

AGENDA

City Council Special Meeting/Study Session

6:30 pm – 9:00 pm
December 15, 2008

Open Study Session

Topics

- Commission Interviews
- Update: Code Interpretation Ordinance
- Discussion: SE 20th Street

Close Study Session

Call to Order

Roll Call/Pledge of Allegiance

Public Comment

Note: 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.

Approval of Agenda

Eastlake Sammamish Parkway Project

Council Reports – If Necessary

City Manager Report – If Necessary

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: December 15, 2008

To: City Council

From: Melonie Anderson, City Clerk

Re: Commission Interviews

At the end of December there will be four vacancies on the Parks & Recreation Commission. Six residents applied for the open positions. Of the six, three are current members seeking reappointment; two are current alternates, seeking appointment to a regular position.

There is one current vacancy for the Planning Commission which will expire in December of 2009. Eleven residents applied.

There is one current vacancy for the Beaver Lake Management District Advisory Board and one applicant.

2008 Parks & Recreation Commission Applicants

Mary Doerr (current Commissioner)

Randy Jackson (current Commissioner)

John James

Hank Klein (current Commissioner)

Gail Stacy Michelman (current Alternate Commissioner)

Nora Whittemore (current Alternate Commissioner)

2008 Planning Commission Applicants

Brijan Badshah

Scott Gardiner

Katy Heller

Tami Henderson

Mahbubul Islam

Joe Lipinsky

Dwight Martin

Judi McLaughlin

Thomas Odell

Tom Rizzo

David Spinelli



Memorandum

Date: December 15, 2008

To: City Council Members

From: Public Works Department

Re: SE 20th Street Non-Motorized Improvement Project
Preliminary Design Alternatives

Several preliminary design alternatives have been analyzed by the project team that would provide non-motorized improvements on SE 20th Street. The purpose of this study packet is to provide City Council Members with information regarding the characteristics of each alternative. During the study session, the project team will discuss each option, present their recommendations (based on safety, environmental impacts, costs, and public input) and respond to questions from the City Council. Prior to proceeding with final engineering design, the project team requests that the City Council approves a resolution that would memorialize the preferred preliminary design alternative for non-motorized improvement on SE 20th Street.

City Council Members have been provided with the attached documents:

1. List of improvement options with public preferences as shown.
2. Public Works responses to public comments
3. Visualization showing separated bike lanes from standard sidewalk on north side with planter strip.
4. Visualization showing separated bike lanes from standard sidewalk on south side without planter strip.
5. Visualization showing multi-use path on north side.

The project team has hosted two public meetings to discuss the non-motorized improvement project and the various options available for consideration. The first public meeting focused on introducing the project goals and timelines. The second public meeting focused on presenting information to the public that would allow them to select preferred options on the preliminary design of non-motorized improvements.

Attachment 1 lists improvement options with the results from the public survey at the second public meeting. Each resident was provided with four colored dot stickers in

order to select one option in four separate categories. Pros and cons of each option were listed for information purposes.

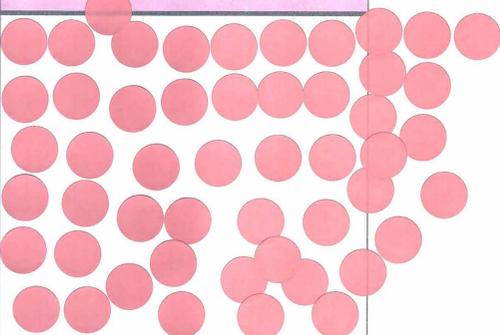
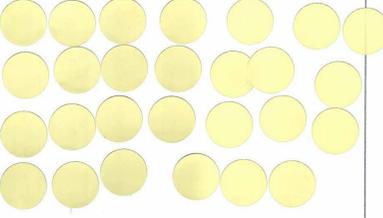
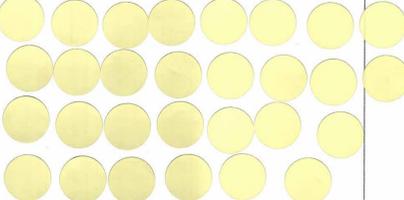
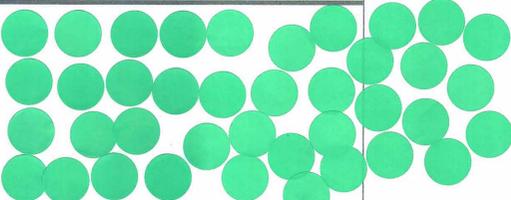
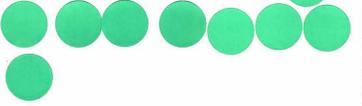
Attachment 2 shows comments and questions from the public with Public Works responses. Many of these questions were answered during the second public meeting.

Attachment 3, 4, and 5 shows visualizations provided at the second public meeting.

Which Improvement Elements Do You Prefer?

SE 20th Street Non-Motorized Improvement Project



Element	Photo Example	Pros	Cons	
Type of Pedestrian Facilities				PINK
Separated bike lanes from sidewalk		<ul style="list-style-type: none"> • Safest condition for recreational/commuter bicyclists. • Minimizes conflicts between driveway traffic and bicycle traffic. • Better entering sight lines for driveways. • Provides two-way travel for bicycles in same direction/location as vehicle traffic. • Separates pedestrians from fast-moving bicycles. • Provides separation between pedestrians and vehicular traffic. • Bicycle lane can also be utilized by pedestrians on other side of road without sidewalk • Similar cost as multi-use path. 	<ul style="list-style-type: none"> • Increases water quality drainage treatment costs. • Many young cyclists will still occupy narrower sidewalk along one side. 	
Multi-use path for bicyclists and pedestrians		<ul style="list-style-type: none"> • Construction of planter is required with this design. • More width along one side for families walking and biking together; separated from vehicle traffic. • Similar cost as bicycle lanes. 	<ul style="list-style-type: none"> • Construction of planter is required with this design. • Least safe for recreational/commuter bicyclists. • More difficult for vehicles to perceive two-way bicycle traffic when entering and exiting driveways and side-streets. • More potential for collision between bicycles and pedestrians. • Commuter bicyclists may still use travel lanes. • Greater damage to trees/vegetation on one side. 	
Location of Pedestrian Facilities				YELLOW
Sidewalk/Path on north side		<ul style="list-style-type: none"> • Reduces number of pedestrians crossing street at intersections due to slightly larger population located north of 20th Street. • Reduces number of school crossings for the new Issaquah elementary school. • Connects to existing sidewalk and crosswalk on the north side of SE 20th St with 228th Ave SE. • Maximizes opportunity to use existing drainage ditches on south side. • Relocation of existing utility poles minimized. • Similar cost north or south. 	<ul style="list-style-type: none"> • Greater impact to significant trees and vegetation on north side of road. • No sidewalk on south side. 	
Sidewalk/Path on south side		<ul style="list-style-type: none"> • Provides more direct tie-in with community center and parks on south side of roadway. • Provides enhanced sight distance for higher number of property access points located on south side of 20th Street. • Similar cost north or south. 	<ul style="list-style-type: none"> • Increases number of pedestrian and school crossing at the intersections. • Requires relocation of existing utility poles on south side. • Requires reconstruction of natural drainage ditches on south side of road. • More potential for reconstruction with future south-side sewer improvements. • No sidewalk on north side. 	
Surface Treatment				GREEN
Concrete Cement sidewalk		<ul style="list-style-type: none"> • Easily recognized as pedestrian pathway. Continuity with other pedestrian sidewalk improvements. • Contrasts against color/shade of adjacent roadway – more so in areas with no planter. • Least maintenance needs over time. 	<ul style="list-style-type: none"> • If multi-use path is selected, least desirable for bicyclists due to concrete joints and driveways – rougher ride. • If multi-use path is selected, concrete sidewalk creates greater safety risk for bicyclists using path as drivers may only expect pedestrians. • Higher cost to construct than asphalt. • Higher cost to repair. 	
Asphalt sidewalk		<ul style="list-style-type: none"> • If multi-use path is selected, most desirable for bicyclists because smooth surface – no joints. • Easier to meander side-to-side and up-and-down to minimize conflicts with frontage improvements. • Lowest cost to construct. 	<ul style="list-style-type: none"> • Requires maintenance more often; but lowest cost to repair over concrete and porous pavement • Less color contrast between roadway and sidewalk – where no planter exists. 	
Porous pavement sidewalk		<ul style="list-style-type: none"> • Most "eco-friendly". Maximizes natural filtration/infiltration opportunities. • May reduce overall drainage control/treatment costs. 	<ul style="list-style-type: none"> • Requires maintenance most often. • Highest cost to construct and maintain/repair. 	
Landscaping				ORANGE
No planter strip <i>*Note: Planter strip is required with Multi-use path option.</i>		<ul style="list-style-type: none"> • Reduces overall construction cost. • No maintenance cost. • Less total width required for improvements. 	<ul style="list-style-type: none"> • Reduces separation between pedestrians and vehicles. • Reduces contrast between roadway and pedestrian pathway. 	
Planter strip when space available (5-ft max)		<ul style="list-style-type: none"> • Greater pedestrian safety. • Provides greater separation between pedestrians and vehicles for comfort • Protection from vehicle "spray" during wet weather. • Opportunity to incorporate existing trees and significant vegetation. • "Eco-friendly". Maximizes opportunities for natural filtration/infiltration mechanisms. • Provides location for utility poles and access covers outside of sidewalk areas. • Provides aesthetical enhancements to road. 	<ul style="list-style-type: none"> • Higher overall construction costs. • Requires City maintenance. • Greater total width required for improvements. 	

SE 20th Street Non-Motorized Improvement Project

Public Works responses to Public Comment
Date: December 9, 2008



Comment No	Type	Public Comment	Public Works Response
1	Sewer	The City and Water/Sewer District should coordinate and construct both the pedestrian and sewer improvements at the same time for combined cost-efficiency.	The Sammamish Plateau Water and Sewer District has distributed non-binding questionnaires to property owners living within the sewer service area around SE 20th Street, soliciting their level of interest in obtaining sewer service. As of the second public meeting on December 3, 2008, the level of interest for public sewer on SE 20th St was not sufficient to recommend the formation of a Utility Local Improvement District (ULID). The non-motorized improvement project team has met several times with the Sewer District and intends to continue coordination of the City project with future sewer construction.
2	Sewer	If the sewer is constructed later, then won't this just tear up the new improvements and cause the total costs to increase?	The Sewer District has indicated that the alignment for the future sewer will be within the eastbound travel lane (south side of road centerline) due to conflicts with existing utilities on SE 20th St. The non-motorized improvements will use the existing travel lanes, which will not be overlaid with new asphalt under the non-motorized improvement project. Public Works, as part of our asphalt overlay program, may overlay the existing pavement at a later date. Public Works will re-assess the timing of the asphalt overlay to consider potential sewer construction.
3	Sewer	Septic system drain fields may extend into the street R/W near the SE portion of the project – where lots are shallow near the tip of the Lake. This was identified specifically by one property owner at 0549100095, and he thinks some of his neighbors may have similar issues. There's no room to reconstruct the septic system to required County standards, and public sewer isn't yet available	Preliminary cross sections of the non-motorized improvement options show that the entire right-of-way will not be impacted (roughly 40-ft of impact verses 60-ft of existing ROW). Designers will work with property owners at these locations to avoid impacts to existing septic systems. However, if impacts cannot be avoided, property owners are encouraged to work with the King County Public Health Department to relocate their existing septic drain field outside of the public right-of-way.
4	Sewer	Tons of concerns about sewer being available...particularly for the property owners on the south side. Many of them commented that their septic systems were failing, or had recently failed.	Property owners are encouraged to work with the King County Public Health Department to fix failing septic systems. The Sammamish Plateau Water and Sewer District should be contacted on the progress of public sewer availability.
5	Sewer	If the sidewalk is installed prior to sewer being extended, is there a 5-year waiting period to make cuts? Many expressed concern that sewer should be the priority with the sidewalk improvements following closely behind.	City Ordinance 2001-78 prohibits the excavation of overlaid or constructed roads for a minimum of five years following construction or paving. The non-motorized improvement project will not include a new asphalt overlay on SE 20th St. The Sewer District has indicated that the alignment for the future sewer will be within the eastbound travel lane (south side of road centerline) due to conflicts with existing utilities on SE 20th St. The non-motorized improvement project has been designated as a priority project by the City Council. At this time, the sewer project lacks the level of interest necessary to form a Utility Local Improvement District (ULID) for the project to move forward.

SE 20th Street Non-Motorized Improvement Project

Public Works responses to Public Comment
Date: December 9, 2008



Comment No	Type	Public Comment	Public Works Response
6	ROW	Is the R/W shown (Segment C) really correct? What does this mean (general question)? Is there a way to “resolve” the R/W with the project for the future?	The maps provided at the December 3, 2008 public meeting show the right-of-way as surveyed by the City's surveying consultant. The City considers this as the correct right-of-way unless other information is provided to the City for our review. Based on the final engineering design of non-motorized improvements, the design team will need to work with some property owners where impacts to their private property is unavoidable and right-of-way acquisition or temporary construction easements are needed. Individual property owners significantly affected by the project will be contacted in February and March 2009 to meet with the design team to discuss resolution of impacts.
7	ROW	Some concern that the City might intend to “take” all of the property shown within the R/W on the south side.	Preliminary cross sections of the non-motorized improvement options show that the entire right-of-way will not be impacted (roughly 40-ft of impact verses 60-ft of existing ROW). The design team will work to minimize impacts within the public right-of-way. Based on the final engineering design of non-motorized improvements, the design team will need to work with some property owners where impacts to their private property is unavoidable and right-of-way acquisition or temporary construction easements are needed. Individual property owners significantly affected by the project will be contacted in February and March 2009 to meet with the design team to discuss resolution of impacts.
8	Asphalt Overlay	Will the street surface be overlaid with new asphalt?	The SE 20th St non-motorized improvement project will not include an overlay of SE 20th St. Public Works manages a separate overlay program in which existing streets are provided with new asphalt overlay. The decision to overlay SE 20th St through the City's overlay program will be decided after the project completion.
9	Asphalt Overlay	Will the existing street be reconstructed?	Some portions of the existing street will be reconstructed to accommodate the final engineering design. Detailed information will be known during the final engineering design phase of the project. (Jan-May 2009).
10	Sight Distance/Safety/Speed	Will the vertical curves be flattened out for safety?	The non-motorized improvement project is not scoped to include revisions to vertical curves. The improvements will focus on non-motorized facilities such as pedestrian and bicycle improvements.
11	Sight Distance/Safety/Speed	Concern that additional lanes should be added to the project, or at least at the intersection approaches on either end, to accommodate significant future traffic growth.	SE 20th Street is not identified as a concurrency project within the City. As such, the number of lanes on SE 20th St meets the City's Level of Service (LOS) requirements and is adequate for traffic needs. Future development projects within the City are required to perform analysis to determine their impacts on the existing street network. Mitigation by development projects may be required in the future. Improvements for this project will focus on non-motorized facilities such as pedestrian and bicycle improvements.
12	Sight Distance/Safety/Speed	Can we do something about the drag racing down SE 20 th on Friday and Saturday nights? Really bad coming from 212 th towards 228 th at night.	Public Works staff has contacted the City Police Department to inform them of observations of drag racing. The Police Department provides enforcement of speed limit laws within the City. The non-motorized project will not include speed bumps along SE 20th St, as the City has a policy of restricting the use of speed bumps on arterials roads within the City. The project will focus on non-motorized improvements.

SE 20th Street Non-Motorized Improvement Project

Public Works responses to Public Comment
Date: December 9, 2008



Comment No	Type	Public Comment	Public Works Response
13	Planter Strips	Who maintains the planter strips?	The City maintains planter strips within City capital improvement projects. Development projects such as subdivisions and commercial site development projects are required to maintain planter strips that are created by the development.
14	Planter Strips	How long does the City project maintenance needed? 10 years? 20 years? Neighbors worried about the planter strips looking unkept after a couple of years.	Maintenance will always be needed on any proposed planter strips. If the City Council recommends that planter strip be included in the final design, the cost of maintenance has been estimated by Northwest Landscape Services to be \$5000 annually (planter strips with trees and shrubs) or \$8800 annually (planter strips with trees and grass).
15	Planter Strips	Buffer/Planter Strip – if this option is pursued, some residents wanted confirmation that the City had sufficient maintenance funds and programming so that the strip is regularly maintained by the City and not deferred to the property-owner	If the City Council recommends that planter strip be included in the final design, the cost of maintenance has been estimated by Northwest Landscape Services to be \$5000 annually (planter strips with trees and shrubs) or \$8800 annually (planter strips with trees and grass). A commitment to maintain planter strips is understood if the City constructs planter strips on SE 20th Street.
16	School Bus Stops	Have we coordinated bus stops with the School District?	The Issaquah School District has indicated that once the project is completed, they will determine bus services for SE 20th St. Inquiries on school bus stops should be made to Jo Porter, the Transportation Director for the Issaquah School District.
17	School Bus Stops	There is a significant school bus stop eastbound at/near 219 th Lane – with limited vertical sight distance just to the west.	The non-motorized improvement project is not scoped to include revisions to vertical curves. If bus services are still provided by the Issaquah School District, buses will stop in their oriented travel lane and provide pick up/drop off of children as previously provided.
18	School Bus Stops	There is a significant school bus stop westbound at 223 rd Avenue.	If bus services are still provided by the Issaquah School District, buses will stop in their oriented travel lane and provide pick up/drop off of children as previously provided.
19	Mailboxes	Where will the mailboxes be relocated?	If improvements are made on the north side of SE 20th St, most likely mailboxes will need to be relocated to planter strips or within the new sidewalk on the north side.
20	Mailboxes	Will some residents still have to cross the street to get their mail?	The City staff has spoken with the Issaquah Post Master, who has indicated that mailboxes cannot be relocated on the south side due to postal service routes. The Post Master will accept grouped, locked mailboxes on the north side. The design team will work with the Issaquah Post Master to adequately relocate mailboxes during the final engineering design. If residents feel strongly that mailboxes should be allowed on the south side, the Post Master can be contacted directly through Susan Harrera - Station Manager of Issaquah US Postal Services at 425-837-8795.
21	Lighting	Will lighting be installed down SE 20 th with the new road improvement project?	The non-motorized improvement project is not scoped to include additional lighting along the travel lanes of SE 20th St. Existing lighting will be maintained. The design team will re-assess pedestrian lighting during final engineering design considering cost estimates.

SE 20th Street Non-Motorized Improvement Project

Public Works responses to Public Comment
Date: December 9, 2008



Comment No	Type	Public Comment	Public Works Response
22	Lighting	Lots of citizens complained about how dark it is in the morning and evenings – especially during this time of year when people are out trying to take the morning/evening walks.	The non-motorized improvement project is not scoped to include additional lighting along the travel lanes of SE 20th St. Existing lighting will be maintained. The design team will re-assess pedestrian lighting during final engineering design considering cost estimates.
23	Cost Estimates	Is there significant cost difference between the concepts?	There is not significant cost differences between the concepts. The project consultant will provide the City Council with preliminary cost estimates during the Council Study Session.
24	Cost Estimates	How expensive is “expensive”? In other words, what is really the cost difference in the concrete vs. the asphalt vs. the porous? By porous being most expensive to maintain, is it only a few dollars more – or significantly higher? People were curious about actual costs associated with all three to help them weight the pros/cons.	There is not significant cost differences between the concepts. Porous pavement does require special equipment for maintenance to ensure proper function. The project consultant will provide the City Council with preliminary cost estimates during the Council Study Session.
25	Miscellaneous	What are the next steps – will there be another opportunity to view the ultimate decision before it goes to construction?	The design team has developed a "Next Steps" flyer that was distributed at the public meeting on December 3, 2008. The public will have a third opportunity to view the final engineering design before the project goes to construction.
26	Miscellaneous	What is the schedule for the project?	See "Next Steps" flyer distributed at the public meeting on December 3, 2008.
27	Miscellaneous	What is the budget for the project?	The 2009 City budget was approved by the City Council on December 2, 2008. The budget included 2.4 million dollars in the non-motorized improvement project fund. The project team has estimated that approximately 2 millions dollars will be spent on construction costs for the SE 20th St non-motorized improvement project.
28	Miscellaneous	The north side of the street is the sunnier side – most people seem to use it because it feels warmer and there are less icy spots in winter. The south side is very shaded by trees.	This observation is an important consideration in deciding between improvements on north or south side of SE 20th St.
29	Miscellaneous	When will the project be completed?	Construction is scheduled to be substantially completed by October 2009.
30	Miscellaneous	How is the project being paid for? Where is the funding coming from? What is the budget?	The project is funded by the City's Non-Motorized Improvement Fund, a General Fund. The 2009 City budget was approved by the City Council on December 2, 2008. The budget included 2.4 million dollars in the non-motorized improvement project fund. The project team has estimated that approximately 2 millions dollars will be spent on construction costs for the SE 20th St non-motorized improvement project.
31	Miscellaneous	Who maintains the porous concrete if that's the route we go? Is that the City's expense? Or will the neighbors be charged for the maintenance required?	All sidewalks will be maintained by the City's Operations and Maintenance Department. The neighborhood will not be directly charged for maintenance of any proposed porous concrete.



Existing Conditions



Existing Conditions



Attachment 5

Existing Conditions