

**Puget Sound Regional Council  
2002 TIP CALL FOR PROJECTS  
Regional Application**

*This application form is available on the PSRC web site ([www.psrc.org](http://www.psrc.org)) or on diskette by calling Dirk Brier at (206) 464-6843. You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of twelve (12) pages plus map and any supporting documents requested. Attach completed application to an e-mail and send to: [tipapp@psrc.org](mailto:tipapp@psrc.org) **E-mail submissions are preferred.** If unable to e-mail, you may fax or mail your completed application. If faxing or mailing your application, if possible also provide an electronic version on diskette. Send all materials to: Dirk Brier, Puget Sound Regional Council, 1011 Western Avenue, Ste. 500, Seattle, WA 98104-1035; FAX: (206) 587-4825*

**PROJECT DESCRIPTION INFORMATION**

<b>1</b>	<p><b>Project Title:</b> 196 Street SW/Filbert Road (SR-524): 24<sup>th</sup> to SR-527</p> <p><i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i></p>
<b>2</b>	<p><b>Sponsoring Agency:</b> Snohomish County Public Works</p> <p>Also identify any co-sponsor(s): City of Bothell</p>
<b>3</b>	<p><b>Project Contact Person:</b> Sam Filetti, Project Manager</p> <p>Address: 2930 Wetmore Avenue, Everett, WA 98201</p> <p>Phone: (425)388-6698</p> <p>Fax: (425)388-6670</p> <p>E-Mail: <a href="mailto:sam.filetti@co.snohomish.wa.us">sam.filetti@co.snohomish.wa.us</a></p>
<b>4</b>	<p><b>Project Description:</b> <i>(Be as clear and concise as possible)</i></p> <p>Widen the existing two-lane facility to five lanes (2 capacity lanes in each direction with two-way left turn lanes). The project will also include 5-foot bike lanes, curb, gutter, and sidewalk on both sides and transit enhancements. The facilities will link two urban centers in Snohomish County: Bothell/Canyon Park and Lynnwood.</p>
<b>5</b>	<p><b>Project Location:</b> Between designated Bothell/Canyon Park Urban Center and Lynnwood Urban Center</p> <p>a. County (or counties) in which project is located: Snohomish County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: 24<sup>th</sup> Avenue <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: SR-527 <i>(Identify landmark if no crossroad)</i></p>
<b>6</b>	<p><b>Map:</b> Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>

**7 Federal Functional Classification Code** (Select only one)

Assistance in determining the functional classification of a project is available by calling **Stephanie Rossi** at (206) 587-5118.

**Rural Functional Classifications**  
**("under 5,000 population")**

(Outside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications**  
**("over 5,000 population")**

(Inside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

**NOTE: Federally Funded Projects.** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

**Examples of Exceptions:**

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

**8 Which TEA-21 Funding Source are you requesting?**

STP       CMAQ

Amount requested: \$ 6,000,000

If CMAQ, describe the eligible category which best fits your project:

[Refer to "Eligibility Information for STP and CMAQ" (Section 5 of the Call for Projects)]

## FINANCIAL INFORMATION

<b>9</b>	<b>Financial Information Matrix</b> (NOTE: A minimum of 13.5% match is required)								
	[A] Phase	[B] Estimated Obligation Date by Phase	[C] Federal Funding Source <small>STP / CMAQ</small>	[D] Federal Funds Amount	[E] Match Funding Source	[F] Match Funds Amount	[G] Other Funds Source	[H] Other Funds Amount	[I] Phase Total
	P/E	10/03/02	STP	\$1,500,000	County/ Bothell/ WSDOT	\$3,103,600	TIB	\$1,056,400	\$5,660,000
	R/W		N/A	\$0	County/ Bothell	\$2,622,626	TIB	\$5,847,600	\$8,470,226
	CN	03/01/05	STP	\$4,500,000	County/ Bothell	\$369,774	TIB/STP/ WSDOT	\$25,500,000	\$30,369,774
	<b>TOTALS</b>			\$6,000,000	-----	\$6,096,000	-----	\$32,404,000	\$44,500,000

**To calculate the amount of matching funds:** Divide the amount of federal funds requested by .865; subtract the amount of federal funds requested from this amount. *Example:*

Federal funds requested = \$100,000  
 $\$100,000 / .865 = \$115,607$   
 $\$115,607 - \$100,000 = \$15,607$  local match required  
 (Total project cost = \$115,607; 13.5% = \$15,607)

<b>10</b>	<p><b>Estimated total cost of this project (all phases):</b>    \$ 44,500,000</p> <p><b>Estimated date of completion (MM/DD/YY):</b>    12/01/07</p>
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## PROJECT EVALUATION INFORMATION

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to "Regional Project Evaluation Criteria" (Section 8 of the Call for Projects) for information on the Regional Project Evaluation Criteria.

- **Part 1:** Choose one of the three project categories that best fits your proposed project and complete Section A, B or C
- **Part 2:** Complete all Sections D through G

## PROJECT EVALUATION: PART 1

<b>11</b>	<p><b>Choose which of the three Centers categories your project falls under:</b></p> <p><input type="checkbox"/> Designated Urban Center            ▶ <i>NOTE: Complete Section A, then proceed to Sections D through G in Part 2</i></p> <p><input type="checkbox"/> Manufacturing/Industrial Center            ▶ <i>NOTE: Complete Section B, then proceed to Sections D through G in Part 2</i></p> <p><input checked="" type="checkbox"/> Connecting Corridors            ▶ <i>NOTE: Complete Section C, then proceed to Sections D through G in Part 2</i></p>
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**SECTION A: DESIGNATED URBAN CENTERS**

Complete this section if your project is a “Designated Urban Centers” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment

## SECTION B: MANUFACTURING/INDUSTRIAL CENTERS

Complete this section if your project is a “Manufacturing/Industrial Centers” project, then proceed to Part 2.

### **Please explain how your project addresses the following:**

- How does the project result in a time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more “seamless” system of moving freight and goods, by reducing modal conflicts – such as between freight trains and trucks – in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups, including employees, goods transporters, and customers.

## SECTION C: CONNECTING CORRIDORS

Complete this section if your project is a "Connecting Corridors" project, then proceed to Part 2.

### Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

**Improving Access to a Center:** SR-524 (aka known as 196<sup>th</sup> Street SW) is a principal arterial and is designated a Highway of Statewide Significance. This project improves access to and connects two urban centers: Bothell/Canyon Park and the City of Lynnwood. It serves as one of only four major east-west arterials in Snohomish County. Both urban centers serve as large employment centers within the county. The proposed improvements to the corridor include widening from two to five lanes, construction of bicycle lanes and sidewalk, and transit enhancements. The improvements will benefit employers, suppliers, commuters, transit, bicyclists and pedestrians. The corridor makes critical connections to key north-south corridors including I-5, 44<sup>th</sup> Avenue West, 36<sup>th</sup> Avenue West, SR-99 and SR-527. The corridor also provides improved access to one of Lynnwood's largest employment and service centers: Alderwood Mall. On the other end of the project, the improvements will benefit the "Technology Corridor" at Canyon Park. The activity in this corridor includes receipt of materials for production of high technology products and the subsequent shipping of those products. The project will increase capacity on a critical east-west state highway linking Interstate 5 with SR-527 and the Cities of Bothell and Lynnwood. By the year 2012, the improved section will carry over 18,000 vehicles per day which will include general purpose traffic, high occupancy vehicles, freight trucks, and bicyclists/pedestrians. Access to regional highways, such as SR-527 and SR-9, from the southeastern part of Snohomish County will be enhanced. In addition, traffic flow will also be greatly improved, allowing more efficient access to statewide highways such as I-5 and I-405. The project will also provide bicycle and pedestrian connections to the Interurban Trail which runs parallel to I-5 and the Regional North Creek Trail which will connect to King County's Regional Burke-Gilman Trail in the south as well as connect the Cities of Bothell, Lynnwood, Mountlake Terrace, Mill Creek, Everett, and other areas of unincorporated Snohomish County with Seattle and other cities in King County.

**Logical Segments:** The project will be completed in two phases: 24<sup>th</sup> Avenue to I-405 and I-405 to SR-527. Design and right of way on both phases has been undertaken simultaneously. Design is currently at 50% and Right of Way at 90%. The County and City are requesting funds to complete the P/E phase and to begin funding the CN phase. The County anticipates funding from WSDOT and TIB to complete CN phase. Staging of the improvements in the corridor allows the project to be implemented in a logical sequence and will allow the following segment to benefit from the improvements created prior to it. The project provides the essential missing link between the land use and the alternative transportation services. Currently, SR-524 lacks viable pedestrian and bicycle facilities. Without these facilities, people are essentially forced to get into their cars --even for the shortest of trips. Pedestrian and bicycle facilities provide the link that enables people to access transit and vanpool pickup points without having to drive. The facilities also enable people to walk or to bicycle to local services, activities and destinations located along the corridor. In summary, this project increases the capacity of the HOV system by providing the missing link between residences, businesses AND the HOV system.

**More Efficient Traffic and Transit Flow:** The corridor experiences LOS "F" during peak periods. The proposed improvements will address the operational deficiencies and establish a truly multi-modal corridor. The project will free capacity in the general purpose through lanes by providing a continuous left-turn lane. Auxiliary turn lanes added to signalized intersections will increase capacity and improve level of service. The project will yield the benefits of containing and/or improving ADT and LOS on the project corridor while increasing safety for pedestrians, bicyclists, transit users, and motor vehicles. The bike, sidewalk, and transit enhancements will limit the number of SOV's and

will encourage the use of transit to access activity and employment centers as well as park-and-ride facilities adjacent to and along I-405 and I-5.

Long Term Sustainable Solutions: The project improvements are necessary to meet the State's mobility objectives for the period 1998-2018. The corridor within the project limits is presently a two-lane facility with minimal shoulders and no provisions for pedestrians and bicyclists. The improvements will create long-term sustainable solutions by providing for increased capacity, improved intersection flow, and pedestrian/bicycle/transit enhancements. The project is located in one of the fastest growing areas in Washington State with a population in the surrounding areas projected to increase by over 40% between 1990 and 2010. The improvements will sufficiently serve this projected increase in population by accommodating all modes -- general purpose, transit, bicycles, freight traffic, and pedestrians. It will also create a vital east-west linkage between two designated urban centers and between regional transportation facilities on Interstate 5. The local transportation system as a whole is benefitted by improving the entire corridor which will connect to regionally significant facilities such as I-5, the Interurban Trail and Regional North Creek Trail as well as two major employment areas in the Lynnwood and Bothell/Canyon Park (the "Technology Corridor) centers.

## PROJECT EVALUATION: PART 2

Once Section A, B or C in Part 1 has been completed, complete all of Part 2, Sections D through G.

### SECTION D: PROJECT READINESS

**Please explain how your project addresses the following:**

- When can funds that are obtained through this regional competition be obligated?
- Is this project in any way dependent upon the completion of all or part of another major capital project? If so, identify the dependent project, its sponsor, describe the nature of the dependency, and how it affects your project's completion schedule.
- Identify the amount and source of federally required matching funds. If any portion of the required match is not fully secured at time of application, signify how much and explain in detail how these funds will be obtained and when they can reasonably be expected to be available.
- Using the "Project Checklist" (Section 6 of the Call for Projects), indicate below the status of the project's required environmental process at time of application (e.g., completed through 1f, 2b, etc.). If all required documentation has not been approved at time of application, fully identify required work that remains including a realistic schedule for completion.
- Identify the amount of all additional funding -- above the requested regional award and required match -- that is needed to complete this project (or phase), its expected source (e.g., approved budget, TIB award, Congressional "earmark," financially constrained 6-year plan, etc.), and date of availability. Provide a list of those additional funds already fully secured at time of application.

Obligation of Funds: Preliminary Engineering Funds can be obligated immediately (10/01/03). CN funds can be obligated by March of 2005. No Right of Way funding has been requested.

Dependent Upon Other Projects: This project is not dependent upon the completion of all or part of any other capital project.

Matching Funds and Required Additional Funding:

Phase	Federal Request	Matching Funds	Source of Match/Status
Preliminary Engineering	\$1,500,000	\$ 4,160,000	County/Bothell/WSDOT/TIB (All Match Funding Secured)
Right of Way	\$ 0	\$ 8,470,226	County/Bothell/WSDOT/TIB All Funding Secured for R/W Phase
Construction	\$4,500,000	\$25,869,774	TEA-21 Grant: \$4,500,000 (unsecured) County: \$250,000 (secured) City of Bothell: \$119,774 (secured) STP Grant: \$6,000,000 (secured) WSDOT: \$16,000,000 (pending) TIB: \$3,500,000 (anticipated)
<b>TOTALS</b>	<b>\$6,000,000</b>	<b>\$38,500,000</b>	

The funding gap for the CN phase is currently \$24,000,000 (please see explanation below before scoring). The County will compete for \$3.5 Million in CN funding during TIB's 2002 funding Round and will aggressively pursue all other appropriate funding sources to fill this gap. The project competed favorably in the past for TIB funds in the P/E and R/W phases and is anticipated to score well in this upcoming competitive round. TIB Funding is expected to be awarded in the Summer of 2003. \$16,000,000 has been tentatively set aside in a legislative earmark and this funding will be subject to passage of the fuel tax referendum up for public vote in November 2002. If the referendum passes,

the \$16,000,000 would be available for CN in 2005. The remaining \$6,000,000 is the subject of this grant request. These funds are also anticipated to be available for construction in 2005.

Status of Environmental Work: The EIS is complete and the Record of Decision and Notice of Action has been issued. The writing of the Biological Assessment has started along with the Corp of Engineers permit. These documents will be completed and submitted by September of 2002.

Additional Funding Required and Secured: Please see the table above for this information.

## SECTION E: JOINT OPPORTUNITIES

### Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this regional project competition? Describe and explain the consequences.

Projects that Will Receive Benefit from SR-524 Improvements: The proposed project will benefit the interchange improvements currently under construction at 196<sup>th</sup> and Interstate 5 (\$34,000,000). This interchange project will dramatically increase capacity and the number of vehicles that will utilize the SR-524 corridor. The 196th Street improvements, proposed in this application, will help to accommodate this new increase in traffic. Another project within the project limits is Bothell's Thrasher's Corner Interperative Park (\$ 3.5 Million ). This park is planned on the east end of the project within Bothell's City limits. There is also the planned Regional North Creek Trail Project that upon completion will be a north-south trail linking the King County's Burke-Gilman Trail in the south through the Canyon Park Urban Center with SR 524 and nrth through Mill Creek Town Center and Mc Collum Park in Everett. East of the project is another County project at SR-524 and 39<sup>th</sup> Ave SE (\$2,800,000). This project, which will go to construction in spring 2003, is a joint project with WSDOT and City of Bothell and includes the realignment of the intersection as well as corridor improvements along SR-524 to address concurrency issues.

Lost Opportunities: The County is short approximately \$1,500,000 in the Preliminary Engineering Phase which is approximately 50% complete. The Federal funding request will help to complete the environmental portion and design. The County is currently 90% complete on the Right of Way acquisition. By completing the P/E and Right of Way phases concurrently, the County will be able to accelerate the construction of the project. The County is aggressively pursuing all appropriate sources to fill the gap in CN funding. Recently, the County committed to WSDOT that it would obligate and spend a \$6,000,000 STP grant awarded to the project in 1999. If the County cannot meet this timetable, the STP funds will be lost, and the project will be shelved indefinitely. There is also significant lost opportunity if the project is not completed as scheduled. This corridor suffers from extreme congestion and several of the intersections along it operate at LOS "F" during peak periods. Without the added capacity and much needed pedestrian/bicycle/transit improvements, growth and economic development within the two urban centers linked by this project will suffer. This could translate into loss of future growth and development since the roadway could be at risk of becoming concurrent.

## SECTION F: PLANNING

### Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with *Destination 2030* (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of *Destination 2030* policies.

Planning Process: The project was developed in coordination with the City of Bothell, the City of Lynnwood and the Washington State Department of Transportation. In the early stages of the project, Snohomish County undertook a corridor study to examine potential east-west arterial routes to ease the traffic load in the South County area. This effort focused mainly on 196<sup>th</sup> Street SW. Numerous public meetings were held to discuss alignment alternatives and community/environmental concerns related to the improvement. The project has a long history of community involvement. Several meetings and public hearings have been held and newsletters distributed since the corridor study printed in 1985. In 1987, the County Council approved the concept of widening 196<sup>th</sup> Street SW (SR-524) and directed Public Works to proceed with a more detailed study and environmental review. The Final Environmental Impact Statement (EIS) was issued in 1989. Snohomish County transferred roadway jurisdiction to the State of Washington in 1992. As part of this Interlocal Agreement with the State, the County agreed to complete the roadway design, to acquire right of way, and to construct the roadway. The Final Design Report was prepared in August, 1992. In 1993, the Record of Decision, indicating Alternative 2 as the preferred alignment, was issued. A project newsletter updating the public followed in September. In 1996, new environmental concerns and petitions submitted by residents prompted reconsideration of the project alternatives and a re-evaluation of the selected alignment. A Public Meeting was held in November of 1997 and an SEIS was issued in January of 1998. Since the onset of the Endangered Species Act, the County was required to update and expand upon the environmental documentation. The County has coordinated the improvements and design with WSDOT and the City of Bothell. The County applied for and was awarded a \$6,000,000 STP grant in 1999. As part of that grant application, WSDOT committed almost \$20 Million in match to the project. Due to voter-approved initiatives and unforeseen circumstances, however, WSDOT lost many of its revenue sources earmarked for high profile projects such as this project. Since that time, the County has proceeded with Design and Right of Way acquisition using its own funds to move the project forward. The County intends to submit this project for construction funding during the 2002 TIB funding competition. This project has also been earmarked as one of the projects in the State's proposed transportation package to be constructed upon approval by the voters in the upcoming November vote.

#### Consistency with Local and Comprehensive Plans:

The improvements proposed along the 196th Street Corridor are consistent with Vision 2020, the Metropolitan Transportation Plan (Chapter 4, page 88), and Destination 2030 (see below).

Snohomish County Comprehensive Plan. The project is identified in the County's Comprehensive Plan which was amended on 12/27/00. The County's local comprehensive plan was originally certified on 10/26/95, with the most recent amendment certified on 04/26/2001. The project is also listed in Snohomish County's TIP as project Number E.25.

The 196<sup>th</sup> Street SW/Filbert corridor improvements are consistent with the policies and provisions outlined in Destination 2030 in the following ways:

1. **Maintaining and Preserving:** The improvements will preserve the existing corridor and expand it to address severe congestion and capacity issues while providing improved safety and mobility for all modes of transportation (i.e. freight, commuter, transit, local traffic, pedestrian and bicycle).
2. **Managing Transportation Systems:** Improvements to 196th Street are intended as part of a strategy to enhance circulation and mobility for all modes of travel between Canyon Park/Bothell Urban Center and the Lynnwood Urban Center. This multi-modal approach will provide improvements to pedestrian circulation, bicycle mobility (via linkages with the Interurban Trail and Regional North Creek Trail), transit operations and service delivery, as well as additional

lane and intersection capacity.

Conflicts between the various modes of travel will be better managed, because of enhanced capacity and efficient operations allowed by the proposed improvements. Walkways and bikeways will separate and encourage nonmotorized modes of travel. Critical intersection operations will be aided by state-of-the-art traffic signal control systems, aimed at maintaining adopted level of service standards. Physical and operations enhancements to this corridor's capacity will increase the efficiency of regional transit service to both Urban Centers as well as to I-5.

3. Investing in Increased Transportation Capacity: The proposed improvements will provide a balanced form of capacity by expanding the width of the roadway from two to five lanes, adding auxiliary turn lanes at signalized intersections, by increasing ridership opportunities on transit, by improving access to park and ride facilities, and by providing safe bicycle and pedestrian facilities that connect with employment in both urban centers, activity areas, conveniences and services.

4. Improving overall Accessibility and Mobility: The corridor improvements will eliminate a constriction in the transportation system, will significantly improve access to the Lynnwood AND Canyon Park/Bothell Urban Centers, and will offer a substantial time savings for a variety of users (i.e., freight, commuters, transit, non-motorized).

5. Providing Transportation Choices: Besides providing increased capacity for commuters and motorists, the improvements will include sidewalk, bike lanes, and transit enhancements to encourage and promote alternate forms of travel besides Single Occupancy Vehicles (SOV).

6. Supporting Regional Growth Patterns: The 196th Street project is part of the City and County Transportation Plans that strategically focus major corridor improvements within and around the two Urban Center areas. Importantly, 196th Street SW is part of a network of minor arterials, which serve medium and high-density residential as well as urban commercial and industrial uses within and around east Lynnwood and Canyon Park.

The improvements to 196th Street will enhance transit operations for better service to the large and high-density residential areas in and around both the Bothell/Canyon Park and Lynnwood Centers. Improvements to 196th Street support a future regional transit route with access to Alderwood Mall and downtown Seattle. In addition, the improvements will increase the ability of the road system to move people, freight and services.

7. Promoting Efficiency: The 196th Street improvements, by mitigating congestion and delay in the corridor, will allow vehicles to operate more efficiently. Intersection capacity and signal improvements as well as construction of a two-way left-turn lane will reduce the frequency of standing, stopping, and acceleration and will allow more continuous, energy efficient movement along these segments. In addition, bicyclists and pedestrians will have exclusive, safe, and reliable access to and between Bothell, Lynnwood, local schools, and Alderwood Mall Center. The bike lanes and sidewalks will encourage more people to use non-motorized forms of transportation which will help to relieve traffic congestion and reduce air pollution.

8. Supporting the Regional Economy: As stated previously, the proposed project would significantly improve access to and between two Urban Centers with large employment bases. The corridor is an important road link in the regional network because it connects southwestern Snohomish County (Lynnwood, Bothell, Edmonds, Mountlake Terrace) with SR-527 and the "Technology Corridor" in Canyon Park. It also provides an alternative route between I-5 and SR-527. 196<sup>th</sup> provides access to existing and planned small community businesses (small shopping centers, gas stations, and convenience stores). The project also improves access to existing and planned business parks and general commercial land uses located along both sides of the project. Improvements to capacity and LOS will allow the roadway to accommodate growth and development at these sites, which in turn, will generate increased employment. The corridor will also serve as a key corridor for moving freight and goods (see below).

9. Freight and Goods Mobility: On WSDOT's Freight and Goods Transportation System, SR-524 (196<sup>th</sup>) is classified as a Tonnage Class T-3 roadway. The current corridor is a narrow, congested corridor unsuited for truck traffic. There are significant delays caused by turning movements to and from the roadway, steep grades, tight curves, and accidents. The proposed project would eliminate these problems and create a road suitable for truck traffic. Plus, an improved roadway will provide an alternate truck route to I-405 during congested periods and when there are blocking accidents on the Swamp Creek Interchange. Improvements to the operational efficiency of the roadway segment and mitigation of congestion will reduce truck delay and will improve freight reliability in the corridor. Additionally, trucks will benefit from improved level of service at the intersections during peak periods.

In addition to the transportation policies of Destination 2030 generally described above, the project is consistent with

the following other policies of Destination 2030: RC-2 by coordinated infrastructure planning among jurisdictions; RE-7 by supporting the further development of job centers that provide family wage jobs; RT-8 by providing for a variety of mobility options for people and freight; RE-7.6 by promoting job growth in the designated urban centers; RG-1.9 by promoting bicycling, walking and transit use, and connecting to the regional transit system; and RG-1.9 by providing a multi-modal improvement connecting to the regional transit system.

## SECTION G: AIR QUALITY

**NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.**

**Describe how your project will reduce emissions.** Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

**Reduction of VMT: - Elimination of Vehicle Trips.** The project will add facilities for both bicyclists (bike lanes) and pedestrians (sidewalks), and provide improved access to the Interurban Trail and the park and ride facilities adjacent to I-5. These facilities will also encourage walking and bicycle use for short trips to services, shopping, and conveniences. This combination of improvements will provide opportunities for alternative modes that will eliminate trips, shorten trips and thereby reduce VMT.

**Mode Shift.** The construction of bicycle and pedestrian facilities will encourage nonmotorized travel within the corridor and between the Canyon Park/Bothell and Lynnwood Urban Centers. It will also create improved access to I-5 north and the Alderwood Mall Facility (a large employment center). The non-motorized improvements, and their connection to the Interurban Trail and North Creek Trail, will encourage greater bicycle and pedestrian activity. The proposed improvements will improve access by all modes to planned and existing park and ride facilities off of I-5 and I-405. This combination of improvements will increase transit usage and nonmotorized mode splits within and beyond the 196<sup>th</sup> Street corridor. By increasing convenience and accessibility (through sidewalk, bicycle and transit enhancements), these projects should dramatically improve transit ridership and reduce the use of SOVs. These improved connections (namely improved access to transit bus stops along the corridor and to planned and proposed park and ride facilities on I-5) will also help to sustain the mandated CTR programs being aggressively implemented by employers in the two designated urban centers. Further, the improvements will support Community Transit's and Sound Transit's plans to expand regular and express transit service in this area. The project along 196<sup>th</sup> will indirectly enhance the usage of HOV's by providing improved access onto Interstate 5. Major employers in the designated urban centers and those located in between have commute trip reduction programs which promote the use of carpools, vanpools, and other alternate forms of transportation.

**Improved Transit Access - Increased Transit Ridership.** The proposed improvements along the entire corridor will benefit the existing and proposed Sound Transit park and ride facilities on I-5 and I-405 (near Canyon Park) by improving access by all modes and encouraging use of the new transit service to be provided adjacent to the 196<sup>th</sup> Street corridor. The transit enhancements (bus pullouts, shelters, and improved access to park and ride facilities) that will be made as part of these corridor improvements will also advance on-time and overall performance of transit.

**Improved Capacity and Traffic Flow:** The proposed project will free capacity in the general-purpose through lanes by providing a continuous two-way left turn lanes. Auxiliary turn lanes added to signalized intersections will increase intersection capacity and improve level of service. This specifically will benefit local traffic, commuters, and freight trucks. The project will yield the benefit of containing and/or improving ADT and LOS on the project corridor and increasing safety and usability for pedestrians, bicyclists, and vehicles. Improved travel times on 196<sup>th</sup> will also encourage travel on this route instead of more circuitous routes.

**Energy Efficiency/Idling:** Vehicle fuel consumption along 196<sup>th</sup> Street is affected by many factors including vehicle volume, vehicle speed, and the amount of time vehicles spend idling during traffic delays. There is considerable peak hour congestion that leads to greater fuel consumption through stopping frequency/duration and slower vehicle speeds. These factors affect emissions and fuel efficiency. The proposed corridor improvements have been

designed to allow for fewer stops and more fuel efficient speeds. In general, the improvements will reduce or eliminate congestion and delays and result in smoother traffic flows and lead to decreases in emissions and energy consumption by vehicles.

**Air Quality Improvements:** The proposed projects will reduce idling and emissions to air. It will increase capacity and LOS at major intersections and will allow for greater free flow of vehicles. This will reduce the frequency of standing, stopping and acceleration and thus reduce emissions (improving air quality). The intersection improvements with auxiliary lanes and the two way left turn lanes will also help to reduce stops and starts and will provide for more energy efficient movement. Increased roadway capacity, improved access to transit and park and ride facilities, and non-motorized enhancements will decrease cold starts, vehicle trips, and vehicle miles traveled as well as provide increased convenience and travel time advantage. By increasing convenience and accessibility (through sidewalk, bicycle and transit enhancements), these projects have the capability of dramatically improving transit ridership and reducing the use of SOVs. These improved connections (namely improved access to transit bus stops along the corridor and to the proposed and existing park and ride facilities on I-5) will also help to sustain the mandated CTR programs being aggressively implemented by employers located in both Urban Centers. Further, the improvements will support Community Transit's and Sound Transit's plans to expand regular and express transit service in this area. The projects along 196th will indirectly enhance the usage of HOV's by providing improved access into and out of the two designated urban centers that it connects and onto the HOV lanes on Interstate 5.