



ATC8 | 17th Ave SE Multi-Modal Improvements



**Washington State
Department of Transportation**

I-405/SR 167 Program
777 108th Avenue NE, Ste. 800
Bellevue, WA 98004
206-410-0400
www.wsdot.wa.gov

March 27, 2023

Kyle Sharrer
6100 219th Street SW Suite 300
Mountlake Terrace, WA 98043

RE: ATC 08 Rev 1: 17th Ave SE Multi-Modal Improvements
I-405, Brickyard to SR 527 Improvement
Design-Build Project

Dear Mr. Sharrer:

The Washington State Department of Transportation (WSDOT) has reviewed ATC 08 Rev 1, 17th Ave SE Multi-Modal Improvements, as submitted on March 24, 2023. WSDOT's determination regarding this ATC is as follows:

The ATC is approved.

If you have any questions, please contact me directly at (425) 495-1577.

Sincerely,

A handwritten signature in black ink, appearing to read 'Evelyn C. Pao'.

Evelyn C. Pao, P.E.
Project Director

ECP:hth

Enclosure: ACT #08 – 17th Ave SE Multi-Modal Improvements.pdf

cc: D. Case
H.T. Huynh

ATC #8 | 17th Ave SE Multi-Modal Improvements

1 Brief Description

2 ATC-08 proposes to revise the configuration of the roadway cross-section along 17th Ave NE
3 between 220th Street SE and the roundabout at the entrance to the Canyon Park, Park and Ride lot
4 to improve the multi-modal experience, increase safety, and reduce environmental impacts.

5 Detailed Description

6 The RFP concept design at this location generally calls for a bike lane to be constructed on both
7 sides of the roadway and a new sidewalk constructed along the east side of the roadway. An existing
8 pedestrian pathway is to be maintained along the west side with new sidewalk constructed at the
9 south end.

10 The ATC proposes to construct a single continuous two-way cycle track from SR 527 to the Canyon
11 Park, Park and Ride. The concept maintains the cycle track proposed in the RFP design between SR
12 527 and 17th Ave SE, along the north side of 220th St SW. The existing pedestrian pathway will be
13 maintained along the west side (except a small portion along the Extended Stay America property
14 which will be reconstructed) and the bike lane adjacent to southbound traffic as proposed in the
15 conceptual design will be eliminated. The shared bike and pedestrian path on the east side (from
16 220th St. SE to the southernmost driveway) and the west side (from between Extended Stay America
17 driveways to the park and ride) is proposed to be a two-way cycle track.

18 For this project, the ATC demonstrates the following benefits:

19 Reduced impacts to non-motorized users during construction. The reduced roadway footprint will
20 provide greater flexibility to maintain bicycle and pedestrian facilities on one side of the roadway
21 throughout construction. This is a benefit to non-motorized users during construction.

22 Reduced Environmental Impact. The number of trees that will need to be removed as part of the
23 project will be reduced from 29 to 23, resulting in the saving of 6 mature trees.

24 Multi-modal benefits. Provides a continuous two-way cycle track from SR 527 to the park & ride lot.

25 Benefits of a continuous cycle-track include:

26 Dedicates and protects space for bicyclists by improving perceived comfort and
27 safety.

28 Eliminates risk and fear of collisions with over-taking vehicles.

29 Eliminates or reduces conflict points between vehicles and bicyclists.

30 More attractive to a wide range of bicyclists at all skill levels and ages.

31 Compared with conventional street level bicycle lanes, cycle tracks have a 28% lower
32 injury rate (NACTO Urban Bikeway Design Guide).

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ATC #8 | 17th Ave SE Multi-Modal Improvements

1 Usage

2 This ATC proposes to modify the roadway section on 17th Ave SE from approximately SR527 East DA
3 67+00 to SR527 East DA 79+00.

4 Subsurface Investigation

5 No additional subsurface investigations will be required for this ATC.

6 Hazardous Materials Investigation

7 No additional hazardous material investigation will be necessary for this ATC.

8 Proposed RFP Modifications

9 The Design Builder requests the following modifications to the RFP for the proposed reconfiguration
10 of street improvements at 17th Avenue SE:

11 Chapter 2: Technical Requirements

12 1. On page 2.11-3, Section 2.11.3.1, **Design Criteria**, delete lines 13 through 24, and replace with the
13 following:

- 14 ○ 17th Avenue SE shall include the number and widths of vehicular lanes, sidewalks, bike
15 lanes, and raised planters as modified by ATC-08. Required curbs and barrier widths are
16 not included in these dimensions.

17 Design Analyses

18 This ATC does not require a design analysis.

19 Analysis

20 Skanska and AECOM have conducted a thorough analysis to demonstrate how the I-405/Brickyard to SR 527
21 – Improvement Project with ATC #8 provides WSDOT with an “equal or better” project.

22 a) *Functionality*

23 This ATC will not change the vehicular channelization of the project. However, the proposed ATC will allow
24 for non-motorized traffic to operate more efficiently and safely.

25 b) *Structural adequacy*

26 Non-applicable. This ATC will not change structural adequacy.

27 c) *Safety*

28 This ATC will improve bike and pedestrian safety immensely. Separating bikes from the roadway and creating
29 a continuous cycle-track dedicates and protects space for bicyclists by improving perceived comfort and
30 safety, eliminates risk and fear of collisions with over-taking vehicles, eliminates or reduces conflict points
31 between vehicles and bicyclists, and will result in a lower injury rate. The separation of bikes and pedestrians
32 will also reduce future conflicts.

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1 *d) Comparison of life cycle costs including repair and maintenance*

2 This ATC eliminates the street level bicycle lane on a roadway that will experience heavy traffic volumes with a
3 significant percentage of heavy transit vehicles. The reduction of roadway area will reduce maintenance costs
4 for future overlays and pavement repairs. Additionally, the decrease in impervious surface will result in less
5 drainage structures which will require less maintenance in the future.

6 *e) Aesthetics*

7 The ATC will save a number of large trees in the 17th Avenue SE corridor, preserving the existing aesthetics.
8 The decreased roadway surface will allow for additional opportunities for landscaping.

9 *f) Impacts on construction traffic*

10 This ATC will minimize the amount of roadway pavement and tree removals, resulting in a schedule reduction
11 and decreasing impacts from construction vehicles and traffic control on 17th Ave SE.

12 *g) Effect on or changes to environmental commitments identified in the RFP*

13 Non-applicable. This ATC does not change or affect environmental commitments.

14 *h) Impacts to surrounding and adjacent communities, including EJ and LEP populations*

15 This ATC benefits EJ populations who often rely on travel by foot or bike. Creating a safer, more efficient
16 environment for non-motorized users accessing the park and ride is a benefit for both EJ and LEP
17 populations. LEP populations benefit from the enhancements to the multi-modal access, simplifying
18 requirements for wayfinding.

19 *i) Changes needed in the location, length, height, or number of noise walls*

20 This ATC will not change location, length, height, or number of noise walls required for the project.

21 *j) Impact on utilities and rail*

22 This ATC will have no further impacts on utilities and rail.

23 *k) Discussion of additional ROW or easements required*

24 Non-applicable. This ATC remains within the project footprint and remains within the current ROW and
25 easement limits.

26

27 **Attachments:**

28 Figure 1, ATC-08 17th Avenue SE Multi-Modal Improvements Plan and Sections

Figure 1, ATC-08, 17th Avenue SE Multi-Modal Improvements Plan and Sections

