



# City Council Joint Meeting Issaquah School District & Lake Washington School District Boards/Study Session

---

## AGENDA

May 14, 2013

5:30 pm – 10:00 pm

### Call to Order

### Public Comment

*This is an opportunity for the public to address the Council. Three-minutes limit per person or 5 minutes if representing the official position of a recognized community organization.*

### Topics for Joint Meeting/Dinner with School Boards

- Emergency Management Shelter Option
  - Use of Public School Facilities
  - Logistics
- Update: Upcoming Bond and Levy Measures
- Issaquah School District Superintendent Succession Plan
- Underage Drinking in Sammamish
- Community Center Update
- Other Topics

### Adjourn Joint Meeting

### Begin Study Session

7:00 pm

### Topics

- Public Works Standards (40 minutes)
- NE 25<sup>th</sup> Way Neighborhood Traffic Management Program (20 minutes)
- 244<sup>th</sup> Avenue SE Non-Motorized Project (15 minutes)
- Six Year Transportation Plan (15 minutes)

### Adjournment

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.





## MEMORANDUM

---

**DATE:** May 10, 2013  
**TO:** City Council  
Ben Yazici, City Manager  
**FROM:** Laura Philpot, PE; Public Works Director  
**RE:** Public Works Standards Update

---

This memo is to provide a brief summary of the upcoming presentation to Council on the planned process to update the Public Works Standards. The purpose of the presentation is to:

- Provide an overview of the proposed scope of changes;
- Review proposed revisions to the Standard Roadway Sections;
- Obtain feedback from Council on the proposed revisions to the Standard Roadway Sections ; and
- Review the project schedule and budget

The current Interim Public Works Standards (PWS) were adopted on April 19, 2000 by Ordinance No. O2000-60. The proposed changes to the PWS are focused on the following areas:

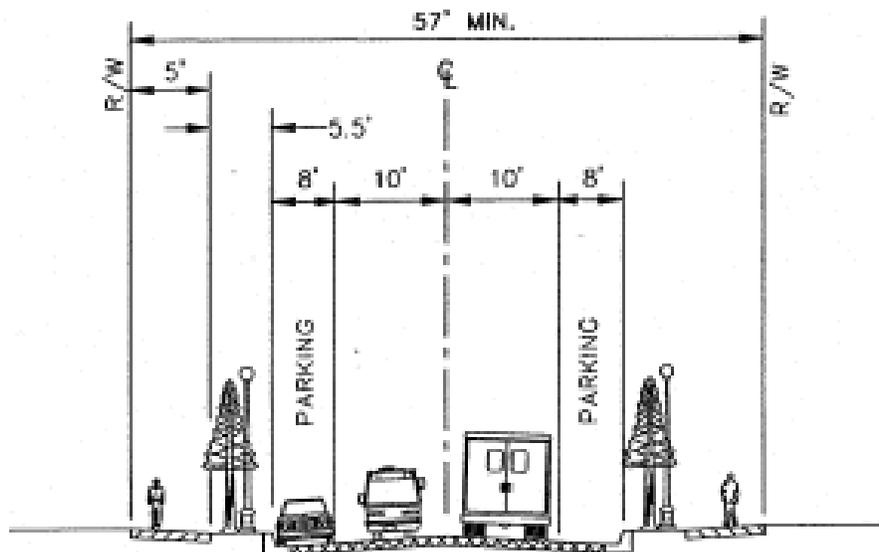
- Document Organization and Format
- Roadway Sections (specifically local streets)
- Typical Details
- Compatibility with the Municipal Code
- Compatibility with regional, state and federal regulations

Based on direction previously received by City Council, staff has already been approving variances for narrower roadways and narrower public right of way for low volume residential roadways within Sammamish as new neighborhoods are approved. In exchange for the reduced requirements, City staff currently work with the impacted developers to look for ways to incorporate low impact development methods to treat stormwater.

During the budget development for 2013/2014 the City Council identified updating the City's Public Works Standards as a high priority project. At the May 14, 2013 Study Session staff will focus on the current local roadway cross section, sharing photos and examples of both roadway sections built to our current standards as well as photos and examples of the reduced roadway section that we believe has been the direction provided by City Council.

A copy of the current local street cross section is attached for the Council's review prior to the discussion.

Please feel free to contact staff if you have any questions prior to our meeting.



**ROADWAY SECTION  
LOCAL ROAD  
DETAIL**

N.T.S.



EXPIRES: 4/30/01

**NOTES:**

1. ADD 5' OF PAVEMENT WIDTH EACH SIDE AND 10' OF RIGHT-OF-WAY WIDTH WHEN BIKE LANES ARE REQUIRED.
2. ON-STREET PARKING MAY BE REDUCED WITH CITY ENGINEER'S APPROVAL FOR CUL-DE-SAC STREETS.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
<b>ROADWAY SECTION LOCAL ROAD</b>			
APPROVED BY CITY ENGINEER		DATE	
OWN JM	DES SPS	DATE MARCH-15-2000	FILE FIG01-05

REV





## MEMORANDUM

**DATE:** May 10, 2013

**TO:** City Council  
Ben Yazici, City Manager

**VIA:** Laura Philpot, PE; Public Works Director

**FROM:** Steven Chen, P.E., Traffic Engineer

**RE:** NE 25<sup>th</sup> Way NTMP Project Update

Staff will be providing a brief update of the Neighborhood Traffic Management Program process along NE 25<sup>th</sup> Way to the City Council at the May 14<sup>th</sup> Study Session. This memo is to provide a detailed update on the NE 25<sup>th</sup> Way Neighborhood Traffic Management Program (NTMP) Project prior to the staff presentation. The following outlines the project background, NTMP Phase II improvement recommendations, NTMP Phase II project process, project schedule and cost estimate.

### Project Background

The City adopted a Neighborhood Traffic Management Program (NTMP) that is developed to give Sammamish neighborhoods a process in which Public Works staff assists the neighborhoods to address traffic concerns related to speed and volume. The program is a two-phase process. Phase 1 focuses on passive, less-restrictive measures such as education, public awareness, enforcement, and passive measures. If Phase I actions are ineffective, Phase II of the program may be considered for installation of more restrictive physical traffic calming devices.

NE 25<sup>th</sup> Way from 228<sup>th</sup> Ave NE to 239<sup>th</sup> PI NE is one of the few east-west local roads that provide circulation and access for residential neighborhoods and schools that are east of the 228<sup>th</sup> Ave - Sahalee arterial. It is a main access for the established neighborhoods of Plateau Estate and Summer Ridge. The posted speed limit on this road is 25 mph. Residents from these neighborhoods have expressed traffic concerns on this street for years and have been actively participating in the NTMP Phase I since 2010. The initial traffic study conducted on NE 25<sup>th</sup> Way indicated that the traffic volumes range from 800 – 4,000 vehicles per day (vpd) with an 85<sup>th</sup> percentile speed of 34 mph. During the Phase 1 process, staff worked with the Summer Ridge Homeowners Association (HOA) to address citizen concerns by utilizing the following less restrictive measures.

- Neighborhood Speed Watch (speed radar public awareness program)
- Targeted Enforcement
- Radar speed Trailer
- Signage Improvements
- HOA neighborhood traffic safety newsletters

- Installation of a permanent speed radar sign

While these NTMP Phase I measures have helped resolving some of the traffic concerns from the neighborhoods, the Summer Ridge HOA and residents shared with the City their desire to move from Phase I to Phase II for consideration of constructing physical traffic calming devices. Subsequent traffic studies were conducted in December 2012. Study results indicated that traffic volumes on NE 25th Way have remained consistent, with approximately 4000 vpd just east of 228th Ave NE and 800 vpd at east end of the corridor. The 85th percentile speed ranges from 30 mph to 33 mph depending on the location and direction along NE 25th Way. While there has been a reduction of the 85th percentile speed since the neighborhood began their participation in Phase I of NTMP, the study also indicated that approximately 5% of the vehicles on NE 25th Way are traveling at or above 34 mph. These 5% speeding traffic represented 200 vehicles a day at the west end of the corridor where the traffic volume is the heaviest (4,000 vpd). The number of speeding vehicles remains a great concern to the community in general.

### NTMP Phase II Improvement Recommendations

In 2013, staff attended Summer Ridge HOA monthly meetings to evaluate a plan for Phase II traffic improvements to be considered on NE 25<sup>th</sup> Way. NE 25<sup>th</sup> Way from 228<sup>th</sup> Ave NE to 239<sup>th</sup> PI NE is approximately 0.7 mile. There are sections on NE 25<sup>th</sup> Way that don't have sidewalks. These non-sidewalk sections have paved shoulders on both sides with a 38 ft roadway width. The stretch of NE 25<sup>th</sup> Way in the Summer Ridge neighborhood has sidewalks on both sides with a 36 ft roadway width. The following traffic improvements were shared as options to be considered for construction along NE 25<sup>th</sup> Way.

- Installation of a westbound exclusive right turn lane at 228<sup>th</sup>/NE 25<sup>th</sup> Way intersection utilizing the existing pavement width.
- Installation of pavement markings to delineate a 20 ft roadway width through the project limits.
- Installation of landscaped traffic circles at the intersections of 229<sup>th</sup> Ave NE, 230<sup>th</sup> Ave NE, 231<sup>st</sup> PI NE, and 233<sup>rd</sup> PI NE.
- Installation of sidewalk curb extensions and a raised crosswalk at Williams Pipeline Trail crossing.
- Installation of raised planter islands physically narrowing the existing street along the roadway section that does not have sidewalks.
- Installation of rain garden sidewalk curb extensions narrowing the existing street along the roadway section in Summer Ridge that has sidewalks.
- Installation of sidewalk extensions at 236<sup>th</sup> Ave NE to improve the school crossing.
- Installation of "25 MPH" pavement stencils.
- Installation of various signage improvements.

NE 25<sup>th</sup> Way and its cul-de-sac streets are included in 2013 Overlay Program to be repaved this summer.

### NTMP Phase II Project Process

Following the process as outlined in the NTMP, a public meeting was held on April 23, 2013 to inform residents of the potential project and to gather public input on the proposed improvements.

Based on the input from the public meeting, staff will modify the project plan to develop a final recommendation of improvements. The HOA and residents are responsible to circulate a ballot for the construction of traffic calming improvements. A 60% signature petition approval is required from the project impact area to proceed with final design and construction. The project impact area includes all houses adjacent to NE 25<sup>th</sup> Way and the cul-de-sac streets located directly off of NE 25<sup>th</sup> Way.

### Project Schedule and Cost Estimate

The project ballot process is planned for late May and early June. If the required petition approval rate is gathered, staff will return to the City Council for authorization to begin the final design in late June. Construction could be scheduled as early as late this summer and early fall.

The preliminary cost estimate is \$325,000. If constructed, the improvements would be funded from the Neighborhood Capital Improvement and Intersection Improvements adopted program budgets.





## MEMORANDUM

---

**DATE:** May 13, 2013

**TO:** City Council  
Ben Yazici, City Manager

**FROM:** Laura Philpot, P.E.; Public Works Director

**RE:** 244<sup>th</sup> Avenue SE Non-Motorized Improvements Update

---

This memo is an update of the design decisions staff is considering at the 60% design level, and is a follow up of the January memo to City Council. The 244th Avenue SE Non-Motorized Improvement project is included in the 2013 approved capital budget. At the December 4, 2012 City Council meeting, Council authorized the City Manager to execute a design contract with David Evans and Associates, Inc. Construction contract award is scheduled for the July 15 City Council Meeting.

The proposed improvements include bike lanes on both sides of the roadway, with sidewalks and planter strip on the east side, finished with a pavement overlay. Additional on-street parking for Beaver Lake Park ball fields will also be provided. Subsurface soil conditions are limiting the potential for infiltration of stormwater runoff. Together with our consultant we are analyzing the best combination of storm water treatment options including detention, rain gardens, and proprietary treatment systems to manage flows and eliminate pollutants of concern.

Intersection analysis was included as part of the design and suggests that both ends of the project at SE 32<sup>nd</sup> and SE 24<sup>th</sup> will fail the City's Transportation Comprehensive standard for level of service (LOS) in the near future. Staff reviewed the LOS projections in 2018 and 2030, the latter projection including Town Center development. In staff's judgment, right turn lanes can be added to reduce delay and allow the intersections to function at an acceptable LOS beyond 2018. Traffic signals are likely to be a future consideration, so underground ducting for these should be included now to avoid future cuts into the new pavement. Costs for the right turn lanes and additional features are expected to cost approximately \$100,000.

If Council agrees with the approach to provide interim intersection improvements, these will be added to the construction plans. Staff is not proposing to request an adjustment to the adopted budget at this time. If July bidding results are favorable we may be able to absorb the extra construction costs within the project contingency. If not, it is possible that staff may be requesting authority to utilize part of the transportation fund contingency to accommodate the intersection improvements.





## MEMORANDUM

---

**DATE:** May 10, 2013

**TO:** City Council  
Ben Yazici, City Manager

**FROM:** Jeff Brauns, P.E., City Engineer

**RE:** 2014-2019 Six-Year Transportation Improvement Program

---

Staff will be providing Council with a preview of the annual update to the Six-Year Transportation Improvement Program (TIP). The 6-Year TIP update presentation and Public Hearing are scheduled for the June 4<sup>th</sup> City Council meeting.

Recent traffic counts have revealed a trend of increasing traffic along Sahalee Way NE. Consequently, the City's traffic model is predicting the need for capacity improvements sooner than previously assumed. The proposed 2014-2019 TIP includes design and construction of a capacity improvement project along the northern segment of Sahalee Way, from 220<sup>th</sup> Ave NE to the Northern City Limits.

The projects along the northern portion of East Lake Sammamish Parkway remain listed on the Draft TIP until completion of the Level of Service Standard update process, currently under review by the Planning Commission.

A draft copy of the proposed 2014 6-Year TIP along with the current adopted 2013 6-Year TIP are attached for the Council's review prior to the discussion on May 14<sup>th</sup>.

Please feel free to contact staff if you have any questions prior to our meeting.



**DRAFT 2014 - 2019 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**Project List and Total Project Expenditure Summary\* (\*subject to City Council budget decisions)**

*All Projects costs and revenue projections are in 2011 dollars*

TIP	Project Title	Total Project	2014	2015	2016	2017	2018	2019	Future Years	6 Yrs Total	
CONCURRENCY	CAPITAL PROJECTS	1 East Lake Sammamish Parkway NE - ♦ NE 26th St to 196th Ave NE Widen with bike lanes and pedestrian facilities	12,630,000							12,230,000	0
		2 East Lake Sammamish Parkway NE - ♦ 196th Ave NE to 187th Ave NE Widen with bike lanes and pedestrian facilities	15,910,000							15,510,000	0
		3 Issaquah-Pine Lake Rd - Klahanie Blvd to SE 32nd Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	22,370,000							22,370,000	0
		4 Issaquah-Pine Lake Rd - SE 48th to Klahanie Blvd Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	23,850,000				1,000,000	2,500,000	13,600,000	6,750,000	17,100,000
		5 East Lake Sammamish Parkway SE / SE 24th St Intersection Construct traffic signal, turn lanes, curb, gutter & sidewalk	5,010,000							5,010,000	0
		6 Sahalee Way NE - 220th Ave NE to North City Limits Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	21,240,000		PRELIMINARY DESIGN	FINAL DESIGN	CONSTRUCTION				21,240,000
		7 218th Ave SE - SE 4th St to E Main St Widen to 2 lanes with curb, gutter, and sidewalk	1,000,000		1,000,000						1,000,000
		8 228th Ave SE - SE 32nd St to Issaquah-Pine Lake Rd Provide additional southbound through lane	800,000		125,000	675,000					800,000
		9 Sammamish ITS Phase I - 228th Avenue Establish an Intelligent Transportation System along 228th Avenue from Issaquah-Pine Lake Rd to NE 12th Pl	600,000	200,000							200,000
		10 Public Works Trust Fund Loan Repayment 228th Ave NE Improvements	10,546,410	554,667	552,000	549,333	546,667	544,000	541,333	1,616,000	3,288,000
NON-MOTORIZED	PROGRAMS	11 Sahalee Way NE - NE 25th Way to NE 37th Wy Provide non-motorized facilities (design only)	100,000	100,000							100,000
		12 Non-motorized Transportation Projects Sidewalks, Trails, Bikeways, and Paths, etc.	4,400,000	650,000	750,000	750,000	750,000	750,000	750,000		4,400,000
		13 Sidewalk Projects Various sidewalk projects, includes gap projects, extensions, safety improvements.	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000		1,500,000
		14 Intersection and Safety Improvements Various intersection and other spot improvements as needed, including channelization, signing, safety improvements, signalization, or other traffic control devices.	1,200,000	200,000	200,000	200,000	200,000	200,000	200,000		1,200,000
		15 Neighborhood CIP Various capital improvements including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements.	600,000	100,000	100,000	100,000	100,000	100,000	100,000		600,000
		16 Local Improvement Districts Matching funds for use with neighborhood cooperative LID improvements	0	0	0	0	0	0	0		0
<b>6-Yr Total Project Expenditures - Transportation</b>			<b>2,054,667</b>	<b>2,977,000</b>	<b>2,524,333</b>	<b>2,846,667</b>	<b>4,344,000</b>	<b>15,441,333</b>	<b>63,486,000</b>	<b>51,428,000</b>	
<b>Total Expenditures</b>			<b>2,054,667</b>	<b>2,977,000</b>	<b>2,524,333</b>	<b>2,846,667</b>	<b>4,344,000</b>	<b>15,441,333</b>	<b>63,486,000</b>	<b>30,188,000</b>	

♦ NOTE: Future phases of improvements for East Lake Sammamish Parkway are listed until planned Level of Service revisions are adopted in 2013

Figure 1: Draft Proposed 2014-2019 Six Year TIP



2013 - 2018 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project List and Total Project Expenditure Summary\* (\*subject to City Council budget decisions)

All Projects costs and revenue projections are in 2011 dollars

TIP	Project Title	Total Project	2013-2018						Future Years	6 Yrs Total
			2013	2014	2015	2016	2017	2018		
CONCURRENCY	1 East Lake Sammamish Parkway NE - ♦ NE 26th St to 196th Ave NE Widen with bike lanes and pedestrian facilities	12,630,000							12,230,000	0
	2 East Lake Sammamish Parkway NE - ♦ 196th Ave NE to 187th Ave NE Widen with bike lanes and pedestrian facilities	15,910,000							15,510,000	0
	3 Issaquah-Pine Lake Rd - Klahanie Blvd to SE 32nd Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	22,370,000							22,370,000	0
	4 Issaquah-Pine Lake Rd - SE 48th to Klahanie Blvd Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	23,850,000					1,000,000	2,500,000	20,350,000	3,500,000
	5 East Lake Sammamish Parkway SE / SE 24th St Intersection Construct traffic signal, turn lanes, curb, gutter & sidewalk	5,010,000							5,010,000	0
	6 Sahalee Way NE - 220th Ave NE to North City Limits Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	21,240,000							21,240,000	0
	7 Issaquah-Pine Lake Rd / SE 48th St Intersection Construct interim traffic signal	200,000	200,000							200,000
	8 218th Ave SE - SE 4th St to E Main St Widen to 2 lanes with curb, gutter, and sidewalk	1,000,000		1,000,000						1,000,000
	9 228th Ave SE - SE 32nd St to Issaquah-Pine Lake Rd Provide additional southbound through lane	800,000			125,000	675,000				800,000
	10 Sammamish ITS Phase I - 228th Avenue Establish an Intelligent Transportation System along 228th Avenue from Issaquah-Pine Lake Rd to NE 12th Pl	600,000	400,000	200,000						600,000
	11 Public Works Trust Fund Loan Repayment 228th Ave NE Improvements	10,546,410	557,333	554,667	552,000	549,333	546,667	544,000	1,616,000	3,303,999
	12 244th Ave SE - SE 32nd St to SE 24th St Provide non-motorized facilities	1,250,000	1,250,000							1,250,000
	13 Sahalee Way NE - NE 25th Way to NE 37th Wy Provide non-motorized facilities (design only)	100,000		100,000						100,000
	14 Non-motorized Transportation Projects Sidewalks, Trails, Bikeways, and Paths, etc.	3,650,000		650,000	750,000	750,000	750,000	750,000		3,650,000
PROGRAMS	15 Sidewalk Projects Various sidewalk projects, includes gap projects, extensions, safety improvements.	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000		1,500,000
	16 Intersection and Safety Improvements Various intersection and other spot improvements as needed, including channelization, signing, safety improvements, signalization, or other traffic control devices.	1,200,000	200,000	200,000	200,000	200,000	200,000	200,000		1,200,000
	17 Neighborhood CIP Various capital improvements including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements.	600,000	100,000	100,000	100,000	100,000	100,000	100,000		600,000
	18 Local Improvement Districts Matching funds for use with neighborhood cooperative LID improvements	0	0	0	0	0	0	0		0
<b>6-Yr Total Project Expenditures - Transportation</b>			<b>2,957,333</b>	<b>3,054,667</b>	<b>1,977,000</b>	<b>2,524,333</b>	<b>2,846,667</b>	<b>4,344,000</b>	<b>98,326,000</b>	<b>17,703,999</b>
<b>Total Expenditures</b>			<b>2,957,333</b>	<b>3,054,667</b>	<b>1,977,000</b>	<b>2,524,333</b>	<b>2,846,667</b>	<b>4,344,000</b>	<b>98,326,000</b>	<b>17,703,999</b>

◆ NOTE: Future phases of improvements for East Lake Sammamish Parkway are listed until planned Level of Service revisions are adopted in 2013

	100%	100%	100%	100%	100%	100%
Operating Contribution Percentage	100%	100%	100%	100%	100%	100%
2013 Beginning Fund Balance	9,039,000	0	0	0	0	9,039,000
Transportation Fund Revenue (REET)	1,050,000	1,100,000	1,100,000	1,150,000	1,150,000	6,700,000
Road Impact Fees	1,559,670	1,336,860	1,336,860	1,336,860	1,114,050	7,798,350
Anticipated grants	500,000	0	0	0	0	500,000
<b>TOTAL</b>	<b>12,148,670</b>	<b>2,436,860</b>	<b>2,436,860</b>	<b>2,486,860</b>	<b>2,264,050</b>	<b>24,037,350</b>
Accumulative Project Expenditures	2,957,333	6,012,000	7,989,000	10,513,333	13,359,999	17,703,999
Annual Cash Flow Surplus or Deficit	9,191,337	-617,807	459,860	-37,473	-582,617	-2,079,950
Accumulative Cash Flow Surplus or Deficit	9,191,337	8,573,530	9,033,390	8,995,917	8,413,301	6,333,351

Adopted June 18, 2012 by Resolution 2012-497

Figure 2: Adopted 2013-2018 Six Year TIP

