



January 30, 2013

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

Subject: Request for a Route Jurisdiction Transfer of a segment of State Route 202 from Milepost 6.97 to Milepost 7.34 to the City of Redmond

The City of Redmond is requesting a Route Jurisdiction Transfer of the section of SR 202 (Cleveland Street) that is currently a one-way couplet in Downtown Redmond from the Washington State Department of Transportation to the City of Redmond.

Redmond is requesting the route jurisdiction transfer for the following reasons:

- The existing SR 202 one-way couplet system on Redmond Way and Cleveland Street will be converted to a two-way operation on both streets. This project is fully funded for construction and is currently in design.
- Without a jurisdiction transfer, SR 202 would run on two parallel roadways, creating an illogical State highway system
- To support Redmond's vision of the Downtown Redmond Regional Growth Center as a vibrant, mixed-use urban center, Cleveland Street will be re-classified from a principle arterial (and removed from the National Highway System) to a minor arterial. Redmond Way will remain a principle arterial and retain the SR 202 designation that defines standards for design, investment, and maintenance associated with the National Highway System.
- The cost savings for both WSDOT and Redmond by avoiding WSDOT design review of improvements on Cleveland Street.
- This action is limited in scope, transferring approximately 1,850 feet of SR 202 from Milepost 6.97 to Milepost 7.34 (along 164th Avenue and Cleveland Street).
- Redmond will accept full responsibility of ownership for this transferred portion of SR 202.

Please communicate directly with Peter Dane (425.556.2816, pbdane@redmond.gov) with any questions or concerns related to the Route Jurisdiction Transfer of SR 202. Thank you for your consideration of this request.

Sincerely,



John Marchione
Mayor
City of Redmond

Attachment 1: SR 202 Couplet Map

Attachment 2: Justification Analysis compliant with WAC 468-710 and RCW 47.17.

Attachment 3: WSDOT Support Letter

CC: Tim Fuller, Public Works Director
Rob Odle, Planning Director
Ron Grant, Assistant Public Works Director
Don Cairns, Transportation Planning & Engineering Manager
Peter Dane, Associate Planner



Not To Scale
 07/27/2010 | SLV | WSDOT NORTHWEST REGION | REDMOND, KING COUNTY | JCT SR 202 CO REDMND | SR 202

Justification Analysis

The following analysis of the Washington Administrative Code and the Revised Code of Washington clearly justifies and supports the transfer of SR 202, Milepost 6.97 to Milepost 7.34 (along 164th Avenue and Cleveland Street), from the Washington State Department of Transportation to the City of Redmond.

WAC Analysis

468-710-020

For purposes of implementing the requirements of RCW 47.01.425 and 47.17.001, relative to the transportation commission, the following definitions shall apply:

Rural highway route -- A rural highway route is the portion of a route that lies outside a federal urban area boundary.

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

Analysis: The State Route segment is defined as an urban highway route.

RCW Analysis

47.17.001

47.17.001(1)

A rural highway route should be designated as a state highway if it meets any of the following criteria:

- (a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or
- (b) Is designated as part of the system of numbered United States routes; or
- (c) Contains an international border crossing that is open twelve or more hours each day.

Analysis: This project is not a rural highway route.

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:

- (a) Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal;
- (b) Provides a major cross-connection between existing state highways;
- (c) Connects places exhibiting one or more of the following characteristics:
 - (i) A population center of one thousand or greater;
 - (ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to, recreation areas, military installations, and so forth;
 - (iii) A county seat;
 - (iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater; or

(d) Is designated as a scenic and recreational highway.

Analysis: This project is not a rural highway route.

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:

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

Analysis: SR 202 is not part of the interstate system.

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

Analysis: SR 202 is not part of the system of numbered United States routes.

(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: The short segment which Redmond is requesting ownership will retain the existing integrated system of state highways by moving SR 202 from the Redmond Way/Cleveland Street one-way couplet to two-way operation on Redmond Way as part of an impending construction project. The routing of SR 202 will remain the same with the exception of this minor routing adjustment less than half a mile in length that continues to serve the same urban area.

(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: As part of the project to convert from a one-way couplet operation to a two-way operation, Redmond Way will continue to be both designated as SR 202 and as a principal arterial. The Cleveland Street segment of SR 202 requested for a Route Jurisdiction Transfer will to be reclassified from a principle arterial to a minor arterial. It is only a principle arterial today because it serves one direction of the Redmond/Way Cleveland Street couplet that includes SR 202. When the project is completed Cleveland Street will not serve regionally oriented traffic. The regional traffic which will instead travel in both directions on Redmond Way.

47.17.001 (4)

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

(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: Not applicable. This Route Jurisdiction Transfer Request would not transfer a local roadway to the State.

(b) State highway routes maintain continuity of the system 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: The proposal retains the state highway system continuity function of SR 202.

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

Analysis: SR 202 will retain its function and effective routing, continuing to serve public facilities nearby that utilize SR 202.

(d) Exceptions may be made to include:

(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: SR 202 will continue to serve the same public facilities that it does today.

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

Analysis: Not applicable, none of the above named facilities are within two miles of the analysis area.

(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 202 will continue to function as it does today. Regionally oriented traffic will use two-way operation on Redmond Way.

(e) In urban and urbanized areas:

(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 of a state highway; and

Analysis: Not applicable. This Route Jurisdiction Transfer will not establish a state highway.

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

Analysis: This Route Jurisdiction Transfer will delete one parallel, duplicative nonaccess controlled facility. Both Redmond Way and Cleveland Street will be converted from a one-way couplet to a two-way operation. If both roadways were to retain the SR 202 designation then SR 202 would have duplicative routing that is parallel separated only by one block.

(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:

(i) The ability to handle higher traffic volumes;

Analysis: the Route Jurisdiction Transfer would maintain the same traffic volume capacity. Redmond Way will carry a significantly higher volume of traffic than Cleveland Way when two-way operation begins, making Redmond Way the logical routing for SR 202.

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

Analysis: Redmond Way will be designed to accommodate future capacity improvements, making Redmond Way the logical routing for SR 202.

(iii) The most direct route and the lowest travel time;

Analysis: Transferring the Cleveland Street segment SR 202 (Milepost 6.97 to Milepost 7.34) to the City of Redmond while retaining the SR 202 designation on Redmond Way provides the most direct route and lowest travel time for SR 202.

The Redmond Way portion proposed to remain in designated as SR 202 links SR 202 (Redmond Way) to the east at Avondale Way NE and west on 164th Avenue NE. It covers 1570 feet in length and will have four signalized intersections with through traffic continuing straight at three of four intersections. By comparison, the Cleveland Street alternative would add out of direction travel. It covers 1850 feet and will have 5 signalized intersections with through traffic continuing straight at three of five intersections.

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

Analysis: Redmond Way will accommodate a greater volume of traffic than Cleveland Street, including any interstate, statewide, and interregionally significant traffic.

(v) The route that provides the optimal spacing between other state routes; and

Analysis: Redmond way is spaced farther from the nearest State Route (SR 520) than Cleveland Street.

(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: Redmond Way is identified as one of the primary vehicle routes to serve Downtown Redmond. Cleveland Street is identified as the main street in Downtown Redmond, with a strong pedestrian orientation (Redmond Comprehensive Plan, Policy DT-24).

(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: Not applicable. SR 202 through Redmond is not designated as a scenic highway.



**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

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December 2, 2009

Joel Pfundt, Project Manager
City of Redmond
Public Works Department
P.O. Box 97010, Mail Stop 2NPW
Redmond, WA 98073-9710

Dear Mr. Pfundt,

In March of this year WSDOT provided a conditional letter of support for the City of Redmond's Downtown East West Corridor Study, and specifically for the recommendation of the study to decouple the SR 202/908 Couplet. In our letter WSDOT requested that certain operational considerations be evaluated in more detail and that a five-lane section on Redmond Way be evaluated as a build option.

In response to our letter, the City and its consultants did further sensitivity modeling of the original proposal to see if acceptable levels of service could be met with a less than ideal distribution of traffic (less traffic diverting to alternate routes – more staying on the mainline). WSDOT staff had a chance to fully evaluate the revised model.

WSDOT is satisfied that the revised modeling shows that an acceptable level of service can be met with the project as proposed by the City. The proposal is for a three lane section on SR 202 (Redmond Way), a two-lane, two-way section on Cleveland Street, and a three to five lane section on Bear Creek Parkway.

There are still several unresolved issues mentioned in the conditional letter of support referenced above that will need to be addressed as the project design moves forward, including the proposed expansion of on-street parallel parking. Please work with my staff to identify and resolve these issues as soon as possible.

I appreciate the efforts the City made to involve our staff in the sensitivity modeling to ensure everyone's needs are satisfied. WSDOT looks forward to working with the City on the final design elements of this project.

Sincerely,



Lorena Eng, P.E.
Regional Administrator
Northwest Region

LEE/tr/fd

cc: Russ East – Asst. Region Administrator, SnoKing
Chris Picard – WSDOT Office of Urban Mobility
Mark Leth / Rick Roberts – NW Region Traffic Office