

MEMORANDUM

DATE: January 11, 2016

TO: Doug Schlepp
City of Issaquah

FROM: Jeff Schramm
TENW

SUBJECT: Gateway Senior Housing
Traffic Impact Analysis Addendum
City Project TIA15-00002

TENW Project No. 4966

This memorandum is an Addendum to the previous Traffic Impact Analysis (dated September 21, 2015) conducted for the proposed Gateway Senior Housing development located on Newport Way NW in the City of Issaquah. The Addendum analysis addresses the additional information requested by the City related to the recent 30 mph posted speed limit change on Newport Way, the channelization proposed at the site access, and consideration of secondary access.

Site Access Considerations

Primary vehicle access to the site is proposed at a single access intersecting with Newport Way NW approximately 1,100 feet north of the existing Pacific Elm Drive intersection to provide full access turning movements for the proposed Gateway Senior Housing development. Secondary vehicle access was considered at two locations for access with Gateway Apartments and emergency vehicle access.

A secondary vehicle access and emergency-only vehicle access were considered with a potential connection to the Gateway Apartments project to the east. However, providing a vehicle access connection is expected to result in significant environmental impact to Schneider Creek. Even an emergency-only access would cause significant environmental disturbance and impact that may not be able to be mitigated as a result of a road connection across the creek and impact to the wetland buffer area.

A secondary access was also considered on the northern portion of the Senior Housing property, including a potential access alignment with SE 54th Street. The only way to align the SE 54th Street would be to utilize the parcel adjacent to the north. However, that parcel is not controlled by the Applicant and not a part of the project application; and even if it were, it is not likely that a full functioning access could be constructed with the limited property available. As such, a secondary access to the north was determined to be infeasible.

The location of the proposed access 1,100 feet north of the Pacific Elm Drive intersection was established based on sight distance considerations along the Newport Way property frontage. Due to both vertical and horizontal curves that exist along Newport Way, the proposed site access location was identified in order to satisfy minimum sight distance requirements consistent with City road standards. Entering sight distance (ESD) was evaluated based on City of Issaquah Adopted Street Standard Detail T-01 with a posted speed of 30 mph and 35 mph design speed for a minor arterial, which require 390 feet ESD for left-turns and 335 feet

ESD for right-turns. The location of the proposed access meets the City's entering sight distance requirements for a vehicle turning left or right from the site access location onto Newport Way.

Proposed Access Channelization & Frontage

Consistent with City road standards and the *Central Issaquah Plan*, the Gateway Senior Housing project is required to widen the east side of Newport Way along its property frontage to provide new half-street improvements. These include road widening to accommodate a new 12-foot-wide center turn lane, 5-foot bicycle lane, 5-foot landscape strip, and 10-foot shared multimodal path.

As part of the proposed channelization and frontage evaluation, the previous TIA evaluated the need for both left-turn and right-turn lanes at the site access location on Newport Way. A right-turn lane would not be recommended based on the anticipated low volume of right-turns (10 vehicles) during the weekday PM peak hour. Widening on Newport Way to include a center turn lane is consistent with the planned channelization and frontage requirements for the nearby Gateway Apartments project. The center left-turn lane is also expected to improve safety by removing eastbound left-turning traffic from the through travel lane.

The center turn-lane, which is a programmed improvement in the City's six-year Transportation Improvement Plan (TIP) and consistent with the City's *Central Issaquah Plan*, will extend along Newport Way through the Pine Cone Drive intersection to provide a continuous center left-turn lane.

Safety

A detailed safety evaluation was conducted and documented in the previous TIA. Historic collisions along Newport Way were documented for the most recent three-year period of available data between January 1, 2012 to December 31, 2014 when the posted speed on Newport Way was 40 mph. The evaluation determined that there was an average of less than 6 collisions per year on the section of Newport Way between Lakemont Boulevard and SR-900, with a collision rate of about 1.5 collisions per million entering vehicles. The City has not identified this section of Newport Way to be a high accident location, and the additional traffic generated by the proposed Gateway Senior Housing project is not expected to create a significant adverse impact on traffic safety of this corridor. The recent change to a posted speed of 30 mph is also anticipated to improve safety along the Newport Way corridor.

Traffic Volumes and LOS

Consistent with City TIA Guidelines, and as documented in the previous TIA, weekday AM and PM peak hour traffic counts were collected on Newport Way in July 2015. As presented in the previous TIA, project-generated traffic during the weekday AM and PM peak hours was distributed to both directions on Newport Way based on existing travel patterns and the recent turning movement counts at the Newport Way/Pacific Elm Drive intersection. The City's traffic model provided similar trip distribution results.

A 2 percent annual growth rate was applied to existing traffic counts to estimate future peak hour traffic volumes without the Gateway Senior Housing project, including traffic growth from area pipeline projects. The project-generated traffic was assigned the future peak hour without-project estimated traffic volumes on Newport Way. The AM and PM peak hour LOS results, which were provided in the previous TIA, indicated that all turn movements at the site access onto Newport Way are anticipated to operate at LOS B or better.

Pedestrian & Bicycle Impacts

Bicycle lanes currently exist along both sides of Newport Way and would be maintained with future development and widening proposed at the site access intersection. The *Central Issaquah Plan* identifies this section of Newport Way as a “Parkway” that will include a center turn lane and maintain bicycle lanes on both sides. The City has also recently commissioned a City-wide Pedestrian Crossing Study to evaluate priority public pedestrian crossings. One of the locations included in that study is Newport Way between 54th Street and SR-900.

Neighborhood Impacts

In the project vicinity, Newport Way is currently 2-lane minor arterial road that carries traffic between Lakemont Boulevard (in Bellevue to the west) and SR-900 to the east. There are turn lanes provided at a few locations with intersections serving larger residential developments. The posted speed was recently reduced to 30 mph. The *Central Issaquah Plan* identifies this section of Newport Way as a “Parkway” to include a continuous center turn lane with bicycle lanes maintained on both sides. The addition of a center turn lane on Newport Way will provide about 40 percent additional capacity¹ compared to a 2-lane road, as well as safer travel allowing turning vehicles a separate turn lane from through traffic. This is based on a comparison of daily and peak hour roadway capacities for 2-lane and 3-lane urban roadways in King County.

The future frontage and road section required for the Gateway Senior Housing project includes a 10-foot wide multimodal path along the northerly property, together with a landscape stripe separating the trail from the on-street bicycle land and west-bound travel lanes. Where a center turn lane is not required at side-street intersections, a landscape median would separate the east-bound travel and bike lanes. A 10-foot travel lane is proposed to promote slower speeds along the corridor, together with 5-foot bike lanes on both sides. This proposed road section and channelization concept plan are illustrated in the Attachment.

Conclusion

Based on the anticipated LOS B operation during the weekday AM and PM peak hours, adequate Entering Sight Distance, addition of the center turn lane and frontage improvements, the proposed single site access onto Newport Way is expected to accommodate full access turn movements with no restrictions anticipated.

If you have any questions regarding the information presented in this analysis, please contact me at 425-250-0581 or schramm@tenw.com.

cc: The Wolff Company – Mike Milhaupt
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Jeff Haynie, P.E. – TENW Principal
Chris Bicket, P.E. – TENW Design Manager

Attachments: Site Access Channelization

¹ Source: *King County Roadway Link Capacity Values*. 2-lane urban road has 13,200 ADT two-way capacity and 760 peak hour one-way capacity. 3-lane urban road has 19,220 ADT two-way capacity and 1,030 peak hour one-way capacity.

ATTACHMENT

Site Access Channelization

