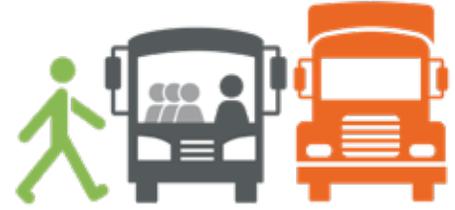




CITY OF  
**ISSAQUAH**  
MOBILITY MASTER PLAN



City of Issaquah

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August 2020

# Mobility Master Plan

## Executive Summary

# Purpose

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Over the last two decades, Issaquah has been a center of growth. The population has grown from 9,000 to 37,000 since 1995, and jobs and housing have increased to meet the demand. The City has recently undertaken updates to many of its important planning documents, including the Citywide Strategic Plan and Comprehensive Plan. While Issaquah has developed and adopted several transportation-related plans, this plan is the first to address Issaquah's transportation and mobility system as a whole.



Prior to the development of the Mobility Master Plan (MMP), the City managed the transportation system by balancing the vision, goals and policies from multiple planning documents that were created over the span of the last two decades. Over time, this approach has led to the development of infrastructure that is out of step with the community's growth. It has also created confusion about how to prioritize City investments and staff resources. As the first master plan to direct the transportation system, this plan is intended to consolidate the City's vision, goals, primary policies, and projects into one planning document that will complement related planning efforts.

This MMP addresses Issaquah's goals and vision related to mobility, evaluates existing conditions and future needs, and identifies projects, policies, and programs needed to create the system that the City has envisioned. As the long-range planning document for transportation, the MMP will act as the transportation element of the City's Comprehensive Plan, which will contain the City's vision and goals for a multi-modal transportation system and go beyond state requirements to prepare for growth. Future planning efforts will serve to advance project development and implementation of the MMP.

# Relationship to Other Plans

The MMP is a living document that receives feedback from public, TAB, and City Council. The MMP relates to and is informed by several plans already developed for and adopted by the City of Issaquah.

Figure ES-1 illustrates the MMP's relationship to other plans.

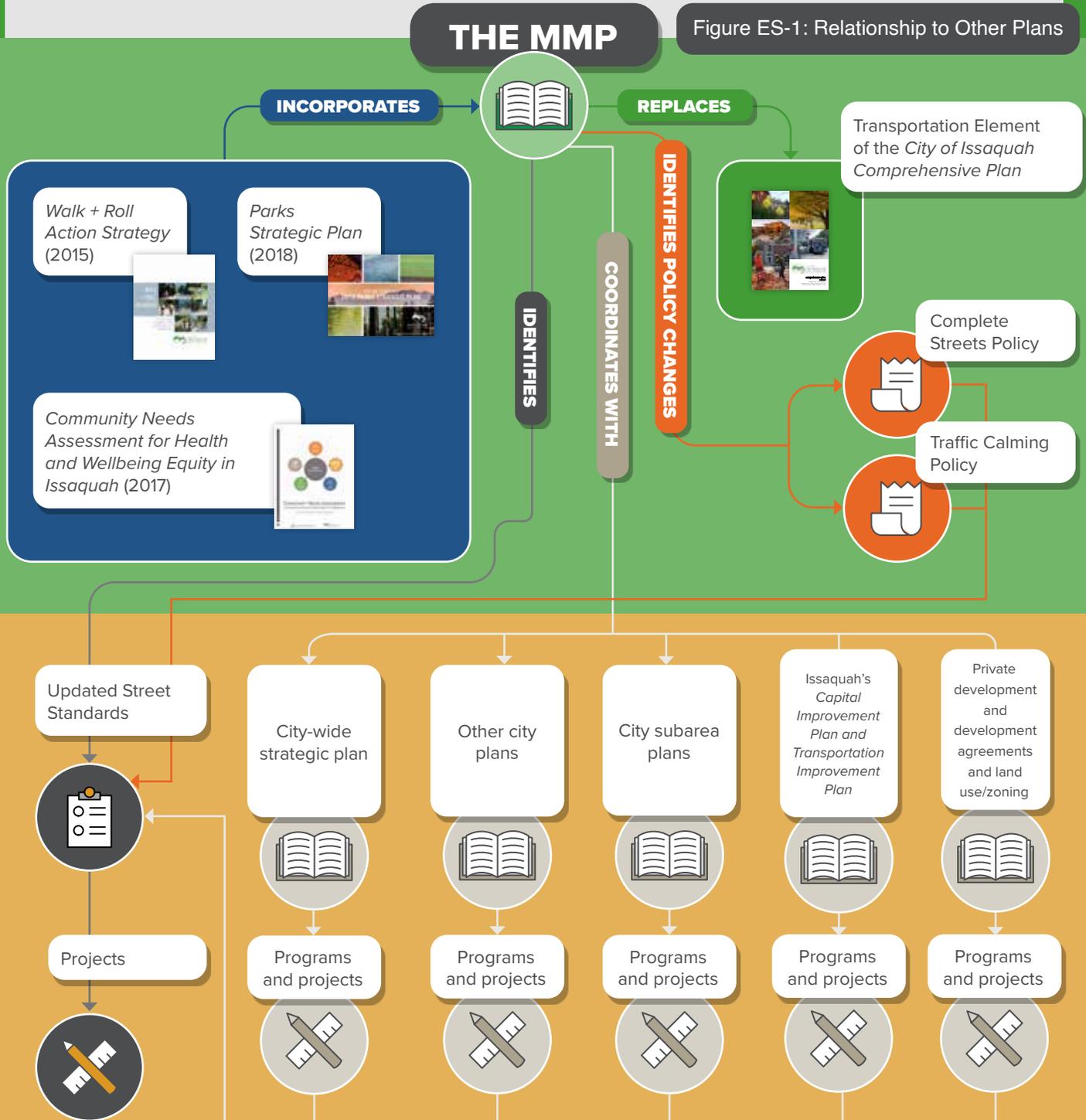


Figure ES-1: Relationship to Other Plans

# Guiding Principles

To achieve this mobility goal, the MMP established guiding principles, shown in **Figure ES-2**, which will guide the City's implementation of the plan.

Figure ES-2: Guiding Principles

- **1 Improve mobility within Issaquah today:** Provide safe, accessible connections within Issaquah to provide near term benefit to people of all ages, abilities, incomes, and backgrounds using all travel options.
- **2 Prepare for growth:** Coordinate transportation with land use for anticipated growth by building a complete, multimodal network that fits the context of Issaquah's neighborhoods.
- **3 Better connect Issaquah with the region:** Leverage regional investments and prepare for light rail to better connect Issaquah with the region.
- **4 Promote environmentally sustainable mobility:** Embrace an environmentally responsible transportation system to protect Issaquah's natural environment.
- **5 Invest wisely:** Apply sustainable funding practices, including prioritizing system maintenance alongside capital investments to best leverage prior investments.
- **6 Anticipate transformation:** Develop a transportation system that enables new technologies, emerging transportation options, and economic trends.



# Issaquah Today

## TRANSIT



**2**

Transit centers



**11**

Bus routes



**11,000+**

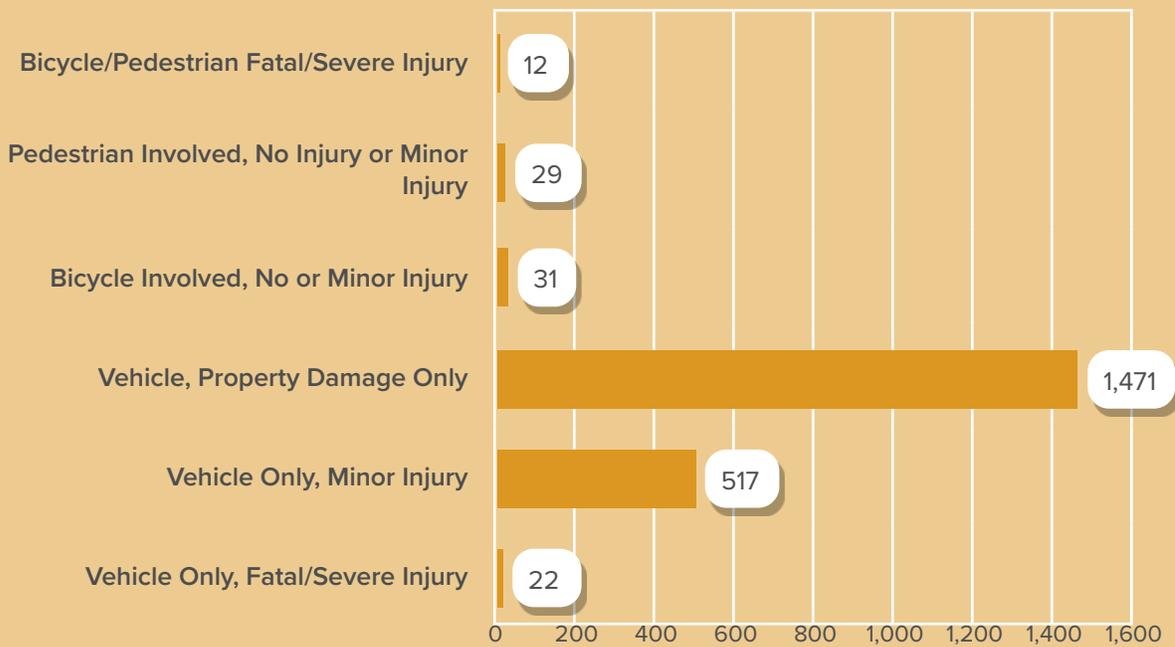
Transit trips per day

*Passenger counts for routes serving Issaquah prior to COVID-19 outbreak*



## SAFETY

### Collision Types



Source: WSDOT, 2019.

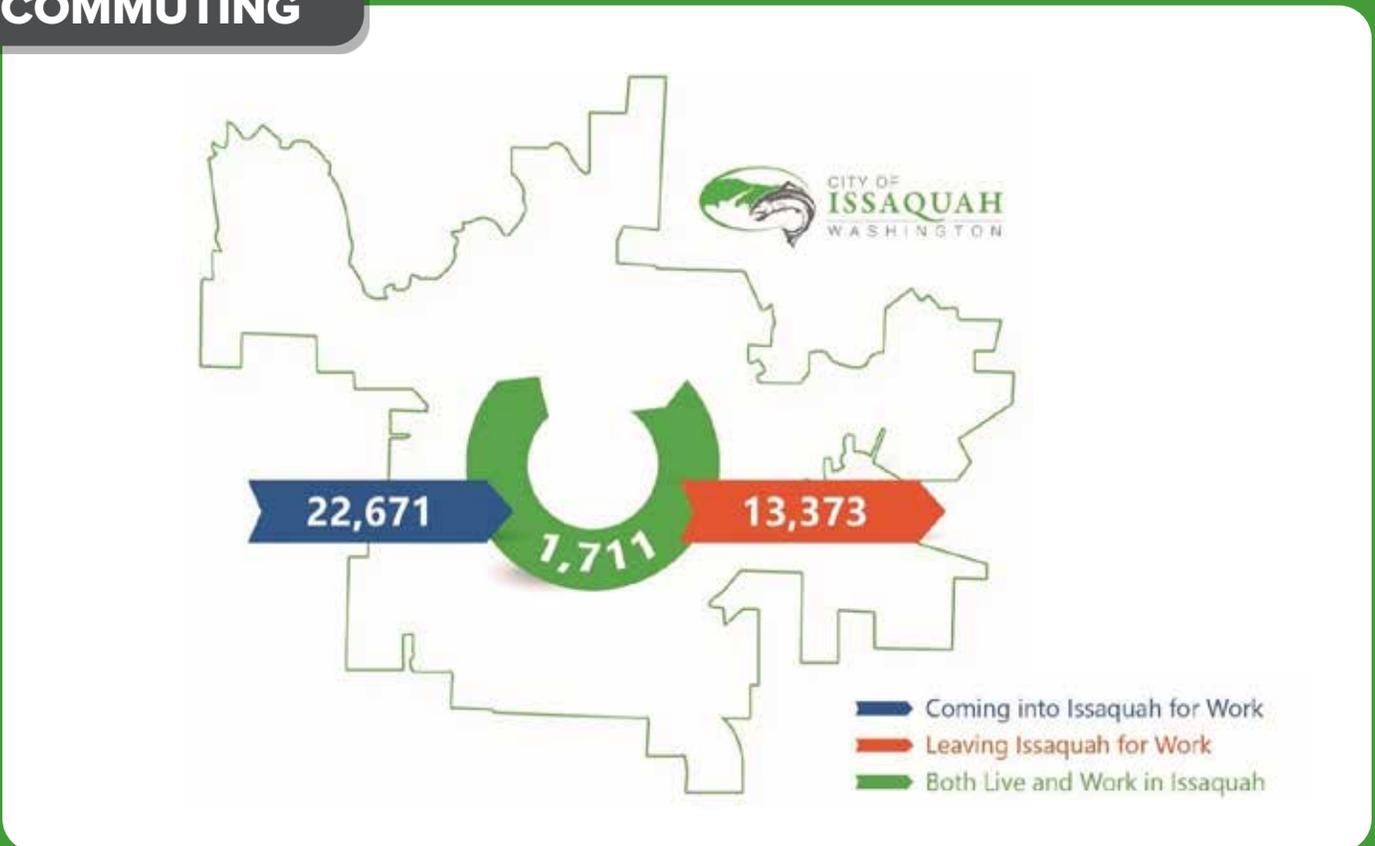
## BIKE LANES & GAPS



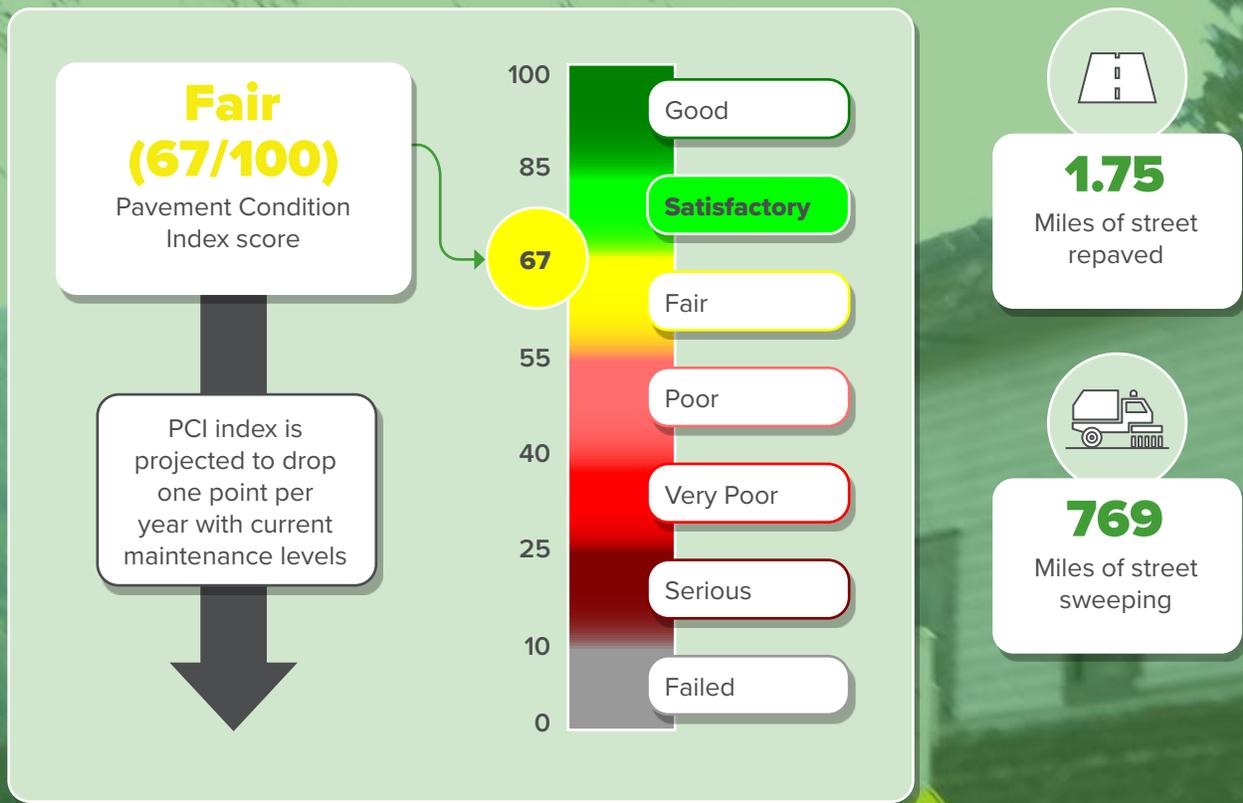
## SIDEWALKS & GAPS



## COMMUTING



## 2019 STREET MAINTENANCE



### The City views maintenance as:

- Maintains level of service for all modes
- Maintains level of safety
- Assists the expansion of new multi-modal facilities

\* Through a robust maintenance program, a city is able to quickly adapt to community needs for bike facilities, walking facilities and dedicated transit facilities.

# Key Goals and Policies

The MMP envisions a citywide plan that meets the needs of all users. While the City aims to develop a multi-modal transportation system, providing accommodations that serve all users well on any individual street can be challenging in practice.



Figure ES-3: Layered Network

To address this practical challenge, the City’s layered network (conceptually shown in **Figure ES-3**) is designed to create a high-quality experience for intended users by considering the function of multiple streets and transportation facilities together, rather than individually. This approach allows for certain streets to emphasize specific modes or user types, while discouraging incompatible uses.

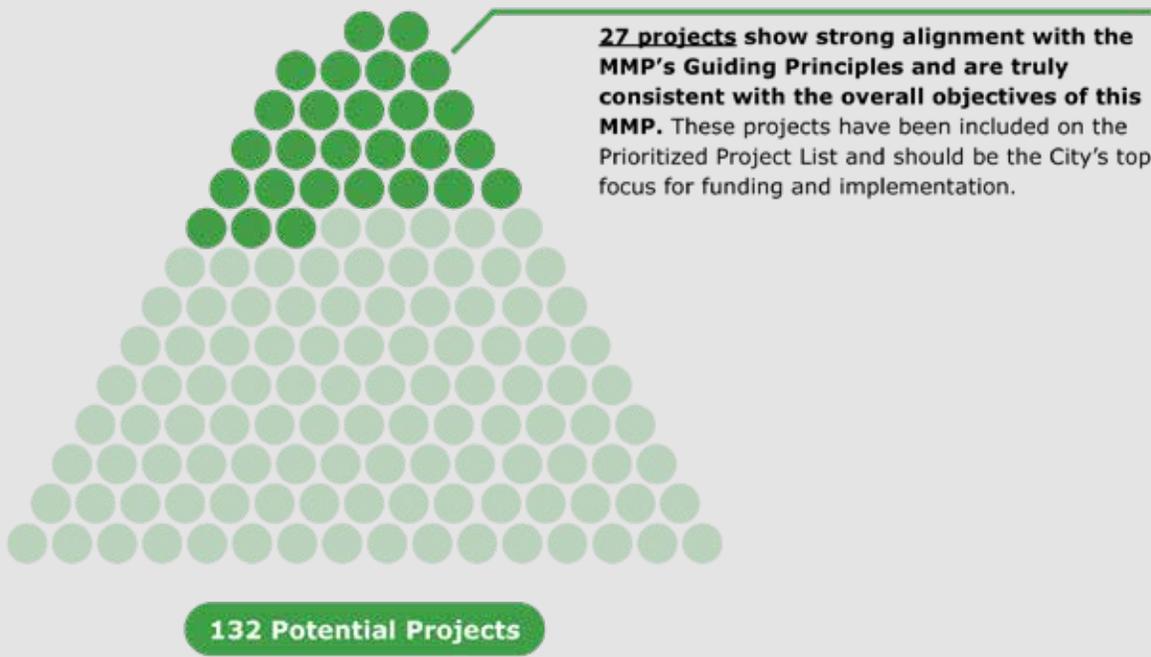


Goal Area	Policies
 <b>Proactive Safety</b>	<p><b>Policy MMP-1.1:</b> Implement safety improvements at locations with a history of severe and/or fatal collisions.</p> <p><b>Policy MMP-1.2:</b> Develop and adopt a Vision Zero ordinance and action plan to end traffic deaths and serious injuries on Issaquah’s streets and coordinate with the State of Washington’s Target Zero Plan.</p> <p><b>Policy MMP-1.3:</b> Establish safer vehicle speeds and calm traffic where appropriate, using proven traffic calming measures.</p>
 <b>Climate and Quality of Life</b>	<p><b>Policy MMP-2.1:</b> Achieve a 15 percent increase in non-drive-alone mode share from 2017 levels by 2030.</p> <p><b>Policy MMP-2.2:</b> Achieve a 20 percent reduction in vehicle miles traveled (VMT) from 2017 levels by 2030.</p> <p><b>Policy MMP-2.3:</b> Increase use of electric vehicles and support increased fuel efficiency to reduce transportation related emissions and provide cleaner and healthier air for our residents.</p> <p><b>Policy MMP-2.5:</b> Expand transportation access to services, job, and activities for seniors, people with disabilities, and low-income residents.</p> <p><b>Policy MMP-2.6:</b> Support the implementation of the Parks Strategic Plan, including the development of the Green Necklace, a fully-connected regional trail system, and secondary trail connections.</p>
 <b>Multimodal Balanced System</b>	<p><b>Policy MMP-3.1:</b> Build a connected street grid that prioritizes the movement of people and goods.</p> <p><b>Policy MMP-3.2:</b> Invest wisely in new transportation projects and prioritize funding to maintain existing infrastructure.</p> <p><b>Policy MMP-3.3:</b> Establish a network of streets that are constructed and operated to meet the needs of and enable equitable, comfortable, and safe access for all users.</p>
 <b>Walking</b>	<p><b>Policy MMP-4.1:</b> A connected and complete pedestrian network shall be provided to meet potential pedestrian demand, based on context and nearby amenities as defined in four tiers</p> <p><b>Policy MMP 4.2:</b> Build safe and connected walking networks around schools.</p>
 <b>Bicycling</b>	<p><b>Policy MMP-5.1:</b> Establish the priority bicycle network to connect major destinations, transit hubs, residential and employment centers, and the Central Issaquah Regional Growth Center.</p> <p><b>Policy MMP-5.2:</b> Increase use of electric bicycles to support bicycle use in neighborhoods with hills that are challenging for standard bicycle use.</p>
 <b>Transit</b>	<p><b>Policy MMP-6.1:</b> Prepare for high-capacity transit.</p> <p><b>Policy MMP-6.2:</b> Provide safe non-motorized connections to transit facilities.</p> <p><b>Policy MMP-6.3:</b> Expand transit access to neighborhoods that are not currently served by transit.</p>
 <b>Auto Travel</b>	<p><b>Policy MMP-7.1:</b> Issaquah’s 84 concurrency intersections should meet the Level of Service (LOS) standard defined for that facility.</p> <p><b>Policy MMP-7.2:</b> Greater levels of auto delay may be permissible where mitigations to improve intersection LOS would degrade conditions for people using other modes or would result in projects that are unaffordable to the City.</p> <p><b>Policy MMP-7.3:</b> Adopt a parking management program for Olde Town and Issaquah Highlands to encourage efficient use of the existing public parking supply while balancing the needs of businesses, transit users, and community members.</p>

# Implementing the Plan

Through its review of previous plans, community desires, and modal network needs, the MMP identifies 132 potential projects the City could invest in over the next 20 years to improve mobility for all residents. Of these potential projects, 27 have been identified as aligning strongly with the MMP’s Guiding Principles (see **Figure ES-4**). Realistically, the City can’t fund all of these improvements and must make hard decisions about what it can afford.

Figure ES-4: Mobility Master Plan Projects



Even in narrowing down to the top 27 projects, the City should consider new ways to fund transportation. There are several options for the City to consider, as shown in **Figure ES-5**.

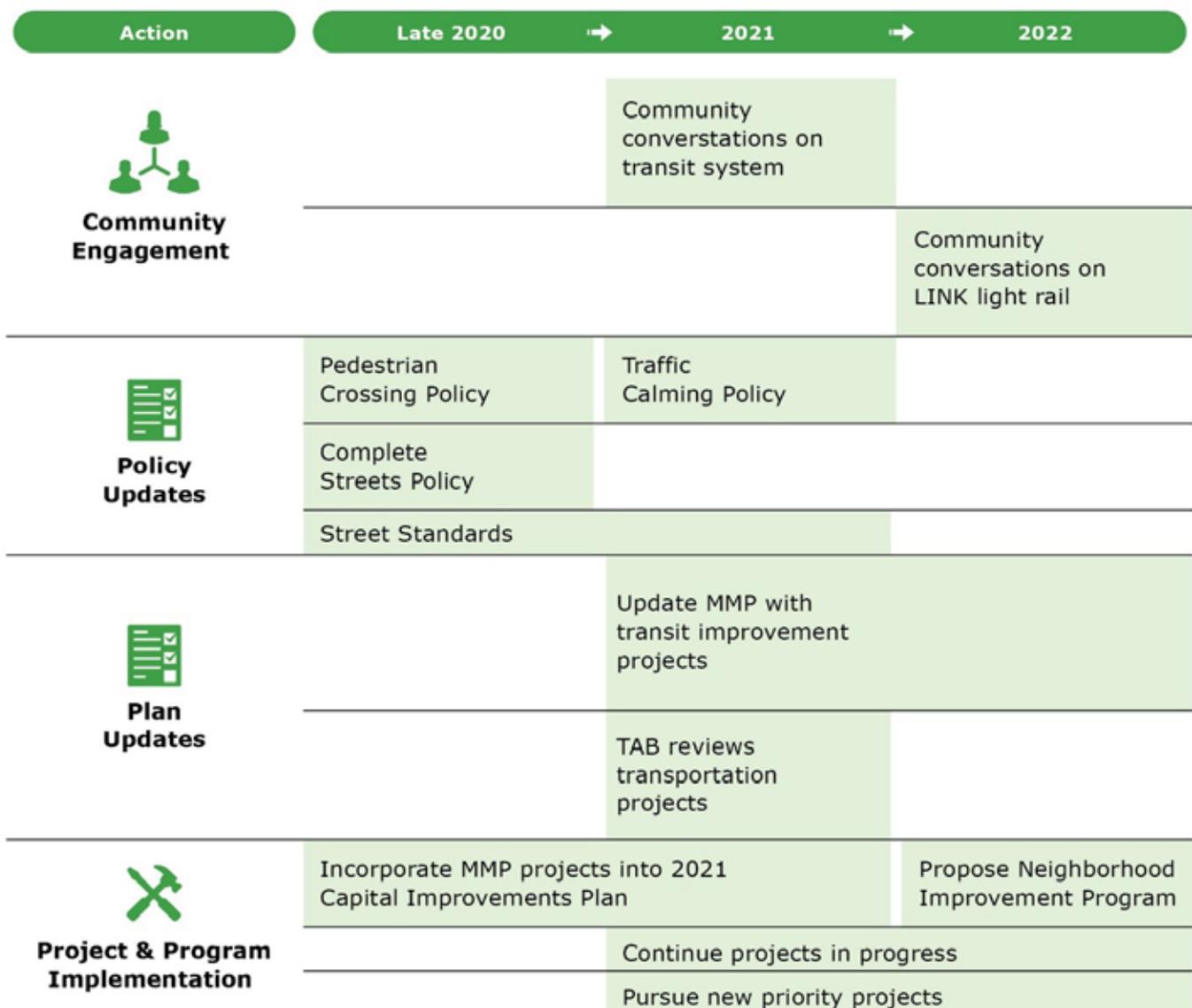
Figure ES-5: Funding Options

 <p>Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.</p>	 <p>Create new Local Improvement Districts to provide neighborhood-wide amenities for walking and biking</p>	 <p>Go to the voters with a ballot measure to fund a specific package of projects</p>
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**As part of the City-wide Strategic Plan, key next steps include:**

- Convening community conversations on the transit system and future LINK light rail station
- Updating Issaquah’s Pedestrian Crossing Policy, Complete Streets Policy and Traffic Calming Policy to support the implementation of the MMP’s vision for a walkable city
- Updating Issaquah’s street standards to align with modern best practices
- Developing programs to implement neighborhood-scale transportation projects
- Working with the TAB to review all MMP projects in depth

**Figure ES-6: Implementation Timeline**

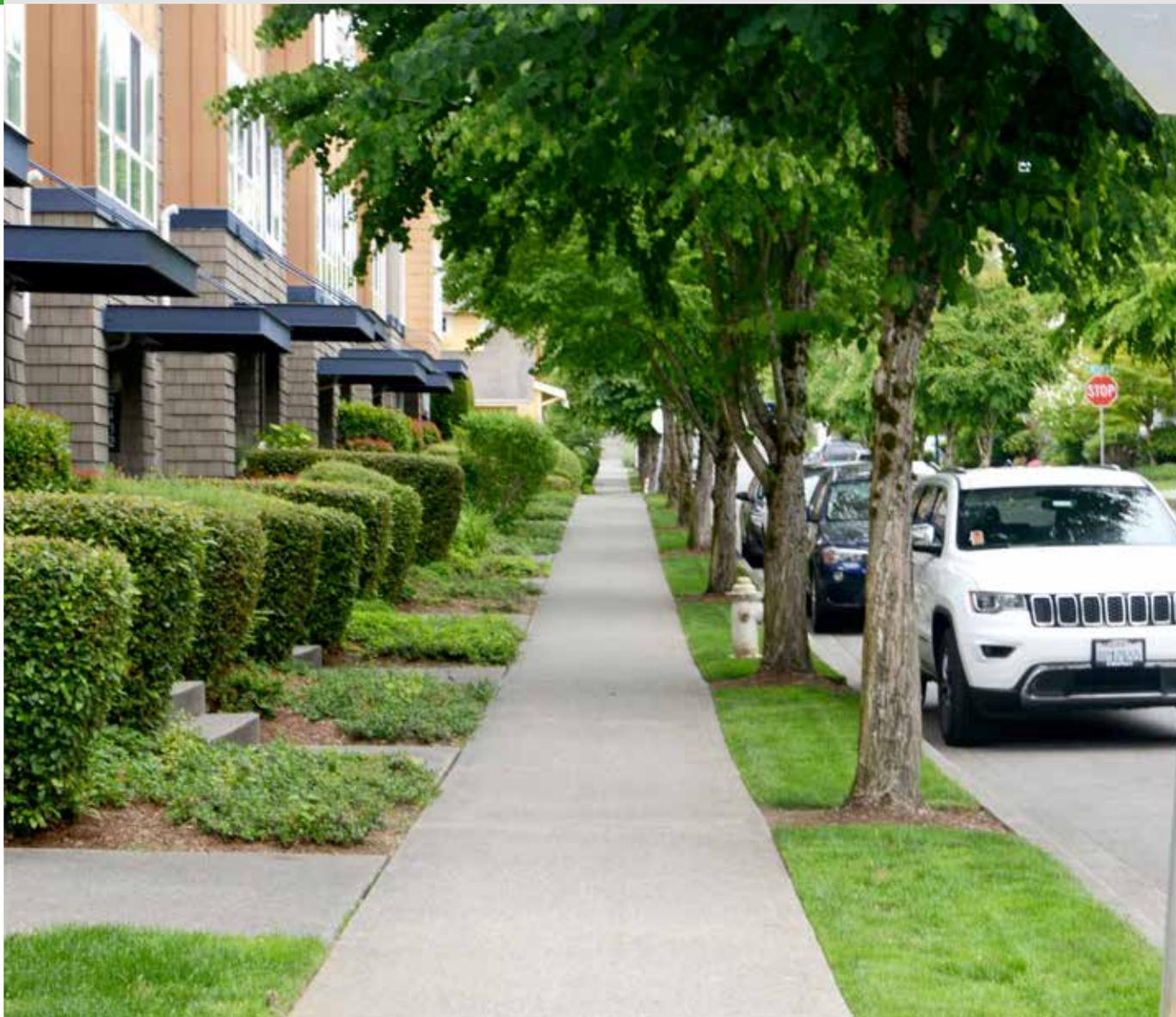


# Measuring Progress

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The City will measure its progress in implementing the MMP over the next several years, using a mix of performance metrics to be finalized by the TAB and City Council, including:

- Travel mode split
- Adherence to Washington State's Concurrency Law
- Progress in developing projects and implementing them through Issaquah's Capital Improvements Plan and proposed Neighborhood Improvement Program
- Performance metrics that reflect progress in meeting Guiding Principles, such as: transit boardings, collisions, pavement condition, daily traffic on neighborhood streets, etc.





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