

Memorandum

To: City of Mercer Island
From: KPG Psomas
Date: 12/5/2024
Re: Review of Transportation Impact Analysis (TIA) Herzl-Ner Tamid Jewish Day School

This memorandum provides a peer review of the Transportation Impact Analysis (TIA) prepared by the Transpo Group (September 2024) for the Herzl-Ner Tamid Day School (TCC24-0004) located at 3700 E Mercer Way. The proposed development is a 150-student private school and 12,300 square foot office building that will share a 100-space parking lot with the associated Herzl-Ner Tamid Synagogue.

Prior submittals for this project include the Transportation Impact Analysis Scope (Transpo Group, February 6, 2024), the Transportation Concurrency Application (Transpo Group, February 15, 2024), and the Draft Transportation Impact Analysis (Transpo Group, May 2024). KPG Psomas provided reviews of the scope and concurrency application (March 19, 2024) and the Draft TIA (May 19, 2024).

Transportation Analysis

The analysis uses the 3:00 PM – 4:00 PM peak hour for analysis of the school's PM peak hour impact on the study intersections. In review of the Jewish Day School (JDS) website, the school (currently in Bellevue) holds classes between 8:00 AM – 4:30 PM. Please confirm the hours of operation for the proposed school and modify (as needed) the time period for the analysis of the PM school peak hour. If the school's hours will be continued, the school's trip generation volumes should be incorporated into the PM peak hour analysis.

The French American School of Puget Sound is located just south of the proposed school on the west side of E Mercer Way and has classes between 8:15 AM – 3:45 PM. In addition, there are other nearby uses such as the Stroum Jewish Community Center and Early Childhood Center. The count volumes indicate that a significant portion of the volumes on E Mercer Way are related to these uses particularly during the AM and PM peak hours. Please add a description of these adjacent uses and the hours of operation of the French American School of Puget Sound.

In review of the intersection analysis of the AM peak hour and PM school peak hour, the analysis assumes the school trips to occur over the entire peak hour rather than during a 15-minute concentrated interval that is typical of school drop-off and pick-up activities. For the AM and PM peak hour intersection operational analysis, the TIA should be revised to analyze the peak 15

minutes of demand. All new school trips from the trip generation should be added to the 15-minute period to reflect the potential impacts of school arrivals/departures. This will better capture the impact of the proposed project and better reflect the activity at the study intersections.

Parking Analysis

The parking analysis primarily addressed comments from the May 19, 2024 KPG Psomas review memorandum related to the on-site drop-off and pick-up activity and estimates the maximum on-site queues. Please add a description of where and how the bus unloading and loading will occur.

Queuing Analysis

For the queuing analysis for the AM peak hour and PM school peak hour, the TIA should be revised to analyze the peak 15 minutes of demand. The total trip generation for the new school trips should be added to the 15-minute period to reflect the potential impacts of school arrivals/departures.

Mitigation

The analysis included mitigation from the May 19, 2024 KPG Psomas review memorandum including Transportation Impact Fees, a circulation plan for school drop-off and pick-up, and discussion of transportation demand management strategies.

The analysis should add an evaluation of a southbound left turn lane at the Frontage Road/E Mercer Way intersection. A southbound left turn lane would reduce impacts on southbound traffic flow on E Mercer Way during peak commute times and reduce potential safety issues. There may be adequate paved width to restripe E Mercer Way to 3 lanes without significant widening.