Case Study

Walkable Washington

The Walkable Washington program grew out of the Feet First Cities Program. It showcases exceptional pedestrian-oriented improvements, community groups and outreach programs; maintains a statewide network for key contacts and stakeholders including an annual symposium; and provides assistance with Safe Routes to School, walking audits and other educational activities and programs.

Bothell Crossroads Project
Bothell, WA

Description and purpose
Bothell Crossroads Project is a part of Bothell’s Downtown Revitalization—a major downtown revitalization project that aims to improve the city’s transit and connectivity. The Bothell Crossroads Project is one of the roadway improvements on SR 522 to support the effort of the downtown revitalization. The project includes realigning State Route 522 to the south between Hall Rd and 102nd Ave NE and extending connecting streets to reach the new alignment. The project has substantially improved the performance of SR 522 and SR 527, reduced traffic congestions, and provided many additional opportunities for pedestrians to move between downtown and the Park at Bothell Landing.

Costs and funding
Construction of the Bothell Crossroads cost $20,747,000 in total. The project was funded as follows: $3,671,000 from the Transportation Improvement Grant, $500,000 from the WSDOT Overlay Grant, $7,994,000 from the Public Works Trust Fund, $5,636,000 from Bond Anticipation.

Photo courtesy of Feet First
Note, $1,593,000 from Traffic Impact Fees, $518,000 from Sewer Share, and $835,000 Water Share. Bothell Crossroad project is also one of the highest ranked economic development projects proposed by the Washington State Community Economic Redevelopment Board; and one of the few to be funded by state tax increment financing through LIFT, Local Infrastructure Financing Tool.

Implementation time-frame
The project started in 2010 and consisted of three phases: Phase I started on Feb. 23rd, 2010, and involved building demolition, hazardous materials abatement, and utility disconnections. Phase II started in July, 2010 and finished in December, 2010. This phase included site clearing, stockpiling of preloaded material and contaminated soil cleanup. In the first week of April, 2012, the Bothell Crossroads project successfully received 4 bids, and was awarded a construction contract by the City Council. The third and final phase of Bothell Crossroads started in June 2012, and consisted of site grading, roadway construction, utility installation and landscaping. The entire construction for Bothell Crossroads Project was completed in August, 2014.

Community involvement
The voice of the community was delivered to the city through a Bothell citizens committee. The committee consisted of individual citizens who volunteered to get involved. The committee played a role in developing the Downtown Subarea Plan, which includes the Crossroads Project as a linchpin for its overall plan. The community was mostly involved in the planning process of the Downtown Subarea Plan. Once the Plan was developed, the Staff and the City Council were the driving force of the Crossroads project.

Benefits and results
The Bothell Crossroads Project was completed in August, 2014, and since its completion the SR522/SR527 intersection has begun to have less congestion and a smoother flow for traffic. The Crossroads project created a better connection between the new downtown development to the historic Main Street and safer pedestrian access to this area. It also stimulated business development with its two new blocks for retailers that were created after the construction. One of the biggest challenges mentioned by Ryan Roberts, the project engineer, was coordinating with all the different government, regional, and utility agencies and to meet their needs. This was resolved by developing lines of communication early on with all key agencies and addressing all issues and concerns as quickly as possible.

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