



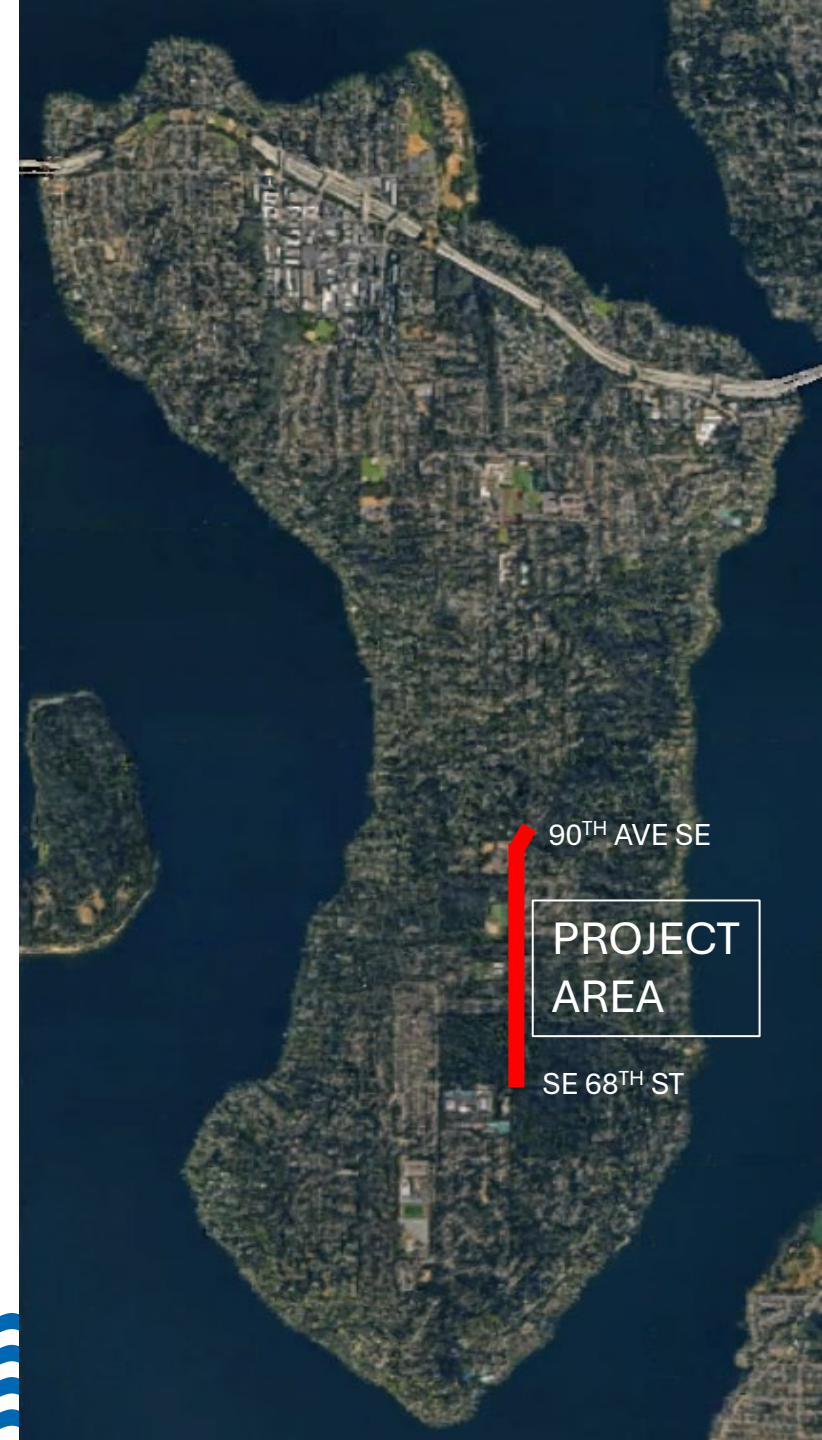
# Island Crest Way Shared Use Path Preferred Alternative (AB6503)

06/18/2024



# Presentation Overview

- Corridor Study Components
- Brief Review of Shared Use Path Alternatives from AB6421
- Staff Recommendation
- City Council questions & discussion, selection of preferred shared use path alternative



# Corridor Study Components:

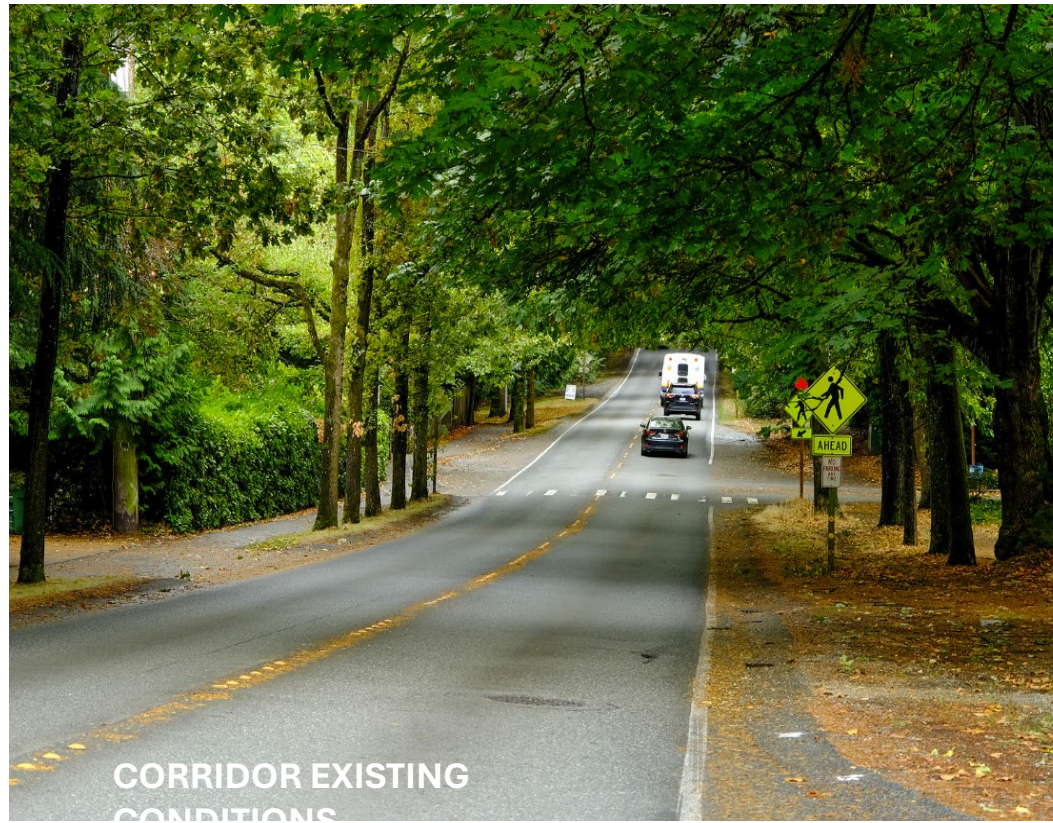
- Crosswalk Improvements
- Corridor Illumination Study
- Corridor Tree Assessment
- Intersection Feasibility Study (SE 53<sup>rd</sup>, SE 68<sup>th</sup>)
- Shared Use Path Pre-Design Report



*Previously seen on  
AB6421*

# Shared Use Path Alternatives

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



# SEPARATED BIKE LANE ALTERNATIVE

Previously seen on  
AB6421



## Separated Bike Lanes Alternative



New Impervious Surface Area  
~70,000 sq ft



Utility Impacts



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

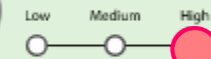
\*Note: All removed trees will be replaced.  
Hedge removal will be replaced with privacy fencing.  
ROW = Right-of-Way



Existing Storm Drainage Modification



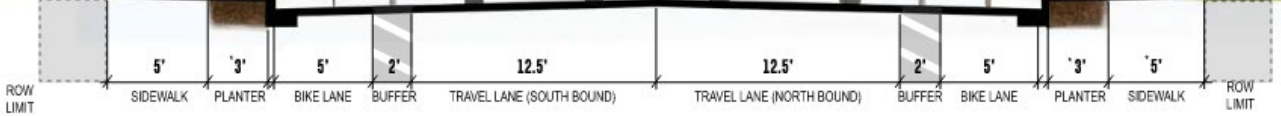
Vehicle Traffic Impact During Construction



Pedestrian Traffic Impact During Construction



Construction Cost Rating



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

- Existing lane widths shown
- Lane widths would be refined during the design process

# EAST SIDE SHARED USE PATH ALTERNATIVE

Previously seen on  
AB6421



### East Side Shared Use Path Alternative

- New Impervious Surface Area**  
 ~15,000 sq ft
- Utility Impacts**  
 Low Medium High
- 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**  
 Low Medium High
- Vehicle Traffic Impact During Construction**  
 Low Medium High
- Pedestrian Traffic Impact During Construction**  
 Low Medium High
- Construction Cost Rating**  
 Low Medium High

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



# WEST SIDE SHARED USE PATH ALTERNATIVE

Previously seen on  
AB6421



## West Side Shared Use Path Alternative



New Impervious Surface Area  
~24,000 sq ft



Utility Impacts  
Low Medium High



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  
Low Medium High



Vehicle Traffic Impact During Construction  
Low Medium High

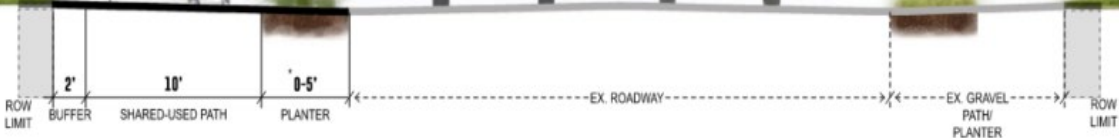


Pedestrian Traffic Impact During Construction  
Low Medium High



Construction Cost Rating  
Low Medium High

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



# Alternatives Summary:

Previously seen on  
AB6421



SEPARATED BIKE LANES



EAST SIDE SHARED USE PATH



WEST SIDE SHARED USE PATH

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)
West Side Path	~24,000sf	low	75 to 94	~28%	low	low	low	\$3M – \$5.5M
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

\*within project boundary



# Staff Recommendation

- **Select west side shared use path as the preferred alignment**

- Least impact and cost as noted in comparison table.

- Fewer potential conflicts with vehicles accessing ICW.

- Destinations on west side (ie. school, parks, trail connections) draw peds/bikes to west side.

- Less impact to private property. Runs adjacent to more public property (parks & school) and less private private property vs. east side alternative.

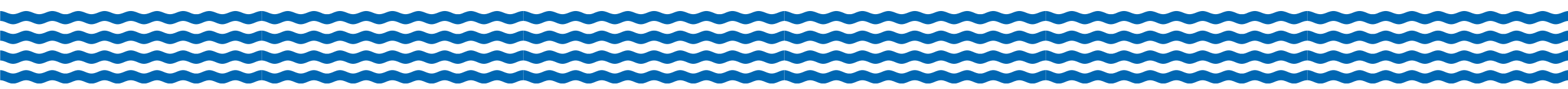
- **Phase the improvements**

- We can't afford to do it all at once.

- Allows us to “get started” and make progress.

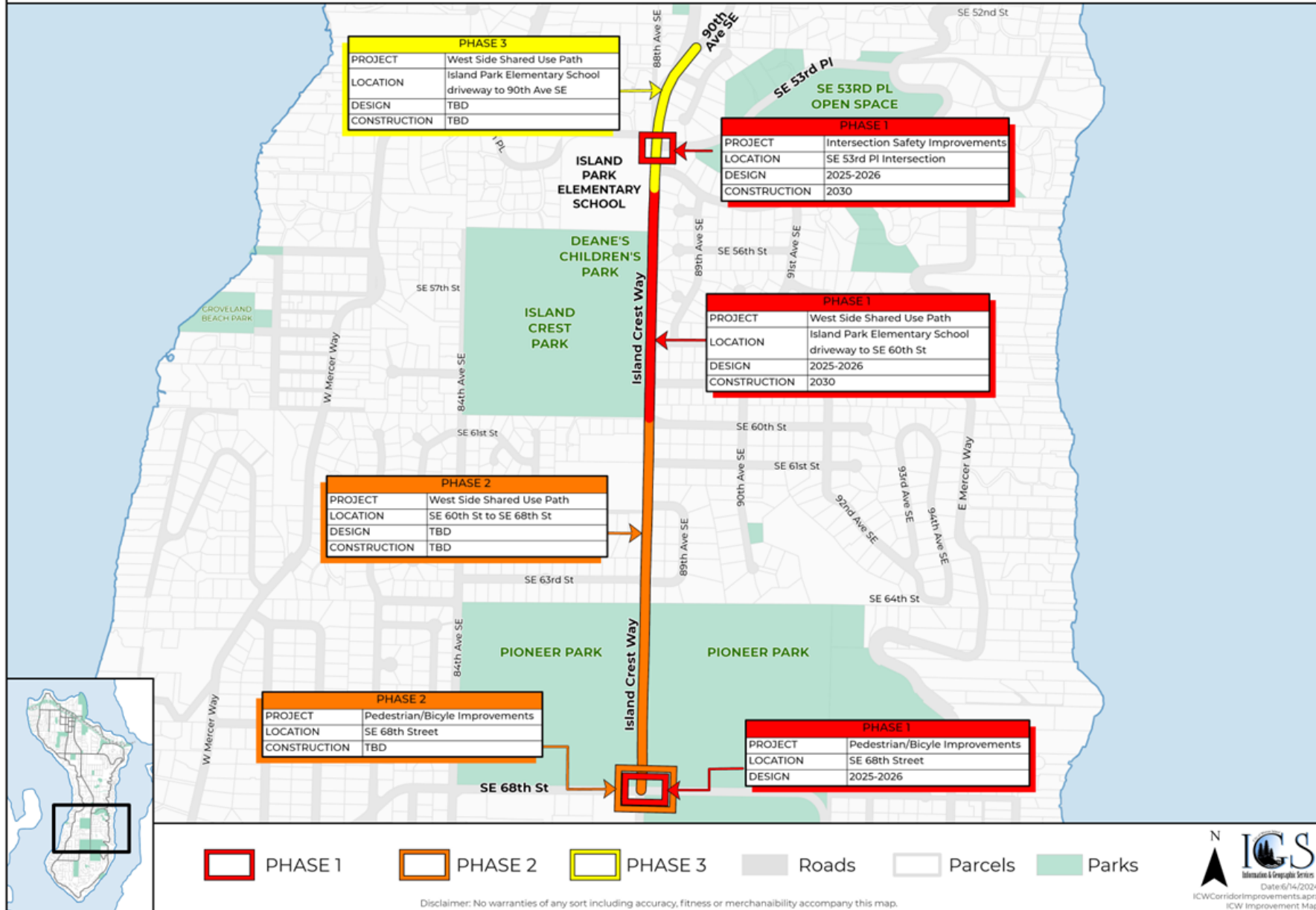
- Spreads cost over time.

- Provides time to pursue grant funding. If successful, could start sooner.



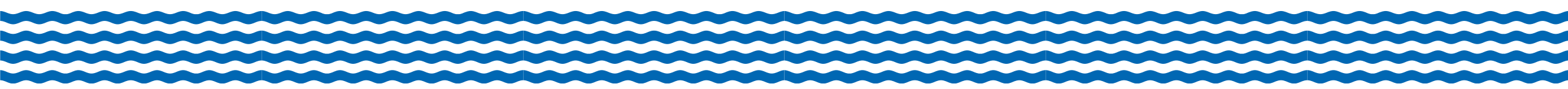


# ISLAND CREST WAY CORRIDOR IMPROVEMENTS STAFF RECOMMENDED PHASING



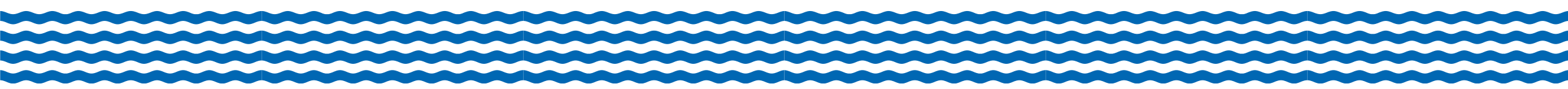
# Phasing

Project Phasing	Elements
<b>Phase 1</b>	<p><b>2025-2026:</b> Design of west side shared use path from Island Park Elementary School driveway south to SE 60th Street (approx. 1,400 feet), SE 53rd Place intersection safety improvements, and SE 68th Street pedestrian/bicycle safety improvements.</p> <p><b>2030:</b> Construction of west side shared use path from Island Park Elementary School driveway south to SE 60th Street and SE 53rd Place intersection safety improvements.</p>
<b>Phase 2</b>	<p><b>TBD:</b> Design of west side shared use path from SE 60th Street south to SE 68th Street (approx. 2,650 feet).</p> <p><b>TBD:</b> Construction of west side shared use path from SE 60th Street south so SE 68th Street and SE 68th Street pedestrian/bicycle safety improvements.</p>
<b>Phase 3</b>	<p><b>TBD:</b> Design and construction of west side shared use path from Island Park Elementary School driveway north to 90th Avenue SE (approx. 1,300 feet).</p>



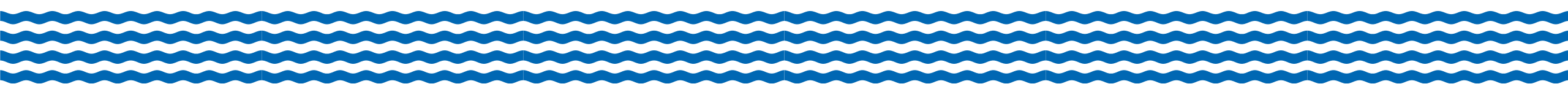
# City Council Action Tonight

→ Select preferred shared use path alternative (west side, east side, bike lanes).



# Recommended Motion

1. Select the west side shared used path as the preferred alignment and seek feedback from the public during the design process.
2. Include in the 2025-2030 Transportation Improvement Program, the design of the west side shared use path from the Island Park Elementary School driveway south to SE 60th Street, the SE 53rd Place intersection safety improvements, and SE 68th Street pedestrian/bicycle safety improvements in 2025 to 2026.
3. Include in the 2025-2030 Transportation Improvement Program, the construction of the west side shared use path from the Island Park Elementary School driveway south to SE 60th Street and the SE 53rd Place intersection safety improvements in 2030.



# Discussion

