FEHR PEERS

MEMORANDUM

Date: July 9, 2015

To: Bertrand Hauss, City of Edmonds

From: Donald Samdahl and Ryan Abbotts, Fehr & Peers

Subject: SR 99 Access Management and Cross Section

SE14-0356

The City conducted a focused assessment of the SR 99 corridor in 2006. This study identified several multi-modal and safety projects. One of the key projects, the 228th Street connection between SR 99 and 76th Avenue, will be constructed in 2016.

As part of the current transportation plan update, the City further examined traffic safety along SR 99. It identified the need to add a center median and left turn pockets (from 238th St. SW to 212th St. SW) to provide safer access management throughout the corridor. This memorandum summarizes these recommendations. The ongoing SR 99 Gateway/Revitalization project will seek to provide additional safety and urban design improvements.

Analysis Assumptions

The examination of design treatments along SR 99 included a number of assumptions that the project team developed in consultation with city staff. These include the following:

- The options on Highway 99 for "streetscape" opportunities within the right-of-way constraints are limited. The existing right-of-way width is typically 100' and the existing back of sidewalk to back of sidewalk width is roughly 99'.
- Pedestrian improvements should include looking for opportunities for more pedestrian crossing points and increased non-motorized connections to adjacent trail system.
- Addition of bicycle lanes on Highway 99 is not feasible.
- There is minimal room to install planter strips on the corridor (unless potentially provided in conjunction with redevelopment)

Access Management

Exhibit 1 shows the proposed access management treatments along SR 99. These conceptual designs provide a tradeoff between safety and accessibility along the corridor. The proposed treatments start at the north, from 212th St SW, extending south to 240th St SW. The specific channelization and property access treatments will be determined during the project design phase, including substantial input from adjacent property owners, motorists, and pedestrians.

Roadway Cross Section

Exhibit 2 shows a typical existing cross-section on SR 99, followed by a proposed cross-section once the corridor master plan is implemented. The primary differences relate to the pedestrian treatments. The proposed cross-section adds a planter strip between the sidewalk and travel lines, providing a buffer for pedestrians walking along the corridor. This treatment would require approximately 6 extra feet of right-of-way on each side of SR 99, which could potentially be provided with property redevelopment along the corridor. While it is possible to reduce the widths of traffic lanes to provide more width for pedestrians, the high traffic volumes, prevalence of bus rapid transit and turn-lane safety indicates that the existing lane widths should be retained, subject to further analysis.

Bertrand Hauss
7/9/2015

Exhibit 1- Proposed SR-99 Projects for Edmonds Comprehensive Transportation Plan

PROPOSED SR 99 PROJECTS FOR EDMONDS COMPREHENSIVE TRANSPORTATION PLAN

LYNNWOOD

EDMONDS

212th ST SW

216th ST SW

220th ST SW

224th ST SW

228th ST SW

230th ST SW

234th ST SW

236th ST SW

238th ST SW

240th ST SW

Between 212th St SW and 216th St SW
- Existing c–curb
- Install median and c–curb
- U–turns at nearest signal

Between 216th St SW and 220th St SW
- Existing c–curb

Between 220th St SW and 224th St SW
- Install median and c–curb
- U–turns at nearest signal

Between 224th St SW and 228th St SW
- Existing median and c–curb
- U–turns at nearest signal

Between 228th St SW and 230th St SW
- Existing c–curb
- Install median and c–curb
- U–turns at 228th signal

Between 230th St SW and 234th St SW
- Install median and c–curb
- U–turns at 228th signal
- Restrict left turns at 230th St SW onto SR 99

Between 234th St SW and 236th St SW
- Install median and c–curb
- U–turns at 238th signal
- Restrict left turns at 234th St SW onto SR 99

Between 236th St SW and 238th St SW
- Existing c–curb
- Install median and c–curb
- U–turns at 238th signal
- Restrict left turns at 236th onto SR 99

Between 238th St SW and 240th St SW
- Install median and c–curb
- U–turns at 238th signal
- Restrict left turns at 240th onto SR 99

SCALE

700 0 700 1400

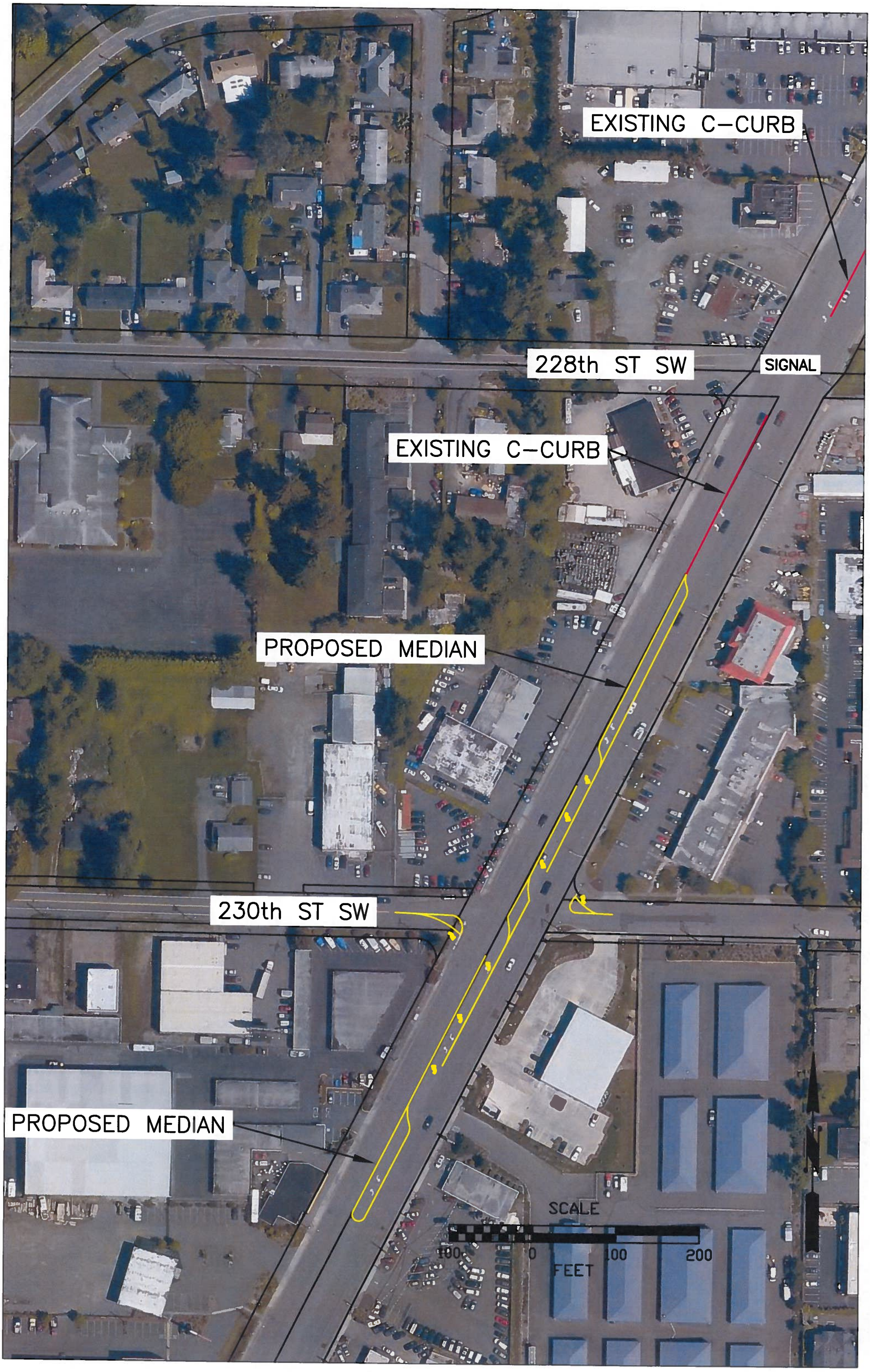
FEET

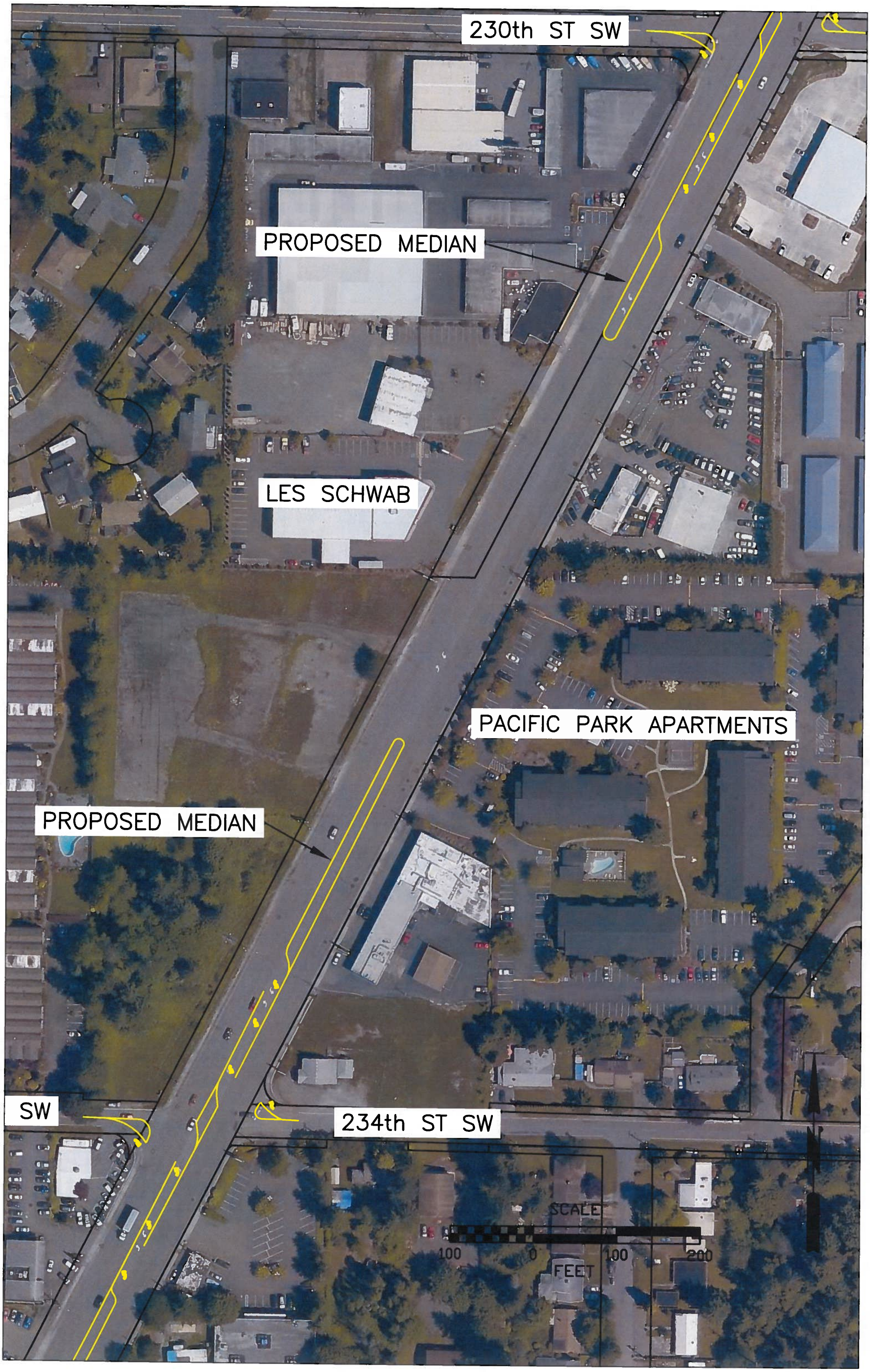

212th ST SW
SIGNAL
EXISTING C–CURB
PROPOSED MEDIAN
TEXACO
McDONALD'S
EXISTING C–CURB
216th ST SW
SIGNAL
SCALE
100 0 100 200
FEET

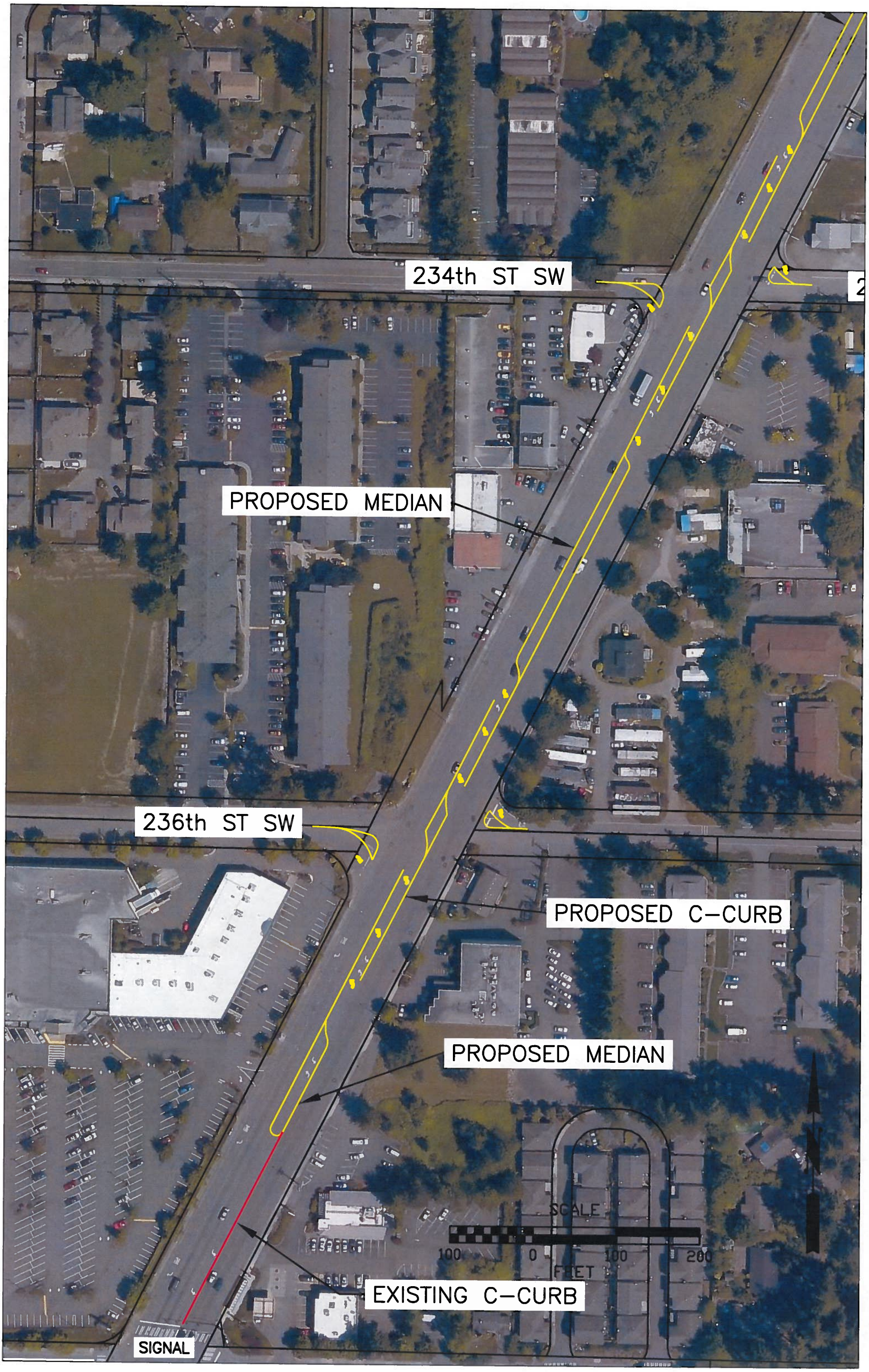

216th ST SW
SIGNAL
EXISTING C-CURB
EXISTING C-CURB
220th ST SW
SIGNAL
SCALE
100 0 100 200
FEET

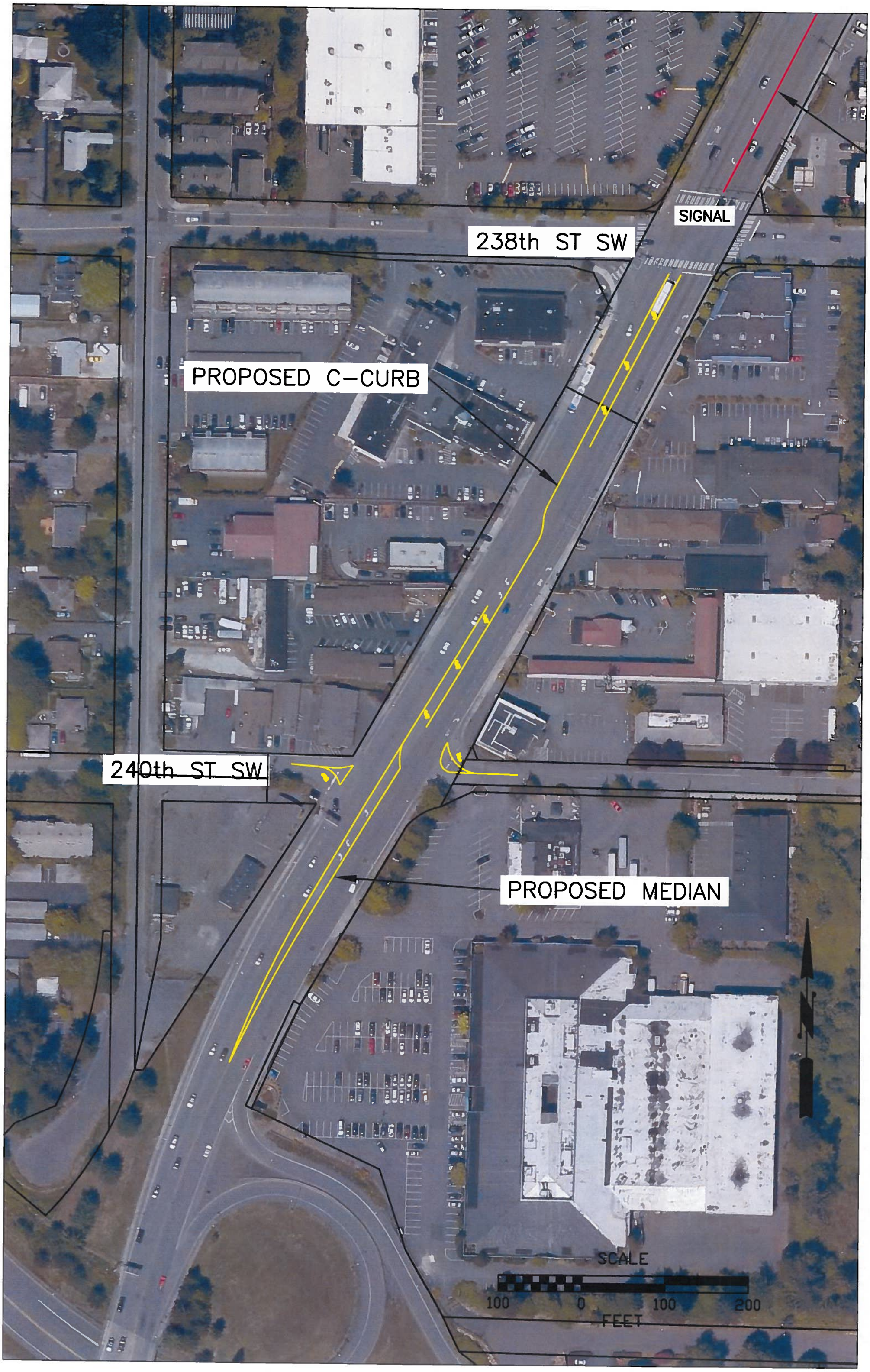

220th ST SW
SIGNAL
PROPOSED C-CURB
PROPOSED MEDIAN
PROPOSED C-CURB
224th ST SW
SIGNAL
SCALE
100 0 100 200
FEET


224th ST SW
SIGNAL
EXISTING C-CURB
EXISTING MEDIAN
EXISTING C-CURB
228th ST SW
SIGNAL
SCALE
100 0 100 200
FEET


EXISTING C-CURB
228th ST SW
SIGNAL
EXISTING C-CURB
PROPOSED MEDIAN
230th ST SW
PROPOSED MEDIAN
SCALE
100 0 100 200
FEET


230th ST SW
PROPOSED MEDIAN
LES SCHWAB
PACIFIC PARK APARTMENTS
PROPOSED MEDIAN
SW
234th ST SW
SCALE
100
0
100
200
FEET


234th ST SW
PROPOSED MEDIAN
236th ST SW
PROPOSED C–CURB
PROPOSED MEDIAN
SCALE
100 0 100 200
FEET
EXISTING C–CURB
SIGNAL


SIGNAL
238th ST SW
PROPOSED C-CURB
240th ST SW
PROPOSED MEDIAN
SCALE
100 0 100 200
FEET

Bertrand Hauss
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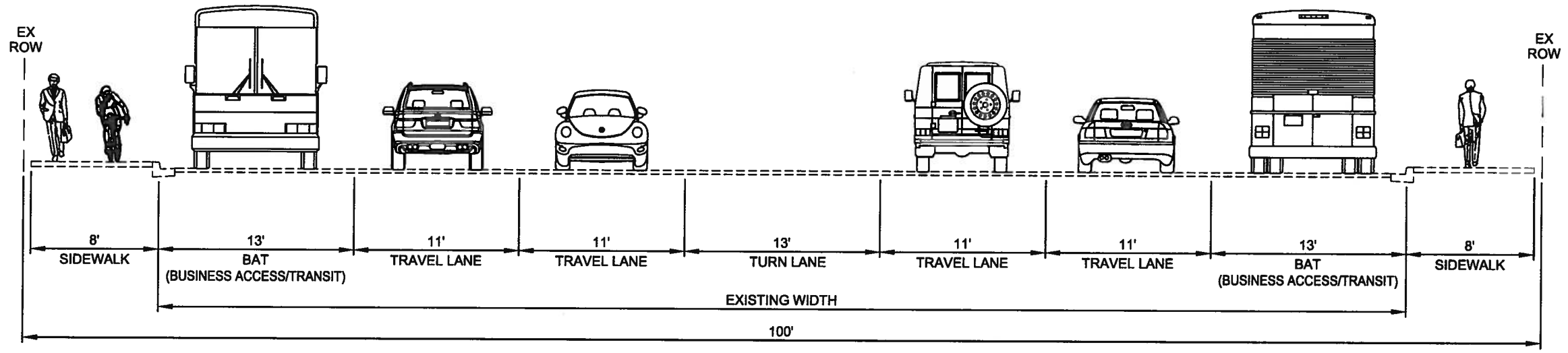
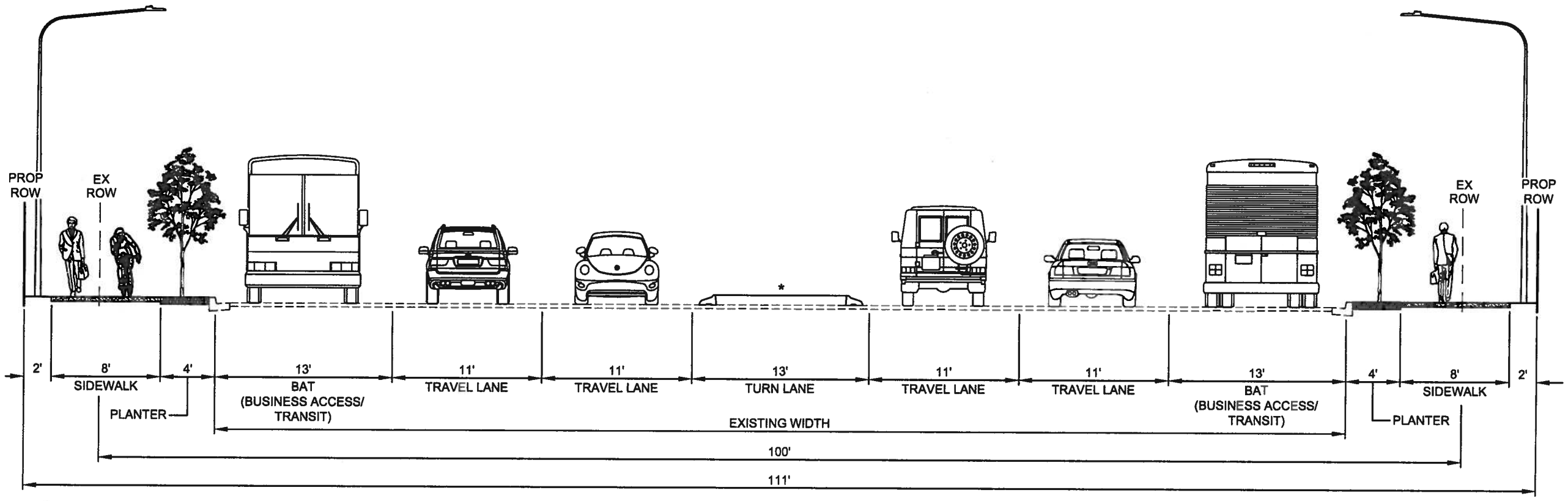
Exhibit 2 – Typical SR-99 Cross Section



TYPICAL EXISTING SR99 CROSS-SECTION

212TH ST. SW TO 240TH ST. SW

- MEETS CLEAR ZONE REQUIREMENTS PER ECDC 18.70.030
- STREET ILLUMINATION AT BACK OF SIDEWALK



TYPICAL PROPOSED SR99 CROSS-SECTION

212TH ST. SW TO 240TH ST. SW

- MEETS CLEAR ZONE REQUIREMENTS PER ECDC 18.70.030
- STREET ILLUMINATION AT BACK OF SIDEWALK

* CENTER OF SECTION VARIES BETWEEN MEDIAN, C-CURB, DEPENDING ON SEGMENT

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