State of Washington
Transportation Commission

REPORT OF FINAL FINDING

REDMOND/KIRKLAND SR 908
ROUTE JURISDICTION TRANSFER REQUEST

OCTOBER 2009

Washington State Transportation Commission
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Final Finding
City of Kirkland / City of Redmond
SR 908 Route Jurisdiction Transfer Request
October 2009

I. PURPOSE

To determine if the designation of State Route (SR) 908 from I-405 (MP 3.52) to SR 202 (MP 6.66) is appropriate as a state route in accordance with the state highway designation criteria in RCW 47.17.001.

II. BACKGROUND

The 2009 Legislature designated the Washington State Transportation Commission (WSTC) to review requests for route jurisdiction transfers from cities, counties or the state and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

Prior to 2009, this process was the responsibility of the Transportation Improvement Board (TIB). The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process and those same WAC's are now being utilized and applied by the WSTC. WAC Rules 479-210-200 and 479-210-250 describe minimum criteria that must be met to be eligible for state route designation.

On January 26, 2009, the cities of Redmond and Kirkland jointly submitted an official request to TIB to transfer 3.14 miles of SR 908, between I-405 and SR 202, from the Washington State Department of Transportation (WSDOT) to the City of Redmond and the City of Kirkland. These limits encompass the entire state route and, if granted, would result in Kirkland acquiring approximately 0.99 miles and Redmond acquiring 2.15 miles of SR 908. They also submitted an agency evaluation of whether the route met the transfer criteria as detailed in WAC 479-210 and RCW 47.17.001.

Originally, SR 908 extended west of I-405 through downtown Kirkland and then south along Lake Washington to intersect SR 520. This portion of SR 908 was transferred from WSDOT to the City of Kirkland on April 1, 1992, resulting in the portion left today.

The TIB reviewed the analysis on June 26, 2009 and agreed that if there were no substantive changes, the analysis may act as the preliminary finding.

On July 1, 2009, the preliminary finding and a notification letter requesting comment were sent to interested parties and posted on the TIB website. In addition, a legal ad for public comment was published in the *Puget Sound Business Journal*, *Seattle Times, Kirkland Reporter, Redmond Reporter*, and *Seattle Daily Journal of Commerce*. Communication regarding a funding commitment between the requesting agencies and WSDOT were the only comments received. No other comments were received at the end of the 30-day comment period.

On July 26, 2009, Senate Bill 5028, transferring the RJT responsibility from TIB to the Washington State Transportation Commission (WSTC), took effect as Chapter 260, Laws of 2009. The remainder of the RJT process and this RJT request, and any subsequent requests, now sits with the WSTC.

III. RECOMMENDATION

The Washington State Transportation Commission finds that the request by the cities of Kirkland and Redmond to transfer jurisdiction of SR 908 between I-405 and SR 202 from WSDOT to the cities of Kirkland and Redmond meet the criteria used by the TIB and set forth in WAC 479-210-200, WAC 479-210-250, and RCW 47.17.001.

IV. WAC ANALYSIS OF TRANSFER REQUEST

WAC 479-210-200

An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

WAC 479-210-200(1)
Is designated as part of the interstate system;

COMMISSION DETERMINATION: **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-200(2)
Is designated as part of the system of numbered United States routes;

COMMISSION DETERMINATION: **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-200(3)
Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

COMMISSION DETERMINATION: **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-200(4)
Is a principle arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

COMMISSION DETERMINATION: SR 908 is a principle arterial that connects I-405 and SR 202. A connecting link by WAC 479-210-100 definition generally bypasses the central business district (CBD) and/or the central city to form loops and beltways. SR 908 extends through central Kirkland and directly into downtown Redmond. Therefore it should not be classified as a connecting link. The population of Redmond is 50,680 and Kirkland is 47,890. SR 908 travels through a very urbanized area with many businesses along the route, but carries mostly local traffic. There are many stop controlled intersections and limited access controls along the route. The majority of regionally oriented traffic uses SR 520 as seen by the ADT. ADT on SR 520 at West Lake Sammamish Parkway is 68,000. The values vary along SR 520 with the highest ADT reaching 126,000 at the intersection of I-405. The ADT at the intersection of SR 908 and I-405 is 43,000 which is the highest along the route. The ADT on SR 908 at 132nd Avenue, where the city limits of Redmond and Kirkland meet, is 33,000. **The route does**

meet the first requirement of this WAC because it connects I-405 to SR 202. However, it fails the second test because it lacks regionally oriented traffic.

WAC 479-210-250

These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

WAC 479-210-250(1)
For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

COMMISSION DETERMINATION: This WAC applies to local roads requesting to transfer to the state highway system. **WAC 479-210-250(1) does not apply.**

WAC 479-210-250(2)
State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

COMMISSION DETERMINATION: SR 908 connects SR 202 and I-405. Continuity will be maintained by SR 520 in connecting SR 202 and I-405. SR 908 will still exist as a local arterial and therefore maintain continuity as it does today. **The route does meet the requirement of this section of the WAC.**

WAC 479-210-250(3)
Public facilities may be considered to be served if they are within approximately two miles of a state highway.

COMMISSION DETERMINATION: There are several public facilities that are indirectly served by SR 908. These include Marymoor Park, Welcome Park, Grass Lawn Park, Forbes Lake Park, North Rose Hill Woodlands Park, Kirkland Cemetery and numerous city facilities. These facilities are also served by other arterial routes in the area. SR 908 would continue to serve all these facilities as a principle arterial street instead of a state highway if this request is granted. **The route does meet the requirement of this section of the WAC.**

WAC 479-210-250(4)
Exceptions may be made to include:

WAC 479-210-250(4)(a)
Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

COMMISSION DETERMINATION: The route is not classified as rural and therefore does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(b)
Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

COMMISSION DETERMINATION: **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-250(4)(c)
Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

COMMISSION DETERMINATION: SR 908 connects SR 202 to I-405. SR 520 begins at the east end of SR 908 and heads west into Seattle. Due to this configuration, SR 908 does not provide a valid bypass route for regional traffic. Most regional traffic uses SR 520 as seen by the ADT and regional traffic plans. Regional truck traffic primarily uses SR 520 due to the superior geometry and speed limit of the highway. Truck traffic on SR 908 primarily serves the local businesses along the route and would continue to do so if transferred. **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-250(5)
In urban and urbanized area:

WAC 479-210-250(5)(a)
Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment a state highway; and

COMMISSION DETERMINATION: **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-250(5)(b)
There may be no more than one parallel non-access controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

COMMISSION DETERMINATION: There are no other parallel non-access or limited access facilities within the same corridor. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)
When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

WAC 479-210-250(6)(a)
The ability to handle higher traffic volumes;

COMMISSION DETERMINATION: The choice of routes for accessing I-405 from Redmond and vice versa consists of SR 908 or SR 520. SR 520 clearly has the ability to handle higher traffic volumes. SR 520 currently is a four lane freeway with full access control and a posted speed of 60 MPH. Currently it carries three times the ADT as SR 908. The total roadway width varies from 60' to 92'. In comparison SR 908 has a posted speed of 35 and 40 MPH. SR 908 is designated managed access control, which greatly reduces its capacity due to multiple private driveways directly accessing the highway as well as frequent intersections. It also is a four lane highway with total roadway widths close to 60' that includes sidewalks both sides. **This route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(b)
The higher ability to accommodate further development or expansion along the existing alignment;

COMMISSION DETERMINATION: SR 908 does not possess a higher ability for development than SR 520. SR 908 is close to 100% developed up to the edge of roadway along the entire route. Right-of-Way (ROW) along much of the route only extends to the edge of sidewalk, making expansion very difficult. SR 520 already consists of a much wider ROW which would lend to a much easier expansion along the existing alignment. Much of this expansion is already programmed by WSDOT. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(c)
The most direct route and the lowest travel time;

COMMISSION DETERMINATION: For some local trips along the route, SR 908 provides a more direct route with a lower travel time. These trips would still be able to utilize the route as a local arterial route. For regionally oriented traffic SR 520 provides a more direct route and a lower travel time. SR 520 has a posted speed of 60 MPH compared to the 35 MPH on SR 908 which is directly related to a lower travel time. SR 908 has 13 major intersections and multiple private driveways that access the highway which greatly reduces the average travel time. SR 520 has no intersections or driveways that access the highway greatly reducing the impacts of signalized intersections and driveways on the traffic stream as seen on SR 908. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(d)
The route that serves traffic with the most interstate, statewide, and interregional significance;

COMMISSION DETERMINATION: SR 908 is not designated as a National Highway System (NHS) route or a Highway of Statewide Significance (HSS). It is designated as a T-3 truck route carrying approximately 3 million tons per year. SR 908 is a highway of only regional significance and primarily serves the businesses and citizens along its route and immediate surrounding areas. It primarily links the cities of Redmond and Kirkland, which have become one urban community due to growth in the last 20 years. SR 520 on the other hand is designated as a NHS route and a T-2 truck route carrying approximately 7.5 million tons per year. SR 520 provides a critical link between Seattle and the Eastside of Lake Washington which includes I-405, Redmond and Kirkland. There are currently 4 projects in WSDOT's SR 520 Bridge Replacement and HOV Program which include an entire new floating bridge and HOV lanes all the way to Redmond. SR 520 definitely serves traffic with the most interstate, statewide and regional significance. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(e)
The route that provides the optimal spacing between other state routes; and

COMMISSION DETERMINATION: SR 908 does provide optimal spacing between other state routes. SR 202 connects to SR 522 to the north to access I-405 and SR 520 accesses I-405 to the south. However since SR 908 does not function as a state highway the spacing argument becomes irrelevant. There are other East-West arterials such as NE 124th Ave and Old Redmond Rd that serve traffic in a similar manner as SR 908. These arterials are not state routes. **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-250(6)(f)
The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

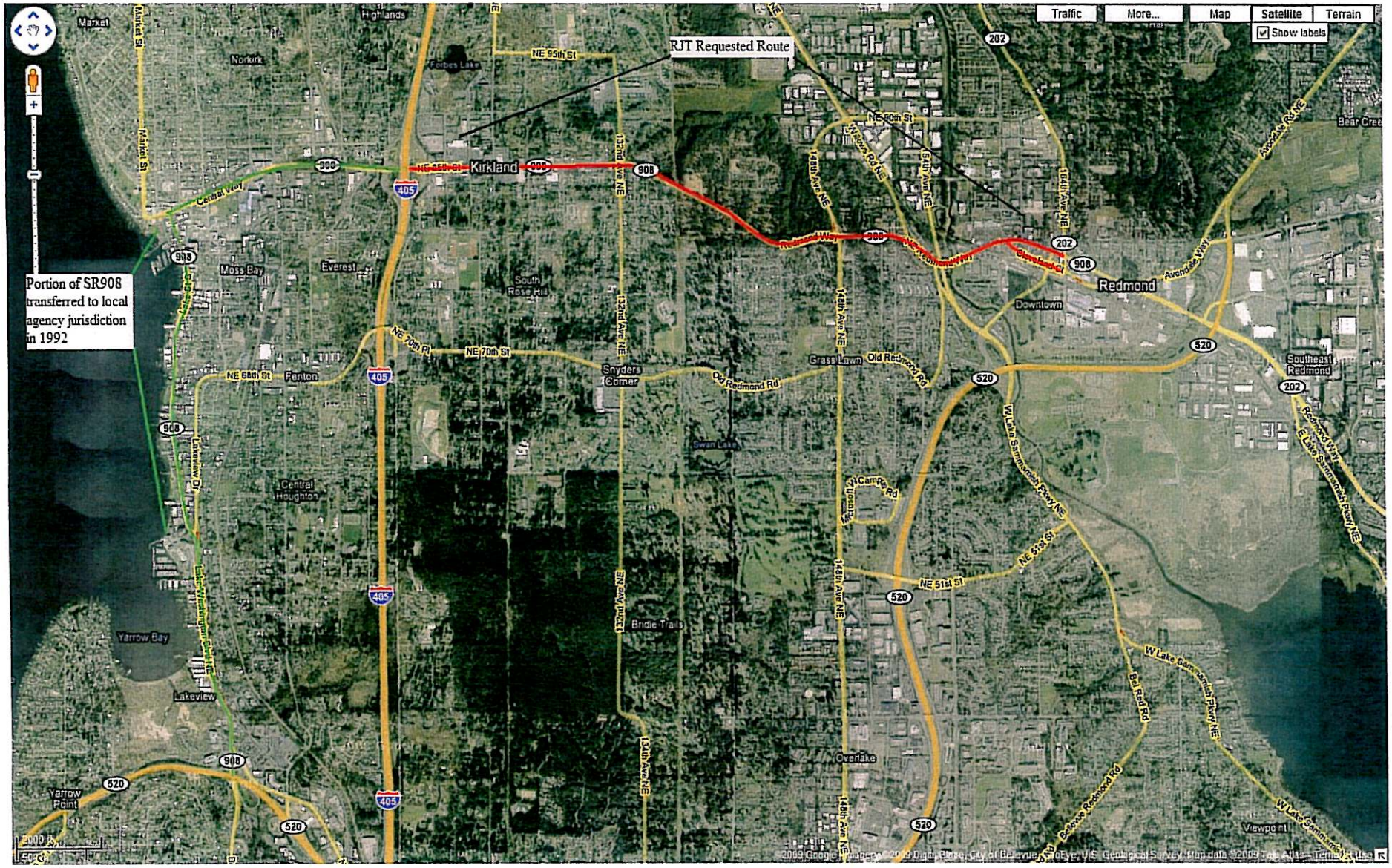
COMMISSION DETERMINATION: The current state route designation of 908 is not consistent with the City of Redmond's and City of Kirkland's Comprehensive Plan. The cities both intend to keep SR 908 classified as a principle arterial while transforming it into a corridor that supports non-motorized and transit use as well. Currently WSDOT has no immediate plans for improvements along SR 908. Redmond and Kirkland both have plans for major road projects along SR 908 as seen in their 6 year Transportation Improvement Programs. Kirkland currently has $11 million for its portion of the roadway and Redmond has $7 million programmed for its portion. The plans would complement the already business rich corridor that currently exists by incorporating pedestrian and transit access facilities. **The route does not meet the requirement of this section of the WAC.**

Carol Moser

Carol Moser, Transportation Commission Chair

10-21-09

Date



Traffic
More...
Map
Satellite
Terrain
Show labels
RJT Requested Route
Portion of SR908 transferred to local agency jurisdiction in 1992
Kirkland
Redmond
Market
Norkirk
Highlands
Forbes Lake
NE 95th St
NE 90th St
Central Way
Moss Bay
Everest
South Rose Hill
NE 70th Pl
NE 70th St
NE 68th St
Fenton
Snyders Corner
Old Redmond Rd
Grass Lawn
Downtown
Southeast Redmond
Swan Lake
Central Houghton
Yarrow Bay
Lakeview
Yarrow Point
Bridle Trails
Overlake
Viewpoint
NE 51st St
W Lake Sammamish Pkwy NE
Bel Red Rd
Bellevue Redmond Rd
Avondale Rd NE
Avondale Way
Redmond Way
Bear Creek
132nd Ave NE
148th Ave NE
154th Ave NE
164th Ave NE
Lakeview Dr
Lake Washington Blvd NE
Market St
Microsoft Campus Rd
Cleveland St
Wiggins Rd NE