



City of Sammamish

Issaquah-Fall City Road Improvements Project

Phase I Design: 242nd Avenue SE to Klahanie Drive SE

Welcome

Welcome to the third community meeting for the Issaquah-Fall City Road Improvements Project.

AGENDA

6:00 p.m. – Welcome and sign-in

6:10 p.m. – Presentation

6:50 p.m. – Open house

- Learn about the roadway design
- Talk to project staff
- Share your thoughts

8:00 p.m. – Event ends





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Phase I Design: 242nd Avenue SE to Klahanie Drive SE

Project Overview

The City of Sammamish is planning to widen Issaquah-Fall City Road from 242nd Avenue SE to Issaquah-Beaver Lake Road.

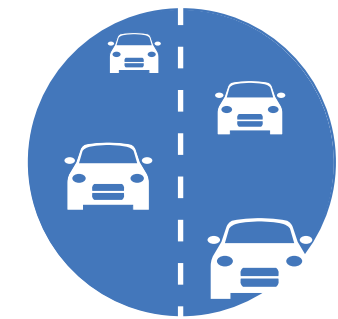
This project will:



Improve safety for drivers, cyclists, and pedestrians along the roadway, and at intersections



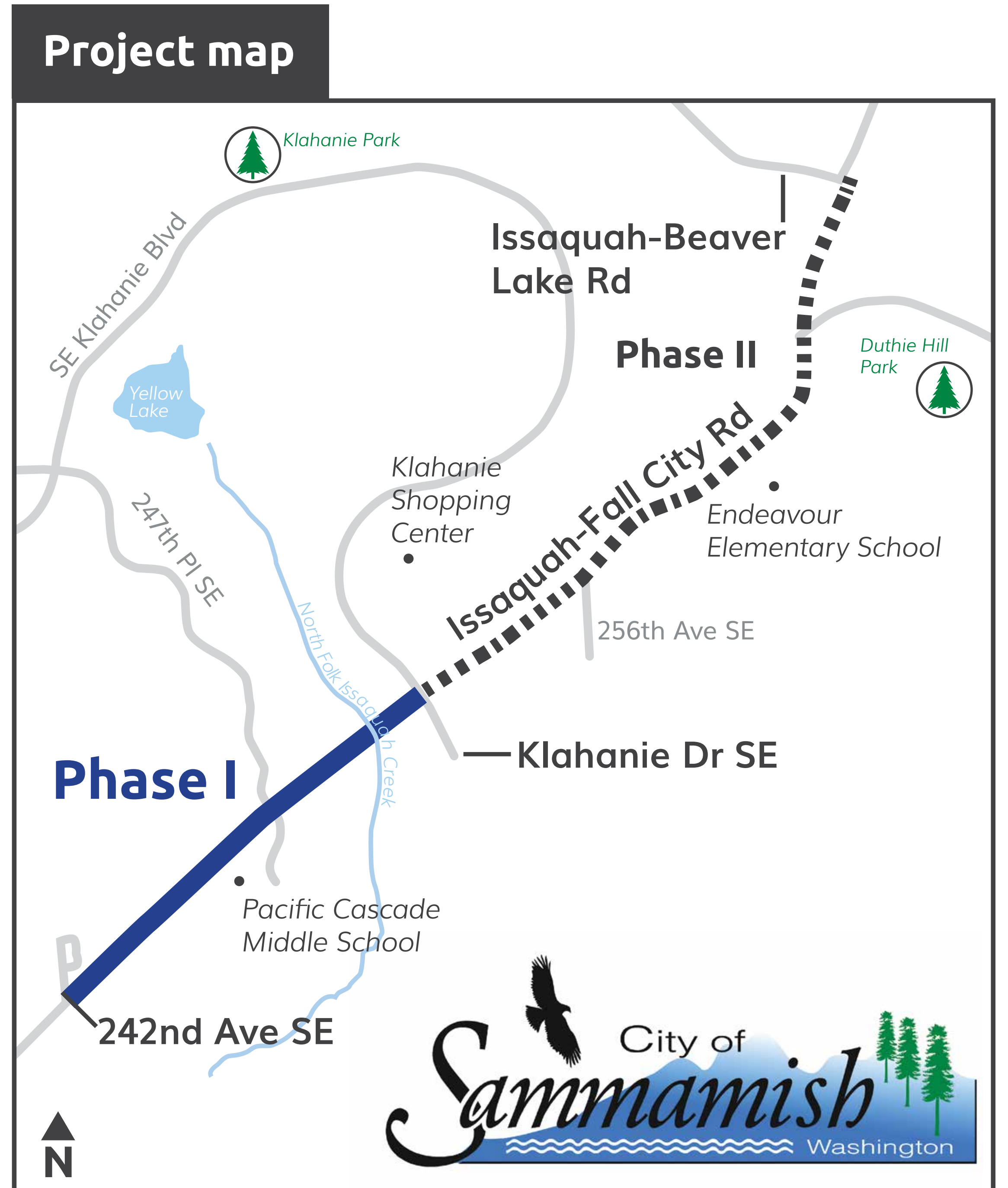
Improve operations at intersections



Increase capacity with additional travel lanes



Protect mature trees and environmentally sensitive areas where possible



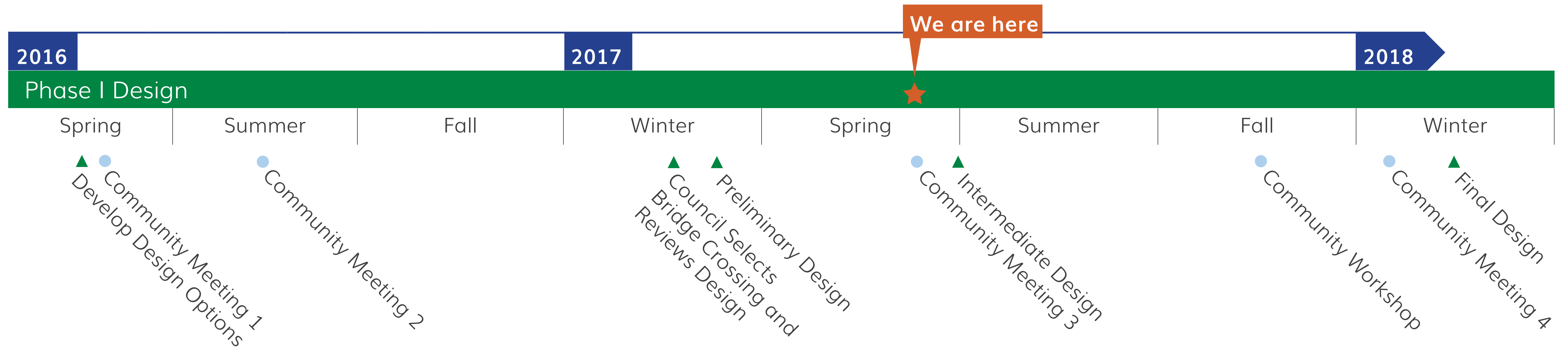


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Project Schedule



Phase I Construction:
Anticipated 2018-2019

Phase II Design:
Planned 2018-2019

Phase II Construction:
Anticipated 2021-2022

Community outreach and City Council updates will be ongoing throughout the duration of the project.

The City has been working with the community and City Council as they consider options and refine the roadway design.

In early 2017, Sammamish City Council reviewed the current design and selected the bridge option for the North Fork Issaquah Creek crossing.

The design was developed based on feedback received through two public workshops, multiple stakeholder meetings, online comments, and City Council meetings.



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What We've Heard

Over the past year, the City has gathered feedback on roadway design through two public workshops, meetings with residents, businesses and organizations along the corridor, online comments, and briefings with the Transportation Committee and full City Council. Based on this feedback, the City has identified three key priorities:

Safety



- **Intersections should be safe** for pedestrians, particularly where children cross Issaquah-Fall City Road
- **Improve safety** for all users throughout the corridor

Future Operations



- **Adding capacity** to the roadway is a must
- **Reduce congestion** and **improve operations** at intersections

Environment



- The new roadway should **provide environmental benefits** for the area, particularly the North Fork Issaquah Creek and wildlife
- **Protecting and maintaining access to the Klahanie Trail** is a priority in Phase I and Phase II

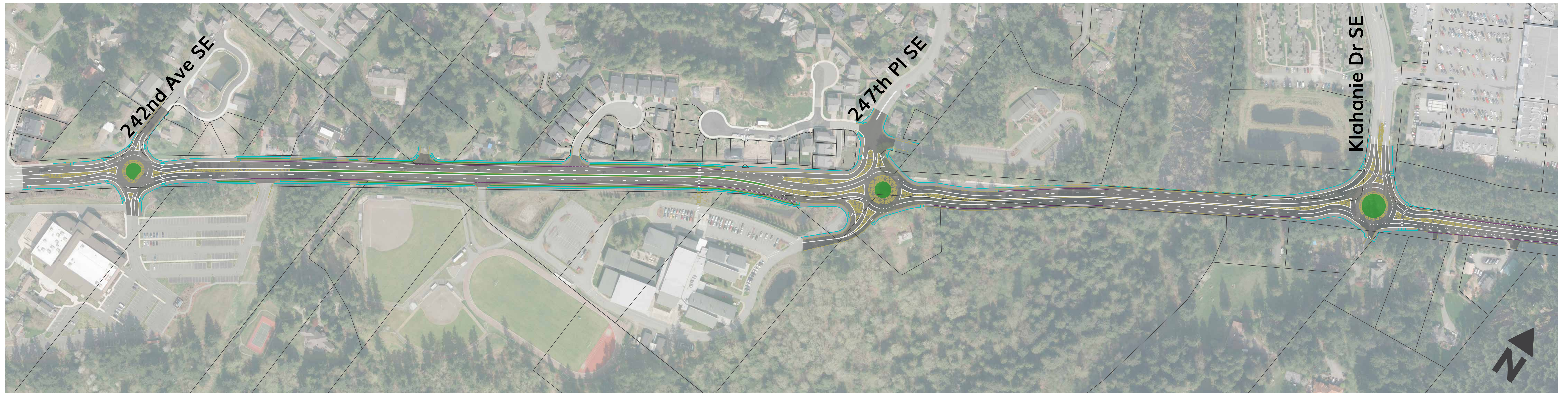


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Roadway Design



Design shown is preliminary. Exact roadway details, such as width and roundabout locations within the intersection, are still being developed.

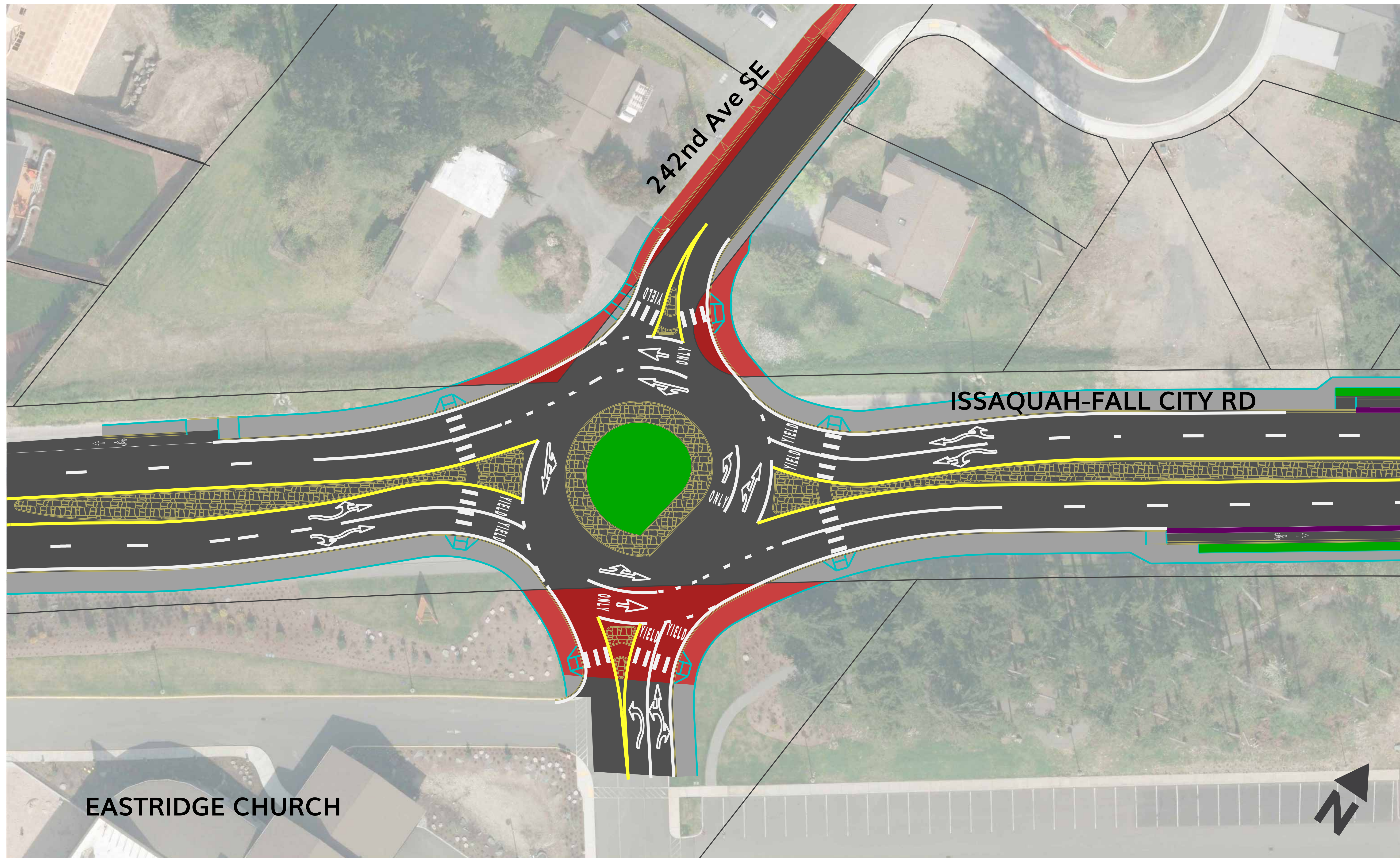
The design consists of:

- **Two travel lanes** in each direction
- **Two-lane roundabouts** at each intersection (242nd Avenue SE, 247th Place SE, and Klahanie Drive SE)
- **Bridge crossing** where Issaquah-Fall City Road crosses the North Fork Issaquah Creek
- **Raised center median**
- **Buffered bike lane**
- **Separated sidewalks** on both sides of the road between 242nd Avenue SE and 247th Place SE
- **Sidewalk** on the north side of the road between 247th Place SE and Klahanie Drive SE
- **Regrading** to improve sight lines
- **High-intensity Activated crossWalk (HAWK) beacon** at Pacific Cascade Middle School
- **Green infrastructure** to help protect water quality



Design Benefits

242nd Avenue SE



Design shown is preliminary. Exact roadway details, such as width and roundabout locations within the intersection, are still being developed.

 Potential property impact	 Sidewalk	 Buffered bike lane	 Landscape area
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Based on feedback received from the community and City Council, the roadway design includes:



Safety

- Eliminate left turn vehicle conflicts; use roundabout as a U-turn
- Buffered bike lanes
- Pedestrian refuge islands at crosswalks



Operations

- Two-lane roundabout to keep traffic moving through intersection



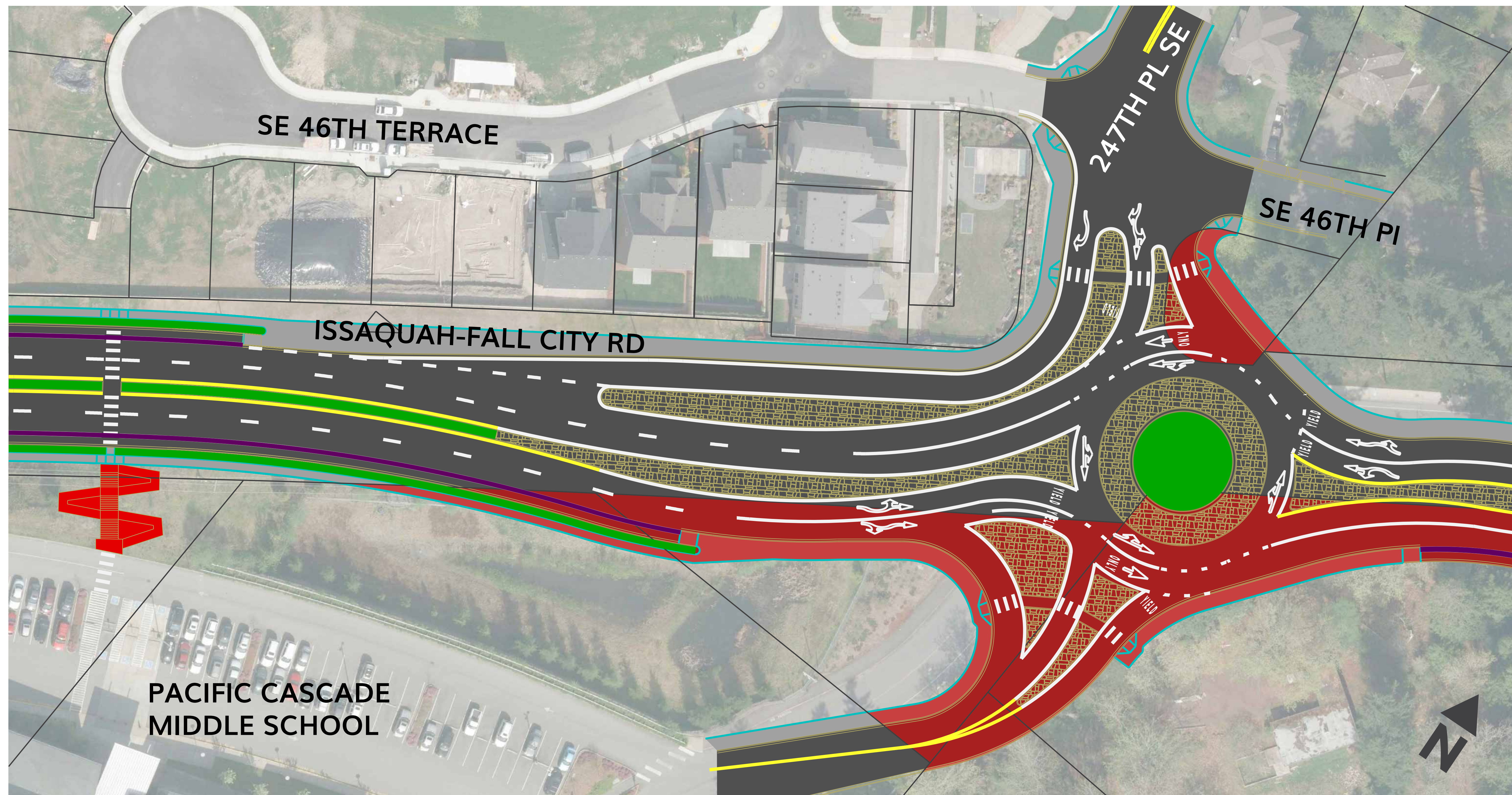
Environment

- Minimal widening of roadway to reduce impervious pavement while adding capacity
- Minimize mature tree removal, where possible



Design Benefits

247th Place SE



Design shown is preliminary. Exact roadway details, such as width and roundabout locations within the intersection, are still being developed.

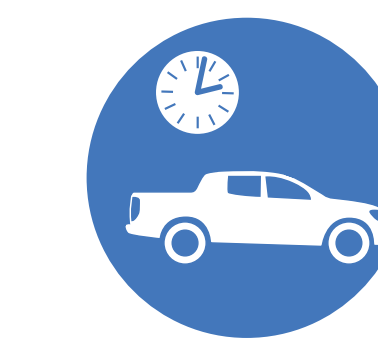


Based on feedback received from the community and City Council, the roadway design includes:



Safety

- HAWK signal for safe pedestrian crossing at school entrance
- Buffered bike lanes
- Pedestrian refuge islands at crosswalks



Operations

- Two-lane roundabout to keep traffic moving through intersection
- Right-turn slip lanes out of Hunter's Ridge



Environment

- Minimal widening of roadway to reduce impervious pavement while adding capacity
- Minimize mature tree removal, where possible



242nd Avenue SE to 247th Place SE - Rendering



Design shown is preliminary. Exact roadway details, such as width and roundabout locations within the intersection, are still being developed.



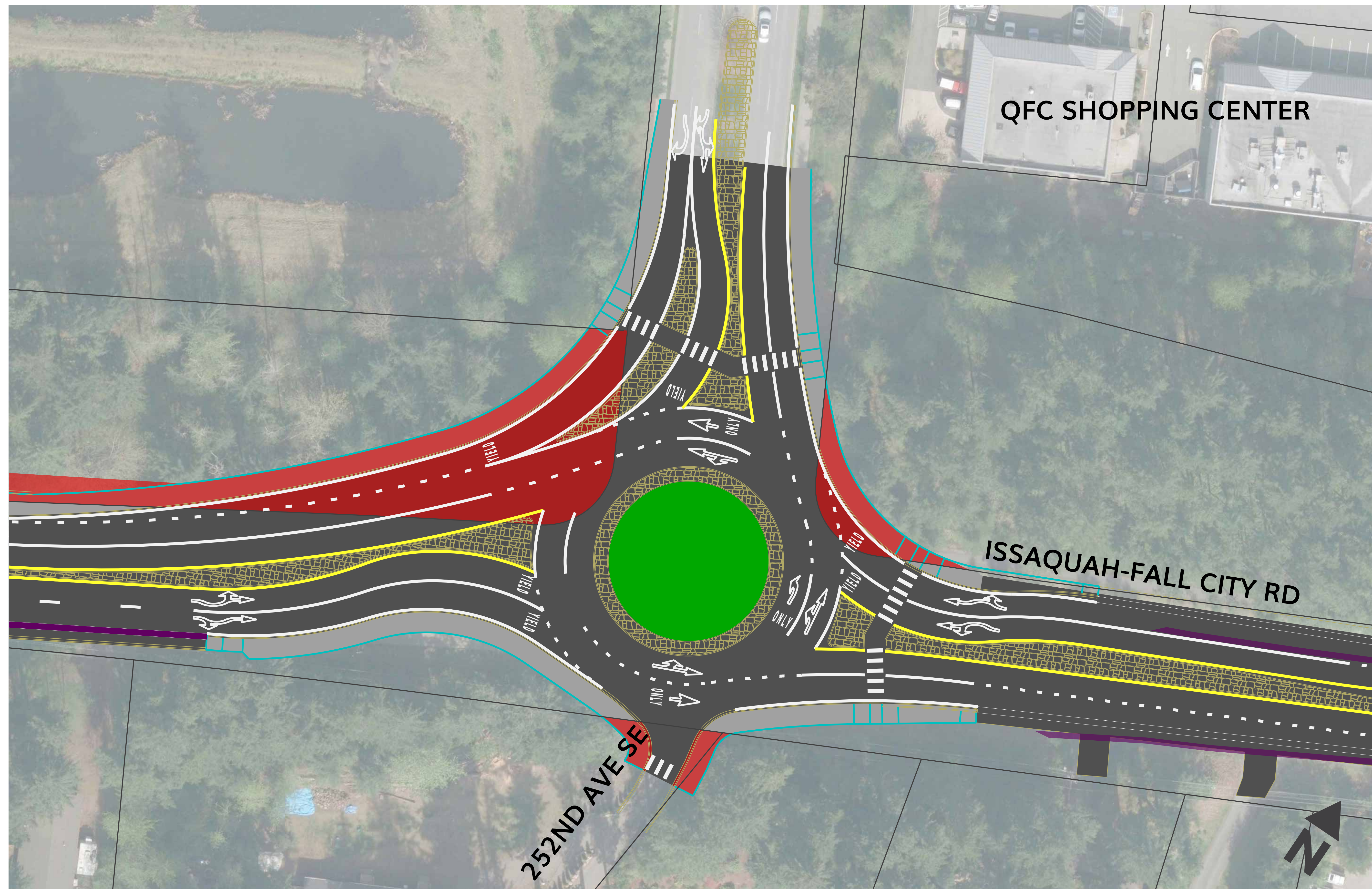
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Design Benefits

Klahanie Drive SE



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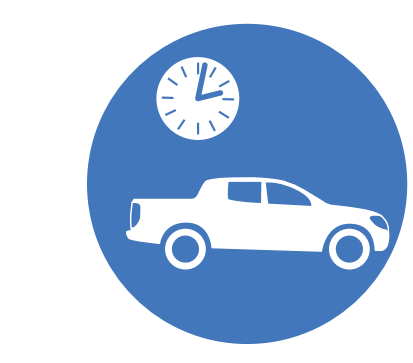


Based on feedback received from the community and City Council, the roadway design includes:



Safety

- Eliminate left turn vehicle conflicts; use roundabout as a U-turn
- Buffered bike lanes
- Pedestrian refuge islands at crosswalks



Operations

- Two-lane roundabout to keep traffic moving through intersection
- Right-turn slip lane out of Klahanie

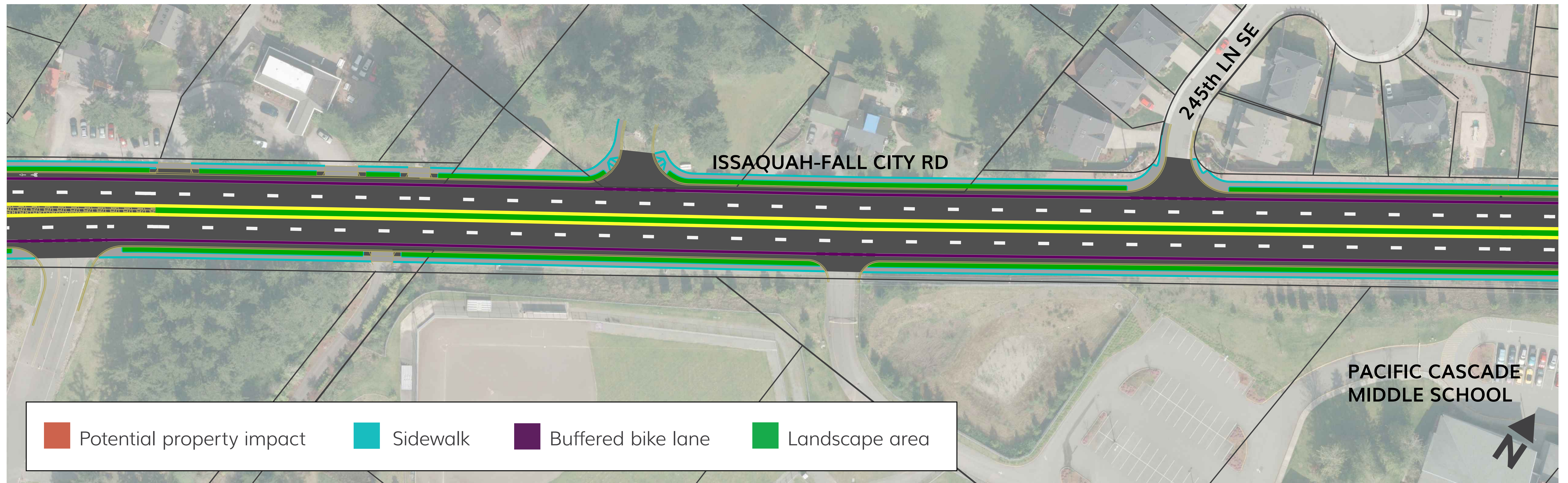


Environment

- Minimal widening of roadway to reduce impervious pavement while adding capacity
- Minimize mature tree removal, where possible
- No impacts to Klahanie Trail



242nd Avenue SE to 247th Place SE



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Based on feedback received from the community and City Council, the roadway design includes:



Safety

- Buffered bike lanes
- Separated sidewalks on both sides
- Raised median to reduce vehicle conflicts



Operations

- Two-lane roadway in each direction

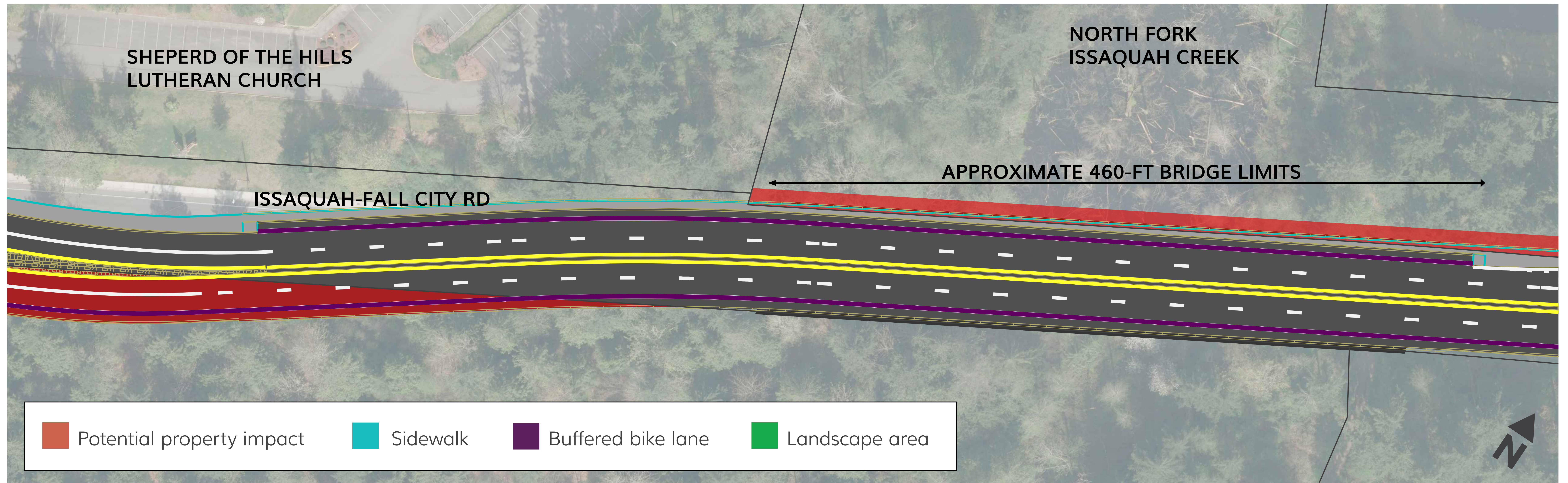


Environment

- Green space along roadway
- Minimal widening of roadway to reduce impervious pavement while adding capacity
- Green infrastructure to help control stormwater



247th Place SE to Klahanie Drive SE



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Based on feedback received from the community and City Council, the roadway design includes:



Safety

- Buffered bike lanes
- Separated sidewalks on north side
- Raised median to eliminate vehicle conflicts



Operations

- Two-lane roadway in each direction



Environment

- Bridge minimizes impacts to wetlands
- Minimal widening of roadway to reduce impervious pavement while adding capacity



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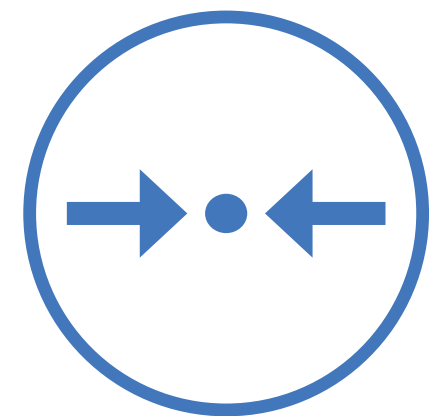
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Roundabout Safety

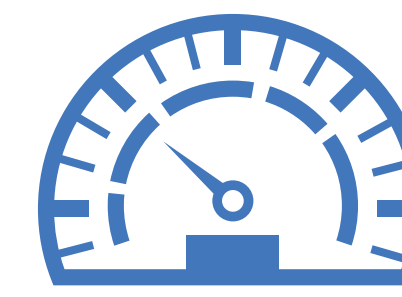


Reduce injury crashes by 75% compared with intersections using stop control or traffic signals



Fewer conflict points

- 8 at a roundabout
- 32 at a four-way intersection



Lower speeds mean shorter braking distances and longer decision-making time

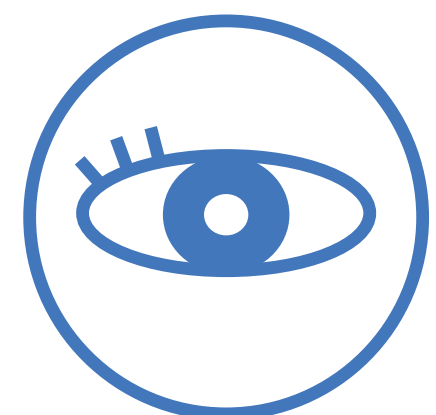


Reduce average delay time by 50% for vehicles passing through the intersection

WHY ROUNDABOUTS ?



Shorter wait time and crossing distances for pedestrians because of refuge islands



Higher visibility of pedestrians in crosswalks



Improve capacity and shorter wait times for vehicles through intersections



Improve safety for all users, including pedestrians and bicyclists



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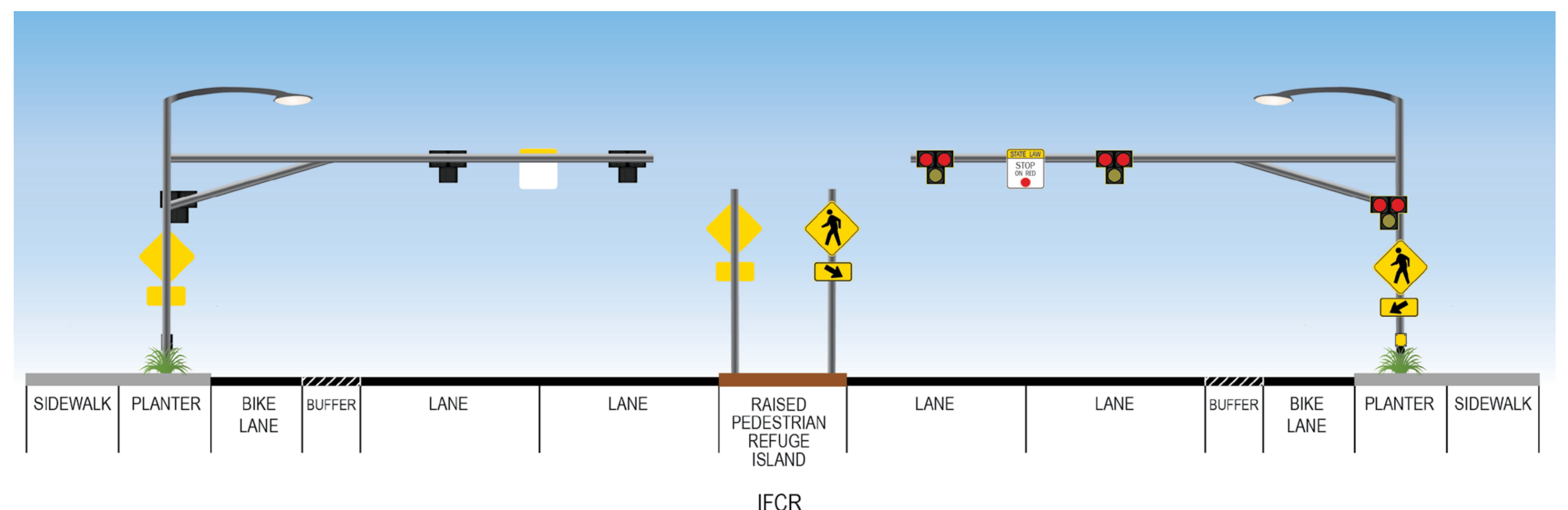
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Roundabout Safety: Pedestrians

To keep pedestrians safe at roundabouts the City is:

- Installing a HAWK (High-intensity Activated crossWalk) beacon away from the 247th Place SE intersection to align with the school entrance. HAWK signals:
 - Provide a highly-visible, signalized crossing for pedestrians
 - Are activated by pedestrians not signal timing, reducing delays to car traffic
- Providing roundabout safety education, including a potential safety course at schools
- Including refuge islands at all crossings; pedestrians only focus on one direction of traffic at a time
- Installing improved lighting for night-time visibility





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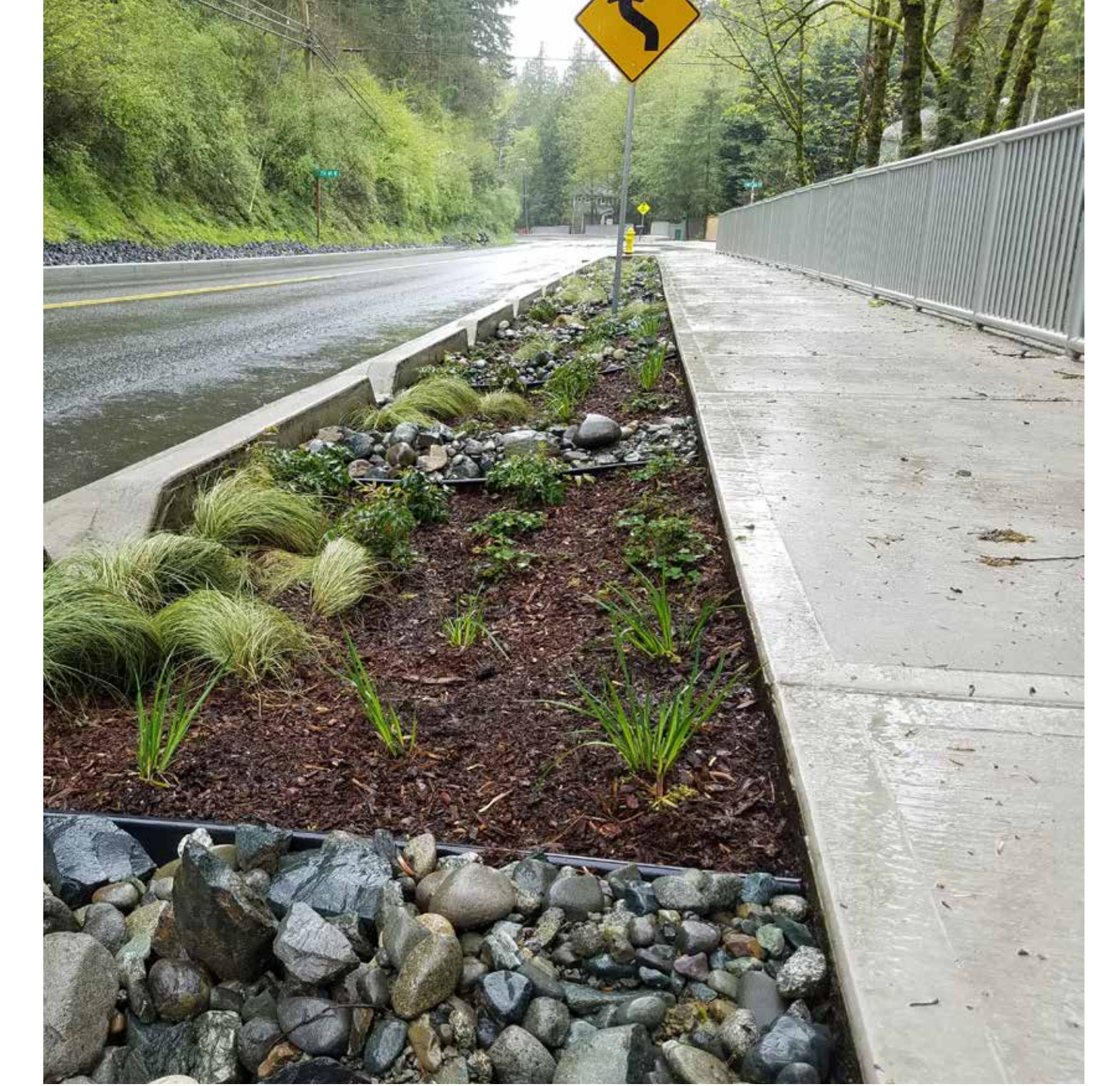
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Corridor Design Features

**We love to hear your thoughts.
What would you like to see?**

The City is starting to think about design features for the corridor, including:

- Landscaping and plantings
- Lighting
- Bridge railing
- Low-impact development





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Culvert Replacement: Bridge



The culvert that supports Issaquah-Fall City Road where it crosses the North Fork Issaquah Creek will be replaced as part of the roadway improvements. After discussion and review by the Transportation Committee and the full City Council, a bridge was selected as the preferred alternative for the culvert crossing.

The bridge:

- Minimizes impacts to wetlands
- Improves wildlife habitat
- Adds visual design details with a longer railing
- Improves safety by raising the roadway profile creating improved sight lines
- Can be constructed while leaving one lane of traffic open in each direction



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Detour Route and Construction Planning

Working with you to reduce impacts

Construction of the new roadway will likely result in partial closures, traffic shifts, and detours. It is the City's goal to work with residents affected by construction, as well as residents along the detour route, during the planning process to identify and mitigate potential concerns and issues.

Opportunities to identify solutions

Over the next several months, the City will engage community members to identify solutions which may lessen impacts during construction and mitigate impacts when possible.





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Thank You for Participating Tonight!

What's next: Detour route and construction planning workshop

Please stay tuned for details of a detour route and construction planning workshop to be held in fall 2017. This will be an opportunity to share concerns about potential construction impacts and give input on possible road closure and detour options during construction.

