



# ISSAQUAH-HOBART RD / FRONT ST CORRIDOR STUDY

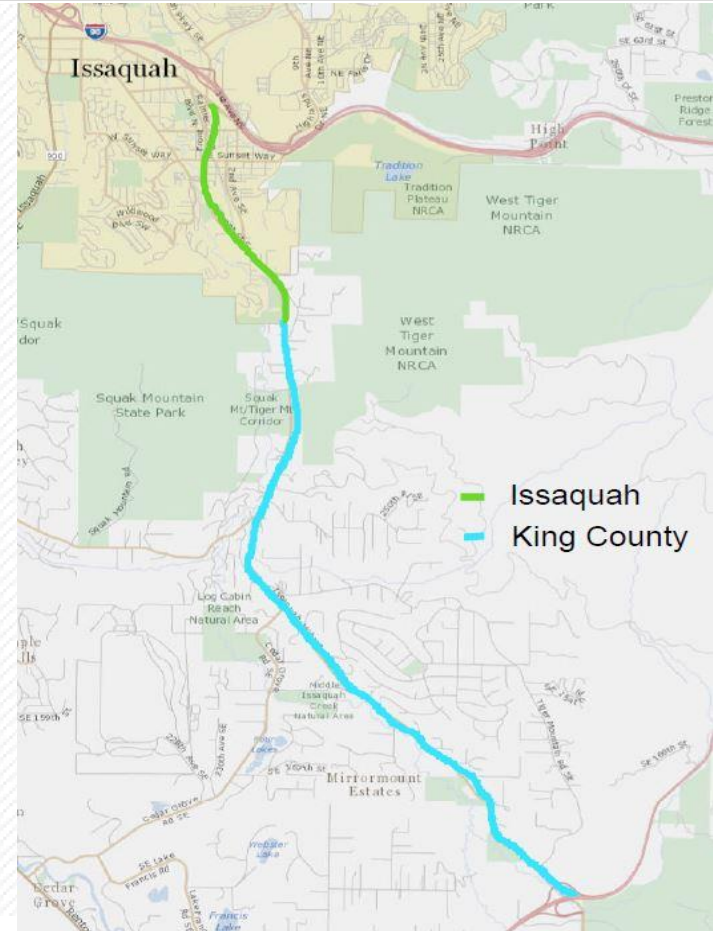


GMVUAC : November 5, 2018

# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## CORRIDOR FACTS

- **8.2 miles long**
  - 2.3 miles in the City
  - 5.9 miles in the County
- Classified as a **Principal Arterial**
- Average Daily Traffic (ADT)
  - South of Cedar Grove: **15,000**
  - North of May Valley: **20,600**
- There are **2-4 travel lanes** along the corridor
- Speed Limit is **25-35 mph** in the City and **40-45 mph** in the County
- Connects to **I-90** to the north and **SR 18** to the south



## STUDY PURPOSE

*“To evaluate and identify safety, mobility and other related improvements to provide the most efficient and reliable traffic flow possible along the corridor. This study evaluates existing conditions, with input from project stakeholders, and analyzes potential solutions using an improvement toolbox to help identify the best solution. The results of the report are aimed at multimodal safety and mobility improvements, keeping in mind the cost and feasibility of implementing the projects.”*



# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## STUDY GOALS

**Make Issaquah-Hobart Road/Front Street corridor safer and more reliable**

### SAFETY

- Reduced crashes
- Improved non-motorized facilities
- Improved emergency response
- Enhanced access management

### MOBILITY

- Improved reliability
- Reduce total hours of congestion
- Reduce delays and queueing at intersections
- Reduced parking conflicts
- Maintain ability to meet multimodal and demands

### IMPLEMENTATION

- Project is timely and implementable
- Funding and project readiness
- Phasing ability
- Consider the costs of the project

# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## STUDY OBJECTIVES



- **Prepare a comprehensive inventory**
- **Evaluate operations, speed, and safety**
- **Develop implementation strategies**
- **Consider low cost and high value improvements**

# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## PROBLEM IDENTIFICATION



- High rate of rear-end and left-turn collisions
- High rate of run-off-road crashes in southern section of corridor
- Turning conflicts at multiple side streets
- Parking configuration and maneuverability issues



- Heavy AM congestion at Cedar Grove Rd/May Valley Rd
- Cut-through traffic on Tiger Mountain Rd
- Heavy PM congestion along northern section of corridor
- Queueing >1 mile at various locations along corridor

# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## COLLISION HISTORY (5-YEAR)

● Injuries

● Fatalities

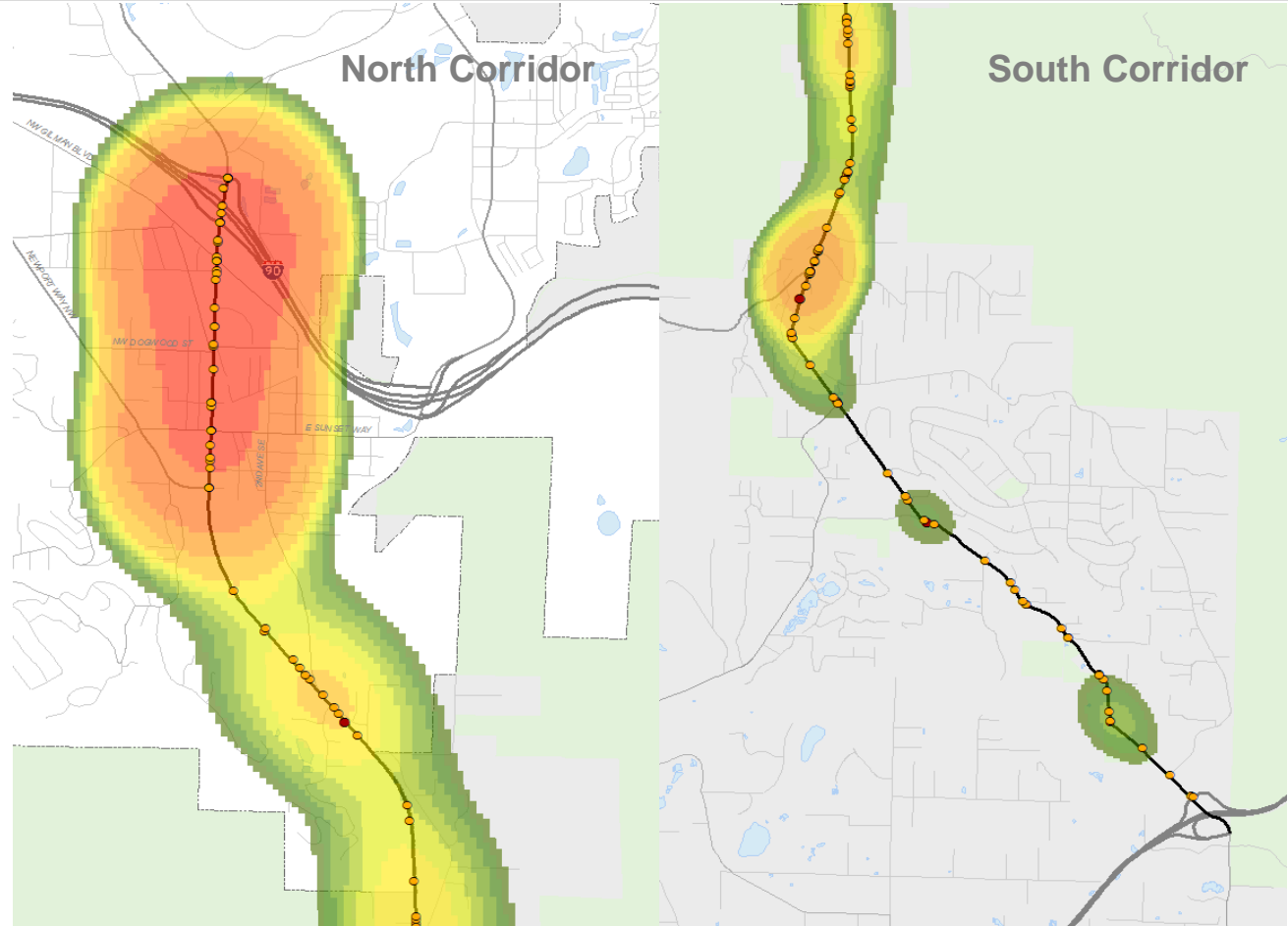
Highest

CRASHES PER MILE

200+ Collisions  
per mile

<10 Collisions  
per mile

Lowest

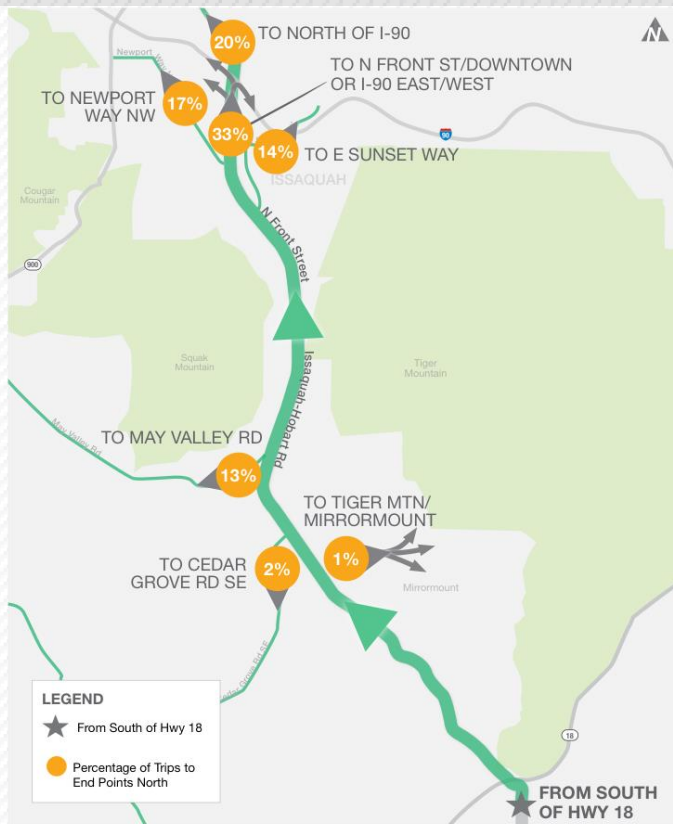




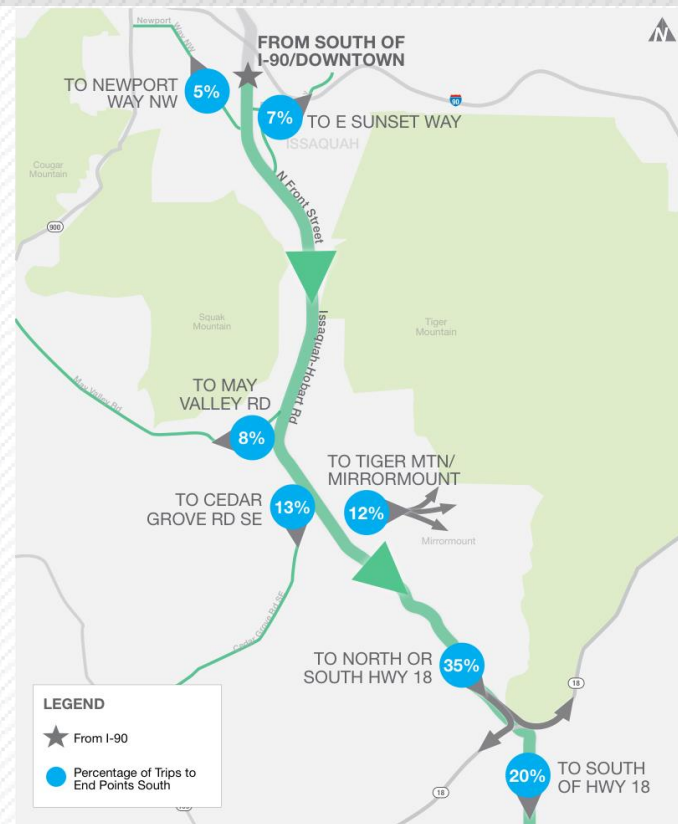
# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## TRAFFIC DISTRIBUTION

- **AM:** Most travel north to downtown/I-90 and come from SR 18 or south
- **PM:** More varied than AM, high % of trips travel to SR 18 or south



Traffic Distribution from South of Hwy 18 – Northbound AM  
Issaquah-Hobart Rd/Front St Corridor Study



Traffic Distribution from South of I-90/Downtown – Southbound PM  
Issaquah-Hobart Rd/Front St Corridor Study



# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## STAKEHOLDER INVOLVEMENT

### STAKEHOLDERS

- City of Issaquah
- Issaquah Police Department
- Issaquah School District
- Issaquah Downtown Association
- King County DOT
- King County Metro
- King County Parks
- WSDOT
- Sound Transit
- Eastside Fire and Rescue
- Mirrormont Community Association

### THEMES

#### CHALLENGES

- Worsening peak-period congestion
- Small traffic changes have a ripple effect
- Business and agency impacts

#### SOLUTIONS

- Safety is the highest priority
- Consider intersection controls
- Look at transit solutions with incentives
- Consider “Real-Time” info signs
- Develop localized improvements

STUDY EVALUATION CRITERIA

**SAFETY**

**MOBILITY**

**IMPLEMENTATION**

# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

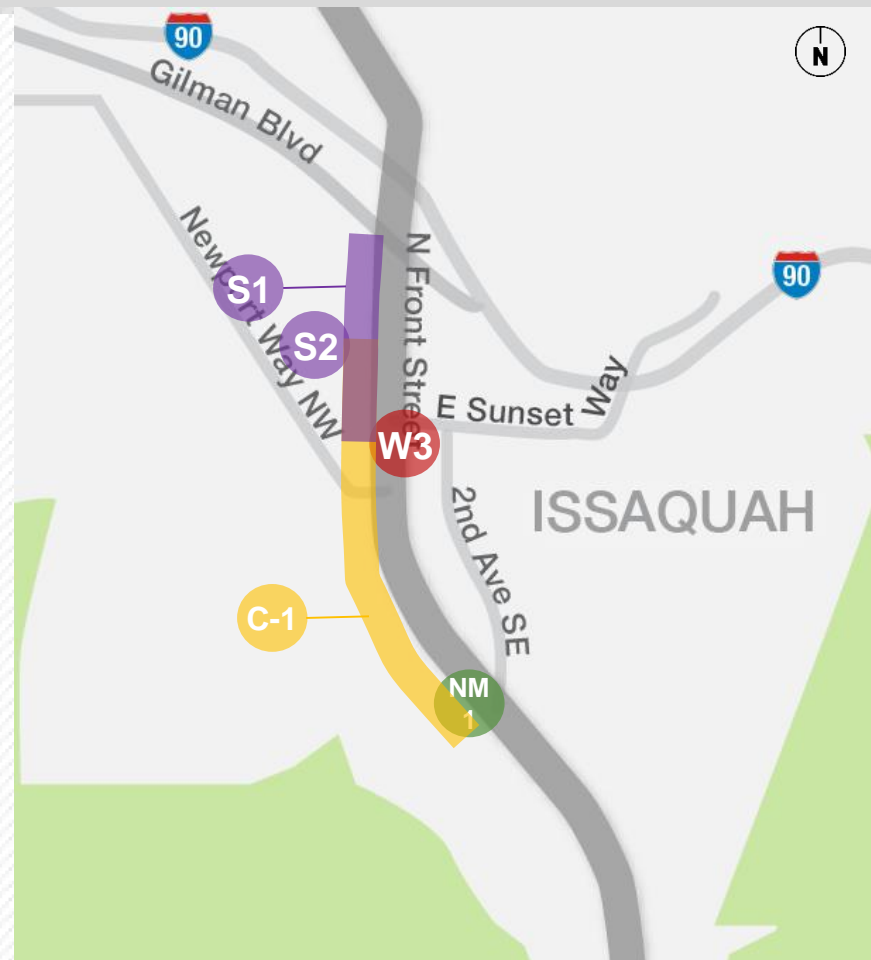
## PROJECTS ON FRONT STREET (CITY OF ISSAQUAH)

### Recommended Projects

#	Project Name
W-3	Sunset Way Intersection Improvements
NM-1	Trail Connection at 2 <sup>nd</sup> Avenue
S-1	Front Street Access Management, Left-turn Access Restrictions at Holly Street and Alder Place
S-2	Dogwood Street Intersection Improvements
C-1	Adaptive Signal Control

### Multiple Locations in Study Area

C-2 Digital Travel Time Signs





# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

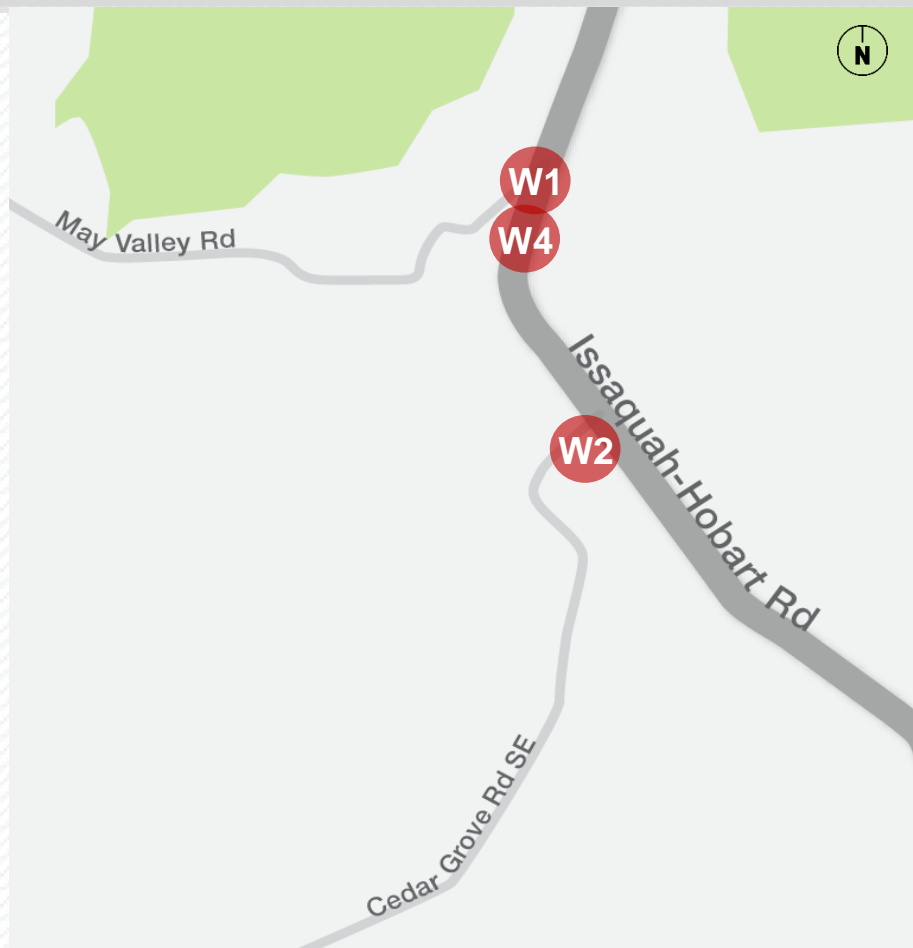
## PROJECTS ON ISSAQUAH-HOBART ROAD (KING COUNTY)

### Recommended Projects within King County Jurisdiction

#	Project Name
W-1 & W-4	May Valley Road Intersection and Turn-Lane Improvements
W-2	Cedar Grove Road Intersection Improvements

### Multiple Locations in Study Area

C-2 Digital Travel Time Signs





# ISSAQUAH HOBART ROAD/FRONT STREET CORRIDOR STUDY

## RECOMMENDED PROJECTS WITH COSTS

#	Project Description	Cost Est.	Subtotal Estimates:
W-1	<b>Issaquah-Hobart Rd &amp; May Valley Rd. Intersection Improvement.</b> Construction of a roundabout or additional through lanes.	\$2,350,000	City.....\$5,850,000
W-2	<b>Issaquah-Hobart Rd &amp; Cedar Grove Rd. Intersection Improvement.</b> Construction of a roundabout or additional through lanes.	\$3,300,000	County.....\$7,640,000
W-3	<b>Front St &amp; Sunset Way.</b> Construction of left turn lanes on Sunset Way, a westbound right turn lane, and according signal timing adjustments.	\$670,000	Outside Jurisdictions.....\$730,000
W-4	<b>Issaquah-Hobart Rd &amp; May Valley Rd. Interim.</b> Extend northbound and eastbound left turn lanes.	\$1,270,000	
NM-1	<b>Front St &amp; 2nd Ave SE.</b> Construct a trail connection and direct non-motorized traffic onto the Rainier Trail.	\$760,000	<b>Total Project Cost:</b> <b>\$14,220,000</b>
S-1	<b>Front St at Holly St &amp; Alder Pl.</b> Restrict turning movements onto Front Street so that both minor street approaches would be right-in/right-out, either permanently or during peak periods.	\$30,000	
S-2	<b>Front St &amp; NW Dogwood St.</b> Modification of the intersection, including a traffic signal.	\$2,730,000	
C-1	<b>Front St from Gilman Blvd to 2nd Ave SE.</b> Update and integrate new signal technology to accommodate changing traffic volumes and optimize travel times.	\$940,000	
C-2	<b>North of Front St, South of Issaquah-Hobart Road, and on SR-18.</b> Place up to 6 Changeable Message Signs near the corridor, indicating average travel times based on current traffic levels.	\$2,170,000	
TA-1	<b>Off-Corridor.</b> A campaign of marketing, education, incentives, and performance monitoring to encourage alternative transportation options. <sup>1</sup>	-	

# CURRENT KING COUNTY PROJECTS

## Issaquah Hobart Signal Enhancement Project



Fisheye Camera and Signal System images

Components:

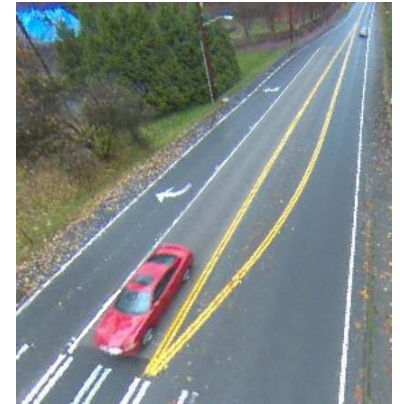
- Traffic Responsive Signal Timing
- Travel Time



# CURRENT KING COUNTY PROJECTS

## Issaquah Hobart Safety Projects

- High Friction Surface Treatment (HFST)
  - May Valley/Issaquah Hobart Intersection
  - High Collision Location
  - September 2018
- Radar Speed Signs (Hobart area)
  - 3 Permanent installed: 2018
  - 2 Rotational future 2018/early 2019
- Speed Limit Reduction:
  - Mirrormont to Issaquah City Limits: 40 MPH
  - Early 2019



# QUESTIONS?

- Regional Transportation System Initiative:  
<https://www.regionaltransportationsystem.org/>
- Issaquah Hobart/Front Street Corridor Study:  
<http://www.issaquahwa.gov/documentcenter/view/4851>
- King County Issaquah Hobart Road SE and SE Tiger Mountain Road  
<https://www.kingcounty.gov/depts/transportation/roads/issaquah-hobart-tiger-mtn-road-project.aspx>
- King County Road Alerts  
<https://www.kingcounty.gov/depts/transportation/roads/road-alert.aspx>