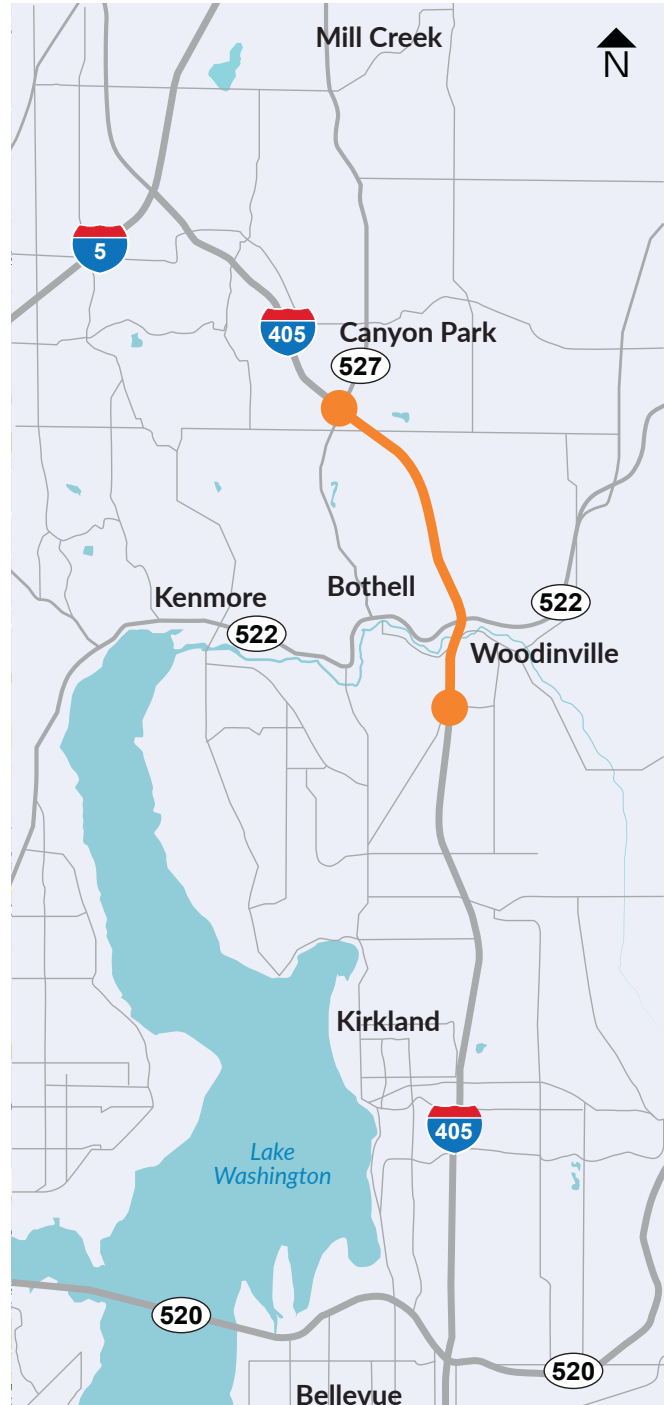


ENVIRONMENTAL ASSESSMENT

Appendix P: Environmental Scoping Report

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (MP 21.79 to 27.06)



Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Notificación de Título VI al Público

Es la política del Departamento de Transporte del Estado de Washington el asegurarse que ninguna persona, por razones de raza, color, nación de origen o sexo, como es provisto en el Título VI del Acto de Derechos Civiles de 1964, ser excluido de la participación en, ser negado los beneficios de, o ser discriminado de otra manera bajo cualquiera de sus programas y actividades financiado con fondos federales. Cualquier persona quien crea que su protección bajo el Título VI ha sido violada, puede presentar una queja con la Comisión Estadounidense Igualdad de Oportunidades en el Empleo. Para obtener información adicional sobre los procedimientos de queja bajo el Título VI y/o información sobre nuestras obligaciones antidiscriminatorias, pueden contactar al coordinador del Título VI en la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo 360-705-7090.

Información del Acta Americans with Disabilities Act (ADA)

Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo wsdotada@wsdot.wa.gov o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711.

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Attachment A Scoping Materials for Agencies and Tribes

Attachment B Public Scoping Materials

Attachment C Comments Received During Scoping

SECTION 1 INTRODUCTION

The purpose of this report is to explain the process used to engage the public, agencies, and tribes in environmental scoping for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (Project).

What is Environmental Scoping?

The term “environmental scoping” describes the process of defining the content of the environmental analysis to be completed to evaluate the environmental effects of a proposed project. The environmental scoping process is used to determine what alternatives should be considered as well as what environmental issues and topics should be evaluated.

Scoping Process

The Washington State Department of Transportation (WSDOT) held an environmental scoping period for the Project from March 18, 2018, through April 19, 2019. During the scoping period, WSDOT presented early design concepts to the public, agencies, and tribes; explained the purpose of the Project; and outlined the topics that will be studied as part of the upcoming Environmental Assessment (EA).

As part of this effort, WSDOT hosted an agency meeting and public open house, as well as a 30-day comment period, which yielded 12 written comments from the public and agencies. These comments and follow-up coordination will help WSDOT shape the environmental analysis for the EA. This environmental scoping report includes:

- A description of the Project’s history and an overview of the proposed Project.
- An overview of topics to be studied in the EA.
- A summary of activities during the environmental scoping period, including comments received.
- Project timeline and next steps.

Project History

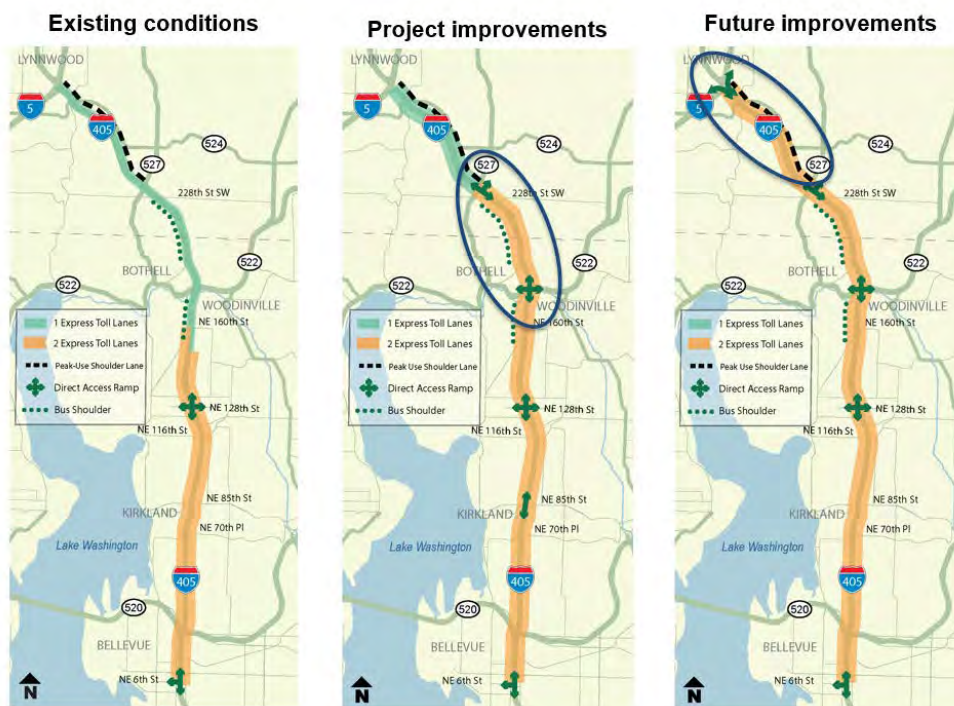
Interstate 405 is one of the most congested corridors in the state. Although express toll lanes (ETLs) and reconfigured lanes and interchanges have helped increase the number of people traveling along I-405, the section where the ETLs reduce to a single lane between State Route (SR) 522 and I-5 continues to see growing traffic congestion. Because of the existing interchange configuration at SR 522, project funding, challenging topography, and space limitations, no additional capacity was built north of SR 522 with the previous I-405, Bellevue to Lynnwood Widening and Express Toll Lanes Project.

In 2016 the Legislature asked WSDOT to begin evaluating improvements to add capacity on I-405 between SR 522 and I-5. A series of workshops with transit and local agency stakeholders identified the following improvements to provide needed capacity and improve ETL performance on I-405 between SR 522 and I-5:

- Adding one new ETL in each direction between SR 522 and I-5 to create a dual ETL system.
- Building direct access ramps at the SR 522 and SR 527 interchanges.
- Providing infrastructure to support the future planned Bus Rapid Transit (BRT) station for University of Washington Bothell/Cascadia College.
- Building direct connector ramps to and from I-405 and the north end of I-5 in Snohomish County.

Stakeholders agreed upon a phased approach for implementing these improvements to better align with potential funding sources and minimize delay. The first phase of these improvements is called the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (Project), as discussed in this report.

Exhibit 2-1. Project Phasing



Project Description Overview

WSDOT is moving forward with additional improvements on I-405 between SR 522 and SR 527 to add traffic capacity and improve transit reliability in Bothell and south Snohomish County. These improvements will help support a reliable trip for travelers in all lanes, including riders of Sound Transit’s new I-405 Bus Rapid Transit system, scheduled to open in 2024.

The Project scope includes:

- Building one new express toll lane in each direction between south of SR 522 and SR 527.

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
ENVIRONMENTAL SCOPING REPORT

- Building direct access ramps to the ETLs at SR 522 and near SR 527.
- Building other associated project elements, including local roadway improvements, transit and non-motorized facilities, fish barrier corrections, noise walls, and new stormwater facilities.

Exhibit 2-2. Project Area



SECTION 2 ENVIRONMENTAL SCOPING PROCESS

For this Project, WSDOT and the Federal Highway Administration (FHWA) are preparing an Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). The EA will study how the Project could affect the environment and surrounding community and build upon prior planning efforts and environmental studies related to I-405. The EA will compare two alternatives: the Project as the Build Alternative (described in Section 1) and a No Build Alternative (i.e., the status quo).

Scoping Period Overview

During the scoping period for this project, WSDOT asked for comments from the public, agencies and tribes on:

- The Project's draft purpose and need statement.
- Social, economic, environmental, and transportation issues to evaluate in the EA.

Draft Project Purpose and Need

The Project's purpose and need statement explains the reason the agency is proposing the project and why the project is needed. The purpose is a statement of the project's goals and objectives. The need explains the specific problem that the project aims to address. The purpose and need statement establishes the basis for developing and evaluating alternatives for environmental review. WSDOT presented the following draft purpose and need statement as part of the environmental scoping process.

Purpose

- Provide a reliable trip for I-405 users using the express toll lanes (ETLs)
- Provide new direct access to and from the existing ETLs, including bus rapid transit (BRT)
- Increase vehicle capacity and person throughput
- Improve reliability for transit patrons

Need

Our region needs this project to increase vehicle capacity and person throughput to improve mobility and reliability in the I-405 Express Toll Lanes (ETLs) from the vicinity of SR 522 to SR 527. I-405 is one of the most congested routes in the state, particularly during peak travel times. I-405 has some of the largest increases in vehicle volumes in the region, including up to a six percent increase in daily volume growth in some areas between Lynnwood and Bothell¹. The ETL system north of SR 522 is at or over capacity and is not meeting speed and reliability

¹ Washington State Department of Transportation. 2018. *I-405 Express Toll Lanes: 36 Months Operations*. Retrieved June 2019 from https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileNa me=I-405_ETL_36MonthUpdate_45bae253-9a54-41b9-a60e-2d593a0c9044.pdf.

requirements in the southbound direction. Direct access is not currently provided to and from the existing I-405 ETLs which limits mobility and the efficiency of the ETL system and requires weaving across the general purpose lanes. Sound Transit is developing a BRT line on I-405 to improve transit service and reliability. Building an additional ETL would support the development of a reliable BRT system. The project is also responding to resource stewardship needs. These include the restoration of fish passage at blocking culverts to provide access to habitat, and the management and treatment of stormwater so that water quality is protected.

Topics to be Studied

In the EA, WSDOT will analyze potential Project effects related to the following topics:

- Transportation
- Noise
- Visual quality
- Ecosystems
- Water resources
- Air quality
- Hazardous materials
- Environmental justice
- Geology and soils
- Greenhouse gases
- Historic, cultural, and archaeological resources
- Land use, economics, and social effects
- Parks and recreation lands
- Indirect and cumulative effects

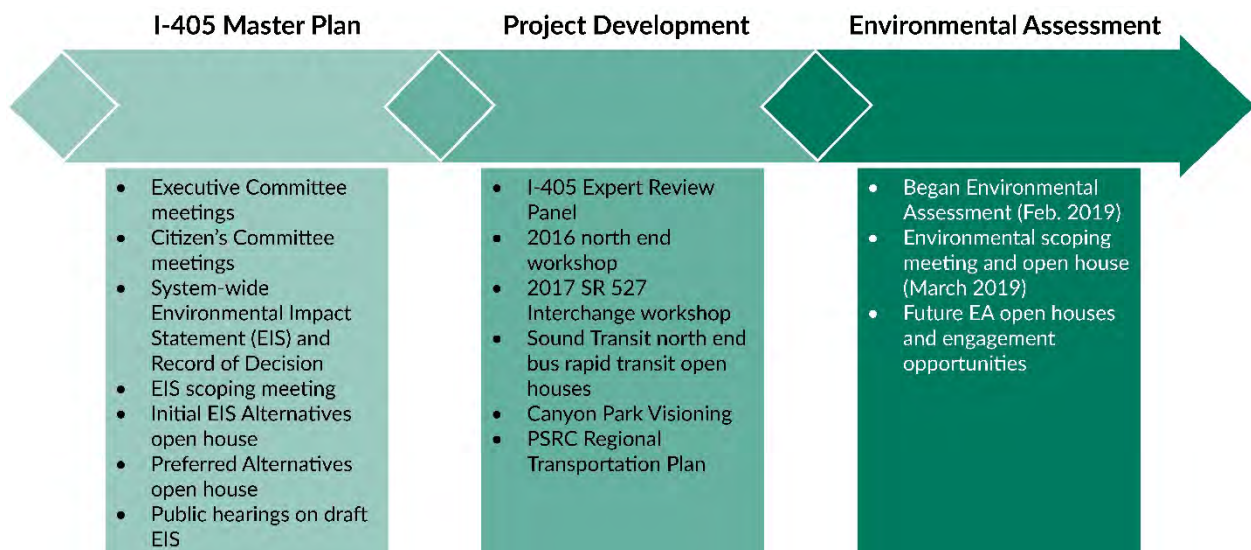
SECTION 3 AGENCY AND TRIBAL COORDINATION AND PUBLIC INVOLVEMENT

Outreach Overview

Members of the public, agencies, and tribes have had opportunities to review and provide input on the I-405 program starting in 1998 when WSDOT, FHWA, King County Metro Transit, and local jurisdictions came together to address congestion and improve mobility in the I-405 corridor. Extensive public involvement with communities along the I-405 corridor continues today.

Exhibit 3-1 provides an overview of community and stakeholder outreach conducted for the I-405 program beginning in 1998 and continuing through the development of this Project.

Exhibit 3-1. Early Project Planning: Timeline of Community Outreach



Agency and Tribal Coordination

WSDOT invites many federal, state, and local agencies and tribes to provide input, participate, and coordinate throughout the environmental review process. WSDOT identified agencies and tribes by determining agencies with jurisdiction over land or permits in the Project area and tribes that would be interested in or involved with the Project due to their historical use of Project area lands or fishing rights.

Exhibit 3-2 lists the agencies and tribes that were sent an initiation scoping letter and invitation to the scoping meeting held on March 18, 2019. Attachment A includes examples of the letters sent to agencies and tribes.

Exhibit 3-2. Agencies and Tribes Invited to Participate in Scoping

Agency and Tribal Invitation List	
<p>Federal</p> <p>Federal Highway Administration National Oceanic and Atmospheric Administration Fisheries U.S. Army Corps of Engineers U.S. Coast Guard U.S. Fish and Wildlife Service U.S. Environmental Protection Agency</p> <p>State</p> <p>Cascadia College University of Washington – Bothell Washington State Department of Archaeology and Historic Preservation Washington State Department of Ecology Washington State Department of Fish and Wildlife WSDOT Liaison Program</p>	<p>Local</p> <p>City of Bothell City of Kenmore City of Kirkland City of Woodinville Community Transit King County Metro King County Parks King County Transportation Snohomish County Sound Transit</p> <p>Tribes</p> <p>Duwamish Tribe Muckleshoot Indian Tribe Sauk-Suiattle Indian Tribe Snoqualmie Tribe Stillaguamish Tribe of Indians Yakama Nation</p>

Agency Scoping Meeting

On March 18, 2019, WSDOT hosted an agency environmental scoping meeting at Bothell City Hall to provide Project information and solicit comments to inform the EA. WSDOT notified agencies and tribes of the scoping meeting via postal mail and email approximately two weeks in advance.

More than 30 people attended the meeting, including representatives from Cascadia College; the cities of Bothell, Kirkland, and Woodinville; Community Transit; King County Metro; King County Parks; Muckleshoot Indian Tribe, Snohomish County Public Works, Sound Transit, University of Washington – Bothell; Washington Department of Fish and Wildlife; and WSDOT. The scoping meeting included a presentation, which is provided in Attachment A, and a question-and-answer session. As part of the presentation, the I-405 program team provided an overview of the following topics:

- I-405 Master Plan.
- Progress report of multimodal investments and upcoming projects on the I-405 corridor.
- Summary of community and stakeholder outreach activities.
- Overview of the proposed Project.
- Draft Project purpose and need statement.

- Overview of topics to be evaluated in the EA.
- Draft schedule and next steps.

Topics addressed in the question and answer portion of the meeting included transit infrastructure and connectivity, intersections to be studied in the transportation analysis, construction phasing, and fish passage. Attachment A provides a full meeting summary.

Scoping Meetings Held with Tribes

As part of tribal consultation, WSDOT contacted and offered to host individual meetings with the following consulting tribes regarding the Project:

- Duwamish Tribe
- Muckleshoot Indian Tribe
- Sauk-Suiattle Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe of Indians
- Yakama Nation

The Snoqualmie and Stillaguamish tribes expressed an interest in meeting with WSDOT. WSDOT and I-405 program staff conducted separate meetings with Snoqualmie Tribe cultural resources staff on April 10, 2019; Stillaguamish Tribe cultural resources staff on April 22, 2019; and Snoqualmie Tribe natural resources staff on May 2, 2019.

At the cultural resources meetings, WSDOT staff provided an overview of Project plans, and the approach and scope for cultural resources fieldwork. Representatives from both tribes expressed no concerns about this approach and requested to review the field survey plan for the Project, which WSDOT obliged. Both tribes expressed an interest in ensuring adequate archaeological evaluation is conducted near the Sammamish River given deep floodplain deposits.

At the natural resources meeting with the Snoqualmie Tribe, tribal staff commented on the need for restoration of the Sammamish River floodplain and commented on potential mitigation opportunities in that vicinity.

Agency Consultation on Historic Preservation

During the scoping period, representatives from the City of Bothell Department of Community Development and King County Historic Preservation Program requested to participate as consulting parties on historic preservation. WSDOT will continue to consult with these agencies on historic and cultural resources affected by the project.

Public Involvement

Public Open House Notifications

WSDOT hosted a public open house on March 18, 2019, from 5 to 7 p.m. at Bothell City Hall to engage the community on project design elements and solicit comments. WSDOT provided advance notice to the public about the open house through:

- 4,362 (3,924 residential, 438 businesses) postcards sent via postal mail inviting property owners living within 750 feet of the Project boundaries approximately 15 days prior to the event.
- Print and online advertisements published in the following area news outlets approximately one and two weeks prior to the open house:
 - *Bothell-Kenmore Reporter*, March 1 and 15, 2019.
 - *La Raza* (Spanish publication), March 8 and 15, 2019.
 - *Seattle Times*, March 2 and 15, 2019.
 - *Woodinville Weekly*, March 4 and 11, 2019.
- A news release distributed to major news outlets, local publications, and other interested parties on March 12, 2019.
- WSDOT project website.
- City of Bothell e-News, March 4, 2019.
- WSDOT Facebook event, March 1 to 18, 2019.
- WSDOT Eastside Transportation News email newsletters, February 28 and March 14, 2019.

Open House Summary

More than 50 people attended the open house, including 53 who signed in at the welcome table. Most attendees were residents in the Project area.

The open house format included stations around the room with WSDOT staff available to answer questions and provide information, as shown in Exhibit 3-3. Representatives from Sound Transit, Community Transit, and the City of Bothell also participated and had stations with information about transit service and land use planning efforts in the area. Display boards provided information about:

- I-405/SR 167 program and history.
- Community outreach activities.
- Environmental Assessment approach and project purpose and need.
- Project overview and design concepts, funding status, and schedule.
- WSDOT noise wall process and requirements.

WSDOT also offered a large-format display of the full Project area, including individual property lines, to allow attendees to view potential Project effects in relation to their properties. Attachment B includes copies of the display boards.

The primary topics of interest of attendees included the Project noise analysis, potential property impacts, transit and express toll lane operations, and the overall Project design.

In addition, WSDOT provided a one-page handout and a comment form that people could fill out at the meeting, which appear in Attachments B and C.

Exhibit 3-3. Photo of March 2019 Scoping Open House



Comments Received During the Environmental Scoping Period

WSDOT received a total of 12 comments during the scoping period from both agencies and the public. A summary of the comments received is provided below, and copies of the full comment letters are provided in Attachment C.

Summary of Written Comments from Agencies

During the scoping period, WSDOT received five comment letters from public agencies as summarized below:

City of Bothell

- WSDOT's traffic analysis should evaluate and address Project impacts on the existing transportation network in the I-405/SR 527 interchange area, construction impacts in the I-405/SR 522 interchange area, impacts of a potential park and ride facility at the SR 522 interchange, and connections to the North Creek Trail.

- The City provided specific guidance on a number of environmental topics to study in the EA, including noise, visual impacts, ecosystems, water resources, stormwater, parks and recreation, geology and soils, and utilities and public services.
- The City also noted that the EA should consider the most recent projected residential and employment growth in the Canyon Park area. The City noted that the latest projections are higher than stated in the Bothell Comprehensive Plan because they now reflect Puget Sound Regional Council guidelines for Regional Growth Centers. The City said the EA should also consider how to support the City's planned transit-oriented development at the potential future fourth leg of the SR 527 direct access ramp. The City also encouraged WSDOT to account for potentially greater demand for nonmotorized connections generated by new affordable and workforce housing planned in the Canyon Park area.

Community Transit

Community Transit expressed a desire to coordinate regarding potential impacts to Swift service at Canyon Park Park and Ride, including:

- Relocation of the existing Swift bus station location during and after construction.
- Confirmation that six bus bays will remain available after Project completion.
- Location of new driver restroom on site.
- Confirmation that changes to Community Transit's infrastructure would be funded by WSDOT and coordination regarding use of federal funds.
- Questions about bus circulation locations and pedestrian crosswalk placement.
- Consideration of planned increases in bus frequencies in 2024 and 2040, as well as effects of bus bays shared among operators.

Environmental Protection Agency

- EPA recommended that the EA include a range of alternatives that meet the stated Project purpose and need, goals and objectives.
- EPA agreed with the environmental disciplines previously identified by WSDOT to include in the EA and provided more detailed guidance on elements to consider for aquatic resources, ecosystems, air, noise, light pollution, construction impacts, and hazardous materials.
- EPA also recommended that WSDOT address community impacts, including the environmental justice implications of using Electronic Benefit Cards for *Good To Go!* tolling accounts; the potential for impacts to children's health and safety; and the potential effects of climate change on the proposed Project.
- EPA recommended that the EA examine additional opportunities to improve bridge structures, culverts, and other features that could potentially provide roadway permeability.

Snohomish County

Snohomish County Public Works expressed support for the project and the integration of Community Transit's Swift line and Sound Transit's BRT lines.

Sound Transit

Sound Transit expressed support for continued pursuit of the multimodal I-405 Master Plan and the joint commitment to implementing BRT in the corridor. They requested additional analysis of potential BRT station locations, amenities, and routing, including:

- Existing mainline I-405 flyer stops at NE 160th Street, effects from potential inline stations at this location, nonmotorized connections to the Brickyard Park and Ride, and connections between BRT and local bus service.
- Pedestrian and rider experiences at the potential SR 522 inline transit station pairs, including connections between I-405 BRT and partner agency transit service.
- Effects on existing flyer stops/transit stations on I-405 at the NE 195th Street and SR 527 interchanges, as well as effects from a potential inline station at NE 195th Street.

Summary of Written Comments from the Public

During the scoping period, WSDOT received seven comments from members of the public. via forms submitted at the open house, email and postal mail. Major themes of the comments received include:

- Support for a park and ride lot at the I-405/SR 522 interchange and increased bus service on SR 522.
- Questions about the proposed traffic signal design at the I-405/SR 522 interchange.
- General support for the Project but some concerns about tolling.
- Interest in noise walls within the Project limits.
- Interest in tree preservation near local residences.
- Concerns from the Canyon Park Business Center Owners Association about potential adverse impacts during construction and future operations, and requests for additional detailed analysis of potential effects on traffic and parking on privately-owned streets in the business park.

SECTION 4 PROJECT TIMELINE AND NEXT STEPS

WSDOT is preparing an Environmental Assessment (EA) that evaluates the environmental effects of the Project. Comments received during the scoping period will be used to shape this environmental analysis. WSDOT will continue to engage stakeholders, including agencies, tribes, and the public, throughout the EA process.

WSDOT expects to publish the EA in spring 2020 and will provide a public comment period. After publication of the EA, WSDOT will also host a public open house for people to learn about the EA, formally provide written or oral comments, and ask questions.

After the environmental scoping period in spring 2019, the Washington State Legislature approved bonding authority for the Project, which means it is now fully funded for design and construction. Exhibit 4-1 provides a schedule overview. Preliminary engineering will continue through 2020, with right of way acquisition expected to begin in mid- to late 2019. Construction is expected to start in 2021 and will be coordinated with the opening of Sound Transit’s planned I-405 Bus Rapid Transit system.

Exhibit 4-1. Overall Project Schedule



ATTACHMENT A SCOPING MATERIALS FOR AGENCIES AND TRIBES

- Scoping Letter and Invitation to Agencies (General)
- Scoping Letter and Invitation to Tribes (General)
- Scoping Letter and Invitation to Muckleshoot Indian Tribe
- Agency Scoping Meeting Presentation
- Agency Scoping Meeting Notes

February 28, 2019

«Address»

Subject: Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear «Point_of_Contact»,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

Date: Monday, March 18, 2019

Time: 2:30 – 4:00 p.m.

Location: Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

We will begin the meeting with introductions and a presentation that provides an overview of the project, followed by discussion. WSDOT is seeking comments and suggestions from interested parties on the proposed action and the range of environmental topics and issues to be addressed in the EA. Coordination with agencies and Tribal nations, including government-to-government consultation, will continue throughout the duration of this project.

Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
I-405 lanes and shoulders from SR 522 to SR 527	<ul style="list-style-type: none"> - Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> • From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system • From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction • From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps
I-405 tolling from SR 522 to SR 527	<ul style="list-style-type: none"> - Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.
SR 522 interchange	<ul style="list-style-type: none"> - Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit. - Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies. - Construct new northbound bridge through the SR 522 interchange. - Reconfigure I-405 on and off ramps - Add three signalized intersections on SR 522.
228th Street SE	<ul style="list-style-type: none"> - Widen northbound I-405 bridge over 228th Street SE.
SR 527 interchange	<ul style="list-style-type: none"> - Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> - Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.
Fish passage	<ul style="list-style-type: none"> - Replace eight fish barriers with fish-passable crossings at the following streams: <ul style="list-style-type: none"> • Par Creek • Stream 25.0L • Stream 66 • Replace two fish barriers on Stream 71-70 • North Fork of Perry Creek • Replace two fish barriers at Queensborough Creek
Sammamish River	<ul style="list-style-type: none"> - Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM. - Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM. - Build a new bridge for northbound I-405 traffic over the Sammamish River. - Build a new bridge over Sammamish River for the new direct access ramp at SR 522. - Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.

Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
Noise and retaining walls	<ul style="list-style-type: none"> – Construct new noise walls. – Construct 28 new retaining walls.
Stormwater management	<ul style="list-style-type: none"> – Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres). – Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment. – Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.
Construction duration	<ul style="list-style-type: none"> – Construction is expected to last 3 years, from August 2021 through December 2024. – The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

NEPA Process

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in Spring 2020.

Scoping comments are requested by April 19, 2019. If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or millste@consultant.wsdot.wa.gov.

Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project
 Attn: Lisa Hodgson
 I-405/SR167 Program
 600 108th Avenue NE, Ste. 405
 Bellevue, WA 98004

Sincerely,

Lisa Hodgson, P.E.
 I-405/SR167 Deputy Program Administrator

Enclosures:

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

CC:

«CC»

Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5

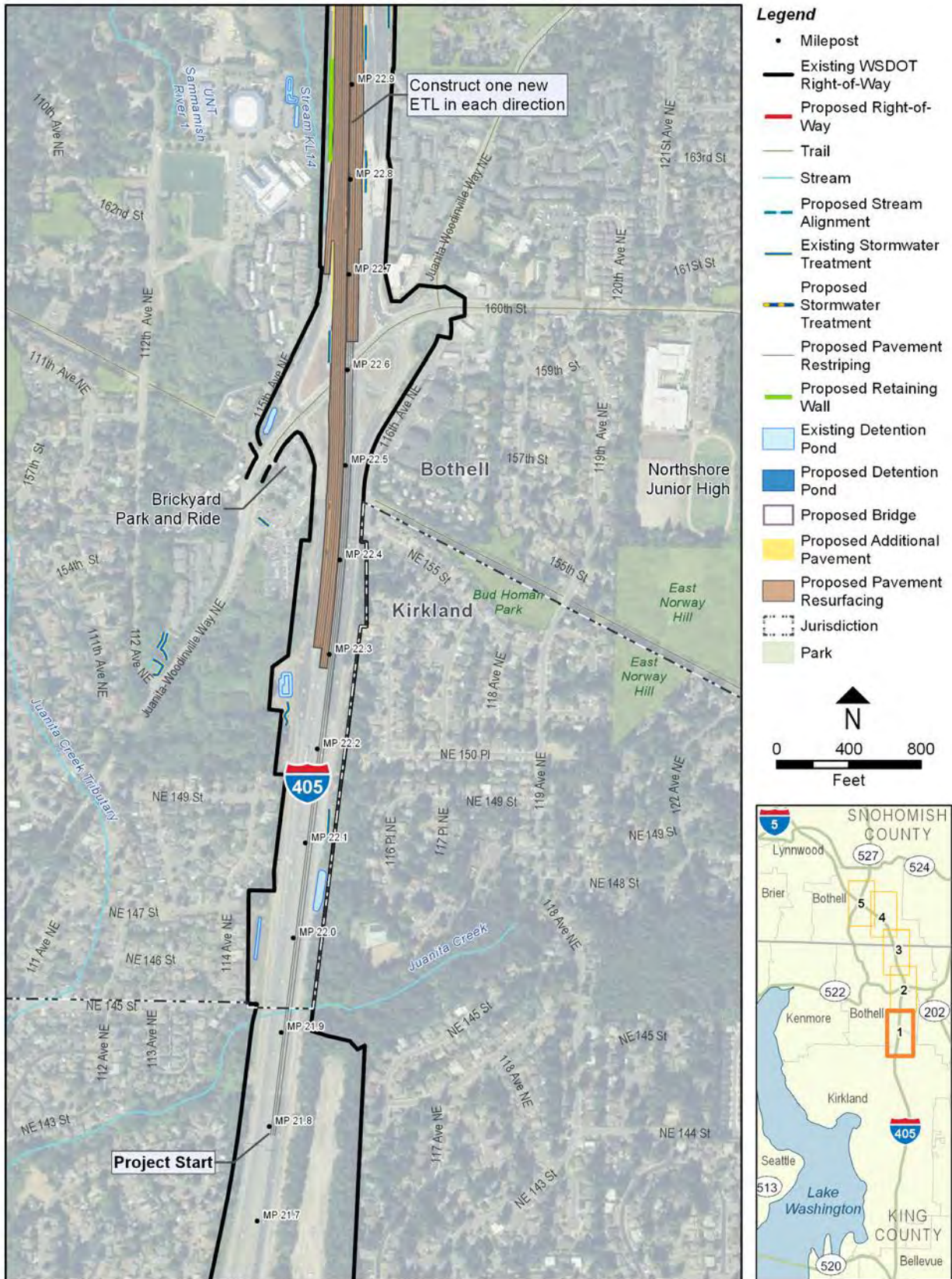


Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5

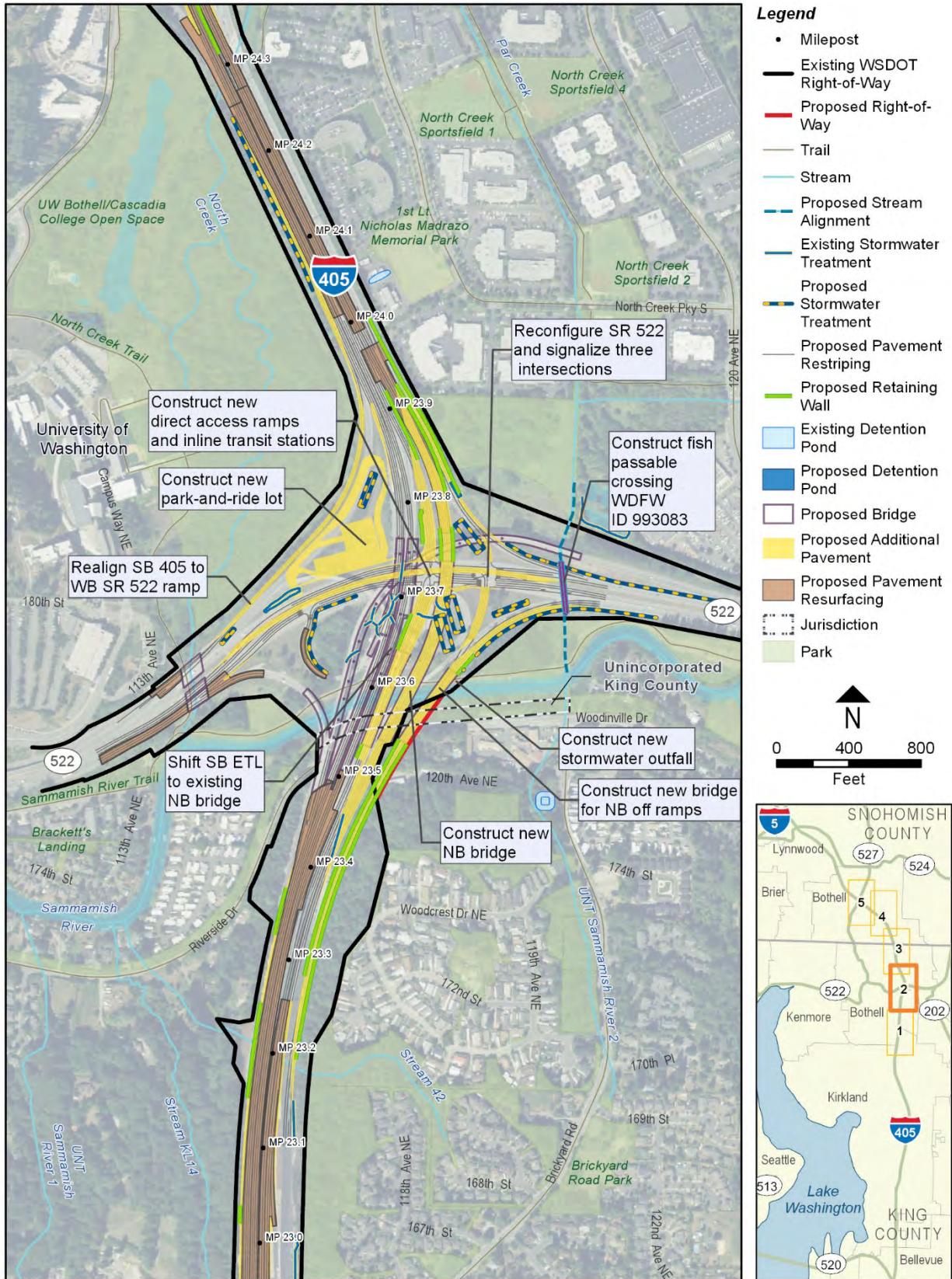
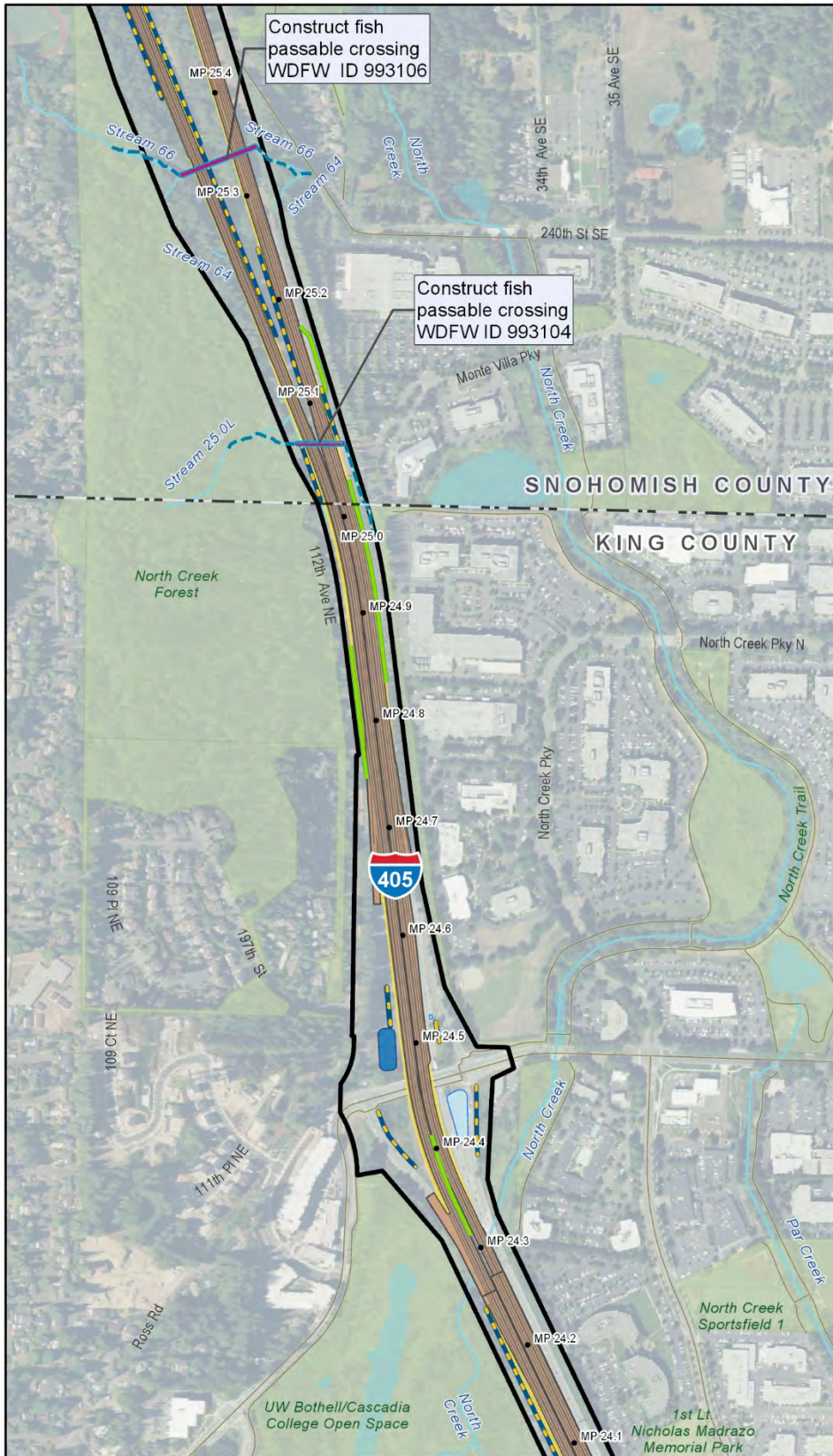


Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 3 of 5



Legend

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction
- Park

0 400 800 Feet

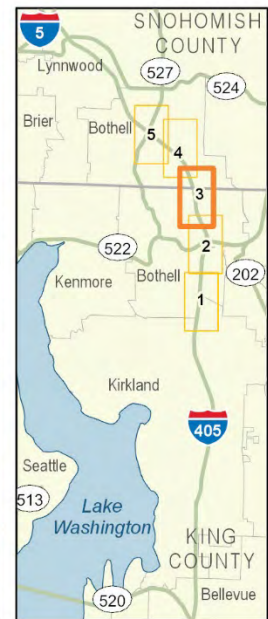
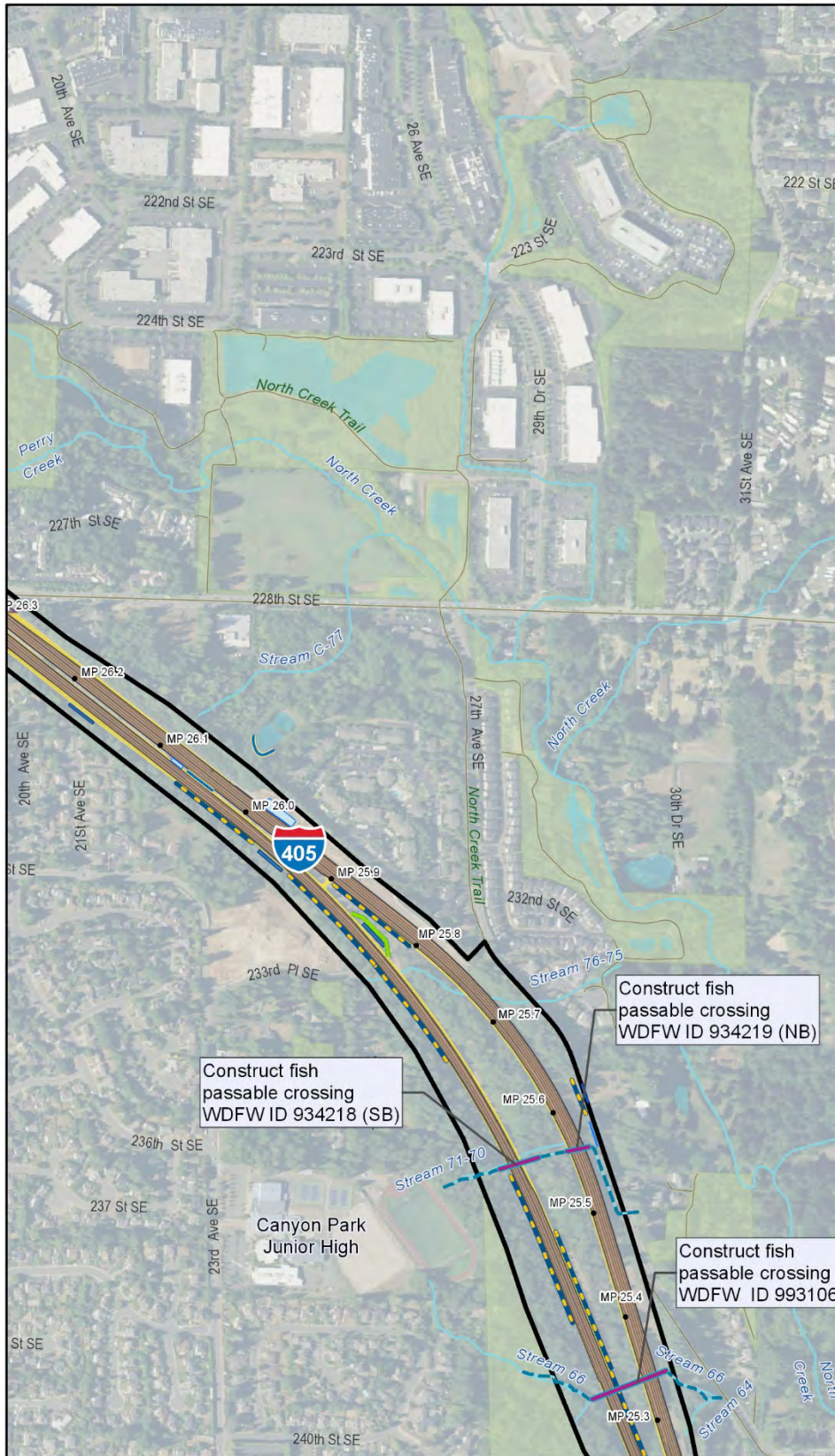


Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
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 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park

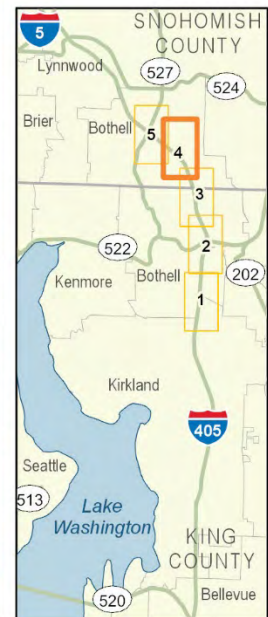
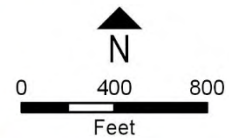
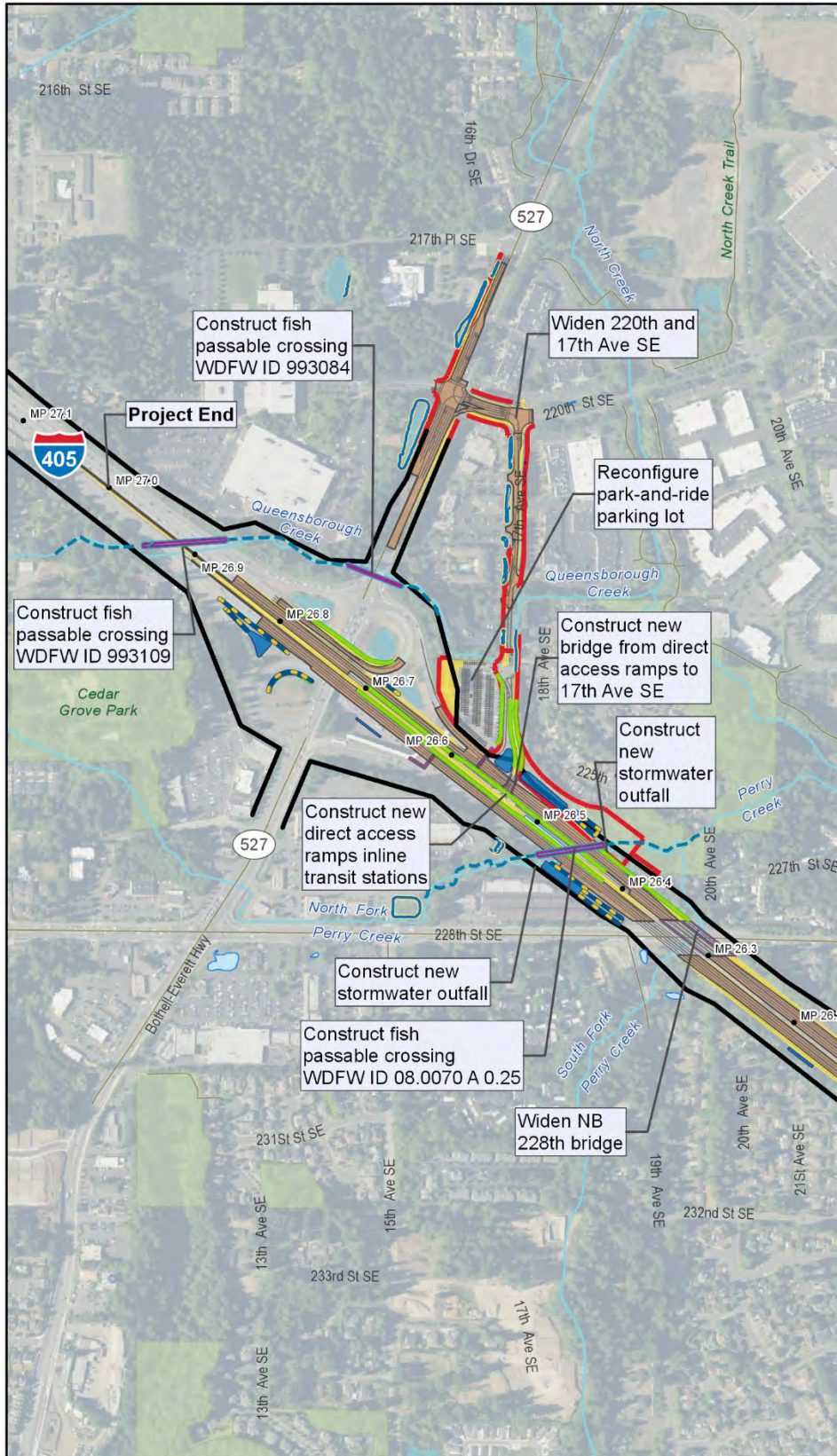
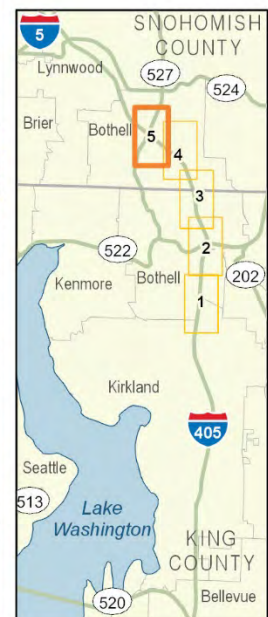
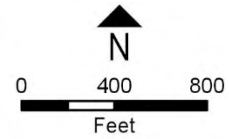


Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park





I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

North of SR 522

Existing



Proposed



South of Northeast 160th Street

Existing



Proposed



Directions to Bothell City Hall

I-405 northbound:

- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

I-405 southbound

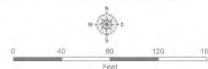
- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.



**Bothell City Hall
Visitor Parking Map**



The City of Bothell delivers this data (map) in an "AS-IS" condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.
Map Prepared by GIS Services: 4/6/2016
Aerial Photo: April 2012





I-405 Program Office
600-108th Avenue NE Ste. 405
Bellevue, WA 98004
425-456-8582
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 28, 2019

The Honorable «first» «last»
«Title», «Tribe»
«Address»

Subject: Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair «last»,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

Date: Monday, March 18, 2019

Time: 2:30 – 4:00 p.m.

Location: Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

We will begin the meeting with introductions and a presentation that provides an overview of the project, followed by discussion. WSDOT is seeking comments and suggestions from interested parties on the proposed action and the range of environmental topics and issues to be addressed in the EA. Coordination with agencies and Tribal nations, including government-to-government consultation, will continue throughout the duration of this project. We would like to initiate government-to-government consultation with you for this Project. Among other topics, we would like consultation to address cultural and historic resources, pursuant to Section 106 of the National Historic Preservation Act. Recognizing the government-to-government relationship the Federal Highway Administration has with the Tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. This Project will require a permit from the US Army Corps of Engineers, this consultation will also meet their Section 106 responsibilities. WSDOT has been delegated the authority from FHWA to initiate consultation and to directly manage the cultural resources studies. However, you may

contact FHWA or the US Army Corps of Engineers at any time for assistance with the process and/or undertaking.

As part of initiating consultation, we would appreciate the opportunity to meet with you and other appropriate representatives to commence consultation. We will be inquiring about your interest in scheduling a meeting during the public scoping period to discuss these matters further. Meanwhile, if you have any questions regarding consultation, please contact April Magrane, who is acting as this Project’s point of contact for tribal coordination at 206.805.2866, or april.magrane@wsdot.wa.gov.

Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
I-405 lanes and shoulders from SR 522 to SR 527	<ul style="list-style-type: none"> - Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> • From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system • From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction • From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps
I-405 tolling from SR 522 to SR 527	<ul style="list-style-type: none"> - Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.
SR 522 interchange	<ul style="list-style-type: none"> - Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit. - Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies. - Construct new northbound bridge through the SR 522 interchange. - Reconfigure I-405 on and off ramps. - Add three signalized intersections on SR 522.
228th Street SE	<ul style="list-style-type: none"> - Widen northbound I-405 bridge over 228th Street SE.
SR 527 interchange	<ul style="list-style-type: none"> - Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> - Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.

Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
Fish passage	<ul style="list-style-type: none"> – Replace eight fish barriers with fish-passable crossings at the following streams: <ul style="list-style-type: none"> • Par Creek • Stream 25.0L • Stream 66 • Replace two fish barriers on Stream 71-70 • North Fork of Perry Creek • Replace two fish barriers at Queensborough Creek
Sammamish River	<ul style="list-style-type: none"> – Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM. – Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM. – Build a new bridge for northbound I-405 traffic over the Sammamish River. – Build a new bridge over Sammamish River for the new direct access ramp at SR 522. – Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.
Noise and retaining walls	<ul style="list-style-type: none"> – Construct new noise walls. – Construct 28 new retaining walls.
Stormwater management	<ul style="list-style-type: none"> – Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres). – Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment. – Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.
Construction duration	<ul style="list-style-type: none"> – Construction is expected to last 3 years, from August 2021 through December 2024. – The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

NEPA Process

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

Scoping comments are requested by April 19, 2019. If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or millste@consultant.wsdot.wa.gov.

Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,

Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

Enclosures:

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

CC:

«CC»

Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5

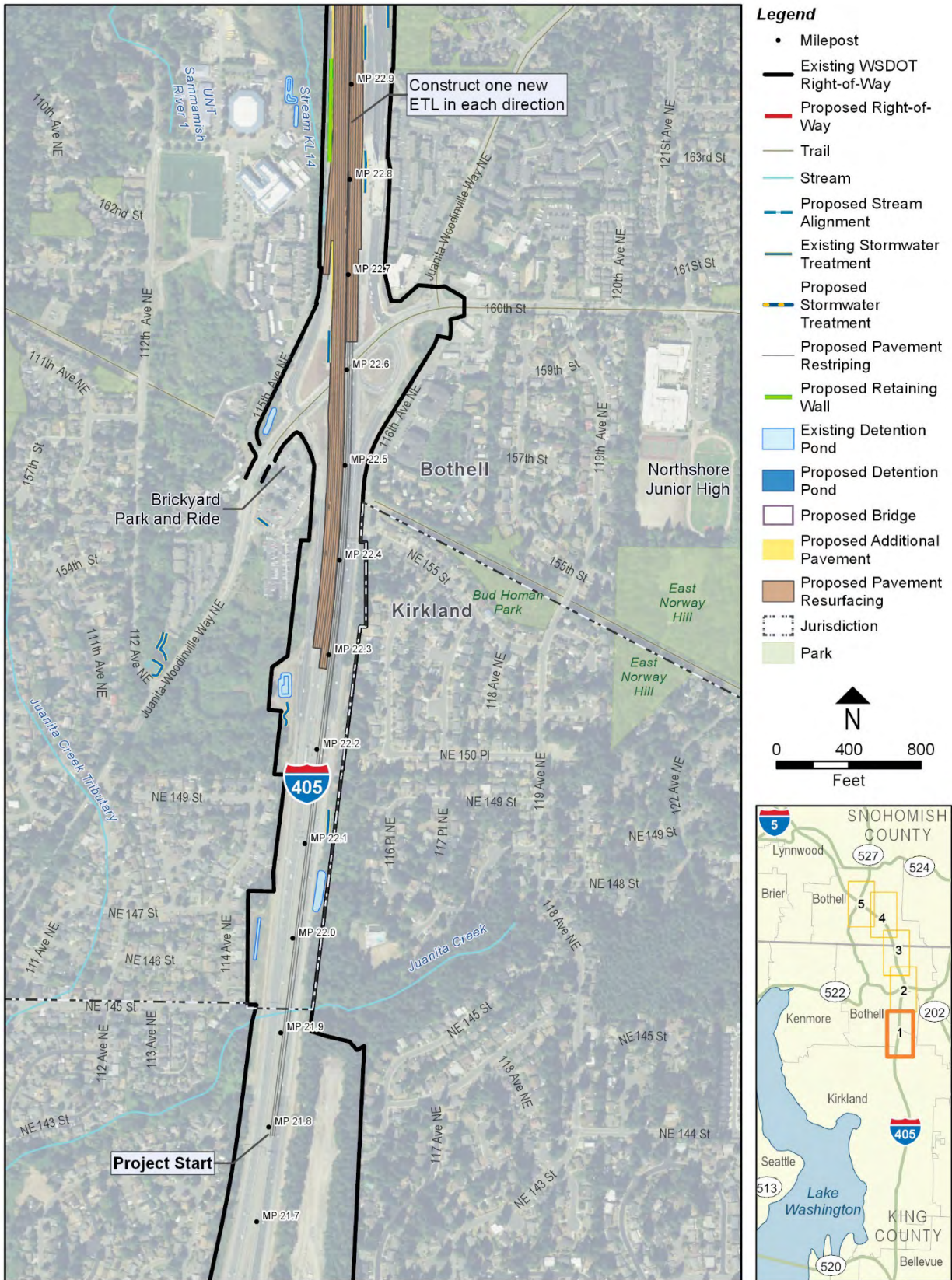
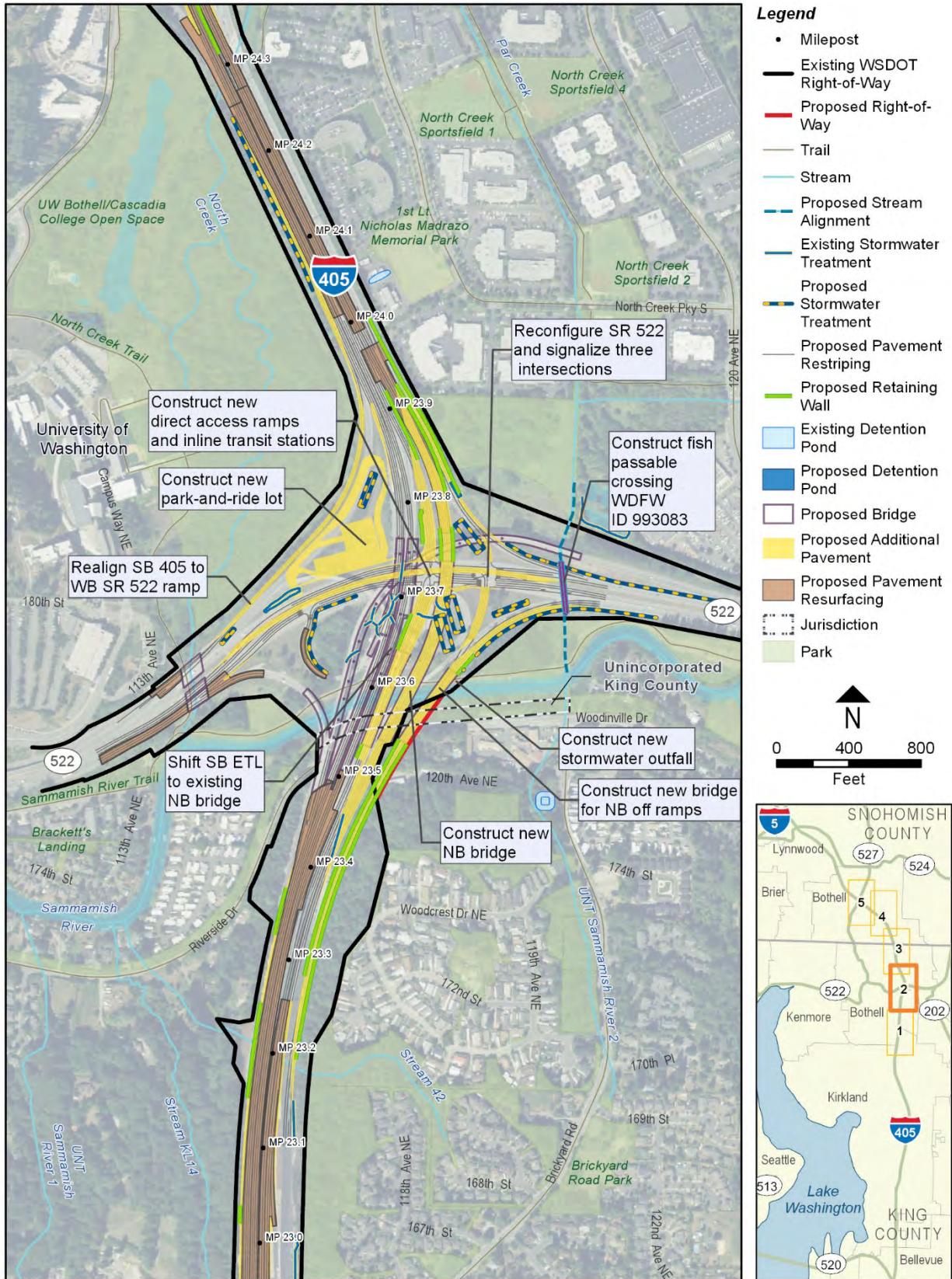


Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park

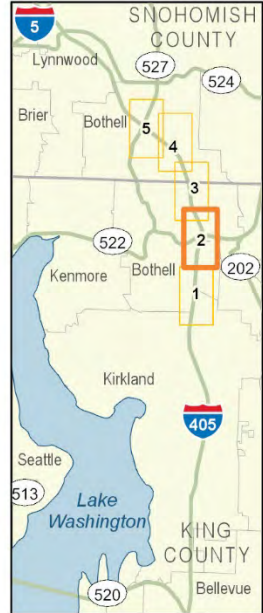
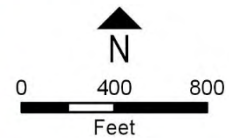
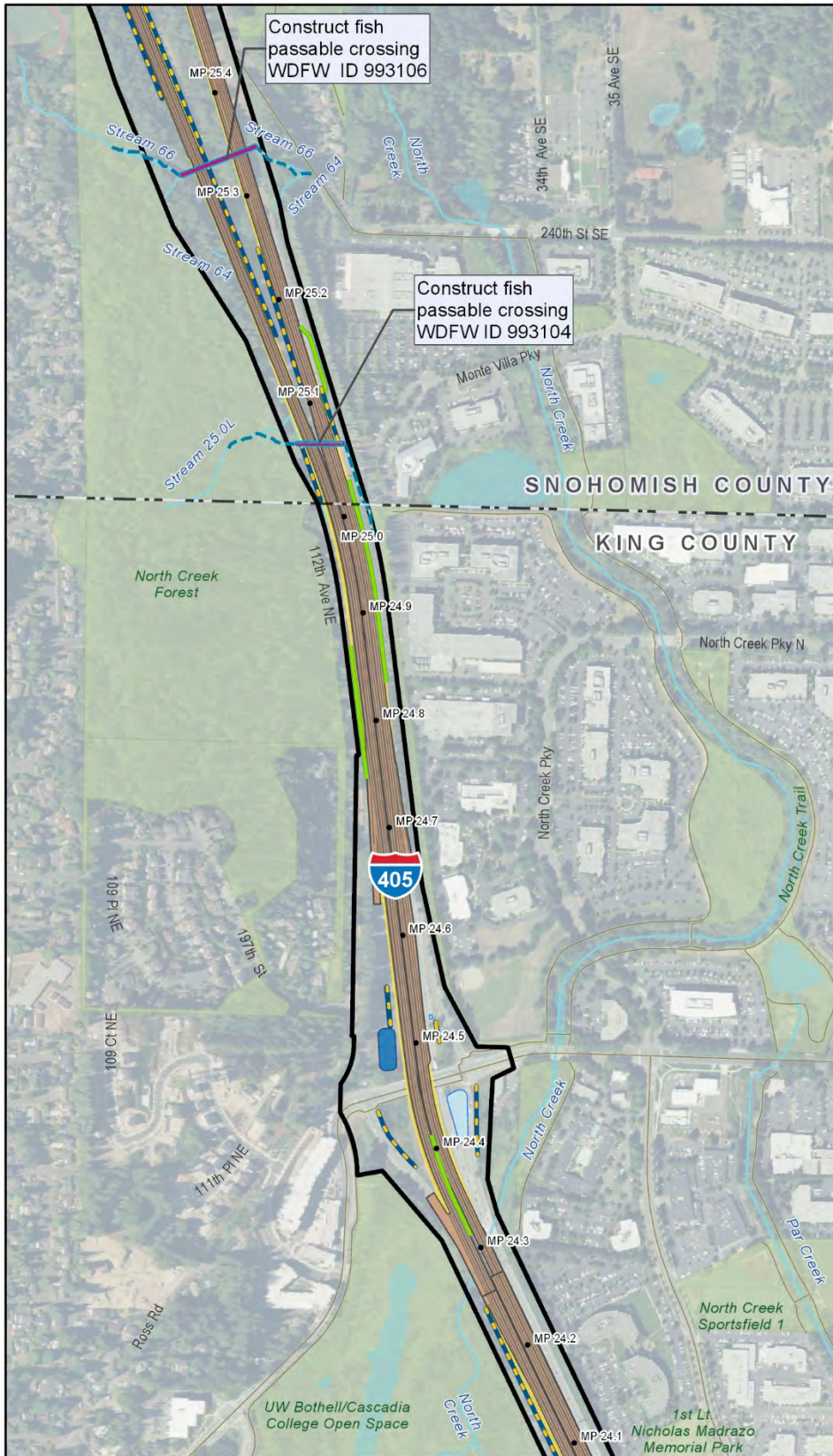


Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 3 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
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 - Proposed Stream Alignment
 - Existing Stormwater Treatment
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 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park

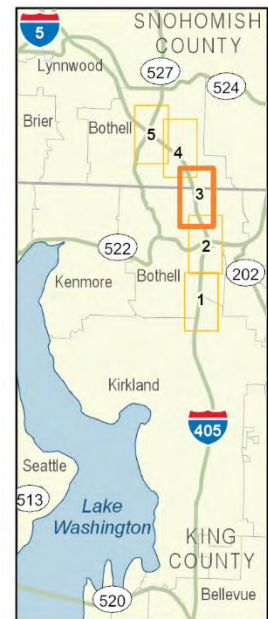
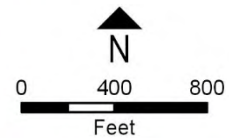
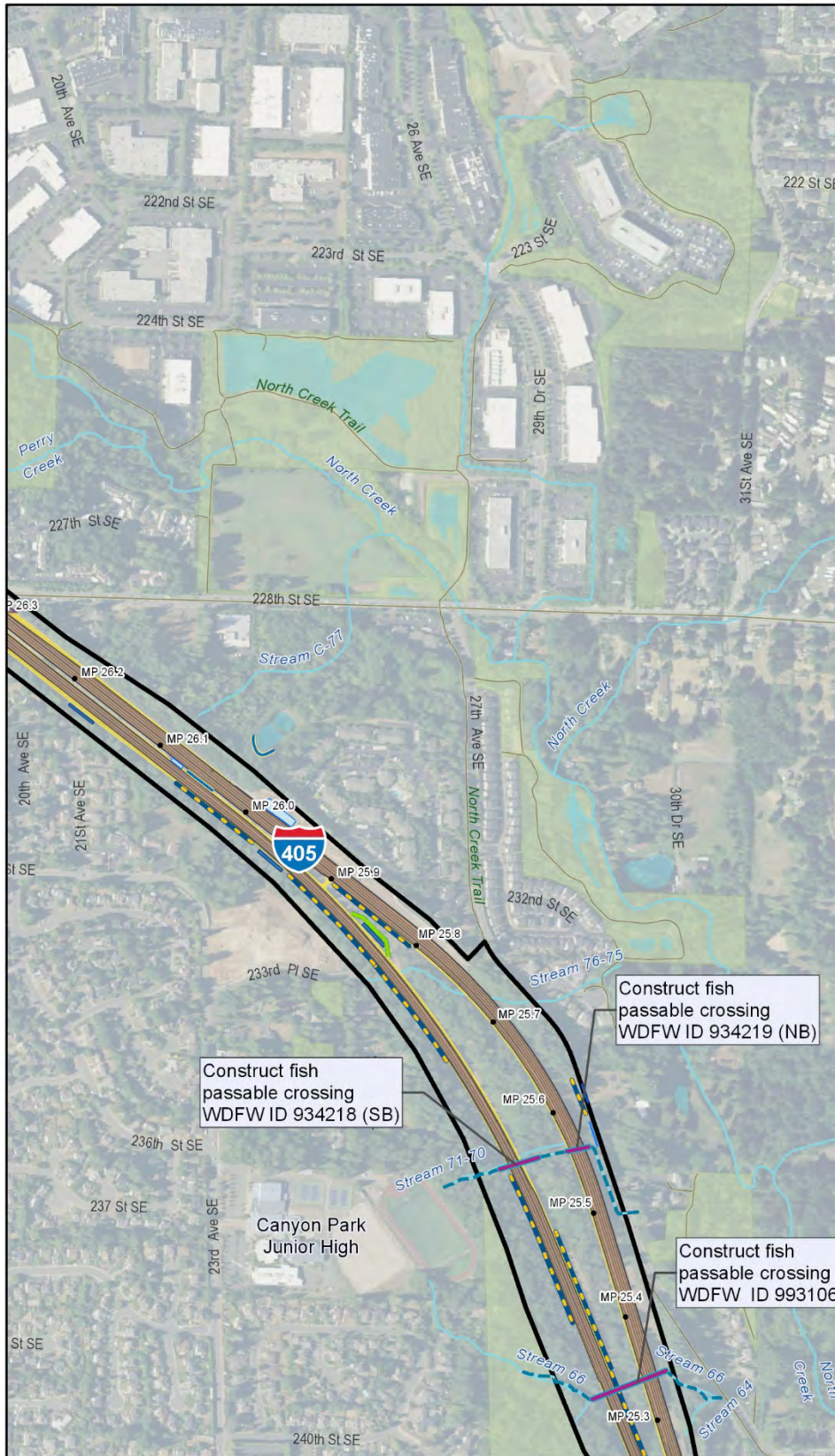


Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park

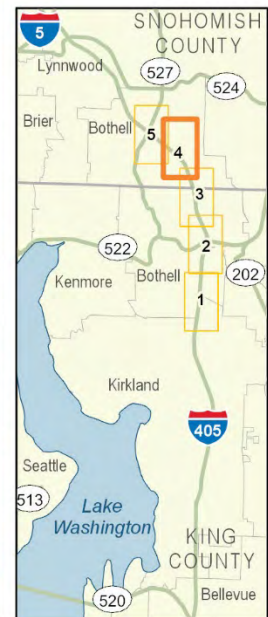
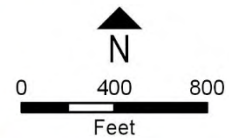
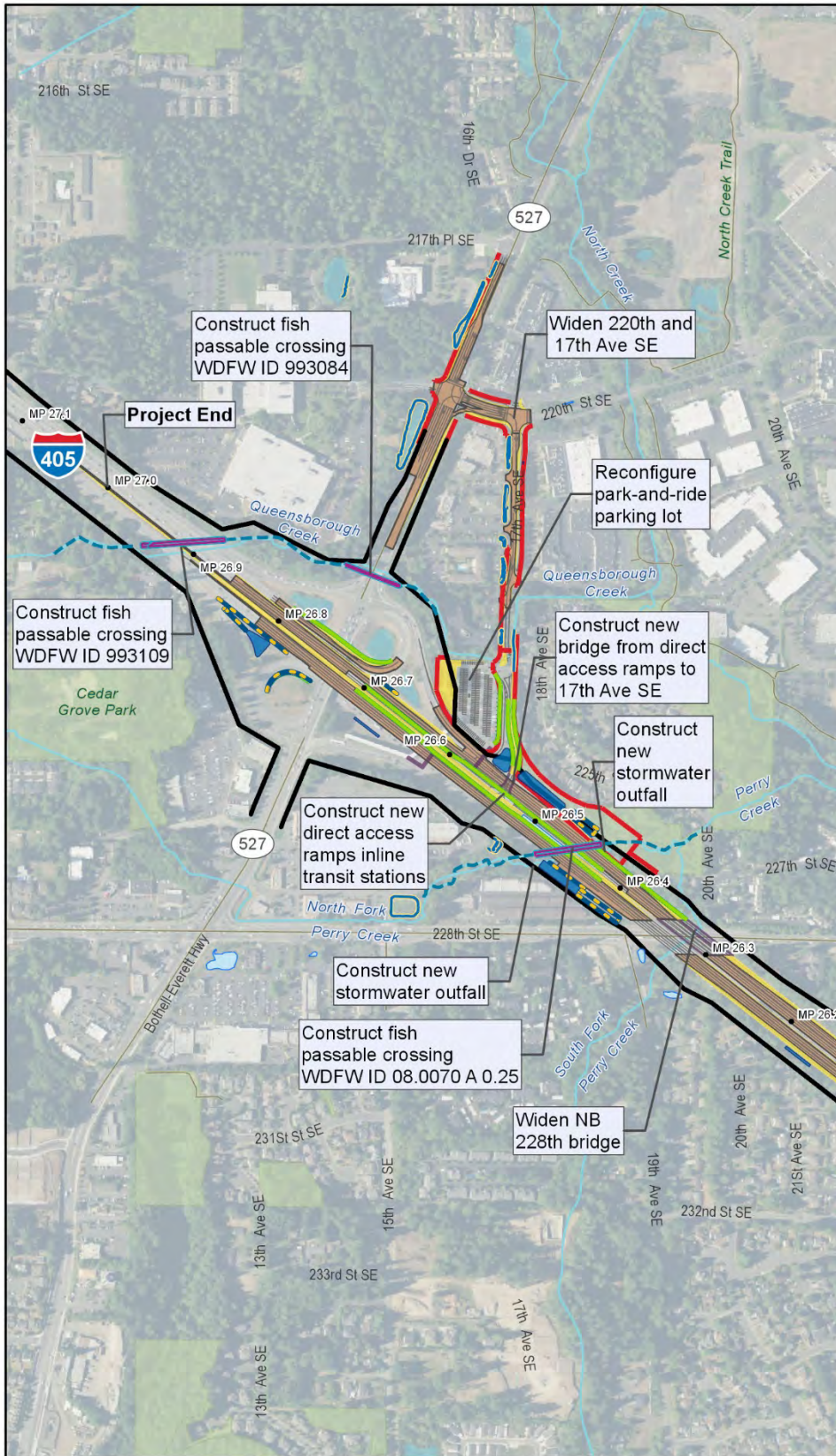
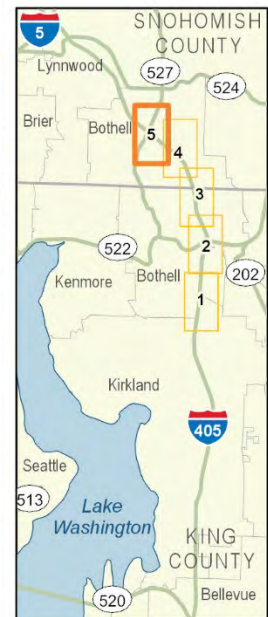
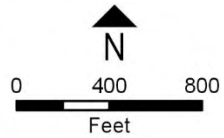


Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park





I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

North of SR 522

Existing



Proposed



South of Northeast 160th Street

Existing



Proposed



Directions to Bothell City Hall

I-405 northbound:

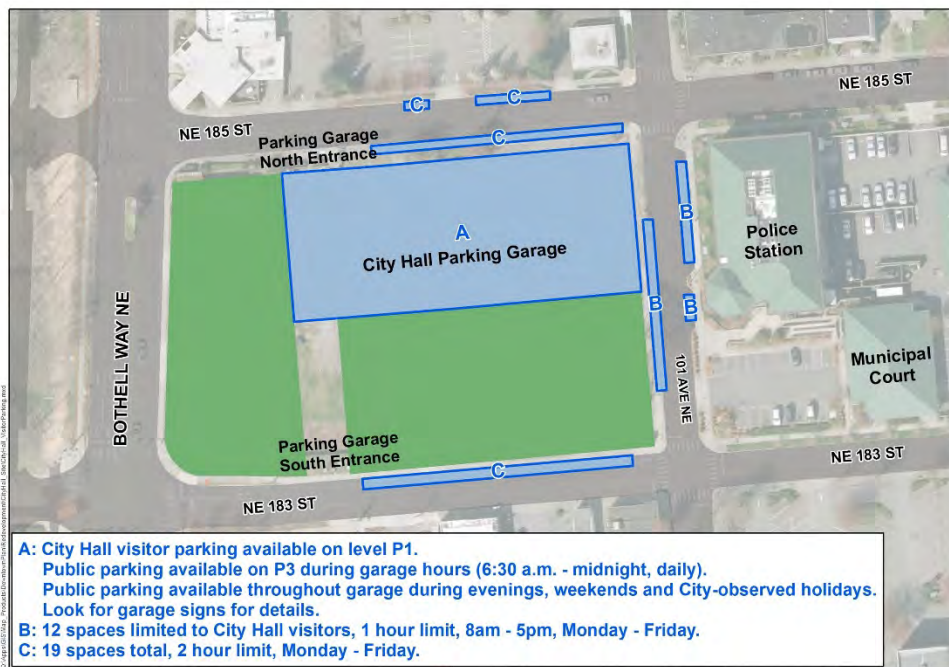
- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

I-405 southbound

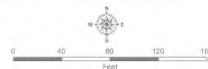
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**Bothell City Hall
Visitor Parking Map**



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Aerial Photo: April 2012





I-405 Program Office
600-108th Avenue NE Ste. 405
Bellevue, WA 98004
425-456-8582
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 28, 2019

The Honorable Virginia Cross
Tribal Chair, Muckleshoot Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Subject: Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair Cross,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

Date: Monday, March 18, 2019

Time: 2:30 – 4:00 p.m.

Location: Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

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studies. However, you may contact FHWA or the US Army Corps of Engineers at any time for assistance with the process and/or undertaking.

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Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
I-405 lanes and shoulders from SR 522 to SR 527	<ul style="list-style-type: none"> - Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> • From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system • From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction • From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps
I-405 tolling from SR 522 to SR 527	<ul style="list-style-type: none"> - Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.
SR 522 interchange	<ul style="list-style-type: none"> - Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit. - Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies. - Construct new northbound bridge through the SR 522 interchange. - Reconfigure I-405 on and off ramps. - Add three signalized intersections on SR 522.
228th Street SE	<ul style="list-style-type: none"> - Widen northbound I-405 bridge over 228th Street SE.
SR 527 interchange	<ul style="list-style-type: none"> - Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> - Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.

Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
Fish passage	<ul style="list-style-type: none"> – Replace eight fish barriers with fish-passable crossings at the following streams: <ul style="list-style-type: none"> • Par Creek • Stream 25.0L • Stream 66 • Replace two fish barriers on Stream 71-70 • North Fork of Perry Creek • Replace two fish barriers at Queensborough Creek
Sammamish River	<ul style="list-style-type: none"> – Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM. – Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM. – Build a new bridge for northbound I-405 traffic over the Sammamish River. – Build a new bridge over Sammamish River for the new direct access ramp at SR 522. – Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.
Noise and retaining walls	<ul style="list-style-type: none"> – Construct new noise walls. – Construct 28 new retaining walls.
Stormwater management	<ul style="list-style-type: none"> – Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres). – Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment. – Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.
Construction duration	<ul style="list-style-type: none"> – Construction is expected to last 3 years, from August 2021 through December 2024. – The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

NEPA Process

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

Scoping comments are requested by April 19, 2019. If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or millste@consultant.wsdot.wa.gov.

Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,

Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

Enclosures:

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

CC:

Martin Fox, Muckleshoot Indian Tribe

Laura Murphy, Muckleshoot Indian Tribe

Karen Walter, Muckleshoot Indian Tribe

Lindsey Handel, FHWA

Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File

Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5

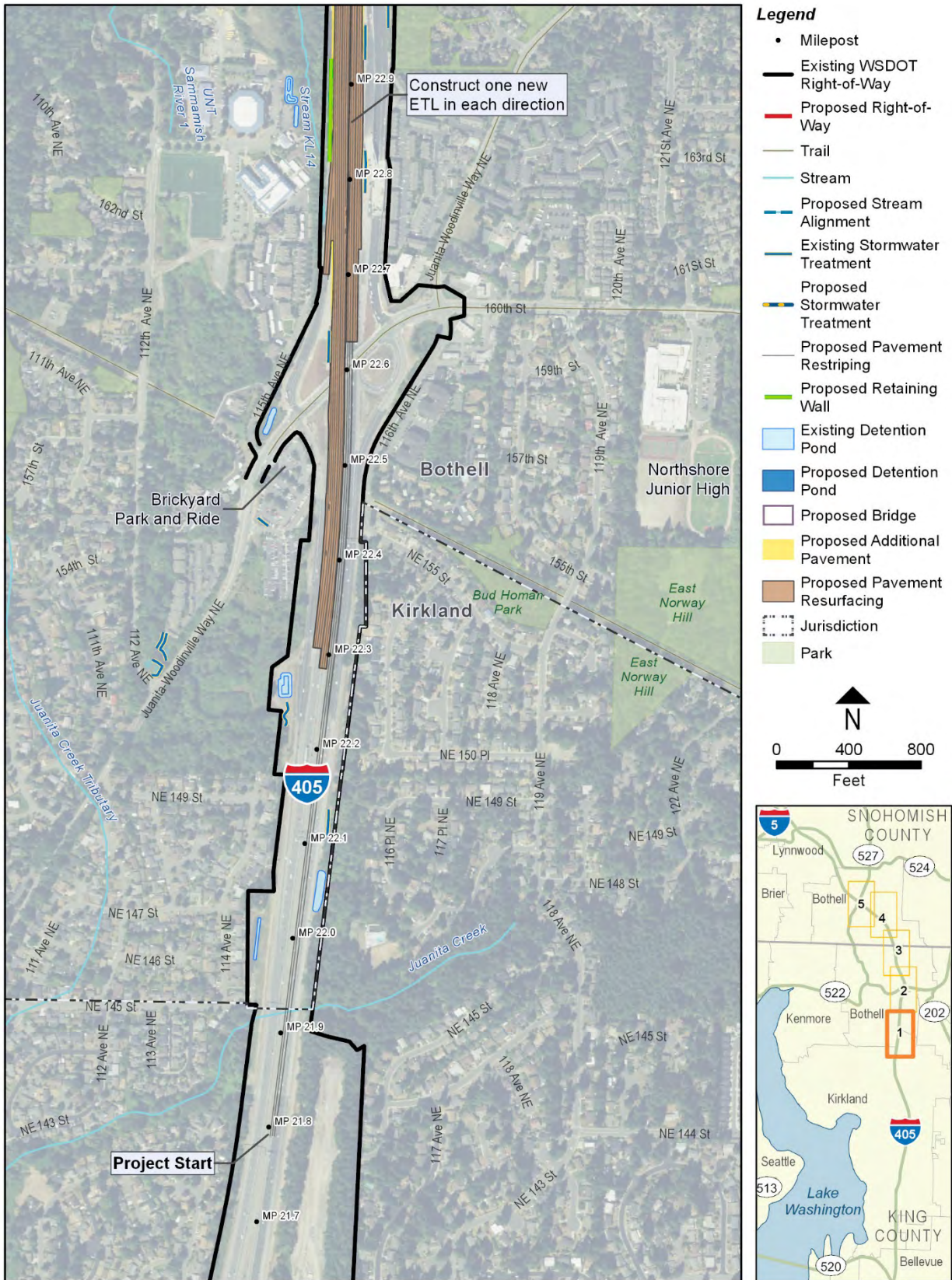


Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5

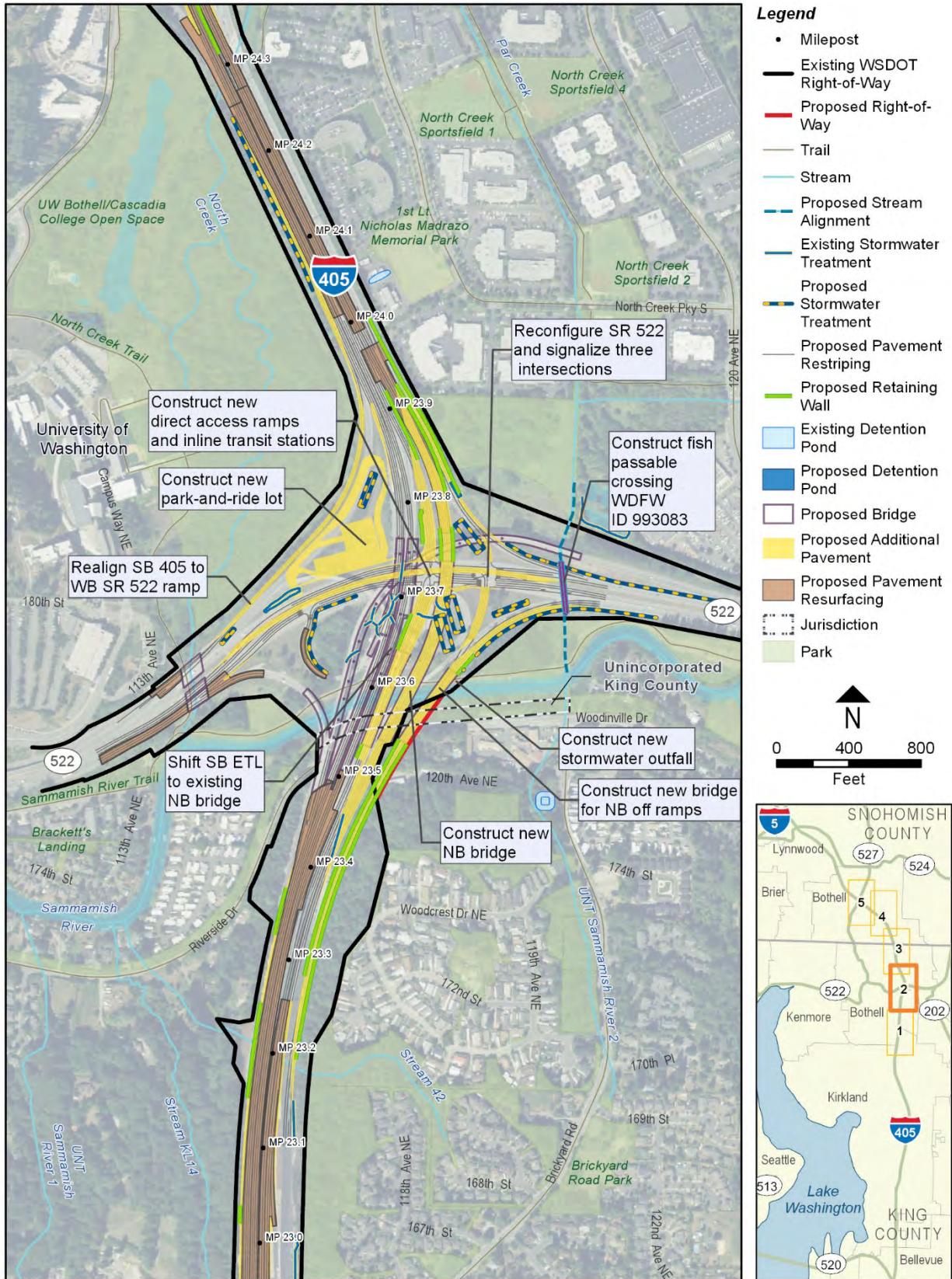
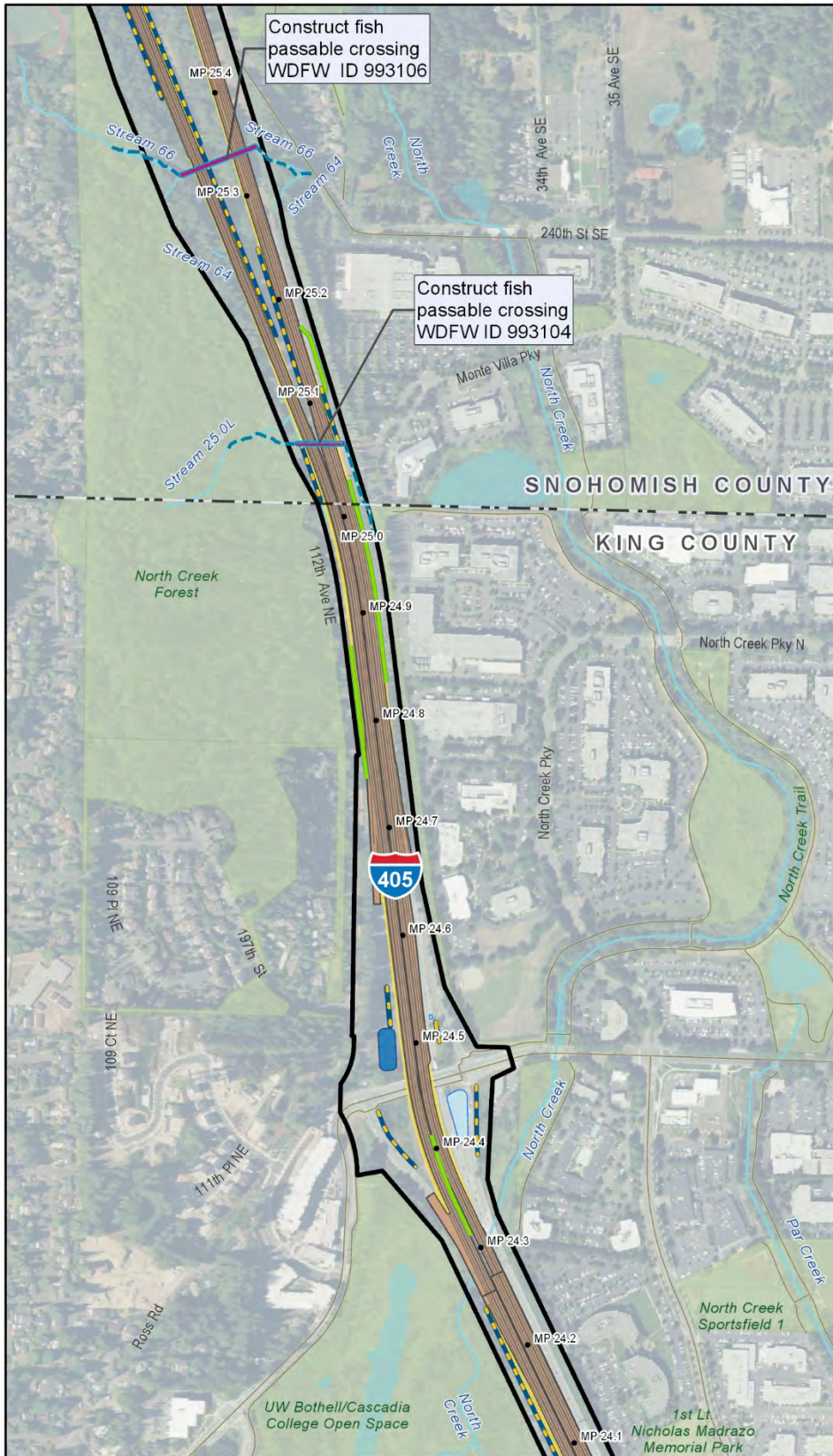


Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 3 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park

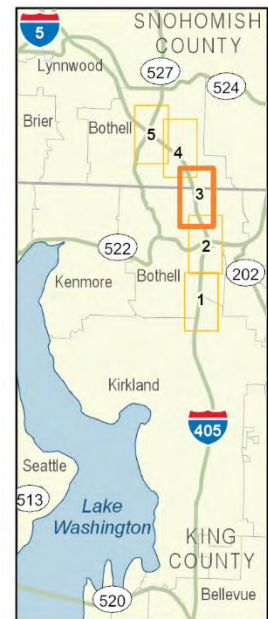
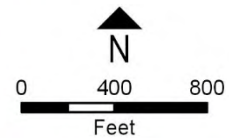
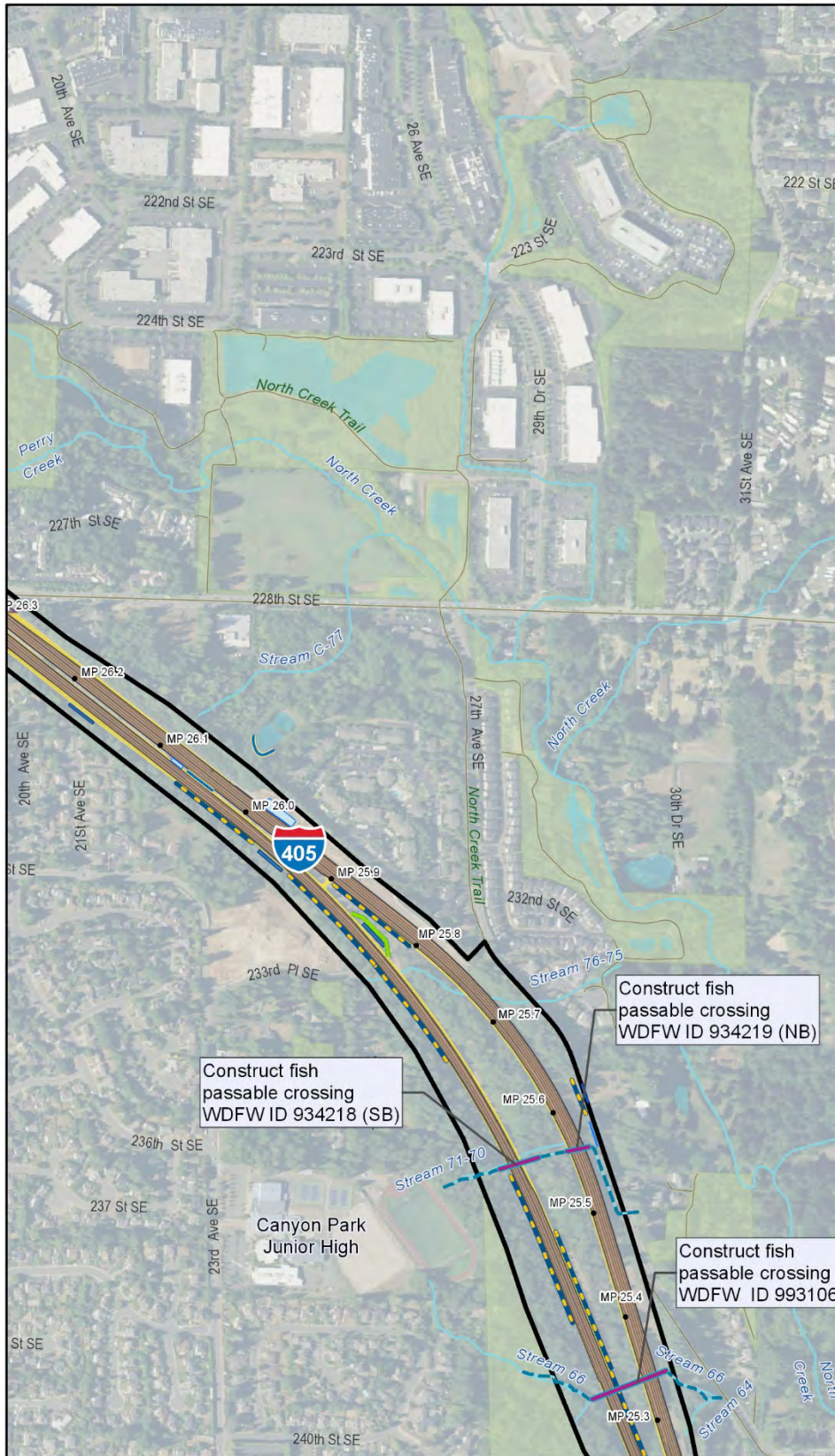


Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park

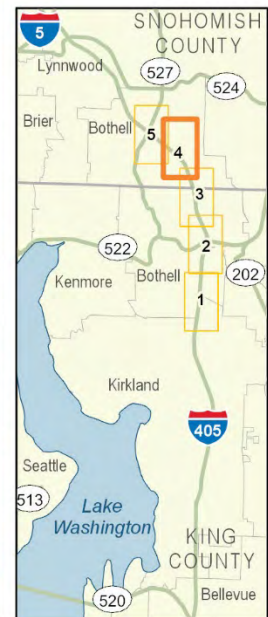
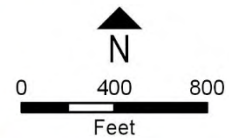
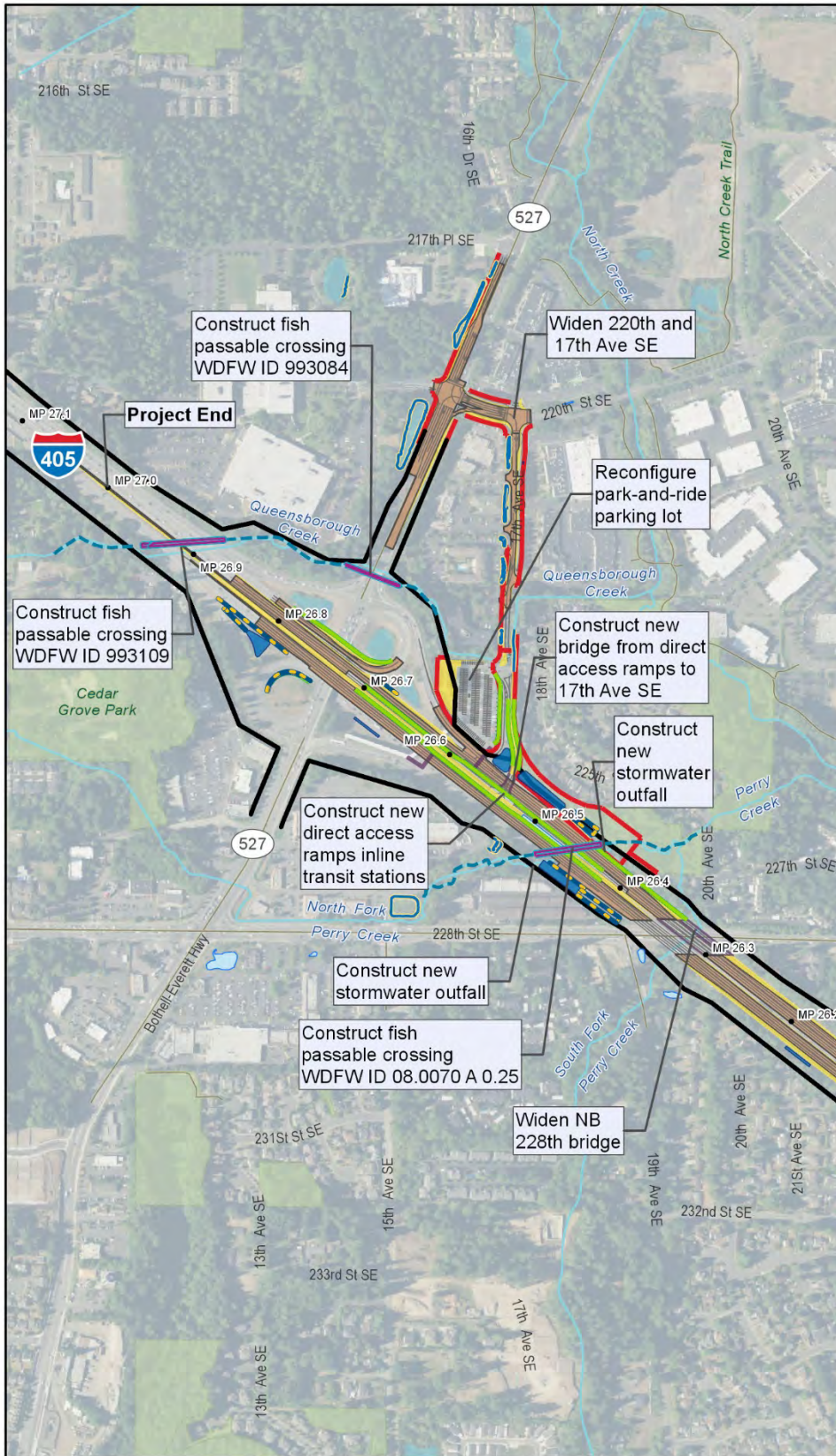
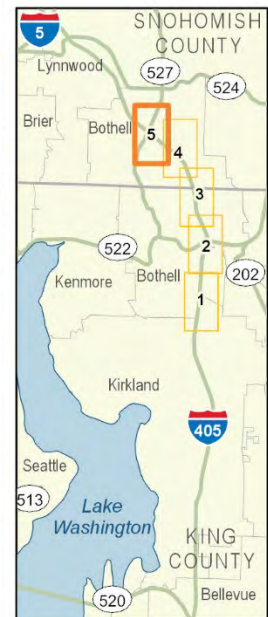
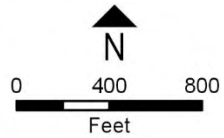


Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5



- Legend**
- Milepost
 - Existing WSDOT Right-of-Way
 - Proposed Right-of-Way
 - Trail
 - Stream
 - Proposed Stream Alignment
 - Existing Stormwater Treatment
 - Proposed Stormwater Treatment
 - Proposed Pavement Restriping
 - Proposed Retaining Wall
 - Existing Detention Pond
 - Proposed Detention Pond
 - Proposed Bridge
 - Proposed Additional Pavement
 - Proposed Pavement Resurfacing
 - Jurisdiction
 - Park





I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

North of SR 522

Existing



Proposed



South of Northeast 160th Street

Existing



Proposed



Directions to Bothell City Hall

I-405 northbound:

- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

I-405 southbound

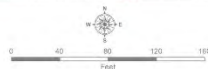
- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.



**Bothell City Hall
Visitor Parking Map**



The City of Bothell delivers this data (map) in an "AS-IS" condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.
Map Prepared by GIS Services: 4/6/2016
Aerial Photo: April 2012





I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Agency Scoping Meeting

March 18, 2019

Agenda

- Welcome and introductions
- I-405/SR 167 Program overview
- Early planning
- Project overview
- Environmental assessment process

I-405 Master Plan

Regional Consensus

- EIS Record of Decision, 2002
- **Multimodal, multiagency plan**

Roadways

- Two new lanes in each direction
- Local arterial improvements

Transit and Transportation Choices

- Bus Rapid Transit system
- New transit centers
- 50 percent transit service increase
- HOV direct access ramps and flyer stops
- Managed lanes system
- 5,000 new park and ride spaces
- 1,700 new vanpools

Environmental Enhancements



Legend

- Added Freeway Lanes & Connections**
 - Two new lanes added each direction on I-405 and Alaskan Way upgraded. App. checkpoint found at SR 167, 169, Kirkland and DuPont
- High Capacity Transit (HCT) and/or Bus Rapid Transit (BRT) Service**
 - New bus rapid transit system displayed
- Transit Stations**
 - HOV Lane Access Points
 - with HOV lane and direct access improvements
- Arterial Improvements**
 - Local arterial improved
- HOV Lane Access Point**
- HCT/BRT Stations**
 - 1 station (HCT/BRT) station
- Transit Centers**
 - New transit center
- Park-and-Ride Lots**
 - 5,000 new park-and-ride spaces

I-405 Master Plan: Multimodal and making progress

Park and Ride expansions
138% complete or funded



Transit center expansions
70% complete



Bus Rapid Transit stations
91% complete or funded



Local arterial improvements
50% complete



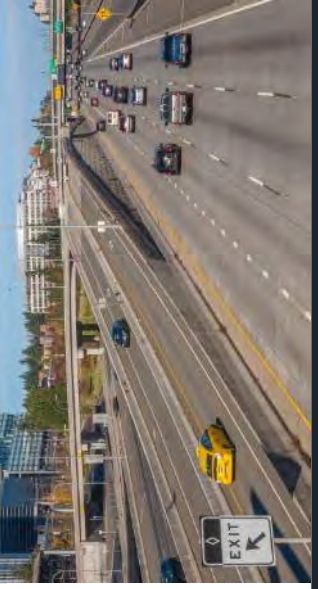
Add 2 lanes in each direction
45% complete or funded



Transit service increase
62% complete or anticipated



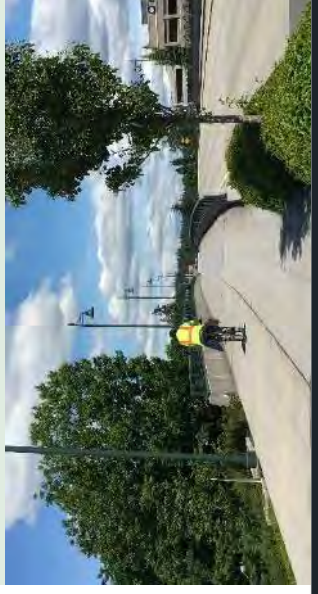
Direct Access and Direct Connectors
19% complete or funded



Vanpool service increase
40% complete



Pedestrian/bicycle improvements
65% complete or funded



Completing the 40-mile corridor

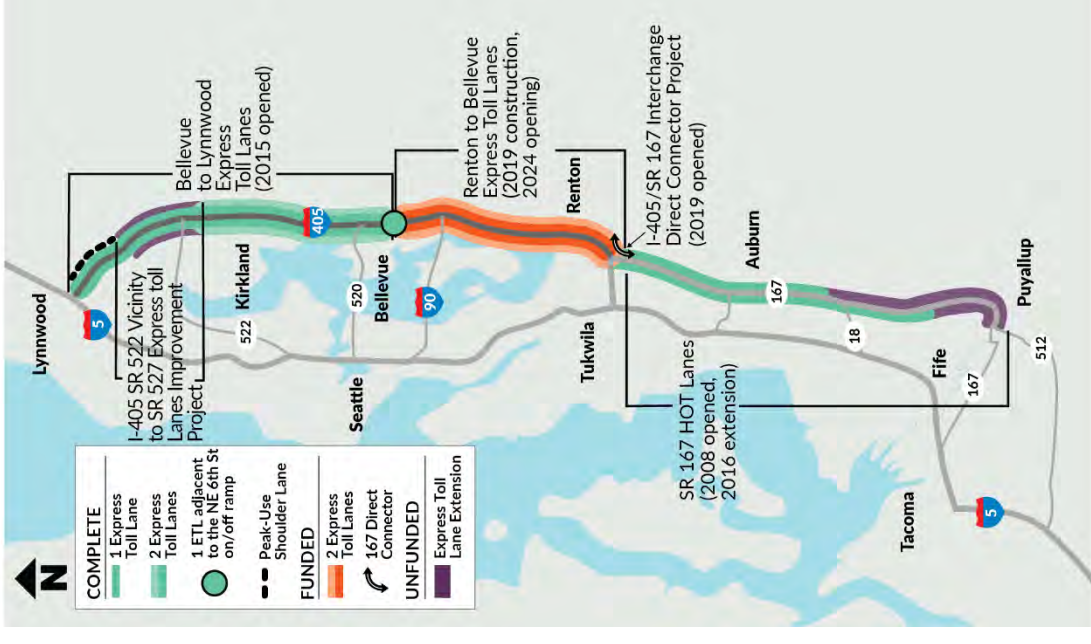
Completed Toll System Projects

- ✓ I-405 Bellevue to Lynnwood Express Toll Lanes (2015)
- ✓ SR 167 High Occupancy Toll (HOT) Lanes (Extension 2016)
- ✓ I-405/SR 167 Interchange Direct Connector (2019)

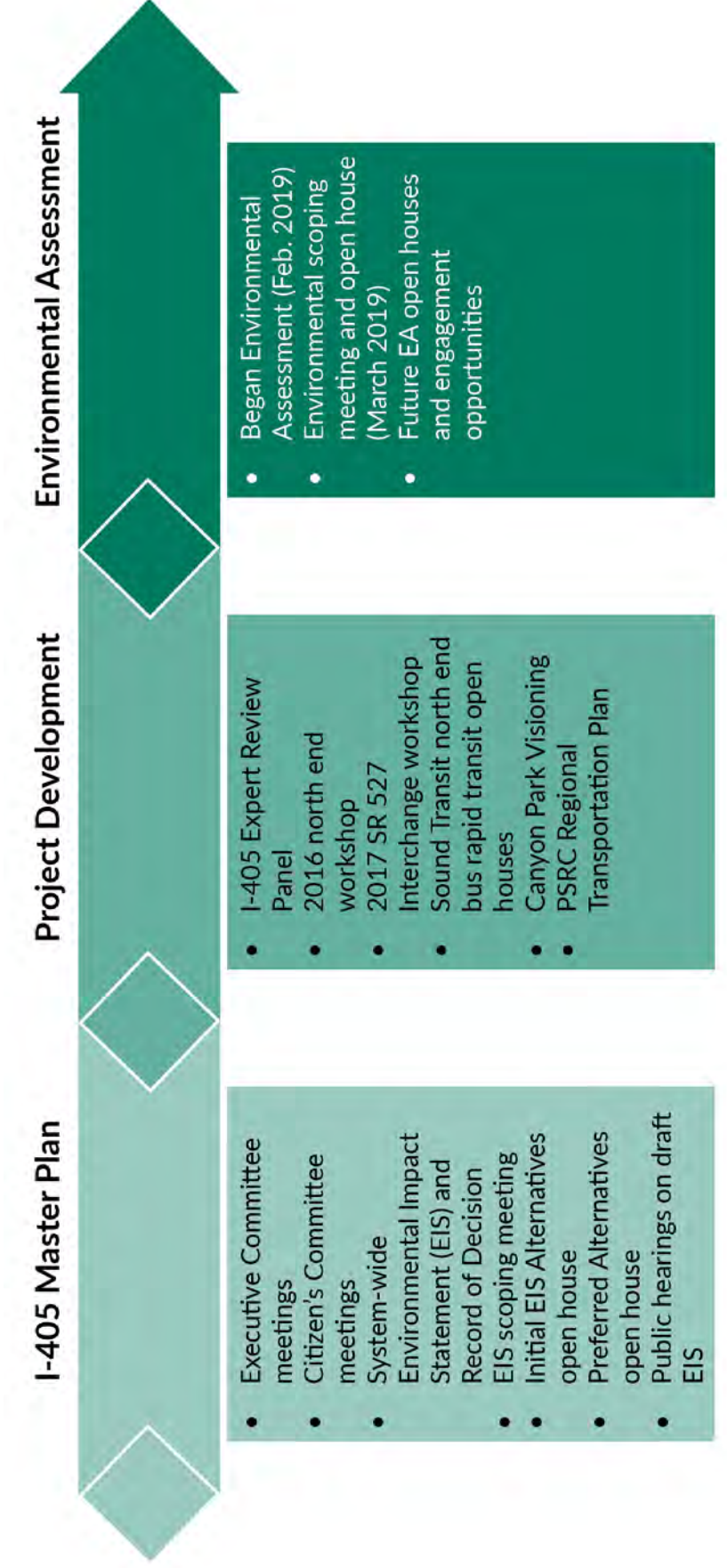
Future/Ongoing Toll System Projects

- I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project
 - Legislature authorized \$20 million for preliminary engineering
 - \$20 million for right of way included in Governor's FY 19-21 budget
 - Not funded for construction

- I-405 Renton to Bellevue Widening & Express Toll Lanes
 - Construction to begin in 2019
 - Open to traffic in 2024



Early planning: Community outreach



The I-405/SR 167 Executive Advisory Group was created in 1999 to guide WSDOT in the implementation of the I-405 Master Plan.

Early project planning: I-405 north end workshop

Two-day workshop
Nov. 16 and 29, 2016

Interagency participation:

- Cities of Bothell and Woodinville
- Community Transit
- Federal Highway Administration
- King County Metro
- Snohomish County
- Sound Transit
- WSDOT

Objectives:

- Review WSDOT I-405 north end phasing concepts, brainstorm alternative solutions
- Gather input on challenges and considerations for improvements
- Develop recommendation for next priority improvements from Master Plan

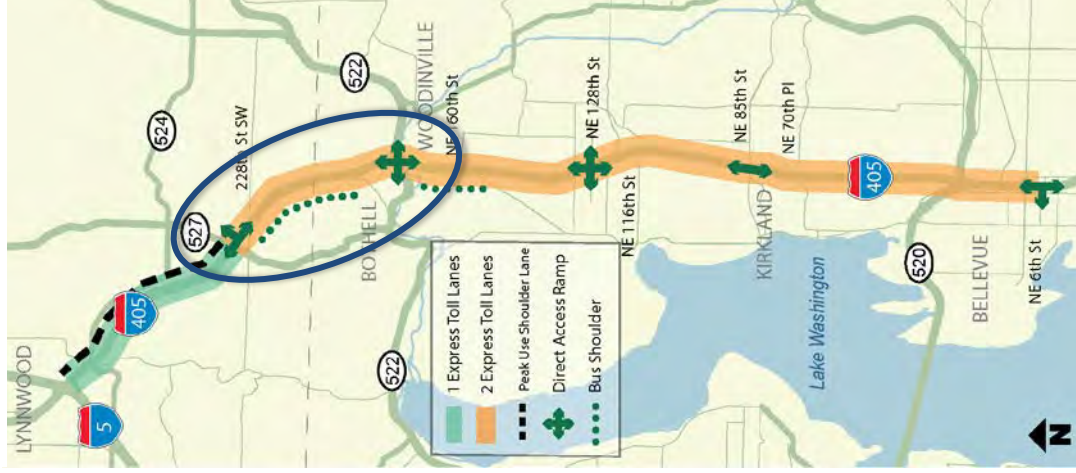


Phased approach

Existing conditions



Project improvements



Future improvements



Early project planning: SR 527 interchange workshop

One-day workshop

July 26, 2017

Interagency participation:

- City of Bothell
- Community Transit
- Federal Highway Administration
- Sound Transit
- WSDOT

Objective:

- Achieve consensus on a design approach for the direct access interchange at SR 527



Purpose and need

Purpose

- Provide a reliable trip for I-405 users using the express toll lanes (ETLs)
- Provide new direct access to and from the existing ETLs, including bus rapid transit (BRT)
- Increase vehicle capacity and person throughput
- Improve reliability for transit patrons

Purpose and need - continued

Need

Our region needs this project to increase vehicle capacity and person throughput to improve mobility and reliability in the I-405 Express Toll Lanes (ETLs) from the vicinity of SR 522 to SR 527. I-405 is one of the most congested routes in the state, particularly during peak travel times. I-405 has some of the largest increases in vehicle volumes in the region, including up to a six percent increase in daily volume growth in some areas between Lynnwood and Bothell¹. The ETL system north of SR 522 is at or over capacity and is not meeting speed and reliability requirements in the southbound direction. Direct access is not currently provided to and from the existing I-405 ETLs which limits mobility and the efficiency of the ETL system and requires weaving across the general purpose lanes. Sound Transit is developing a bus rapid transit (BRT) line on I-405 to improve transit service and reliability. Building an additional ETL would support the development of a reliable BRT system. The project is also responding to resource stewardship needs. These include the restoration of fish passage at blocking culverts to provide access to habitat, and the management and treatment of stormwater so that water quality is protected.

¹ *I-405 Express Toll Lanes: 36 Months of Operation*. Oct. 2015 – Oct. 2018, WSDOT Toll Division

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Project elements

- Build one new express toll lane in each direction between south of SR 522 and SR 527
- Build direct access ramps to the ETLs at SR 522 and SR 527
- Other associated project elements include local roadway improvements, fish passage improvements, reconstruction of impacted noise walls, evaluation of potential new noise walls, and new stormwater facilities



SR 522 interchange design concept



SR 527 interchange design concept



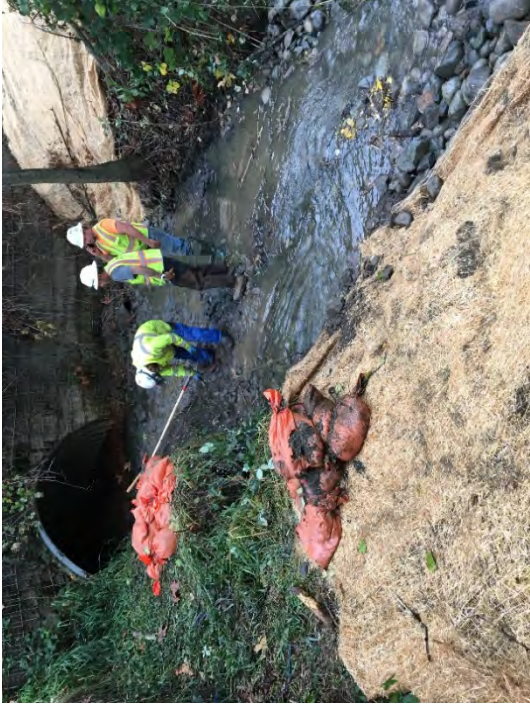
Other project elements

Fish barriers

- Coordinate with Washington Department of Fish and Wildlife and consulting tribes to address fish passage needs

Stormwater

- Treat approximately 24 acres of new pollutant generating impervious surface (PGIS)
- Provide enhanced treatment for 100 percent of new PGIS
- Retrofit approximately 20 acres of existing untreated PGIS
- Construct three new outfalls – one on the Sammamish River and two on the North Fork Perry Creek



Funding and schedule

Preliminary engineering: \$20M (funded)

Right of way acquisition: \$20M (unfunded)

Construction: Unfunded

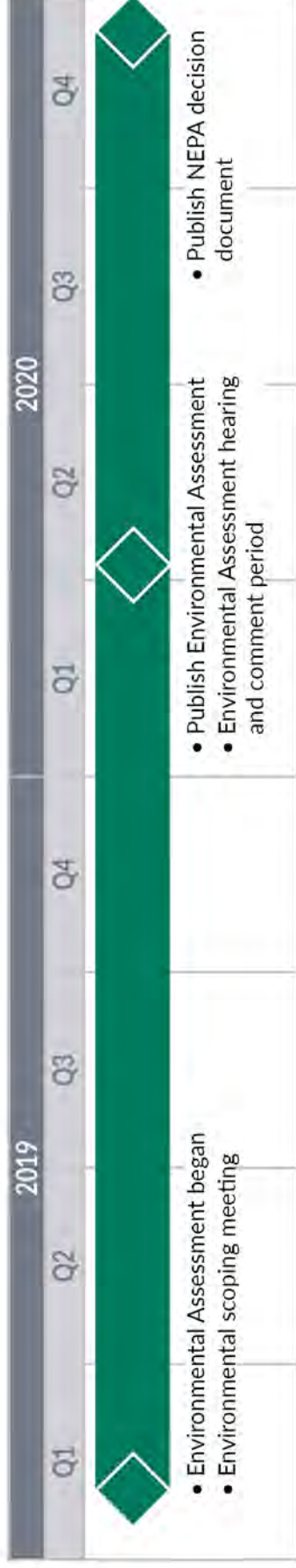


Environmental assessment

The environmental assessment will evaluate the following topics:

- Transportation
- Noise
- Visual quality
- Ecosystems
- Water resources
- Air quality
- Hazardous materials
- Environmental justice
- Geology and soils
- Greenhouse gases
- Historic, cultural and archaeological resources
- Land use, economic and social effects
- Public services and utilities
- Parks and recreation lands
- Indirect and cumulative effects

Environmental assessment schedule



Permits anticipated

Federal Permits

- Section 404 Individual Permit, Section 10 Permit, U.S. Army Corps of Engineers
- Section 401 Water Quality Certification, Washington State Department of Ecology (Ecology)
- Coastal Zone Management Act Consistency Determination (Ecology)
- Section 402 National Pollutant Discharge Elimination System (NPDES) 402 Construction General Permit (Ecology)
- U.S. Coast Guard Bridge Permit (likely an exemption)

State Permits

- Hydraulic Project Approval (Washington Department of Fish and Wildlife)

Permits anticipated - continued

Local Permits

- City of Bothell
 - Shoreline Substantial Development Permit
 - Flood Hazard Permit/Floodplain Development Permit
 - Nighttime Noise Variance/Exemption
- City of Kirkland
 - Nighttime Noise Variance/Exemption
- WSDOT will coordinate with cities to comply with critical area regulations

Questions?

Jennifer Cheung
Project Manager

CheungJ@Consultant.wsdot.wa.gov

Stephanie Miller
Environmental Manager

MillSte@Consultant.wsdot.wa.gov

How to comment

All comments received or postmarked by April 19, 2019 will be considered by WSDOT and FHWA

Comment form

Fill out a comment form and return to any WSDOT staff member

Email:

I405comments@wsdot.wa.gov

Postal mail

I-405/SR 167 Program
Attn: Drue Nyenhuis
600 108th Ave. NE, Suite 405
Bellevue, WA 98004



Summary

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Agency Environmental Scoping Meeting

Monday, March 18, 2019

Bothell City Hall

2:30 – 4:30 p.m.

Agency staff in attendance:

- Alex Herzog, City of Woodinville
- Allison Speicher, King County Parks
- Stewart Reinbold, Washington Department of Fish and Wildlife
- Miles Penk, Washington Department of Fish and Wildlife
- Noah Tunick, Community Transit
- Ryan McIrvine, UW Bothell
- June Carlson, City of Kirkland
- Steve Morikawa, City of Bothell
- Sherman Goong, City of Bothell
- Michael Kattermann, City of Bothell
- Martin Fox, Muckleshoot Indian Tribe
- Steve Thomsen, Snohomish County Public Works
- Ezekiel Rohloff, Washington Department of Fish and Wildlife
- Tim Lucas, Sound Transit
- Brian Macik, King County Metro
- Meagan Walker, Cascadia College
- Erin Leonhart, City of Bothell
- Bruce Blackburn, City of Bothell
- Boyd Benson, City of Bothell
- Eddie Low, City of Bothell

WSDOT staff in attendance:

- Lisa Hodgson, I-405/SR 167 Deputy Program Administrator
- Jennifer Cheung, I-405/SR 167 Project Manager
- Anne Broache, I-405/SR 167 Environmental Planner
- Josh Johnson, I-405/SR 167 Traffic Engineer
- April Magrane, WSDOT ESO Megaprojects Biology Lead
- Lisa Ballard, WSDOT Transportation Planner
- Barrett Hanson, I-405/SR 167 Engineering Manager
- Stephanie Miller, I-405/SR 167 Environmental Manager
- Linda Cooley, I-405/SR 167 Environmental Permit and Compliance Lead
- Margaret Kucharski, WSDOT ESO Mega Projects Environmental Manager
- Drue Nyenhuis, I-405/SR 167 Program Communications



Corridor Program

PROJECT PRESENTATION

The scoping meeting began with a presentation from the I-405 project team. The presentation covered the following topics.

Introduction and I-405/SR 167 Program Overview

Lisa Hodgson, I-405/SR 167 Program Deputy Administrator

- I-405 Master Plan overview
- Progress report of multimodal investments to-date
- Overview of 40-mile I-405/SR 167 corridor and upcoming projects
- Overview early community outreach activities and Executive Advisory Committee partnership

Community Outreach Overview

Jennifer Cheung, Project Engineer

- Summary of the 2016 I-405 north end workshop that identified north end needs and created a phased approach for improvements to I-405 between SR 522 and I-5
- Summary of the 2017 SR 527 workshop that led to the project interchange design

Project Overview

Jennifer Cheung, Project Engineer

- Review of project purpose and need statement
- Overview of project elements, SR 522 and SR 527 interchange concepts, funding status, and schedule

Environmental Assessment

Stephanie Miller, Project Environmental Manager

- Overview of topics evaluated in the Environmental Assessment and EA schedule
- Review of anticipated federal, state, and local permits anticipated

DISCUSSION

After the presentation the project team invited the audience to ask questions. A summary of these questions and the responses is provided below.

- Meagan Walker, Cascadia College asked about the status of the inline transit station at the 522 interchange.
 - The project team responded that WSDOT is working with Sound Transit on options for transit connections at the SR 522 interchange, including a workshop in late March to discuss the connection of I-405 Bus Rapid Transit (BRT) and SR 522 BRT. The current representative ST3 concept for I-405 BRT includes a stop at NE 195th Street. The potential for transit access at the I-405/SR 522 interchange will be part of the workshop's discussion.



Corridor Program

- Brian Macik, King County Metro, asked if the project scope would be affected by an upcoming Sound Transit workshop to discuss bus rapid transit connections within the project area, and if the transportation analysis will include other intersecting roads.
 - WSDOT is clearing an inline transit station and possible park and ride at SR 522 and will continue to work with Sound Transit and other partners on options for transit.
 - WSDOT will conduct a comprehensive review of travel in the I-405 general purpose and express toll lanes, local roadways, and connecting elements in the study area.
- Steve Thomsen, Snohomish County, asked about the connection between Community Transit's Swift line and the future I-405 BRT.
 - Transit stops at the Canyon Park Park and Ride will be relocated to accommodate the future connection to the direct access ramps. Modifications to the existing pedestrian bridge will also be made to connect the future transit stop at the direct access ramp and the park and ride.
- Stewart Reinbold, Washington Department of Fish and Wildlife (WDFW), asked if the project team is doing any technical workshops to identify streams in the project area.
 - WSDOT is coordinating with WDFW to do a stream walk and a walk will be done that includes WSDOT, WDFW, and the tribes.
- Martin Fox, Muckleshoot Indian Tribe, asked how WSDOT plans to coordinate with tribes and other agencies to identify fish passage needs. He noted that one of the issues with the Renton to Bellevue project was a lack of data to determine fish use in streams and drainages. He said the tribe cannot walk every stream to get the data needed. He suggested that WSDOT should modify its approach with WDFW to obtain the additional data the tribe would like to see regarding the physical criteria of the stream network to remove some subjectivity in the analysis. Martin also suggested that it would be useful for WSDOT and the tribe to coordinate before WDFW does its stream walks. He said there is also a need to evaluate whether mitigation would be more appropriate for some of the project culverts, noting physical constraints in the urban environment that could have an effect on the effectiveness of local culvert replacements.
 - WSDOT will continue to work with tribal and agency partners on information needs and is looking for ways to ensure that the tribe is able to get as much data as possible early in the project. WSDOT is not in a position to change WDFW's assessment protocols but can follow up on potential next steps. WSDOT is currently putting together a package of stream information for review by the Muckleshoot Indian Tribe to provide baseline information on streams to determine fish passage needs. They also highlighted that they had recently shared a Preliminary Hydraulic Design report for the I-405/NE 132nd Interchange Improvement Project for the tribe's review, which may provide an early opportunity to clarify data needs and expectations before the SR 522 to SR 527 report is finalized.
- Brian Macik, King County Metro asked if transit benefits and impacts would be considered.
 - Yes, WSDOT will consider transit benefits and impacts.
- Allison Speicher, King County Parks, asked what the schedule is for phasing construction.
 - The project will be delivered using design-build. The DB contractor will determine construction schedule and which elements are built first.

ATTACHMENT B PUBLIC SCOPING MATERIALS

- Public Open House Postcard
- Public Open House Print and Online Ads
- Public Open House News Release
- Public Open House Display Boards
- Public Open House Handout



Join the Washington State Department of Transportation

to learn more about the

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Open House and Environmental Scoping Meeting

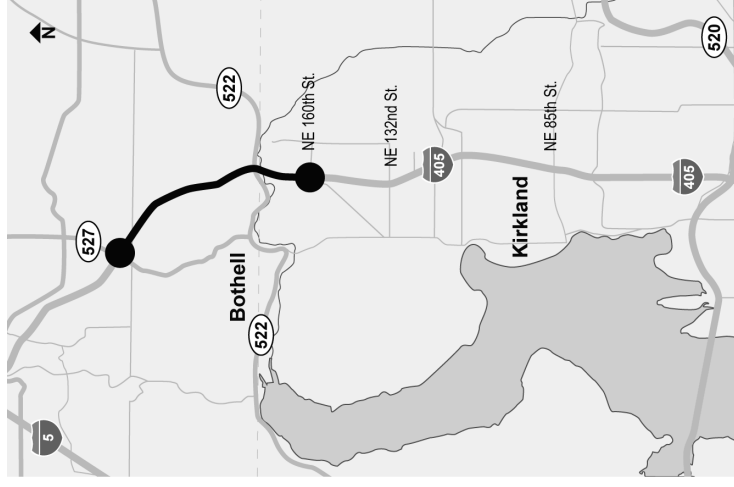
Monday, March 18 | 5-7 p.m.

Bothell City Hall

18415 101st Ave. NE, Bothell, WA 98011

WSDOT is hosting an open house and environmental scoping meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. This project proposes to build one new lane in each direction to extend the dual express toll lanes (ETLs) from south of SR 522 to SR 527. It also proposes to build direct access ramps to the ETLs at SR 522 and SR 527. Other associated project elements include local roadway and fish passage improvements, noise walls, and stormwater facilities.

El 18 de marzo de 5 a 7 p.m. en la Alcaldía de la Ciudad de Bothell, el Departamento de Transporte del Estado de Washington (WSDOT) realizará una reunión abierta al público para presentar los elementos del Proyecto de carriles expresos de peaje en la autopista I-405, desde SR 522 hasta SR 527. Este proyecto propone construir un nuevo carril en cada dirección para extender los carriles expresos dobles (ETL) desde el sur de la SR 522 hasta la SR 527. También propone construir rampas de acceso directo a los carriles ETL desde SR 522 y SR 527. El Proyecto también incluye otras mejoras a las vías locales, muros de reducción de ruido, estructuras para aguas, y mejoras en canales para paso de peces.



Project area



WSDOT I-405/SR 167 Program
600 108th Ave. NE, Suite 405
Bellevue, WA 98004

Comments may be submitted at the open house or by email or postal mail until April 19, 2019.

Si desea participar con sus comentarios, puede presentarlos durante la reunión, o enviarlos por correo electrónico o postal, entre el 18 de marzo y el 19 de abril del 2019.

Mailing address

I-405/SR 167 Program
C/O Stephanie Miller
600 108th Ave NE, Suite 405
Bellevue, WA 98004

Email

I405comments@wsdot.wa.gov

Visit the project website for more information:

www.wsdot.wa.gov/projects/i405/sr-522-sr-527/home

Title VI Statement to Public: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For additional information regarding WSDOT's Title VI Program, contact the Department's Title VI Coordinator at 360-705-7098. Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wscdotada@wsdot.wa.gov or by calling toll free: 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Scoping Open House Media Advertisement - *Seattle Times*

Online Ads

300x250




**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

**Open House and
Environmental Scoping Meeting**

**Monday, March 18
5-7 p.m.**

Bothell City Hall
18415 101st Ave. NE
Bothell, WA 98011


320x50



**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

Open House and Environmental Scoping Meeting
Monday, March 18, 5-7 p.m. | Bothell City Hall

728x90




I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Open House and Environmental Scoping Meeting
Monday, March 18, 5-7 p.m. | Bothell City Hall, 18415 101st Ave. NE

Print Ads

5.2x8




**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

**Open House and
Environmental Scoping Meeting**

WSDOT is hosting an open house and environmental scoping meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. This project proposes to build one new lane in each direction to extend the dual express toll lanes (ETLs) from south of SR 522 to SR 527. It also proposes to build direct access ramps to the ETLs at SR 522 and SR 527. Other associated project elements include local roadway and fish passage improvements, noise walls, and stormwater facilities.

When: Monday, March 18, 2019, 5-7 p.m.
Where: Bothell City Hall
18415 101st Ave. NE, Bothell, WA 98011

Project area




Learn more at:
www.wsdot.wa.gov/projects/i405/sr-522-sr-527/home

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Scoping Open House Media Advertisement - Bothell-Kenmore Reporter

Online Ads

300x250




**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

**Open House and
Environmental Scoping Meeting**

**Monday, March 18
5-7 p.m.**

**Bothell City Hall
18415 101st Ave. NE
Bothell, WA 98011**


320x50



**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

Open House and Environmental Scoping Meeting
Monday, March 18, 5-7 p.m. | Bothell City Hall

728x90



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Open House and Environmental Scoping Meeting
Monday, March 18, 5-7 p.m. | Bothell City Hall, 18415 101st Ave. NE

970x90




**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

Open House and Environmental Scoping Meeting

Monday, March 18, 5-7 p.m.
Bothell City Hall
18415 101st Ave. NE

Print Ads

4.833x6



**I-405, SR 522 Vicinity to SR 527 Express Toll
Lanes Improvement Project**

**Open House and
Environmental Scoping Meeting**

WSDOT is hosting an open house and environmental scoping meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. This project proposes to build one new lane in each direction to extend the dual express toll lanes (ETLs) from south of SR 522 to SR 527. It also proposes to build direct access ramps to the ETLs at SR 522 and SR 527. Other associated project elements include local roadway and fish passage improvements, noise walls, and stormwater facilities.

WHEN: Monday, March 18, 2019, 5-7 p.m.
WHERE: Bothell City Hall
18415 101st Ave. NE, Bothell, WA 98011

Learn more at:
www.wsdot.wa.gov/projects/i405/sr-522-sr-527/home

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Scoping Open House Media Advertisement - Woodinville Weekly

Online Ad

300x250



**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**


**Open House and
Environmental Scoping Meeting**

**Monday, March 18
5-7 p.m.**

Bothell City Hall
18415 101st Ave. NE
Bothell, WA 98011

Print Ad

4.9x6



**I-405, SR 522 Vicinity to SR 527
Express Toll Lanes Improvement Project**

**Open House and
Environmental Scoping Meeting**

WSDOT is hosting an open house and environmental scoping meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. This project proposes to build one new lane in each direction to extend the dual express toll lanes (ETLs) from south of SR 522 to SR 527. It also proposes to build direct access ramps to the ETLs at SR 522 and SR 527. Other associated project elements include local roadway and fish passage improvements, noise walls, and stormwater facilities.

WHEN: Monday, March 18, 2019, 5-7 p.m.
WHERE: Bothell City Hall
18415 101st Ave. NE, Bothell, WA 98011

Learn more at:
www.wsdot.wa.gov/projects/i405/sr-522-sr-527/home

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Scoping Open House Media Advertisement - *La Raza*

Print Ad

5.833x6



I-405, SR 522 a SR 527

Proyecto de Mejoras para los Carriles Expresos de Peaje

Reunión abierta al público

WSDOT está organizando una Open House y reunión de para presentar el alcance ambiental para del I-405, SR 522 proximidad a SR 527 Proyecto de Mejoras de Carriles Expresos de Peaje en la autopista I-405, desde las proximidades de SR 522 hasta SR 527. Este proyecto propone construir un nuevo carril de peaje en cada dirección para extender el sistema los doble de carriles expresos de peaje dobles (ETL) desde el sur de la SR 522 hasta la SR 527. También propone construir rampas de acceso directo a los carriles ETL en SR 522 y SR 527. Otros elementos asociados del con el proyecto incluyen algunas mejoras en las vías locales y el paso de peces, paredes muros de reducción de ruido e instalaciones de estructuras para aguas pluviales y paso de peces.

CUÁNDO: Lunes 18 de marzo de 2019, de 5 a 7 p.m.

DÓNDE: Bothell City Hall
18415 101st Ave. NE, Bothell, WA 98011

Aprende más en:

www.wsdot.wa.gov/projects/i405/sr-522-sr-527/home

Washington State Department of Transportation – NEWS

I-405/SR 167 Corridor Program – 600 108th Avenue NE - Bellevue, WA 98004 – 425-450-2729

FOR IMMEDIATE RELEASE

March 12, 2019

Contact: Drue Nyenhuis, communications, 425-450-2729

Public invited to WSDOT open house for the I-405 Bothell-area improvements

BOTHELL – On Monday, March 18, the Washington State Department of Transportation is hosting an open house and environmental scoping meeting for improvements to the Interstate 405 Express Toll Lanes between south of State Route 522 and SR 527. The open house will be an opportunity for the public to learn more about the [I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project](#), ask questions, and comment on project designs. There is no formal presentation, and community members can stop by at any time during the open house to talk to project staff.

The express toll lanes between Bellevue and Lynnwood have helped improve traffic and provided new transportation options for the north end of the I-405 corridor. The single-lane section between SR 522 and I-5 continues to experience congestion, particularly southbound in the morning commute.

WSDOT is conducting preliminary engineering for additional improvements to add traffic capacity and improve transit reliability in Bothell and south Snohomish County. These improvements will help support a reliable trip for travelers in all lanes, including riders of Sound Transit's new I-405 Bus Rapid Transit system, opening in 2024. Project elements include:

- Build one new express toll lane in each direction between south of SR 522 and SR 527.
- Build direct access ramps to the express toll lanes at SR 522 and SR 527.
- Other associated project elements include local roadway improvements, fish passage improvements, reconstruction of affected noise walls, evaluation of potential new noise walls and new stormwater facilities.

The project is in the preliminary engineering phase and is funded in part by toll revenue. Construction funding has not been identified at this time.

Open house details

When: Monday, March 18, 2019, 5-7 p.m.

Where: Bothell City Hall, 18415 101st Ave. NE, Bothell

Hyperlinks within the news release:

- I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project:
<https://www.wsdot.wa.gov/projects/i405/sr-522-sr-527/home>

###

WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to www.wsdot.wa.gov/news for pictures, videos, news and blogs. Real time traffic information is available at wsdot.com/traffic or by dialing 511.

Americans with Disabilities Act (ADA) Information

Accommodation requests for people with disabilities can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is WSDOT's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his or her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at 360-705-7090.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.

Regional Consensus

- EIS Record of Decision, 2002

Roadways

- Two new lanes in each direction
- Local arterial improvements

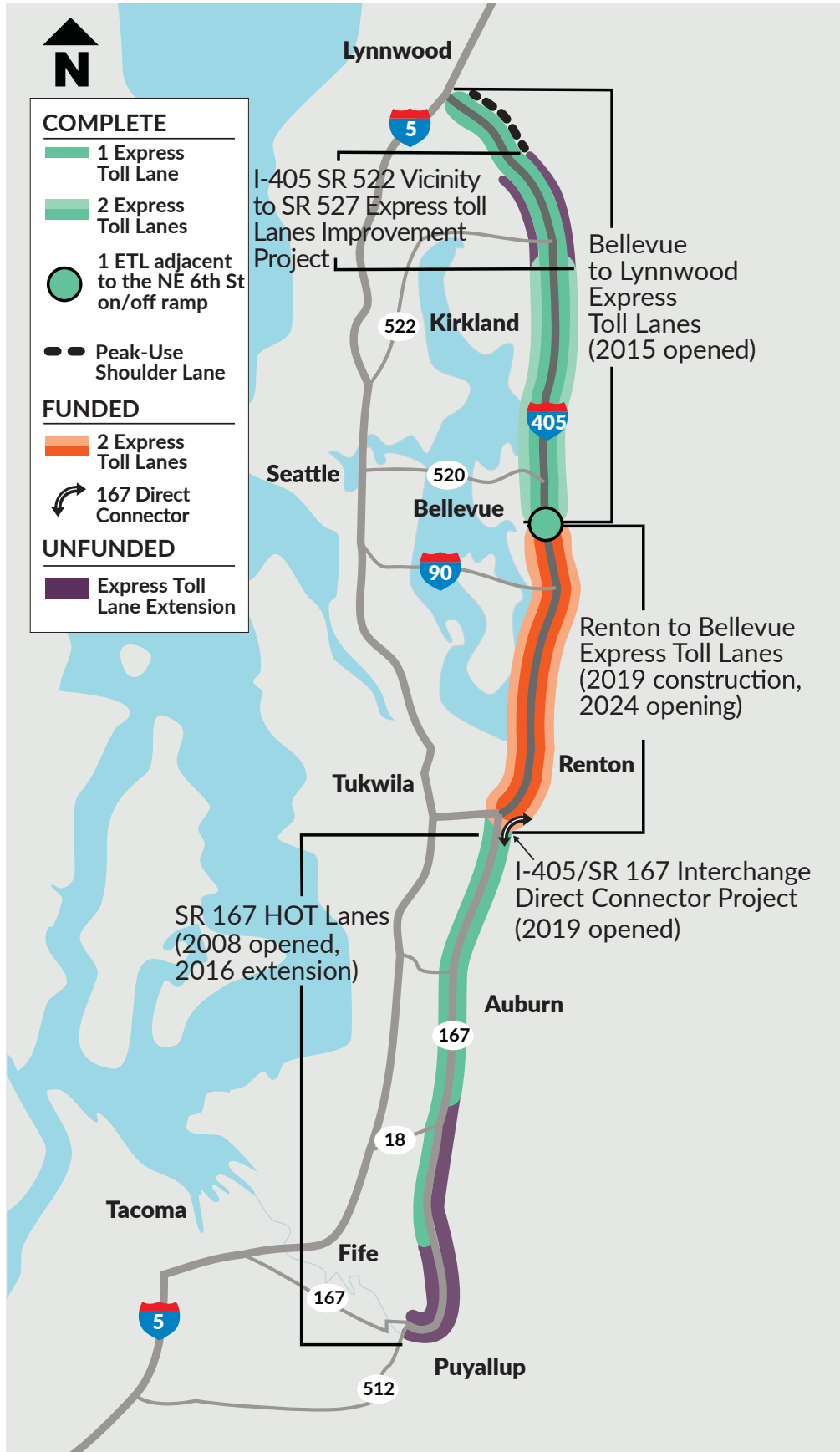
Transit and Transportation Choices

- Bus rapid transit system
- New transit centers
- 50 percent transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lane system
- 5,000 new park and ride spaces
- 1,700 new vanpools
- Environmental enhancements



Legend	
	Added Freeway Lanes & Connections Two new lanes added each direction on I-405 and interchanges upgraded, key chokepoints fixed at SR 167, I-90, Kirkland and Bothell
	Bus Rapid Transit (BRT) Service New bus rapid transit system deployed
	Transit Service 50% Transit service increase with HOV lane and direct access improvements
	Arterial Improvements Local arterials improved
	HOV Lane Access Point
	BRT Stations Ten new BRT stations
	Transit Centers Nine transit centers
	Park-and-Ride Lots 5,000 new park-and-ride spaces

40-MILE EXPRESS TOLL LANE SYSTEM



EARLY PLANNING PROCESS: COMMUNITY OUTREACH



I-405 Master Plan

Project Development

Environmental Assessment

- Executive Committee meetings
- Citizen's Committee meetings
- System-wide Environmental Impact Statement (EIS) and Record of Decision
- EIS scoping meeting
- Initial EIS Alternatives open house
- Preferred Alternatives open house
- Public hearings on draft EIS

- I-405 Expert Review Panel
- 2016 north end workshop
- 2017 SR 527 Interchange workshop
- Sound Transit north end bus rapid transit open houses
- Canyon Park Visioning
- PSRC Regional Transportation Plan

- Began Environmental Assessment (Feb. 2019)
- Environmental scoping meeting and open house (March 2019)
- Future EA open houses and engagement opportunities

The I-405/SR 167 Executive Advisory Group was created in 1999 to guide WSDOT in the implementation of the I-405 Master Plan.

EARLY PLANNING PROCESS: I-405 NORTH END WORKSHOP



November 2016 Workshop

WSDOT hosted a two-day workshop in November 2016 to gather input from participants on early design concepts for north end improvements. Participants shared challenges and considerations for improvements and developed a recommendation for next priority improvements from the I-405 Master Plan.

Interagency Participation

- City of Bothell
- City of Woodinville
- Community Transit
- Federal Highway Administration
- King County Metro
- Snohomish County
- Sound Transit
- WSDOT



EARLY PLANNING PROCESS: SR 527 INTERCHANGE WORKSHOP



July 2017 Workshop

WSDOT hosted a one-day workshop in July 2017 focused on a design approach for the direct access interchange at SR 527. Participants were asked to review design concepts and advance a recommendation for improvements to the SR 527 interchange.

Interagency Participation

- City of Bothell
- Community Transit
- Federal Highway Administration
- Sound Transit
- WSDOT



ENVIRONMENTAL ASSESSMENT APPROACH

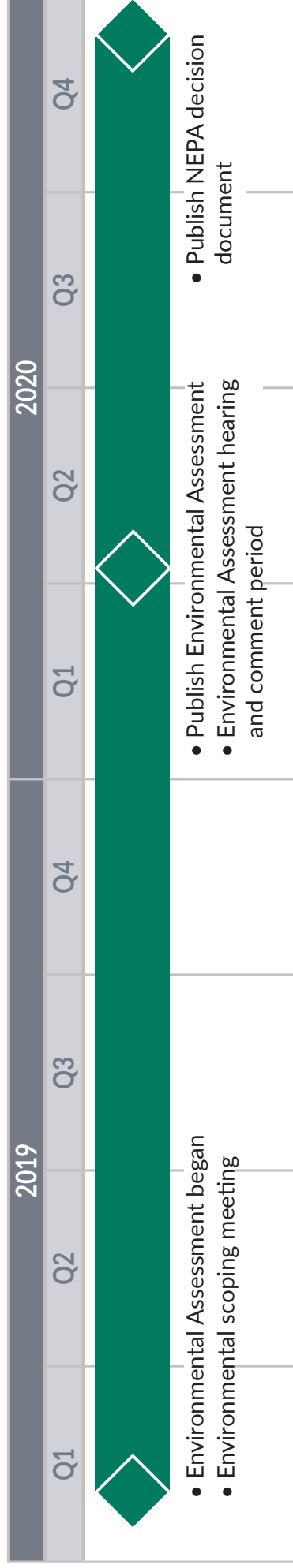


WSDOT is completing a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project to document potential effects on the environment. The EA will evaluate the project’s potential environmental impacts and ways to avoid, minimize or mitigate them. A “no-build” option is also included in the EA to evaluate potential effects of not building this project.

Environmental Assessment Topics

- Transportation
- Noise
- Visual quality
- Ecosystems
- Water resources
- Air quality
- Hazardous materials
- Environmental justice
- Geology and soils
- Greenhouse gases
- Historic, cultural and archaeological resources
- Land use, economic and social effects
- Public services and utilities
- Parks and recreation lands
- Indirect and cumulative effects

Schedule



What is a Purpose and Need Statement?

The purpose and need statement describes the underlying problem, and is the basis for the development of potential solutions or alternatives.

Purpose

- Provide a reliable trip for I-405 users using the express toll lanes (ETLs)
- Provide new direct access to and from the existing express toll lanes, including bus rapid transit (BRT)
- Increase vehicle capacity and person throughput
- Improve reliability for transit patrons

Need

Our region needs this project to increase vehicle capacity and person throughput to improve mobility and reliability in the I-405 Express Toll Lanes from the vicinity of SR 522 to SR 527. I-405 is one of the most congested routes in the state, particularly during peak travel times. I-405 has some of the largest increases in vehicle volumes in the region, including up to a six percent increase in daily volume growth in some areas between Lynnwood and Bothell. The ETL system north of SR 522 is at or over capacity and is not meeting speed and reliability requirements in the southbound direction. Direct access is not currently provided to and from the existing I-405 ETLs, which limits mobility and the efficiency of the ETL system, and requires weaving across the general purpose lanes. Sound Transit is developing a BRT line on I-405 to improve transit service and reliability. Building an additional express toll lane would support the development of a reliable BRT system. The project is also responding to resource stewardship needs. These include the restoration of fish passage at blocking culverts to provide access to habitat, and the management and treatment of stormwater so that water quality is protected.

Project Prioritization

Improvements to the north end were prioritized during a November 2016 workshop with project stakeholders. The current I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project is the first phase of improvements prioritized during the workshop and is covered by this environmental assessment. Future improvements will be subject to a separate environmental documentation process and prioritized as funding becomes available.

Existing conditions



Project improvements



Future improvements



Background

The Interstate 405 Express Toll Lanes (ETLs) between Bellevue and Lynnwood have helped improve traffic and provided new transportation options for the north end of the I-405 corridor. The single-lane section between SR 522 and I-5 continues to experience congestion, particularly southbound in the morning commute. WSDOT is moving forward with additional improvements to add traffic capacity and improve transit reliability in Bothell and south Snohomish County. These improvements will help support a reliable trip for travelers in all lanes, including riders of Sound Transit's new I-405 Bus Rapid Transit system, opening in 2024.

Project Description

- Build one new express toll lane in each direction between south of SR 522 and SR 527
- Build direct access ramps to the ETLs at SR 522 and SR 527
- Other associated project elements include local roadway improvements, fish passage improvements, reconstruction of impacted noise walls, evaluation of potential new noise walls, and new stormwater facilities

Project Area



Existing Interchange



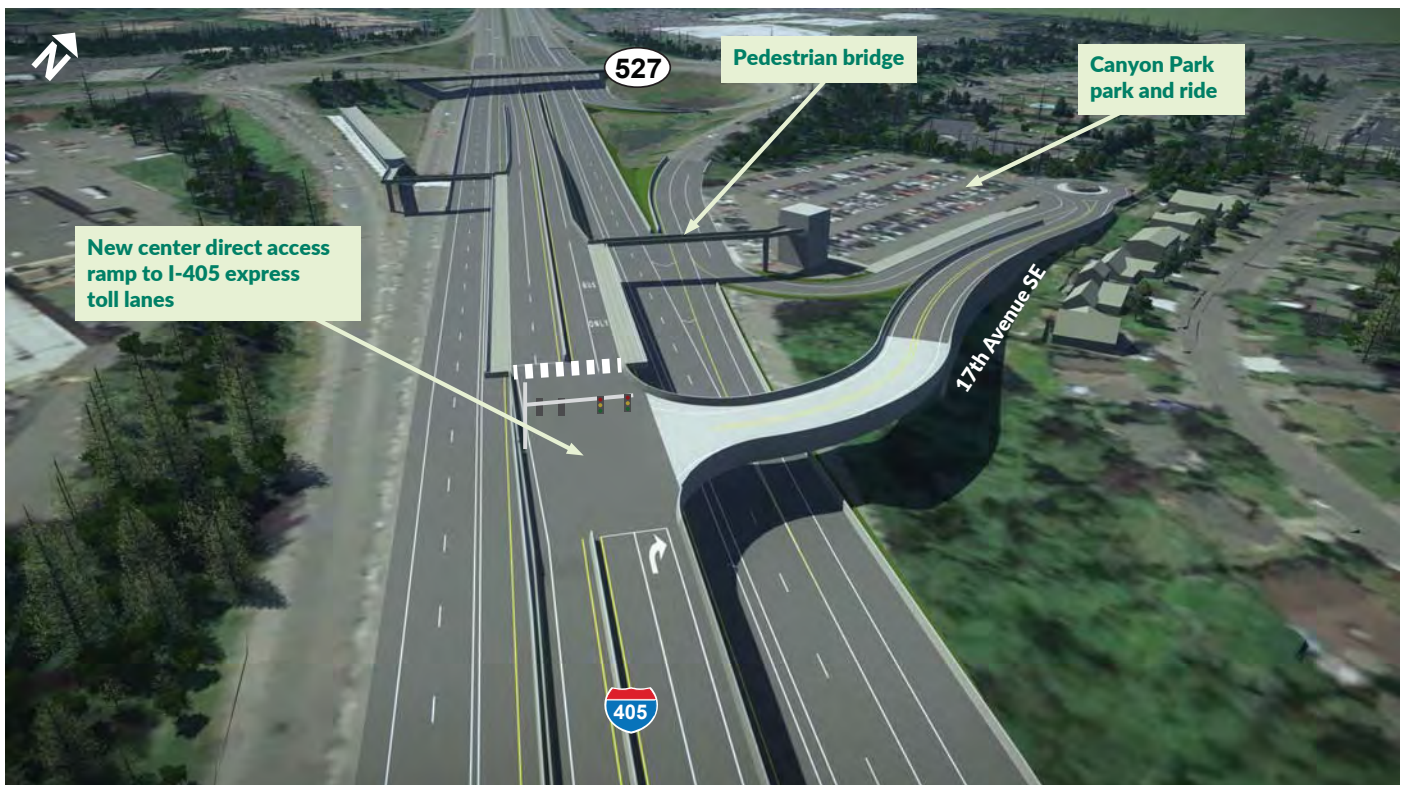
Project Design



Existing Interchange



Project Design



SR 522 Interchange

- Add three new signals to SR 522
- Build new direct access ramps and two inline transit stations. Transit station locations to be determined in coordination with Sound Transit.
- Coordinate with Sound Transit to incorporate elements that support bus rapid transit in the interchange

SR 527 Interchange

- Build new inline transit station
- Reconfigure 17th Avenue Southeast, a portion of 220th Street Southeast and a portion of SR 527 to include a roundabout at the park and ride
- Install bike and pedestrian improvements

Fish Passage

- Coordinate with the Washington Department of Fish and Wildlife and consulting tribes to address fish passage needs

Stormwater Management

- Treat approximately 24 acres of new pollutant generating impervious surface (PGIS)
- Provide enhanced treatment for 100 percent new PGIS
- Retrofit approximately 20 acres of existing untreated PGIS
- Construct three new outfalls - one on the Sammamish River and two on the North Fork of Perry Creek

FUNDING AND SCHEDULE



Project Funding

Preliminary engineering: \$20M (funded)

Right of way acquisition: \$20M (unfunded)

Construction: Unfunded

Project Schedule



NOISE WALL REQUIREMENTS



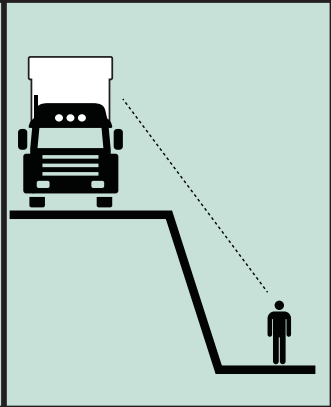
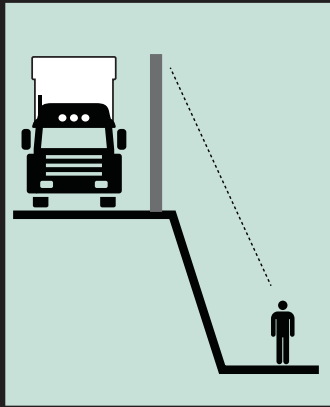
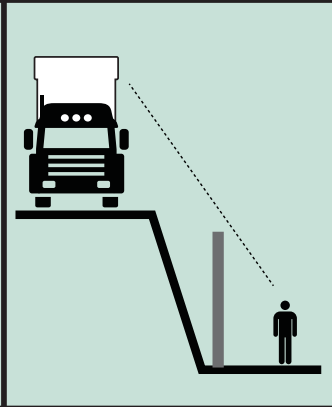
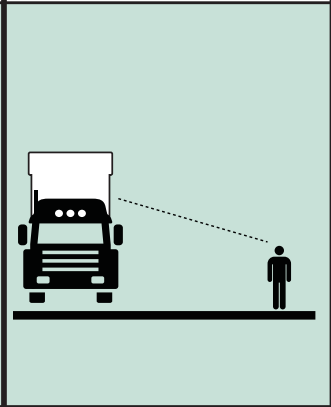
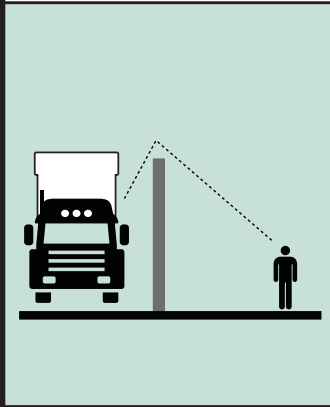
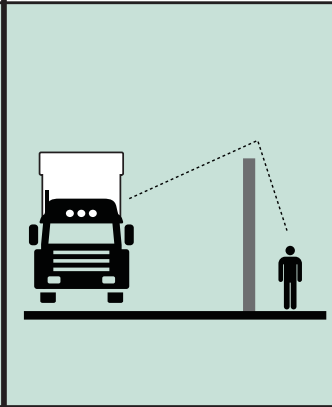
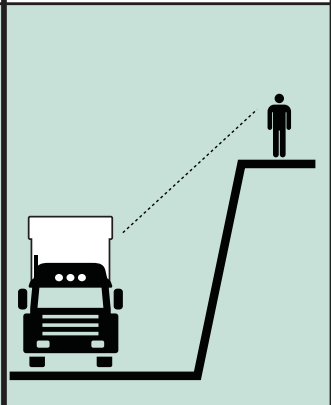
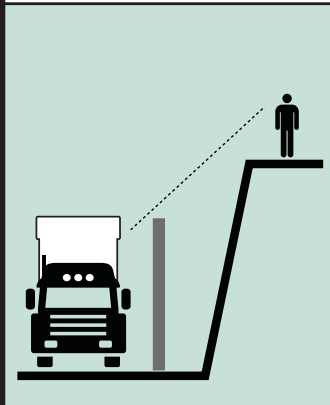
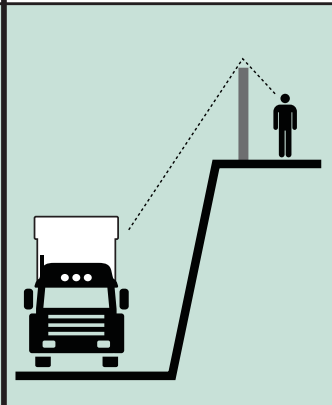
WSDOT reviews several factors when determining if noise wall barriers are needed and, if so, how they would be configured. This review process complies with Federal Highway Administration (FHWA) regulations and includes:

- **Traffic noise analysis** before construction begins to evaluate sources and patterns of noise in neighborhoods near the project. The noise analysis takes into account highway noise, area topography, population density, cost and expected levels of noise reduction
- **Reasonable and feasible criteria review.** A barrier must meet both reasonable and feasible criteria to be constructed:
 - **Feasible** refers to whether the barrier can provide at least a five-dBA reduction at the majority of first row receivers and meets other constructability requirements
 - **Reasonable** refers to whether the barrier can provide minimum seven-dBA noise reduction requirements while meeting cost effectiveness requirements



HOW DO NOISE WALLS WORK?



Barrier Roadway	NO BARRIER	BARRIER NEAR SOURCE	BARRIER NEAR RECEIVER
ELEVATED ROADWAY	May be some noise reduction by terrain	Barrier is very effective	Barrier has no effect, may be some noise reduction by terrain
			
LEVEL ROADWAY	Noise travels directly to the receiver	Barrier is effective	Barrier is effective
			
DEPRESSED ROADWAY	May be some noise reduction by terrain	Barrier has no effect	Barrier is effective
			

HOW TO COMMENT

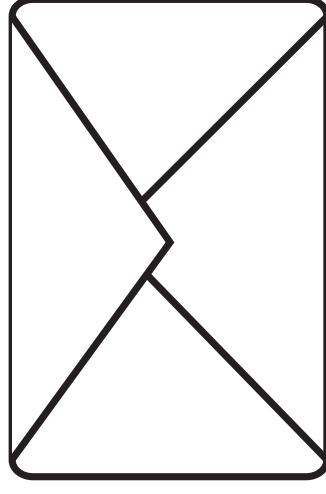
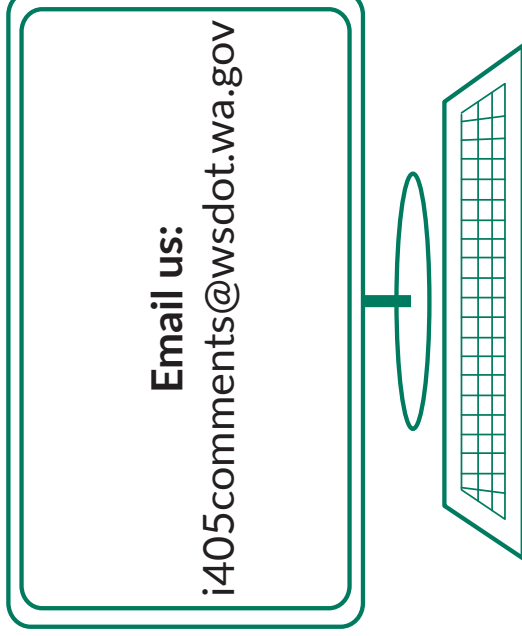


WSDOT welcomes your comments on the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Fill out a
comment
form

X *J. Doe*

Give to WSDOT staff at tonight's meeting or submit via email or postal mail



Mail comments to:
I-405/SR 167 Program
Attn: Drue Nyenhuis
600 108th Ave. NE, Suite 405
Bellevue, Washington 98004

Comments may be submitted via the formal comment form at tonight's meeting, or via email or postal mail. All comments received or postmarked by April 19, 2019 will be considered by WSDOT and FHWA.

I-405 Express Toll Lanes



BELLEVUE TO LYNNWOOD QUICK FACTS

- Opened Sept. 27, 2015
- 15 miles of express toll lanes
- Operation hours
 - 5 a.m. to 7 p.m. Monday - Friday
- Toll Rates
 - Minimum Toll Rate \$0.75
 - Maximum Toll Rate \$10.00
- Carpool Policy
 - 3+ carpools with FlexPass exempt at all times
 - 2+ carpools exempt except 5-9 a.m. and 3-7 p.m. on weekdays

EXPRESS TOLL LANES	Good To Go!
NE 124th St	\$2.50
Jct	\$2.50
Jct	\$2.75
HOV 3+ FREE W/FLEX PASS	



For more information visit GoodToGo405.org

I-405 Express Toll Lanes

BELLEVUE TO LYNNWOOD PERFORMANCE UPDATE SEPT. 27, 2015 - SEPT. 30, 2018



GOALS OF EXPRESS TOLL LANES

 Provide a faster, more predictable trip

Drivers using the express toll lanes are **saving time**



SOUTHBOUND

TRAVEL TIME SAVINGS

IN EXPRESS TOLL LANE

compared to the GP Lanes for the full corridor trip



NORTHBOUND

 Offer more choices to drivers

Drivers continue to **choose to use the express toll lanes** when they need them



86% of customers like having a choice to use the I-405 express toll lanes

 Fund future corridor improvements

The express toll lanes have generated **\$49.9 million** for reinvestment into the corridor



Express toll lane revenue funded the northbound I-405 peak-use shoulder lane between SR 527 and I-5



For more information visit GoodToGo405.org

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Background

The Interstate 405 Express Toll Lanes (ETLs) between Bellevue and Lynnwood have helped improve traffic and provided new transportation options for the north end of the I-405 corridor. The single-lane section between SR 522 and I-5 continues to experience congestion, particularly southbound in the morning commute. WSDOT is moving forward with additional improvements to add traffic capacity and improve transit reliability in Bothell and south Snohomish County. These improvements will help support a reliable trip for travelers in all lanes, including riders of Sound Transit’s new I-405 Bus Rapid Transit system, opening in 2024.

Project Elements

- Build one new express toll lane in each direction between south of SR 522 and SR 527
- Build direct access ramps to the ETLs at SR 522 and SR 527
- Other associated project elements include local roadway improvements, fish passage improvements, reconstruction of impacted noise walls, evaluation of potential new noise walls, and new stormwater facilities



Project area

Funding

Preliminary engineering: \$20M (fully funded)

Right of way acquisition: \$20M (unfunded)

Construction: Unfunded

Schedule

2017	2018	2019	2020	2021	2022	2023	2024
Preliminary Engineering							
		Right of Way Acquisition					
		Environmental Assessment					
				Construction (unfunded)			
							 Bus Rapid Transit Opening

For More Information

i405SR167program@wsdot.wa.gov

www.wsdot.wa.gov/Projects/I405/sr-522-sr-527/home

ATTACHMENT C COMMENTS RECEIVED DURING SCOPING

- Comment Form
- Agency Scoping Comments
 - City of Bothell
 - Community Transit (Roundabout white paper attachment available upon request)
 - U.S. Environmental Protection Agency
 - Snohomish County Public Works
 - Sound Transit
- Public Scoping Comments
 - Steven Blundy
 - Canyon Park Business Center Owners Association
 - Dan Carey
 - Brandon Ely
 - Tris Samberg
 - Mason Thompson
 - Brad Ward



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Comments

Lined area for writing comments

Comments may be submitted to staff at the open house, or via email or postal mail until April 19, 2019. Email: I405comments@wsdot.wa.gov Mailing address: I-405/SR 167 Program Attn: Drue Nyenhuis 600 108th Ave. NE, Ste. 405 Bellevue, WA 98004

Name: _____

Email: _____

Address: _____

City/State/Zip: _____



City of Bothell™

April 22, 2019

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project
Lisa Hodgson, I-405 Deputy Program Administrator,
Washington State Department of Transportation
I-405/SR-167 Program
600 108th Avenue NE, Suite 405
Bellevue, WA 98004
HodgsoL@wsdot.wa.gov

SUBJECT: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project – Environmental Assessment Scoping Comments

Dear Ms. Hodgson:

This letter presents City of Bothell's consolidated Environmental Assessment Scoping Comments for the planned Washington State Department of Transportation's (WSDOT) improvements along I-405 from SR 522 to SR 527. The improvements include the addition/extension of a second Express Toll Lane (ETL) in each direction and new Direct Access Ramps (DAR) at both the SR 522 and SR 527 Interchanges. The DAR at SR 527 will access 17th Avenue SE and 220th Street SE in the Canyon Park Business Park, which will be improved to meet City of Bothell (City) standards or approved equivalents since both streets are currently private roadways that will be turned over to the City upon construction completion.

City staff has the following Environmental Assessment Scoping Comments:

A. Transportation

1. Traffic Analysis: The traffic analysis should evaluate and address the effect of this project on the existing transportation network within the area around SR 527/I-405. This includes the following intersections: 228th Street SE/Bothell-Everett Hwy, I-405/SR 527 interchange, 220th Street SE/SR 527, 214th Street SE/SR 527, SR 524/SR 527, and 220th Street SE/17th Avenue SE. Analysis should address anticipated volume; travel times; level of service (LOS) of signals; queue lengths, and delays for existing condition, day of opening, and long-term. The analysis should address how pedestrians and bicycles move through the intersections safely and efficiently.
2. Traffic Analysis: The traffic analysis should evaluate and address the effect of SR 522 Interchange work on SR 522 traffic including: anticipated volumes; travel times; LOS of signals proposed and existing within the vicinity; queue lengths; and delays for existing condition, day of opening, and long-term.

Public Works Department
18415 - 101st Avenue NE
Bothell, WA 98011
425.806.6800
www.bothellwa.gov

3. Potential SR 522 Interchange Park-and Ride: The traffic analysis should evaluate and address impacts associated with the potential 900 stall Park and Ride facility including impacts associated with the potential loss of Brickyard and Kaysner Park and Ride facilities.
4. 17th Avenue SE: A shared use path is proposed along the east side of 17th Ave SE from 220th Street SE to the entrance of the Park and Ride. The evaluation should consider and address how bicyclists will continue across the Direct Access Ramp (DAR) from the I-405 BRT in the future when the DAR is extended to the south. In addition, the evaluation should consider and address a more direct connection from the 17th Avenue SE DAR to the North Creek Trail as part of the WSDOT right of way (ROW) and design process.

B. Noise

1. Noise Walls: The project includes noise-generating improvements and potential impacts upon adjacent residential communities. A full analysis should be performed that evaluates the increased noise levels and identifies mitigating measures of noise impacts upon the existing single family residential areas located east and west of the project. These include, but are not limited to, the Riverside Mobile Home Park west of the interchange of SR 522 and I-405, and the residential properties along Woodinville Drive between NE 174th Street and 113th Avenue NE.

C. Visual Quality

1. The new facilities need to address the visual and aesthetic impacts of these large structures upon the landscape. The bridges, ramps and sound walls should implement visually pleasing features such as relief artwork, hanging or supported artwork, and other features which serve as place making amenities for different neighborhoods along the I-405 corridor

D. Ecosystems

1. Fish Passage: The evaluation should consider and address potential upstream and downstream impacts associated with fish-passage culvert replacement including potential for upstream incision and downstream sediment deposition and flooding.
2. Queensborough Creek crossing at 17th Avenue SE: Two fish culvert replacements are proposed along Queensborough Creek upstream of 17th Avenue SE. The project should also include replacement of the Queensborough Creek crossing at 17th Avenue SE.
3. Parr Creek culvert at SR 522: The evaluation should consider installation of a fish-passible culvert at this location and associated improvements to mitigate impacts to Parr Creek by high Sammamish River backwater flows.
4. North Creek and Sammamish River confluence under SR 522 and I-405: This confluence is important spawning habitat for Chinook and Sockeye salmon. Special care should be taken to prevent or mitigate adverse impacts from additional pollutant loading, noise disruption, and movement disruption. Possible mitigation includes mitigation of impacts by installation of indigenous trees and other

vegetation along stream banks and the establishment of buffers of sufficient dimension to protect and enhance the habitat functions.

E. Water Resources

1. Downstream flooding: Flooding has been documented within the residential development located northeast of WSDOT Parcel No. 1-24731 and proposed improvements, including planned Perry Creek culvert replacement and associated stormwater improvements, should be carefully evaluated to mitigate downstream impacts.
2. North Creek Forest: The culverts being replaced near the North Creek Forest connect to private downstream drainage systems and are piped under North Creek to Parr Creek. The Parr Creek drainage system has flooding and capacity issues that must be addressed and mitigated as part of the project. Alternatively, the new culverts could instead discharge to North Creek to restore the pre-development flow path and avoid impacts to the downstream drainage system.
3. North Fork of Perry Creek: Outfall and downstream analysis should be conducted to determine impacts on Perry Creek and the surrounding properties.
4. Fitzgerald Road: A bypass pipe and an erodible hillside are located between Fitzgerald Road on the east side of I-405 and the pond located on the west side of I-405 adjacent to 23821 25th Drive SE. The flows cross under I-405 in a culvert and discharge to a wetland in the Monte Villa Center before entering a storm bypass in 240th Street SE and discharging to North Creek. Considerable erosion, sediment transport, and deposition are observed annually and the storm system and parts of the roadway are inundated during times of high flow. Analysis should be conducted to determine downstream impacts at 240th Street SE and adjacent properties from upsizing the culverts at streams 66 and 25.
5. Outfalls to the east of I-405 just south of 228th Street SE: These outfalls enter a wetland system that backs up directly to homes and a commercial building that are close to wetland elevation. (2134 228th Street SE in particular, 2326 228th Street SE as well and new development including 22818 23rd Ave SE).

F. Air Quality

1. The Air Quality study should match the traffic analysis described above.

G. Hazardous Materials

1. Best management practices and other considerations to reduce potential impact from hazardous materials should be evaluated as part of the project

H. Environmental Justice

1. Canyon Park Subarea Plan update: The City is completing a plan update that proposes new residential development in Canyon Park, including affordable and workforce housing. Residents of these housing types are likely to create higher volumes and increased need for convenient and safe non-motorized connections across and to both sides of I-405 and SR 527. Additional non-motorized trips, and appropriate connections, should be considered as part of the project.

I. Geology and Soils

1. Soils: Compressible soils (peat) are present at some locations within the Canyon Park area and may be present at fish-passage culvert locations and along the 17th Avenue SE corridor. The evaluation should consider and address potential short-term (constructability) and long-term (settlement) issues associated with compressible soils.
2. Groundwater: Confined aquifers have been encountered at some locations within the Canyon Park area. The evaluation should consider and address potential short-term (constructability) and long-term (drainage and aquifer impacts) issues associated with confined aquifers.

J. Greenhouse Gases

1. Greenhouse gas emissions should be evaluated as part of the project.

K. Historical, Cultural, and Archeological Resources

1. The Chase House is a historic register property of the UW Bothell/Cascadia campus just northwest of the I-405/SR 527 interchange. There are properties on Bothell's historic inventory abutting the I-405 corridor at 9th Avenue SE (both sides of I-405), near East Riverside Drive (both sides) west of I-405, and at NE 145th Street (west of I-405). Any direct impacts to these properties will need to be analyzed.

L. Land Use, Economic and Social Effects

1. Transit Oriented Development: The City is undertaking a Comprehensive Plan Update for the Canyon Park Subarea that includes investigating Transit Oriented Development (TOD) in conjunction with transit services. In addition, TOD is possible on the south-side of I-405 and would be served with the future southern 'leg' of the 17th Avenue SE access ramps. The evaluation should consider and address how TOD can best be supported as part of the project.
2. Regional Growth Center: The area hosts the Puget Sound Regional Council (PSRC) designated Canyon Park Regional Growth Center (RGC) and is planned for significant population and employment growth. The City is currently working on a Canyon Park Subarea Plan update that envisions increases in both commercial and residential development within the subarea, including a substantial increase in the numbers of existing residents and employees. Growth projections should include higher intensities and densities than are currently projected in the *Imagine Bothell... Comprehensive Plan*. Pursuant to PSRC Regional Growth Center framework "activity unit" levels (residents and employees) the Canyon Park Subarea shall, at a minimum, accommodate 45 people per acre and the proposed traffic improvements must accommodate that level of redevelopment.

M. Public Services and Utilities

1. Existing utility crossings: Several sewer and water crossings extend beneath I-405, 17th Avenue SE, 220th Street SE, and SR 527. The evaluation should consider and address protection and potential extension of utility crossings.
2. Stormwater: A privately owned- and maintained stormwater system is located within and adjacent to 17th Avenue SE. The evaluation should consider and

address how the stormwater system will be revised to include a stand-alone roadway drainage system that will be dedicated to the City as part of the right-of-way transfer upon completion of the project.

3. Stormwater: A new storm vault is proposed on SR 527 immediately south of 220th Street SE. The evaluation should consider accessibility and long-term operations and maintenance. Alternatively, the vault should be relocated so it more effectively collects runoff from the proposed new improvements and/or to the Park and Ride located to the southeast to more effectively mitigate stormwater impacts to Queensborough Creek.
4. City of Bothell Public Works Facility: The project includes impacts to the Bothell "Shop 1" facility located southeast of the I-405/SR 522 intersection. The project should be designed to limit impact to existing facilities at this location, including the warehouse building, the stormwater decant facility, de-icer storage tanks and materials storage bins. The project should consider and evaluate relocation of facility functions impacted by the project including the building, site generator, water fill and sweeper wash down station, turnaround space for large equipment, relocation of transformer and electrical panel to provide adequate power source for the decant, deicer station and overhead lighting and relocation of all utilities necessary to accommodate existing facilities.

N. Parks and Recreation Lands:

1. North Creek Forest Park: The project includes fish passable culvert replacement work adjacent or within City of Bothell North Creek Forest parkland. The evaluation should consider and address possible recreational impacts and mitigation associated with culvert replacement and potential upstream improvements.
2. North Creek Regional Trail and Sammamish River Trail: The evaluation should consider and address possible pedestrian and trail connection opportunities to efficiently and safely convey non-motorized traffic associated with the project.

The City of Bothell appreciates the opportunity to provide these scoping comments. If you have any questions regarding our support comments above, please do not hesitate to contact me at erin.leonhart@bothellwa.gov or (425) 806-6810.

Sincerely,



Erin Leonhart
Public Works Director

Cc: Michael Kattermann, Community & Economic Development Director
Eddie Low, Deputy Public Works Director
Boyd Benson, Utility & Development Services Manager
Steve Morikawa, Capital Division Manager

From: Noah Tunick
To: [I405comments](#)
Subject: Comments: I-405: SR 522 to SR 527 scoping meeting
Date: Wednesday, March 20, 2019 9:36:40 AM
Attachments: [Designing Transit Friendly Roundabouts Final Report double sided printin....pdf](#)

Hi,

Comments regarding the I-405: SR 522 to SR 527 scoping meeting are below. Some of these same comments were also submitted during the 15% design.

1. Coordination between WSDOT and CT will be needed on the impacts to the Swift station and the new restroom currently under construction at Canyon Park.
 - a. The new Swift station will need to be moved and operational impacts will need to be mitigated. Detour of a BRT service will need to be closely coordinated to ensure premium levels of service are maintained during the construction window.
 - b. The pedestrian/elevator pillars appear to be located where a Driver restroom is currently under construction. Operational impacts will need to be addressed during construction, and a new Driver restroom will need to be located on the site.
 - c. Both of these are funded with federal funds. More discussion will be needed on any grant impacts.
 - d. Any capital changes that are impacting current Community Transit infrastructure will need to be funded in the WSDOT project.
2. We request confirmation of 6 bus bays available for transit upon completion of construction. Is it possible to integrate independent arrival/departure at the bus bays?
3. Confirmation of acceptable design parameters for a transit friendly roundabout. Community Transit has developed a White Paper on roundabouts that work well for transit (attached). Please ensure any signage associated with the roundabout has appropriate set-backs.
4. Is it possible to incorporate bus circulation on the site with bus layover on the northern side of the Park & Ride?
5. Is there a crosswalk on the Direct Access ramp between the platforms?
6. Today, there are 32 buses per hour during the peak which results in a very congested facility. Estimate in 2024 is 56 buses per hour and 64 buses per hour in 2040. Speed/reliability for transit and operational capacity at this location should be analyzed early in the design with Community Transit, King County Metro, Sound Transit, and WSDOT.
7. Any design that incorporates shared bus bays by Sound Transit, Community Transit, and King County Metro must be closely coordinated with the aforementioned agencies for operational effectiveness.

Noah Tunick

Transit Integration Manager

Community Transit

O: 425-348-7144 | M: 808-428-4693



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10**

1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

April 17, 2019

Ms. Lindsey L. Handel, P.E.
Federal Highway Administration
711 South Capitol Way, Suite 501
Olympia, Washington 98501

Mr. Drue Nyenhuis
Washington State Department of Transportation
600 108th Avenue NE, Suite 405
Bellevue, Washington 98004

Dear Ms. Handel and Mr. Nyenhuis:

The U.S. Environmental Protection Agency has reviewed the March 18, 2019 Agency Scoping Meeting documents for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Assessment (EPA Region 10 Project Number 19-0016-FHW). The EPA comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Sections 1500-1508), and Section 309 of the Clean Air Act.

Federal Highway Administration and Washington State Department of Transportation are proposing to construct the SR 522 to SR 527 segment of the I-405 Master Plan, for which an Environmental Impact Statement Record of Decision was issued in 2002. The SR 522 to SR 527 segment would construct one new express toll lane in each direction between south of SR 522 and SR 527; direct access ramps to the express toll lanes at SR 522 and SR 527; and other elements, including local roadway improvements, fish passage improvements, reconstruction of impacted noise walls, evaluation of potential new noise walls, and new stormwater facilities. When the phased construction of this and other corridor segments are completed, the I-405 Project Corridor will have a continuous Express Toll Lane and Bus Rapid Transit system from I-5 in Lynnwood to State Route 167.

The project scoping information indicates that the following topics will be evaluated in the EA:

- Transportation;
- Noise;
- Visual quality;
- Ecosystems;
- Water resources;
- Air quality;
- Hazardous materials;
- Environmental justice;
- Geology and soils;
- Greenhouse gases;
- Historic, cultural and archaeological resources;

- Land use, economic and social effects;
- Public services and utilities;
- Parks and recreation lands; and
- Indirect and cumulative effects.

We agree that these issues should be addressed in the NEPA analysis. For your consideration, we offer the enclosed detailed scoping comments to provide more information regarding the above topics, and we recommend a few additional subjects for evaluation.

Thank you for your outreach to agencies during the scoping process. If you have questions or need further assistance, please contact me at 206-553-2966 or at somers.elaine@epa.gov.

Sincerely,



Elaine L. Somers
Environmental Review and Sediment Management Unit

Enclosure: U.S. Environmental Protection Agency Detailed Scoping Comments for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

**U.S. Environmental Protection Agency
Detailed Scoping Comments for the
I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Range of alternatives

We recommend that the NEPA document include a reasonable range of alternatives that meet the stated purpose and need, goals and objectives, and that respond to issues identified during the scoping process. The alternatives analysis would then compare alternatives with respect to how well they respond to the stated purpose and need, goals and objectives, and scoping issues. The Council on Environmental Quality (CEQ) recommends that all reasonable alternatives be considered, even if some of them could be outside the capability of the applicant or the jurisdiction of the agency preparing the NEPA analysis. Consistent with the purpose of the NEPA, the EPA encourages selection of alternatives that protect, restore, and enhance the environment. We support lead agencies' efforts to identify and select alternatives that maximize environmental benefits and that avoid and minimize impacts and mitigate any remaining unavoidable environmental impacts.

Scope of effects analysis

The NEPA and its implementing regulations call for analysis of effects in a broad sense, addressing important issues that arise during scoping. Impacts from a project may be both beneficial and adverse. A significant effect may exist even if the federal agency believes that on balance the effect would be beneficial. There can be situations when adverse impacts occur even though regulations are met. For example, several air toxics are not regulated but are known to create a health risk. To comply with NEPA, the environmental analysis would need to evaluate and disclose the impacts from all emissions, regardless of whether there is a regulation that manages those emissions. Therefore, we recommend that it is important to consider and evaluate all the impacts from the project, including those that may not be managed through existing regulations. "Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment" is one of ten factors that should be considered in evaluating severity of impact (see 40 CFR 1508.27(b) for more information).

Aquatic resources

The NEPA analysis should address all potentially affected aquatic resources, including surface water and ground water, water quality and quantity, hydrology, and sensitive aquatic areas, such as wetlands, streams, floodplains, shorelines, riparian areas, ground water recharge areas, hyporheic zones, drinking water sources and supplies.

We recommend that the NEPA document describe aquatic habitats in terms of habitat type, plant and animal species, functional values, and integrity. Evaluate impacts in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform. The effects assessment should address changes in the extent of impervious surface, stormwater runoff, treatment and management, including use of Low Impact Development strategies, effects to waters listed as impaired under Clean Water Act Section 303(d), and compliance with other Clean Water Act requirements and implementing regulations, such as those for Total Maximum Daily Loads, and anti-degradation. We also note that, for construction activities that would disturb more than one acre of land [See 40 CFR 122.26(b)], a National Pollutant Discharge Elimination System stormwater discharge permit is required. The Department of Ecology has been delegated the NPDES program for Washington State.

Project proponents should plan, design, construct and maintain the project to avoid or have minimal long-term water quality and aquatic resources impacts. For any impacts that cannot be avoided through siting and design, the NEPA document should include protection measures and describe the types, location, and estimated effectiveness of best management practices applied to minimize and mitigate impacts to aquatic resources.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers. For wetlands and other special aquatic sites, the Section 404(b)(1) Guidelines, found at 40 CFR 230 establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b)(1) Guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts (and alternative selection) conform to Section 404(b)(1) Guidelines sequencing and criteria. In other words, the project proponent must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization and other mitigation measures.

We recommend that the project plan and design avoid and minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, and floodplains. It is important to maintain and preserve natural stream geomorphology and hydrology and restore and preserve the natural and beneficial effects of riparian areas and floodplains.

For Clean Water Act Section 303(d) listed water bodies in the project area, the NEPA document should also disclose information regarding Total Maximum Daily Loads, the water bodies to which they apply, and pollutants of concern. The proposed project should not further degrade 303(d) listed waters and should be consistent with Total Maximum Daily Loads to restore beneficial use support for impaired waters. If additional pollutant loading is predicted to occur to a 303(d) listed stream due to the proposed project, the project should include measures to control existing sources of pollution to offset pollutant additions, such as from road or transit facility construction, so that no deterioration of water quality occurs.

Ecosystems

Project scoping materials identify eight fish barriers that would be replaced with fish-passable crossings. We support this work and recommend that the project area be examined for additional opportunities to improve bridge structures, culverts, or other features that could potentially provide roadway permeability, which is needed to improve ecological connectivity for hydrology, fish passage, and safe wildlife movement. For example, large or oversized culvert crossings could span an adjacent portion of upland to provide a terrestrial wildlife crossing, and the new bridges over the Sammamish River could span riparian areas and uplands as well as waterbodies to provide landscape permeability for wildlife. Such features are needed for both high and low mobility species to mitigate the effects of habitat fragmentation from the I-405 corridor and other local roadways, to re-establish riparian and wetland corridors throughout the project area, to support daily, seasonal, and climate related species movement needs, and to avoid wildlife-vehicular collisions, which affect the safety of both humans and wildlife.

Additionally, we note that for the Bellevue Vicinity segment of the I-405 corridor, WSDOT plans to eliminate the use of herbicides at stormwater treatment and detention facilities. We commend this and

recommend that this practice apply to other projects as well. We also encourage that WSDOT consider all ways to eliminate or reduce use of herbicides in project construction and ongoing maintenance.

Community impacts

There are several project-related impacts that may directly, indirectly, and cumulatively affect the health, well-being, and safety of communities and individuals in the project area. We recommend that these and any additional effects on communities and residential neighborhoods be analyzed in the EA, and that measures to avoid, minimize, or otherwise mitigate the impacts be adopted.

Location, direction, and methods for roadway expansion or modification to accommodate the Express Toll Lanes, new access ramps, and local roadway improvements. We support all efforts to accommodate the Express Toll Lanes within existing roadway footprint, without the need for outward expansion. For areas where the roadway must be expanded, we recommend that the EA describe the direction and extent of expansion and its proximity to and effects on residential areas and other sensitive receptor locations where increased exposure to noise and air pollution would potentially occur from project construction, operation, and maintenance.

Noise impacts and mitigation for current and future operation and maintenance. We recommend that the EA identify:

- Existing (baseline) noise levels within the project area;
- Sensitive receptors within or near the project area noise effect zone;
- The project-build increase in noise levels within and near the assessment zone;
- Noise metrics that, along with dBA Leq measurements,¹ would characterize the maximum and minimum range of current and future noise levels, their approximate timing and daily duration at specific sensitive receptor monitoring sites (such as, residential areas, learning environments, medical facilities, churches, parks, outdoor recreation areas and trails, daycare and senior centers), the types of activities that noise could impact (such as, speaking, sleeping, hearing, learning), and health effects associated with the noise levels that are and would be experienced;
- Locations where noise walls or other noise mitigation currently exist or would be provided as part of this project and their effectiveness for reducing impacts; and
- A summary of any noise complaints (location, frequency, nature of effects) received from the public.

Near-roadway effects of and mitigation for vehicular air pollution from project operation and maintenance, particularly for sensitive receptor locations and areas that are currently exposed to substantial near-roadway air pollution.² We recommend that the EA acknowledge and disclose the health risks and effects associated with criteria air pollutants and mobile source air toxics, and, to the extent possible, for the project to provide mitigation for the effects of near-roadway air pollution³ and incorporate measures to reduce exposure to near-roadway air pollution⁴ in affected residential areas, outdoor recreation areas, and other sensitive receptor locations. Noise wall barriers and retention or

¹ dBA Leq is the equivalent continuous sound level that over a given time period has the same total energy as the fluctuating noise.

² See EJSscreen for project area census blocks most affected by air emissions: <https://www.epa.gov/ejscreen>

³ <https://www.epa.gov/air-research/research-near-roadway-and-other-near-source-air-pollution>

⁴ <https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air-quality>

planting of native vegetation buffers can help to reduce exposure to near-roadway air pollution, as well as to noise and safety hazards from traffic.⁵

Light pollution and glare from roadway lighting and vehicles. Excessive use of artificial light at night can waste energy, disrupt wildlife and ecosystems, and harm human health. According to a 2015 study published in the Journal of Epidemiology and Community Health, “When risks are carefully considered, local authorities can safely reduce street lighting saving both costs and energy... without necessarily impacting negatively upon road traffic collisions and crime.”⁶

To reduce potential lighting impacts at night, we recommend that FHWA and WSDOT consider implementing guidance from the International Dark-Sky Association: lighting should only be activated when needed, only light the area that needs it, be no brighter than necessary, minimize blue light emissions, and be fully shielded (pointing downward).⁷ To reduce light pollution and glare from vehicle headlights, which may affect nearby residents and wildlife, we recommend that the co-benefits of noise wall installation and retention or restoration of roadside vegetation be considered.

Construction impacts and mitigation measures. We recommend that the EA address traffic congestion; re-routes and access impacts; safety concerns, particularly for pedestrians, bicyclists, and vulnerable populations, such as, children, elderly, and the disabled; noise impacts; and air pollutant emissions, including air toxics and diesel particulates from construction vehicles and equipment. Additionally, to prevent pollution, we recommend using water, rather than other suppressants, to control dust during project construction.

Air toxics and diesel emissions, which are emitted from mobile sources, construction vehicles and equipment, are known or suspected to cause cancer or other serious health effects, such as respiratory, neurological, reproductive, and developmental effects. We recommend that the proposed project include measures to substantially reduce emissions of and exposure to these air pollutants for construction workers and nearby residents and businesses. We recommend including and committing to implement a full suite of construction mitigation measures, such as those from the Clean Construction USA Web site at <https://www.epa.gov/cleandiesel/construction-and-agriculture#construction>. Measures such as diesel engine retrofit technology in off-road equipment would greatly help to reduce air toxics and diesel particulate emissions. Such technology may include diesel oxidation catalyst/diesel particulate filters, engine upgrades, engine replacements, newer model year equipment, use of biodiesel, or combinations of these strategies. For more information about air toxics, please contact Karl Pepple, EPA Air Program, at (206) 553-1778.

Hazardous materials, use of contaminated sites. If contaminated sites are encountered during project construction, the construction activities could increase the risk of hazardous materials releases to wetlands, groundwater, public drinking water systems, and surface waters. We recommend that the EA identify and describe the effectiveness of the measures that would be required to protect against spills, releases, and alterations of contaminant migration.

⁵ We recommend that project proponents not forego the opportunity to mitigate current and near-term pollution levels for reason that air quality improvements are expected in the long-term due to regulatory controls.

⁶ <http://jech.bmj.com/content/early/2015/07/08/jech-2015-20612>

⁷ <http://darksky.org/lighting/lighting-basics/>

Because the clean-up and re-use of contaminated sites would yield both environmental and community benefits, we recommend that contaminated sites not be avoided, but rather incorporated into the project footprint wherever possible to enable beneficial re-use of brownfield sites.

Socioeconomics and environmental justice

With respect to mitigation for toll impacts on low income populations, WSDOT has indicated that low income individuals who are eligible for public benefits may use their Electronic Benefit Transfer cards to open and maintain their *Good to Go!* accounts. This option is considered to offset some of the disproportionate effect to low income users of the roadway and we recommend that the EIS consider and analyze any environmental justice implications of using EBT cards in this manner.

In compliance with Executive Order 12898 on Environmental Justice, the EPA recommends that actions be taken to conduct public outreach and participation that ensures the public understands the possible impacts to their communities and trust resources. Minority and low-income communities should be effectively informed, heard, and responded to regarding project impacts and issues affecting their communities. The scope of outreach, impacts analysis, and mitigation should include other vulnerable populations, such as the elderly, the disabled, and children (see comments below regarding Executive Order 13045 on Children's Health and Safety). The information gathered from the public participation process and how this information factored into decision-making should also be disclosed in the EIS. We recommend using EJSCREEN,⁸ the EPA's environmental justice mapping and screening tool, as it combines environmental and demographic indicators that would provide additional data and analysis for the specific geographic areas affected by the proposed project.

Children's health and safety

Executive Order 13045 on Children's Health and Safety directs that each federal agency make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential impacts under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to health and safety risks.

Based on current EPA policy and guidance,⁹ an analysis of impacts to children should be included in a NEPA analysis if there is a possibility of disproportionate impact on children related to the proposed action. The EPA views childhood as a sequence of lifestyles, from conception through fetal development, infancy, and adolescence. Therefore, exposures to children at each life stage, as well as pregnant and nursing women, are relevant and should be considered when addressing health and safety risks for children.

Climate adaptation

The EPA recommends that the EIS include a discussion of reasonably foreseeable effects that changes in the climate may have on the proposed project and the project area, including its long-term infrastructure. This could help inform the development of measures to improve the resilience of the proposed project. If projected changes could notably exacerbate the environmental impacts of the project, the EPA recommends these impacts also be considered as part of the NEPA analysis.

⁸ <https://www.epa.gov/ejscreen/what-ejscreen>

⁹ <https://www.epa.gov/children/epas-policy-evaluating-risk-children>



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Comments

SNOWHUNTER COUNTY SUPPORTS THIS PROJECT & LOOKING FORWARD TO CONEST.

NICE TO SEE INTEGRATION of ST3 + CT/SWIFT BRT @ CANYON PARK.

Lined area for handwritten comments.

Comments may be submitted to staff at the open house, or via email or postal mail until April 19, 2019. Email: I405comments@wsdot.wa.gov Mailing address: I-405/SR 167 Program Attn: Drue Nyenhuis 600 108th Ave. NE, Ste. 405 Bellevue, WA 98004

Name: STEVE THOMPSON Email: steve.thompson@snoco.org Address: City/State/Zip: 425-388-6652



April 19, 2019

Lisa Hodgson, P.E.
I-405/SR 167 Deputy Program Administrator
WSDOT
600 108th Avenue NE, Ste. 405
Bellevue, WA 98004

Subject: Scoping Comments for I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Assessment (EA)

Dear Ms. Hodgson:

Sound Transit is pleased to continue partnering with WSDOT to implement the I-405 Master Plan. We are submitting this letter to provide scoping comments on the referenced EA. Our comments are focused on the continued pursuit of the multi-modal I-405 Master Plan and our joint commitment to bus rapid transit (BRT) in the corridor. The elements discussed below reflect the challenges discussed at the recent Bothell-area workshops that were hosted by WSDOT and Sound Transit, and articulate the elements that are critical to successful implementation of the highest quality BRT in the corridor.

Our agencies are committed to delivering BRT as the high capacity transit mode of choice along the I-405 corridor. A key feature of the transit vision for the corridor is fast and reliable BRT service that operates free of traffic congestion. The success of BRT will depend on WSDOT's ongoing commitment to manage its facilities to ensure speeds of 45 mph or faster throughout the day in the Express Toll Lanes (ETL)/High-Occupancy Vehicle (HOV) system.

Sound Transit and WSDOT are working toward the region's vision of an inside-running BRT trunk line with inside in-line BRT stations throughout the corridor. WSDOT's proposed project being evaluated by this EA is an opportunity to further realize this vision. The EA should address the gaps identified during the recent workshops in order to establish the framework for implementing a complete, efficient, and competitive BRT system. Specifically, the EA should:

- 1. Include and evaluate an in-line BRT station pair at the I-405/NE 160th Street interchange ("Brickyard"), with non-motorized connections to the Brickyard Park-and-Ride, and connections between BRT and local bus service.** The Master Plan includes a direct access ramp, expanded park and ride, and transit facility at this location. WSDOT should ensure that the proposed action is forward-compatible with the Master Plan. The EA should analyze impacts to the outside BRT station pair at 160th Street, which are proposed to be constructed as part of

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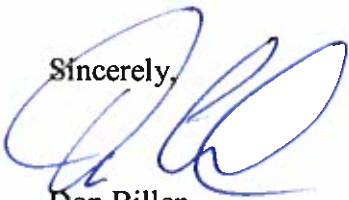
Peter M. Rogoff

the Sound Transit I-405 BRT Project, and which should be considered as an existing condition for this EA's impact analysis.

2. **Evaluate inside in-line BRT stations at SR 522 and SR 527, connections between I-405 BRT and partner agency transit service, and access improvements as part of the proposed project.** The location at SR 522 has been identified as an option for a connection point between the I-405 BRT and the SR 522/NE 145th BRT lines. In order to ensure that this interconnection includes a high-quality, human-scale transfer environment for customers at the in-line stations, features that will ensure adequate rider and pedestrian safety and comfort should be more fully defined and evaluated in the EA. These improvements could include expanded sidewalks, crosswalks, trail connections, illumination, weather protection, and other urban design elements.
3. **Analyze impacts to the outside BRT station pairs at the Canyon Park and 195th stations that are proposed to be constructed as part of the I-405 BRT Project, and which should be considered as an existing condition for this EA's impact analysis.** In addition to evaluating an inside in-line BRT station at SR 527, the EA should include and evaluate an inside in-line BRT station pair at the I-405/NE 195th Street interchange and ensure forward-compatibility with the Master Plan.

Thank you for the opportunity to comment on the scope of this EA. Please feel free to contact me if there are any questions about these comments.

Sincerely,



Don Billen

Executive Director, Planning, Environmental, and Project Development

cc: Paul Cornish, Project Director, HCT Development
Bernard Van de Kamp, HCT East Corridor Development Director
Kamuron Gurol, HCT North Corridor Development Director
Karen Kitsis, Deputy Executive Director



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Comments

I ride the 532 to work, looking forward to quicker exit of the freeway in the afternoon at Canyon Park P&R
I would like better bike facilities too

Comments may be submitted to staff at the open house, or via email or postal mail until April 19, 2019.

Email: I405comments@wsdot.wa.gov

Mailing address:
I-405/SR 167 Program
Attn: Drue Nyenhuis
600 108th Ave. NE, Ste. 405
Bellevue, WA 98004

Name: Steven Blandy

Email: _____

Address: _____

City/State/Zip: _____

April 19, 2019

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project
Attn: Lisa Hodgson
I-405/SR167 Program
600 108th Avenue NE, Ste. 405
Bellevue, WA 98004

Sent by email: I405comments@WSDOT.WA.GOV

RE: Scoping Comments I-405, SR 522 Vicinity to SR 527 Express Toll Lanes
Improvement Project

Ms. Hodgson:

Our firm represents the Canyon Park Business Center Owners Association (“CPBCOA”). The CPBCOA appreciates the opportunity to provide scoping comments to the Washington State Department of Transportation (“WSDOT”) for the Environmental Assessment (“EA”) of the proposed I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (“the Project”).

CPBCOA is comprised of over 30 property owners. There are over 100 businesses within the Canyon Park Business Center (“CPBC”), many of which are within the biomedical and life sciences manufacturing and research and development industries.

CPBC is located within the City of Bothell’s Canyon Park Regional Growth Center (“RGC”). The RGC is a major employment center within the City and the region, with over 10,000 jobs.

As currently proposed, the Project will have significant adverse impacts on the CPBC, both during construction and once operational. These impacts will affect businesses, employees, residents and property owners within the Park. We submit the following scoping comments to WSDOT and request that these impacts be fully identified, analyzed and mitigated through the environmental assessment process.

1. Transportation Impacts

The CPBCOA anticipates that construction and operation of the Project will have significant adverse impacts on the CPBC and within the RGC. These impacts will exacerbate the existing vehicular congestion and intersection delays that currently exist within the CPBC and in the surrounding area. In our meetings with WSDOT staff and consultants on March 19, 2019, WSDOT staff responded to these concerns that the Project will simply shift traffic patterns around the 405/527 interchange without creating

additional impacts. WSDOT staff minimized the potential impacts to the CPBC road system on the grounds that the use of the express access lanes will be limited due to the cost of the tolls. To date, WSDOT has not conducted a traffic analysis and nor provided any data to support these responses.

- A. To date, WSDOT has suggested that the Project will not trigger “cut through” traffic within the Park, and that drivers using the Project will travel north on 17th Ave SE, turn left onto 220th St SE, and exit the Park at the intersection of SR 527 and 220th St SE. We dispute this assertion, and instead believe that many drivers (both existing drivers in the Park and future drivers entering the Park from 17th Ave SE) will use other routes through the Park, including turning right on 220th St SE and exiting the Park at 214th St SE and/or 228th St SE, once the Project is operational. It is important that the EA fully evaluate these potential routes and resulting impacts. We request that the EA provide a complete evaluation of impacts to traffic volumes and intersection operations within the CPBC based upon the Project. These intersections include the following:
- 17th Ave SE/220th St SE
 - 220th St SE/SR527
 - 20th Ave SE/220th St SE
 - 214th St SE/SR527
 - 23rd Ave SE/220th St SE
 - 26th Ave SE/220th St SE
 - 26th Ave SE/233rd St SE
 - 26th Ave SE/228th St SE
- B. We request that data regarding the projected use of the direct access toll lanes include data from comparable fully operational express toll lanes on I-405, including projections for their future use.
- C. We request that the traffic analysis evaluate the average and peak in-bound and out-bound delay for CPBC employees and visitors both with and without the Project.
- D. Many employees in CPBC use public transit. We request that the traffic analysis evaluate temporary impacts to transit service during construction of the Project.
- E. Because the Project includes improvements for bus rapid transit, we request that the EA include an analysis of the projected increase in ridership and use of the park and ride lot within CPBC. The increased use of the park and ride lot must be mitigated in order to avoid spillover parking impacts on properties within CPBC, which would adversely affect existing businesses and property owners.

2. CPBC Roads

The roads within CPBC are privately owned and maintained by the CPBCOA. We are unaware of any existing easement or other right that would authorize vehicles coming directly from I-405 to enter into and travel through CPBC. WSDOT staff acknowledged during our meeting the need to secure access rights over these private roads before it could begin operating the Project, and mentioned the possibility of CPBCOA dedicating portions of the private roads to the City of Bothell prior to operation of the Project. Over the past year, the CPBCOA has conducted significant analysis to determine the required improvements to the CPBC roads to allow for dedication and acceptance by the City of Bothell. We request that the EA evaluate the steps necessary to dedicate the roads and the effects of such changes on the CPBC and the properties, businesses and tenants in the Park.

Further, based on our expectations regarding cut-through traffic driven by the Project, we anticipate that the Project will result in significant impacts to the CPBC roads well beyond the limits of the improvements shown in WSDOT's conceptual plans. These impacts are likely to extend to 220th St SE, 20th Ave SE, and 26th Ave SE. We request that the EA evaluate the need to improve and dedicate all of the impacted private CPBC roads to the City of Bothell.

3. Land Use

The CPBC is currently developed with a combination of commercial and industrial businesses. Since the designation of CPBC as a RGC, however, the City of Bothell has established a broader mixed use vision for the CPBC going forward, including residential and service businesses. In service of that vision, the CPBCOA recently decided to permit a limited amount of residential development in the Park by approving the Third Amendment to the Amended and Restated Declaration of Covenants, Conditions and Restrictions for the Canyon Park Business Center (Snohomish County Recording No. 201807050389). The EA should evaluate the potential effects of the Project on current and future land uses within the Park.

Thank you in advance for considering these comments. We look forward to continued participation in the EA process.

Sincerely,


Tim McHarg, AICP
Senior Land Use Planner



Received

MAR 28 2019

I-405/SR 167
Megaprogram

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Comments

Dear Sir,

I was at the presentation/open house in Bothell recently. I think that I-405 needs to be expanded, and needs more capacity. I'd rather not see it done w/ toll lanes. However if that is the way to get it done quickly & for less cost than I'd accept that. I look forward to this project.

Sincerely,

Daniel Carey

Comments may be submitted to staff at the open house, or via email or postal mail until April 19, 2019.

Email: I405comments@wsdot.wa.gov

Mailing address:
I-405/SR 167 Program
Attn: Drue Nyenhuis
600 108th Ave. NE, Ste. 405
Bellevue, WA 98004

Name: Dan Carey

Email: [REDACTED]

Address: _____

City/State/Zip: Woodinville WA



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Comments

IN THE PLANNING PROCESS, I AM HOPING THAT MY MATURE TREES CAN BE RETAINED. THEY BACK UP TO THE SOUND BARRIER AT THE CANYON PARK PARK 'RIDE AT THE 527 INTERCHANGE. THE MATURE TREES BLOCK THE LIGHTS OF THE PARK 'RIDE AS WELL AS MUFFLE NOISE FROM BUS TRAFFIC.

Comments may be submitted to staff at the open house, or via email or postal mail until April 19, 2019.

Email: I405comments@wsdot.wa.gov

Mailing address:
I-405/SR 167 Program
Attn: Drue Nyenhuis
600 108th Ave. NE, Ste. 405
Bellevue, WA 98004

Name: BRANDON ELY

Email: [REDACTED]

Address: [REDACTED]

City/State/Zip: BETHELL, WA [REDACTED]

From: Tris Samberg
To: [I405comments](#)
Cc: emailtheboard@soundtransit.org; citycouncil@bothellwa.gov
Subject: comments on 3/18/19 open house at Bothell City Hall
Date: Monday, March 18, 2019 9:06:29 PM

To Whom It May Concern:

I attended the 3/18/19 open house at Bothell City Hall to better understand the driving factors for the SR522-I405 interchange redesign. Why does the proposed design have 3 traffic lights on SR-522 where none exist now? I was told by WSDOT representatives that direct bus access lanes were needed at that interchange to accommodate the connection between the I-405 north-south BRT and the SR522 east-west BRT; however, the WSDOT representative acknowledged that Sound Transit had not yet determined plans for this connection. Which begs the question: why is WSDOT so far along in conceptual design when bus needs haven't been determined yet? WSDOT also explained that they were creating better toll lane access for all drivers, not just buses.

I asked the Sound Transit representatives what their needs were for the SR522-I405 interchange. They confirmed that the planning had not yet commenced. When asked if there truly was a need to connect the N-S and the E-W BRT through that interchange, they were unclear. Bothell city staff did point out that the design allowed for toll lane access, especially for westbound SR522 drivers going on to southbound I-405. So currently there is an interchange redesign driven by toll lane access and an undetermined bus plan.

Here's what the corridor needs:

- 1) An interchange and corridor that works for everyone, not just toll lane users.
- 2) Maintaining free flow traffic on SR-522, not adding additional traffic lights.
- 3) More lane capacity on I-405 at the interchange to remedy the horrible bottleneck WSDOT created when it installed toll lanes, feeding 5 lanes into 3 lanes.
- 4) Direct access bus ramps at SR-527 and NE 160th Street to allow for truly bus ***rapid*** transit on the north-south corridor. More BRT should result in less lane congestion, improving traffic flow for everyone.
- 5) Based on the car congestion currently on westbound SR-522, Sound Transit should recognize that there is demand for bus service in the corridor. Those people drive in their SOVs because there is no transit service for them. Has Sound Transit looked at traffic patterns from SR-9 and Maltby/Monroe feeding onto SR-522?

Thank you for your time,

Tris Samberg



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Comments

I would love to see a park & ride below
the SR 522/I 405 interchange

Please connect the 405 BRT to downtown
Bothell with a multi-use trail

Comments may be submitted to
staff at the open house, or via email
or postal mail until April 19, 2019.

Email: I405comments@wsdot.wa.gov

Mailing address:
I-405/SR 167 Program
Attn: Drue Nyenhuis
600 108th Ave. NE, Ste. 405
Bellevue, WA 98004

Name: Mason Thompson

Email: [REDACTED]

Address: _____

City/State/Zip: _____

From: Brad Ward
To: [1405comments](#)
Subject: Comment
Date: Thursday, February 28, 2019 6:15:39 PM

Hi..

As a part of expanding the toll lanes on 405 between 160th and 527, I *really* hope we can have a noise wall installed on the west side of 405 between 160th and where NE 140th would intersect the freeway. Especially with the widening of the road, we have a lot of noise in our neighborhood, and the 'noise berm' doesn't really do enough.

Thanks..

Brad Ward