



City of Issaquah

2016 – 2021 Six Year Transportation Improvement Program (TIP)

Adopted by the City Council
June 1, 2015



2016-2021 Six-Year Transportation Improvement Program (TIP)

Proposed Council Action:
Hold Public Hearing; Approve Resolution

DEPARTMENT OF	PWE - Public Works Engineering, Sheldon Lynne
COUNCIL COMMITTEE LIAISON	Councilmember Schaer
OTHER COUNCIL MEETINGS	May 4, 2015
EXHIBITS	A. Proposed Resolution B. PPC's Recommendation Memo C. Schedule

POLICY & BUDGET INFO		Expenditure Required
Comp Plan Policy Nos.	T-4; T-10- T-12; T-13; T-17; T-36	\$ 0
Consistent:	Yes	Amount Budgeted
Other Policies	n/a	\$ 0

SUMMARY STATEMENT

In accordance with State Law, every municipality must annually hold a public hearing prior to adopting its Transportation Improvement Program (TIP) for the following six years. This Agenda Bill requests Council establish a hearing date of June 1, 2015. Any road construction project that is to be considered for any federal funding or the Transportation Improvement Board funding, must be listed. To be eligible for allocation of 1/2 - cent gas tax monies, projects must also be listed.

Transportation projects planned on City principal, minor and collector arterials are included in the program and therefore recognized to be eligible for various State and Federal granting programs. The updated Six Year Transportation Improvement Program is required to be submitted to the Secretary of Transportation and the Transportation Improvement Board (TIB) for the State of Washington within 30 days of the adoption of the resolution, each year. A public hearing is required prior to adoption of the Six-Year TIP.

It is important to note that the TIP is not prioritized. The priority ranking occurs with the development and approval of the Capital Facilities Plan (CFP). However, the main purpose for projects to be listed in the TIP is to be eligible for using Federal and State funding. The TIP does include projects that were identified in the Central Issaquah Plan, the Bike Ped Plan and the recently adopted Concurrency model that focus on providing the necessary roadway capacity to meet the demand for future development and for improving bicycle and pedestrian mobility.

Review of TIP:

- | Staff presented the TIP (included as part of the proposed resolution provided in Exhibit A) for discussion at the April 23, 2015 Planning Policy Commission (PPC) meeting. Comments and PPC's recommendations are included in the memorandum attached as Exhibit B.
- | The Council Infrastructure Committee was briefed on the TIP process and introduced to the project list on April 21, 2015 and will discuss the TIP projects on May 21st in preparation for the Public Hearing. Exhibit C provides the schedule for processing the TIP.

Consistency With Comprehensive Plan:

T-4: Update the six year Transportation Improvement Program (TIP) annually to reflect changes in travel demand, land use designations or levels of service standards. Include a 20 year “future years” project list with the six year TIP to establish future system plans that coordinate with the 20 year land use plan.

T-10: Maintain a capital improvement program that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities and recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements.

T-12: Provide a seamless roadway and nonmotorized transportation system through implementation of the Roadway, Transit, Nonmotorized 20-year plans and the Sidewalk priority criteria. Use transit service within the city boundaries to connect major commercial centers, neighborhoods and regional transportation facilities.

T-13: Adequately fund, design and build the roadway network in accordance with the 20-year roadway plan shown in Figure 20 (Volume 1) in order to achieve the desired roadway classifications.

T-14: Complete missing links, sidewalks, and other enhancements in the existing street system to provide more effective use of existing roads through implementation of the Roadway, Transit, Bicycle and Shared Use Maps and Sidewalk Inventory Map and Sidewalk priority criteria.

T-17: Achieve the 2022 Transportation System goal to include 17% transit and nonmotorized trips by working with State and regional jurisdictions and transit providers to implement the transit supportive projects in the 20-year transit plan (Figure 22, Volume 1) and to achieve the desired transitway classifications.

T-36: Prioritize transportation funding in accordance with Comprehensive Plan policies CF-1.5 through CF-1.8 in the Capital Facilities Element.

Administration's Recommendation:

The Administration recommends holding the Public Hearing on June 1, 2015, and following the hearing, approve the resolution adopting the Six-Year Transportation Improvement Program.

Update:

At the Council Meeting of May 4, 2015, Council set the official public hearing regarding the TIP for June 1, 2015.

At the May 21, 2015 Council Infrastructure Committee meeting, staff briefed members on the process to date and the TIP itself. The Committee asked questions related to information linking the TIP to the recently adopted Concurrency projects that resulted in the new traffic impact fee and the non-motorized projects that resulted in the new SEPA mitigation fee for non-motorized impacts.

Alternative(s):

n/a

RECOMMENDATION

Council Infrastructure Committee/Joshua Schaer, Chair:

MOVE TO:

~~Schedule the Public Hearing on the proposed 2016-2021 Transportation Improvement Program for June 1, 2015; and, Refer AB 7000 to the May 21, 2014 Council Infrastructure Committee for review of the projects on the proposed TIP, returning to the full Council on June 1, 2015.~~

MOVE TO: Approve Resolution No. _____, adopting a six-year Transportation Improvement Program and directing the same to be filed with the State Secretary of Transportation and the Transportation Improvement

Board.

RESOLUTION NO. 2015-11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON ADOPTING A SIX-YEAR TRANSPORTION IMPROVEMENT PROGRAM AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, pursuant to the requirements of Chapters 35.77 and 47.26 RCW, the City Council of the City of Issaquah has previously adopted a Comprehensive Transportation Program, and thereafter periodically modified said Comprehensive Transportation Program by resolution, and

WHEREAS, the City Council has reviewed the work accomplished under the Program, determined current and future City transportation needs to include non-motorized transportation, and based upon these findings has prepared a Six-Year Transportation Improvement Program for the ensuing six (6) calendar years, and

WHEREAS, a public hearing has been held on the Six-Year Transportation Improvement Program as required by RCW 35.77.010, NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

Section 1. Program Adopted. The Six-Year Transportation Improvement Program for the City of Issaquah, as revised and extended for the ensuing six (6) calendar years (2016 – 2021, inclusive) and the 2016-2021 TIP Map, a copy of which is attached hereto as Exhibit A and B, respectively; and incorporated herein by this reference, as if fully set forth,

which Program sets forth the project location, type of improvement and estimated cost thereof, is hereby adopted and approved.

Section 2. Filing of Program. Pursuant to Chapter 35.77 RCW, within 30 days of the adoption of this resolution the City Clerk is hereby authorized and directed to file a copy of this resolution, together with the Exhibits hereto attached, with the Secretary of Transportation and a copy with the Transportation Improvement Board for the State of Washington.

PASSED by the City Council this 2nd day of June, 2015.



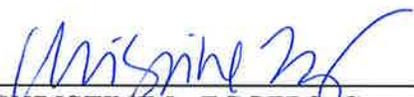
PAUL WINTERSTEIN, COUNCIL PRESIDENT

APPROVED by the Mayor this 2nd day of June, 2015.



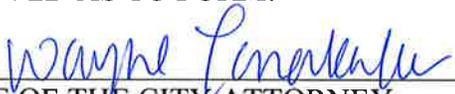
FRED BUTLER, MAYOR

ATTEST:



CHRISTINE L. EGGERS, CITY CLERK

APPROVED AS TO FORM:

By: 

OFFICE OF THE CITY ATTORNEY

RESOLUTION NO: 2015-11
AGENDA BILL NO: AB 7000
DATE PASSED: June 2, 2015



CITY OF
ISSAQUAH

WASHINGTON

PO Box 1307

130 E. Sunset Way

Issaquah, WA 98027-1307

Phone: (425) 837-3000

Fax: (425) 837-3009

Legal Notice Dated May 21, 2015

CITY OF ISSAQUAH
NOTICE OF PUBLIC HEARING
TRANSPORTATION IMPROVEMENT PROGRAM

The Issaquah City Council will hold a public hearing regarding the proposed 2016-2021 Transportation Improvement Program. This hearing will be heard at the Regular City Council meeting of June 1, 2015, which begins at 7:00 p.m. in the Council Chambers located at 135 East Sunset Way. Anyone interested may appear at the public hearing and be heard for or against, or provide comments, regarding the proposed Transportation Improvement Program.

For more information, please contact Sheldon Lynne, PWE Director (425) 837-3426.

City Clerk's Office
CITY OF ISSAQUAH

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Years 2016 - 2021

City of Issaquah, Washington

TIP Project No.	Project	Dept.	Prior Years	2015 Estimate	2016	2017	2018	2019	2020	2021	Future Years	Total Cost
1	E Lake Sammamish Pkwy Improvements	PWE	\$ 574,635	5,347,187	1,644,474	-	-	-	-	-	-	7,566,296
2	N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	PWE	\$ 752,473	6,250,000	6,000,000	15,000,000	9,754,609	-	-	-	-	37,757,082
3	N. Iss. Rdwy Impvmnts - 12th Ave/SR 900/17th Ave Imp.	PWE	\$ -	-	-	632,619	325,372	1,935,007	645,002	-	-	3,538,000
4	Front Street Railroad Crossing Replacement	PWO	\$ -	-	350,000	-	-	-	-	-	-	350,000
5	Street Overlay Program	PWO		800,000	2,066,000	2,118,000	2,171,000	2,225,000	2,280,000	2,337,000	-	13,997,000
6	Complete Streets Program	PWE	\$ -	720,000	670,000	697,000	724,000	751,000	782,000	805,000	-	5,149,000
7	Annual Traffic Signal Loop Replacement	PWO	\$ -	20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	140,000
8	NW Holly Street	PWE	\$ -	-	150,000	265,300	2,118,355	-	-	-	-	2,533,655
9	Signal Pole Painting	PWO	\$ -	-	500,000	-	-	-	-	-	-	500,000
10	Three Trails Crossing Improvements	PWE	\$ 24,110	-	-	-	190,962	133,674	1,106,519	-	-	1,455,265
11	NW Gilman Boulevard Safety Improvements	PWE	\$ -	-	-	-	307,000	2,767,000	-	-	-	3,074,000
12	Issaquah - Pine Lake Road Improvements	PWE	\$ -	-	-	-	1,509,000	1,061,000	2,570,000	6,308,000	-	11,448,000
13	Pickering Trail (Tributary 0170)	PWE	\$ -	-	-	-	-	406,000	248,000	2,402,560	-	3,056,560
14	11th/12th Ave NW Overcrossing Direct Access	PWE	\$ -	-	-	-	-	-	1,900,000	1,500,000	36,059,624	39,459,624
15	SR900/NW Sammamish Road Widening	PWE	\$ -	-	-	-	-	-	670,000	750,000	8,223,000	9,643,000
16	SR 900/I-90 Eastbound Ramps	PWE	\$ -	-	-	-	-	-	-	150,000	922,780	1,072,780
17	Newport Way Improvements (Maple to Sunset)	PWE	\$ 115,008	-	-	-	-	-	-	600,000	14,734,992	15,450,000
18	Maple St/Newport Way Intersection Improvements	PWE		-	-	-	-	-	-	380,000	2,119,000	2,499,000
19	221st Place SE Improvements	PWE		-	-	-	-	-	-	516,041	5,875,469	6,391,510
20	SE Black Nugget Rd - Retaining Wall Repair	PWE		-	-	-	-	-	-	-	2,300,000	2,300,000
21	NW Sammamish Road/SE 56th St Widening	PWE		-	-	-	-	-	-	-	51,689,320	51,689,320
22	13th Ave NW Improvements	PWE		-	-	-	-	-	-	-	4,100,000	4,100,000
23	15th Avenue NW Improvements	PWE		-	-	-	-	-	-	-	4,600,000	4,600,000
24	NW Juniper St. Improvements	PWE		-	-	-	-	-	-	-	1,950,000	1,950,000
25	NW Maple & 12th Ave NW Intersection Improvements	PWE		-	-	-	-	-	-	-	1,033,000	1,033,000
26	Front St & I-90 Interchange Reconfiguration	PWE		-	-	-	-	-	-	-	44,000,000	44,000,000
27	Front St & Gilman Blvd Intersection Improvements	PWE		-	-	-	-	-	-	-	3,249,000	3,249,000
28	NW Newport Way West of SR-900	PWE		-	-	-	-	-	-	-	13,644,000	13,644,000
29	11th Avenue NW Improvements	PWE		-	-	-	-	-	-	-	4,672,175	4,672,175
30	NW Mall Street Improvements	PWE		-	-	-	-	-	-	-	15,292,000	15,292,000
31	10th Ave NW Non-Motorized Crossing I-90	PWE		-	-	-	-	-	-	-	6,363,000	6,363,000
32	NW Mall Street Pedestrian Corridor	PWE		-	-	-	-	-	-	-	2,662,000	2,662,000
33	220th Avenue SE Bike Lanes	PWE		-	-	-	-	-	-	-	202,000	202,000
34	Newport Way NW Bike Lanes and Sidewalk	PWE		-	-	-	-	-	-	-	345,150	345,150
35	2nd Ave/Sunset Way Traffic Signal	PWE		-	-	-	-	-	-	-	1,096,228	1,096,228
36	SR 900 Widening	PWE		-	-	-	-	-	-	-	7,017,769	7,017,769
37	SE Black Nugget Road Widening	PWE		-	-	-	-	-	-	-	1,196,523	1,196,523
38	SE 51st Street at E. Lake Sammamish Parkway	PWE		-	-	-	-	-	-	-	640,970	640,970
39	Front Street & NW Dogwood Street Improvements	PWE		-	-	-	-	-	-	-	2,500,000	2,500,000
40	NE Gilman Blvd Between Front and XXX Driveway	PWE		-	-	-	-	-	-	-	772,229	772,229
41	NE Gilman Blvd/3rd Ave NE	PWE		-	-	-	-	-	-	-	745,000	745,000
42	East Sunset Way Improvements	PWE		-	-	-	-	-	-	-	6,410,000	6,410,000
43	Sammamish Trail Grade Separation At SE 56th St.	PWE		-	-	-	-	-	-	-	5,338,000	5,338,000
44	NW Sammamish Road Non-Motorized Crossing I-90	PWE		-	-	-	-	-	-	-	10,048,000	10,048,000
45	SE 56th Street Bike Lane	PWE		-	-	-	-	-	-	-	20,875	20,875
46	Gilman Blvd Bike Lanes and Sidewalk	PWE		-	-	-	-	-	-	-	2,662,000	2,662,000
47	NW Sammamish Rd Improvements	PWE		-	-	-	-	-	-	-	6,180,000	6,180,000
48	Newport Way Bike Lane Ramp	PWE		-	-	-	-	-	-	-	68,000	68,000
49	Juniper St Sidewalk	PWE		-	-	-	-	-	-	-	353,730	353,730
50	Providence Point - Intersection Realignment & Signalization	PWE		-	-	-	-	-	-	-	3,973,506	3,973,506
51	Front St. & Sunset Way Intersection Improvements	PWE		-	-	-	-	-	-	-	905,000	905,000
52	West School Trail	PWE		-	-	-	-	-	-	-	1,755,750	1,755,750
53	NE Dogwood St Road Widening and Sidewalk	PWE		-	-	-	-	-	-	-	1,576,025	1,576,025

TIP Project No.	Project	Dept.	Prior Years	2015 Estimate	2016	2017	2018	2019	2020	2021	Future Years	Total Cost	
54	Dodd Field Trail Connection	PWE		-	-	-	-	-	-	-	300,105	300,105	
55	Squak Mountain Uphill Bike Lane and Sidewalk	PWE		-	-	-	-	-	-	-	3,339,250	3,339,250	
56	Tibbetts Park Trail Connection	PWE		-	-	-	-	-	-	-	1,235,800	1,235,800	
57	NW Village Park Dr. Bike Lanes	PWE		-	-	-	-	-	-	-	48,905	48,905	
58	SE 43rd Way Bike Lane Improvements	PWE		-	-	-	-	-	-	-	54,210	54,210	
59	Laughing Jacobs Trail	PWE		-	-	-	-	-	-	-	4,100,363	4,100,363	
60	Water Ditch Trail	PWE		-	-	-	-	-	-	-	405,600	405,600	
61	Sycamore Crossing Improvements	PWE		-	-	-	-	-	-	-	273,600	273,600	
												-	
												-	
Total Transportation Project Costs				\$ 1,466,226	\$ 13,137,187	\$ 11,400,474	\$ 18,732,919	\$ 17,120,298	\$ 9,298,681	\$ 10,221,521	\$ 15,768,601	\$ 287,053,948	\$ 384,199,854
Non City Funds				\$ -	\$ 6,250,000	\$ 2,876,000	\$ 14,803,657	\$ 10,217,738	\$ 1,837,153	\$ 1,921,501	\$ 5,811,448	\$ -	\$ 43,717,497
Total City Funds				\$ 1,466,226	\$ 6,887,187	\$ 8,524,474	\$ 3,929,262	\$ 6,902,560	\$ 7,461,528	\$ 8,300,020	\$ 9,957,153	\$ 287,053,948	\$ 340,482,357

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
SORTED BY PROJECT TYPE
Years 2016 - 2021

TIP Project No.	Project	Dept.	Prior Years	2015 Estimate	2016	2017	2018	2019	2020	2021	Future Years	Total Cost
Roadway Investments												
1	E Lake Sammamish Pkwy Improvements	PWE	\$ 574,635	5,347,187	1,644,474	-	-	-	-	-	-	7,566,296
2	N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	PWE	\$ 752,473	6,250,000	6,000,000	15,000,000	9,754,609	-	-	-	-	37,757,082
3	N. Iss. Rdwy Impvmnts - 12th Ave/SR 900/17th Ave Int	PWE		-	-	632,619	325,372	1,935,007	645,002	-	-	3,538,000
4	Front Street Railroad Crossing Replacement	PWE		-	350,000	-	-	-	-	-	-	350,000
6	Complete Streets Program	PWE		720,000	670,000	697,000	724,000	751,000	782,000	805,000	-	5,149,000
7	Annual Traffic Signal Loop Replacement	PWE		20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	140,000
8	NW Holly Street	PWE		-	150,000	265,300	2,118,355	-	-	-	-	2,533,655
9	Signal Pole Painting			-	500,000	-	-	-	-	-	-	500,000
11	NW Gilman Boulevard Safety Improvements	PWE		-	-	-	307,000	2,767,000	-	-	-	3,074,000
12	Issaquah - Pine Lake Road Improvements	PWE		-	-	-	1,509,000	1,061,000	2,570,000	6,308,000	-	11,448,000
14	11th/12th Ave NW Overcrossing Direct Access	PWE		-	-	-	-	-	1,900,000	1,500,000	36,059,624	39,459,624
15	SR900/NW Sammamish Road Widening	PWE		-	-	-	-	-	670,000	750,000	8,223,000	9,643,000
17	Newport Way Improvements (Maple to Sunset)	PWE	115,008	-	-	-	-	-	-	600,000	14,734,992	15,450,000
18	Maple St/Newport Way Intersection Improvements	PWE		-	-	-	-	-	-	380,000	2,119,000	2,499,000
19	221st Place SE Improvements	PWE		-	-	-	-	-	-	516,041	5,875,469	6,391,510
20	SE Black Nugget Rd - Retaining Wall Repair	PWE		-	-	-	-	-	-	-	2,300,000	2,300,000
21	NW Sammamish Road/SE 56th St Widening	PWE		-	-	-	-	-	-	-	51,689,320	51,689,320
22	13th Ave NW Improvements	PWE		-	-	-	-	-	-	-	4,100,000	4,100,000
23	15th Avenue NW Improvements	PWE		-	-	-	-	-	-	-	4,600,000	4,600,000
24	NW Juniper St. Improvements	PWE		-	-	-	-	-	-	-	1,950,000	1,950,000
25	NW Maple & 12th Ave NW Intersection Improvements	PWE		-	-	-	-	-	-	-	1,033,000	1,033,000
27	Front St & Gilman Blvd Intersection Improvements	PWE		-	-	-	-	-	-	-	3,249,000	3,249,000
28	NW Newport Way West of SR-900	PWE		-	-	-	-	-	-	-	13,644,000	13,644,000
29	11th Avenue NW Improvements	PWE		-	-	-	-	-	-	-	4,672,175	4,672,175
30	NW Mall Street Improvements	PWE		-	-	-	-	-	-	-	15,292,000	15,292,000
35	2nd Ave/Sunset Way Traffic Signal	PWE		-	-	-	-	-	-	-	1,096,228	1,096,228
36	SR 900 Widening	PWE		-	-	-	-	-	-	-	7,017,769	7,017,769
37	SE Black Nugget Road Widening	PWE		-	-	-	-	-	-	-	1,196,523	1,196,523
38	SE 51st Street at E. Lake Sammamish Parkway	PWE		-	-	-	-	-	-	-	640,970	640,970
39	Front Street & NW Dogwood Street Improvements	PWE		-	-	-	-	-	-	-	2,500,000	2,500,000
40	NE Gilman Blvd Between Front and XXX Driveway	PWE		-	-	-	-	-	-	-	772,229	772,229
41	NE Gilman Blvd/3rd Ave NE	PWE		-	-	-	-	-	-	-	745,000	745,000
42	East Sunset Way Improvements	PWE		-	-	-	-	-	-	-	6,410,000	6,410,000
47	NW Sammamish Rd Improvements	PWE		-	-	-	-	-	-	-	6,180,000	6,180,000
50	Providence Point - Intersection Realignment & Signal	PWE		-	-	-	-	-	-	-	3,973,506	3,973,506
51	Front St. & Sunset Way Intersection Improvements	PWE		-	-	-	-	-	-	-	905,000	905,000
	SUBTOTAL		1,442,116	12,337,187	9,334,474	16,614,919	14,758,336	6,534,007	6,587,002	10,879,041	200,978,805	279,465,887
Roadway Maintenance												
5	Street Overlay Program	PWO		800,000	2,066,000	2,118,000	2,171,000	2,225,000	2,280,000	2,337,000	-	13,997,000
	SUBTOTAL			800,000	2,066,000	2,118,000	2,171,000	2,225,000	2,280,000	2,337,000	-	13,997,000
Non-Motorized Facilities/Alternative Transportation												
10	Three Trails Crossing Improvements	PWE	\$ 24,110	-	-	-	190,962	133,674	1,106,519	-	-	1,455,265

TIP Project No.	Project	Dept.	Prior Years	2015 Estimate	2016	2017	2018	2019	2020	2021	Future Years	Total Cost	
13	Pickering Trail (Tributary 0170)	PWE		-	-	-	-	406,000	248,000	2,402,560	-	3,056,560	
31	10th Ave NW Non-Motorized Crossing I-90	PWE		-	-	-	-	-	-	-	6,363,000	6,363,000	
32	NW Mall Street Pedestrian Corridor	PWE		-	-	-	-	-	-	-	2,662,000	2,662,000	
33	220th Avenue SE Bike Lanes	PWE		-	-	-	-	-	-	-	202,000	202,000	
34	Newport Way NW Bike Lanes and Sidewalk	PWE		-	-	-	-	-	-	-	345,150	345,150	
43	Sammamish Trail Grade Separation At SE 56th St.	PWE		-	-	-	-	-	-	-	5,338,000	5,338,000	
44	NW Sammamish Road Non-Motorized Crossing I-90	PWE		-	-	-	-	-	-	-	10,048,000	10,048,000	
45	SE 56th Street Bike Lane	PWE		-	-	-	-	-	-	-	20,875	20,875	
46	Gilman Blvd Bike Lanes and Sidewalk	PWE		-	-	-	-	-	-	-	2,662,000	2,662,000	
48	Newport Way Bike Lane Ramp	PWE		-	-	-	-	-	-	-	68,000	68,000	
49	Juniper St Sidewalk	PWE		-	-	-	-	-	-	-	353,730	353,730	
52	West School Trail	PWE		-	-	-	-	-	-	-	1,755,750	1,755,750	
53	NE Dogwood St Road Widening and Sidewalk	PWE		-	-	-	-	-	-	-	1,576,025	1,576,025	
54	Dodd Field Trail Connection	PWE		-	-	-	-	-	-	-	300,105	300,105	
55	Squak Mountain Uphill Bike Lane and Sidewalk	PWE		-	-	-	-	-	-	-	3,339,250	3,339,250	
56	Tibbetts Park Trail Connection	PWE		-	-	-	-	-	-	-	1,235,800	1,235,800	
57	NW Village Park Dr. Bike Lanes	PWE		-	-	-	-	-	-	-	48,905	48,905	
58	SE 43rd Way Bike Lane Improvements	PWE		-	-	-	-	-	-	-	54,210	54,210	
59	Laughing Jacobs Trail	PWE		-	-	-	-	-	-	-	4,100,363	4,100,363	
60	Water Ditch Trail	PWE		-	-	-	-	-	-	-	405,600	405,600	
61	Sycamore Crossing Improvements	PWE		-	-	-	-	-	-	-	273,600	273,600	
	SUBTOTAL			24,110	-	-	190,962	539,674	1,354,519	2,402,560	41,152,363	45,664,188	
Other Agency Projects													
16	SR 900/I-90 Eastbound Ramps	PWE		-	-	-	-	-	-	150,000	922,780	1,072,780	
26	Front St & I-90 Interchange Reconfiguration	PWE		-	-	-	-	-	-	-	44,000,000	44,000,000	
	SUBTOTAL			-	-	-	-	-	-	150,000	44,922,780	45,072,780	
												-	
												-	
Total Transportation Project Costs				\$ 1,466,226	\$ 13,137,187	\$ 11,400,474	\$ 18,732,919	\$ 17,120,298	\$ 9,298,681	\$ 10,221,521	\$ 15,768,601	\$ 287,053,948	\$ 384,199,854

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
For the Budget Years 2016 - 2021
Multimodal Project Comparison

TIP Project No.	Project	Roadway Capacity Project	Transit/Transit Supportive	Sidewalks	Non-Motorized
1	E Lake Sammamish Pkwy Improvements	Yes	Yes	Yes	Yes
2	N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	Yes	Yes	Yes	Yes
3	N. Iss. Rdwy Impvmnts - 12th Ave/SR 900/17th Ave Imp.	Yes	Yes	Yes	Yes
4	Front Street Railroad Crossing Replacement	No	Yes	Yes	Yes
5	Street Overlay Program	No	Yes	No	No
6	Complete Streets Program	No	Yes	Yes	Yes
7	Annual Traffic Signal Loop Replacement	No	No	No	No
8	NW Holly Street	No	No	Yes	Yes
9	Signal Pole Painting	No	No	No	No
10	Three Trails Crossing Improvements	Yes	Yes	Yes	Yes
11	NW Gilman Boulevard Safety Improvements	Yes	No	No	No
12	Issaquah - Pine Lake Road Improvements	Yes	Yes	Yes	Yes
13	Pickering Trail (Tributary 0170)	No	No	Yes	Yes
14	11th/12th Ave NW Overcrossing Direct Access	Yes	Yes	Yes	Yes
15	SR900/NW Sammamish Road Widening	Yes	Yes	No	No
16	SR 900/I-90 Eastbound Ramps	Yes	Yes	Yes	Yes
17	Newport Way Improvements (Maple to Sunset)	Yes	Yes	Yes	Yes
18	Maple St/Newport Way Intersection Improvements	Yes	Yes	No	No
19	221st Place SE Improvements	Yes	Yes	Yes	No
20	SE Black Nugget Rd - Retaining Wall Repair	No	No	No	No
21	NW Sammamish Road/SE 56th St Widening	Yes	Yes	Yes	Yes
22	13th Ave NW Improvements	Yes	Yes	Yes	Yes
23	15th Avenue NW Improvements	Yes	Yes	Yes	Yes
24	NW Juniper St. Improvements	Yes	Yes	Yes	Yes
25	NW Maple & 12th Ave NW Intersection Improvements	Yes	Yes	No	No
26	Front St & I-90 Interchange Reconfiguration	Yes	Yes	Yes	Yes
27	Front St & Gilman Blvd Intersection Improvements	Yes	Yes	Yes	Yes
28	NW Newport Way West of SR-900	Yes	Yes	Yes	Yes
29	11th Avenue NW Improvements	Yes	Yes	Yes	Yes
30	NW Mall Street Improvements	No	Yes	Yes	Yes
31	10th Ave NW Non-Motorized Crossing I-90	No	Yes	Yes	Yes
32	NW Mall Street Pedestrian Corridor	No	Yes	Yes	Yes
33	220th Avenue SE Bike Lanes	No	Yes	No	Yes
34	Newport Way NW Bike Lanes and Sidewalk	No	No	Yes	Yes
35	2nd Ave/Sunset Way Traffic Signal	No	Yes	Yes	Yes
36	SR 900 Widening	Yes	Yes	No	No
37	SE Black Nugget Road Widening	Yes	Yes	Yes	Yes
38	SE 51st Street at E. Lake Sammamish Parkway	Yes	Yes	No	No
39	Front Street & NW Dogwood Street Improvements	Yes	Yes	Yes	Yes
40	NE Gilman Blvd Between Front and XXX Driveway	No	No	Yes	Yes
41	NE Gilman Blvd/3rd Ave NE	No	No	Yes	Yes
42	East Sunset Way Improvements	Yes	Yes	Yes	Yes
43	Sammamish Trail Grade Separation At SE 56th St.	Yes	Yes	Yes	Yes
44	NW Sammamish Road Non-Motorized Crossing I-90	No	Yes	Yes	Yes
45	SE 56th Street Bike Lane	No	No	No	Yes
46	Gilman Blvd Bike Lanes and Sidewalk	No	Yes	Yes	Yes
47	NW Sammamish Rd Improvements	Yes	Yes	Yes	Yes
48	Newport Way Bike Lane Ramp	No	No	No	Yes
49	Juniper St Sidewalk	No	Yes	Yes	Yes
50	Providence Point - Intersection Realignment & Signalization	Yes	Yes	Yes	Yes
51	Front St. & Sunset Way Intersection Improvements	Yes	Yes	No	No
52	West School Trail	No	No	Yes	Yes
53	NE Dogwood St Road Widening and Sidewalk	Yes	Yes	Yes	Yes
54	Dodd Field Trail Connection	No	No	Yes	Yes
55	Squak Mountain Uphill Bike Lane and Sidewalk	No	No	Yes	Yes
56	Tibbetts Park Trail Connection	No	No	Yes	Yes
57	NW Village Park Dr. Bike Lanes	No	No	No	Yes
58	SE 43rd Way Bike Lane Improvements	No	No	No	Yes
59	Laughing Jacobs Trail	No	No	Yes	Yes
60	Water Ditch Trail	No	No	Yes	Yes
61	Sycamore Crossing Improvements	Yes	Yes	No	No

E Lake Sammamish Pkwy Improvements

<p>LOCATION: E. Lake Sammamish Parkway Between SE 56th Street and Issaquah Fall City Rd</p>
<p>DESCRIPTION: As part of the N. Issaquah Roadway Network Improvements, design and construct roadway widening to provide for additional southbound through-travel lane, curb, gutter, sidewalks, storm drainage system including pertinent storm water filtration and storage, irrigation, and street trees. Requires modification of traffic signal at Black Nugget Rd and at SE 62nd St to provide for additional southbound through lane. Restripe portion of roadway between Issaquah Fall City Rd and I-90 for additional southbound approach lane. Will require completion of the biological assessment and acquisition of right-of-way and NEPA approval. Includes undergrounding overhead utilities.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Roadway network improvements are necessary to support the non-residential property and improve overall traffic circulation north of I-90. Improves internal City and regional traffic circulation between north and south Issaquah. Improves public mass transit connections between Issaquah and other major destinations. The project will improve traffic safety and the added capacity provides improved level of service that will also improve fuel efficiency and reduce fuel emissions. Where possible, to include low impact</p>
<p>TARGETED OUTCOME: 2014: Completed 60% design and NEPA environmental documentation, began ROW acquisition; 2015: Complete ROW acquisition; Begin construction of improvements; 2016: Complete construction.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design, R-O-W Acquisition, Construction	\$ 1,644,474	\$ -	\$ 1,644,474
TOTAL	\$ 1,644,474	\$ -	\$ 1,644,474

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ 105,087	\$ -	\$ 105,087
PSRC/TIB/Costco	\$ 1,539,387	\$ -	\$ 1,539,387
TOTAL	\$ 1,644,474	\$ -	\$ 1,644,474

N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.

<p>LOCATION: SE 62nd St and Extension of SE 62nd St from E. Lake Sammamish Pkwy to Lake Drive</p>
<p>DESCRIPTION: Design and construct a new roadway and bridge extending SE 62nd St into Pickering Shopping Center and widen SE 62nd from E Lake Sammamish Pkwy to 221st Ave SE/4th Ave NW as well as relocate the East Fork of Issaquah Creek and roundabouts at SE 62nd St and 221st Ave SE/4th Ave NW and at new roadway at Lake Dr.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Roadway network improvements are necessary to support the non-residential property and improve overall traffic circulation north of I-90.</p>
<p>TARGETED OUTCOME: Developed special reports for environ. docs, completed 30% preliminary design and updated the cost estimates. 2014: Negotiated development agreement with Costco throughout the year delaying design for SE 62nd St. and new roadway improvements. Separated out the E. Lake Sammamish Pkwy Widening Improvements and the 12th Ave NW/SR900 Improvements. The 2014 total budget of \$9,470,805 is to be broken out with \$2,327,877 to E. Lake Sammamish Pkwy and \$7,142,928 to SE 62nd/Ext Impv.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design, R-O-W Acquisition, Construction	\$ 6,000,000	\$ 24,754,609	\$ 30,754,609
TOTAL	\$ 6,000,000	\$ 24,754,609	\$ 30,754,609

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ 1,023,000	\$ 1,023,000
Costco/TIB/Deptment of Commerce	\$ 6,000,000	\$ 23,731,609	\$ 29,731,609
TOTAL	\$ 6,000,000	\$ 24,754,609	\$ 30,754,609

N. Iss. Rdwy Impvmts - 12th Ave/SR 900/17th Ave Imp.

LOCATION: 12th Avenue NW and SR 900/17th Ave NW
DESCRIPTION: As part of the N. Issaquah Roadway Network Improvements, widen 12th Ave NW at SR 900/NW Sammamish Rd to provide for an additional westbound left-turn approach lane to provide exclusion dual left-turn lanes. Right-of-way will be required and the cost and amount necessary is undetermined at this time. In addition, widen the northbound SR-900/17th Ave NW approach to 12th Ave NW to provide for an exclusive right-turn lane for traffic turning from northbound SR-900/17th Ave NW to eastbound/southbound 12 Ave NW.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Roadway network improvements are necessary to support the non-residential property and improve overall traffic circulation north of I-90. These improvements also will help reduce the number of intersection accidents that are occurring. This intersection has a high number of accidents averaging about seven (7) accidents per year. The improvements will help reduce the length of stored vehicles waiting to turn left from 12th Ave. The project will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.
TARGETED OUTCOME: This project is a component of the N. Issaquah Roadway Network Improvement; 2017: Continue design from the 30% to 90%, environmental documentation and begin right of way acquisition; 2018: Finalize design and complete right of way acquisition; 2019: Begin construction; 2020: Complete Construction

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ 3,538,000	\$ 3,538,000
TOTAL		\$ 3,538,000	\$ 3,538,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 1,839,760	\$ 1,839,760
Property Oener Contr		\$ 1,698,240	\$ 1,698,240
TOTAL		\$ 3,538,000	\$ 3,538,000

Front Street Railroad Crossing Replacement

<p>LOCATION: Intersection of Front Street North and NW Dogwood</p>
<p>DESCRIPTION: Replace entire railroad crossing in conjunction with the pavement management program. The contractor will need to remove entire crossing and replace the base material and bring the crossing up to the new standard.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: The crossing is failing in several areas and most of the ties are original. The crossing rail does not meet the standard for this type of system and will need to be updated.</p>
<p>TARGETED OUTCOME: Remove and replace railroad crossing to meet current standard.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements	\$ 350,000	\$ -	\$ 350,000
TOTAL	\$ 350,000	\$ -	\$ 350,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ 350,000	\$ -	\$ 350,000
		\$ -	\$ -
TOTAL	\$ 350,000	\$ -	\$ 350,000

Street Overlay Program

LOCATION: Citywide
DESCRIPTION: Annual street asphalt overlay based on Pavement Management Program, update of Preventative Maintenance Plan, preparation of specifications and inspections.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Traffic safety based on maintaining the integrity of the road surface.
TARGETED OUTCOME: Overlay streets based on Pavement Management Program. Overlay approximately four lane miles annually.

CAPITAL COST	2016	2017-2021	TOTAL
Street Overlay Program	\$ 2,066,000	\$ 11,131,000	\$ 13,197,000
TOTAL	\$ 2,066,000	\$ 11,131,000	\$ 13,197,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Reet 1 - Capital Improvement Fund (301)	\$ 2,066,000	\$ 11,131,000	\$ 13,197,000
Reet 2 - Street Improvement Fund (355)	\$ -	\$ -	\$ -
TOTAL	\$ 2,066,000	\$ 11,131,000	\$ 13,197,000

Complete Streets Program

LOCATION: Citywide
DESCRIPTION: To include installation of curb, gutter, and sidewalks, sidewalk repairs, crosswalks including markings and signage, and bike lanes. This project also includes upgrading deficient curb ramps to meet ADA standards at locations in need to serve the disabled where overlays of streets occur.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To improve safety and mobility for pedestrians, bicyclists and the disabled by incorporating the Complete Streets Program throughout the City. Where possible, to include low impact development/natural drainage practices, pervious pavements, Light Emitting Diodes (LED) street lights and any other energy reducing devices.
TARGETED OUTCOME: 2013 - Cancelled 2014 - Sidewalk Improvements: NW Dogwood St. west of bridge to Newport Way where sidewalks are missing including landscaping and upgrade existing curb ramps to ADA Standards. 2015 - Extend sidewalks on NW Dogwood St from bridge to 1st Ave NW, 2016 - To be determined.

CAPITAL COST	2016	2017 - 2021	TOTAL
Complete Streets Program	\$ 670,000	\$ 3,759,000	\$ 4,429,000
TOTAL	\$ 670,000	\$ 3,759,000	\$ 4,429,000

FUNDING SOURCES	2016	2017 - 2021	TOTAL
Street Improvement Fund (REET 2)	\$ 670,000	\$ 3,759,000	\$ 4,429,000
TOTAL	\$ 670,000	\$ 3,759,000	\$ 4,429,000

Annual Traffic Signal Loop Replacement

<p>LOCATION: Citywide</p>
<p>DESCRIPTION: Replace worn pavement areas with new asphalt pavement. Install new traffic signal loops into the new pavement and re-apply pavement markings (i.e. crosswalks, arrows, stop bars and buttons).</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Various traffic signal loops within the City are in poor working condition. The traffic signal loops are an integral part of traffic signal operations within the City, including the operations of the ITS Program. There are 950 loops in the City's traffic signal system. This program replaces older and deteriorating traffic loops to ensure the integrity of the traffic signal operation.</p>
<p>TARGETED OUTCOME: 2013 - Replaced 12 loops. 2014 - Replaced 12 loops 2015 - Replaced 12 loops 2016 - 2021 - Replace 12 signal loops annually.</p>

CAPITAL COST	2016	2017 - 2021	TOTAL
Complete Streets Program	\$ 20,000	\$ 100,000	\$ 120,000
TOTAL	\$ 20,000	\$ 100,000	\$ 120,000

FUNDING SOURCES	2016	2017 - 2021	TOTAL
Street Improvement Fund	\$ 20,000	\$ 100,000	\$ 120,000
TOTAL	\$ 20,000	\$ 100,000	\$ 120,000

NW Holly Street

<p>LOCATION: NW Holly Street between Rainier Blvd and Newport Way</p>
<p>DESCRIPTION: Construct a 10 to 12 foot hard surface path along the south side of Holly Street between 5th Ave NW and Rainier Blvd N. A bridge would also be constructed over Issaquah Creek. The trail could connect just south and parallel with Holly Street through Cybil Madeline Park versus running along the roadway between 3rd Ave NW and Rainier Blvd. N.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian facilities per the bike/pedestrian plan that improves safety, ADA accessibility, reduces fuel consumption and improves fuel emissions.</p>
<p>TARGETED OUTCOME: Design to begin 2016 including environmental documentation. Complete design, environmental documentation and permitting in 2017 with construction of improvements to begin in 2018.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design, Construction	\$ 150,000	\$ 2,383,655	\$ 2,533,655
			\$ -
TOTAL	\$ 150,000	\$ 2,383,655	\$ 2,533,655

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr Reet, Non-Motorized Impact Fee	\$ 150,000	\$ 2,383,655	\$ 2,533,655
Non-Motorized Impact Fee	\$ -	\$ -	\$ -
TOTAL	\$ 150,000	\$ 2,383,655	\$ 2,533,655

Signal Pole Painting

<p>LOCATION: Highlands Drive, 9th Avenue NE and NE Park Drive.</p>
<p>DESCRIPTION: Paint 25 signal poles, 34 mast arms and 22 pedestrian poles on Highlands Drive, 9th Avenue NE and NE Park Drive. The contractor will need to scrape, prime and prep the poles, apply a two part epoxy to all the surfaces. This project will need to be completed at night when minimal traffic is present. Traffic control will be set up during the project.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Currently the signal poles, mast arms and pedestrian poles are chipping and aesthetically an eye sore. Properly painting the poles with a two part epoxy will last for fifteen years or more with periodically washing.</p>
<p>TARGETED OUTCOME: Paint all the chipping signal poles, mast arms and pedestrian poles on Highlands Drive, 9th Avenue NE and NE Park Drive. Restore back to new condition.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design, Construction	\$ 500,000	\$ -	\$ 500,000
			\$ -
TOTAL	\$ 500,000	\$ -	\$ 500,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ 500,000	\$ -	\$ 500,000
TIB, TEA-21	\$ -	\$ -	\$ -
TOTAL	\$ 500,000	\$ -	\$ 500,000

Three Trails Crossing Improvements

LOCATION:

Intersection of Gilman Boulevard and Juniper Street

DESCRIPTION:

Relocate mid-block crossing signal from 500' west to the intersection of Gilman Blvd and Juniper St and signalize the total intersection. Realign the driveway on the north side of Gilman Blvd 200' east of intersection to enter at intersection. Restrict access entering Rainier Blvd from Juniper Way. Improve the roadway crossing for the three trails crossing location of the Sammamish Trail, Rainier Blvd Trail and the Juniper St trail by signalizing the intersection at Gilman Blvd and Juniper St.

JUSTIFICATION & SUSTAINABILITY

BNEFFITS:

King County Parks Lake Sammamish Trail will be paved in 2012, thus bicycle and pedestrian use will increase. Improve pedestrian and bicycle safety by bringing the Sammamish Shared Use Path crossing to intersect with the Rainier Blvd trail and the Juniper St walking trail. Improve intersection safety and level of service by realigning the driveway access to avoid swerving vehicle motion. Improve intersection safety and level of service by restricting vehicles from turning left from Juniper St onto Rainier Blvd with signalization at Gilman.

TARGETED OUTCOME:

2013 - Completed 10% design. Seek grant funds to offset costs for project when call for projects occurs.
 2014 - Put project on hold to wait to coordinate with development adjacent to project, continue to seek grants.
 2018 - Complete 60% design and begin SEPA environmental documentation
 2019 - Complete 100% Design
 2020- Construct improvements.

CAPITAL COST	2016	2017-2021	TOTAL
Construction	\$ -	\$ 1,431,155	\$ 1,431,155
TOTAL	\$ -	\$ 1,431,155	\$ 1,431,155

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ 1,431,155	\$ 1,431,155
HES, TIB	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ 1,431,155	\$ 1,431,155

NW Gilman Boulevard Safety Improvements

<p>LOCATION: NW Gilman Blvd. from SR900 to 500' East of 7th Avenue NW</p>
<p>DESCRIPTION: To provide safety improvements along NW Gilman Blvd by increasing left-turn storage capacity and restricting left turns out of various driveways. Design to incorporate U-turn/left-turn lanes at signalized intersections to mitigate the closure of the median openings.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Improvements in capacity will provide improved fuel efficiencies and reduction of fuel emissions along with improvements for access to retail centers along Gilman Blvd. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.</p>
<p>TARGETED OUTCOME: Design to begin 2018 with construction in 2019.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design		\$ 307,000	\$ 307,000
Construction		\$ 2,767,000	\$ 2,767,000
TOTAL		\$ 3,074,000	\$ 3,074,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 3,074,000	\$ 3,074,000
TOTAL		\$ 3,074,000	\$ 3,074,000

Issaquah - Pine Lake Road Improvements

<p>LOCATION: Between Issaquah-Fall City Road and SE 48th Street to City Limits</p>
<p>DESCRIPTION: Roadway widening, curb, gutter, sidewalks, bike lanes and other multi-modal elements, storm drainage, irrigation, street trees, and crosswalks. Improvements to match the existing configuration at the intersection at Issaquah-Fall City Rd and the roadway section to be constructed in the City of Sammamish. Complete NEPA/SEPA environmental documentation and acquire necessary right-of-way.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Capacity and system enhancements. The additional capacity will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, and any other low impact development design appropriate for the project.</p>
<p>TARGETED OUTCOME: Design to begin 2018, right of way acquisition in 2019, start construction in 2020 and complete construction in 2021.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design		\$ 2,570,000	\$ 2,570,000
Construction		\$ 8,878,000	\$ 8,878,000
TOTAL		\$ 11,448,000	\$ 11,448,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 5,151,600	\$ 5,151,600
TIB, TEA-21		\$ 6,296,400	\$ 6,296,400
TOTAL		\$ 11,448,000	\$ 11,448,000

Pickering Trail (Tributary 0170)

<p>LOCATION: Along north side of I-90; 12th Avenue/SR 900 to Lake Drive future roundabout</p>
<p>DESCRIPTION: As described in the City's 2014 Bicycle - Pedestrian Mobility Action Plan; Design and construct a non-motorized trail 10'-12' wide hard surface path, storm drainage and environmental mitigation. Includes environmental documentation and permitting.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian mobility per the Bike/Pedestrian Plan that reduces fuel consumption and improve fuel emissions. It provides direct non-motorized connectivity between the SR-900 Trail and Lake Drive. Enable non-motorized connectivity between the Transit Center and the Costco, Microsoft and other employment centers.</p>
<p>TARGETED OUTCOME: Design to begin in 2019, environmental documentation and permitting coordination with WSDOT in 2020; and construction in 2021.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design & R/W	\$ -	\$ 3,056,560	\$ 3,056,560
Construction			\$ -
TOTAL	\$ -	\$ 3,056,560	\$ 3,056,560

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee	\$ -	\$ 611,312	\$ 611,312
PSRC Non-Motorized Grant	\$ -	\$ 2,445,248	\$ 2,445,248
TOTAL	\$ -	\$ 3,056,560	\$ 3,056,560

11th/12th Ave NW Overcrossing Direct Access

<p>LOCATION: Gilman Boulevard connecting to street grid north of I-90</p>
<p>DESCRIPTION: New three-lane overpass with one lane in each direction. The proposal includes one northbound left-turn lane in each direction, a five-foot bike lane, and a sidewalk. It will also include direct access ramps leading to and from the HOV/HOT lane system to the west.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan and the I-90 Corridor Study by improving the multi-modal connectivity, safety and efficiency for all users. The overcrossing relieves congestion near the SR 900 and Front St Interchanges by diverting local trips away from I-90 ramps. It reduces the weaving of transit and car/vanpools across three general purpose lanes to get in and out of the HOV lane. The overcrossing improves transit operations and travel time and provides better transit access to the Issaquah Transit Center.</p>
<p>TARGETED OUTCOME: 2020 - Start design, environmental documentation and Interchange Justification Report (IJR) 2021 - Complete design, environmental documentation and IJR.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ 3,400,000	\$ 3,400,000
TOTAL		\$ 3,400,000	\$ 3,400,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 3,400,000	\$ 3,400,000
TOTAL		\$ 3,400,000	\$ 3,400,000

SR900/NW Sammamish Road Widening

<p>LOCATION: SR 900/NW Sammamish Road Widening From WB 11th Avenue NW to I-90 Freeway</p>
<p>DESCRIPTION: Construct an additional general purpose lane in the westbound direction approaching the I-90 ramps from 11th Ave NW to the metered location on the westbound I-90 on-ramp.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Roadway capacity and safety improvements to reduce fuel consumption and improve fuel emissions. Also will reduce collisions thereby reducing materials usage for vehicle repairs.</p>
<p>TARGETED OUTCOME: 2020 - Start design and environmental documentation. 2021 - Complete design, permitting, environmental documentation and coordination with WSDOT.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design		\$ 670,000	\$ 670,000
Construction		\$ 750,000	\$ 750,000
TOTAL		\$ 1,420,000	\$ 1,420,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 1,000,000	\$ 1,000,000
TIB, TEA-21		\$ 420,000	\$ 420,000
TOTAL		\$ 1,420,000	\$ 1,420,000

SR 900/I-90 Eastbound Ramps

<p>LOCATION: Along eastbound I-90 Off Ramp approaching SR-900</p>
<p>DESCRIPTION: As described in the Simplified Concurrency Program, provide for an additional right turn pocket at the SR 900/I-90 Eastbound Ramps. This improvement will provide for a third eastbound right turn lane.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve operations of the I-90/SR-900 intersection operations that will reduce fuel consumption and improve fuel emissions. It provides intersection improvements that were identified as needing capacity improvements through the Simplified Concurrency Program.</p>
<p>TARGETED OUTCOME: Design to begin in 2021, environmental documentation and permitting coordination with WSDOT and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Design		\$ 150,000	\$ 150,000
Construction			
TOTAL		\$ 150,000	\$ 150,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 150,000	\$ 150,000
PSRC Federal Grant		\$ -	
TOTAL		\$ 150,000	\$ 150,000

Newport Way Improvements (Maple to Sunset)

<p>LOCATION: Newport Way from Maple Street to Sunset Way</p>
<p>DESCRIPTION: Rebuild with roundabout intersection improvements at Juniper St., Holly St. and Dogwood, two travel lanes southbound from Maple St. to 600' south of Holly St transitioning to one travel lane southbound with one travel lane to Sunset Way, and one travel lane northbound, two bike lanes, 6' landscaping, a 6' sidewalk on one side with an 8' wide walking trail on the other side, and lighting. Include stormwater system for the road with detention and treatment facilities. Include a stormwater bypass for existing drainage from adjacent properties.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve pedestrian and bicycle safety, especially important due to the adjacent elementary school. Improve traffic safety and flow due to left-hand turns. Capacity enhancement and safety provides for improved fuel efficiencies, reduction of fuel emissions, and fewer traffic accidents. Where possible to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project. Construct in three phases - Juniper to Holly (2 RAB); Maple to Juniper (SB lane); and Holly to Sunset (1 RAB).</p>
<p>TARGETED OUTCOME: Design to begin in 2021, environmental documentation and permitting and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ 600,000	\$ 600,000
TOTAL		\$ 600,000	\$ 600,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 600,000	\$ 600,000
PSRC Non-Motorized Grant		\$ -	\$ -
TOTAL		\$ 600,000	\$ 600,000

Maple St/Newport Way Intersection Improvements

LOCATION: Newport Way and Maple Street Intersection
DESCRIPTION: Provide an additional northbound lane on NW Newport Way approaching Maple St for an exclusive right turn lane and provide an additional westbound lane on NW Maple St approaching NW Newport Way for an exclusive right turn lane.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Provides additional roadway capacity and reduces emissions. This project identified in the Simplified Concurrency program.
TARGETED OUTCOME: Design to begin in 2021, environmental documentation and permitting and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ 380,000	\$ 380,000
TOTAL		\$ 380,000	\$ 380,000

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 380,000	\$ 380,000
PSRC Non-Motorized Grant		\$ -	\$ -
TOTAL		\$ 380,000	\$ 380,000

221st Place SE Improvements

<p>LOCATION: 221st Place SE from SE 62nd St to SE 56th St</p>
<p>DESCRIPTION: From SE 62nd Street north to about 750' north of SE 61st (private road with bridge) improve 221st Place SE with two 11' travel lanes, 8' parking and landscaping pockets in place of parking areas including stormwater improvements on east side, curb and gutter both sides, and sidewalk on east side. From about 750' north of SE 61st to the intersection approach at 56th, improve 221st Place SE with curb, gutter, and sidewalk on both sides; 8' parking and landscaping pockets in place of parking areas including stormwater improvements ; and two 11' travel lanes.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Provides additional roadway capacity and reduces emissions. This project was identified in the 30% design of the N. Issaquah Roadway Network Improvements.</p>
<p>TARGETED OUTCOME: Design to begin in 2021, environmental documentation, right of way and permitting and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ 516,041	\$ 516,041
TOTAL		\$ 516,041	\$ 516,041

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ 516,041	\$ 516,041
		\$ -	\$ -
TOTAL		\$ 516,041	\$ 516,041

SE Black Nugget Rd - Retaining Wall Repair

LOCATION: SE Black Nugget Road, 1000' - 3000' East of E. Lake Sammamish Parkway SE
DESCRIPTION: Repair of retaining wall as needed with a substantial upgrade in later years to the wall. This was a King County permitted and inspected development project that constructed the 1,200 linear foot retaining wall along SE Black Nugget Road.
JUSTIFICATION & SUSTAINABILITY BENEFITS: In 2010 the City retained consultants to evaluate the structural integrity of the wall. The study recommended a regimen of on-going inspection and repairs as necessary and eventually a major upgrade to the wall. To ensure the wall's integrity this project will provide the necessary inspection and repairs as recommended with a major upgrade in later years. By doing this the City will ensure the wall's integrity thereby protecting its infrastructure and public.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ -	\$ -
TIB, TEA-21	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

NW Sammamish Road/SE 56th St Widening

<p>LOCATION: NW Sammamish Road between I-90 and SE 56th Street</p>
<p>DESCRIPTION: Widen NW Sammamish Road/SE 56th Street to 3 lanes in each direction between the I-90 westbound ramps and East Lake Sammamish Parkway. Provide additional turn lane capacity at various intersections along the corridor.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the roadway capacity, safety and efficiency.</p>
<p>TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.</p>

CAPITAL COST	2016	2017 - 2021	TOTAL
Construction	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017 - 2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ -	\$ -
TIB, TEA-21	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

13th Ave NW Improvements

LOCATION: NW Maple Street to NW Newport Way
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, on-street parking and a traffic signal at NW Maple St.
JUSTIFICATION & SUSTAINABILITY BENEFITS: to implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

15th Avenue NW Improvements

LOCATION: NW Maple Street to NW Newport Way
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, on-street parking and traffic signals at NW Maple St and at NW Newport Way.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Juniper St. Improvements

<p>LOCATION: Juniper Street from Newport Way to Rainier Boulevard</p>
<p>DESCRIPTION: Design and reconstruct with two travel lanes, curbs, and gutter, drainage system, and water quality treatment. Includes a 10' wide multi-purpose trail on one side, sidewalk on the other, landscaping, and lighting. A portion of the roadway is already completed to this standard so this project will complete this trail and road improvement for the rest of the corridor. Complete a SEPA Environmental documentation for the project. Determine right-of-way needs and acquire necessary right-of-way.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Vehicular and pedestrian safety. Volume capacity enhancement. Where possible, to include low impact development/natural drainage practices, pervious pavements, and any other low impact designs that are appropriate for the project. Improves access to residential and non-residential property.</p>
<p>TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Maple & 12th Ave NW Intersection Improvements

LOCATION: Intersection of NW Maple Street and 12th Avenue NW
DESCRIPTION: Intersection widening to provide exclusive eastbound right-turn lane and northbound right-turn lane.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving operational efficiency.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Front St & I-90 Interchange Reconfiguration

LOCATION: Gilman Boulevard to SE Issaquah-Fall City Road
DESCRIPTION: Reconfigure Front Street N/Interstate-90 Interchange to a tight diamond, provide additional capacity on Front Street North and coordinate with the improvements at Front St and Gilman Blvd.
JUSTIFICATION & SUSTAINABILITY BENEFITS: As identified in the I-90 Corridor Study, these improvements will correct roadway capacity issues at the ramp intersections and improves on operation and safety. The improvements also were identified as part of the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Front St & Gilman Blvd Intersection Improvements

LOCATION: Front Street and Gilman Boulevard
DESCRIPTION: This project consists of a pre-design study based on the Central Issaquah Plan to determine the appropriate capacity improvement and its feasibility to relieve traffic congestion and improve traffic safety within the Front St Corridor and Gilman Blvd. This project would need to be timed with future improvements of the Front St and I-90 Interchange.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Provides improved traffic circulation, operations and traffic safety. It will also include a reduction of fuel consumption, and improved reduction in fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Newport Way West of SR-900

<p>LOCATION: NW Newport Way from SR 900 Westward to City Limits</p>
<p>DESCRIPTION: Corridor analysis of 2.3 miles of roadway to determine final roadway configuration needs to incorporate the anticipated traffic from adoption of the Central Issaquah Plan. Design and construction to include recommended roadway section with minimum 3-lanes including curb, gutter and a sidewalk on one side, drainage, detention and treatment, street lights, utility adjustments and landscaping. Includes a 12' wide non-motorized path for meeting the Mountains to Sound Greenway Corridor plans. Design total project and construct in 2 phases.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Capacity enhancement and safety provides for improved fuel efficiencies, reduction of fuel emissions, and fewer traffic accidents. Where possible, to include low impact development, natural drainage practices, pervious pavements, and any other appropriate environmentally-friendly improvements. With adoption of Central Issaquah Plan, there will be additional traffic generated. This analysis will define the necessary improvements to support the newly adopted land use plan.</p>
<p>TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

11th Avenue NW Improvements

LOCATION: Gilman Boulevard to Maple Street NW
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking.
JUSTIFICATION & SUSTAINABILITY BNFFITS: To implement the Central Issaquah Plan by improving the multi-model connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Mall Street Improvements

LOCATION: 12th Avenue NW to 7th Avenue NW
DESCRIPTION: New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, tree wells, street lights, and on-street Parking.
JUSTIFICATION & SUSTAINABILITY BNFFITS: To implement the Central Issaquah Plan by improving the multi-model connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

10th Ave NW Non-Motorized Crossing I-90

LOCATION: Gilman Boulevard to 10th Avenue NW
DESCRIPTION: Provide a 14' wide non-motorized crossing of I-90.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Provide direct non-motorized connectivity between the Tibbett's District and Pickering Place. Enable non-motorized connectivity between the Transit Center and the Costco, Microsoft and other employment centers.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Mall Street Pedestrian Corridor

LOCATION: 7th Avenue NW to NW Juniper Street
DESCRIPTION: Provide urban pedestrian corridor.
JUSTIFICATION & SUSTAINABILITY BNFFITS: Introduce new pedestrian amenities to Central Issaquah. Provide multimodal connectivity between the Tibbett's Valley and Gilman Districts and between the Transit Center and the rest of Central Issaquah.
TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

220th Avenue SE Bike Lanes

<p>LOCATION: 220th Ave & 51st SE; SE 56th St to East Lake Sammamish Parkway</p>
<p>DESCRIPTION: Construct 5-foot bike lanes along 220thAve SE and SE 51st Street between SE 56th Street and E. lake Sammamish Parkway SE. It is assumed that this project can be accommodated through a restripe and a partial to full removal of the SE 51st Street median.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Newport Way NW Bike Lanes and Sidewalk

<p>LOCATION: Newport Way NW: 12th Ave east to N W Maple Street</p>
<p>DESCRIPTION: Construct bike lanes and a sidewalk between 12th Ave NW and NW Maple Street along Newport Way NW. A section of this project will be constructed with developer improvements along the south side between 12th Ave NW and 11th Place NW.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017 - 2021	TOTAL
Improvements	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017 - 2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee	\$ -	\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

2nd Ave/Sunset Way Traffic Signal

LOCATION: Intersection of 2nd Ave and E. Sunset Way
DESCRIPTION: Signalize intersection, and restripe eastbound approach within existing pavement width.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Provides intersection traffic safety and operational improvements at the intersection.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017 - 2021	TOTAL
Improvements	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017 - 2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

SR 900 Widening

<p>LOCATION: SR 900 between Maple Street and Newport Way</p>
<p>DESCRIPTION: Widen SR 900 to 3 lanes in each direction between Maple Street and Newport Way. Provide additional turn lane capacity at the Newport Way intersection.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the roadway capacity, safety and efficiency.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017 - 2021	TOTAL
Improvements	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017 - 2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

SE Black Nugget Road Widening

LOCATION: SE Black Nugget Road at Issaquah Fall City Road
DESCRIPTION: Widen SE Black Nugget Road to provide 2 left turn lanes in the westbound direction approaching Issaquah Fall City Road.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve roadway capacity, safety and efficiency.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Design			\$ -
Right of Way and Construction	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ -	\$ -
TIB, TEA-21	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

SE 51st Street at E. Lake Sammamish Parkway

LOCATION: SE 51st Street at E. Lake Sammamish Parkway
DESCRIPTION: Widen the eastbound approach to include a second left turn pocket.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve roadway capacity, safety and efficiency.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017 - 2021	TOTAL
Improvements	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017 - 2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -	\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

Front Street & NW Dogwood Street Improvements

LOCATION: Intersection of Front St and NW Dogwood Street
DESCRIPTION: Design and construction of intersection improvements, including restoration of railroad crossing and possible realignment, intersection realignment, asphalt surfacing, curbs and gutters, storm drainage, utility adjustments, street lights, new traffic signal, and sidewalks to meet ADA.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve roadway traffic safety by restoring railroad crossing and and safety by providing possible realignment of intersection, railroad crossing and traffic signalization along with providing ADA accessible sidewalks. Also includes Light Emitting Diodes (LED) traffic signals and any other energy reducing devices.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TOTAL		\$ -	\$ -

NE Gilman Blvd Between Front and XXX Driveway

LOCATION: NE Gilman Blvd. between Front Street and XXX Driveway
DESCRIPTION: Extend the Gilman Blvd. bike lanes to the east of Front Street N and provide continuous sidewalks. The specific bike facility (for example bike lanes, shared use route, cycle track, etc. (to be determined))
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian mobility and safety per the Bike/Pedestrian Plan.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2016	2017-2021	TOTAL
	\$ -	\$ -	\$ -
			\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

NE Gilman Blvd/3rd Ave NE

<p>LOCATION: NE Gilman Blvd./3rd Ave NE between XXX Driveway and E. Sunset Way</p>
<p>DESCRIPTION: Construct a combination of bike lanes and a shared use path along NE Gilman Blvd and 3rd Ave NE between approximately the Triple XXX Restaurant driveway and E. Sunset Way. The bike lanes would be provide along the wider section of NE Gilman Blvd and the shared use path along 3rd Ave NE. The specific bike facility (for example bike lanes, shared use route, cycle track, etc.) to be determined.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve bicycle and pedestrian facilities per the Bike/Pedestrian Plan that improves safety, ADA accessibility, reduces fuel consumption and improves fuel emissions.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
	\$ -	\$ -	\$ -
			\$ -
TOTAL	\$ -	\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -

East Sunset Way Improvements

<p>LOCATION: East Sunset Way from I-90 to Front Street</p>
<p>DESCRIPTION: Roadway widening, addition of parking lanes, curb, gutter, sidewalks, storm drainage, irrigation, street trees, crosswalks, and traffic calming devices. Approximately 2,200 lineal feet. Improvements also to include modification to existing traffic signal and lane geometry at Front St. Includes cycle track for bicycle mobility per Bike/Pedestrian Plan.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Council direction regarding project area is first to deal with the traffic circulation in a phased approach, make small improvements initially, then evaluate them over time for performance. With an increase in traffic volumes on Sunset Way due to the Sunset Interchange, improvements to reduce delay and traffic safety impacts. This project will help accommodate the additional traffic and pedestrian needs. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.</p>
<p>TARGETED OUTCOME: Design and construction in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Sammamish Trail Grade Separation At SE 56th St.

LOCATION: Intersection of E. Lake Sammamish Way and SE 56th Street, and Sammamish Trail
DESCRIPTION: Construct pedestrian and bicycle crossing over or under SE 56th Street for Sammamish Trail.
JUSTIFICATION & SUSTAINABILITY BENEFITS: The Sammamish multi-use trail intersects SE 56th St. Due to heavy right-turn movement, separating the grade for this heavily used pedestrian corridor will improve the level of service of the intersection and improve safety for the intersection and the trail users. Because of scheduled paving of the trail by King County in 2012, use of the trail is expected to increase. This is an important improvement for capacity as well as safety perspective.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Sammamish Road Non-Motorized Crossing I-90

LOCATION: NW Sammamish Road to Poplar Way
DESCRIPTION: Provide a 14' wide non-motorized crossing of I-90 west of the State Park.
JUSTIFICATION & SUSTAINABILITY BENEFITS: Improve pedestrian and bike access across I-90. Improve connectivity between the northern and southern portions of Central Issaquah as well as to the State Park and Neighborhoods to the north and west.
TARGETED OUTCOME: Design and construction in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

SE 56th Street Bike Lane

<p>LOCATION: SE 56th Street: 220th Ave SE to near former Albertson's driveway</p>
<p>DESCRIPTION: Provide a bike lane on south side of 56th Street by restriping SE 56th Street between 220th Ave SE and east of E Lake Sammamish Parkway SE</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Gilman Blvd Bike Lanes and Sidewalk

<p>LOCATION: NW Gilman Blvd: 17th Ave/SR 900 to Maple Street</p>
<p>DESCRIPTION: Construct bike lanes between 17th Ave NW / SR 900 and Maple Street NW. This would require widening the roadway approximately 10 feet. It was Assumed that widening would occur to one side; along the widened side the sidewalk would be rebuilt.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design, right of way acquisition and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Sammamish Rd Improvements

<p>LOCATION: NW/W Lake Sammamish Road from Lakemont Boulevard to State Park</p>
<p>DESCRIPTION: Roadway widening, curb, gutter, sidewalks, storm drainage, irrigation, street trees, crosswalks, and traffic calming devices.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: With an increase in traffic volumes on NW Sammamish Rd in the future, improvements to enhance pedestrian and bicycle safety and reduce traffic safety impacts. This project will help accommodate increased traffic and pedestrian and bicycle needs. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other low impact development design appropriate for the project.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements	\$ -	\$ -	\$ -
TOTAL	\$ -		\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)	\$ -		\$ -
Dept. of Ecology LID Grant	\$ -		\$ -
TOTAL	\$ -		\$ -

Newport Way Bike Lane Ramp

LOCATION: Maple Street and Newport Way
DESCRIPTION: Construct an ADA ramp and partial sidewalk to connect the bike lane to the sidewalk on the south side of Newport Way NW near the West Sunset Way intersection. This is needed because the roadway narrows and forces bicycles to merge into the vehicle travel lane.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Central Issaquah Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Juniper St Sidewalk

LOCATION: Juniper Street; 7th Ave to 150 feet west of 7th Ave.
DESCRIPTION: Provide a continuous 6-foot sidewalk on the south side of NW Juniper Street west of 7th Ave NW
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Providence Point - Intersection Realignment & Signalization

<p>LOCATION: SE 43rd Way and Providence Point Drive SE</p>
<p>DESCRIPTION: Project consists of realigning the entrances to Providence Point and to Forest Village and includes the installation of a traffic signal, street lights and pedestrian access.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: Addressing a safety issue along this corridor. Where possible, to include low impact development/natural drainage practices, Light Emitting Diodes (LED's) traffic signals and pervious pavements.</p>
<p>TARGETED OUTCOME: Completed 100% plans, specification and estimate. Worked toward developing funding for the project in a manner that is acceptable to the City and Providence Point. Identified and pursued possible funding options to reduce City share of total project cost as it relates to the realignment. Completed the NEPA Environmental but waiting for WSDOT to review and approve. Successful in having project ready for construction once outside funding becomes available.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Front St. & Sunset Way Intersection Improvements

<p>LOCATION: Front Street at Sunset Way Intersection</p>
<p>DESCRIPTION: Design and construct left-turn lanes on Sunset Way. The existing roadway configuration from curb to curb width cannot be increased because of existing buildings. This requires removal of parking to provide for additional left-turn roadway capacity through the intersections and to improve traffic safety. Will allow for modification of the traffic signal to allow for an 8-phase signal operation and removal of the split phased operation on Sunset Way. The current Level of Service (LOS) is a LOS F and the improvements will provide a LOS D.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: The 2022 Transportation Element Update identified this improvement will be needed by 2022. The additional capacity will provide improved fuel efficiencies and reduction of fuel emissions. Where possible, to include low impact development/natural drainage practices, pervious pavements, any other appropriate low impact development design appropriate for the project.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
Street Improvement Fund (2nd Qtr REET)		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

West School Trail

<p>LOCATION: 2nd Ave to Sunset Way</p>
<p>DESCRIPTION: Construct a 12-foot hard surface trail between 2nd Ave SE and Sunset Way. This project would generally follow an old railroad alignment.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NE Dogwood St Road Widening and Sidewalk

<p>LOCATION: NE Dogwood from the bridge to Front Street</p>
<p>DESCRIPTION: Provide for a continuous 6-foot wide sidewalk between the bridge over the East Fork Issaquah Creek (approximately aligning with NE Crescent Dr.) and Front Street N. The roadway would be widened approximately 6 feet to a total of 28 feet to provide two travel lanes and on street parking. This project does not include improvements to the bridge.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Dodd Field Trail Connection

<p>LOCATION: Connection through Dodd Field through 3rd Ct. NW</p>
<p>DESCRIPTION: Construct a 12-foot hard surface trail between the west Dodd Field Park parking lot (shared with school administration building) and 3rd Court NW.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Squak Mountain Uphill Bike Lane and Sidewalk

<p>LOCATION: Mt. Olympus Drive (Markhum Place to South of NW Firwood Blvd.)</p>
<p>DESCRIPTION: Construct a 5-foot bike lane and 6-foot sidewalk/paved shoulder along Mt. Olympus Drive between Markhum Place and south of NW Firwood Blvd. This project is approximately 4,100 feet in length.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Tibbetts Park Trail Connection

<p>LOCATION: 17th Ave NW to Tibbetts Park</p>
<p>DESCRIPTION: Construct a 12-foot trail connection between 17th Ave NW/SR 900 and Tibbett's Valley Park along the north side of the Tibbett's Creek Manor property.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

NW Village Park Dr. Bike Lanes

LOCATION: Newport Way to Issaquah City Limits
DESCRIPTION: Restripe the existing roadway to provide bike lanes between SE Newport Way and Issaquah City Limits (near 179th Ave SE).
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

SE 43rd Way Bike Lane Improvements

LOCATION: SE 43rd Way from E. lake Sammamish Parkway
DESCRIPTION: Construct an improved sidewalk and ADA accessible ramp leading to the bike lane along the east side (uphill) of SE 43rd Way north of East Lake Sammamish Parkway SE.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Laughing Jacobs Trail

<p>LOCATION: Laughing Jacob Trail from E. Lake Sammamish Pkwy to providence Point Pl.</p>
<p>DESCRIPTION: Construct a new hard surface path between E. Lake Sammamish Parkway SE and SE 43rd Lane. This path would be 10-12 feet wide.</p>
<p>JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.</p>
<p>TARGETED OUTCOME: Design and construction to occur in future years.</p>

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Water Ditch Trail

LOCATION: Sunrise Place to Sycamore Drive
DESCRIPTION: Convert the existing soft surface trail to a hard surface 10-12 foot trail between Sunrise Place/3rd Place SE and Sycamore Dr. SE.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

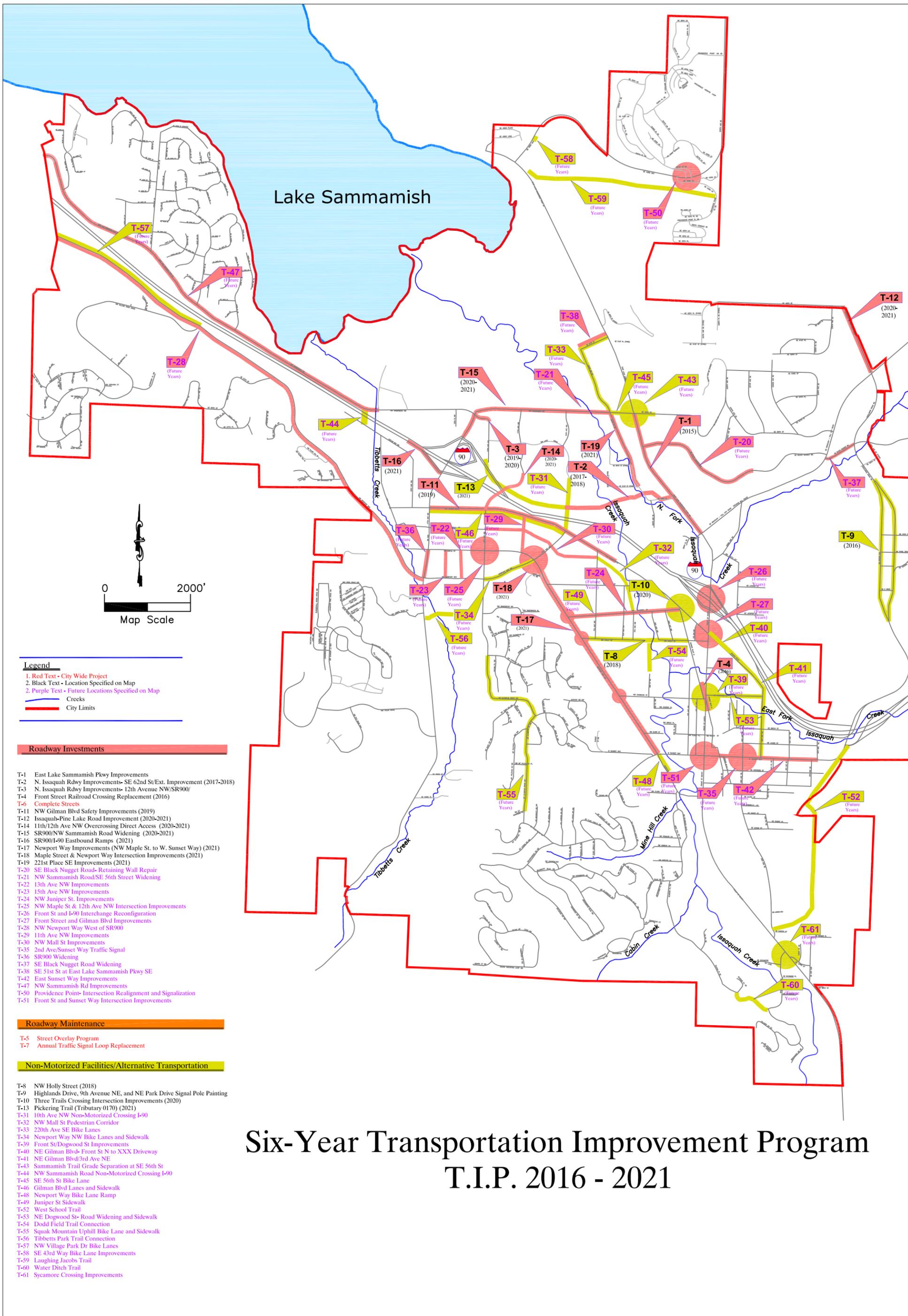
FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -

Sycamore Crossing Improvements

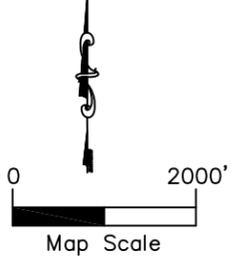
LOCATION: Near Front Street and SE Sycamore Drive
DESCRIPTION: Provide a protected pedestrian crossing of Front Street S near Sycamore Drive SE. This project would provide rectangular rapid flashing beacons and median refuge at the crossing.
JUSTIFICATION & SUSTAINABILITY BENEFITS: To implement the Bike Ped Plan by improving the multi-modal connectivity, safety and efficiency for all users.
TARGETED OUTCOME: Design and construction to occur in future years.

CAPITAL COST	2016	2017-2021	TOTAL
Improvements		\$ -	\$ -
TOTAL		\$ -	\$ -

FUNDING SOURCES	2016	2017-2021	TOTAL
1st Qtr REET, Non-Motorized Impact Fee		\$ -	\$ -
TIB, TEA-21		\$ -	\$ -
TOTAL		\$ -	\$ -



Lake Sammamish



- Legend**
- 1. Red Text - City Wide Project
 - 2. Black Text - Location Specified on Map
 - 3. Purple Text - Future Locations Specified on Map
 - Blue Line - Creeks
 - Red Line - City Limits

Roadway Investments

- T-1 East Lake Sammamish Pkwy Improvements
- T-2 N. Issaquah Rdwy Improvements- SE 62nd St/Ext. Improvement (2017-2018)
- T-3 N. Issaquah Rdwy Improvements- 12th Avenue NW/SR900/
- T-4 Front Street Railroad Crossing Replacement (2016)
- T-6 Complete Streets
- T-11 NW Gilman Blvd Safety Improvements (2019)
- T-12 Issaquah-Pine Lake Road Improvement (2020-2021)
- T-14 11th/12th Ave NW Overcrossing Direct Access (2020-2021)
- T-15 SR900/NW Sammamish Road Widening (2020-2021)
- T-16 SR900/I-90 Eastbound Ramps (2021)
- T-17 Newport Way Improvements (NW Maple St. to W. Sunset Way) (2021)
- T-18 Maple Street & Newport Way Intersection Improvements (2021)
- T-19 221st Place SE Improvements (2021)
- T-20 SE Black Nugget Road- Retaining Wall Repair
- T-21 NW Sammamish Road/SE 56th Street Widening
- T-22 15th Ave NW Improvements
- T-23 15th Ave NW Improvements
- T-24 NW Juniper St. Improvements
- T-25 NW Maple St & 12th Ave NW Intersection Improvements
- T-26 Front St and I-90 Interchange Reconfiguration
- T-27 Front Street and Gilman Blvd Improvements
- T-28 NW Newport Way West of SR900
- T-29 11th Ave NW Improvements
- T-30 NW Mall St Improvements
- T-35 2nd Ave/Sunset Way Traffic Signal
- T-36 SR900 Widening
- T-37 SE Black Nugget Road Widening
- T-38 SE 51st St at East Lake Sammamish Pkwy SE
- T-42 East Sunset Way Improvements
- T-47 NW Sammamish Rd Improvements
- T-50 Providence Point- Intersection Realignment and Signalization
- T-51 Front St and Sunset Way Intersection Improvements

Roadway Maintenance

- T-5 Street Overlay Program
- T-7 Annual Traffic Signal Loop Replacement

Non-Motorized Facilities/Alternative Transportation

- T-8 NW Holly Street (2018)
- T-9 Highlands Drive, 9th Avenue NE, and NE Park Drive Signal Pole Painting
- T-10 Three Trails Crossing Intersection Improvements (2020)
- T-13 Pickering Trail (Tributary 0170) (2021)
- T-31 10th Ave NW Non-Motorized Crossing I-90
- T-32 NW Mall St Pedestrian Corridor
- T-33 220th Ave SE Bike Lanes
- T-34 Newport Way NW Bike Lanes and Sidewalk
- T-39 Front St/Dogwood St Improvements
- T-40 NE Gilman Blvd- Front St N to XXX Driveway
- T-41 NE Gilman Blvd/3rd Ave NE
- T-43 Sammamish Trail Grade Separation at SE 56th St
- T-44 NW Sammamish Road Non-Motorized Crossing I-90
- T-45 SE 56th St Bike Lane
- T-46 Gilman Blvd Lanes and Sidewalk
- T-48 Newport Way Bike Lane Ramp
- T-49 Juniper St Sidewalk
- T-52 West School Trail
- T-53 NE Dogwood St- Road Widening and Sidewalk
- T-54 Dodd Field Trail Connection
- T-55 Squak Mountain Uphill Bike Lane and Sidewalk
- T-56 Tibbetts Park Trail Connection
- T-57 NW Village Park Dr Bike Lanes
- T-58 SE 43rd Way Bike Lane Improvements
- T-59 Laughing Jacobs Trail
- T-60 Water Ditch Trail
- T-61 Sycamore Crossing Improvements

Six-Year Transportation Improvement Program

T.I.P. 2016 - 2021