

City of Sammamish

Issaquah-Fall City Road Improvements Project

Phase 1: 242nd Ave SE to Klahanie Drive SE

**Communications Plan**

Spring 2016



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# Issaquah-Fall City Road Improvements Project Communication Plan

## Introduction

This plan outlines the City of Sammamish's commitment to engage and communicate with the public during the alternatives development and design phase of the Issaquah-Fall City Road Improvements Project. The plan includes the City's overarching outreach goals and strategies, key messages, and communication tools and techniques for engaging with the public. The approach outlined here will be implemented by the City of Sammamish in cooperation with its consultant teams. This plan is a living document and will be updated as needed throughout the project.

## Project Background

The City of Sammamish plans to improve Issaquah-Fall City Road between 242nd Ave SE and SE Issaquah-Beaver Lake Road, a main corridor to the newly annexed community of Klahanie and other adjacent neighborhoods. The City will first consider alternatives and finalize the design for Phase I of the overall project: Issaquah-Fall City Road Improvements between 242nd Ave SE and Klahanie Drive SE. Currently, motorists who live and work in the area experience significant traffic delays and backups. In addition, steep grades and poor sight lines create unsafe conditions for cyclists and pedestrians. The City's technical objectives for this section of Issaquah-Fall City Road are as follows:

- **Improve safety along the roadway and at intersections.** One of the City's priorities for the project is to improve public safety for those driving, cycling, walking along, or crossing the roadway. This includes improving sight lines and slopes to increase visibility and increasing efficiency for vehicle traffic while also maintaining walkability and bicycle access.
- **Improve level of service at intersections.** Drivers currently experience significant delays at intersections along Phase I of the corridor. The City plans to reduce congestion and improve access to neighborhoods, businesses, community organizations, and public spaces along the project corridor by providing capacity for turning traffic, thru-traffic and pedestrian crossings.
- **Add capacity by increasing the number of travel lanes.** The number of travel lanes along Phase I tapers from four lanes to two lanes at SE 48th Street. This lane reduction creates a choke point and does not provide enough capacity for the volume of traffic currently using or anticipated to use the roadway into the future. The City will seek to increase capacity, where possible, by increasing the number of lanes to four in areas where there are only two lanes.
- **Protect environmentally sensitive areas.** Increased capacity and roadway improvements will be balanced with the need to minimize environmental impacts, especially at stream crossings and near wetlands.

## Commitment to Public Involvement

Recognizing the importance of community context, values and needs, the City is committed to engaging City leadership, key stakeholders, community organizations, affected businesses and residents, and the broader traveling public throughout the development of alternatives and the final design for phase I of the Issaquah-Fall City Road Improvements. The City will solicit input and keep the community informed throughout the design process. Early conversations with the public will focus on identifying community goals to help inform alternatives development and the selection of a preferred alternative. The City will check in with the public throughout the project to keep the community informed of design progress and solicit input to further refine design details. **The Sammamish City Council will approve the final design for Phase I of the Issaquah-Fall City Road Improvements Project.**

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The City of Sammamish recognizes that the Issaquah-Fall City Road Improvements Project is an opportunity to build positive and lasting relationships with those who live and work near the roadway, particularly the newly annexed community of Klahanie and other adjacent neighborhoods. The City also recognizes that the outreach process for Phase I is an early opportunity to engage, build relationships, and set expectations with the community for Phase II of the project. In addition, while the roadway improvements will ultimately benefit those who work and live in the area, there will be challenges and impacts during construction. The City will provide information about what to expect during construction, gather input on construction options and work to incorporate these considerations into the final design of Phase I.

### Outreach Goals and Strategies

The City's outreach goals for the Issaquah-Fall City Road Improvements Project are outlined below, along with strategies for how each goal will be implemented. The goals and strategies were developed based on a preliminary analysis of the community profile and demographic information (Appendix C). The community profile shows the majority of the population is relatively affluent, educated and white. Over 20 percent of the population is Asian. Approximately 4 percent of households report speaking English less than well. Federal Guidance recommends preparing translated materials for limited English speaking and non-English speaking populations greater than 5 percent. The City will determine whether translated materials would be beneficial and which languages to consider for translation through initial stakeholder interviews and community outreach efforts. Strategies for inclusive outreach have been incorporated into the goals and strategies below to ensure that the final project design is equitably informed by the community.

#### **Goal 1: Fulfill the City's commitment made to the newly annexed communities to improve safety, mobility and access along the Issaquah-Fall City Road corridor.**

- Emphasize and recognize the City's commitment to reduce congestion and improve safety on Issaquah-Fall City Road in the project key messaging. The project corridor is one of the most highly traveled roadways in the area, with over 1,800 peak hour trips and few alternate routes.
- Many residents in the Klahanie and surrounding neighborhoods voted for annexation in part because of the improvements promised to Issaquah-Fall City Road. City staff will recognize and reaffirm this commitment during initial interactions with the community during stakeholder interviews, briefings and public meetings.

#### **Goal 2: Provide City leadership, key stakeholders, community organizations, affected businesses and residents, and the broader traveling public with relevant information and meaningful opportunities to provide input at major project milestones.**

- Provide multiple ways for people to provide input at given milestones through 60 percent design. Host public meetings with comment forms and interactive activities to generate public feedback; provide notifications, emails, social media posts, stakeholder briefings, information at local community centers, and signage along the project corridor to inform stakeholders of opportunities to provide feedback and learn more.
- Convene a Multiagency, Interdisciplinary and Stakeholder Advisory (MAISA) Team to inform the design alternatives and build project support with partner agencies. The MAISA team will include representatives from City departments, neighboring jurisdictions, Tribes and affected agency staff to provide technical input on and support for design alternatives.

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- Regularly brief and request input from the Transportation Committee and City Council on project process. Regularly provide presentations and updates to the City Council and Transportation Committee such that the decision makers are in support of project progress and that information presented to the public is technically accurate and feasible.
- Provide community updates about project developments as design progresses. Share regular notifications to those living, working and traveling along the project corridor of design advancements and share how public input was considered. Continue to offer briefings to stakeholder groups as requested and prepare to hold a pre-construction public meetings once project funding is secured.

### **Goal 3: Listen to the community's concerns and priorities and build trust by conducting a transparent outreach process and reflecting the community's values in the final design of project.**

- Clearly demonstrate how public input will be used at various phases of design. Set public expectations about the process for and how to provide input on the design, as outlined below, early in the process through phone calls, emails, interviews, and public meetings with key stakeholders and members of the public:
  - Alternatives development and prior to 10 percent design – solicit input on priorities for design, community concerns, and how the community would like to be engaged through the project (via stakeholder interviews and May public meeting)
  - At 10 percent design – solicit input and feedback on design tradeoffs and alternatives (via June public meeting)
  - At 30 percent design – solicit input on how preferences, priorities and concerns have been reflected in the major components of the design, and what should be emphasized in future iterations of the design (via October public meeting)
  - At 60 percent design – major design decisions will be in place; there will be opportunities for stakeholders to provide input on more detailed aspects of the design (via public comment opportunities at City Council Meetings)
  - After 60 percent design – inform the community of team progress to finalize the project design and what to expect during construction to ensure no surprises (via mailings, web updates, briefings and/or other local avenues for communication)
- Share project information early and often and explain how final design decisions will be made. Share information via written materials and in person about the project and opportunities to provide input during interviews, briefings, online open houses and public meetings. Event outreach and tabling at fairs and festivals, farmers markets, and community events should be used to allow stakeholders to get information, ask questions and engage in informal conversation where they already are in their community.

### **Goal 4: Ensure that the final design is appropriately and equitably informed by the community, matching who is reached during the outreach process to the community profile.**

- Reach out early and continually to hard-to-reach stakeholders through community groups, community gathering centers, and places of worship. Ensure that hard-to-reach stakeholder groups are included in stakeholder interviews and briefings and invited to attend and provide input during public meetings. Bring information to hard-to-reach communities, allowing access to project information in these communities. Provide translation and interpretation services as needed.

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- Invite Phase II stakeholders to participate in Phase I feedback forums and clearly articulate that the Phase II design will be influenced by Phase I design. Include Phase II residents, businesses and community groups in initial mailings about the project and invite these groups to attend all Phase I public meetings.

### Key Messages

#### *Project Need*

- Improvements are needed to reduce congestion and improve safety for people driving, cycling and walking along on SE Issaquah-Fall City Road. Improvements will be made to add roadway capacity, increase level of service at intersections, and improve safety.
- SE Issaquah-Fall City Road is an important thoroughfare for the City of Sammamish, particularly those who live and work nearby. The City of Sammamish is committed to improving congestion on the roadway and maintaining its commitment made to affected communities during the annexation process.
- Roadway improvements need to be balanced with the City's commitment to protecting environmentally sensitive areas, such as stream crossings and wetlands. The City will work with the community and appropriate agencies to ensure that roadway improvements are made without negatively impacting natural areas and areas which serve as important habitat for fish and wildlife.

#### *Outreach Process and Timeline*

- The City of Sammamish will consider design options for Phase I of the overall project. The City is planning to engage the public throughout design development to gather community input on design and build strong relationships with stakeholders, including the newly annexed neighborhoods.
- The City of Sammamish is committed to a clear and transparent design process and consulting stakeholders along the way so that the final design reflects the preferences of the community and meets their current and future needs.
- The City understands that the design of Phase I will serve as a foundation for the design of Phase II of the project. The City is committed to reaching out to all affected stakeholders, including those located in Phase II to participate in Phase I public meetings and design conversations.
- The City is currently conducting interviews with interested community organizations, schools, City departments, businesses, property owners and residents to better understand their priorities for design, concerns and how they would like to be engaged throughout the project.
- The City will seek community feedback as it moves through technical milestones prior to and at 10 percent design, at 30 percent design and at 60 percent design. Earlier on in the design process, the City will ask for general feedback on goals and priorities to shape the overall vision for the design. As design progresses, the City will ask for feedback on some of the specific design components and details, such as lighting, vegetation impacts and sidewalk and bike lane design.
- There will be many opportunities to provide input on the design for the Issaquah-Fall City Road Improvements Project. A schedule of upcoming events and opportunities to provide feedback will be available on the City's website.

#### *Construction Impacts*

- The City will seek input from the community on what construction impacts should be considered and gather input on aspects of construction scheduling that are flexible. For example, whether

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or not the community would prefer interim and partial closures over a longer period of time to complete certain aspects of construction, or whether a shorter term full roadway closure would be preferred.

- Every construction project is disruptive to those living, working or traveling through the work zone. The City of Sammamish recognizes that while the improvements to the roadway are important to the community, it is also important to minimize construction impacts to the greatest extent possible.
- The City will keep all interested stakeholders informed of what to expect during construction once design is finalized.

### Communication Tools and Techniques

The following tools will be used to communicate and engage with the community about the Phase I design of the Issaquah-Fall City Road Improvements Project. These tools will be refined as the City learns more about community values during the design process. The use of each tool will be dependent on the needs of the general public, targeted stakeholder groups, and community leadership. The table below describes the purpose of each tool and how each technique will be evaluated.

Tool	Description / purpose	Technique evaluation	Roles/Responsibilities
Public meetings	A public space for stakeholders to share preferences, goals and concerns directly with project staff. Allows everyone who attends to hear the same project information and provide public comment on the design.	Number of participants, number of stakeholder groups represented, number and quality of comments/survey responses	<ul style="list-style-type: none"> <li>• EnviroIssues to lead planning, logistics coordination, and development of notifications and materials</li> <li>• City, Lochner, and EnviroIssues to attend</li> <li>• EnviroIssues to provide summary</li> </ul>
Stakeholder interviews	Provides open forum for City to learn about stakeholder interests and concerns. A good opportunity to build rapport and trust with community leaders and representatives.	Number of interviews, number of stakeholder groups represented by the interviews, generation of initial list of key priorities and concerns	<ul style="list-style-type: none"> <li>• EnviroIssues to provide scheduling, material development, written summary</li> <li>• City, Lochner and EnviroIssues to conduct interviews</li> </ul>
Fact sheets / FAQs	Provides a basic overview of the project that can be left behind after briefings, public meetings and other events, translated into multiple languages, and made available on the web. Can be	Number of fact sheets taken at events, online open house and website analytics showing the number of times the materials	<ul style="list-style-type: none"> <li>• EnviroIssues to develop fact sheets/FAQs</li> <li>• City to distribute fact sheets/FAQs</li> </ul>

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Tool	Description / purpose	Technique evaluation	Roles/Responsibilities
	updated as new information becomes available.	were accessed by visitors	
Project newsletters and updates	Written updates about project progress that can be mailed or emailed after project milestones. Provides a means of keeping stakeholders informed of the status and progress of the design and may reach stakeholders who may not participate in events and public meetings.	Number of newsletters distributed	<ul style="list-style-type: none"> <li>• EnviroIssues to develop newsletters and updates</li> <li>• City to distribute newsletters and updates</li> </ul>
Project signage	Could include road side signs, posters or yard signs about the project. Provides easy-to-access, high-level information about the project with Phase I and Phase II communities. Can be used to generate awareness and interest in the project and/or advertise for upcoming events in project corridor.	Number of signs and locations where signs are posted; number of travelers on roadway/views per day	<ul style="list-style-type: none"> <li>• EnviroIssues to develop signs</li> <li>• City to post</li> </ul>
Sammamish City Council and Transportation Committee Briefings	Provides an opportunity to check in with elected officials and ensure that the developing design is technically feasible and aligns with existing City policy before designs are broadly presented to the public for input.	Number of briefings, interim and overall project support from the City Council and Transportation Committee	<ul style="list-style-type: none"> <li>• City and Lochner to lead preparation and attend briefings</li> </ul>
Project webpage	An electronic information hub about the project, including key project information, current progress, newsletters, fact sheets, and information about upcoming events.	If available, analytics within the City of Sammamish website framework	<ul style="list-style-type: none"> <li>• City to lead updates</li> <li>• EnviroIssues to provide strategic support</li> </ul>
Social media campaign	Use existing City social media platforms as a means of facilitating two-way communication and quick, high-level project information. Allows access to stakeholders who may not otherwise be aware of the project.	Number of posts, tweets, blogs, etc., social media platform analytics (e.g. number of followers, number of likes, number of shares)	<ul style="list-style-type: none"> <li>• City to lead</li> <li>• EnviroIssues to provide strategic support</li> </ul>
MAISA Team Meetings	Allows for participation from diverse and broader perspectives, facilitates regular check-ins with technical experts	Number of meetings, number of stakeholder groups represented, number of	<ul style="list-style-type: none"> <li>• City to coordinate MAISA, attend and facilitate meetings</li> </ul>

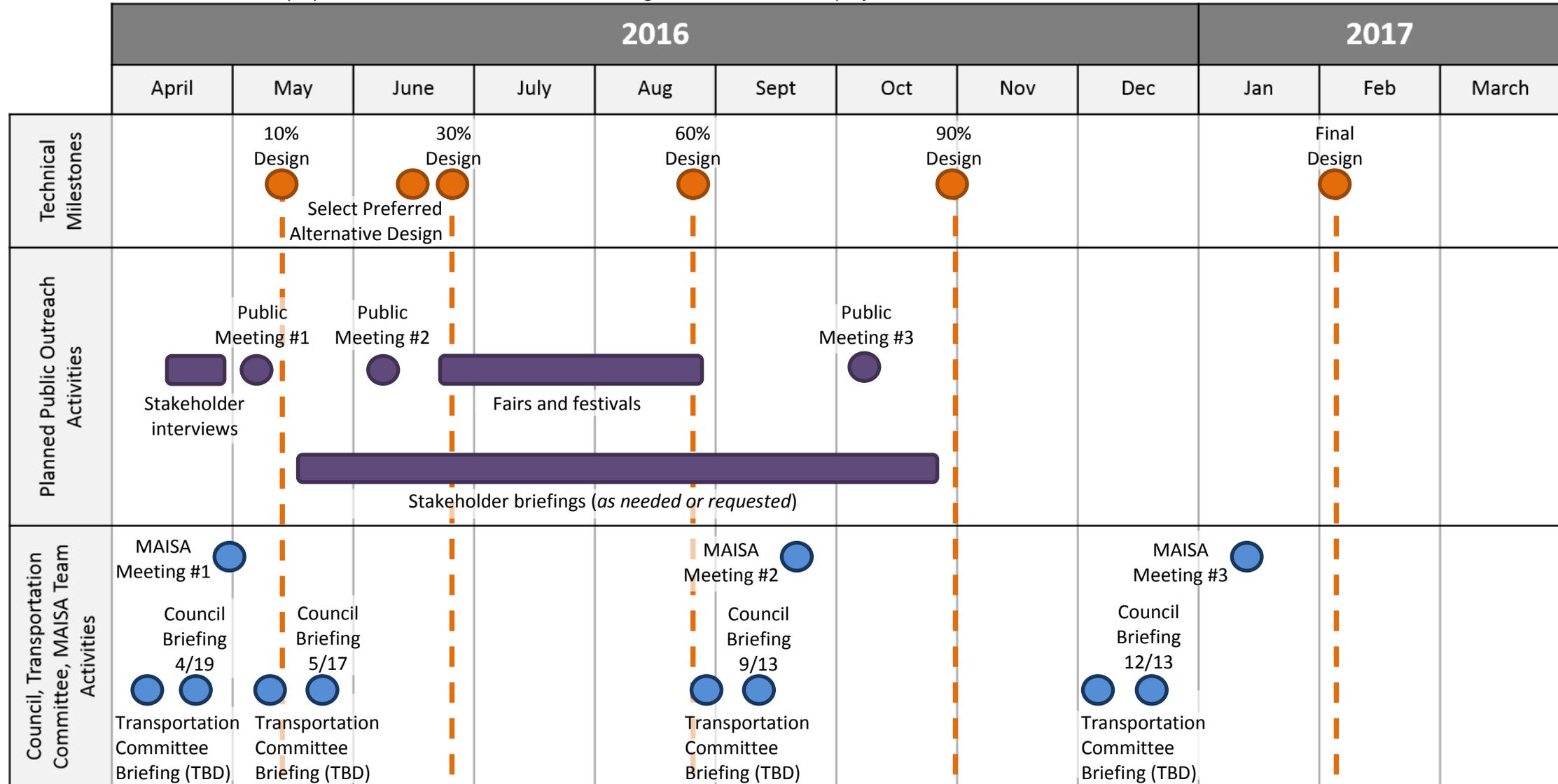
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Tool	Description / purpose	Technique evaluation	Roles/Responsibilities
	on a variety of complex design topics and generates partner agency support.	recommendations provided by the team, interim and overall project support from the MAISA Team	<ul style="list-style-type: none"> <li>• EnviroIssues to provide outreach updates to City</li> </ul>
Stakeholder briefings	Presentations or updates to community groups to generate interest about the project and design process, provide project updates and answer questions. Provides an opportunity to build trust and develop relationships with community groups.	Number and timing of briefings, quality of questions and general interest and awareness of project	<ul style="list-style-type: none"> <li>• City to coordinate and conduct briefings</li> </ul>
Fairs, festivals, information at community centers, public spaces	Provides opportunity to go to stakeholders in their communities, raise awareness about the project, and connect in an informal setting. Can also be used to generate feedback from stakeholders through conversations and/or comment cards.	Number of events, number of visitors, number of conversations, number of comments	<ul style="list-style-type: none"> <li>• City to lead event and outreach tabling efforts</li> </ul>

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## Outreach Timeline

The timeline below shows the City's planned outreach activities and their alignment with technical project milestones.



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### Key Team Members

The table below provides a list of key City of Sammamish and consultant staff that will be working on Phase I alternatives development and design of the Issaquah-Fall City Road Improvements Project and will have a lead or supportive role for the public outreach process.

<b>Firm/Role</b>	<b>Name</b>
<b>City of Sammamish</b>	
Director of Public Works	Steve Leniszewski
Deputy Director of Public Works	Cheryl Paston
City Engineer	Andrew Zagars
Project Manager	Samuel Park
Traffic Engineer	Steven Chen
<b>Lochner</b>	
Principal Project Manager	Steve Lewis
Design Project Manager	Mark Burrus
Roadway/Utility Engineer	Molly Toy
Stormwater Engineer	Jorge Garcia
Traffic Engineer	Rich Meredith
Structural Engineer	Kevin Hinkely
<b>Pace Engineers</b>	
Surveyor	Dave Fulton
<b>Shannon &amp; Wilson</b>	
Geotechnical	Brian Reznick
Environmental Permitting	Katie Walter
<b>Aqua Terra (CR)</b>	
Principal Archaeologist	Sarah Amell
<b>KBA</b>	
Resident Engineer	Dave Mohler
<b>Universal Field Services</b>	
Vice President	Mitch Legel
<b>HBB Landscape Architecture</b>	
Landscape Architect	Colie Hough-Beck
<b>EnviroIssues</b>	
Public Involvement	Kristine Edens
Public Involvement	Kerri Franklin
Public Involvement	Kelly Foley
Public Involvement	Harrison Price

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## APPENDICES

### Appendix A: Project Stakeholders

Below is a preliminary list of stakeholders for Phase I of the Issaquah-Fall City Road Improvements Project. Proposed key stakeholders for interviews have been identified (highlighted in blue below). Suggested initial engagement strategies have been listed for other stakeholders. All stakeholders and the public will be notified of meetings and opportunities to provide feedback. Additional stakeholders may be added to this list during Phase I design and can inform the stakeholder outreach strategy for Phase II design.

Stakeholder	Interests	Initial Engagement Strategy
<b>Homeowners Associations</b>		
Klahanie Homeowners Association	<ul style="list-style-type: none"> <li>Recently annexed neighborhood (1/1/16)</li> <li>Klahanie Drive serves as the neighborhood entrance off Issaquah-Fall City Road</li> <li>Heavy traffic during commute times</li> </ul>	Stakeholder interview
Homeowners associations and neighborhoods <ul style="list-style-type: none"> <li>Brookshire Estates Home Owners Association</li> <li>Caliterra Neighborhood</li> <li>Highland Gardens Apartments</li> <li>Highland Ridge</li> <li>Hunter's Ridge Homeowners Association</li> <li>Livingston Homeowners Association</li> <li>Summerhill Village</li> <li>Trossachs</li> </ul>	<ul style="list-style-type: none"> <li>Heavy traffic during commute times</li> <li>Construction impacts</li> </ul>	City conducted informal interviews or phone calls
<b>Schools</b>		
Issaquah School District	<ul style="list-style-type: none"> <li>Two schools on Issaquah-Fall City Road</li> <li>Safety (children walking to/from school)</li> <li>Thru traffic during commute times</li> <li>Heavy drop-off/pick up-traffic</li> </ul>	Stakeholder interview; Interagency communication
Pacific Cascade Middle School	<ul style="list-style-type: none"> <li>Located on Issaquah-Fall City Road</li> </ul>	Stakeholder interview

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Stakeholder	Interests	Initial Engagement Strategy
	<ul style="list-style-type: none"> <li>• Safety (children walking to/from school)</li> <li>• Thru traffic during commute times</li> <li>• Heavy drop-off/pick-up traffic</li> </ul>	
Endeavour Elementary School	<ul style="list-style-type: none"> <li>• Located on Issaquah-Fall City Road in Phase II project area</li> <li>• Safety (children walking to/from school)</li> <li>• Thru traffic during commute times</li> <li>• Heavy drop-off/pick-up traffic</li> </ul>	City conducted informal interviews or phone calls
Issaquah Montessori School	<ul style="list-style-type: none"> <li>• Pre-K private school</li> <li>• Located on Issaquah-Fall City Road</li> <li>• Safety (children walking to/from school)</li> <li>• Thru traffic during commute times</li> <li>• Heavy drop-off/pick-up traffic</li> </ul>	Stakeholder interview
Snoqualmie Springs School	<ul style="list-style-type: none"> <li>• K-3 private school</li> <li>• Located on Issaquah-Fall City Road</li> <li>• Safety (children walking to/from school)</li> <li>• Thru traffic during commute times</li> <li>• Heavy drop-off/pick-up traffic</li> </ul>	Stakeholder interview
<b>Churches</b>		
Eastridge Church	<ul style="list-style-type: none"> <li>• Heavy weekend and special event traffic on Issaquah Fall-City Road</li> </ul>	Stakeholder interview
Shepherd of the Hills Lutheran Church	<ul style="list-style-type: none"> <li>• Traffic on weekends and special events</li> </ul>	Stakeholder interview
Eastside Christian Community Church	<ul style="list-style-type: none"> <li>• Heavy weekend and special event traffic on Issaquah Fall-City Road</li> <li>• Conducts services in English and Chinese</li> <li>• Equitable representation of community values in final design</li> </ul>	City conducted informal interviews or phone calls
<b>Businesses</b>		
Klahanie Shopping Center	<ul style="list-style-type: none"> <li>• Traffic into Klahanie off Issaquah-Fall City Road (27 businesses located just north of Klahanie Drive; includes QFC, Wells Fargo, Starbucks, and Chevron)</li> </ul>	Stakeholder interview
Grand Ridge Events Center	<ul style="list-style-type: none"> <li>• Heavy weekend and special event traffic on Issaquah Fall-City Road (Large events center located on Issaquah-Fall City Road – mostly weddings)</li> </ul>	Stakeholder interview

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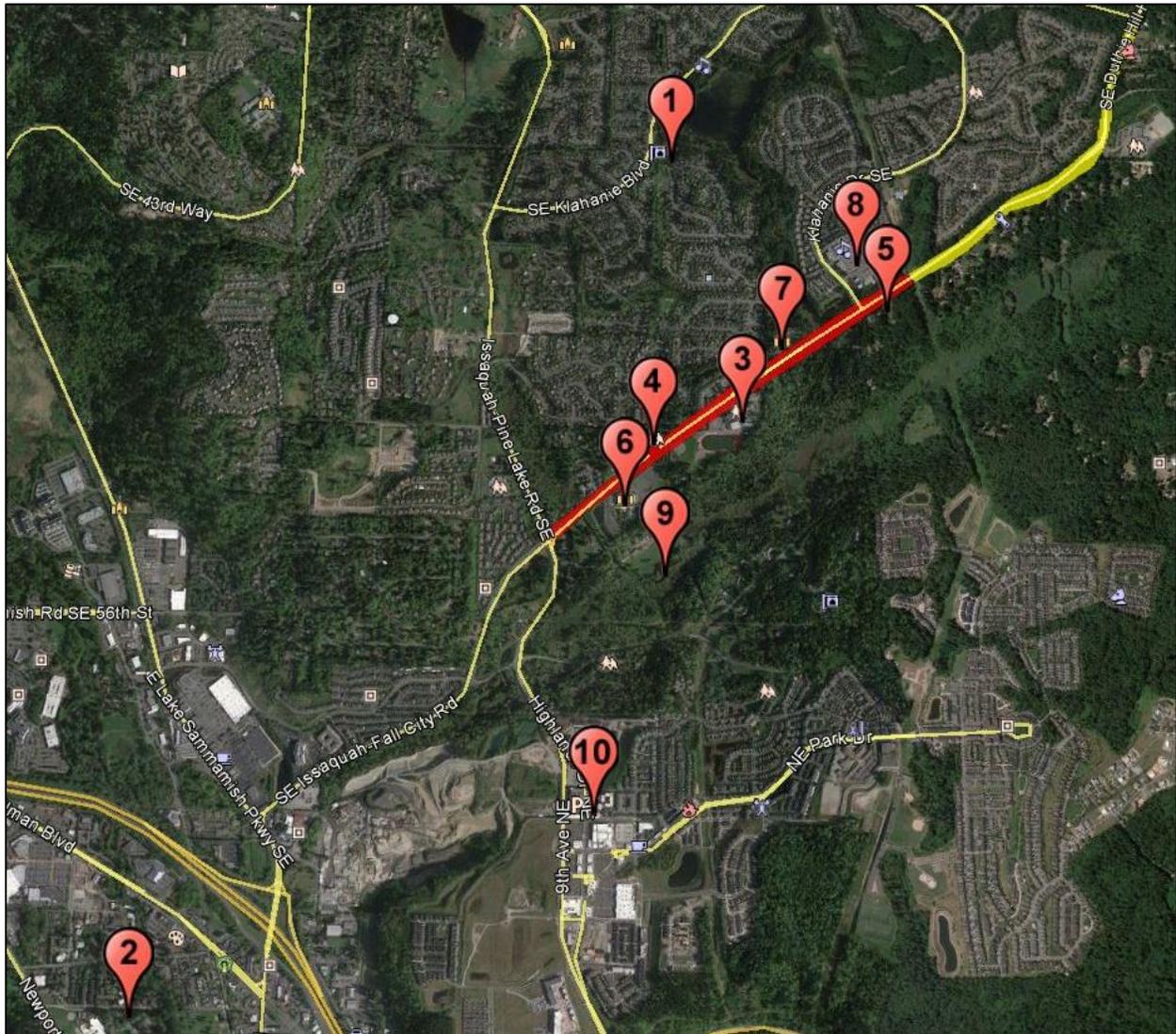
Stakeholder	Interests	Initial Engagement Strategy
<b>Utilities</b>		
Puget Sound Energy	<ul style="list-style-type: none"> <li>Utilities located along Issaquah-Fall City Road</li> </ul>	City interagency communication and early design coordination
Sammamish Water and Sewer	<ul style="list-style-type: none"> <li>Utilities located along Issaquah-Fall City Road</li> </ul>	City interagency communication and early design coordination
<b>Community Centers</b>		
Vedic Cultural Center	<ul style="list-style-type: none"> <li>Heavy weekend and special event traffic on Issaquah Fall-City Road</li> <li>Equitable representation of community values in final design</li> </ul>	City conducted informal interviews or phone calls; post/leave project information
Issaquah YWCA	<ul style="list-style-type: none"> <li>Maintaining affordable housing in the area</li> <li>Equitable representation of community values in final design</li> </ul>	Stakeholder interview; post/leave project information
Issaquah Community Center	<ul style="list-style-type: none"> <li>Recreational access, maintaining quality of natural areas and City parks</li> <li>Equitable representation of community values in final design</li> </ul>	City conducted informal interviews or phone calls; post/leave project information
Sammamish YMCA	<ul style="list-style-type: none"> <li>Heavy weekend and special event traffic on Issaquah Fall-City Road</li> <li>Equitable representation of community values in final design</li> </ul>	City conducted informal interviews or phone calls; post/leave project information
<b>Emergency Services</b>		
Sammamish Police Department	<ul style="list-style-type: none"> <li>Public safety</li> </ul>	City interagency communication and early design coordination
Eastside Fire and Rescue	<ul style="list-style-type: none"> <li>Public safety</li> </ul>	City interagency communication and early design coordination
<b>MAISA Team Members</b>		
City of Sammamish departments	<ul style="list-style-type: none"> <li>Efficient use of Issaquah-Fall City Road corridor</li> </ul>	MAISA team
City of Issaquah	<ul style="list-style-type: none"> <li>Efficient use of Issaquah-Fall City Road corridor</li> </ul>	MAISA team
Muckleshoot Tribe	<ul style="list-style-type: none"> <li>Habitat, water quality, and land use protection around project area (stream crossing and natural areas)</li> </ul>	MAISA team

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Stakeholder	Interests	Initial Engagement Strategy
Tulalip Tribe	<ul style="list-style-type: none"> <li>Habitat, water quality, and land use protection around project area (stream crossing and natural areas)</li> </ul>	MAISA team
Yakama Tribe	<ul style="list-style-type: none"> <li>Habitat, water quality, and land use protection around project area (stream crossing and natural areas)</li> </ul>	MAISA team
Puget Sound Regional Council	<ul style="list-style-type: none"> <li>Efficient use of Issaquah-Fall City Road corridor</li> <li>Congestion reduction</li> </ul>	MAISA team
Washington State Department of Transportation	<ul style="list-style-type: none"> <li>Use of state right-of-way</li> <li>Efficient use of Issaquah-Fall City Road corridor</li> </ul>	MAISA team
<b>Other</b>		
King County (Roads/Signals, Metro, Sherriff, Parks, County Council District 6)	<ul style="list-style-type: none"> <li>Use Issaquah-Fall City Road corridor</li> <li>One side of corridor is unincorporated King County</li> </ul>	City interagency communication and early design coordination
Environmental interests <ul style="list-style-type: none"> <li>Natural Areas Association of Klahanie</li> <li>Sammamish Friends</li> </ul>	<ul style="list-style-type: none"> <li>Use of Issaquah-Fall City Road corridor</li> <li>Environmental protection around project area (stream crossing and natural areas)</li> </ul>	City conducted informal interviews or phone calls
Bicycle and Pedestrian interests <ul style="list-style-type: none"> <li>Progression Cycle</li> <li>Cascade Bicycle Club</li> <li>Sammamish Walks</li> </ul>	<ul style="list-style-type: none"> <li>Issaquah-Fall City Road is a popular route for recreational cyclists</li> </ul>	City conducted informal interviews or phone calls

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## Appendix B: Stakeholder Interview Map



This map shows the locations of the proposed key stakeholders for interviews (listed below and highlighted in blue in the table above).

### Map Key

- = Phase I
- = Phase II

- |                                   |  |
|-----------------------------------|--|
| 1. Klallam Homeowners Association | 6. Eastridge Church                      |
| 2. Issaquah School District       | 7. Shepherd of the Hills Lutheran Church |
| 3. Pacific Cascade Middle School  | 8. Klallam Shopping Center               |
| 4. Issaquah Montessori School     | 9. Grand Ridge Events Center             |
| 5. Snoqualmie Spring School       | 10. Issaquah YWCA                        |

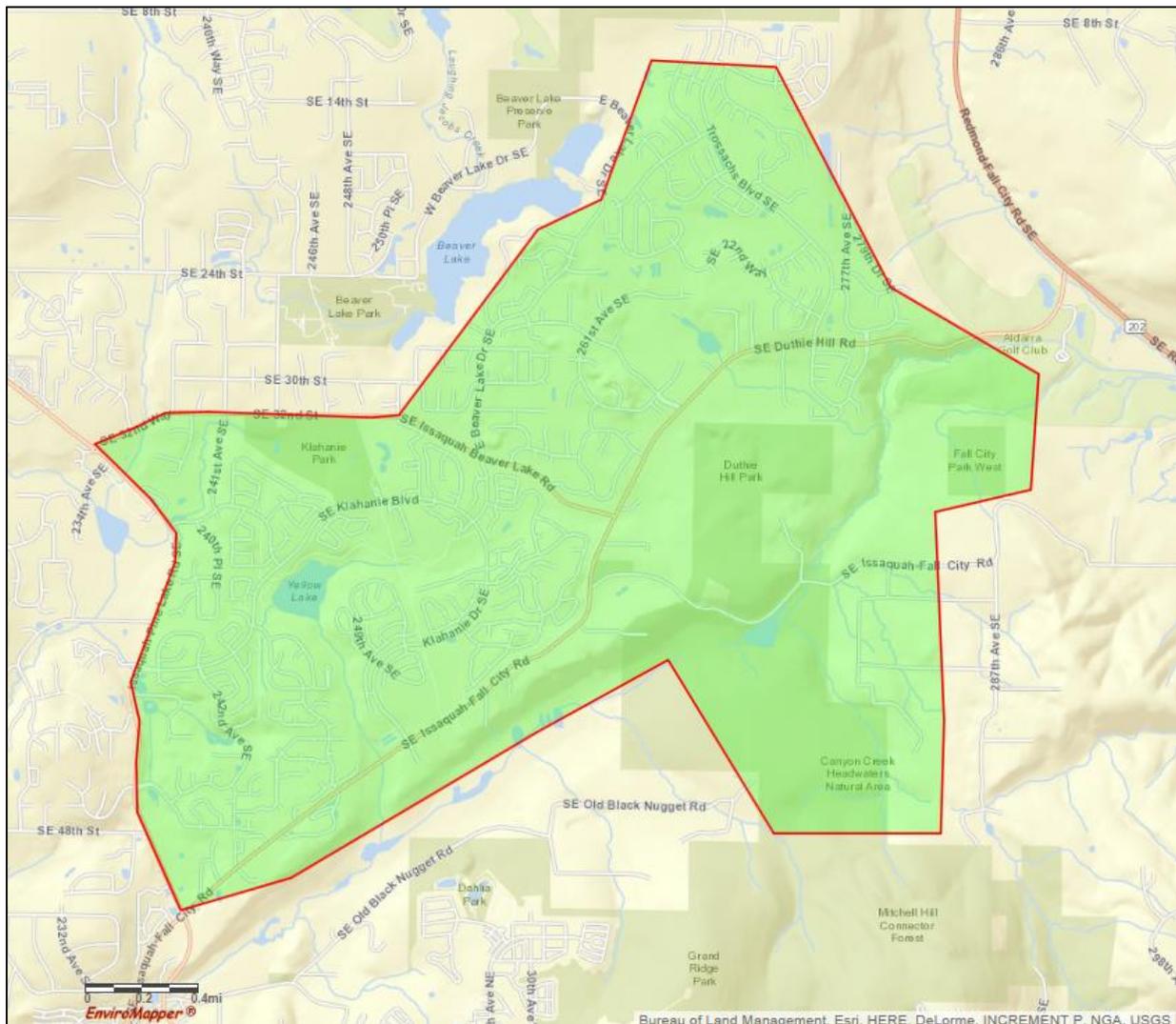
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## Appendix C: Community Profile

The surrounding neighborhoods most directly impacted by the Issaquah-Fall City Road improvement Project are primarily affluent, educated and a majority white. Inclusive outreach efforts should include Asian and Asian-Indian populations in the project area. The two largest language groups – other than English – are Chinese and Hindi.

### Project Area

The Phase I Issaquah-Fall City Road Improvements Project area includes the corridor along the roadway and the surrounding neighborhoods (see map below).



The project area map was created using the Environmental Protection Agency's EJ Screen Tool

### Community Demographics

The table below provides demographic information for the project area using information from the U.S. Census Bureau's 2008-2012 American Community Survey 5-year and the 2010 Klahanie demographic profile.

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<b>Project area population</b>	18,015 people
<b>Median Household Income</b>	\$ 116,830
<b>Low income (Living at or below 200% poverty level)</b>	8% (U.S. Percentile: 9 <sup>th</sup> )
<b>Population by ethnicity (%)</b>	
• White	70%
• Asian	22%
• Hispanic	3%
• Black	2%
• More than one race	3%
<b>Population age 5+ years by ability to speak English</b>	
• Speaks only English	76%
• Speaks non-English at home	24%
○ Speaks English “very well”	14%
○ Speaks English “well”	6%
○ Speaks English “not well”	3%
○ Speaks English “not at all”	1%
<b>Linguistically isolated households</b>	
• Speak Spanish	0%
• Speak Other Indo-European Languages	16%
• Speak Asian-Pacific Island Languages	84%
• Speak Other Languages	0%
<b>Age profile</b>	
• 0-19	33%
• 20-34	15%
• 35-64	46%
• 64+	5%