

Issaquah-Fall City Road Improvements Project

Community Workshop #2 Summary

Thursday, July 13, 2016, 6 – 8 p.m., Shepherd of the Hills Lutheran Church



Overview

The Issaquah-Fall City Road Improvements Project team held a community workshop on Wednesday, July 13, 2016 from 6 to 8 p.m. at Shepherd of the Hills Lutheran Church. The project team estimated that over 200 members of the public attended the meeting, with 167 attendees having signed-in at the welcome station.

The purpose of the workshop was to share what has been heard from the community to-date, results of the design team's traffic analysis, five design options being considered, and factors used to evaluate the design options. The community was asked to provide feedback on the evaluation factors that were most important to them and their preferred design option. Sammamish City Council will use community feedback from the workshop to help make an informed decision on a preferred design option.

Staff

Staff from the City of Sammamish and the consultant team (Lochner and EnviroIssues) attended the public meeting in order to facilitate the meeting, answer the community's questions, staff the open house stations and document attendee feedback.

- Sam Park (City of Sammamish)
- Andrew Zagars (City of Sammamish)
- Steve Leniszewski (City of Sammamish)
- Jim Grueber (City of Sammamish)
- Cheryl Paston (City of Sammamish)
- Steve Lewis (Lochner)
- Mark Burrus (Lochner)
- Rich Meredith (Lochner)
- Molly Toy (Lochner)
- Maddie Tabuzo (Lochner)
- Kristine Edens (EnviroIssues)
- Kelly Foley (EnviroIssues)

Notifications

Community notifications for the July 13 meeting included the following:

- Postcards sent to 16,283 residences and businesses the week of June 27, 2016 to provide information about the project and encourage attendance at the upcoming community workshop. Map of mailing area is available in Appendix A.
- Electronic message board placed on the south side of Issaquah-Fall City Road to advertise the community workshop.
- Stakeholder briefings, which provided an opportunity to provide a project update as follow-up to key issues that were identified during early stakeholder interviews, invite key interested

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parties the corridor and encourage them to reach out to their constituents to advertise the upcoming community workshop.

- Email notification sent to interested stakeholders and local organizations following stakeholder interviews, which included an invitation to the meeting and a .PDF of the community workshop poster.
- Notification posted on the project website and on the City of Sammamish's Facebook page.
- Posters distributed to advertise the workshop at the following community gathering locations:
 - Vedic Cultural Center
 - Issaquah Community Center
 - Sammamish YMCA
 - Sammamish City Hall
 - Issaquah City Hall
 - Klahanie Starbucks
 - King County Pubilc Library – Sammamish Branch

Presentation

The project team first welcomed attendees to the workshop and invited them to join the team for a 20-minute presentation which covered the following topics:

- Project timeline and overview
- Feedback to-date
- Design elements for all options
- Design evaluation factors
- Design options
- Culvert replacement options at North Fork Issaquah Creek

Question and Answer Session

A 20-minute question and answer session followed the initial presentation at the workshop. The purpose of this section of the meeting was to answer clarifying questions about the presentation and answer questions that were likely common questions held by workshop attendees. The following questions were asked by workshop attendees. Answers were provided by project team staff.

- When was the environmental impact statement (EIS) completed for this project? Is another EIS planned?
 - King County completed an EIS in 1996. The City will complete an environmental assessment (EA) in addition to the original EIS to take changing environmental conditions into account. The permitting process will also serve as a check on any potential environmental impacts associated with the project.
- Did the design team consider maintenance costs for each option?
 - Yes, information about maintenance costs is available in the design evaluation matrix. There are differing costs for maintenance on roundabouts and signals, such as the electrical maintenance costs associated with signals.

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- What kind of revegetation is the City considering?
 - The City will consider vegetation to maintain the character of the community and focus on native trees and shrubs.
- Children often cross Issaquah-Fall City Road at the intersection with 247th Pl SE during off-peak hours when crossing guards are not available. What is the City doing to ensure safe pedestrian crossing at roundabouts, especially for children?
 - The City is considering a number of crossing treatment options for pedestrian safety, should roundabouts be included in the preferred design option. The design team has been out to observe pedestrian movement in the mornings and evenings on Issaquah-Fall City Road. There is more information about pedestrian crossing treatment options at roundabouts in meeting display materials.
- How will the City make space for the additional lanes proposed on Issaquah-Fall City Road?
 - While the proposed improvements fit within the existing right-of-way, there may be impacts to private property, depending on the design option identified.
- Will the proposed design options impact private property?
 - All options being considered have some impact on private property. The City will work directly with impacted property owners as the preferred design is selected and impacts are better identified. There is more information at the roll plot station for those interested in learning more about private property impacts.
- Was a traffic signal considered at 242nd Ave SE?
 - A traffic signal was considered, but the traffic analysis indicated that the volume of traffic at this intersection does not warrant adding a traffic signal at this time or within the planning horizon (to 2035) for the project.
- Will the speed limit change on Issaquah-Fall City Road as a result of the improvements?
 - There are no plans to change the speed limit at this time. The City may look into the merits for or need to change the speed limit in the future.
- Is there enough bicycle traffic on Issaquah-Fall City Road to justify the impacts to private property from the inclusion of a bike lane?
 - Yes, there is quite a bit of bicycle use on the roadway. The bike lane and bike lane buffer included on all options fits within existing ROW.
- Have you thought about future growth and increased traffic as a result?
 - Yes, future growth has been considered and included in modeling efforts for all design options. A summary of future operations in 2035 is included in the design evaluation matrix.
- Has the City considered how roundabouts perform in front of other event centers when designing the potential roundabout at 242nd Ave SE?
 - Traffic data from the Eastridge Church at 242nd Ave SE has been analyzed to show how the roundabout would perform during church events. This information is available at the intersection simulation station.
- On options where roundabouts are being considered, there appears to be a median in between east and westbound traffic. How would residents who live in between the roundabouts access their homes or neighborhoods?



- Residents would need to turn around using the roundabouts at 242nd Ave SE or 247th PI SE to access their homes. The design team is considering a variation on the roundabout option where there is a mid-point left turn because there is quite a bit of distance in between the roundabouts. This variation would raise the cost of the roundabout option.
- How has the City used experiences with roundabouts in other communities to evaluate use of roundabouts on Issaquah-Fall City Road?
 - Other roundabouts have been used extensively to model how roundabouts would perform on Issaquah-Fall City Road. The design team has conducted technical evaluations for roundabouts and traffic signals at intersections. This information is available for community review at the intersection simulation station.

Open House

An 80-minute open house followed the 20-minute presentation and 20-minute question and answer session. Attendees visited stations to learn more about the project and provide feedback on the five design options and design evaluation factors. Participants were able to ask questions of project design team members. Attendees also had the opportunity to provide written comments for the project team.

Feedback

Workshop attendees were asked to provide feedback on design evaluations factors and roadway design options. Attendees were given three sticker-dots and asked to place two sticker-dots on the evaluation factors that were most important to them and one sticker-dot on their preferred design option. Some participants opted to place all three sticker-dots on the design option or evaluation factor that was most important to them. They were also able to provide additional comments by writing on the boards or on post-it notes. Additional feedback was gathered through conversations between community members and project staff. Photos of feedback boards and flipcharts are available in Appendix B.

Key priorities and interests

Below are key priorities, interests, and concerns shared by the community and identified on the feedback boards.

- Safety, future operations, and environment emerged as priority factors for evaluating design options
- Concern for pedestrian (especially child) safety at crossings, particularly at 247th PI SE
- Concern for private property impacts and the process the City would use to communicate with property owners about right-of-way impacts, and when those impacts would be known
- Strong opposition for a roundabout at 242nd Ave SE and concern about a roundabout at 247th PI SE due to the number of children crossing at that location
- Support for roundabouts at all intersections along the corridor in order to reduce congestion and improve future operations
- Higher level of comfort with and knowledge of traffic signals than roundabouts

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- Concern that workshop feedback may not be representative of wider community and nearby residents

Provided below is the total number of preference sticker-dots and a transcription of comments received for each feedback board.

Note: feedback is representative of attendees and does not necessarily represent the viewpoints of the entire community.

Design Options

Design Option	Number of stickers received	Comments received
Design Option 1	20	
Design Option 2	9	
Design Option 3	2	
Design Option 4	0	
Design Option 5	71	<ul style="list-style-type: none"> • Add traffic signal at 242nd

Design Components

Roadway Section	Number of stickers received	Comments received
242nd Ave SE Intersection	<ul style="list-style-type: none"> • Leave as-is: 21 • Roundabout: 3 	<ul style="list-style-type: none"> • Eastridge Church?
Segment A Options	<ul style="list-style-type: none"> • 4-lane: 2 • 5-lane: 11 	
247th Pl SE Intersection Options	<ul style="list-style-type: none"> • Traffic signal improvements: 19 • Roundabout: 6 	<ul style="list-style-type: none"> • Pacific Cascade Middle School? • Hunters Ridge, Shepherd of the Hills Lutheran Church? • This light backs up east to west morning traffic beyond Klahanie. Needs a better solution than current signal. Roundabout looks good.
Segment B Options	<ul style="list-style-type: none"> • 4-lane: 3 • 5-lane: 8 	
Klahanie Dr SE Intersections Options	<ul style="list-style-type: none"> • Traffic signal improvements <ul style="list-style-type: none"> ○ 1 left-turn lane, 2 through lanes ○ 2 left-turn lanes, 1 through lane ○ 2 left-turn lanes, 2 through lanes: 11 • Roundabout: 8 	

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Design Evaluation Factors

Design Evaluation Factor	Number of stickers received
Operations: Opening year	10
Operations: Future	32
Cost	3
Maintenance	3
Environment	20
Right-of-way impacts	13
Safety	55
Aesthetics	9
Noise (write-in)	2

General Feedback and Questions

Additional feedback was provided on flipcharts and through conversations with project team members for the vision for Issaquah-Fall City Road. Comments and questions received include the following:

- Can the road be shifted to the south to avoid the house at 247th PI SE?
- Should a wall be built between Issaquah-Fall City Road and the northwest corner of 247th PI SE?
- Protect the North Fork of Issaquah Creek, including wildlife
- Are the culvert replacement options wide and high enough for wildlife crossings?
- Interest in reducing speed limit to 35 mph
- Interest in ensuring the protection of the Klahanie Trail
- Concern for property value impacts related to roadway widening, access, and congestion
- Interest in laptop comment forms at future meetings

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Appendix B: Feedback board and flipchart photos

<p>Design Option 1</p>	<p>Design Option 1</p> <p>Option 1: Roundabout at 242nd Ave SE, 4-lane section between 242nd Ave SE and 247th Pl SE, roundabout at 247th Pl SE, 4-lane section between 247th Pl SE and Klahanie Dr SE, roundabout at Klahanie Dr SE.</p> <p>If Option 1 is your preferred option, please place a sticker-dot in the space provided:</p> <p>4-lane for Segment A</p> <p>4-lane for Segment B</p>
<p>Design Option 2</p>	<p>Design Option 2</p> <p>Option 2: 2-way stop controlled at 242nd Ave SE (as it is today), 5-lane section between 242nd Ave SE and 247th Pl SE, roundabout at 247th Pl SE, 4-lane section between 247th Pl SE and Klahanie Dr SE, roundabout at Klahanie Dr SE.</p> <p>If Option 2 is your preferred option, please place a sticker-dot in the space provided:</p> <p>5-lane for Segment A</p> <p>4-lane for Segment B</p>

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Design Option 3

City of Sammamish
Issaquah-Fall City Road Improvements Project
Phase I Design: 242nd Avenue SE to Klahanie Drive SE

Design Option 3

Option 3: 2-way stop controlled at 242nd Ave SE (as it is today), 5-lane section between 242nd Ave SE and 247th Pl SE, signal at 247th Pl SE, 4-lane section between 247th Pl SE and Klahanie Dr SE, roundabout at Klahanie Dr SE.

KEY (Roadway only)
Area of potential ROW impacts | Back of sidewalk | Buffered separation for bikes | Amenity zone

5-lane for Segment A
4-lane for Segment B

If Option 3 is your preferred option, please place a sticker-dot in the space provided: 2

All designs shown are conceptual and preliminary for discussion purposes only.

Design Option 4

City of Sammamish
Issaquah-Fall City Road Improvements Project
Phase I Design: 242nd Avenue SE to Klahanie Drive SE

Design Option 4

Option 4: 2-way stop controlled at 242nd Ave SE (as it is today), 5-lane section between 242nd Ave SE and 247th Pl SE, roundabout at 247th Pl SE, 5-lane section between 247th Pl SE and Klahanie Dr SE, signal at Klahanie Dr SE.

KEY (Roadway only)
Area of potential ROW impacts | Back of sidewalk | Buffered separation for bikes | Amenity zone

5-lane for Segment A
5-lane for Segment B

If Option 4 is your preferred option, please place a sticker-dot in the space provided: 4

All designs shown are conceptual and preliminary for discussion purposes only.

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Design Option 5

City of Sammamish
Issaquah-Fall City Road Improvements Project
Phase 1 Design, 242nd Avenue SE to Klahanie Drive SE

Design Option 5

Option 5: 2-way stop controlled at 242nd Ave SE (as it is today), 5-lane section between 242nd Ave SE and 247th Pl SE, signal at 247th Pl SE, 5-lane section between 247th Pl SE and Klahanie Dr SE, signal at Klahanie Dr SE.

KEY (Roadway only)

- Area of potential ROW impacts
- Back of sidewalk
- Buffered separation for bikes
- Amenity zone

If Option 5 is your preferred option, please place a sticker-dot in the space provided:

5-lane for Segment A

5-lane for Segment B

All designs shown are conceptual and preliminary for discussion purposes only.

July 2016 516-2788

Design Evaluation Factors

City of Sammamish
Issaquah-Fall City Road Improvements Project
Phase I Design: 242nd Avenue SE to Kliahonie Drive SE

Design Evaluation Factors

The project team considered a number of different factors when reviewing and evaluating each design option. A description of these factors can be found in this table:

<p>Operations: Opening year</p> <p>Movement throughout the corridor and at each intersection once construction is complete.</p>	<p>Operations: Future</p> <p>The expected movement throughout the corridor and at each intersection in 2035.</p>	<p>Cost</p> <p>The estimated cost to design, build, and maintain each roadway design option.</p>	<p>Maintenance</p> <p>Includes staff time, landscaping, and updating and replacing equipment over time.</p>
<p>Environment</p> <p>Ability to minimize impacts to sensitive areas (e.g. wetlands), amount of impervious surface, and impacts to trees.</p>	<p>Right-of-way (ROW) impacts</p> <p>The anticipated impacts to private property.</p>	<p>Safety</p> <p>Ability for pedestrians, cyclists, and vehicles to safely navigate the corridor, particularly at intersections.</p>	<p>Aesthetics</p> <p>Ability to match the look and feel of the design with that of the surrounding community.</p>

City of Sammamish
Issaquah-Fall City Road Improvements Project
Phase I Design: 242nd Avenue SE to Kliahonie Drive SE

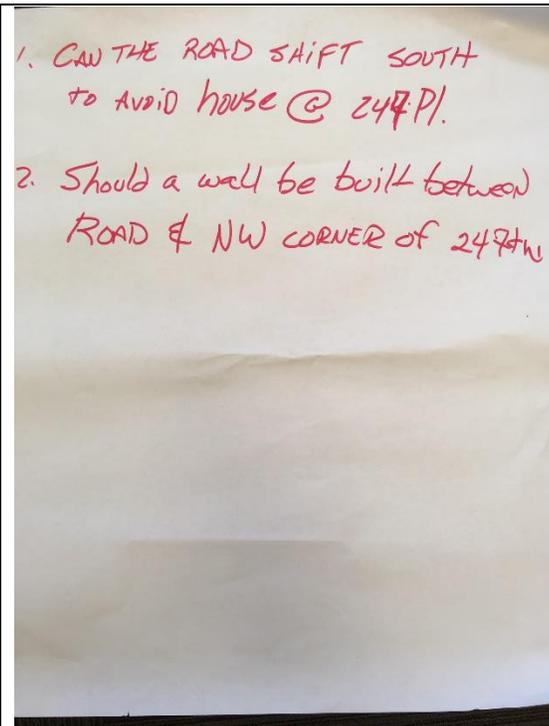
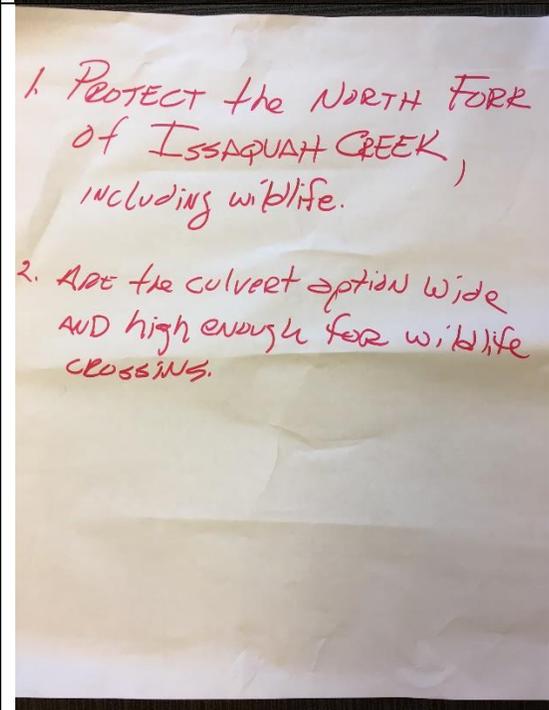


Factors Most Important to You

What factors do you think are most important for Council to consider when identifying a preferred design option?

Please place a sticker-dot by the two factors that are most important to you.

<p>Operations: Opening year</p> <p>9</p>	<p>Operations: Future</p> <p>51</p>	<p>Cost</p> <p>3</p>	<p>Maintenance</p> <p>2</p>
<p>Environment</p> <p>16</p>	<p>Right-of-way (ROW) impacts</p> <p>10</p>	<p>Safety</p> <p>44</p>	<p>Aesthetics</p> <p>1</p>

<p>Flipchart: General feedback</p>	 <p>1. CAN THE ROAD SHIFT SOUTH to AVOID HOUSE @ 247th.</p> <p>2. Should a wall be built between ROAD & NW CORNER OF 247th</p>
<p>Flipchart: General feedback</p>	 <p>1. PROTECT the NORTH FORK of ISSAQUAH CREEK, including wildlife.</p> <p>2. Are the culvert options wide AND high enough for wildlife crossings.</p>