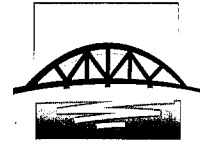


September 30, 2008

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PUGET SOUND REGIONAL COUNCIL



City of Bothell™

520 Tolling Committee Members
Bob Drewel, Executive Director, Puget Sound Regional Council
Paula Hammond, Washington State Secretary of Transportation
Dick Ford, Washington State Transportation Commission
Tolling Implementation Committee
c/o Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Dear SR 520 Tolling Committee Members:

We appreciate your leadership on the issue of evaluating appropriate financing options and mitigation measures for SR 520. Your charge includes "Evaluate the potential diversion of traffic from SR 520 to other parts of the transportation system, including SR 522 and local roadways, when tolls are implemented on SR 520 or other corridors, and recommend mitigation measures to address the diversion."

The Bothell City Council has reviewed the analysis data released to date and takes this opportunity to express our concerns with the reliability of the data for the SR 522 corridor. Based upon our review of the data, we offer the following recommendations for mitigation of the expected impacts in Bothell.

Reliability of the Data

Many commuters already use SR 522 as an alternative cross-lake connection when SR 520 is either unavailable or is experiencing significant delays. With the possibility of tolling SR 520 and I-90, common sense would tell us that there should be a significant impact on SR 522. We are, therefore, surprised that the initial data shows "relatively little change to speeds or vehicle volumes on SR 522 in any of the initial scenarios." We recommend further analysis, such as the following:

- Peak periods: We were glad to see that the committee recognizes that additional work needs to examine changes in peak periods. Many of the intersections on SR 522 are already functioning at a low level of service during peak periods. Even minor changes to this volume, without a mitigation plan, will have a serious impact on the functioning of this corridor. Better data on volumes during peak periods will be critical to fully understand the impact.
- Need for current data: We need to have a better understanding of data used for this modeling. Because of the significant decisions that are being made, the data needs to be updated due to the changing demographics of northeast King County and south Snohomish County.
- Housing and Jobs Growth: There has been an explosive growth in housing and jobs in the northeast part of King County and south Snohomish County, which

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has significantly impacted the SR 522 and I-405 interchange during the past ten years. This significant impact has to be taken into account for this analysis.

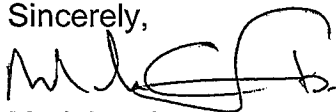
- Transit Analysis: There needs to be a better understanding of the role transit has in these corridors. Currently in this study, it appears all trips are counted the same and transit is outside the discussion. We believe more residents will choose transit on the SR 522 corridor if it is more readily available. The high gas prices have resulted in increased transit use in the region.
- Diversion Assumptions: The analysis states that up to 23 percent of the trips will be diverted to "other routes" if both bridges are tolled and, therefore, are not counted as having impact on routes such as SR 522. We believe this assumption underestimates the true impact on SR 522, the connecting arterials, and residential streets.
- Other Possible concerns: Our Public Works Department has requested a meeting with your staff to better understand the underlying assumptions of this analysis and may express additional concerns once they are able to review the details of this study.

Mitigation Measures

As was stated in the original legislation creating the SR 520 Tolling Committee, a key charge was to "recommend mitigation measures to address the diversion." We offer the following recommendation to mitigate the impact of tolling on SR 520.

- Improve Transit Service: We would recommend a Bus Rapid Transit service on the SR 522 corridor which would provide service at least every 5 minutes during the peak periods and every 15 minutes during off-peak periods. The current transit service routes (Metro routes 306 & 312 and Sound Transit route SR 522) are already at capacity with most at standing room only during peak periods.
- Improve Park & Ride Facilities: All of these facilities are also at or near capacity. This is a compelling need for structured park-and-ride facilities, especially in Lake Forest Park, Kenmore, and Bothell.
- Improve Transit Capacity: Complete the Business Access/Transit Lanes (BAT) in the SR 522 Corridor west of Wayne Curve to help move transit with more reliability.
- Improve Capacity on the SR 522 Corridor: Complete the scheduled improvements on this corridor, especially those in Kenmore and Bothell. These include realigning the SR 522 / SR 527 intersection in Bothell and completing the Kenmore improvements.
- Improve Mitigation Measures: Allow tolling revenues to be spent on mitigation measures.

Sincerely,



Mark Lamb
Mayor