



Memorandum

Date: July 7, 2003
To: John Cunningham, PE, Assistant City Manager/PW Director
From: Steven W. Chen, Associate Engineer
Re: Summary of findings for northend barricades
CC: Delora Kerber, PE, City Engineer

This memo is to summarize the findings of the investigation and review of the plat agreements (conditions) between King County and the developers, which relate to the subject barricades on NE 42nd Street and on NE 51st Street. This memo also summarizes some of the findings from NE Area Barricade Removal Impacts Evaluation Report that was prepared by Gray & Osborne, Inc., and from the City Attorney's review of the related plat documentation.

For NE 42nd Barricade:

1. Based on the City Attorney's review of the Hearing Examiner (HE) Report, the City is under no legal obligation to either retain the barricade or remove it.
2. Some of the conditions from the HE's report were based on the connection of the collector road from Hidden Ridge to the Timberline neighborhood, therefore, if the City chooses to permanently leave the barricade in place, these plat conditions may be called into question.
3. The only condition that shows on the recorded final plats for Old Mill Point-Chrysalis Estates-Webers Ridge (OCW) regarding the removal of the NE 42nd Street barricade is the completion of the traffic signal at the intersection of NE 192nd Dr/SR 202. The installation of this signal was completed and approved by WSDOT.
4. The conditions stated in the HE's Report were adopted by King County (KC) Ordinances (Ord. NO. 91-43, 91-176, 92-29) with few modifications that are not related to the barricades and traffic. Therefore, the developer is required to meet all the traffic related conditions that were stated in the HE Report.
5. KC HE supported the connection between the Hidden Ridge and Timberline neighborhoods and the benefit to regional and local circulation. The HE Report also stated that Hidden Ridge and Timberline were opposed to the road connection and requested a temporary barrier be provided on 42nd which would prevent normal traffic passage but allow emergency vehicle access until SR 202 capacity improvements are made. This request was denied by KC HE because the barricade proposal violates County circulation policies and the provisions of the 100-lot rule, which requires areas with 100 lots or more to be served by at least two access routes.
6. According to KC DOT staff, the KC 100-lot rule ordinance was incorporated to improve neighborhood emergency accessibility. If approval is granted by emergency respondent

agencies such as fire and police, variance for the 100-lot rule can be approved by the jurisdiction agency.

7. The HE report stated that the traffic diversion problem was studied within the EIS, and the proposed road design for the neighborhood collector route contains a number of features, which impede thoroughfare use and discourage cut-thru traffic. These include four "T" intersections, a winding circuitous route, and steep hill sections.
8. The HE Report stated that the Applicants and the neighborhood intervenor groups met on Feb. 16, 1995, and agreed upon a program of traffic mitigations to be installed by the Applicants. The mitigations outlined in this Mutual Agreement Memo which included additional signage, striping, raised pavement markers, etc, were reviewed by KC DOT and later integrated into the approved Traffic Calming Plan as part of the HE's conditions.
9. Condition 19 in HE Report stated that the applicant shall develop a traffic calming plan approved by KC before the road is opened. The plan shall provide for and fund the measurement of peak hour traffic and ADT for five years after plat completion along the neighborhood collector route through Hidden Ridge and Timberline, and for implementation of further traffic control modifications if 2,000 ADT is exceeded at any point west of the intersection of NE 37th Way and 205th Place NE. The proposed Traffic Calming Plan was approved by KC Traffic on 5/26/99 for construction if the 2000 ADT threshold is met. This plan includes speed humps and was put together based on the consideration of the mitigations included in the Feb 16, 1995 Mutual Agreement Memo.
10. According to the DDES inspector on this project, there was a \$172,315 surety bond that was established for the traffic calming improvements required under Condition 19c in the HE Report. However, this bond was released in 09/1999 by KC. The City is in the process of working with KC DDES and the developer to re-institute this bond for the original amount of \$172k.
11. Condition 19c in the HE Report also stated that further traffic mitigations "may" be required if the 2000 ADT threshold is met. The cost of these potential additional mitigations was included the \$172k bond that the City is trying to re-establish with the developer.
12. The final construction approvals have not been issued yet for these plats but will be soon. DDES inspector said that the bonds for Condition 19C can be re-established as part of the conditions for the final construction approvals at the City's request. The five-years bonding period will start from the date the final construction approval is issued for these plats, not from the date that the City removes the barricades and connects the road.
13. The current schedule for WSDOT's SR 202 improvement project is to advertise for construction in spring 2004; and the project completion date is spring 2007.
14. Based on the Traffic Routing Assignment Analysis that was prepared by William Popp Associates for these plats, when the proposed collector is connected without the SR 202 widening, it is projected that there are three locations within this route will be exceeding the 2000 vpd ADT (using the local trip generation rate that was determined from the Timberline neighborhood, not the ITE rate.). These three locations are on 192nd Dr NE and NE 42nd Street from SR 202 to the north end of the Timberline neighborhoods. If the road is connected after the SR 202 widening, the ADT estimates thru this route will decrease approximately 600-800 vehicles, and there will be one location exceeding the 2000 ADT (projection of 2270 ADT), which is on 192nd Dr NE just south of SR 202. Please see Attachment 1 showing the map, pictures, and ADT comparison for these locations.
15. The City hosted a public meeting on Jan 29, 2002 on the barricade issue. During that meeting, 46 residents voted "no" to remove the barricade, and 1 resident voted "yes" to remove the barricade.

barricade. However, Mr. Greg Reynolds recently submitted a petition with 123 signatures indicating their support for the removal of the barricade. There are 96 signatures from Timberline residents, and other 27 signatures are from the Dobbs Mill neighborhood. Mr. Reynolds also gathered a signature petition and sent it to WSDOT, King County, City of Redmond, and City of Sammamish to coordinate the traffic signals on SR 202 in an attempt to improve the traffic delay on SR 202.

16. On November 25, 2003, the Hidden Ridge, Waterbrook, and Timberline neighborhoods submitted a petition with 612 signatures indicating their support for the retaining of the barricade. Please see Attachment 2 showing mapping of the residents on the petitions that are support or oppose of removing the barricade.
17. According to the findings of the Gray & Osborne's Northeast Area Barricade Removal Impacts Evaluation report, the existing pedestrian facilities within the impacted northeast neighborhoods are sufficient to safely accommodate the increase vehicular traffic if barricade is removed. The pedestrian rating indexes which determined by G&O in the report using ADT and the existing roadway geometry characteristic, showed that removing the barricade would not increase volumes such that pedestrian crossing gaps would be affected.
18. The conclusions of the G&O report stated that removing the barricade would cause perceptible impacts to the residents such as impacts to driveway traffic, uncontrolled intersection traffic and pedestrian traffic (walking and crossing).
19. The conclusions of the G&O report stated that removing the barricades before the SR202 is improved would increase neighborhood traffic volumes while there would not be a measurable change in LOS at the congested SR202 intersections. The G&O report also stated Hearing Examiner conditions of plat approvals are to provide internal connections but not for cut-thru traffic. It is clear that the approvals were made with the understanding that the potential for cut-thru traffic will remain high until SR202 improvements are made and congestion at the Sahalee Way and East Lake Sammamish Parkway intersections is reduced. Therefore, G&O report recommended to postpone removing the barricade until SR202 is improved.
20. The City also received letters from Eastside Fire and Rescue, Sammamish Police Chief, and City of Redmond Fire Department indicating their support of the barricade removal, for the purpose of improving access to the area for emergency vehicles. However, Eastside Fire and Rescue also expressed an interest of considering the installation of Opticom Emergency Accessible Gate as a prefer alternative if the City choose to leave the barricade in place. The estimated cost for installing an Opticom Emergency Accessible Gate is approximately \$17,000.

For NE 51st Barricade:

1. The barricade is a condition of the October 1989 Hidden Ridge Plat approval.
2. The barricade was put in to minimize the conflict of substantial adverse traffic impact on residents of Sammamish View Park and Adelaide community due the connection of NE 51st Street and 190th Place.
3. The Hearing Examiner's Report states that "the conditions of final plat approval should require the dedication and construction of NE 51st Street to connect with 190th Place NE in accordance with KC Road Standards for local access streets in urban areas, but said roadway be barricaded to prohibit any vehicular use, except for emergency services vehicles, until such time as the intersection of 192nd Drive NE and SR-202 is improved to provide Level of Service "C" or better for all peak hour vehicle movements entering or exiting 192nd Dr. NE."

4. A LOS analysis that was conducted in November 2002 by WSDOT at the intersection of 192nd Dr NE and SR 202 showed a LOS D for both AM and PM peaks.

Based on these facts, the following is the list of potential decision options for review and discussion:

For the NE 42nd Barricade:

- 1) Option 1 - Leave the NE 42nd barricade until SR 202 is improved as recommended by G&O evaluation report. Install an Opticom Emergency Accessible Gate that is acceptable by Fire and Police at this location. After SR 202 improvements are completed, develop and implement an appropriate traffic mitigation plan for the impacted neighborhoods before or after the roadway is opened up.
- 2) Option 2 - The City enforce the required conditions as stated in Hearing Examiner's report and remove the barricade for a trial period of opening up the road. Monitor traffic and conduct traffic studies during the trial period. If ADT exceeds 2000 ADT, require the developer to implement the approved traffic calming plan and possible other mitigation improvements. Revisit the issue if traffic problem continues to occur. Close the road again until SR 202 is improved.

For the NE 51st Barricade:

- 1) Leave the barricade until the LOS at SR 202/NE 192nd Dr is at LOS C or better. Install Opticom Emergency Accessible Gate that is acceptable by Fire and Police at this location. Continue to monitor the LOS operation at the intersection of SR 202/NE 192nd. If the LOS C or better requirement is met in the future, develop and implement an appropriate traffic mitigation plan for the impacted streets period to opening up the road.

These are the findings at this time for these northend barricades. Please let me if questions arise.