

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION ***October 2011***

Project Sponsor: *City of Issaquah*

Project Name: *East Lake Sammamish Parkway Widening Project*

Project Location: *The project is located within the City limits of the City of Issaquah north of I-90 and between SE 56th St and I-90.*

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

Plan Consistency:

- Transportation 2040 project number: MTP No. 265
- Is the project consistent with the Transportation 2040: Yes

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

- Briefly describe the project

The Project will add a southbound through travel lane, bike lane, curb, gutter, sidewalks, storm drainage system including pertinent storm water filtration and storage, irrigation, street trees. The project will require modification of the traffic signal at Black Nugget Road and at SE 62nd Street to provide for additional southbound through lane.

- What is the intended outcome & benefit

The Project will improve internal City & regional traffic circulation between north and south Issaquah and will provide improvement to freight mobility for the region. The improvements will benefit public mass transit connections between Issaquah and other major destinations. The project will improve traffic safety and the added capacity improves the Level of Service. The improvement in level of service will also improve fuel efficiencies and reduce fuel emissions. In addition, the project will complete a missing link for the southbound direction and finish the ultimate improvements that were

completed for the northbound direction in 2001. Where possible, the project will use low impact drainage techniques to meet drainage requirements for detention and treatment.

Project Status & Timeline

Where is the project at in development?

The Project is currently in scoping and preliminary development.

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

Design, permitting, right of way procurement, and environmental documentation is anticipated to be completed in 2013, with construction anticipated to begin 2014.

CITY OF ISSAQUAH
E. Lake Sammamish Parkway Widening 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 area that serves the region from Redmond, Sammamish and areas further north. 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 the Central Issaquah area.

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 the Central Issaquah area for multiple modes, including nonmotorized 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 provides benefits to multiple user groups such as those dependent on transit, freight, by supporting improvements to "goods movement", those who do not own vehicles but can use non-motorized transportation and those who are physically challenged.

- 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/>.

Yes, the project will help create or sustain jobs in the areas related to Information Technology that is part of the Economic Strategy that is directly 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 only segment that is left north of I-90. It improves the E. Lake Sammamish Parkway Corridor that is a Principal Arterial carrying a significant amount of traffic to the Central Issaquah area.

- 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, adding a bike lane and sidewalk from SE 56th where it ends coming in from Sammamish and carrying it south to where it exists at Issaquah Fall City Road.

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

As the traffic heads southbound from Sammamish, the traffic must merge to a signal through lane just south of SE 56th Street and that is where the bottleneck occurs. The project will remove that by connecting the two southbound travel lanes between SE 56th St and Issaquah Fall City Rd which will provide a positive impact of the overall system performance.

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.

- 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 the bottleneck, there are increased congestion and safety issues. Removing the bottleneck will relieve that 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.

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 will provide improved efficiencies by reducing time of travel thus providing a benefit for freight mobility.

- 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 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 Issaquah Fall City Road where the additional lane is picked up again. The addition of this lane will complete a physical gap that is impacting Freight and Goods movement.

- How will the project improve safety and reduces 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 and to the south of the project will eliminate the modal conflict and provide a “seamless” system. 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 residential areas commonly known as the Overdale Area that connects with SE 56th St. 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.

- 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 2014.

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 No. 265.

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

- Project is specifically identified in Transportation 2040.