



# Island Crest Way Corridor Improvements Project Update (AB6421)

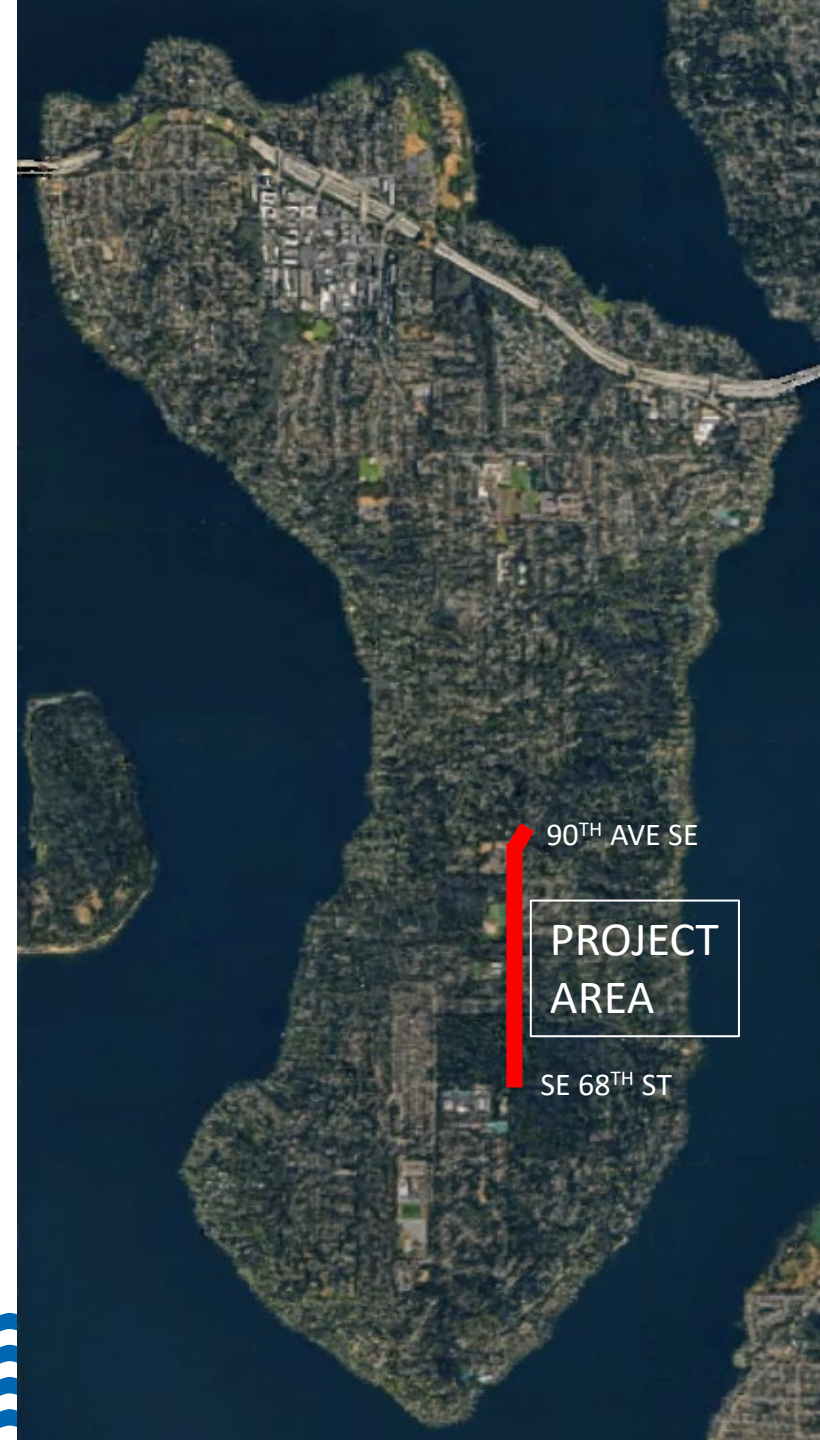
03/19/2024



# Overview

## GOALS FOR TONIGHT:

- Provide task updates
- Present Draft Shared Use Path Alternatives.
- Share Similar Project Example
- Questions and Discussion



# Task Updates:

- **Crosswalk Improvements:**
  - STATUS: 100% Design. Construction Summer 2024.
- **Corridor Illumination Study:**
  - STATUS: Draft Complete.
- **Corridor Tree Assessment:**
  - STATUS: Draft Complete.
- **Intersection Feasibility Study (SE 53<sup>rd</sup>, SE 68<sup>th</sup>):**
  - STATUS: Draft Study Complete.
- **Shared Use Path Pre-Design Report:**
  - STATUS: Draft design alternatives developed.



## Shared Use Path Project Context:

- Missing link in north-south bike network
- Need for improved ped facilities
- Several destinations along corridor
- Multiple residential neighborhoods along corridor
- South end shopping area

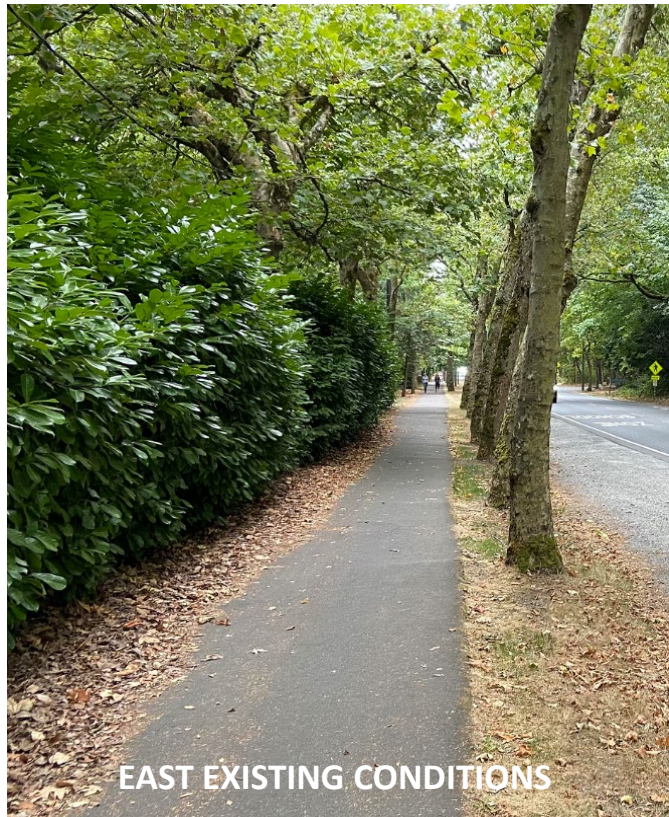
## SAFETY STUDY PUBLIC INPUT



# Shared Use Path Pre-Design Report

## Alternatives for today's discussion

- Separated Bike Lanes
- East Side Shared Use Path
- West Side Shared Use Path





SEPARATED BIKE LANES

# SEPARATED BIKE LANE ALTERNATIVE



## Separated Bike Lanes Alternative



New Impervious Surface Area  
~70,000 sq ft



Utility Impacts  
Low Medium High

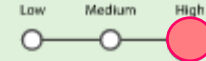


Trees to be removed\*  
~110-120 (40% of ROW canopy within project boundary)

\*Note: All removed trees will be replaced.  
Hedge removal will be replaced with privacy fencing.  
ROW = Right-of-Way



Existing Storm Drainage Modification



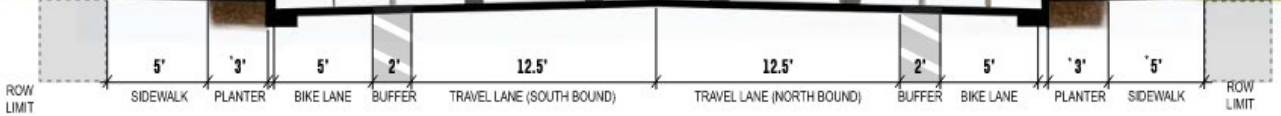
Vehicle Traffic Impact During Construction



Pedestrian Traffic Impact During Construction



Construction Cost Rating



Total Project Cost (2024): \$12M - \$14M



# EAST SIDE SHARED USE PATH



# EAST SIDE SHARED USE PATH ALTERNATIVE



## East Side Shared Use Path Alternative



New Impervious Surface Area  
~15,000 sq ft



Utility Impacts



Trees to be removed\*  
~85 - 99 (34% of ROW canopy)

within project boundary)

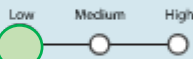
\*Note: All removed trees will be replaced.  
Hedge removal will be replaced with privacy fencing.



Existing Storm Drainage Modification



Vehicle Traffic Impact During Construction



Pedestrian Traffic Impact During Construction



Construction Cost Rating



Total Project Cost (2024): \$3.5M - \$6M





EAST SIDE SHARED USE  
PATH – OPTION A

# EAST SIDE SHARED USE PATH ALTERNATIVE – Option A



## East Side Shared Use Path Alternative



New Impervious Surface Area  
~15,000 sq ft



Utility Impacts



Trees to be removed\*

**Option A: 70 - 85 (30-32% of ROW canopy within project boundary)**

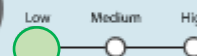
\*Note: All removed trees will be replaced.  
Hedge removal will be replaced with privacy fencing.



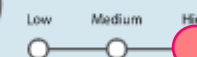
Existing Storm Drainage Modification



Vehicle Traffic Impact During Construction



Pedestrian Traffic Impact During Construction



Construction Cost Rating



Total Project Cost (2024): \$3.5M - \$6M



# WEST SIDE SHARED USE PATH

# WEST SIDE SHARED USE PATH ALTERNATIVE



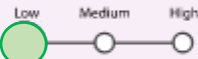
## West Side Shared Use Path Alternative



New Impervious Surface Area  
~24,000 sq ft



Utility Impacts



Trees to be removed\*  
~75 - 94 (28% of ROW canopy  
within project boundary)

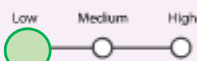
\*Note: All removed trees will be replaced.  
Hedge removal unlikely.



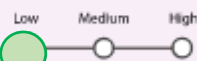
Existing Storm Drainage Modification



Vehicle Traffic Impact During Construction



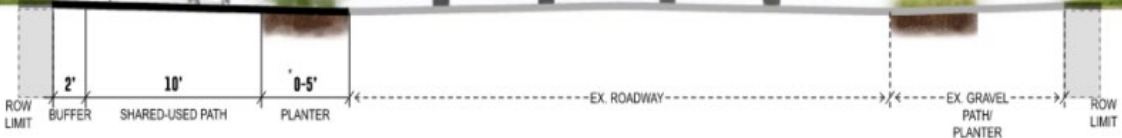
Pedestrian Traffic Impact During Construction



Construction Cost Rating



Total Project Cost (2024): \$3M - \$5.5M



# ALTERNATIVE SUMMARY



SEPARATED BIKE LANES

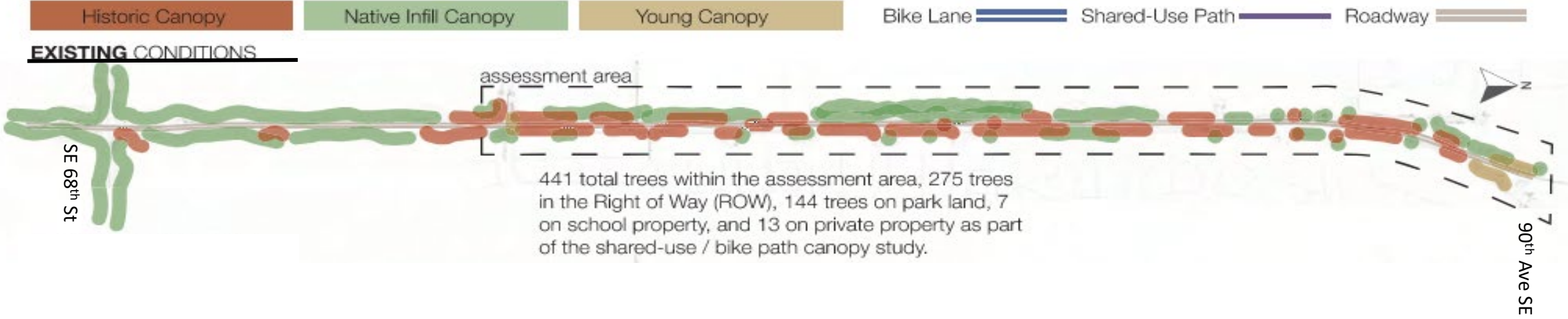


EAST SIDE SHARED USE PATH

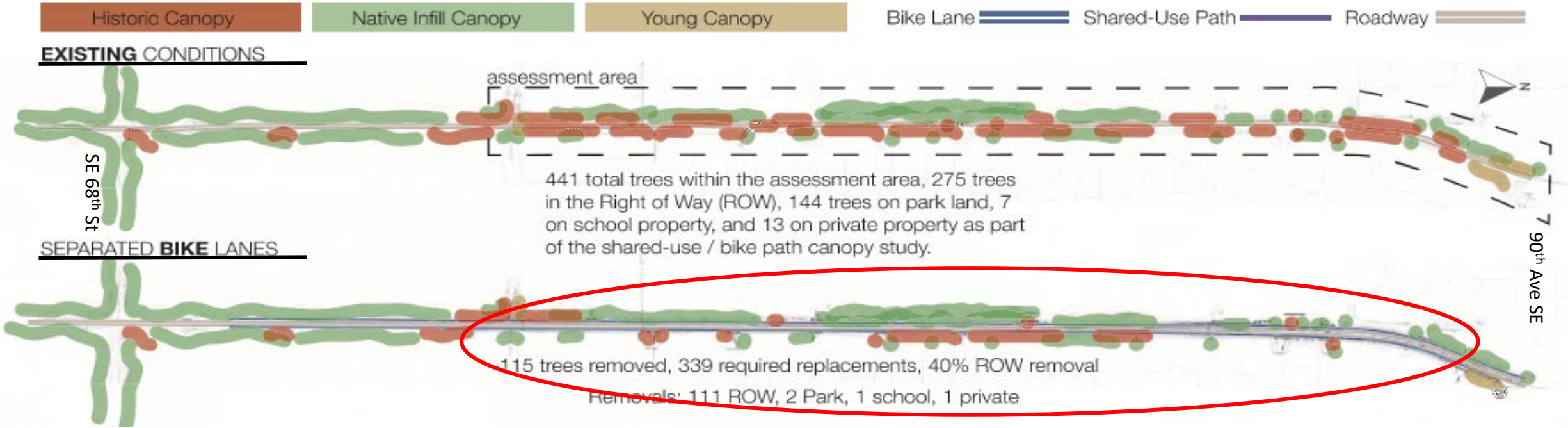


WEST SIDE SHARED USE PATH

# Preliminary Tree Canopy Discussion

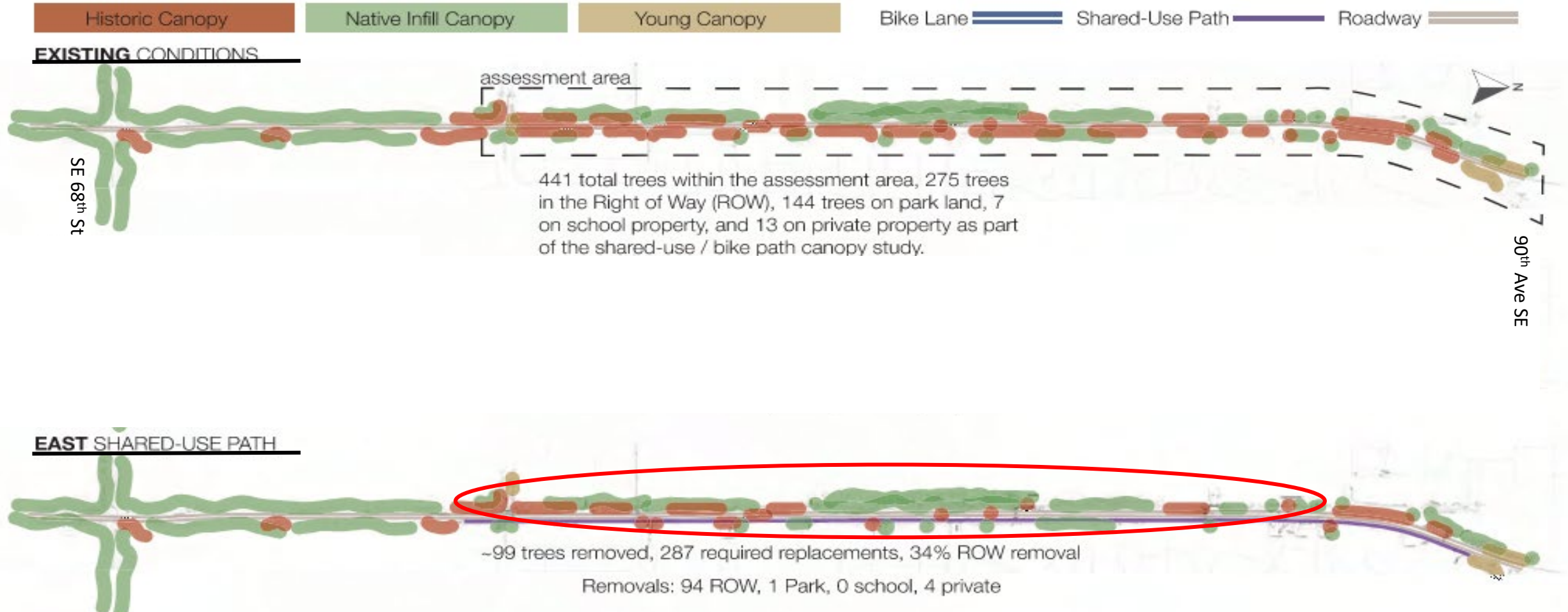


# Preliminary Tree Canopy Discussion

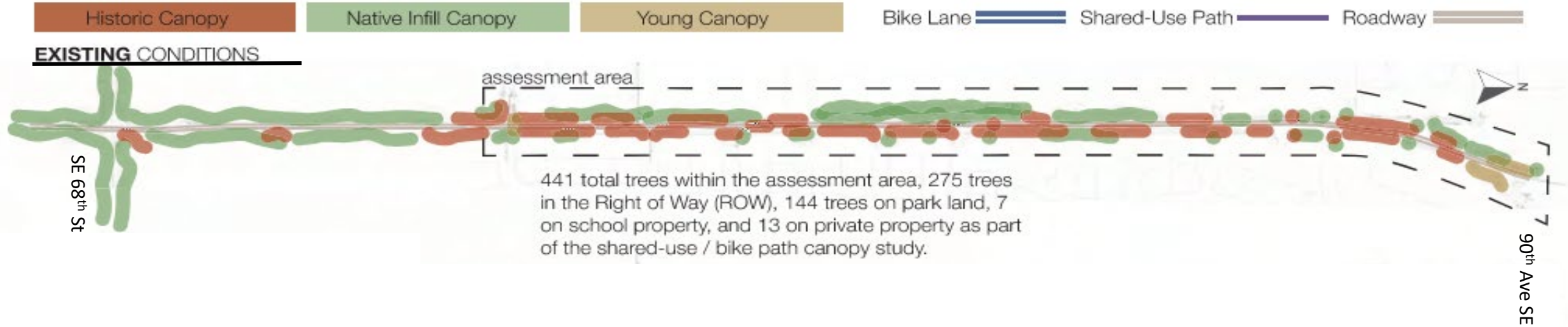




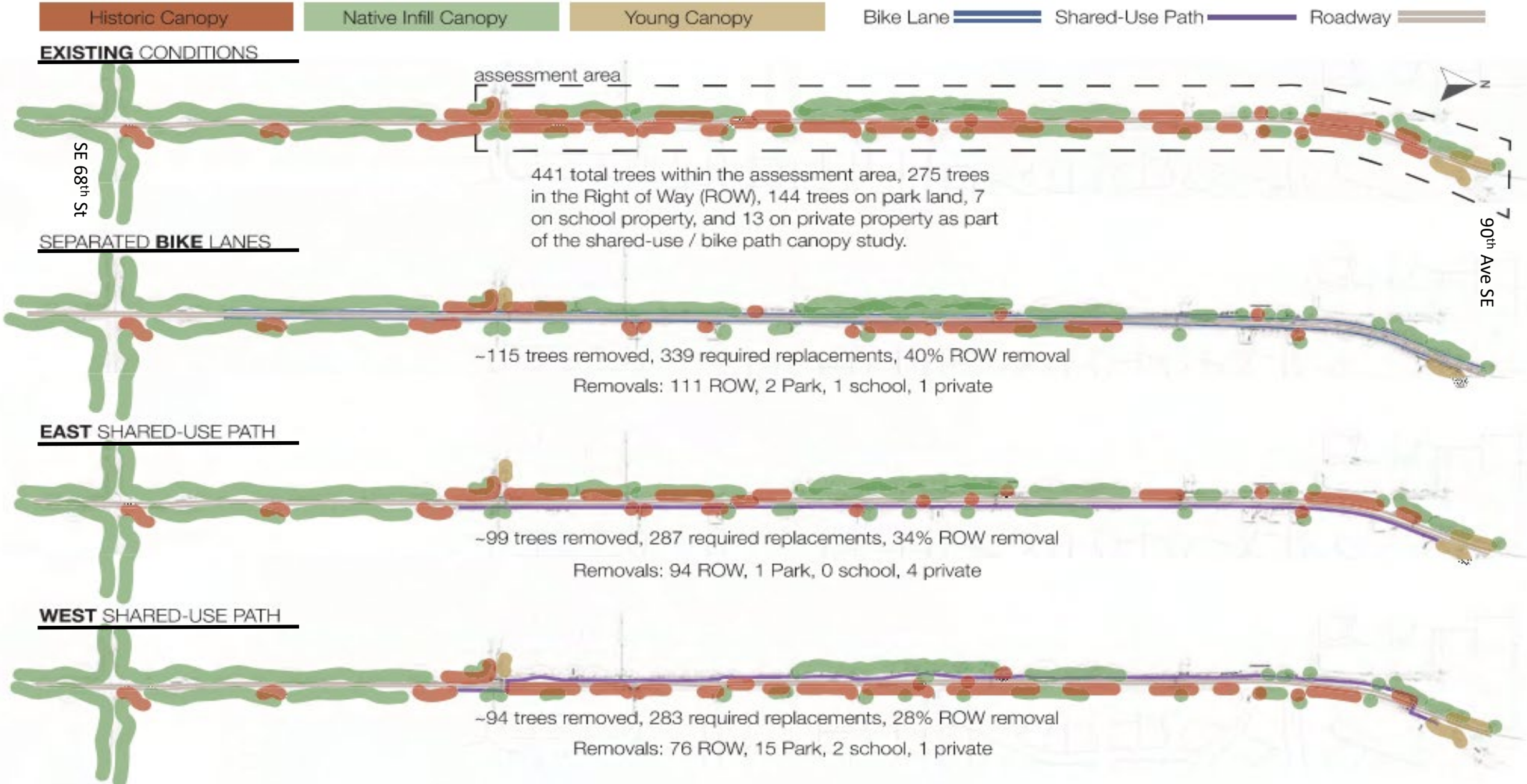
# Preliminary Tree Canopy Discussion



# Preliminary Tree Canopy Discussion



# Preliminary Tree Canopy Discussion - Summary



# Alternatives Summary:

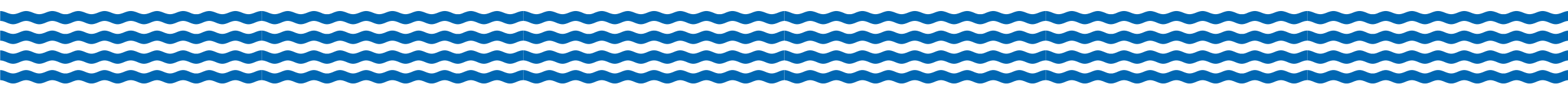
- Tradeoffs, benefits, & impacts to improve safety of the bike and pedestrian experience.
- Urban forest impacts and restoration.
- New impervious surface runoff may require stormwater treatment.
- Traffic and pedestrian construction impacts vary.

Alternative	New Impervious Surface	Utility Impacts	Trees Removed*	Tree Canopy Removed*	Drainage Mods	Vehicle Impacts (const. stage)	Ped Impacts (const. stage)	Const. Cost (order of magnitude)
Separated Bike Lane	~70,000sf	med	110 to 120	~40%	high	high	med	\$12M – \$14M
East Side Path	~15,000sf	high	85 to 99	~34%	med	low	high	\$3.5M – \$6M
East Side Path (Option A)	~15,000sf	high	70 to 85	~30% to ~32%	med	low	high	\$3.5M – \$6M
West Side Path	~24,000sf	low	75 to 94	~28%	low	low	low	\$3M – \$5.5M

\*within project boundary

# Funding Notes:

- Each alternative is a strong candidate for funding through the Transportation Improvement Board, WSDOT Active Transportation or the Puget Sound Regional Council.
- This corridor is a strong candidate for DOE Stormwater Funding.
- Inclusion of a project in the TIP creates a stronger application.



## SIMILAR PROJECT EXAMPLE

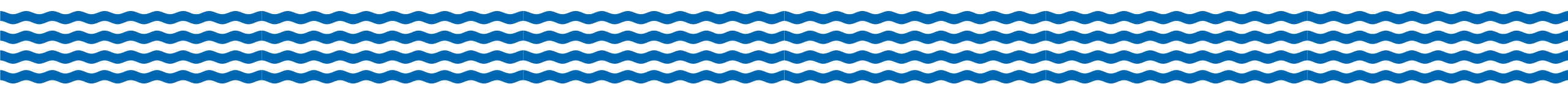
### *84<sup>th</sup> Ave NE – Clyde Hill / Medina*

- Project constructed shared use paths on east and west side of the corridor.
- 1,200 linear feet
- \$2.5M construction cost (2018)
- Over 100 trees removed.



# Summary

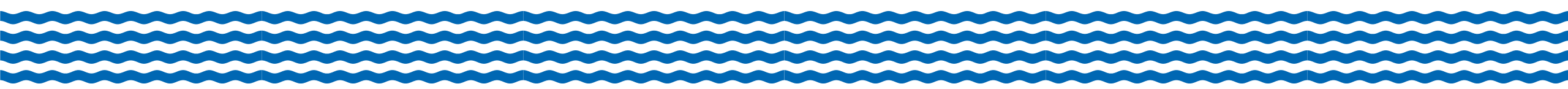
- All project elements focus on safety along ICW
  - Crosswalk Improvements project (summer 2024).
  - Tree and Illumination Studies guide implementation.
  - Incremental approach moves us forward.
- Intersection feasibility studies nearly complete.
- Shared use Path
  - Alternatives have varying benefits and impacts.
  - Complex. Requires tradeoffs and minimizing impacts.



# Cost Comparison

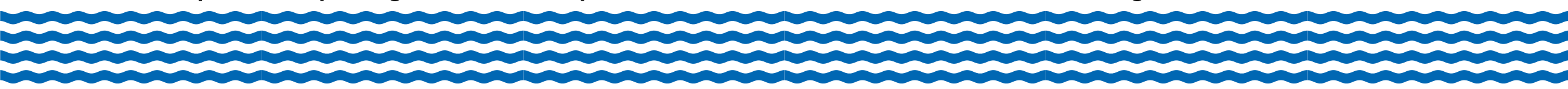
Project	Approx. Cost
Luther Burbank Waterfront Improvements	\$7.5M
Automated Metering Infrastructure (AMI)	\$7.3M
Reservoir Improvements Project	\$7.1M
SCADA (water & sewer)	\$5.2M
Mercer Way Shoulders since 2003	\$4.8M
2023 Water System Improvements	\$4.7M
Booster Chlorination System	\$3.5M
Basin 40 Sewer Lining	\$3.1M
Sunset Hwy/77th Ave. SE Intersection	\$1.6M

Project	Approx. Cost
Separated Bike Lane Alt.	\$12M-\$14M
West Side Shared Use Path Alt.	\$3M-\$5.5M
East Side Shared Use Path Alt.	\$3.5M-\$6M





# Next Steps For Shared Use Path Process After Tonight

- Take the input received tonight and continue refining alts.
  - Return to Council with responses to questions and additional information requested.
  - When ready, Council to identify one or more preferred alts to present to the community for feedback.
  - Seek feedback from community.
  - Present results to Council for decision on preferred path alt.
  - Propose project in update of 6 Year TIP next year.
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# Discussion Topics

1. What additional information would be helpful for the City Council?
2. What questions does the City Council have?
3. Should staff pursue public engagement of an alternative or a combination of alternatives?

