

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION *October 2011*

Project Sponsor: City of Kenmore

Project Name: SR 522 Corridor Improvement Project, Phase I, Stage 2

Project Location: City of Kenmore – SR 522 – 57th Ave NE to 65th Ave NE

What type of project is it: Support Centers ____ Corridors Serving Centers X

Plan Consistency:

- Transportation 2040 project number: N/A
- Is the project consistent with the Transportation 2040: Yes X No ____

Project Description - No more than one full page - (see evaluation criteria for information to include):

- Briefly describe the project
The project improves the last remaining portion of the SR 522 Corridor within the City of Kenmore and will include the following elements: widen general purpose and Business Access and Transit (BAT) lanes, additional turning lanes at the key intersection, signal improvements, illumination, access management, center medians, sidewalks, drainage improvements, landscaping, and overhead utility conversion to underground.
- What is the intended outcome & benefit
SR 522 is the only direct link between the Designated Urban Centers of Canyon Park, Northgate, and the University District. This project will improve the movement of goods and people to and from these centers and locations along the way. The corridor is also regionally significant, providing an alternative to the often congested SR 520 Lake Washington Bridge.

Travel Choices

This proposal will improve the mobility of several travel modes: pedestrian and bicycle movements will be enhanced through the installation of sidewalks, traffic signals, and improvements to the Burke Gilman Trail crossing at 61st Avenue NE; improved transit speed and reliability by improving the BAT lanes; delay reduction; and improved safety for commercial and passenger vehicles through access management and capacity improvements.

City Economic Strategy

The project will promote economic development in the City of Kenmore through this capital investment and improved access to the Kenmore Village by the Lake development.

Congestion Relief

61st Avenue NE currently operates at LOS F and the corridor operates inefficiently due to the random left turn movements its entire length. This project will add dual left turn lanes, east bound to north bound, at 61st and will install medians on SR 522 to reduce left turn conflicts. Additionally the number of northbound and southbound approach lanes at 61st Avenue NE will be increased. These improvements will reduce the corridor congestion and improve or maintain intersection operations through 2022.

Vehicle Emissions

The average peak hour per vehicle delay in planning year 2022 at the 61st Avenue NE & SR 522 intersection has been estimated at approximately 217 seconds without improvement and 115 seconds with the proposed improvements. CO2 emissions would go from approximately 1,517kg per peak hour to 803kg, or a 47% reduction.

Safety

The intersection and access management improvements will reduce intersection and mid-block accidents.

Project Status & Timeline

Where is the project at in development?

90% Design Phase

What is the timeline for this project from start to completion?

(Please identify the major phases)

Four (4) Years to include right-of-way acquisition and construction

Additional Comments

Kenmore has completed the remaining segments of SR 522 through the City. This is the last segment of SR 522 in Kenmore left to be improved as part of the Multi-Modal Corridor Study to address congestion and safety on this corridor.

City of Kenmore

STATE ROUTE 522 CORRIDOR FACTS

- The Corridor Through KENMORE Carries over 48,000 Vehicles Per Day and is Projected to Carry over 90,000 Vehicles Per Day in 2026
- Primary Detour Route for State Route 520 Bridge
- Designated Emergency Evacuation Route for the Puget Sound Region
- Major Freight Route, Carrying over 13 Million Tons Per year (T-1 Designation)
- Highway of Statewide Significance and a National Highway System Route
- Corridor between Interstate 5 and Interstate 405 serves Employment Centers with a total of over 50,000 Jobs
- University of Washington/Bothell Campus is served by this Corridor. Enrollment will expand from 3000 to 10,000
- Over 10 correctable right angle accidents per year
- Key Regional Transit Route—with 5 bus routes, serving 3,370 passengers per day and over 260 busses
- Currently no sidewalks through this section of the corridor