

# *East Lake Sammamish Parkway Improvements*



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## *Sammamish City Council Project Briefing*

*November 1, 2005*



**Pertee**

# *Project Purpose & Need*

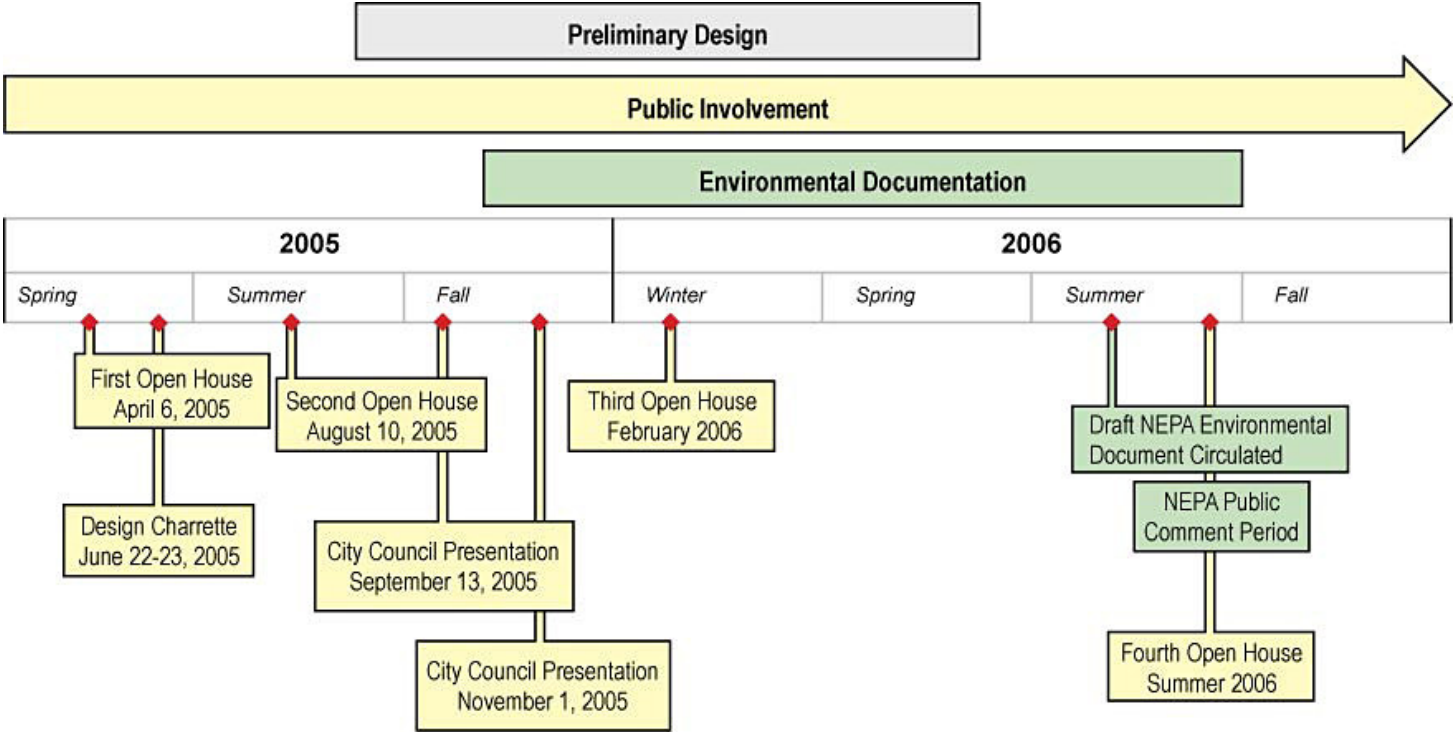
- Enhance safety for pedestrians, bicyclists, the driving public, and the local neighborhood
- Improve the corridor as a usable and valuable transportation resource to relieve congestion
- Refine a recommended concept through extensive and inclusive public involvement

# *Project Purpose & Need*

- Provide non-motorized facilities that are easily accessible and linked to existing and planned facilities
- Value and integrate environmental concerns into the project design
- Enhance this northern gateway to the City



# Current Schedule



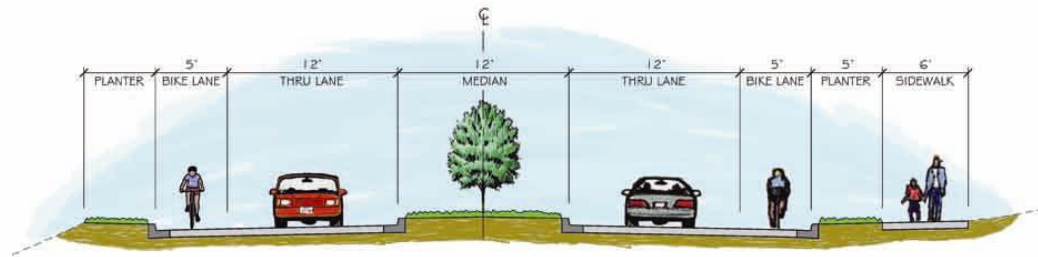
**Final Design:** Fall 2006 - Fall 2007  
**Construction:** Begins in 2008 (tentative)



# General Concept Elements

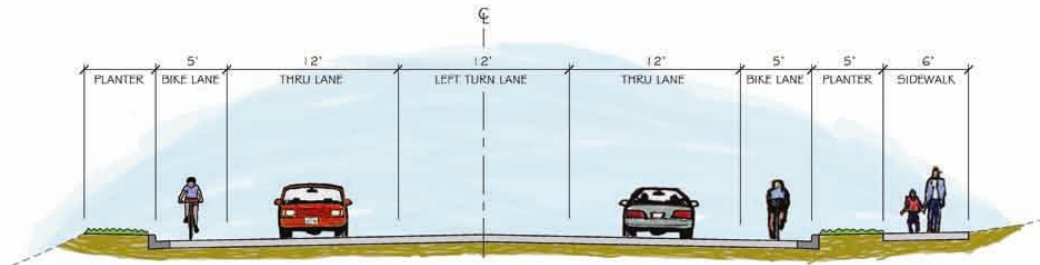
Concept 1	<ul style="list-style-type: none"><li>•Continuous sidewalk on east side, with planter strip.</li><li>•Left-turn lane for driveways, planted median elsewhere</li></ul>
Concept 2	<ul style="list-style-type: none"><li>•Sidewalk on east side only in select areas</li><li>•Continuous landscaped median, roundabouts for left-turns</li><li>•Modified to minimize driveway impacts by raising NB lanes and lowering SB lanes</li></ul>
Concept 3	<ul style="list-style-type: none"><li>•Continuous sidewalk on east side, no planter strip</li><li>•Left-turn for driveways, planted median other places. No median or left-turns for 300-500 segment in greenbelt area</li></ul>
Concept 4	<ul style="list-style-type: none"><li>•Widened shoulder on east side shared by bikes and peds.</li><li>•Left-turn for driveways where present in south end, planted medians elsewhere in south end</li><li>•3-foot striped median in north end</li></ul>

# Concept 1



CONCEPT 1 - 2 LANE SECTION W/ PLANTED MEDIAN

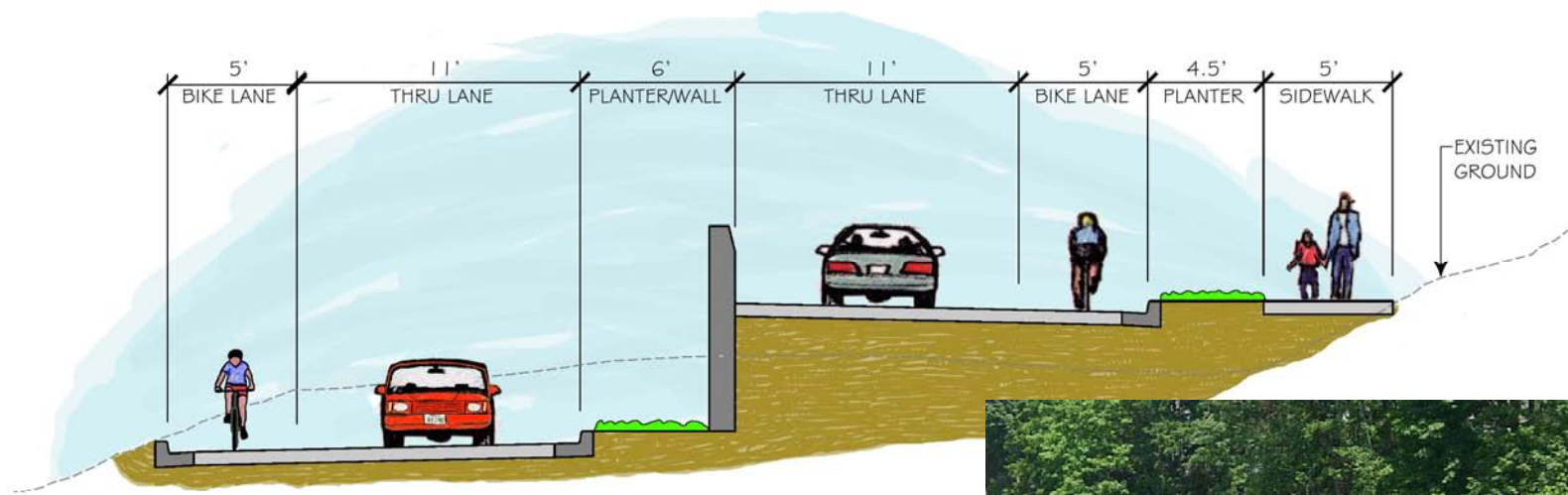
N.T.S.



CONCEPT 1 - 3 LANE SECTION W/ LEFT TURN LANE

N.T.S.

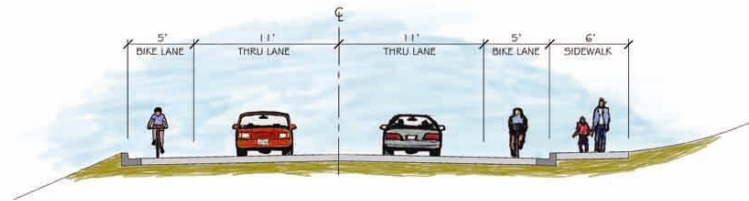
# *ELSP - Modified Concept 2*



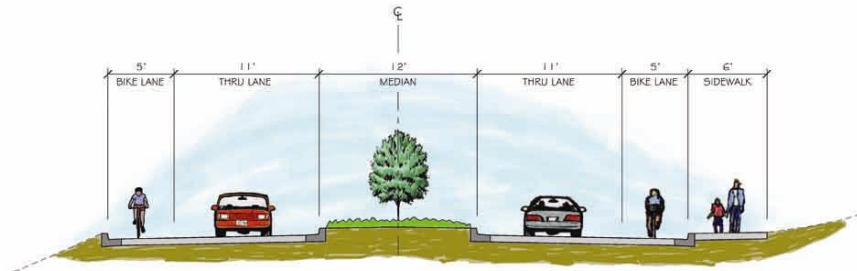
MODIFIED CONCEPT 2  
N.T.S.



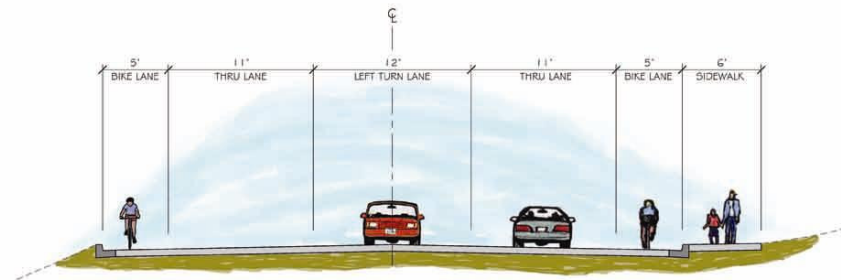
# Concept 3



CONCEPT 3 - 2 LANE SECTION  
N.T.S.

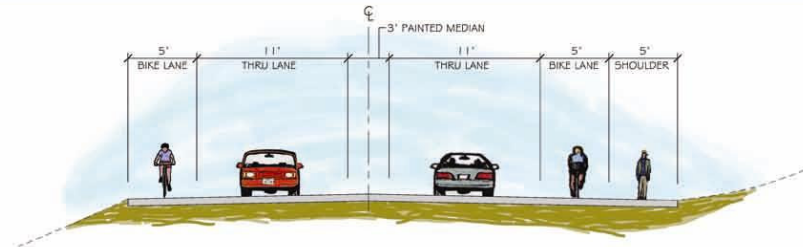


CONCEPT 3 - 2 LANE SECTION W/ PLANTED MEDIAN  
N.T.S.

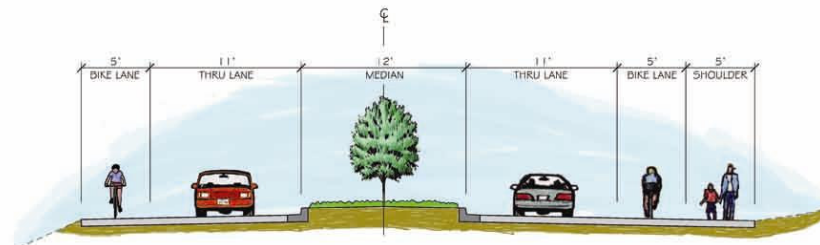


CONCEPT 3 - 3 LANE SECTION W/ LEFT TURN LANE  
N.T.S.

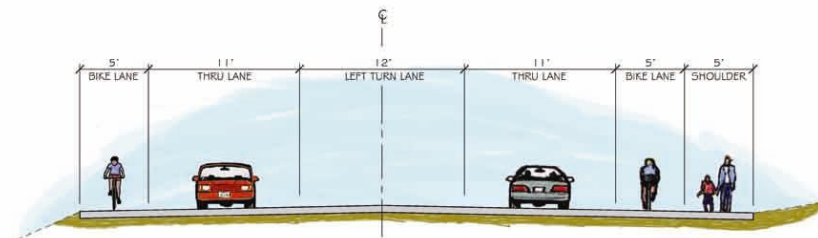
# Concept 4



CONCEPT 4 - 2 LANE SECTION W/ 3' PAINTED MEDIAN  
N.T.S.



CONCEPT 4 - 2 LANE SECTION W/ PLANTED MEDIAN  
N.T.S.



CONCEPT 4 - 3 LANE SECTION W/ LEFT TURN LANE  
N.T.S.

# *Comment Summary*

- **54 comment forms received**
  - **Significant difference of opinion of whether to include sidewalks**
  - **Support for left-turn lane/medians**
  - **Strong support for undergrounding utilities**
  - **Strong dislike of roundabouts**

# Concept Screening

## Legend

- 1 – Meets Goal
- 2 = Mostly meets goal
- 3 = Neutral
- 4 = Slight Improvement
- 5 = No Improvement

	Concept 1	Concept 2 (Modified)	Concept 2	Concept 3	Concept 4
Vehicular Safety	2	1	1	3	4
Pedestrian Safety	2	4	4	3	5
Bicycle Safety	1	1	1	1	1
Improve Bike/Ped. Opportunities	1	1	2	1	3
Improve Traffic Flow, Reduce Congestion	2	1	1	2	4
Aesthetics	2	1	1	3	4
Improve Water Quality/environment	3	2	2	2	2
Constructability	2	4	4	3	2
Fundability	4	2	3	2	4
Right-of-way needs	4	3	4	2	2
Driveway impacts	4	3	4	4	2
<b>TOTALS</b>	<b>25</b>	<b>23</b>	<b>27</b>	<b>26</b>	<b>33</b>

# Concept 1 Access



EAST LAKE SAMMAMISH PARKWAY NE IMPROVEMENTS  
CONCEPT# 1



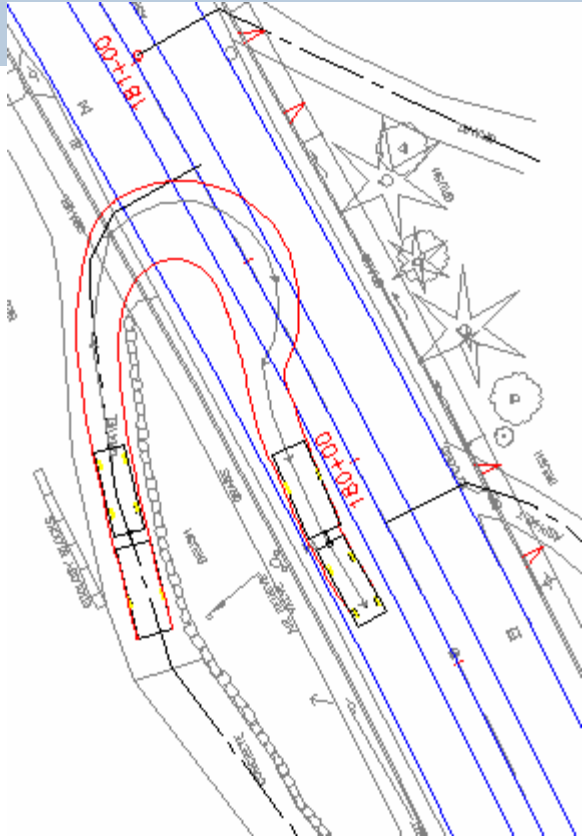
# Modified Concept 2 Access



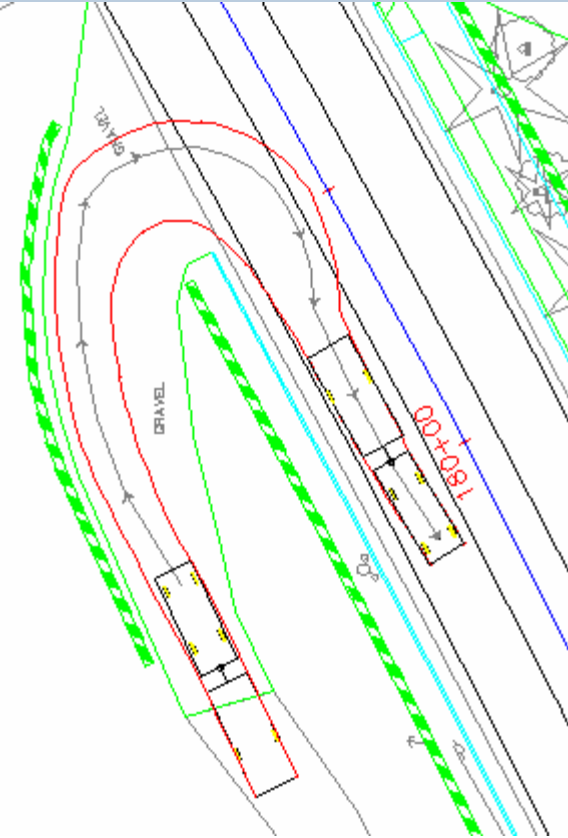
EAST LAKE SAMMAMISH PARKWAY NE IMPROVEMENTS  
CONCEPT# 2



# Concept 1 Turn Movements

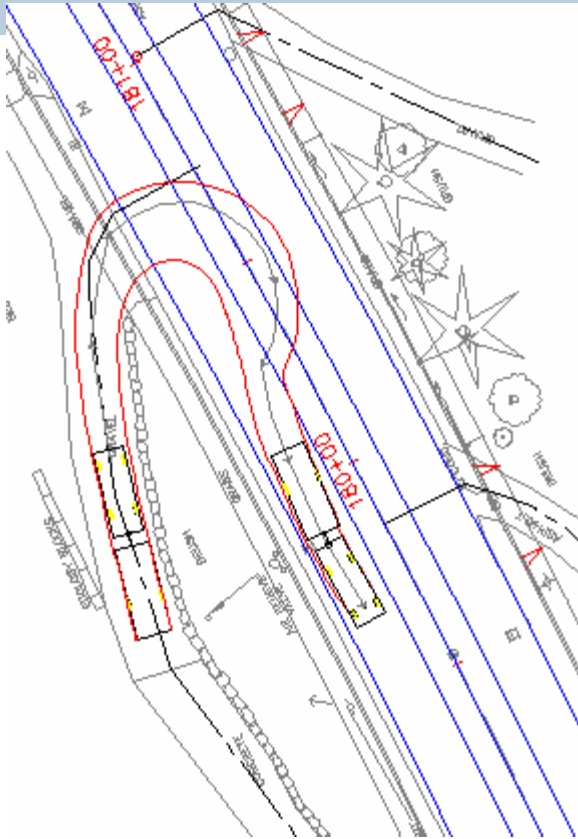


Existing Driveway  
Passenger / Boat



Proposed Driveway  
Passenger / Boat

# Concept 2 Turn Movements



Existing Driveway  
Passenger / Boat



Proposed Driveway  
Passenger / Boat

# *Comparison Between Concept 1 and Modified Concept 2*

- Concept 2 would have fewer vehicle conflicts, improving safety
- Concept 1 would be easier to create pedestrian crossings
- Concept 2 would have better traffic flow

# *Comparison Between Concept 1 and Modified Concept 2*

- Concept 1 easier to construct
- Concept 2 has less ROW needs  
(roundabouts have higher impacts on specific properties though)
- Concept 2 makes it easier to maintain existing driveway grades
- Concept 1 has higher public acceptance

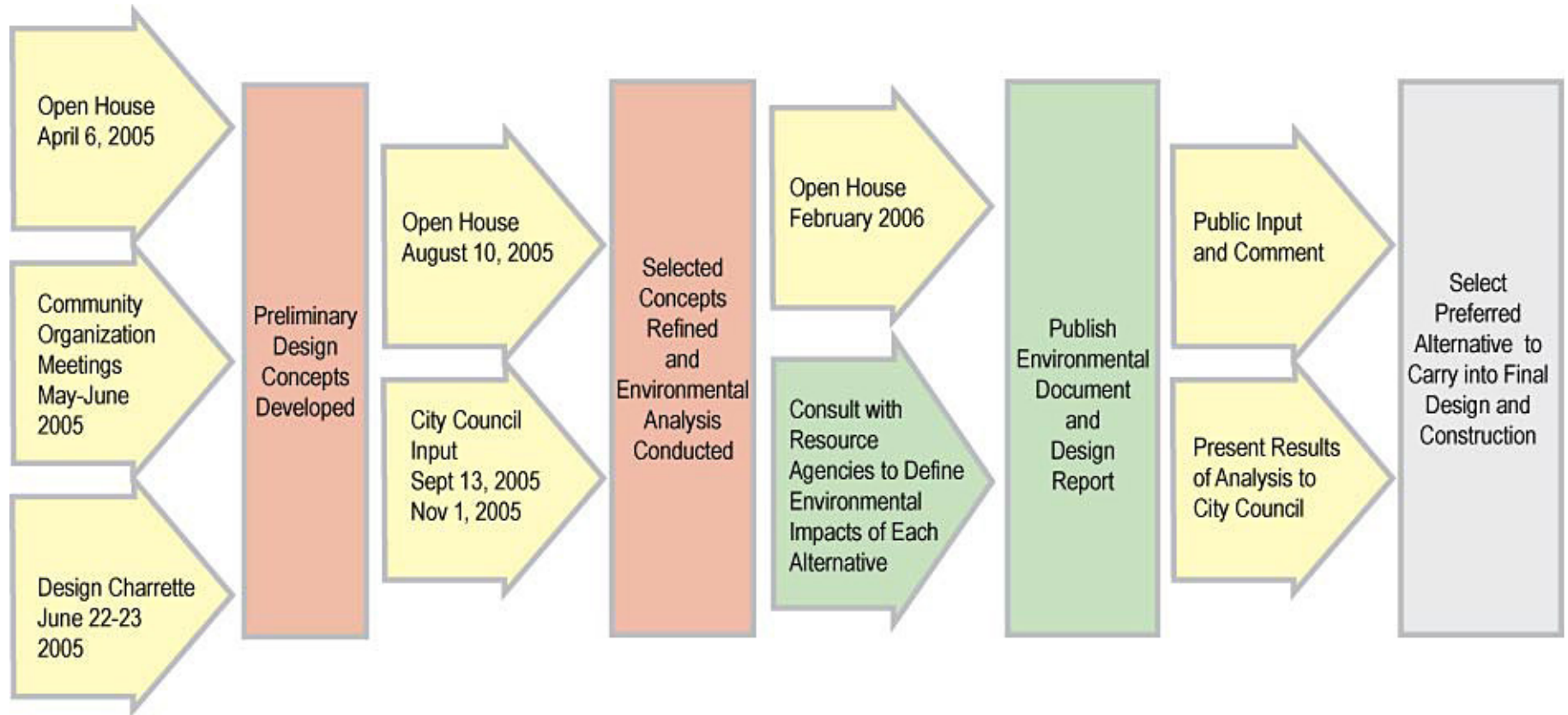
# *Cost Differential*

- Cost Differential Between Concept 1 and Modified Concept 2 approximately: \$5-8 million – Concept 1 costs more than Modified Concept 2.

# *Recommended Concept for Environmental Analysis*

- *Concept 1 in some areas and Modified Concept 2 in others, because:*
- Concept 1 provides maximum flexibility in areas with minimum driveway impact
- Modified Concept 2 reduces impacts to driveways, and minimizes overall costs
- Achieves most project goals

# Moving Forward



# *Time for Questions*