

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION

October 2011

Project Sponsor: *City of Issaquah*

Project Name: *Newport Way NW-NW Maple St to W Sunset Way Improvement Project*

Project Location: *The project is located within the city limits of the City of Issaquah along the south side of I-90 and between SR-900 and Front Street.*

What type of project is it: Support Centers Corridors Serving Centers

Plan Consistency:

- Transportation 2040 project number: MTP No. 2270
- Is the project consistent with the Transportation 2040: Yes No

Project Description - No more than one full page - (see evaluation criteria for information to include):

- Briefly describe the project

The project is a non-motorized and roadway improvement project on a Federally Classified north/ south principal arterial that connects Issaquah's central downtown with the transit center and other regional trail systems and major arterial roadways that connect with the City's of Bellevue, Sammamish and Redmond along with connection to I-90. The project will include a new 11' southbound through lane from NW Maple Street to just past NW Holly St, a 12' non-motorized trail, 5' sidewalk on the opposite side of the street, 5' bike lanes on each side, 5' planter strips between the trail and sidewalk and the bike lane and a median planter strip. The project also includes roundabouts at the intersection with NW Juniper Street, NW Holly Street and NW Dogwood Street.

- What is the intended outcome & benefit

The intended outcome and benefit of this project is to provide improved pedestrian, bicycle, and vehicle safety along with improved traffic operations in the PM Peak for the southbound direction and also improve traffic operations at the intersections where roundabouts are to be provided. The 5' landscaped area will separate the vehicle traffic from the non-motorized traffic thus providing for improved safety between vehicles and pedestrians/bicyclists that meet the regional

needs on a Principal Arterial. In addition, providing bike lanes on each side of the roadway improves bicycle safety for the commuter bicycle riders. The roundabouts planned at the intersections of Juniper St, Holly St and Dogwood St will also provide improved safety for pedestrians and bicyclists along with improved safety for vehicle traffic. The roundabouts will also provide for improved traffic operations for left-turning vehicles on Newport Way and for the side street traffic approaching Newport Way on Juniper St, Holly St, and Dogwood St. In addition, this facility provides direct connection to the Issaquah Valley Elementary School that will see benefits for the elementary school children. Based upon an traffic accident analysis, the project will provide an annual benefit of \$268,195 per year or a total accident cost of \$5,363,900 assuming accident cost factors for PDO accidents of \$6,700, Injuries \$375,000, and Fatalities \$4,400,000 taken from the Transportation Improvement Board (TIB) Accident Analysis.

Project Status & Timeline

Where is the project at in development?

The City has completed alternative analysis and public outreach. The City Council has approved roundabouts for the traffic control at the intersections along Newport Way NW at NW Juniper St, NW Holly St, and NW dogwood St. Currently, the City is working on reaching 30% design of the project.

What is the timeline for this project from start to completion?

30% and 60% are anticipated to be completed by the end of 2011. Environmental documentation is anticipated to begin at the end of 2011, and reach completion in 2012.

Additional Comments

This is an important project because it extends the non-motorized trail system from the SR-900 Regional Trail over I-90 that recently opened to the public and connects to the downtown central area. The project also makes a connection to the Juniper Trail that leads to the Rainier Trail and the Sammamish Trail. Currently a non-motorized trail exists from SR-900 along Maple Street to the intersection of 10th Ave/Maple St and Newport Way intersection which is the beginning of this project. This project will extend the trail to Sunset Way which will connect to the Central Issaquah area. It is also located adjacent to an Issaquah Valley Elementary School, connects to a Senior Citizen home, commercial areas to the east of Newport Way and will carries a significant increase in traffic now that the connection over I-90 is completed. The total project costs are \$50,000 for Planning, \$360,000 for PS&E, \$810,000 for Right of Way and \$11,860,000 for Construction with a total project cost of \$13,080,000. This project serves the Central Plan area which is intended to accommodate the next 20 year growth targets given to Issaquah by the State: 5750 additional housing units and 20,000 additional jobs out to 2031.

CITY OF ISSAQUAH

Newport Way NW-NW Maple St to W Sunset Way Improvement Project

| Criteria (select either A or B) | Points | High | Medium | Low |
|---------------------------------------|---------------|---------------|---------------|--------------|
| A. Centers | 80 | - | - | - |
| Center Development | 20 | 20 | 13 | 6 |
| Benefit to Center | 20 | 20 | 13 | 6 |
| Circulation within Center | 20 | 20 | 13 | 6 |
| Mobility and Accessibility | 20 | 20 | 13 | 6 |
| B. Corridors Serving Centers | 80 | | | |
| Benefit to Center | 20 | 20 | 13 | 6 |
| System Continuity | 20 | 20 | 13 | 6 |
| Long Term Benefit/Sustainability | 20 | 20 | 13 | 6 |
| Mobility and Accessibility | 20 | 20 | 13 | 6 |
| C. Project Readiness/Financial Plan | 10 | | | |
| Project Readiness | 10 | 10 | 7 | 3 |
| D. Plan Consistency | 10 | | | |
| Plan Consistency | 10 | 10 | 5 | 0 |
| Total | 100 | | | |

B. Corridors Serving Centers = 80 Points

Benefit to Center = 20 Points

- How will this project benefit or support the housing and employment development of a center?

This project improves access to the downtown center that is served by the region from Bellevue, Sammamish and areas further north by adding capacity for non-motorized connections to encourage other modes of travel into and out of the Issaquah Center. The project enables the safe and efficient movement of people, goods and services, and supports and complements the City's land use values and goals that will benefit and support the housing and employment development in downtown Issaquah and within Issaquah's downtown center. It also creates a connection between Issaquah's historic business center to the current planned Issaquah Central redevelopment area. This project serves high density apartments, condominiums, Issaquah Valley Elementary School, Issaquah School District Administration, the King County Library Administration and the Eastside Fire Administration. This project serves the Central Plan area which is intended to accommodate the next 20 year growth targets given to Issaquah by the State: 5750 additional housing units and 20,000 additional jobs out to 2031.

The project supports Goals A – H of the City's Comprehensive Plan of the Transportation Element:

VISION: Provide a well-managed transportation system that enables the safe and efficient movement of people, goods and services, and supports and complements the City's land use values and goals. In order to achieve this vision, the City must:

GOAL A. Coordinate land use and transportation;

The Growth Management Act requires that the adopted transportation element must implement, and be consistent with, the land use element. In addition, the transportation element must include the following components.

GOAL B. Link development and transportation improvements;

GOAL C. Safely and efficiently connect all modes of transportation throughout the City;

GOAL D. Support alternative modes of transportation;

GOAL E. Optimize the value of transportation investments and resources;

GOAL F. Maintain and improve the existing transportation infrastructure;

GOAL G. Collaborate with Issaquah's neighboring municipalities, King County, and other agencies to address regional impacts and issues, and;

GOAL H. Reduce dependency on single occupancy vehicles (SOV).

- How will the project provide a range of travel modes to users traveling to centers, or if it provides a missing mode?

The project improves access to Issaquah's downtown center for multiple modes, including non-motorized users, freight and transit by adding capacity through bicycle lanes, and vehicle capacity thus improving ability for freight and transit to get through and into town.

- What are the user groups that will benefit from the project?

The project benefits multiple user groups such as those dependent on transit and non-motorized transportation. Those people are benefiting from the project are those who do not own vehicles but can use non-motorized transportation and those who are physically

challenged. Also it will benefit the movement of freight, by supporting improvements to “goods movement”.

- Will the project help to create or sustain jobs in the targeted industry clusters within the center? The clusters are identified in the adopted 2005 Regional Economic Strategy, <http://psrc.org/econdev/res/current-strategy/>.

The project will help create jobs in the areas related to Information Technology that is part of the Economic Strategy that is indirectly connected by this project.

Criteria - High: A high scoring project would demonstrate the following characteristics:

- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s);
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals);
- Improves access to the center(s) for multiple modes, including nonmotorized, freight and transit;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President’s Order for Environmental Justice, and/or areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project.

System Continuity = 20 Points

- How will the project provide a “logical segment” that links to a center?

This project completes the missing link to removing the barrier to Central Issaquah by completing the segment from Maple Street to Sunset Way. It improves the Newport Way Corridor that is a Principal Arterial carrying a significant amount of traffic to the Issaquah Center.

- How will the project fill in a missing link or remove barriers to a center.

The project will fill in the missing link and remove a barrier to the Central Issaquah by constructing and extending the second southbound through lane from Maple Street to south of Holly Street and also by adding a bike lane on both sides of the roadway, a 12’ non-motorized trail, and sidewalk from Maple Street to Sunset Way where it connects with the Issaquah Center area.

- Describe how this project will relieve pressure or remove a bottleneck and how this will positively impact overall system performance.

Currently a bottleneck occurs at southbound approach on Maple Street approaching the intersection at Newport Way. The continuation through the intersection is where this project commences by adding a second through lane to relieve this bottleneck which will positively impact the overall system performance. It also extends the non-motorized trail system that meets the City’s design standards for the full length of the project. This will improve access to Issaquah’s center.

Criteria - High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers; and
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.

- Removes a bottleneck that improves the overall system performance, and creates improved access to a center.

Long Term Benefit/Sustainability = 20 Points

- How does this project support a long-term strategy to maximize the efficiency of the corridor?

This project meets this category by providing capacity that will meet the future traffic demand well beyond 2040. It will meet the City Land Use Goal of the Comp. Plan by improving the City's level of service for public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area. The City has invested in a corridor study to ensure the traffic needs will be met in future years. Also, the City is reviewing "Greenroads" criteria for the project to ensure the project will be built to be sustainable. This includes reviewing pavement life criteria, Low Impact Drainage facilities, and other criteria to ensure a sustainable project.

- How will the project improve safety and/or reduce modal conflict, and provide opportunities for active transportation?

The project will improve traffic safety for motor vehicles as well as bicycle and pedestrian safety. Due to the congestion that is occurring at Maple Street, there are increased congestion and safety issues. Adding the second southbound through lane will remove the bottleneck and relieve congestion thus providing a benefit to traffic safety for vehicular traffic and provides a non-motorized facility for bicycle and pedestrian users thus improving the safety for those modes of transportation. Therefore the improvements will provide opportunities for active transportation to allow those to improve their health.

- How will the project take into consideration environmental issues?

The project will take into consideration environmental issues by the use of improving fuel efficiencies and reduction of fuel emission and use of low impact development techniques to meet drainage requirements for detention and treatment. The "Greenroads" criteria for the project is to ensure the project will be built to be sustainable and will provide environmental elements such as pervious pavements, rain gardens and other Low Impact Drainage facilities as well as reduction of fuel consumption.

Criteria - High: A high scoring project would demonstrate the following characteristics:

- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land use strategies, transportation efficiency, and health impacts

Mobility and Accessibility = 20 Points

- How will the project provide opportunities for freight movement?

The project provides opportunities for freight movement by completing a missing link and improving the movement of goods through the Principal Arterial corridor and into the Central Issaquah area. The adding of the additional southbound through lane from Maple Street to south of Holly Street will provide improved efficiencies by reducing time of travel thus providing a benefit for freight mobility to Issaquah's Center.

- How does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System.

Due to the current roadway configuration where the southbound lanes drop to one lane at Maple Street thus causing significant congestion and delay that impacts the freight movement of goods, the project will remove this barrier by extending the southbound through lane to south of Holly Street where the demand reduces to a single lane capacity. The addition of this lane will complete a physical gap that is impacting Freight and Goods movement.

- How will the project improve safety and reduce modal conflicts to help achieve a “seamless” system.

By removing the bottleneck the safety along the roadway will be improved and by constructing non-motorized improvements that exist to the north of the project will eliminate the modal conflict and provide a “seamless” system into Issaquah’s Center. Thus the project allows alternatives to driving alone.

- How does the project improve access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation?

By the construction of the non-motorized facilities, the project will improve access for more modes to the Central Issaquah area and to the high residential densities that are located along Newport Way and other areas north of the Issaquah Center. The active transportation is improved by the improvements in the non-motorized facilities thus allowing more people to engage in healthy activities as part of active transportation to connect to Issaquah’s Center.

- How does the project promote Commute Trip Reduction (CTR) opportunities?

The project improvements will make it more attractive for increased employment CTR opportunities. At this time it is not desirable due to safety problems for people to want to travel by non-motorized modes and the congestion is not attractive to increased CTR. The improved facilities and removal of the bottleneck will help improve CTR opportunities.

- What are the user groups that will benefit from the project?

The user groups who will benefit from the project are those who are unemployed or are chronically underemployed, those who are physically challenged, those who want active transportation alternatives, and those who want to improve on the quality of life by being able to travel by use of non-motorized modes or by improved transit operations.

Criteria - High: High scoring projects would include:

- Improvements that streamline the efficient movement of people and freight and goods through a significant reduction in travel time, along with increased safety (such as providing an essential link or removing a barrier);
- Investments that improve the mode share of travel by providing alternatives to driving alone, such as transit and ridesharing;
- Investments that benefit a large number and variety of users, including those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment;

C. Project Readiness = 10 Points

This project can be implemented and start construction within three years with construction to be able to begin by 2013.

Criteria - High: A project will receive a high score if:

- Project can be implemented, start construction within three years.

D. Plan Consistency = 10 Points

This project is identified in the Transportation 2040 as MTP No. 2270.

Criteria - High: A project will receive a high score if:

- Project is specifically identified in Transportation 2040.