

Issaquah-Fall City Road Improvements Project

Community Meeting #3 Summary

Thursday, June 1, 2017, 6 – 8 p.m., Pacific Cascade Middle School



Overview

The Issaquah-Fall City Road Improvements Project team held a community meeting on Thursday, June 1, 2017 from 6 to 8 p.m. at Pacific Cascade Middle School. The project team estimated that around 110 members of the public attended the meeting, with 106 attendees having signed-in at the welcome station.

The purpose of the meeting was to share a general project overview and schedule update, the three-roundabout roadway design and the bridge at the North Fork Issaquah Creek crossing, how community feedback influenced the selection of the roadway design, and preliminary information about detour planning and potential construction impacts. The community was asked to provide feedback on corridor design features and character and share questions they had about potential detour routes and construction impacts. The City will use feedback from the meeting to help further refine the design and prepare for a construction detour community workshop.

Staff

Staff from the City of Sammamish and the consultant team (Lochner and EnviroIssues) attended the public meeting 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)
- Jim Grueber (City of Sammamish)
- Cheryl Paston (City of Sammamish)
- Danika Globokar (City of Sammamish)
- Steve Lewis (Lochner)
- Mark Burrus (Lochner)
- Rich Meredith (Lochner)
- Molly Toy (Lochner)
- Kristine Edens (EnviroIssues)
- Kerri Franklin (EnviroIssues)
- Harrison Price (EnviroIssues)

Notifications

Community notifications for the June 1 meeting included the following:

- Postcards sent to 16,283 residences and businesses the week of May 15, 2017 to provide information about the project and encourage attendance at the community meeting. Map of mailing area is available in Appendix A.
- Display ads in the Issaquah-Sammamish Reporter on May 19, 2017 and May 25, 2017, as well as online from May 12 – June 1, 2017.
- Electronic message board placed on the south side of Issaquah-Fall City Road.

- Stakeholder briefings and phone calls, which provided an opportunity to share a general update, follow up on key issues that were identified during early stakeholder interviews, invite key interested parties along the corridor and encourage them to reach out to their constituents to attend the upcoming community meeting.
- Email notification sent to project email list and stakeholders, which included a .PDF of the community meeting poster.
- Email notifications sent to the City-wide list serve.
- Notification posted on the project website and on the City of Sammamish's Facebook page.

Presentation

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

- Project timeline and overview
- Feedback to-date
- Roadway design
- Roundabout safety
- Pedestrian safety
- Culvert replacement
- Corridor design features
- Next steps

Question and Answer Session

A 25-minute question and answer session followed the initial presentation at the meeting. 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 meeting attendees. The following questions were asked by meeting attendees. Answers were provided by project team staff.

- What are the construction impacts going to be during bridge construction and how will they be mitigated for?
 - During bridge construction, the roadway will be shifted slightly to the south to make room for construction crews and equipment. The bridge option was selected in part because it allows one lane of traffic in each direction to remain open during construction, which is the current level of service on the roadway.
- What are the advantages of having three roundabouts (242nd Ave, 247th Pl, Klahanie Dr)?
 - Roundabouts at all three intersections eliminate the need for a two-way left turn lane and result in a reduced roadway footprint throughout the corridor compared to four-way intersections. Roundabouts are also significantly less expensive than traditional intersections because of the smaller footprint.
- Will school buses be able to use the roundabout at 247th Pl to access Pacific Cascade Middle School?

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- Yes. The roundabouts are large enough to allow for larger vehicles, including trucks and busses.
- Will utilities be altered as part of this project? Could they be moved underground?
 - The project team is working with Puget Sound Energy to determine what the options are for the utilities along the corridor.
- Given the limited amount of traffic entering and exiting Eastridge Church Monday through Saturday, is a roundabout at the 242nd Ave intersection necessary?
 - Compared to adding pavement at the intersection for a turn lane, the roundabout uses less space and costs around \$1.2 million dollars less. It also increases level of service in the future for the entire corridor.
- Are there examples of roadways in the region that have three roundabouts over a similar distance? How do those examples handle traffic volumes?
 - Roundabouts are becoming more prevalent throughout the region and state. Two examples of similar roadways with consecutive roundabouts are Union Gap and West Lake Sammamish west of I-90. For context, the roundabouts on Issaquah-Fall City Road would be about 1,000 feet apart.
- How will busses access Pacific Cascade Middle School once the new roadway is completed?
 - The City has been working with Pacific Cascade Middle School and Issaquah School District to make pick-ups and drop-offs as efficient as possible. Since the beginning of this year, when buses started using the rear entrance to the middle school, service speed has improved. The school plans to continue to use the rear entrance once the new roadway is completed
- What is the status of detour route planning?
 - There are currently no detailed detour route plans. The City will hold a detour planning workshop in the fall 2017 to gather input from the community on potential impacts and options for mitigation. Detour route planning will also be supported by traffic models that inform where traffic is likely to flow during construction.
- When will Phase 1 construction be completed?
 - The current schedule projects Phase 1 construction to be completed in the winter of 2019.
- The neighborhoods on the north side of Issaquah-Fall City Road are difficult to enter and exit. Did the models take that into account? What can be done to make that easier?
 - The goal of the roundabouts is to make it easier for traffic to move throughout the corridor, including turns onto and off of Issaquah-Fall City Road. Neighborhoods and businesses will become right-turn-only as cars exit. Cars will use the roundabouts as a U-turn.
- How wide are the sidewalks going to be?
 - The sidewalks will be five feet wide along the roadway and 10 feet wide at roundabouts to account for bikes and pedestrians.
- What will the level of the bridge be?
 - The bridge, which will replace the culvert crossing North Fork Issaquah Creek will be 30 feet higher than the current roadway.

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- Has the City considered putting in a pedestrian overpass at 247th St?
 - Overpasses in other cities in the area tend to not be used very frequently because of the stairs or steep ramps. Given the use, and concentration just before and after school starts and ends, the cost of an overpass is hard to justify.
- Will Phase 1 extend past Klahanie Drive to eliminate a potential bottleneck between construction phases?
 - Yes. Phase 1 construction will extend slightly east of Klahanie Drive.
- During construction, is there a priority to complete the roundabouts at 247th Pl and Klahanie Dr since those intersections are more heavily used than 242nd Ave?
 - Construction timing will depend on the construction specifications and contractor. Construction is still a way off and all options are still being considered.
- How will large trucks navigate the roundabouts?
 - The roundabouts are designed to handle large trucks and trailers.
- Is there a possibility to expedite the construction timeline?
 - The current construction schedule is already accelerated but the City will continue to look at ways to make to process as efficient as possible.
- Since other roads in the area will see increased traffic during construction, are there plans to improve SE Issaquah-Pine Lake Road, SE 24th St, 228th Ave SE, and others?
 - Plans for detour routes during construction are still preliminary. There are many other road improvements projects planned for the area and the City will work to coordinate construction. The detour workshop in the fall will dive deeper into construction impacts and specific detour plans.
- Are noise walls being considered as part of this project?
 - Noise walls are not part of the planned improvements but the City is looking into landscaping options that would reduce noise impacts.
- In the presentation, it was noted that one lane in each direction will be kept open during bridge construction at all times. Could current level of service be maintained throughout roadway construction?
 - The bridge option does allow for one lane of traffic to remain open but there will still be traffic impacts throughout the corridor during construction such as lane shifts, slower speeds and additional truck traffic.
- Can the City incentivize the contractor to complete construction early?
 - Incentives will be considered when the construction specifications are determined.

Open House

A 70-minute open house followed the presentation and question and answer session. Attendees visited stations to learn more about the project, see the roadway design, provide feedback on corridor design elements, and share questions about possible detour routes and construction impacts. 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

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Meeting attendees were asked to provide feedback on corridor design features and character, including landscaping, plantings, and roundabout character and features, and provide questions about potential detour routes and construction impacts. Feedback was provided on flipcharts, to project staff, and comment forms. 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 the boards and flipcharts are available in Appendix B.

Corridor Design Features

Comments and questions regarding corridor design features included the following:

- Plants in roundabouts and planting strips should be native and drought resistant
- Concern about the height of plants and trees blocking sightlines at roundabouts
- Interest in keeping large existing trees
- Mixed support and opposition about large planting strips between the sidewalk and roadway

Detour Route and Construction Planning

- Concern about Klahanie Blvd as a detour route during construction (3)
- Interest in variable message boards with real time information about traffic during construction
- Interest in running busses from/to the Pine Lake Transit Center and the Issaquah Highlands Park and Ride during construction to limit the number of vehicles traveling on Issaquah-Fall City Road
- Interest in adding a roundabout or traffic light at the SE Issaquah-Beaver Lake Rd and 256th Ave SE intersection prior to construction to improve access to Klahanie from the north side of the neighborhood
- Traffic queues during school pick-up and drop-off times should be addressed prior to construction

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:

- General support for the roadway design and three roundabouts
- Support for continued and expanded roundabout education
- Concern about the need for a roundabout at the 242nd Ave SE intersection
- Would it be possible to build a pedestrian overpass or tunnel in place of the HAWK signal at 247th PI SE?
- Mixed support and opposition about providing access to neighborhoods by connecting existing dead-end streets to Issaquah-Fall City Road along the north side of the corridor
- Concern about providing space for emergency vehicles traveling throughout the corridor
- Concern about how the HAWK signal crossing could function and user-awareness
- Interest in more information about how people on bikes would use roundabouts
- Support for how the aesthetic design and landscaping options are progressing

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- Concern about decreased property values and increased noise as the roadway gets closer to houses
- Interest in maintaining access to the Klahanie Trail
- How do roundabouts affect traffic patterns on surrounding streets (i.e. traffic queues at the Klahanie Shopping Center)?

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

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Appendix B: Board and flipchart comment photos

<p>Board: Corridor design features</p>	<p>The collage consists of six photographs:</p> <ul style="list-style-type: none">Top-left: A wide sidewalk paved with rectangular concrete tiles, bordered by a strip of mulch and plants.Top-right: A road with a concrete curb, a strip of mulch and plants, and a concrete sidewalk. A yellow sticky note is attached: "Yes. as much natural border between road + sidewalk appreciated ✓"Middle-left: A sidewalk with a young tree planted in a square wooden planter box. A yellow sticky note is attached: "Keep existing trees instead of wider sidewalks ✓"Middle-right: A road with a concrete curb, a strip of mulch and plants, and a concrete sidewalk. A yellow sticky note is attached: "No trees in narrow planting area - close to road. Trees on non-read side of sidewalk ✓"Bottom-left: A road with a concrete curb, a strip of mulch and plants, and a concrete sidewalk. A yellow sticky note is attached: "No trees in narrow planting area - close to road. Trees on non-read side of sidewalk ✓"Bottom-right: A road with a concrete curb, a strip of mulch and plants, and a concrete sidewalk. A yellow sticky note is attached: "No trees in narrow planting area - close to road. Trees on non-read side of sidewalk ✓"
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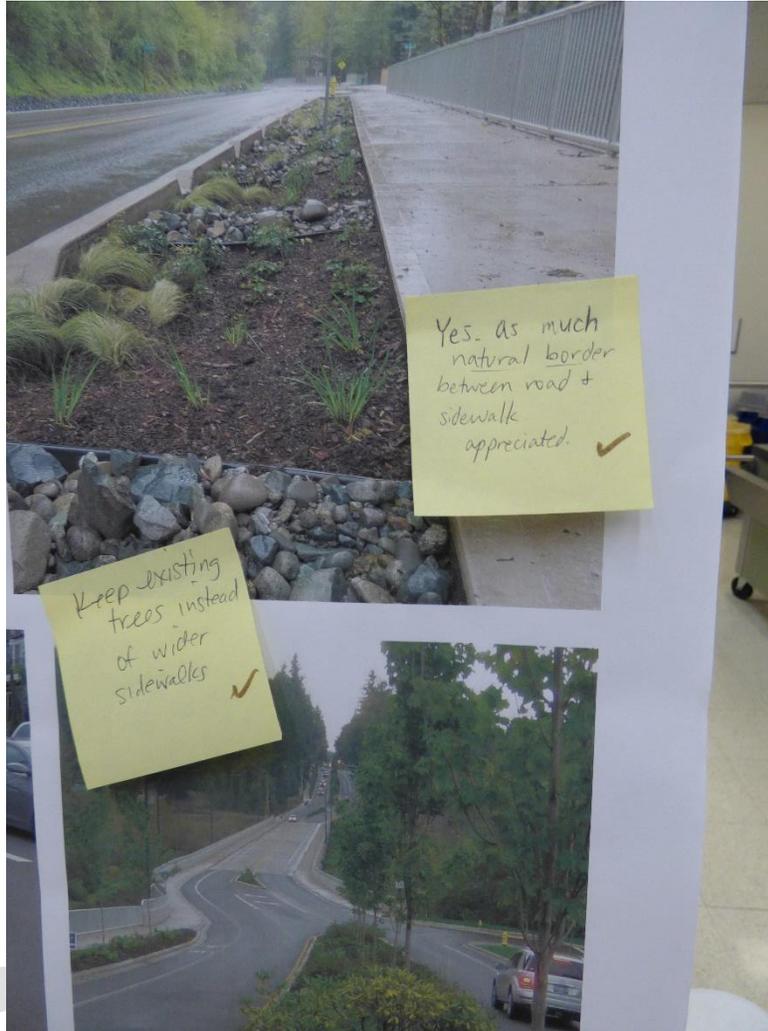
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Board:
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<p>Board: Corridor design features</p>	<p>THOUGHTS?</p> <p>I love roundabouts! Metro! #3</p> <ul style="list-style-type: none"> - Keep Klahanie trail & the trees that surround them! - URS! - I doubt about the effectiveness of 3 roundabouts. More evidences needed - For the house too close to the road, please build the walks to decrease noise. - STOP! This is ^{an} overly complicated solution. It is too impactful for way too long of a time. There is a much simpler solution.
<p>Board: Detour route and construction planning</p>	<p>Intersection of Beaver Lake / Issq. Boulevard / 206th need a roundabout - Klahanie cannot get out already before detours.</p> <p>Please avoid detours in Klahanie by opening up the route between intersections of Beaver Lake & 206th</p> <p>Challenger Elementary pick-up / drop-off at 2:30 8:15-8:30 and 2:30-2:50 already creates jams on Klahanie Drive</p> <p>This should be addressed if Klahanie boulevard is a part of Detour</p> <p>Please, please, please do everything you can to discourage commuters from using Klahanie Blvd as a personal detour/ cut through during construction.</p> <p>Brent Ferry Lough 25505 SE Ellingwood Fall #10 206-619-8050</p> <p>① Concerned about increased noise as road gets closer to the houses</p> <p>② Concerned about losing property, land & value as road gets closer. Rather have road swing the wheel The Trail is now a noise trail over. Do we need the Trail if new road provides walking & biking access</p>

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<p>Board: Detour route and construction planning</p>	
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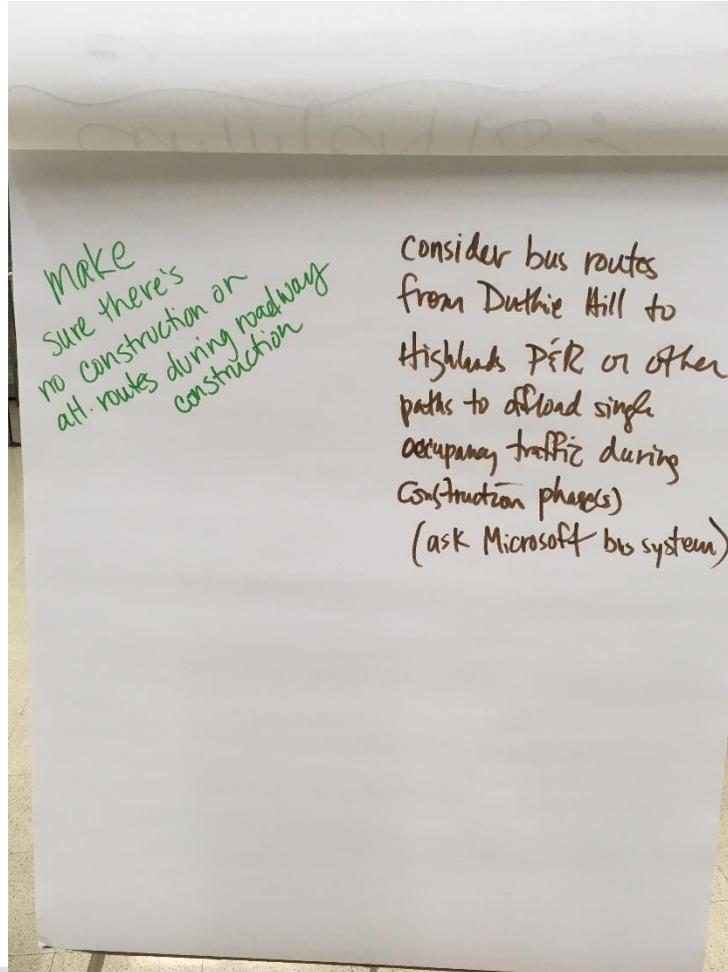
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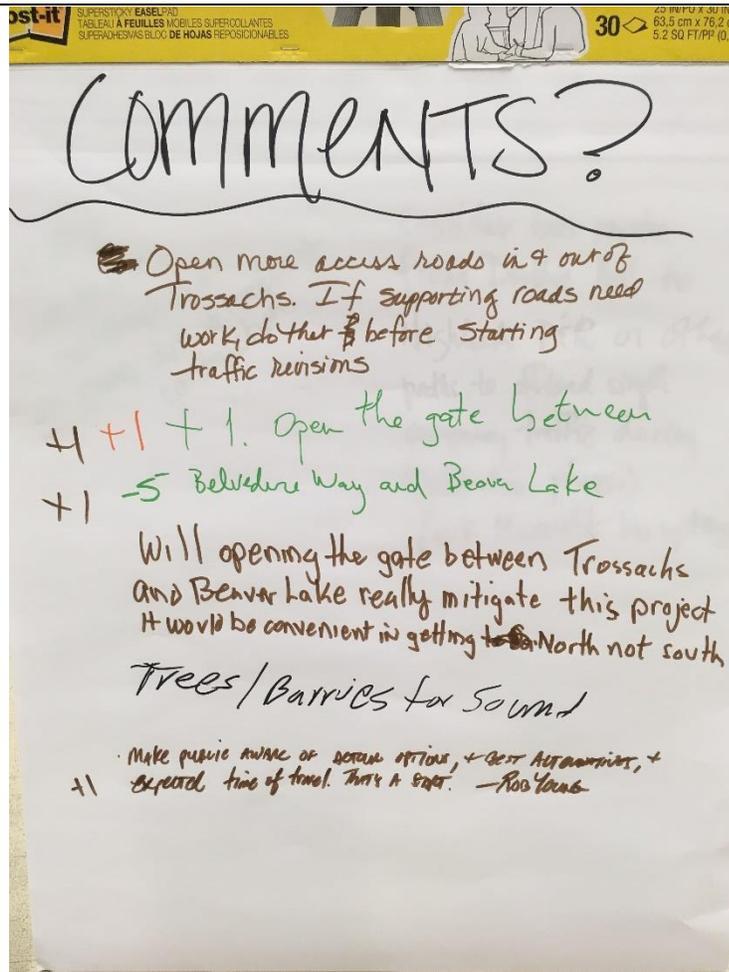
<p>Board: Detour route and construction planning</p>	
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<p>Board: Detour route and construction planning</p>	
<p>Flipchart: General comments</p>	

Flipchart:
General
comments



Flipchart:
General
comments



Flipchart:
General
comments

