

SR 522 Crossroads and SR 527 Multiway Boulevard

Bothell, WA



Previously, State Routes 522 and 527 were arterial “strips” within downtown Bothell. From the Downtown Subarea Plan prepared by FTS, SR 522 has been realigned (based on a prior citizen initiative) to simplify its intersection with SR 527, create new city blocks for development, and make pedestrian crossings safer. SR 527 is being reconfigured as a multiway boulevard to unify the downtown’s eastern and western halves and enable storefronts with offices and homes above to face on broad tree-lined sidewalks and frontage lanes with parking. Sustainable elements were used throughout as well as special landmark features and streetscape furnishings.



Instead of being a conventional strip-like arterial barrier between downtown’s historic core on the east and new mixed-use infill developments on the west, the five-block “multiway boulevard” segment of SR-527 will subdivide its width into arterial lanes in the center, wide sidewalks with parking and slow lanes on the sides, and multiple rows of trees.

BEFORE

- Peak-hour traffic congestion on SR 522 was projected to reach unacceptable levels within the decade.
- Too few crosswalks and too-wide road width on SR 522 had cut off downtown from its riverfront.
- A strip-like SR 527 would divide downtown’s future east and west sides and weaken revitalization.



SR 527’s existing arterial lanes, lack of curbside parking, tree canopy and narrow sidewalks would jeopardize the vision for a focal pedestrian-oriented retail spine of downtown.

ASSIGNMENT

- Develop streetscape treatments for SR 522 incorporating boulevard street trees and LED streetlighting, widened sidewalks and planter strips, and a cross-roads gateway treatment at SR 522/527 intersection.
- Design SR 527 as a multiway boulevard with rain gardens in side medians, 4 rows of canopy trees, pervious paver side lanes, gateway treatments, thematic furnishings, and wide sidewalks.



Realigned SR-522 will be a boulevard lined with elm trees and broad promenade sidewalks buffered behind deep planter strips. New blocks formed by the realignment will create downtown’s southern edge and more frequent crossings will connect an expanded Park at Bothell Landing - the community’s riverfront origin and gathering place.

OUTCOMES

- Plans were reviewed and approved by focus groups, community workshops, City Council, and WSDOT.
- SR-522 has been constructed and has been recognized with a Greenroads Silver Certification.
- SR-527’s first phase of construction has been completed on its west side, supporting new investments in retail, housing and lodging development; funding for a second phase is in development.

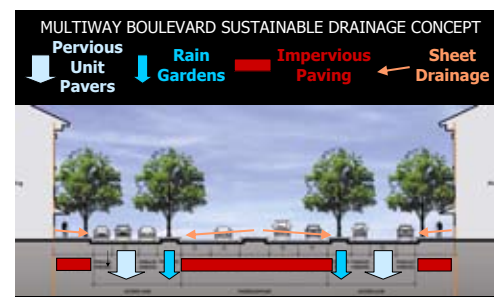
CLIENT: City of Bothell Public Works Department

IN COLLABORATION WITH: Pertee Engineering (prime consultant), PB, Jacobs Macdonald: Cityworks, HBB Landscape Architects, HLB Lighting Design, HWA GeoSciences Inc.

FTB: When this project began, the firm name was Freedman Tung & Bottomley (FTB).



North-south SR-527 and realigned east-west SR-522 form the expanded “armature” for Bothell’s downtown core, as a part of the downtown revitalization strategies described in the adopted Downtown Subarea Plan & Regulations.



The slow-speed frontage lanes and landscaped medians of the multiway boulevard street section contain pervious unit pavers and rain gardens, respectively, to capture runoff from all impervious surfaces. These are combined with LED street lighting as the sustainable design strategies for the streetscapes.