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SUMMARY OF OPEN HOUSE

FROM: Chasen Simpson, Senior Transportation Engineer, Public Works Engineering

RE: Newport Way: SR900 – SE 54th St Open House

DATE: July 10, 2019

On Wednesday, June 12th the Newport Way SR900 to SE 54th Street project team hosted an Open House for the community. The purpose was to introduce the City's new Senior Transportation Engineer and project manager, Chasen Simpson, inform the public of the recent progress, and discuss next steps.

The project entails three major milestones that need to occur over the course of the next several years: Design, Right-of-Way Acquisition, and Construction.

- Design: The project is still nearing design completion with 90% complete plans anticipated to be finished in late 2019.
 - This portion of the project is **fully funded**
- Right-of-Way Acquisition: Shortly following design completion is Right-of-Way acquisition. This milestone, which could take 2-3 years to complete, encompasses easements and land purchasing to establish the roadway width necessary to accommodate the corridor design.
 - This portion of the project is **not yet funded**
- Construction: Once Right-of-Way acquisition is complete, funding needs to be secured to begin corridor construction.
 - This portion of the project is **not yet funded**

The following is a summary of the several topics discussed throughout the evening:

Potential Project Funding

Following a brief presentation, we discussed how the community can help support the next project milestone which is Right-of-Way acquisition. Council may consider a local sales tax increase of 0.2% which could be used to fund Right-of-Way acquisition for the Newport Way capital project. Although a potential 0.2% sales tax increase wouldn't support construction, it would make the corridor project more competitive and help encourage other agencies to potentially partner to fund the project.

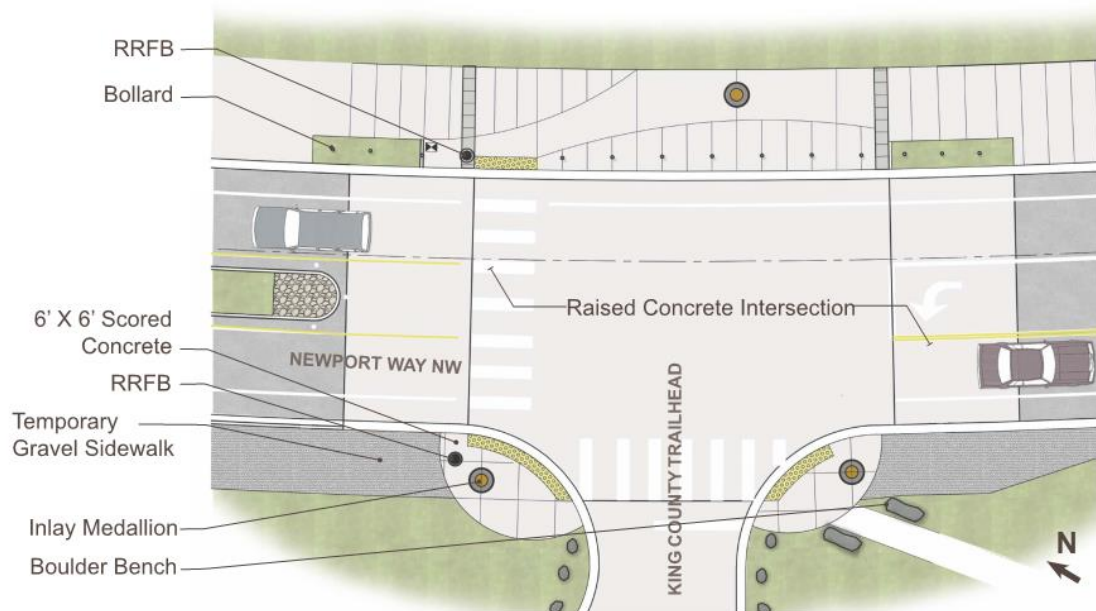
Interim Conditions

The functionality of the Newport Way vehicular corridor will remain the same in both current, interim and permanent conditions. This means the corridor will still be able to support an increase in traffic volumes following the completion of the new residential developments along the corridor. The primary purpose of the corridor project isn't to increase road capacity; the proposed improvements are intended to enhance safety and improve multimodal travel along Newport Way.

King County Precipice Trailhead Crossing

The raised crosswalk at the King County Precipice Trailhead has been separated from the Newport Way corridor project in an effort to construct the crosswalk sooner. The crosswalk is currently proposed in the draft 2020 Capital Improvement Plan that Council will be voting to adopt in mid-July. If the plan is approved, the raised crossing would also support and align with the King County Parks project which is anticipated to begin construction in 2020. The King County project consists of a new 40-vehicle parking lot and installation of trailhead amenities.

The raised crosswalk would also include a temporary gravel sidewalk which would connect to NW Oakcrest Drive. Once the raised crosswalk is fully constructed, the Rectangular Rapid Flash Beacon's (RRFB) would be relocated from NW Oakcrest Drive to the trailhead crossing and the pedestrian crossing at NW Oakcrest Drive will be permanently removed.



Illustrative Plan | Newport Way NW & King County Trailhead



Photosim| Looking Southeast from Newport Way NW

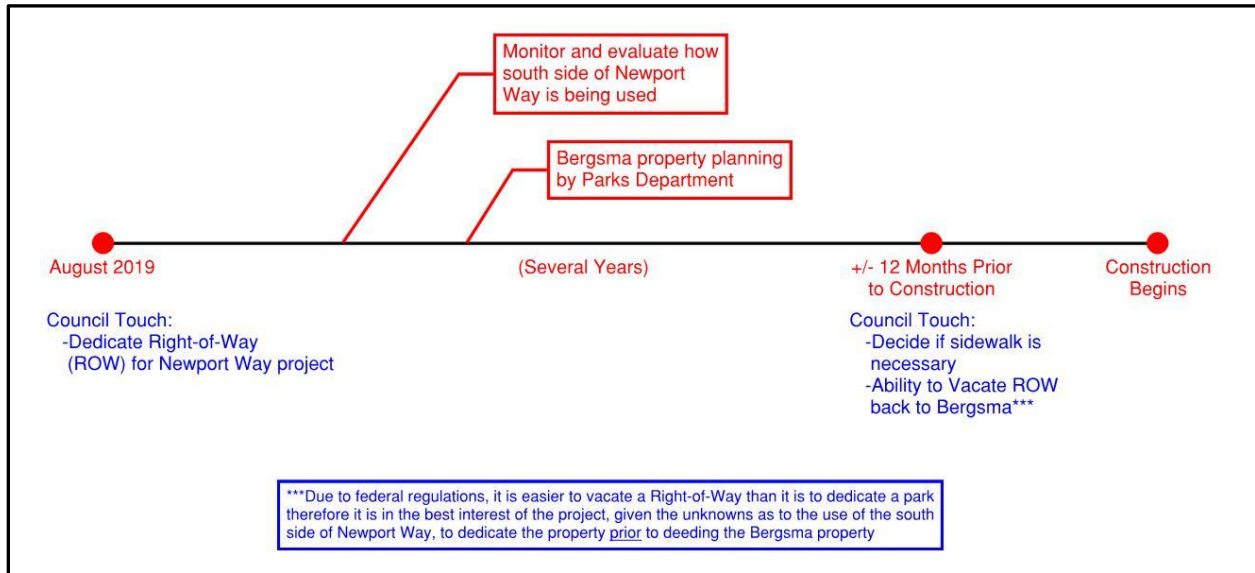
Bergsma Frontage

In April this year, Council was informed of a revision to the previously adopted corridor concept which included a revised street section along the King County and Bergsma frontages. The revised street section removed the planter from the south side of the road to preserve more of Cougar Mountain and reduce construction impacts while continuing to maintain one of the primary corridor goals of improving pedestrian facilities along Newport Way.

At this time, it is uncertain what is needed along the Bergsma frontage since park planning is ongoing. There also remains uncertainty of how pedestrians will use the corridor once the Precipice Trailhead is improved and Bergsma becomes more popular for use. Until planning has developed further, it's critical that we keep all mobility elements of the Newport Way approved concept viable.

Later this year, prior to receiving the anticipated grant funding, Council will have the opportunity to dedicate a strip of land along the Newport Way frontage of the Bergsma acquisition. This dedication of Right-of-Way allows the City the ability in the future to determine the appropriate improvements along the Bergsma frontage.

Understanding that the community may not see the need for a sidewalk today, we have the ability to evaluate the use of this corridor over the next several years to better understand how improvements to the Precipice Trailhead, and planning by our Parks Department will affect a future decision of whether a sidewalk is needed along the Bergsma frontage. This ability comes as a result of construction being several years in the future. If we find that the space no longer constitutes the need for a sidewalk, Council will have the ability to not only revise the corridor section along this frontage but also approve a Right-of-Way vacation. The timeline on the next page helps explain this process.



NW Oakcrest Drive Intersection

The intersection at NW Oakcrest Drive and Newport Way is currently planned to have the final improvements completed by the end of 2019. The construction of these improvements will be completed as part of the RIVA Townhomes project. This includes dedicated left-turn lanes into both the RIVA Townhome and Summerhill communities, as well as median strips. Since the Newport Way capital project won't begin for several years, construction of these traffic calming elements will allow the City to evaluate and analyze vehicular patterns at this intersection and understand if additional traffic calming systems will be necessary.

In the meantime, the design team will continue to evaluate if a mini roundabout could be constructed at this intersection while supporting busses from both Issaquah School District and King County Metro.

Landscaping and Tree Preservation

We discussed the shared focus to preserve existing trees along the corridor to the maximum extent feasible provided that we still maintain the integrity of the project goals and the corridor concept approved by Council in 2017. Some input from the community included requests to alter the sidewalk alignment, reduction of sidewalk widths and removal of the planter in some locations to preserve natural vegetation. Ultimately, the City will rely on an arborist for recommendations regarding health of trees and ability to survive construction activity.

For installation of new street trees, we discussed the tree species types and how we will work to incorporate trees that limit the amount of leaf litter during autumn.

Street Trees

Accent Trees



Green Vase Zelkova



Norwegian Sunset Maple



Japanese Stewartia



Starlight Dogwood



Autumn Brilliance Serviceberry



SR900 Intersection and Nearby Properties

Several discussions occurred regarding the length of the turn lane at the intersection of Newport Way and SR900. There was a general concern that the turn pocket for the left turn lane would not be long enough to support the larger anticipated volumes from the new and anticipated developments west of SR900. We discussed that, although the turn pocket can only accommodate approximately six cars, the two-way left turn lane will be used for queuing when the left turn lane fills. Additional considerations will be made for properties located along this area including block out striping to allow for ingress and egress traffic.

General Discussion

Other topics that were discussed include considerations for inclement weather (i.e. snow pull outs) and striping alternatives for medians.