
SENATE BILL 5532

State of Washington 62nd Legislature 2011 Regular Session

By Senators Chase, Hobbs, King, Haugen, Delvin, Hill, and White

Read first time 01/28/11. Referred to Committee on Transportation.

1 AN ACT Relating to state route number 522; and creating new
2 sections.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** The legislature finds that state route
5 number 522 is a vital transportation corridor in the Puget Sound region
6 for the following reasons:

7 (1) State route number 522: Has been designated a highway of
8 statewide significance; traverses the cities of Lake Forest Park,
9 Bothell, Kenmore, Seattle, and unincorporated King county; connects to
10 multiple main arterials, including Northeast 145th Street (state route
11 number 523) and Northeast Ballinger Way (state route number 104); and
12 provides an important link between Interstates 5 and 405;

13 (2) State route number 522 carries more than forty-eight thousand
14 vehicles per day and is forecasted to carry more than sixty-two
15 thousand vehicles per day in 2026;

16 (3) The corridor is a major route for transporting freight and
17 carries more than thirteen million tons of freight per year;

18 (4) State route number 522 is a key regional transit corridor for

1 five bus routes carrying three thousand three hundred seventy
2 passengers per day;

3 (5) State route number 522 serves employment centers that provide
4 jobs to more than fifty thousand workers;

5 (6) State route number 522 is the only direct link between the
6 designated urban centers of Canyon Park, Northgate, and the University
7 District;

8 (7) State route number 522 is regionally significant in that it
9 provides an alternative to the often-congested state route number 520
10 bridge across Lake Washington and is a designated emergency evacuation
11 route for the Puget Sound region; and

12 (8) The corridor serves the University of Washington Bothell
13 campus, an institution with approximately three thousand students, and
14 Bastyr University, an institution with approximately one thousand
15 students.

16 NEW SECTION. **Sec. 2.** The legislature recognizes that there are
17 correctable traffic collisions on the state route number 522 corridor
18 and therefore finds that there is a need to improve safety in this
19 corridor.

20 NEW SECTION. **Sec. 3.** The legislature acknowledges that the cities
21 along the state route number 522 corridor have formed a strong
22 partnership with federal and state representatives to address problems,
23 develop a list of improvements, and to fund and manage projects that
24 improve safety and mobility on this corridor. To this end, the city of
25 Kenmore has contributed more than nine million dollars, the city of
26 Bothell has contributed more than thirty-four million dollars, and the
27 transportation improvement board has contributed more than fifty
28 million dollars. Contributions for the corridor from the state have
29 also included thirteen million dollars of transportation partnership
30 account funds, one million dollars for roadway preservation, and five
31 million five hundred thousand dollars of transportation 2003 account
32 (nickel account) funds. In addition, forty million dollars of
33 transportation 2003 account (nickel account) and transportation
34 partnership account funds were expended to construct the University of
35 Washington Bothell campus access on state route number 522.

1 NEW SECTION. **Sec. 4.** The 2010 legislature recognized state route
2 number 522 as an important link between Interstates 5 and 405 and noted
3 that state route number 522 will be impacted by diversion when the
4 state route number 520 floating bridge is tolled. The 2010 legislature
5 therefore expressed its intent to provide priority funding for the
6 corridor.

7 NEW SECTION. **Sec. 5.** The 2011 legislature expresses its intent to
8 fund improvements to significantly increase the flow of people and
9 goods on the state route number 522 corridor and directs the state
10 department of transportation to continue to work with affected cities,
11 the Puget Sound regional council, the freight community, and the
12 federal government to secure the necessary funding and other resources
13 to continue improvements in the corridor. The state department of
14 transportation is further directed to review the projects recently
15 constructed or currently being designed, including business access and
16 transit (BAT) lanes, by the cities of Seattle, Bothell, Kenmore, and
17 Lake Forest Park and prepare a letter to the legislature on their
18 general consistency as well as identify improvements that remain
19 unfunded.

20 NEW SECTION. **Sec. 6.** Given that tolling on state route number
21 520 is scheduled to begin in spring 2011, the 2011 legislature finds
22 that funding to mitigate this impact on the state route number 522
23 corridor is urgently needed.

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