

CITY OF ISSAQUAH
City Council
Mobility & Infrastructure Committee

6:30 PM
July 12, 2022

MINUTES

Council Chambers, 135 E.
Sunset Way, Issaquah WA

COUNCIL AND ADMINISTRATIVE PERSONNEL PRESENT

Committee Members:

Russell Joe, Chair
Barbara de Michele
Zach Hall

Administration/Staff:

Andrea Snyder, Deputy City Administrator
Chris Grabowski, Deputy City Clerk

CALL TO ORDER

Chair Russell Joe called the meeting to order at 6:31 PM.

PUBLIC COMMENT

The following people spoke at public comment.

1. Issaka L. Bey made general comments relating to participating in the public process.
2. Tafari El Bey made general comments relating to participating in the public process.
3. Connie Marsh spoke about committee meetings taking place from the dais rather than the floor of chambers as they were previously.

AGENDA ITEMS

ID 1211 Community Mobility Investment Fund Public Engagement

Presented by:

Gene Paul, Management Analyst

The following people spoke during public comment on this item.

1. Issaka L. Bey asked about investment in parks.
2. Connie Marsh made several comments including being unclear which parks projects are being included, include overlays, and make surveys more inclusive.
3. David Kappler advocated for more trail access to the parks.

Committee comments included the following:

- There was committee consensus that a digital survey is the preferred method of outreach, but the committee encouraged staff to also look for other ways to gather input in the time allowed.
- Be thoughtful of how we direct people to the digital survey.
- Make sure that it is not a “popularity contest” i.e. ranked.
- Give the public a choice of projects that meet the criteria.
- Make sure that there is alignment with the Mobility Master Plan.
- Committee consensus was to advance this item to a City Council Committee of the Whole.

ANNOUNCEMENTS

- Deputy Council President Hall announced the Council Retreat on Saturday July 16 from 9:00 AM to 2:00 PM at Tibbetts Creek Manor.
- Councilmember de Michele will attend the next meeting of the Transportation Advisory Board.

ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 7:28 PM.

Russell Joe, Chair

Chris Grabowski, Deputy City Clerk



Staff Report

ID # 1197 – Newport Way Improvement Maple to Sunset

Meeting Date August 9th, 2022
Department PW - Public Works
Staff Lead Shuo Wang

Attachments

- A. Newport Way-NW Maple St to W Sunset Way Community Engagement Report

Direction Needed

The Administration requests direction from the Mobility and Infrastructure Committee on the final design concept for the Newport Way Improvements- Maple to Sunset Project after residents' previous design comments has been reflected, and a series of community engagements events had been conducted.

The Administration does not typically seek Council approval of every roadway design concept, but in this case, the Administration seeks Council direction where adopted concepts conflict. The final design concept as proposed attempts to bridge the requirements of the 2011 approved concept and the 2012 Central Issaquah Plan requirements.

Recommendation

The Administration recommends the Mobility and Infrastructure Committee to approve the Newport Way final design concept and recommend City Council adopt the final design concept at the September 6th regular meeting.

Background

The existing Newport Way NW corridor has one travel lane per direction with shoulders that are used as unmarked bike lanes. There are generally no curbs, gutters, or cement concrete sidewalks. Asphalt sidewalks, when present, are at grade with the roadway, sometimes with landscaped separation. This Newport Way corridor project has prioritized improvements for all modes of travel and since 2009, the Newport Way NW improvements project has included:

- Continuous pedestrian and bicycle facilities
- A second southbound vehicle travel lane from NW Maple Street to south of NW Holly Street
- Three roundabouts at NW Juniper Street, NW Holly Street, and NW Dogwood Street
- Curb and gutter with storm drainage conveyance, detention, and treatment facilities
- Illumination upgrades, bringing the corridor to lighting standards
- Landscaping and urban design elements to enhance the corridor

Newport Way is a critical transportation corridor within the City, as one of only three continuous north-south corridors in Issaquah, south of I-90. Of those three corridors, Newport Way is best suited to provide dedicated adequate space for cyclists and as such, is a critical non-motorized corridor. This corridor improvement project is important to the community because it increases safety and improves non-motorized connectivity by providing hundreds of residents safe walking and biking facilities to local destinations such as Issaquah Valley Elementary School, the City's commercial core, the Issaquah Transit Center, Tibbets Valley Park, and Confluence Park.

The 2018 Parks Strategic Plan identifies this corridor as a key segment of the Green Necklace and the Mountains to Sound Greenway Corridor which continues the vision of the regional east-west trail through Issaquah as it connects Seattle to the Cascades and Eastern Washington.

While this is a very important non-motorized corridor, it is also a critical connection for vehicles. The 2012 Central Issaquah Circulation Development Standards identify this corridor as a Parkway and define Parkways as "scenic arterials with the primary purpose of serving relatively high traffic volumes at medium speeds." Current traffic operations have automobile level of service (LOS) grades that meet City concurrency standards (LOS D or better) in the AM and PM peak hours. By 2040, the second southbound lane and intersection improvements are required to mitigate local and regional traffic growth which will increase congestion and delays within the corridor. The 2019 Traffic Impact Fee Rate Study update identifies this project to be included in the traffic impact fee for developers because it is a project that reduces traffic congestion on Issaquah's road network and is required to maintain the City's adopted LOS standards.

Table 1. PM Peak Hour Newport Way NW Level of Service (LOS).

Intersection	2018 LOS	2040 No Build LOS	2040 Current Preferred Concept LOS
NW Maple Street	C	D	D
NW Juniper Street	C	F	A
NW Holly Street	B	C	B
NW Dogwood Street	C	D	C
W Sunset Way	B	B	C

This corridor is critical for both motorized and non-motorized users and this project is tasked with finding a delicate balance that will best accommodate all users and their competing needs.

2011 Corridor Concept

In 2009-2011, the City evaluated various concepts for this corridor. A public involvement engagement process was conducted with multiple open houses and a traffic analysis was completed. After this public engagement process and traffic analysis, on January 3, 2011, City Council approved a corridor concept (AB 6092) that included:

- Roundabouts for the intersections of Newport Way NW and NW Juniper Street, NW Holly Street, and NW Dogwood Street
- No center medians in the corridor
- Second southbound lane from Maple Street NW to south of the roundabout at NW Holly Street

Additionally, the 2011 concept for this corridor included:

- Continuous pedestrian facilities in the form of sidewalk on one side and a shared-use path on one side
- Continuous bicycle facilities in the form of on-street bike lanes on both sides and a shared-use path on one side
- Curb and gutter with storm drainage conveyance, detention, and treatment facilities
- Illumination upgrades, bringing the corridor to lighting standards
- Landscaping and urban design elements to enhance the corridor

2012 Central Issaquah Plan Concept

Following the Council approved corridor plan, Council approved the Central Issaquah Plan in 2012, which designated Newport Way as a Parkway within the Central Issaquah boundary.

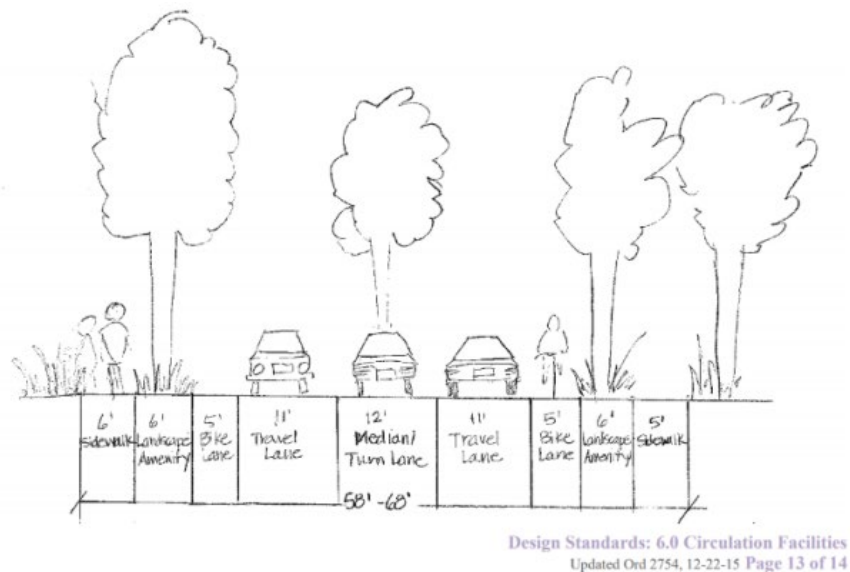


Figure 1: Parkway cross section from Central Issaquah Plan

The Parkway standard contradicted the Council approved Newport Way concept, as it did not include a shared-use path and it reintroduced the center median for the corridor north of NW Holly Street within the Central Issaquah boundary.

The Central Issaquah Plan Development Standards outline the priorities if the Parkway cross-section cannot be utilized due to space constraints or competing interests, in Chapter 6 Circulation Facilities. Section 6.2(C) states, "The decision for prioritization shall be based on the context of the project and surrounding area while at all times maintaining pedestrian and bicycle orientation, slowing traffic, and providing continuity and predictability of facilities."

2018 Refreshed Concept

In 2018, following the award of a federal grant for the design of this corridor, the City was challenged with having two different cross sections approved by Council for the same corridor. A new concept was developed in attempt to meet all of the criteria identified in the 2011 Council approved Concept and the

2012 Central Issaquah Parkway standard. This 2018 refreshed concept kept the shared-use path, second southbound lane, and roundabouts that were identified in the 2011 concept and added the center median identified in the Parkway standard. Additionally, this concept enhanced the on-street bike lane identified in the 2011 concept to meet non-motorized best practices at the time, making the bike facility a buffered bike lane. This 2018 refreshed concept included elements from both previous concepts in attempts to meet the goals identified in both the 2011 concept and the Parkway standard.

Section A - From Inneswood Improvements to 900 Ft. South of NW Holly St.
3 Travel Lanes - Continuous Raised Median

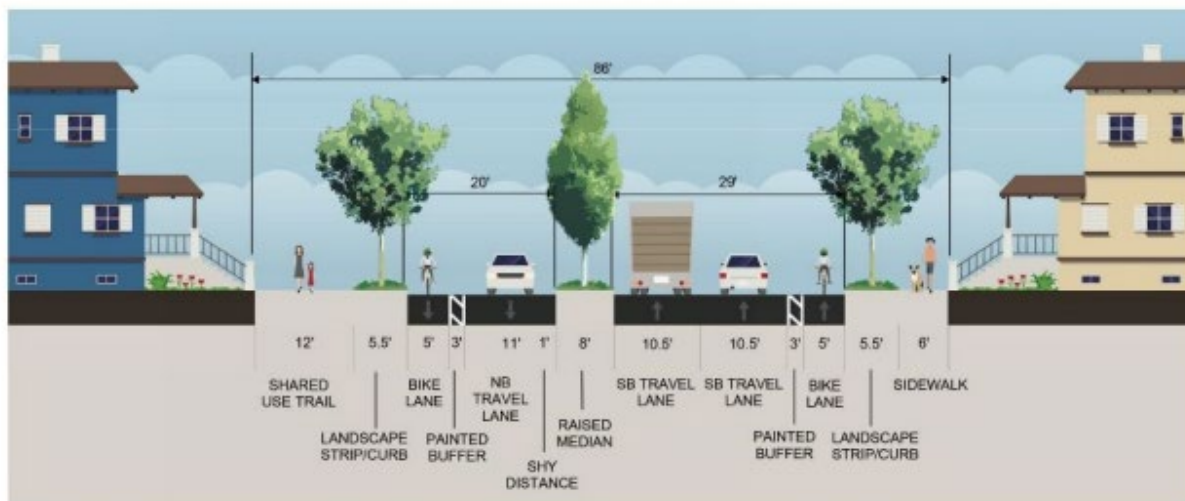


Figure 2: 2018 refreshed concept cross section presented at May 2019 open houses

This refreshed concept was presented at two open houses in May of 2019. The feedback received from the public was concern regarding the restricted access that the median created. This did not benefit residents living on the corridor traveling by car due to the restricted access and it increased travel times for vehicles on the corridor.

2021 Current Preferred Concept

Since 2019, City staff and the project consultant engineering team have refined the concept design to address public comments, balance factors such as project cost, and minimize property impacts. Residents were concerned about the center median restricting access at driveways and property impacts due to the roadway widening. The final corridor concept eliminates the center median, is less costly and meets the original project goals.

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On November 10, 2021, the Transportation Advisory Board and Park Board held a joint meeting to evaluate the design concepts for the non-motorized users of the corridor. The Boards identified seven common values after considering the values of the Mobility Master Plan, Central Issaquah Development standards Chapter 6 Circulation Facilities, and the Issaquah Parks Strategic Plan and Green Necklace planning document. Members of the boards ranked the common values in the following order:

1. Safety
2. Connections
3. Character and experience
4. All ages and abilities
5. Prepare for growth
6. Nonmotorized Transportation
7. Environmentally Sustainable

Three concepts with different non-motorized designs and how each design concept was developed to address each of the top three values was presented to the joint Boards. The Boards considered three concepts.

