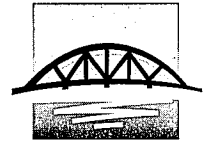


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PUGET SOUND REGIONAL COUNCIL

January 14, 2009



City of Bothell™

1909 CENTENNIAL CELEBRATION 2009

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

SR 520 TOLLING MITIGATION

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 recent Tolling Mitigation Framework Document released and we take this opportunity to forward you our comments. Bothell staff had previously reviewed the Tolling Mitigation Framework memorandum dated December 15, 2008.

We are encouraged to see that the Memorandum identifies that, when SR 520 is tolled, traffic volumes will increase during peak periods on SR 522. Because SR 522 is already operating at capacity during these peak periods, this additional traffic will result in problems which require mitigation. We are also concerned this additional traffic will increase the negative effect of cut-through traffic on our neighborhood streets.

We are concerned that there has not been an EIS done on the impact of tolling. For example, we believe tolling SR 520 could result in hazardous materials being routed through our community; this possibility has not yet been studied. An analysis of the consequence of tolling SR 520 on the Crossroads project we are presently designing

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SR 520 TOLLING MITIGATION

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needs to be conducted. We are concerned that we will be investing millions of dollars into a project that could be adversely affected by the tolling of SR 520. And there has been no analysis of the diversion of traffic onto our local streets resulting from tolling.

We encourage funding the recommendations to promote transit on the 520 corridor to keep commuters on the 520 bridge in alternative modes. Funding for additional transit service in the SR 522 corridor would also mitigate these negative impacts.

The City of Bothell currently has a comprehensive ITS plan under development. We look forward to working with WSDOT to ensure the integration of the Bothell arterial street ITS system with the proposed SR 522 traffic signal reliability and timing coordination project, as recommended. We presume this effort on SR 522 will be funded by WSDOT. We concur with the recommendation that a more reliable power supply for the signals in the corridor should be established.

The memorandum accurately points out that construction projects which might relieve congestion on SR 522 cannot be implemented in time to mitigate the efforts of SR 520 traffic diversion. The City of Bothell is requesting that a commitment be made to assist the Northshore communities with the completion of several projects under design for the SR 522 corridor that will maximize the capacity of the corridor as quickly as possible. For Bothell, we are requesting a commitment of \$20 million to assist with the completion of several SR 522 projects.

The memorandum properly points out that the Northshore communities want to see increased transit service on SR 522 when tolls are placed on SR 520. It is important that we find solutions in the short term that will increase the number of people traveling through the corridor during peak hours. It will not be possible to complete the SR 522 corridor capacity projects to increase the number of vehicles in the corridor prior to the implementation of tolling.

We are encouraged that the memorandum identifies that a traffic monitoring program be established and that a portion of SR 522 be included. We request that the north end of 100th Ave NE/Waynita Drive be added to the local access roads monitored.

We encourage WSDOT implement as soon as possible the project to install the variable message signage on I-405 approaching SR 522 as mentioned in the recommendations.

Sincerely,



Mark Lamb
Mayor