# SE ISSAQUAH-FALL CITY ROAD PROJECT UPDATE

# PROJECT COUNCIL BRIEFING 3
# JULY 19, 2016

- PROJECT SCOPE & UPDATE
  - Improve SE Issaquah-Fall City Road to the city's principal arterial standard between 242th Ave SE and Klahanie Drive SE
  - Project at 10% completion, recent work items include:
    - ☑ Topographic Survey, Geotechnical Excavations/Lab analysis completed
    - ☑ Wetland and Stream analysis completed
    - ☑ Traffic data collection and Traffic Modeling has been performed
    - ☑ Five Design options and three stream crossing options have been assembled
    - ☑ Public Meeting # 2, July 13

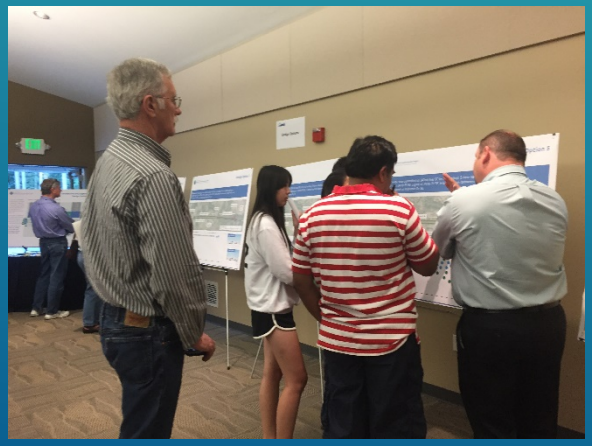
# COMMUNITY WORKSHOP #2
# JULY 19, 2016

- PUBLIC OUTREACH
  - Postcards Sent to 16,283 residences and businesses
  - Electronic Message boards were placed along Issaquah Fall City Road
  - Stakeholder interviews with key parties/HOA/schools
  - Email Notifications
  - Website, Twitter & Facebook page
  - Notification Posters
    - Vedic Cultural Center
    - Issaquah Community Center
    - Sammamish YMCA
    - Sammamish City Hall
    - Issaquah City Hall
    - King County Public Library
    - Klahanie Starbucks
  - Project team estimated over 200 attendees

# COMMUNITY WORKSHOP #1 SUMMARY, JULY 19, 2016

- 20-minute Project Presentation: project timeline, feedback to date, design and culvert replacement options
- 20-minute Question and Answer Session
- 80-minute Open House where attendees visited stations around the room
- Workshop attendees were given three sticker dots and asked to provide feedback on:
  - Two evaluation factors most important to them
  - One preferred design option





# PUBLIC COMMENT…


Feedback received:

| Design Option | Stickers |
|---|---|
| 1 | 20 |
| 2 | 9 |
| 3 | 2 |
| 4 | 0 |
| 5 | 71 |

- In addition: 49 public comment forms were filled out at the meeting with 9 against roundabouts at 247th, 7 for roundabouts project wide, 10 for a signal at 242nd, and 2 for a pedestrian bridge at 247th, with other comments about the future safety at the 247th/PCMS pedestrian crossing.
- 132 public comments have been made on the project website, with 96 comments being made between July 10th and today.

City of Sammamish
**Issaquah-Fall City Road Improvements Project**
Phase I Design: 242nd Avenue SE to Klahanie Drive SE

# Evaluating the Design Options

The matrix below shows five potential roadway design options the City is considering and the factors it is using to evaluate the design options. Each box contains information on how the options perform.

**PERFORMANCE KEY**
- High
- Moderate
- Low

| Design Options | Operations: Opening year | Operations: Future | Cost | Maintenance | Environment | Right-of-way (ROW) impacts | Safety | Aesthetics |
|---|---|---|---|---|---|---|---|---|
| **Option 1**<br>242nd: RAB<br>Road A: 4-lane<br>247th: RAB<br>Road B: 4-lane<br>Klahanie: RAB | • All roundabouts operate at LOS A with shorter vehicle queuing | • All roundabouts operate at LOS B or better with shorter vehicle queuing | $14.9 M – $15.6 M | • Roundabout dependent on center island design | • 4-lane segment A & B provides least environmental impact | Area of Impact = 0.80 Acre | • Eliminates left turn conflicts at intersections<br>• Elements two-way left turn lane<br>• Roundabouts operate at lower speeds | • 3 roundabouts with center island<br>• Reduced roadway width allows for additional landscaping<br>• High potential for rain gardens/ low-impact development |
| **Option 2**<br>242nd: None<br>Road A: 5-lane<br>247th: RAB<br>Road B: 4-lane<br>Klahanie: RAB | • All roundabouts operate at LOS A with shorter vehicle queuing | • All roundabouts operate at LOS B or better with shorter vehicle queuing | $16.7 M – $17.4 M | • Roundabout dependent on center island design | • 4-lane segment B provides low environmental impact | Area of Impact = 0.61 Acre | • Eliminates left turn conflicts at intersections<br>• Roundabouts operate at lower speeds | • 2 roundabouts with center island<br>• 5-lane segment may allow for intermittent planted median<br>• Moderate potential for rain gardens/ low-impact development |
| **Option 3**<br>242nd: None<br>Road A: 5-lane<br>247th: SIG<br>Road B: 4-lane<br>Klahanie: RAB | • Signal operates at LOS C or better<br>• Roundabout operates at LOS A<br>• Signal can have queues of 380 ft in PM peak hour<br>• Roundabout has queues of up to 120 ft in PM peak hour | • Signal operates at LOS C<br>• Roundabout operates at LOS B<br>• Signal can have queues of 1,000 ft in PM peak hour<br>• Roundabout has queues up to 360 ft in PM peak hour | $17.6 M – $18.3 M | • Roundabout dependent on center island treatment<br>• Average annual maintenance and operations of traffic signal $5 K | • 4-lane segment B provides low environmental impact | Area of Impact = 0.49 Acre | • Signal at 247th Pl SE requires 5 lanes of width on the east approach for westbound left turn lane<br>• Roundabout eliminates left turn conflicts at Klahanie intersection | • 1 roundabout with center island<br>• 5-lane segment may allow for intermittent planted median<br>• Moderate potential for rain gardens/LID |
| **Option 4**<br>242nd: None<br>Road A: 5-lane<br>247th: RAB<br>Road B: 5-lane<br>Klahanie: SIG | • Signal operates at LOS D or better<br>• Roundabout operates at LOS A<br>• Signal can have queues ranging from 270 to 510 ft in PM peak hour<br>• Roundabout has queues of up to 115 ft in PM peak hour | • Signal operates at LOS D or better<br>• Roundabout operates at LOS B<br>• Signal can have queues exceeding capacity in PM peak hour<br>• Roundabout has queues up to 320 ft in PM peak hour | $17.9 M – $18.8 M | • Roundabout dependent on center island treatment<br>• Average annual maintenance and operations of traffic signal $5 K | • 5-lane segments have greatest environmental impact | Area of Impact = 0.87 Acre | • Signal at Klahanie requires up to 4 lanes of width eastbound (6 lanes total on west approach) | • 1 roundabouts center island<br>• 5-lane segment may allow for intermittent planted median<br>• Low potential for rain gardens/LID |
| **Option 5**<br>242nd: None<br>Road A: 5-lane<br>247th: SIG<br>Road B: 5-lane<br>Klahanie: SIG | • Signals operate at LOS D or better<br>• Signals can have queues up to 510 ft in PM peak hour | • Signal operates at LOS D or better<br>• Roundabout operates at LOS B<br>• Signal can have queues exceeding capacity in PM peak hour<br>• Roundabout has queues up to 320 ft in PM peak hour | $17.4 M – $18.3 M | • Average annual maintenance and operations of traffic signals $10 K | • 5-lane segments have greatest environmental impact | Area of Impact = 0.62 Acre | • Can accommodate left turns between intersections<br>• Left turns between intersections could be restricted if collision patterns increase<br>• U-turns at intersections require additional roadway widening | • 5-lane segment may allow for intermittent planted median<br>• Low potential for rain gardens/LID |

*All designs shown are conceptual and preliminary for discussion purposes only*

LOS = Level of Service

July 2016

Next steps:

- Discuss corridor options with the Transportation Committee
- Traffic analysis at 242nd (Additional Scope)
- Corp of Engineers Permit submittal
- Right of Way Acquisition

# PROJECT SCHEDULE

- **Upcoming Dates**
  - ~~April 19 Council Brief 1~~
  - ~~May 12 Public Meeting 1, Pacific Cascade MS, 6-8pm~~
  - ~~May 24 Council Brief 2~~
  - ~~July 13 Public Meeting 2, Shepherd of the Hills Church, 6-8pm~~
  - July 19 Council Brief 3 – Public Meeting 2 Update
  - July 20 Transportation Committee Discussion
  - *October* 30% Design Completion
  - *October* Council Brief 4
  - *Jan 2017* Public Meeting 3
  - *Jan 2017* 60% Design Completion
  - *Dec* Council Briefing 5
  - *April 2017* 90 % Design Completion
  - *March 2017* Public Meeting 4