

1/28/91
cjs/esammaccess

Introduced by: Laing

Proposed No.: 90-979

MOTION NO. 8179

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A MOTION approving the rescoping of the previous Bear Creek/Sammamish Arterial Study retitled "East Sammamish Access Improvements Study" and coordination with land use, transportation and private development plans as required by Section 92, Ordinance No. 8002, adopting the 1989 King County Budget.

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WHEREAS, Ordinance 8331, adopting the 1988 budget, directed the county executive to prepare a proposal for a north-south arterial on the East Sammamish and Bear Creek plateaus from Interstate Highway 90 in Issaquah to State Route 522 in Woodinville, and

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WHEREAS, the county executive did submit a proposal to the King County council on July 22, 1988, and submitted an attached revised proposal, and

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WHEREAS, the county executive did submit a recommendation regarding a new focus for the Bear Creek/Sammamish Arterial study on September 28, 1989, and

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WHEREAS, the county council is concerned about transportation improvement needs to serve existing development and planned growth in the East Sammamish community planning area, one of the fastest growing areas of King County, and

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WHEREAS, the county council on March 25, 1990 passed Ordinance No. 9365 establishing interim zoning on certain areas of the East Sammamish Plateau for a period of 24 months during the development of the East Sammamish Plan Update, and

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WHEREAS, rapid development in this area is creating a need for improved access to the regional transportation system, and

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WHEREAS, the Eastside Transportation Program and the "I-90 Issaquah Area Access Study, December, 1988" support the

1 planning and development of improved access to the East
2 Sammamish Plateau, and

3 WHEREAS, the City of Issaquah has identified the Front
4 Street by-pass connecting to a new Sunset Interchange at
5 Interstate 90 as its highest capital improvement road priority
6 and would like to coordinate planning efforts with the East
7 Sammamish Access Improvement Study, and

8 WHEREAS, planning for improved access should be closely
9 coordinated with the East Sammamish Community Plan Update and
10 regional plans for high capacity public transit and high
11 occupancy vehicle facilities, and

12 WHEREAS, it is critical that the study be initiated as soon
13 as possible to ensure close coordination and compatibility with
14 time schedules for the East Sammamish Plan Update.

15 NOW, THEREFORE BE IT MOVED by the council of King County:

16 A. Phase I of the East Sammamish Access Improvement
17 Study is hereby approved. Upgrading of existing transportation
18 systems and identification of new route location alternatives
19 shall be evaluated for improved access to the East Sammamish
20 Plateau. Phase I shall also be amended to provide for analysis
21 of several mode-split transit and transportation demand
22 management alternatives as well as roadway improvements and
23 construction alternatives. Phase II of the East Sammamish
24 Access Improvement Study, which includes design and
25 construction, is not approved at this time.

26 B. The attached scope of work and coordination process
27 for the East Sammamish Access Study with transportation and
28 land use planning and private development plans is hereby
29 approved, and the executive is directed to staff the project.

30 C. The executive is authorized to expend funds appropriate
31 for Capital Improvement Project 101289, "Bear Creek/Sammamish

1 Arterial" in the 1989 budget and to retitile the project "East
2 Sammamish Access Improvement Study."

3 PASSED this 4th day of February, 1991.

4 KING COUNTY COUNCIL
5 KING COUNTY, WASHINGTON

6 Lois North
7 Chair

8 ATTEST:

9 Gerald A. Peter
10 Clerk of the Council

2/4/91
(Revised per King County Council Direction)

EAST SAMMAMISH ACCESS ALTERNATIVES STUDY

The East Sammamish Access Improvement Study has been designed to be completed in two phases. The first phase has been divided into two tasks. Task A will evaluate the existing transportation system for increased capacity. Task B will examine additional interchange feasibility at I-90 plus examine alternative routes from these interchanges onto the East Sammamish Plateau. Task B will also include the preparation of a Preliminary Alternatives Report.

The second phase will include preparation of a Final Design Report, Environmental Impact Statement and Establishment Plans. Phase II will require future council action after the King County Council has been briefed on Phase I and the East Sammamish Community Plan is available for Council review and adoption.

PHASE I

TASK A

Evaluate Existing and Potential Transportation System for Increased Capacity. Examine the entire arterial road system in the East Lake Sammamish planning area focusing on the area south of Inglewood Hill/Northeast 8th Street. This evaluation will include the following items:

- A. An Inventory of Existing Conditions
 - 1. Review existing documents including East Sammamish Congestion Study and King County update of Congestion Study
 - 2. Roadway descriptions and controls
 - 3. Traffic volumes-Peak hour and daily volumes
 - 4. Bicycle and pedestrian facilities
 - 5. Intersection level-of-service
 - 6. Safety
 - 7. Geology and Soils
 - 8. Topography
 - 9. Waterways and hydrologic systems
 - 10. Water quality/wetlands/flood plains
 - 11. Vegetation
 - 12. Wildlife and habitat
 - 13. Air Quality
 - 14. Environmental hazards
 - 15. Transit
 - 16. Land use/employment

- B. Projection of Future Conditions
 - 1. Projected future traffic volumes

- a. Using regional transportation modelling software, assess transportation/traffic impacts for the years 2000 and 2010 of a no action alternative. Coordinate with King County Transportation Planning on the modelling for East Sammamish update.
- b. Modelling input will include:
 - the most recent Puget Sound Council of Governments (PSCOG) trip tables generated for the Regional Transportation Plan (RTP) and the Regional Development Strategy (RDS) project.
 - base networks available from the County.
 - land use/population and employment input for community plan land use information
 - modification of trip tables to reflect an aggressive transit and ridesharing option and other demand management options
2. Future Transportation System
 - a. Include programmed Capital Improvement Program (CIP) improvements to transportation system model.
3. Perform future level-of-service analysis (2000, 2010).
- C. Develop Alternatives
 1. Develop aggressive transit and ridesharing option(s). Detail transit service, capital improvements (park and ride lots, HOV lanes and bypasses) and bicycle/pedestrian connections
 2. Describe concepts for additional improvements to arterial road system using King County Needs Report (TNR)
 3. Analyze new transportation system with future travel
 4. Make recommendations for roadway capacity and transit system
 5. Summarize whether East Sammamish future traffic can be accommodated by improvements to existing system
 6. Prepare final level-of-service with needed transportation system improvements for each alternative

TASK B

- A. Evaluate interchange feasibility at I-90 for future access to East Sammamish Plateau.
 1. Collect existing topographic information on Sunset, High Point and Front Street and SR-900 interchanges.
 2. Collect all available traffic studies, models, land use, etc. (including Issaquah's Bypass Route information) for interchange areas

EAST SAMMAMISH ACCESS ALTERNATIVES STUDY

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3. Prepare base map for alternatives and for future design documents
 4. Prepare alternative design concepts
 5. Review concepts with local agencies/WSDOT
 6. Prepare detailed study of projected future traffic on alternatives
 7. Review existing environmental documents of recent developments
 8. Identify major environmental issues
 9. Identify best alternative
 10. Submit preliminary report to involved agencies for review
- B. Evaluate alternative routes from I-90 onto the East Sammamish Plateau. The Consultant will prepare a route location feasibility study from I-90 to the East Sammamish Plateau concluding with a Preliminary Alternative Report. Alternatives may include, but not be limited to, roadways from I-90 connecting to the north at 228th Avenue Southeast, Northeast 8th Street, and Southeast 244th Avenue Southeast. All alternatives shall include evaluation of opportunities and effectiveness for aggressive transit service and capital improvements. The scope of work will include all services and materials necessary to accomplish the work indicated as follows:
1. Collect and review all available data as necessary on existing conditions for the following subjects:
 - a. Physical Conditions
 - b. Environmental Hazards including mines
 - c. Regional and Community Conditions
 - d. Historic and Archaeological Inventory
 - e. Forecast Population and Employment for the years 2000 and 2010
 2. Coordinate with Other Agencies and with Private Developers
 3. Develop alternative route alignments onto the Plateau. Aerials to be provided by the consultant, if needed.
 4. Develop criteria to analyze the alternatives.

EAST SAMMAMISH ACCESS ALTERNATIVES STUDY

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5. Conduct a preliminary geotechnical survey including a literature search of available existing information and a visual geologic reconnaissance. Test pits or borings will be performed along alternate alignments to evaluate the subsurface soil structure. Design options will be considered and major geotechnical issues influencing the design or construction of the project will be addressed.
6. Perform aerial "P - Line" survey for alternative alignments.
7. Perform necessary investigation and data collection to determine broad type and configuration.
8. Coordinate with King County Community Planning on existing and future land use for study area.
9. Review and refine traffic forecasts provided by King County and forecasts available from the Puget Sound Council of Governments, the Eastside Transportation Program, the Issaquah Area I-90 Access Study, Metro 2000, and other sources. These estimates shall be used to determine roadway rights-of-way and cross section requirements and phasing options for the East Sammamish Community Plan Land Use Alternatives.
10. Address arterial route design options for high-capacity transit and high-occupancy vehicle treatment. Develop recommendations for integration of these arterial HOV facilities with planned and programmed HOV travel demand in the corridor study area.
11. Coordinate feasibility study with other agencies and with private developers.
12. Prepare "planning level" construction cost estimates for the selected alternatives.
13. Provide technical material as needed for verbal-visual presentations at public meetings. Attend and participate in the meetings. (Two meetings anticipated.)
14. Prepare an Alternatives Report. This report will contain a discussion of each alignment alternative and the subjects listed below.
 - a. Physical Environmental Impacts
 - b. Environmental Health Impacts
 - c. Regional and Community Impacts and Mitigation
 - d. Historic and Archaeological Preservation Effects

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- e. Address design options for HOV facilities and transit/ridesharing system improvements.
- f. Prepare preliminary cost estimates for each alternatives.
- g. Prepare alternatives report
- h. Present report to King County Council.

NOTE: Proceed to Phase II only with future Council approval in conjunction with review and/or approval of the East Sammamish Community Plan.

PHASE II

Final Design Report, EIS and Establishment Plans. The Consultant will prepare a Detailed Design Report of the preferred routes, an Environmental Impact Statement and conclude with Road Establishment Plans. The scope of work will include all services and materials necessary to accomplish the work indicated as follows:

1. Prepare detailed Design Report on preferred route alignments. This Design Report will provide the means for the County to evaluate:
 - a. The extent of selection and examination of design alternatives.
 - b. Any substantial change in the social, economic, or environmental effects of the project.
 - c. The suitability of the recommended design to activities which must follow to complete the project such as establishment, access, P. S. and E. and construction.
 - d. The conformity of the design to County policies and standards.
 - e. The suitability of federal aid and/or other participation.
 - f. Document the County's consideration of the environmental, social and economic impacts of the project.
 - g. Assure that previous environmental commitments are provided for in the recommended design.
 - h. Document the consideration of alternate designs.
 - i. Provide data for public hearing summary.
 - j. Examine estimates of cost including construction and long-term maintenance.
2. Prepare final Environmental Impact Statement under current SEPA guidelines. The EIS will consist of the following items:
 - a. Review and collection of background data.
 - b. Field work.
 - c. Impact analysis of alternative alignments and mitigating measures.
 - d. Draft EIS.
 - e. Attend public meetings as hereafter stated.
 - f. Final EIS. Included will be a recommendation of a final specific alignment for the entire corridor.
 - g. Recommend phasing schemes based on various financial scenarios.

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- h. Provide technical material as needed for verbal-visual presentations at public meetings. Attend and participate in the meetings. County staff will retain overall responsibility for the meetings. Two meetings are anticipated.
- 3. Prepare Establishment Plans for chosen route in accordance with the procedures provided by the County.

DB word:esmacalt

EAST SAMMAMISH ACCESS ALTERNATIVES STUDY

PRELIMINARY COST ESTIMATE

PHASE I

TASK A

Section A	\$24,000
Section B	\$36,000
Section C	\$28,000

TASK B

Section A	\$26,000
Section B	<u>\$56,000 - \$76,000</u>

T O T A L \$170,000 - \$190,000

BH:DB prototype
1-25-91