



# Memorandum

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Date: April 23, 2009

TO: Transportation Commission

FROM: Paul Krawczyk, PE, PTOE, Project Manager

SUBJECT: West Lake Sammamish Parkway Update, CIP Plan No. PW-R-141

**Purpose:**

The purpose of this memorandum is to update you on the upcoming West Lake Sammamish Open House (June 10<sup>th</sup>) and a project newsletter/survey form that will seek input from the public regarding the proposed first phase of construction for the West Lake Sammamish Project.

**Project Background:**

The West Lake Sammamish project was created as part of the 2007-2013 Capital Investment Program (CIP) Plan. The project description is based on the City Council adopted roadway cross-section that was developed in 2005 after an extensive public outreach effort. The Council approved cross-section includes a four-foot wide shoulder on the east side of the street, one travel lane in each direction and a 10-foot wide multi-use trail on the west side of the street separated by landscaped areas where feasible (see illustrations attached).

In July of 2007, City Council approved a supplemental CIP budget package, which included an additional \$1 million dollars, for a total budget of \$6,560,000, allocated for the West Lake Sammamish Parkway project. This supplemental funding allowed the City to begin the Design Report phase in 2008, one year earlier than previously planned.

The Transportation Department is currently finalizing the project Design Report. Key elements of the design report include revised construction cost estimates and a proposed five-phase construction phasing plan. The proposed construction plan breaks the roadway into five approximately one mile long segments. Since the roadway is approximately 5.5 miles long, the construction phasing plan breaks down construction into manageable construction sequencing and project funding components.

**Current Activities:** The Transportation Department is currently preparing for a Public Open House scheduled for June 10, 2009. In preparation of the Public Open house, the City we send out a project newsletter with a public survey form to ask for input on the City proposed construction phasing plan. The results of the survey will be shared with the public at the Open House. The intent of the survey is to gain public input and consent on which segment the City should construct first.

Next steps in the completion of the project Design Report include:

- Sending out a project Newsletter with a public survey form asking which roadway segment to construct first.
- Collecting and summarizing survey results prior to the public Open House.
- Hosting a public Open House to show final conceptual design plans and share survey results with community and roadway users.
- Returning to Transportation Commission to share results of the survey and present a conceptual design plan for the proposed first roadway segment to be constructed.
- Present the project Design Report with a proposed first phase of construction to City Council for approval and to seek additional construction funding.

**Commission Action:** No action is required at this time. This memorandum is provided as an informational only update for the Transportation Commission's use. If you have any questions regarding the West Lake Sammamish Parkway project, please contact me (Paul Krawczyk) at 425-452-7905 or by email at [pkrawczyk@bellevuewa.us](mailto:pkrawczyk@bellevuewa.us).

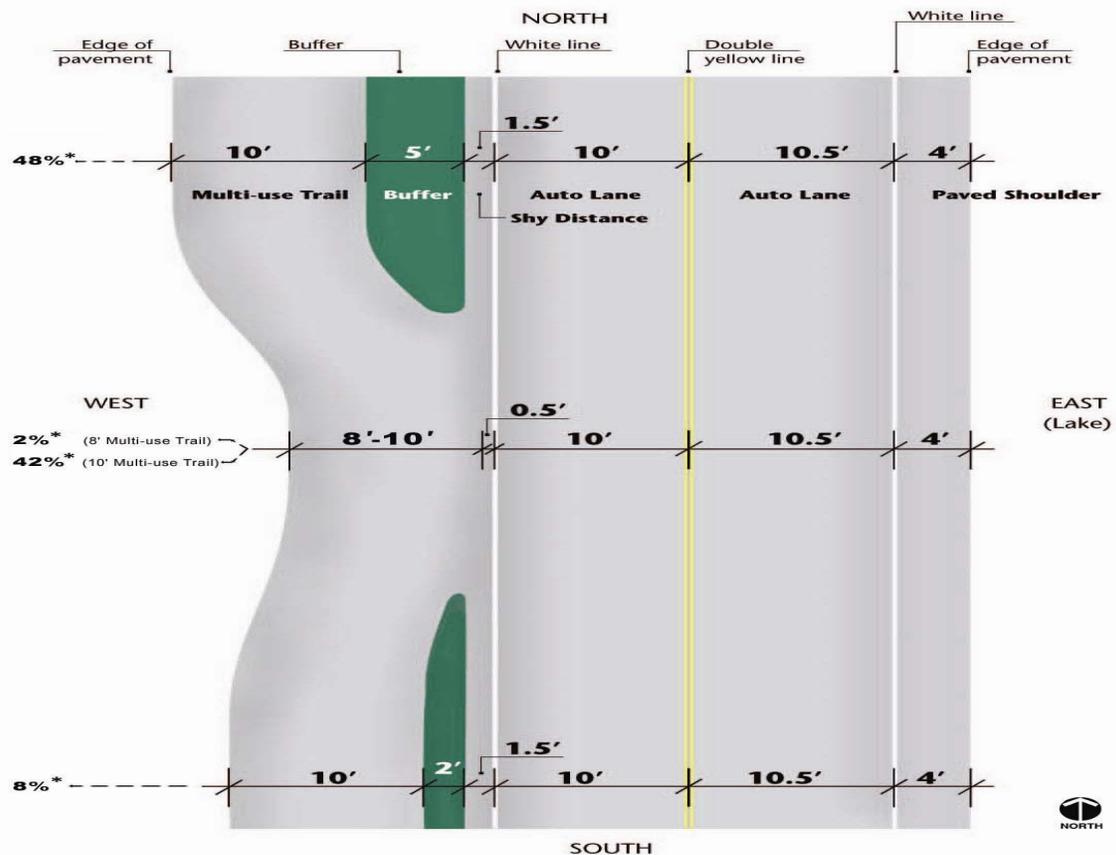
## Existing Roadway



## Example of Potential Roadway Section

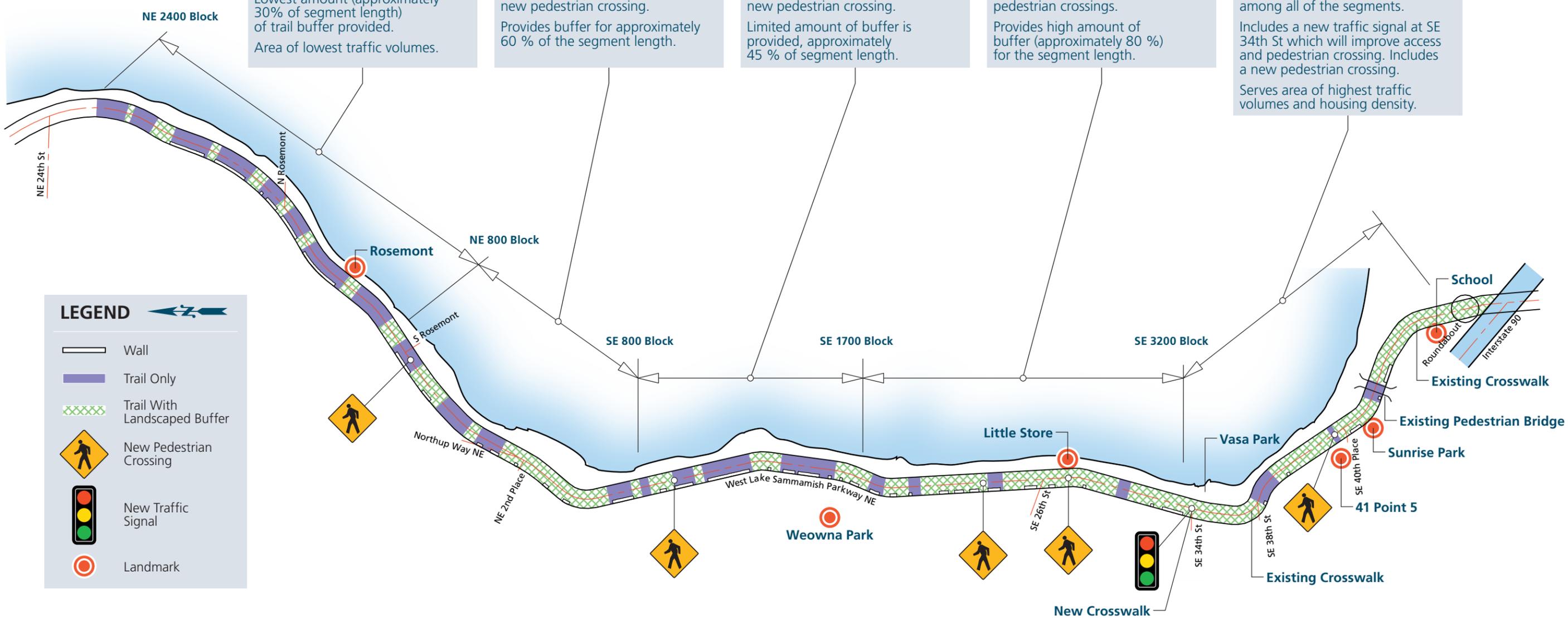


# West Lake Sammamish Parkway Proposed Cross-section approved by Council in April 2005



\* Percents shown indicate approximate length of the overall West Lake Sammamish Parkway corridor where each type of section shown may be applied. Percents do not include driveways or side streets.

NORTH SEGMENT	NORTH CENTRAL SEGMENT	CENTRAL SEGMENT	SOUTH CENTRAL SEGMENT	SOUTH SEGMENT
Segment Length 6,600ft	Segment Length 4,800ft	Segment Length 3,900ft	Segment Length 5,100ft	Segment Length 6,000ft
Cost Per Foot / Total Cost \$1,200 / \$7.9M	Cost Per Foot / Total Cost \$1,165 / \$5.6M	Cost Per Foot / Total Cost \$1,305 / \$5.1M	Cost Per Foot / Total Cost \$1,195 / \$6.1M	Cost Per Foot / Total Cost \$1,335 / \$8.0M
Amount of Proposed Landscape Buffer Added 29%	Amount of Proposed Landscape Buffer Added 61%	Amount of Proposed Landscape Buffer Added 44%	Amount of Proposed Landscape Buffer Added 82%	Amount of Proposed Landscape Buffer Added 83%
Addresses need for east shoulder. Lowest amount (approximately 30% of segment length) of trail buffer provided. Area of lowest traffic volumes.	Addresses need for east shoulder and provides one new pedestrian crossing. Provides buffer for approximately 60 % of the segment length.	Addresses need for east shoulder and includes one new pedestrian crossing. Limited amount of buffer is provided, approximately 45 % of segment length.	Addresses need for east shoulder and provides two pedestrian crossings. Provides high amount of buffer (approximately 80 %) for the segment length.	Provides largest of amount of trail buffer (aprox 85 %) among all of the segments. Includes a new traffic signal at SE 34th St which will improve access and pedestrian crossing. Includes a new pedestrian crossing. Serves area of highest traffic volumes and housing density.



**LEGEND** ←

- Wall
- Trail Only
- Trail With Landscaped Buffer
- New Pedestrian Crossing
- New Traffic Signal
- Landmark

# West Lake Sammamish Parkway Improvements

Segment Plan

