that will include extensive promenade sidewalks, curbside parking, transit pullouts, tree-lined medians, and ground floor shop frontage. The City of Bothell's overall goal of promoting a walkable, business friendly arterial, conflict with WSDOT's primary goal of promoting movement of through traffic. Transferring the route would give Bothell more control in design and permitting of the current project and any future projects. Within the

limits of the proposed transfer WSDOT has no future plans for improvements other than an asphalt overlay project in 2010. **This supports transfer to the City of Bothell.**

RCW 47.17.001(g)

A route designated in chapter 47.39 RCW as a scenic and recreational highway may be designated as a state highway in addition to a parallel state highway route;

ANALYSIS: The route is not a scenic or recreational highway. **This supports transfer to the City of Bothell**

PRELIMINARY RECOMMENDATION

The overwhelming majority of the above mentioned RCWs support transfer of SR 527 to the City of Bothell. However RCW 47.17.001(4)(b) and RCW 47.17.001(4)(d)(iii) both lend support for SR 527 to remain a state highway. Using best engineering judgment practices based on a preliminary analysis of the criteria set forth in RCW 47.17.001 and WAC 468-710, suggests that the route does not meet the essential criteria to be designated a state route and should have jurisdiction transferred to the City of Bothell as described in the background section of this analysis.

Transportation Commission
NOV 23 2009
RECEIVED

November 19, 2009

City of Bothell™
1909 CENTENNIAL CELEBRATION 2009

Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Re: Request Route Jurisdiction Transfer of State Route 527 from WSDOT to the City of Bothell

To Whom It May Concern:

The City of Bothell is requesting the jurisdiction transfer of SR 527, between SR 522 and the I-405 limited access (Milepost 0.00-2.51), from the Washington State Department of Transportation (WSDOT) to the City of Bothell.

The City of Bothell is making this request for the following reasons:

- A desire to transform the roadway to a pedestrian-oriented multi-modal boulevard consistent with the revitalization plan for the downtown Bothell area. This community-supported plan will encourage the continued economic growth of the City of Bothell. Ownership of SR 527 is pivotal to the success of the downtown Bothell redevelopment plan.
- A cost savings for both WSDOT and the City from no longer designing, reviewing and approving the multiple design deviations necessary for each project on this portion of SR 527.
- WSDOT will be able to reduce its maintenance budget. The City will assume responsibility for future overlay projects and has the resources to maintain SR 527 as an arterial facility in compliance with safety standards.
- The City is already financially responsible for the majority of roadway elements on this portion of SR 527.
- The City will accept SR 527 without reservation.

The attached report verifies the requested transfer complies with all the criteria established by RCW 47.17.001. The City of Bothell requests your consideration for endorsement of the SR 527 transfer request.

If you have any questions, please contact me at (425) 486-2768.

Sincerely,

Douglas Jacobson, P.E.
Public Works Director

Enclosures

cc: Eddie Low, P.E., Deputy Public Works Director
Robert S. Stowe, City Manager

Community Development &
Public Works Departments
9654 NE 182nd St.
Bothell, WA 98011
CD 425.486.8152 PW 425.486.2768
www.ci.bothell.wa.us

Printed on recycled paper using vegetable-based inks

SR 527 Route Jurisdiction Transfer from WSDOT to City of Bothell Justification Report

This report proposes the transfer of right-of-way and responsibilities for a portion of State Route (SR) 527 from the Washington State Department of Transportation (WSDOT) to the City of Bothell. The proposed transfer area is SR 527 from SR 522 to the I-405 limited access (Milepost 0-2.51) in King and Snohomish counties. This transfer is being requested by the City of Bothell and is supported by WSDOT. The reasons for this request and the responsibilities, characteristics and conditions of SR 527 are outlined below.

Why is this Route Jurisdiction Transfer being requested?
The City of Bothell Downtown Revitalization Plan and Comprehensive Plan envision the SR 527 (Bothell Way) as it meets SR 522 as a crucial element to the redevelopment of downtown Bothell. Past and current City planning efforts have developed this vision through an ongoing public process with the citizens of Bothell. SR 527 also provides the primary access for existing and future developments in the north area of downtown Bothell.

SR 527 within the downtown are is being redefined by the City as a multiway boulevard design, which enables the higher speed arterial traffic to be flanked by slower side street traffic containing travel lanes with curbside parking, pedestrian-intensive promenade sidewalks, and ground floor shop frontages at the back of sidewalks are provided. Tree-lined medians are also provided to subdivide the width of Bothell Way/SR 527 for enabling pedestrians to cross with greater safety and comfort. Side streets will be signalized to provide better access to and from the businesses. The addition of these improvements has the added benefit of slowing traffic to a safer/pedestrian- paced level through downtown Bothell.

The redevelopment of SR 527 as described above is generally inconsistent with the current WSDOT design standards and goal in promoting the movement of through traffic, while the City design focuses on a walkable, accessible downtown. As undeveloped parcels in the SR 527 corridor within the downtown area develop, it has become increasingly more difficult for the City to obtain the necessary design approvals from WSDOT. Every set of plans prepared for the SR 527 corridor requires approval of several deviations from WSDOT design standards. Some of the WSDOT design standards the City has desired to deviate from include:

- Traffic signal spacing;
- Intersection spacing;
- Driveway spacing;
- Location and type of pedestrian crossings;
- Right turn radii;
- Lane widths;
- Provision for frontage (side) streets; and
- Allowable intersection turning movement.

These are crucial elements to a viable downtown commercial area. The extra costs for design work and justifying studies solely to address these deviations can be as much as an additional $200,000 to $300,000 per project. This transfer will result in cost savings for WSDOT due to no longer needing to review and approve the multiple design deviations necessary for each project on this portion of SR 527.

Jurisdictional transfer of SR 527 from the state to the City would allow the placement of traffic signals as necessary to meet the needs for local traffic circulation. The new signals will provide a protected crossing for pedestrians and allow easier ingress and egress to businesses along SR 527.

The City sees the jurisdictional transfer as necessary and important for the City's continued economic growth,

while maintaining the overall function of the SR 527 as a primary regional arterial corridor.

What are the limits of the transfer request?
The City is requesting the transfer of SR 527 from SR 522 to the I-405 limited access (MP 0-2.51) covering a distance of nearly 2.5 miles, as shown in *Exhibit 1*. This section of SR 527 is entirely within the incorporated limits of the City of Bothell.

What are the characteristics of the roadway within those limits?
In 2007, SR 527 averaged approximately 15,000 vehicles per day (vpd) between SR 522 and 240th Street SE, 21,000 vpd between 240th Street SE and 228th Street SE, and 40,000 vpd between 228th Street SE and I-405 interchange. SR 527 varies in width, but is primarily a two- or three-lane facility with a two-way center left-turn lane and turn lanes at intersections. The speed limit is 30mph between SR 522 and NE 195th Circle, 40mph between NE 195th Circle and 228th Street SE, and 45mph between 228th Street SE and I-405. There are no bridge structures within the proposed turnback area. Roadway width varies between 11-12 feet. Shoulder width varies between four to eight feet in the sections without curb and gutter.

The functional classification of SR 527 from SR 522 to I-405 is an urban principal arterial. Since this segment of SR 527 parallels I-405 with access to and from I-405 near the northern and southern limits of the SR 527 route segment, it is neither essential for regional connectivity nor primarily used by regionally-oriented through traffic. This portion of SR 527 no longer serves a statewide function as a through-route. As shown on *Exhibit 2* the amount of through traffic significantly drops by 2030. Additionally, the travel times (under normal circumstances) for using SR527 to access I-405 versus accessing I-405 directly from SR522 are virtually the same.

There are currently six traffic signals located within the proposed turnback area of SR 527, one of which is a fire station signal. The signals are located at the following intersections with SR 527:

- SR 522
- NE 183rd Street
- NE 185th Street (fire station signal)
- NE 190th Street / NE 191st Street
- 240th Street SE
- 228th Street SE

The addition of wide sidewalks, on-street parking and median islands will narrow the roadway and have a traffic calming effect, thereby slowing traffic and increasing safety for vehicles, pedestrians and bicyclists. This is ideal for the City of Bothell, where a walkable downtown is a goal of the City's redevelopment plan. The planned addition of a few new signals will serve to further slow future traffic through downtown Bothell.

What are the current responsibilities?
Like many state highways, portions of SR 527 are within incorporated cities, including Bothell, Mill Creek, and Everett. State law assigning financial responsibility for such highways is fairly detailed and well documented. These responsibilities were the result of discussions between WSDOT and the Association of Washington Cities. Also, practical coordination between WSDOT, the City, and other cities and towns is generally congenial and well established.

All of the traffic signals in the proposed turnback area are the responsibility of the City for operations and maintenance. The City has an agreement with Snohomish County for this service.

There is some difference in responsibility for cities over or under 25,000. With a current population estimate of over 32,000, the City of Bothell is clearly in the *over 25,000* category. For cities over 25,000, financial responsibility for state highways is shared as listed below. This sharing applies to SR 527 within the City of Bothell.

Current City Responsibility

- stability of cut and fill slopes
- sidewalks
- parallel roadside ditches
- road approach culverts
- cross culverts
- snow plowing
- snow removal
- sanding and de-icing
- channelization
- crosswalks
- striping
- parking signs
- regulatory signs
- stop signs (on intersecting streets)
- signals
- illumination
- street cleaning
- street sweeping
- vegetation
- noxious weeds
- right-of-way encroachments
- right-of-way cleanup
- utility franchises
- underground facilities
- traffic barriers (guardrail, concrete barrier, attenuators, etc.) if a curb exists
- driveway and access approval to abutting properties

Current State Responsibility

- roadway surface (pavement)
- roadway shoulders
- curbs
- directional signs / route markers
- traffic barriers (guardrail, concrete barrier, attenuators, etc.) if needed

As can be seen from the above lists, the City of Bothell already has financial responsibility for most roadway elements on this portion of SR 527.

What will be the result of the change in responsibilities?
Jurisdictional transfer of a portion of SR 527 from the state to the City would in turn transfer all listed state responsibilities to the City. The single most significant financial responsibility to change would be future repaving of the roadway as needed.

What are the costs and risks to this change in responsibilities?
State maintenance records indicate an average annual maintenance cost for this portion of SR 527 of just over $1,100. Although this annual average includes known costs (for roadway surface repair, drainage problems, third party damage, and snow plowing) the records may not be complete. There are likely additional costs not identified in records but nonetheless covered in some manner by state funds. Annual maintenance costs can vary widely and may exceed the State's recorded average as listed above.

While snow removal on this segment of SR 527 at state expense is allowed by law, they seldom if ever perform snow and ice removal. Like any other roadway, there is always risk that unusual weather conditions in any given year could greatly increase needed maintenance costs.

A larger cost to accepting jurisdiction for this portion of SR 527 is the need to periodically repave the roadway surface. Currently the pavement is in good condition. For planning purposes it can be assumed there will be need to repave every seventeen years. Repaving this entire portion of SR 527 would cost about $1.5 million[1] in 2009 dollars. Most of this segment (from NE 186th Street N to 228th Street SE) was milled and paved with 0.15 feet of hot mix asphalt in 2003. The state has a project scheduled to pave the segment from SR 522 to NE 186th Street in 2010. Other portions of the highway segment within the proposed turnback area will be widened or paved in the next five years as a product of City and developer projects. The responsibility to maintain and periodically repave this portion of SR 527 would add to the City's overall transportation grant and funding needs.

Liability costs are by nature often highly variable. Given the relatively high traffic volumes and vehicle speeds on this roadway, the potential for increased liability exposure from the proposed jurisdiction transfer is not small. State financial records regarding paid claims filed between July 1, 2004, and June 30, 2006 were obtained from the Office of Financial Management (OFM) Risk Management Division. While these records may not be complete, OFM tried to identify all such claims associated with SR 527 through the City of Bothell, not including the I-405 interchange area. These records indicate two related claims totaling $2,700 that were paid regarding one single accident.

Does this transfer request meet criteria for a change to the system?

RCW 47.17.001 designates criteria that must be met in order to make a change to the state highway system. The following list shows the criteria for an urban highway route and whether or not SR 527 from SR 522 to the I-405 limited access meets those criteria.

(3) An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

a. Is designated as part of the interstate system
No

b. Is designated as part of the system of numbered United States routes
No

c. Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways
No. With the proximity of a parallel interstate route in I-405 with full interchanges near the northern and southern limits of the turnback area, SR 527 is not a necessary link for through traffic in the state highway system.

d. Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas
No. The current population of the City of Bothell is approximately 34,000 and SR 527 is not a spur.

Based on the above criteria of RCW 47.17.001(3), SR 527 between SR 522 and the I-405 limited access does not meet the criteria for a state highway.

Summary

The redevelopment of the SR 527 urban corridor is crucial to the City of Bothell's continued economic growth and the revitalization of the downtown area. However, the City's plans for SR 527 are not congruous with WSDOT's design criteria for state routes. This presents a challenge for the City and state to cooperatively manage the future of the SR 527 corridor. Since this portion of SR 527 does not serve a

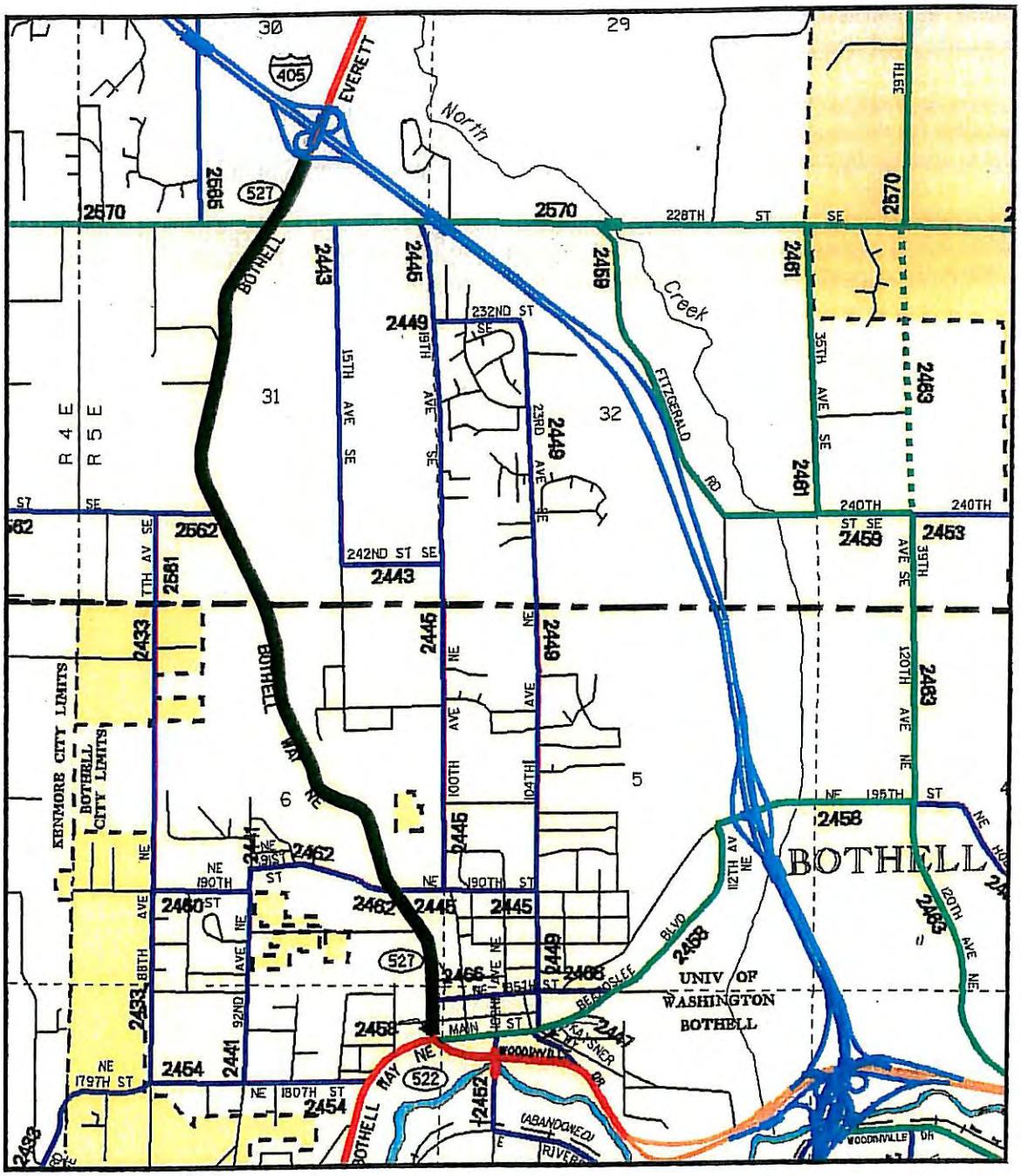
---

[1] This planning level estimate assumes an asphalt overlay depth of 0.15 feet, and includes mobilization, signing, striping, minor items, sales tax, engineering, and some traffic control. Extensive digouts or pavement repair, actual traffic control costs and price escalation could significantly increase this estimate.

statewide function as a through-route and the City has a clear and practical need to continue addressing and emphasizing local circulation, it is only logical to transfer jurisdiction of SR 527 to the City.

The costs and risks of this transfer are usual and known (or commonly estimated). The City is currently responsible for the majority of roadway elements on this portion of SR 527 already. Future repaving costs are the most noteworthy change in fiscal responsibility the City will undertake with this transfer.

There is informal but consistent evidence from senior managers in WSDOT's regional office that they would support such a proposed transfer. The City is formally initiating this Route Jurisdiction Transfer process so that WSDOT can provide a recommendation to the Commission.



State Route 527

(Bothell Way NE/Bothell Everett Highway)

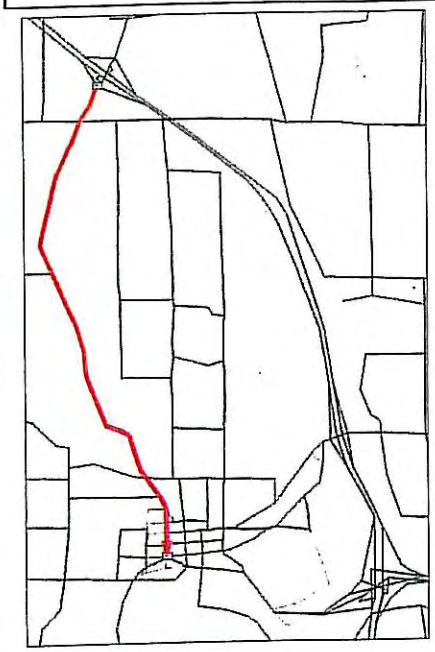
Section to be Transferred

Exhibit 1

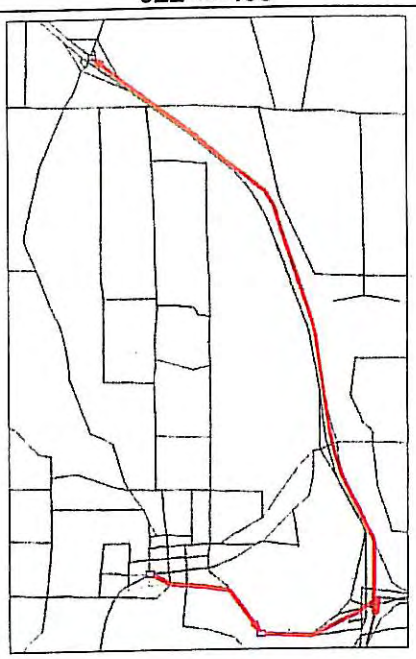
City of Bothell (SR527 Multiway Blvd)

VISUM Model Data

527 ↔ 405



522 ↔ 405



	2000			
Route	527 ↔ 405		522 ↔ 405	
Direction	NB	SB	NB	SB
Through traffic	184	83		
Total traffic	579	471		
% Through Traffic	32%	18%		
Travel Time	6min 15s	5min 42s	7min 23s	5min 58s
	2030			
Through traffic	186	66		
Total traffic	1503	1068		
% Through Traffic	12%	6%		
Travel Time	10min 49s	10min 24s	10min 39s	11min 52s

Exhibit 2

Transportation Commission

MAR 10 2010

RECEIVED

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 8, 2010

Reema Griffith
Executive Director
State of Washington
Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Re: Route Jurisdiction Transfer Request
City of Bothell

Dear Ms. Griffith:

This is in response to the request made by the City of Bothell for the route jurisdiction transfer of SR 527 between SR 522 (milepost 0.0) and I-405 (milepost 2.51). We endorse the city's request to the Commission dated November 19, 2009. The city's letter states they will accept this segment of SR 527 without reservation.

If you need additional information or have any questions, please feel free to contact me at (206) 440-4706. Thank you.

Sincerely,

Lorena Eng, P.E.
Regional Administrator
Northwest Region

LEE: fd

cc: HQ Customer Service
Jerry Lenzi

SR 527 RJT Timeline

Date 2010	Process	Action
March	TIB-Preliminary Analysis	Completed
March	Send Request letter of concurrence to WSDOT NW Region RA Lorena Eng.	Completed/concurrence received.
July 13 or 14	Commission review/approve Preliminary Analysis. Send letter/packet to interested parties and STC/HTC Chairs	
July 25	Publish notification in local newspapers. Bothell Kenmore Reporter & Seattle Times legal section. 30-day public comment period begins (ends August 25).	
September ? / Bothell	If public hearing is needed in Bothell. Send notification letter to interested parties. Request Final Analysis from TIB.	
:tober 19 & 20	Commission public hearing to approve final finding.	
No later than November 15th per RCW 47.01.425	Mail Final Finding Report (includes map, findings recommendation. If Public hearing in Bothell occurs include summary of minutes, comments & responses) to interested parties and STC/HTC Chairs	
January	Request Z-Bills - Amending RCW 47.17.745 – SR 527.	