

City of Woodinville Transportation Issues

Presentation to the Washington Transportation Commission



November 19, 2013

Presented by City Manager Richard A. Leahy

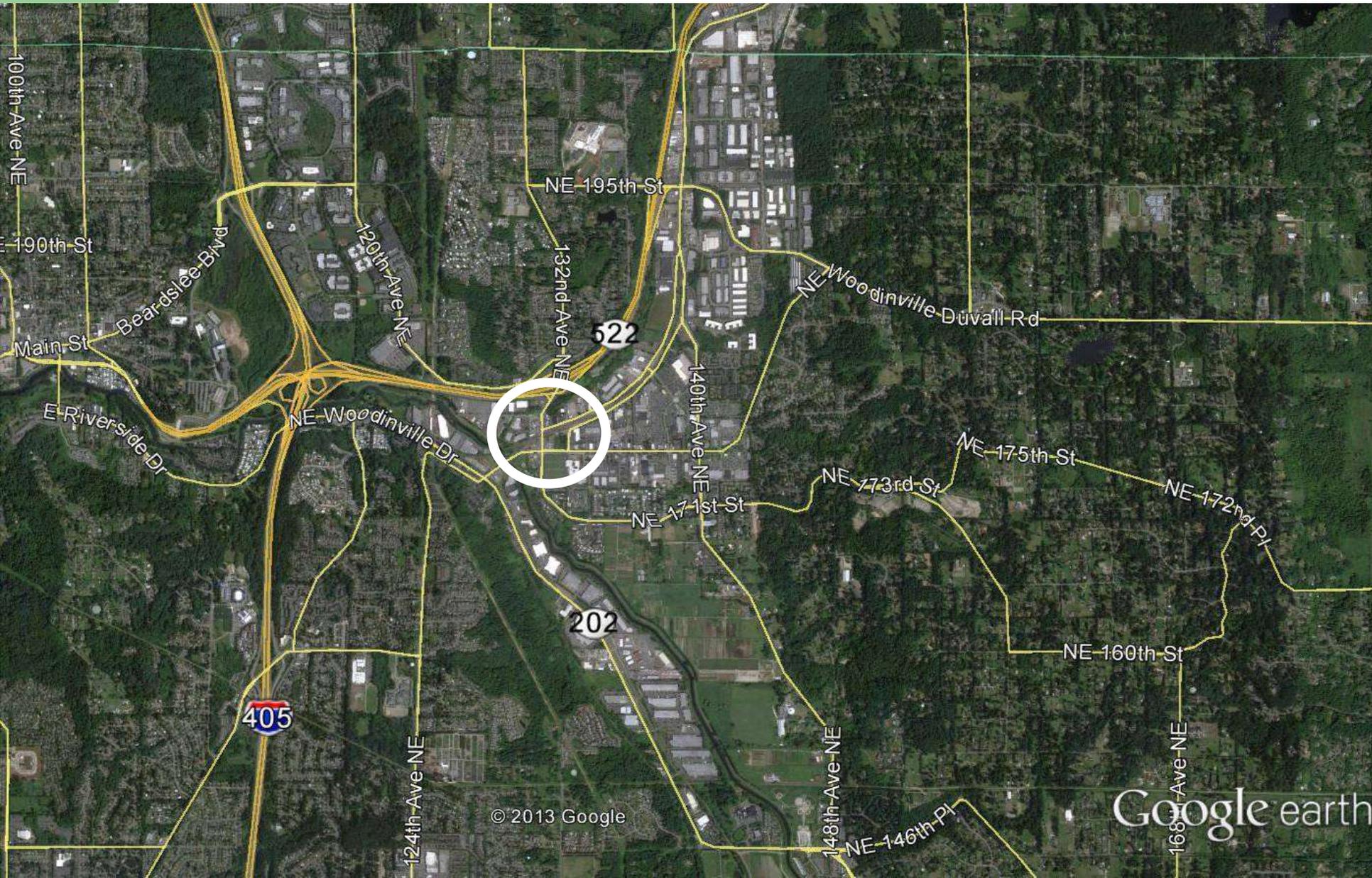


Main Issues/Challenges

- Failure of State System causes local problems: I-405
- Lack of priority, contributions, incentives, or rewards for local agencies to improve State System
- State jurisdiction over “local streets”: SR202
- Eastside Rail Corridor



I-405 Corridor Impacts on Woodinville



I-405 Corridor Impacts on Woodinville

- Causes regular backups:
 - 3 miles on SR522/SR9
 - 0.5-1.0 miles on SR202 and City Streets
- Brings “cut-through” traffic directly through the main access to Downtown Woodinville
- 37,000 ADT on a ¼-mile roadway section
- Negates capacity improvements made by Woodinville



131st Street (SR202) - Woodinville



127th Street/(SR202): ½-mile from SR522



Lack of Priority, Contributions, Incentives, Rewards for Local Agencies

- SR 202 = 3 miles of roadway in Woodinville which is about 5% of Woodinville's Total Lane Miles
- Over past 10 years Woodinville has expended \$27M improving SR202 (66% of our total roadway investments)
- Little cooperation despite City investments in State System
- No incentives to cooperate
 - Offer to save State \$5m-\$10m to replace SR202 Bridge for a \$1m investment (City is investing \$10m)
 - Offer to cost share for needed SR522 Off Ramp improvements



Some State Highways are Local Streets

- SR202 in Woodinville is really a local street
- Hundreds of businesses
- Entrance to Downtown Woodinville
- Entrance to Woodinville Tourist District
- Nationally recognized attractions and businesses (Ste. Michelle, Columbia Winery, Redhook, Herb Garden, Willows Lodge, Woodinville Wine Country,...)
- Adds extra layer of complexity, delays, cost, frustration,..
- Reduce state jurisdiction over operational issues



Eastside Rail Corridor

- 42-mile former BNSF Rail Line (Renton to Snohomish)
- Purchased by Port of Seattle (sections resold)
- Woodinville supports Dual Use “Rails and Trails”
- Woodinville considering purchase of a portion of the corridor
- Split ownerships
- No overall corridor plan
- Potential regional benefit with little/no regional investment
- Acquisition to protect ourselves



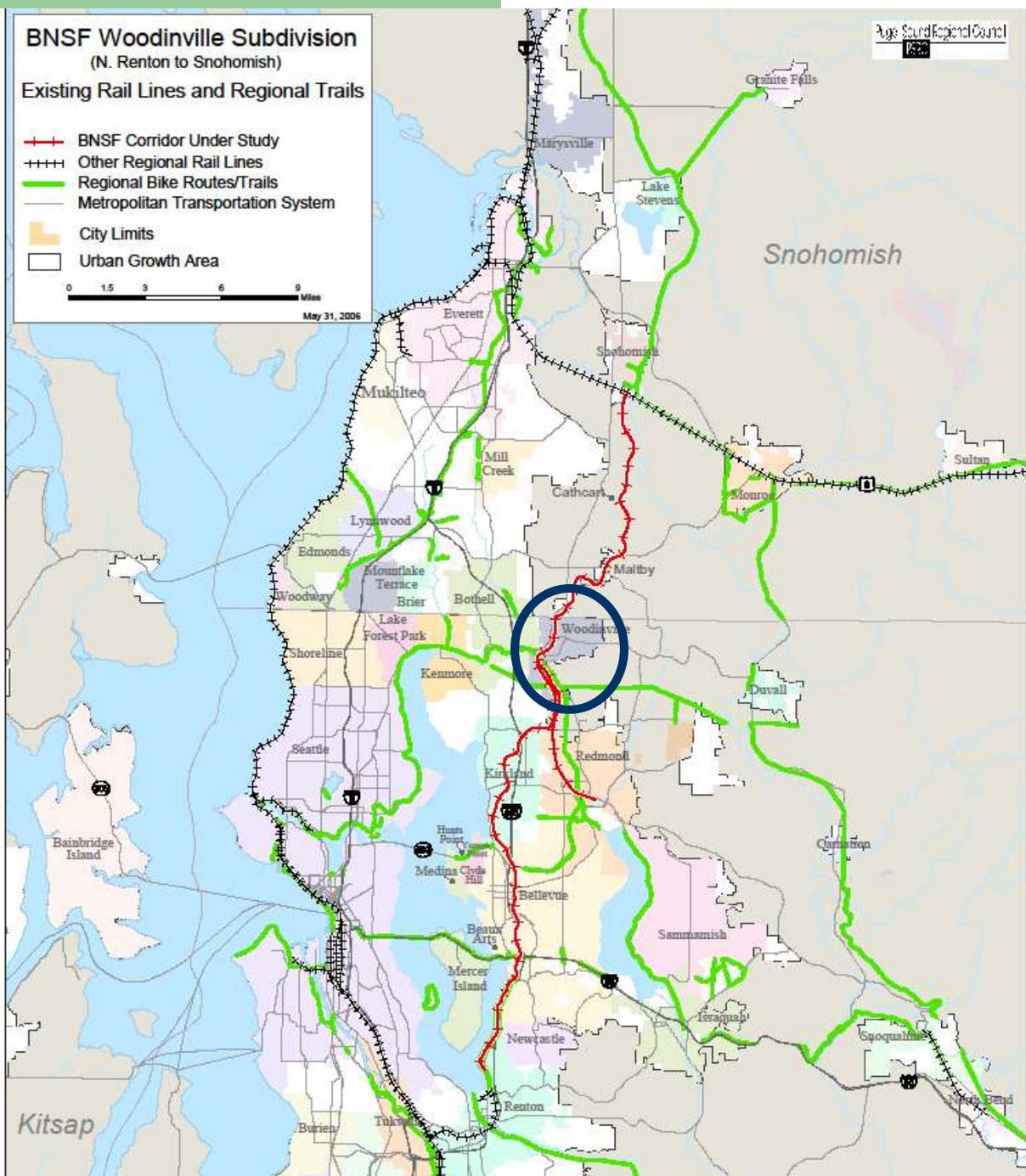
BNSF Woodinville Subdivision (N. Renton to Snohomish)

Existing Rail Lines and Regional Trails

-  BNSF Corridor Under Study
-  Other Regional Rail Lines
-  Regional Bike Routes/Trails
-  Metropolitan Transportation System
-  City Limits
-  Urban Growth Area



May 31, 2006



Questions?

