City of Sammamish

Issaquah-Pine Lake Road SE Improvements Project

30% Design: SE 32nd Way to SE 44th St

Outreach Summary
Spring 2020

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EXECUTIVE SUMMARY

Overview

The City of Sammamish is planning improvements to Issaquah-Pine Lake Road SE from SE 32nd Way to SE 44th St, aiming to improve traffic flow and safety for all users. The City presented the 30% design for the project to the public via an online open house, with an online survey live from January 13 to February 9, 2020, and an in-person community meeting on January 22, 2020. During this time, the public was encouraged to provide the project team with feedback on the design.

Participation Overview

- **683 unique visitors to the online open house** between January 13 and February 9, 2020
- **75 attendees to the in-person community meeting** on January 22, 2020
- **72 survey responses submitted** online or in print during this period
- **7 relevant emails received** regarding the project during this period
- **7 questions asked online** regarding the project during this period

Feedback Themes

The following table summarizes the major themes that emerged from the input our community provided. It also includes how that feedback has informed the revised design. The themes we've referenced appeared in six or more public comments. A more detailed summary of the comments received is included in the following sections.

Public input theme	How the revised design is informed by that input
Broad support for the project design and improvements	Kept the core elements of the 30% design but adjusted to incorporate specific feedback in the 60% design.
Urging to improve traffic flow near entrances to key institutions along corridor, such as by providing turn lanes to enter	Design provides left turn pockets and two-way left turn lanes for most of the project length. Eliminated median between SE 36th Lane and Laughing Jacobs Creek to provide better access to SE 36th Lane and the new Johnson Short Plat. Reduced median width from 10 feet to 8 feet to provide additional width for emergency vehicles. Sight distance verified to meet standards for vehicles exiting SE 40th Way onto Issaquah-Pine Lake Road.
Skepticism that the two- to three-lane configuration in the proposed design is sufficient for current and future traffic levels, even with other improvements to traffic flow	We have kept this configuration because a three-lane section in conjunction with improvements to intersection configurations will improve traffic flow along the corridor based on 2035 traffic modeling projections.

Public input theme	How the revised design is informed by that input
Mixed views on roundabouts versus traffic signals, but overall, more support for traffic signals	SE 32nd Way roundabout being converted to signal that provides pedestrian crossing signals on all legs of intersection. Intersection allows southbound to northbound U-Turns. New traffic signals at SE 37th Place and at SE 44th Street (with the construction of the E-16 school) will be installed.
Request to consider pull-outs for King County Metro buses so that they do not block traffic	The City and David Evans and Associates, Inc. met with King County Metro staff on 4/29/2020 to discuss bus pullouts. Due to the limited ridership along the corridor and King County Metro's position that they prefer in-line stops, bus pullouts will not be included in this project. Current bus stop locations will be maintained with new 12-foot wide sidewalks for waiting area. A new traffic signal at SE 37th Place will provide a pedestrian crossing for bus patrons to access King County Metro bus stops on both sides of Issaquah-Pine Lake Road.
Support for proposed bicycle improvements; suggestions to create further distance between bicycle and traffic lanes to avoid conflicts between people who drive and bike	The project will provide five-feet bike lanes on both sides of the road for the entire project length.
Support for sidewalk and crosswalk infrastructure proposed in the design	Six-foot sidewalks will be provided where missing on both sides of Issaquah-Pine Lake Road for the entire project length. Crosswalks will be installed at the new signals located at SE 44th Street, SE 37th Place and SE 32nd Way. Additional crosswalks will be installed at the existing signals at SE Klahanie Boulevard and SE 42nd Street.
Suggestion to extend project area to include Issaquah-Pine Lake Road up through the intersection with Issaquah-Fall City Road and beyond	Improvements to Issaquah-Pine Lake Road from SE 44th Street to Issaquah-Fall City Road will be included in Phase 2. Currently there is no design or construction funding for Phase 2. The City's priority is

Public input theme	How the revised design is informed by that input
	to first construct Phase 1, and both phases of nearby Issaquah-Fall City Road improvements.
Push to avoid cutting trees along Issaquah-Pine Lake Road for project purposes and to add more trees along project corridor	A professional arborist evaluated the existing trees between SE Klahanie Boulevard to SE 37th Place to provide recommendations to minimize impacts to trees along the corridor during design and construction. To minimize impacts to existing trees, the roadway footprint was narrowed by eliminating the planter strips on the west side of Issaquah-Pine Lake Road from SE Klahanie Boulevard to SE 42nd Street and on the east side from approximately 500 feet north of SE Klahanie Blvd to 250 feet north of SE 40th Place. The proposed detention vault located just north of SE Klahanie Boulevard was moved from the east side (at 30% design) to the west side to minimize impacts to trees. The design modifications saved approximately 80 significant trees greater than 8 inches in diameter from being impacted. In addition, approximately another 30 trees will be monitored during construction to determine whether those trees can be saved with proper root trimming.
Request to reduce existing and potential noise and light pollution along project corridor	The roadway lighting was modeled to focus light toward the driving and pedestrian surfaces while also trying to minimize spillover lighting into the adjacent residential areas. House side shields can be installed on luminaries adjacent to residential properties to provide additional back side light control, i.e. minimizing light pollution.
Urging to minimize construction duration and impacts to the community	The detention vault just north of SE Klahanie Boulevard was moved to the west side of Issaquah-Pine Lake Road to allow two lanes of traffic and a pedestrian route through this area during construction.

Public input theme	How the revised design is informed by that input
	Complete construction staging/traffic control plans will be developed during the 60% to 90% design phase and will be shared with the public at a future open house.
Appeal to continue to inform and involve the public in the decision-making process, including diverse communities in the area, such as South Asian American and Chinese American communities	We are planning multiple opportunities for input on the 60% design during Fall 2020, including a survey, a Q&A section on our website, a virtual public meeting, and individual stakeholder briefings. We will promote these opportunities through social media, snail mail, email, posters, and community groups. Our outreach team will also make sure to reach out directly to organizations serving our South Asian American and Chinese American communities.

Next Steps

With the benefit of public feedback, the City is confident in recommending the continuation of the project design with the adjustments outlined above. We will solicit public input on our 60% design during October and November 2020.

Looking ahead, the City will acquire the necessary right of way in 2022 after review is complete on the 60% plans and the project footprint has been set. The City plans to finalize project design and conduct tenant & property owner outreach sometime in 2022. Construction is planned to occur after both phases of Issaquah-Fall City Road project have been constructed around 2024.

The Full Summary below includes additional answers addressing public feedback.

FULL SUMMARY

Introduction

The City of Sammamish is planning improvements to Issaquah-Pine Lake Road SE from SE 32nd Way to SE 44th St. This section of Issaquah-Pine Lake Road is a critical corridor for existing and new residential developments, multiple schools, and commercial areas. With these competing demands on the roadway, travelers experience significant delays during peak travel times. The project aims to improve traffic flow and safety for all users. Proposed improvements include widening the roadway to three lanes, including a center left turn lane, intersection improvements such as signals, and adding sidewalks, bike lanes, landscape strips, and additional roadway lighting.

During the 30% design phase, the project team conducted the following outreach activities:

- Stakeholder interviews to speak with community representatives about the project and collect their feedback to inform the 30% design
- Online open house at the City of Sammamish's online engagement platform (Connect Sammamish) to share information on the proposed 30% design
- Community meeting near the corridor to share information on proposed improvements and answer questions
- Survey to gather feedback on 30% design, hosted online and available in print at the community meeting
- Notifications to raise awareness and invite people to participate, including postcard mailer, posters, e-newsletter, and social media notifications

The objectives for this outreach period included:

- Introducing the public to the project, including the goals of the project
- Sharing the proposed 30% design and answering questions
- Eliciting feedback on how people currently experience Issaquah-Pine Lake Road and what they think of the 30% design
- Notifying the public about future opportunities for engagement with the project

Stakeholder Interviews

In late 2019 and early 2020, the City of Sammamish conducted a series of interviews with area stakeholders to learn about community perspectives related to the Issaquah-Pine Lake Road Improvements Project. The interviews provided an opportunity for community representatives to discuss existing conditions along the corridor, share the perspectives of their community on challenges in the area, and suggest potential solutions for the team to consider.

The project team identified 11 organizations and groups along the corridor for in-person stakeholder interviews to represent diverse perspectives. These groups represented the communities who would be affected by the project, either through their proximity to the corridor or their engagement with constituencies that use the corridor. Additionally, many other stakeholders, including homeowners' associations, were identified for notification of the public meeting.

Interviews were completed between November 26, 2019 and January 16, 2020. The following organizations were identified for stakeholder interviews:

- Issaquah School District
- Conner Jarvis Development
- Faith Church & In the Beginning Preschool (interviewed together)
- Klahanie Homeowners Association
- Lakeside Montessori School
- Sammamish Friends
- Sunny Hills Elementary School
- Pine Lake Middle School
- Sammamish Hills Lutheran Church/Sammamish Chinese School
- Sammamish Mosque (contacted but did not hear back)
- Pine Lake Village/QFC (contacted but did not hear back)

Interviews were conducted by the City of Sammamish and consultant staff. Following a brief overview of the purpose and goals of the project, participants were asked for their feedback. A standard set of interview questions were developed by the project team, asking stakeholders about their thoughts on 30% design improvements, their current experiences on the corridor, and their view of public outreach conducted by the project. These questions were used as a guide to inform a semi-structured interview.

See Appendix A for full list of stakeholder interview questions.

Public Outreach Period

From January 13 to February 9, 2020 the City held a public outreach period to share information and elicit feedback on the project. This outreach period included an online open house available hosted at the City of Sammamish's online engagement platform and an in-person community meeting on January 22, 2020. Public notifications for the outreach period included a postcard mailer, posters, emails to stakeholders and community organizations, an e-newsletter sent to the City of Sammamish listserv, announcements on the City of Sammamish website, and social media posts on Facebook.

Similar content was provided on the online open house and at the community meeting, including project background, goals, and timeline; a summary of feedback from preliminary design outreach in 2018 and stakeholder interviews in 2019 and 2020; the 30% design roll plot and simulation video of the corridor with proposed improvements; information on next steps for public engagement; and a feedback survey to gather input on existing conditions and proposed improvements for Issaquah-Pine Lake Road.

More information on notifications can be found in Appendix B. More information on the public outreach period, including the full summary of the Q&A period at the community meeting, is available in Appendix C.

Key statistics for the public outreach period:

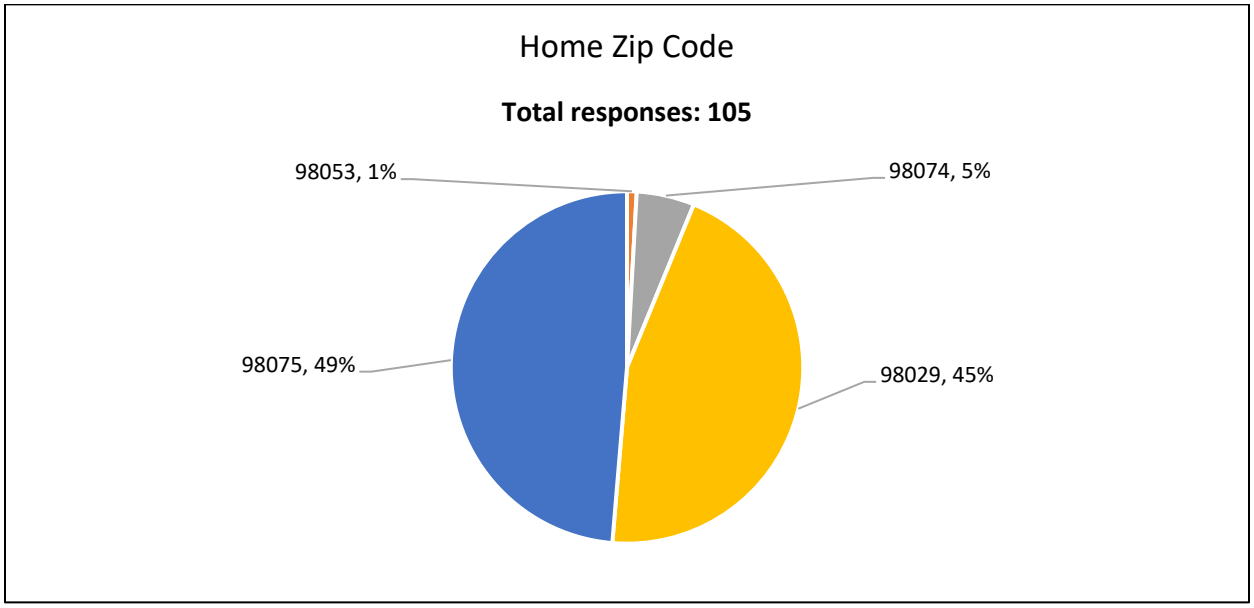
- **683 users** visited the online open house at Connect.Sammamish.us/IPLR during **837 sessions**
- Approximately **75 people attended** the community meeting; of those attendees, **15 people had visited the online open house** prior to the meeting
- **56% of users got to the online open house site directly** through the URL (linked from Connect Sammamish homepage or typed directly), while 26% were referred from Facebook, 8% from GovDelivery, 4% from Twitter, and 6% from other assorted sources
- The most popular day for the online open house was **January 16**, followed by January 17 and February 6

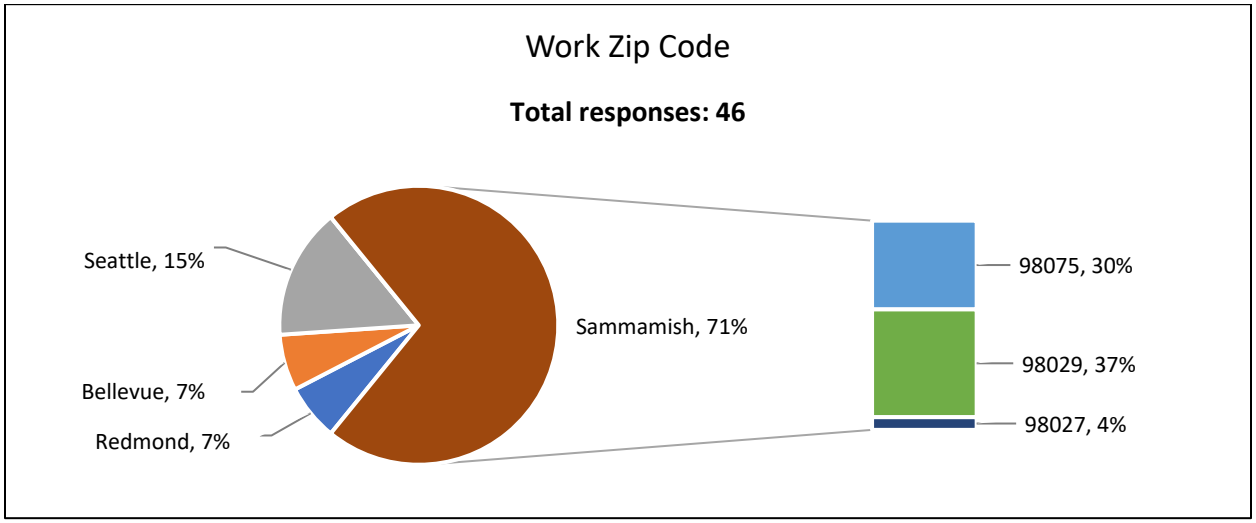
Feedback Received

The project team used a feedback survey to collect input on how people currently use the corridor, what design improvements they would like to see made, including input on the 30% design concept presented via the online open house and at the community meeting. Out of **72 responses to the survey**, 64 responses were received directly through the online open house, while 8 people submitted their responses during the community meeting on January 22 on paper. The results of the survey are summarized below.

Zip codes and Usage of Issaquah-Pine Lake Road

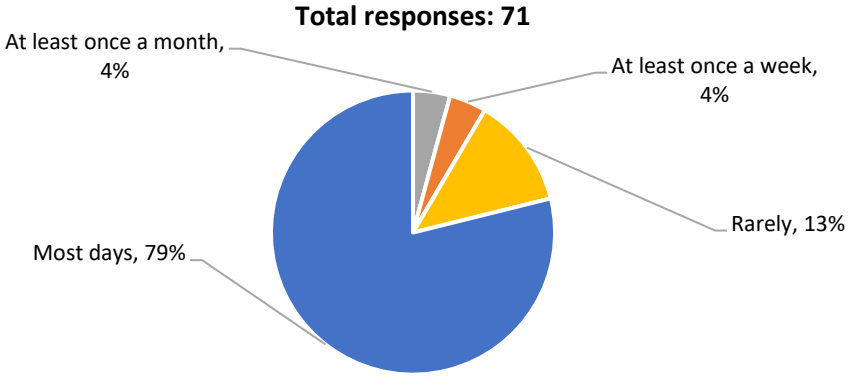
Participants were asked to submit their home and work zip codes on both the sign-in sheets at the community meetings and on the survey. Of the 105 respondents who submitted their home zip code, almost all lived in Sammamish/Issaquah zip codes 98075 and 98029. Only 46 respondents submitted their work zip code, over 70% of whom worked in 98075, 98029, and other Sammamish zip codes. The other remaining respondents worked in other nearby cities including Seattle, Bellevue and Redmond.



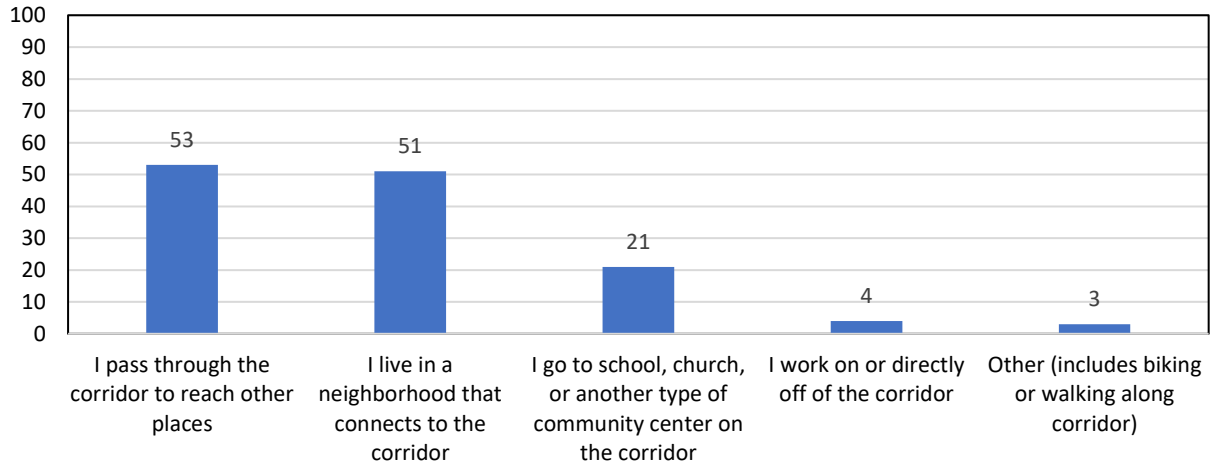


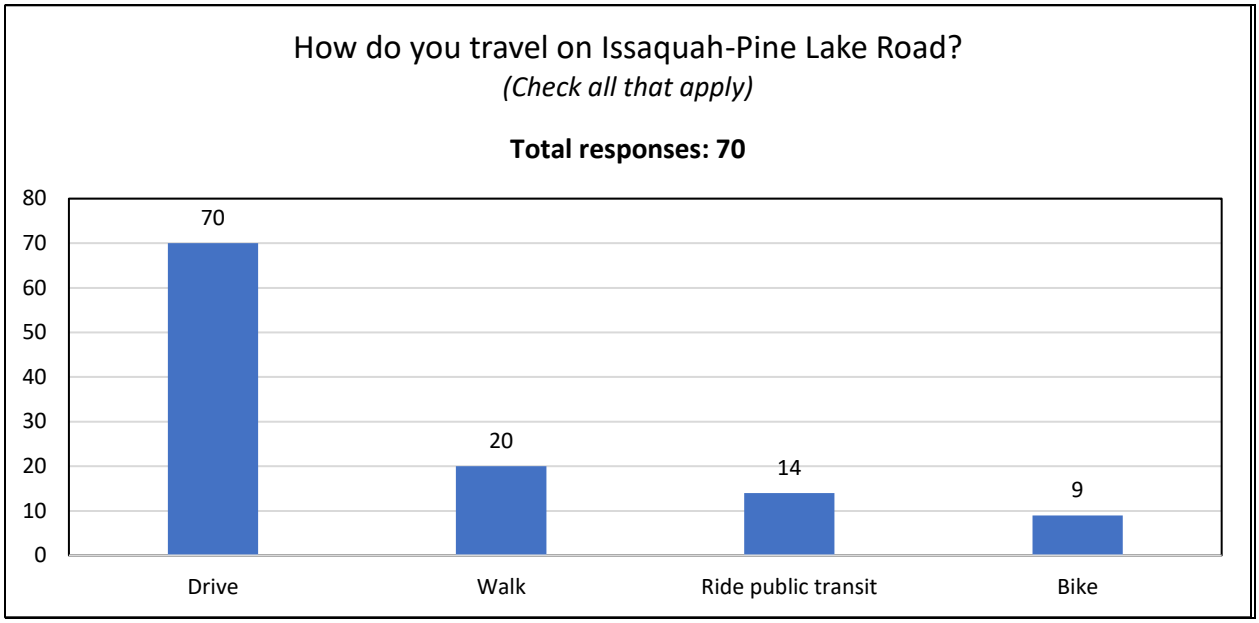
Survey participants were asked to respond to three questions about how they currently use Issaquah-Pine Lake Road between SE 32nd Way and SE 44th St. The results are reflected in charts below.

How often do you travel on Issaquah-Pine Lake Road between SE 32nd Way and SE 44th St?
(Select one)



Why do you use the Issaquah-Pine Lake Road corridor?
(Check all that apply)





Comments on 30% Design

Survey respondents submitted **104 responses** to three open-ended questions that asked respondents to provide input on the 30% design. These responses were analyzed alongisde the feedback received from stakeholder interviews and emails received by the project manager to draw out key themes. These themes are summarized below, with the number of responses that mentioned each theme listed in parenthesis. Sub-bullets include comments whose numbers are incorporated in the bullet above them.

Congestion and traffic

- Skepticism that two- to three-lane configuration in the design is sufficient for current and future traffic levels, even with other improvements to traffic flow (16)
    - Plan for future increased traffic in the area by incorporating wider lanes and designing higher capacity roads (4)
    - General concern regarding additional traffic from Elementary #16, and need for added capacity (3)
- Concern that other elements such as “beautification” are being prioritized over increasing vehicle capacity (5)
    - Request for data showing the reduction in travel time due to proposed improvements (e.g. traffic lights at intersections) (2)
- Concern that center median may be difficult for wider vehicles such as emergency vehicles to maneuver through (2)
    - Coordinate with Eastside Fire & Rescue Station 82
- Concern that adding more traffic signals will slow down traffic (5)
    - Add “smart” traffic signals and have accurate synchronization to promote good traffic flow (3)
- General concerns about the high speed of drivers who currently use IPLR (2)
    - Concern that traffic will “speed through” planned intersections and endanger pedestrians (2)

Intersections

- Mixed views on roundabouts vs. traffic signals, but overall, more support for traffic signals (24 for traffic signals, 21 for roundabouts)
    - Belief that current roundabout at SE 32nd Way presents many safety threats because pedestrians don't pay attention/don't follow rules (5)
    - Belief that current roundabout at SE 32nd Way is effective for traffic control and inadequate only during school pick-up and drop-off times (9)
    - Suggestions for other adjustments to current roundabout at SE 32nd Way to address issues, including enlarging roundabout, providing driver education, providing crossing guards, and widening entry to Sunny Hills Elementary School (9)
- Make improvements at SE 40th Pl intersection including a signalized intersection (2)
    - Cars travelling northbound on Issaquah-Pine Lake Road have low visibility, and are hazards to other drivers as they climb up hill (2)
    - Support for pedestrian crossing at SE 40th Pl (2)
- Improve traffic flow near entrances to Eastside Fire & Rescue Station 82, Lakeside Montessori, and Sunny Hills Elementary School, such as providing left-turn lanes to enter (9)
    - Request for U-turn option at intersection since schools currently discourage left-hand turns onto IPLR (5)
    - Provide left turn out of Lakeside Montessori (2)
    - Provide left turn out of Sunny Hills Elementary School (4)
    - Have right-turn vehicles stop further back so vehicles turning left onto Issaquah-Pine Lake Road have better sight of oncoming vehicles
    - Support for dedicated right-turn lane for entrance to new Elementary #16 (1)
- Mixed views about adding traffic signal at SE 37th Pl to help with left turn from SE 37th Pl onto Issaquah-Pine Lake Road (4 for, 3 against)
    - Consider HAWKS signal for pedestrians (3)
    - Stop sign would also be acceptable – fear that traffic signal will encourage bypass traffic through Glenwood from SE 32nd Street for people turning left onto Issaquah-Pine Lake Road (1)

Pedestrian infrastructure

- Support for sidewalk and crosswalk infrastructure proposed in the final design (9)
    - Pedestrian accessibility is important for people with disabilities, seniors, and people with strollers (1)
    - Support for sidewalk on Issaquah-Pine Lake Road near SE 46th Pl (1)
    - Support for sidewalk near Elementary #16 (1)
    - Support for intersection improvements at pedestrian crossings for students (5), including making crossings shorter and
    - making it easier for crossing guards to manage traffic
- Improve pedestrian crossings at roundabout at SE 32nd Way, especially for children attending Sunny Hills Elementary School (2)
- Improve pedestrian crossing at SE 37th Pl for people to access transit stops more easily (4 for, 1 against)

Bicycle infrastructure

- Overall support for proposed bike improvements (3)
- Increase vehicle capacity on IPLR instead of adding bike lanes (1)
- Separate bike lane from car lane and sidewalk to reduce chances of bicycle-vehicle accidents (3)

- Request for bus shelter with bike rack, accessible from SE 37th Pl (1)
- Update the Sammamish Bicycle Master Plan to consider new schools opening along Issaquah-Pine Lake Road (1)

Transit stops

- Consider pull-outs for King County Metro buses so that they do not block traffic (8)
    - Consider bus pull-outs near 228th Ave SE (1)
- Ensure that transit is integrated fully into this plan, not as an after-thought (1)

Environment and greenery

- Don't cut down more trees along Issaquah-Pine Lake Road for project purposes, and try to add more trees along project corridor (10)
    - Support for projections of planned tree removal and potential replacements (2)
- Use plants that are low maintenance, do not limit visibility, are integrated with surroundings, will not need to be replaced within a few years, and have species diversity (2)
- Concerns that landscaping on center median reduces space on corridor, might restrict views, and is an inefficient use of project funds (3)
- Support for fish-passable culverts and water quality upgrades (5)

Other design issues

- Use asphalt surface to keep road noise to a minimum (1)
- Concern about project adding to noise pollution around SE Klahanie Blvd (2)
- Consider reducing amount of proposed improvements to reduce risk of driver distraction (around areas with median, sidewalk improvements, etc.) and save on project costs (1)
- Desire to limit light pollution (3)
- Consider increasing developer mitigation charges – homeowners pay too much (2)
- Eliminate berm/raised curb at right turn onto SE 32nd Way – it presents difficulty for larger vehicles (1)

Design issues outside project area

- Extend project area to include Issaquah-Pine Lake Road up through the intersection with Issaquah-Fall City Road (6)
- Extend project to SE 48th St (1)

Community engagement

- Continue to inform and involve the public in the decision-making process. General support for project outreach efforts (3)
- Repeating benefits of project is important for reaching residents of both Sammamish and Klahanie (1)
- Engage diverse communities in the area, including South Asian community and Chinese American community (2)
- Concern that Q & A session during open house took longer than the advertised 15 minutes, and potentially took time away from station discussions (1)
- Frustration that volume of presentation at open house was too low for hard-of-hearing attendees (1)
- Frustration that any feedback offered might not be considered due to project being already underway (1)

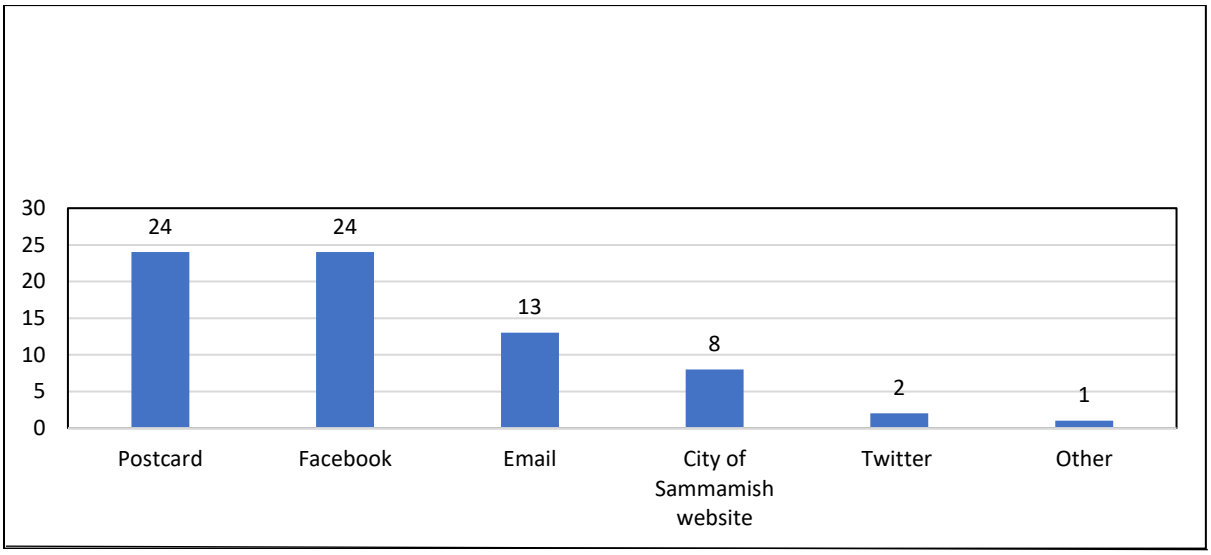
- Would like better notification of accidents/road closures on Issaquah-Pine Lake Road (1)
- Curiosity over when property owners will be contacted (1)
- Contact crossing guards at Sunny Hill Elementary School for their input on roundabouts vs. intersection at SE 32nd Way (1)

Construction

- Minimize construction duration and impacts to the community (7)
- Disappointment with project completion length (3)
- Consider adding detours during construction (2)
    - Concern that without a designated detour during construction, drivers will "create" their own detour and cause delays on nearby roadways (1)
    - Concern that construction lane closures will cause motorists to divert at SE 42nd St and bypass through Kempton Downs and Sammamish Highlands neighborhoods (2)
- Concern over cars parking in residential areas during project construction
- Do not allow Issaquah-Pine Lake Road and Issaquah-Fall City Road to be in construction back-to-back (2)
    - Limit construction hours to off-peak periods (including off-peak seasons like summer) and consider night work (1)

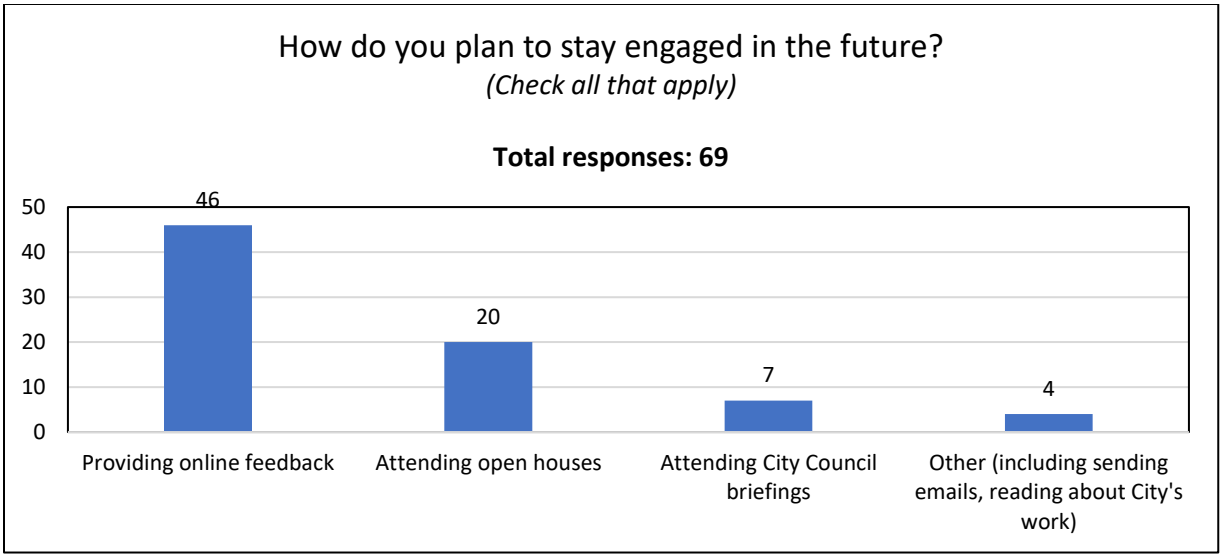
Notification methods

Survey respondents were asked how they had learned about the project and the outreach period. The results highlight that **the postcard mailer, Facebook posts, and emails** were the most impactful notifications for those who filled out the survey.



Future engagement

Survey respondents were asked how they planned to stay engaged with the project. Most respondents said that they would **provide online feedback** and/or **attend open houses.**


How do you plan to stay engaged in the future?
(Check all that apply)
Total responses: 69
50
40
30
20
10
0
46
20
7
4
Providing online feedback
Attending open houses
Attending City Council briefings
Other (including sending emails, reading about City's work)

APPENDICES

Appendix A: Stakeholder Interview Guide

Stakeholders interviewed were asked the following set of questions.

Stakeholders' thoughts on corridor design

1. The current design for the corridor includes one travel lane in either direction, a center left turn lane at relevant intersections, and improvements at intersections, including replacing the existing roundabout at SE 32nd St with traffic signals, as well as potentially adding a signal at SE 37th St to let pedestrians cross to the bus stop. What are your thoughts on how these improvements will support our goal to make the roadway and intersections efficient and safe for all users?
2. To improve pedestrian and bike safety and access on Issaquah-Pine Lake Road, the current design includes a bike lane in each direction and separated sidewalks with landscaped buffer on both sides of the road. What do you think of these changes? How well do they meet our goals to create a multimodal roadway for people who drive, bike and walk?
3. One of the major goals of the project is to protect environmentally sensitive areas such as mature trees, vegetation, stream crossings and wetlands. The current design includes fish-passable culverts. What are your thoughts on how to balance increasing capacity with the need to minimize environmental impacts?
4. What additional ideas do you have for making Issaquah-Pine Lake Road better serve roadway users, residents, and businesses into the future?

Public participation

5. We have previously conducted outreach and held stakeholder interviews for this project. What has been your impression of the previous outreach done? What suggestions do you have for the City to better reach the community?
6. The City is currently planning additional stakeholder interviews this winter and an open house in January 2020, which will include an online component through the City's Connect Sammamish platform. Are there other ways you would suggest the City gather feedback from the community?
7. What is the best way for us to keep you and your organization informed?
8. Are there other specific community groups that you would suggest we talk to?

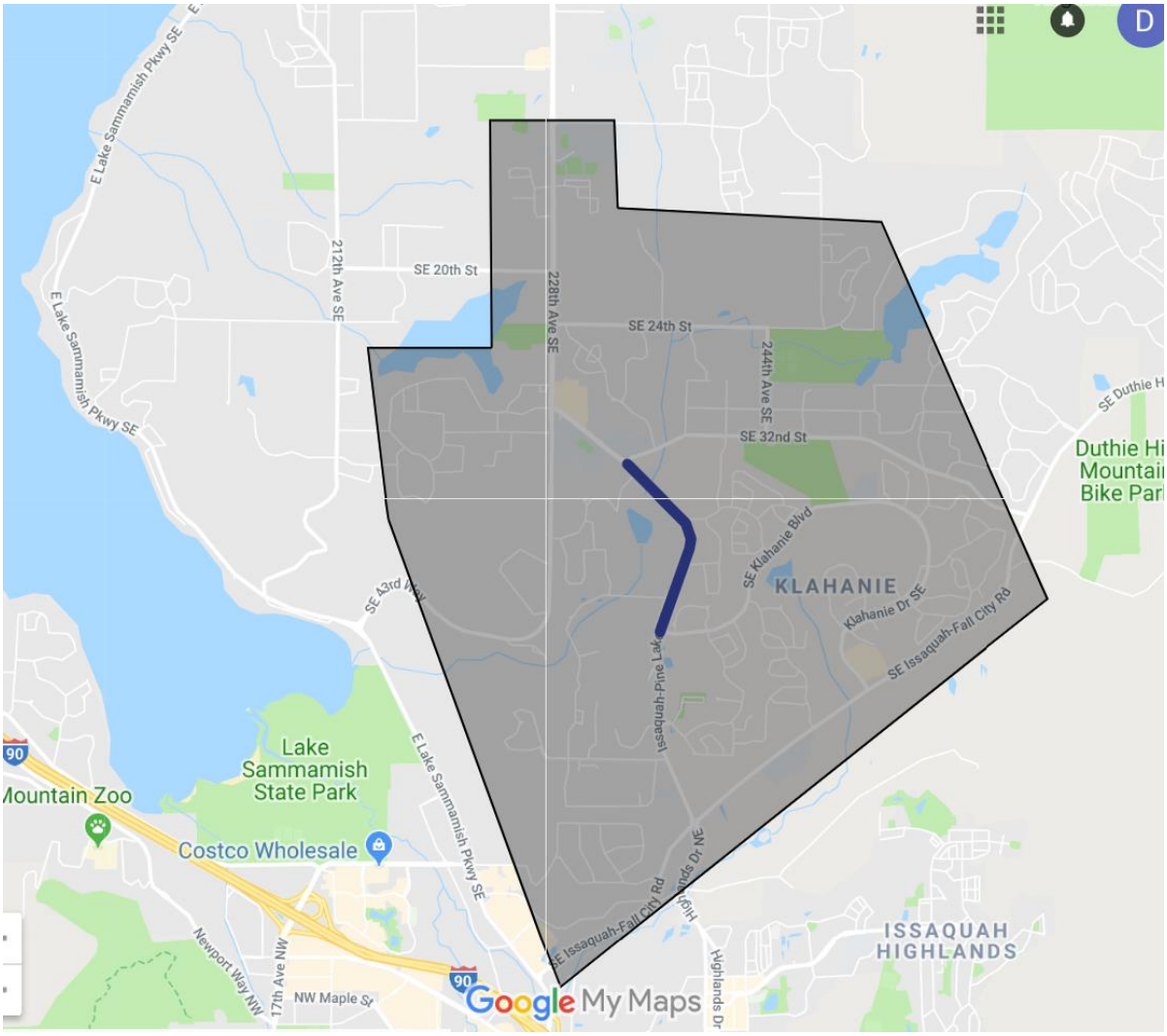
Final thoughts

9. Do you have any remaining questions about the project that we didn't cover?
10. Do you have any additional thoughts that you want to make sure we capture?

Appendix B: Notifications

Postcard mailing

Postcards sent to approximately 10,000 residences and businesses the week of January 1, 2020 to provide information about the project and encourage attendance at the community workshop meeting. The map below shows the geographic area within which postcards were sent.



E-newsletters

E-newsletters were sent on January 7 and 17, 2020 to subscribers to the City of Sammamish listserv to inform the community about the project and the outreach period.

Social media posts

Posts from the City's social media accounts on Facebook promoted the community meeting and online open house on January 16, January 22, and February 7, 2020.

Posters

Posters were delivered to the following community centers and businesses through January 2020.

- Sammamish Family YMCA
- Sammamish Hills Lutheran Church and Sammamish Chinese School (posters in English and Traditional Chinese)
- Vedic Cultural Center
- QFC at Pine Lake Village
- Starbucks at Pine Lake Village
- Klahanie Homeowners' Association
- Progression Cycle
- Pacific Bike and Ski
- Pine Lake Middle School
- Lakeside Montessori
- Faith Church/In the Beginning Preschool
- Sunny Hills Elementary School
- Mary Queen of Peace Church

Stakeholder emails

The following stakeholders, who had participated in interviews with the proejct team during summer 2018, were emailed about the outreach period, which provided an opportunity to invite key community groups and encourage them to reach out to their members about the community meeting and online open house:

- Issaquah School District
- Sammamish Hills Lutheran Church and Sammamish Chinese School
- Conner-Jarvis
- Klahanie HOA
- Pine Lake Middle School
- Lakeside Montessori
- Sammamish Friends
- Faith Church/In the Beginning Preschool
- Sunny Hills Elementary School

Appendix C: Community Meeting

Summary

A community meeting was held at Pine Lake Middle School on January 22, 2020 from 7 – 8:30 p.m. The meeting began with a 30-minute presentation on the project, followed by a 20-minute question and answer (Q&A) session. After the presentation, the meeting converted to an open house format where visitors could view display boards, the preliminary design roll plot, and a simulation video of proposed improvements around the room. Attendees had the opportunity to speak to staff directly to ask questions and provide feedback, and they could also fill out the same feedback survey from the online open house, on laptops or in print.

Staff

Staff from the City of Sammamish and the consultant team (DEA and EnviroIssues) attended the community meeting to give the presentation, facilitate the Q&A, help answer the community's questions, and document attendee feedback.

- Jed Ireland (City of Sammamish)
- Andrew Zagars (City of Sammamish)
- Kate Langsdorf (City of Sammamish)
- Cheryl Paston (City of Sammamish)
- Doug McIntyre (City of Sammamish)
- Scott Soiseth (DEA)
- Josh Anderson (DEA)
- Victor Vaskelis (DEA)
- Deepa Sivarajan (EnviroIssues)
- Willow Russell (EnviroIssues)
- Byamba Enkhee (EnviroIssues)

Q&A Summary

At the community meeting, a brief question-and-answer session followed the presentation, moderated by Willow Russell (EnviroIssues). The purpose was to clarify information shared in the presentation and answer general questions. The following questions were asked by meeting attendees, and answers were provided by project team staff.

- Q: Coming from Europe (but I have lived in the area for 17 years) – I feel that roundabouts are more effective than traffic lights.
    - A: The city is still very positive about roundabouts. However, it's demonstrating a backup – in 2035, the traffic will overwhelm the current design. We also can't expand to a two-lane roundabout here because of constraints built by neighboring properties. Signals have advantages for schools because vehicle traffic is more easily stopped and restarted when crossing guards are helping students through the intersection.
- Q: The City will have to install at least three traffic lights in order to replace the roundabout, is it worth it?
    - A: Traffic analysis shows that the signal will perform better than a roundabout in this location, and the signals on the corridor will be interconnected with Intelligent Transportation Systems (ITS) to optimize efficiency even during off-peak travel times.

- Q: I live near the roundabout at SE 32nd Way. I've seen that the roundabout works really well, except during school drop-off/pickup hours. The problem occurs when the police officer isn't present, and parents don't use the roundabout correctly. We need to work on education/civility so that we can use the roundabout correctly. Crossing guards are very useful. How long will it take to get from Sunny Hills Elementary to, say, Issaquah-Fall City Road?
    - A: Drivers entering roundabouts have a more difficult time responding to crossing guard activities. One result is that drivers will often stop inside a roundabout. This tends to jam the roundabout and make it more difficult to return to smooth operation. Intersections tend to work better near schools for this reason.
- Q: It's not that people aren't driving correctly, but it's that the kids have to cross, which interrupts the flow of traffic. But this problem exists during a short period of time in the day. During the rest of the day, traffic flows through fine.
    - A: As you will be able to see from our 2035 simulation, the drop-off and pickup hours are not the only obstacles to traffic flow. In 2035 during rush hour, there'll be increased traffic and a signal will move people more efficiently than a roundabout would in this location.
- Q: Traffic between Pine Lake Middle School, Sunny Hills Elementary, and Elementary School #16: one of the good functions of the roundabout was how it slowed traffic. Currently, people still go above speed limit. If the road expands to four lanes, it will further increase speed. Are you planning to keep the speed limit low?
    - A: Speed limit will stay 35 miles per hour. The road will consist of three lanes by Sunny Hills Elementary. The section from SE Klahanie Blvd to the south will be widened to five lanes
- Q: Planting along the sidewalk looks shabby. Who will be maintaining plants?
    - A: The City of Sammamish will maintain landscaping.
- Q: I live on SE Klahanie Blvd, near the highway. The noise level is high. How will it be mitigated?
    - A: This project won't generate a lot of new noise – a study has shown that it will increase noise very little. For the majority of the project, we're not adding any additional lanes. It's uncommon for a project of this size and character to have a noise wall. One reason is that a noise wall is effective with long stretches without gaps, and this is not possible with the large number of driveways and intersections.
- Q: We have a great housing community around the project area. How will the community be affected by more cars through the neighborhood? I think we need to have four lanes, at least.
    - A: Modeling we've looked at shows that a two-lane road is sufficient for forecasted traffic volumes in 2035. The road will have four lanes south of Klahanie Boulevard. We've learned that the traffic in that area benefits from having additional lanes. Current problems on IPLR are the result of existing intersections that don't function properly and not necessarily a result of the number of lanes.
- Q: What's being done to prevent cars from parking in residential areas during construction?
    - A: This project will only have single-lane closures. We're not expecting diverted traffic or detours during this construction.
- Q: I live in Kempton Downs and am concerned about detours being added during construction. How long is this project slated to take from start to finish? What is the completion date?
    - A: We don't have plans for detours on this project. There'll only be single-lane closures, so traffic will be able to continue to use the corridor during construction. We estimate that construction will last 18 months.
- Q: When will property owners near project be contacted to meet with the project team?

    - A: We'll have more details for ROW for property owners within the next couple of months.
- Q: I am a Summer Meadows resident. I hear sirens going off constantly, at least once a day near where I live. It looks to me like you're prioritizing beautification in the project. But the Fire Department has problems using the current road and being efficient. Why are you prioritizing beautification over efficiency? Have you spoken to/coordinated with the Fire Department?
    - A: The Fire Department is involved in the design of the project. In locations with median islands, the road is 18 feet wide curb-to-curb, so a vehicle can safely pull over to accommodate emergency vehicles. The length of the project road is 6,500 feet. And there is only 1000 feet of a median island, which helps moderate vehicle speeding, improves safety, and allows space for emergency vehicles.
- Q: Having only trees and a sidewalk as buffers between bikers and traffic is not safe enough for bikers. Why didn't you put the street, then planter buffer, then bike path, then walking path to separate bikers from traffic? Just put the bike lane on the other side of the trees, separate from the sidewalk. Thanks.
    - A: This is something we will consider, although there can be some complications regarding driveways when building a separated bike lane.
- Q: I am new to the Sunny Hills area. I tip my hat to the planters – I enjoy the greenery very much. But who will pay for the greenery? There are many additional homes being added to the area, which will add at least 500 cars. The developers of these new additions should pay for the project, but not the property owners in this room.
    - A: This project is eligible to be funded by traffic impact fees, so new developments will be contributing. Currently, the project is not yet funded through the construction phase. We are looking for federal and state grants to supplement the construction budget.
- Q: Will these problems we've discussed today be impacted by changes made to Issaquah-Fall City Road?
    - A: The simulations anticipate that all construction projects will be completed by 2035.
- Q: How does the planning take into account transit and King County Metro? Right now, buses stop right in the middle of the road and block traffic. Is there any accommodation for buses?
    - A: The city doesn't have very many bus users on this corridor. There isn't frequent backup. The alternative would be to have bus pullouts. King County Metro doesn't prefer this scenario, but it is being considered.
- Q: I hope there's accommodation for public transit as well as for school buses during peak hours. There seems to be congestion at Sunny Hills during pickup/drop-off times, and I hope that problem is taken into consideration in the design.
    - A: Sunny Hills does have recognized queuing problems in the parking lot during drop-off/pickup times. We'll consider ways to make the experience of coming onto IPLR from Sunny Hills less congested.

Appendix D: Online Open House

The project launched an online open house at Connect.Sammamish.us/IPLR on January 13, 2020, with a survey that remained open until February 9, 2020. The online open house included information that matched the presentation and display boards available at the community meeting, as well as a video simulation of the corridor with 30% design improvements. The website was designed to be accessible to screen readers, and the site included an embedded feature to translate the page into any language supported by Google Translate.

Connect Sammamish Q&A

Apart from the survey, the online open house included an opportunity to ask the project team questions. The following questions were asked by visitors to the online open house and answered by project staff.

- Q: Can you provide evidence that a traffic signal would perform better than the roundabout for all users including bikes and pedestrians? I have seen no problems with the roundabout that I don't see with traffic lights. In fact, the traffic lights in Sammamish tend to severely penalize pedestrians by not allowing crossing on all four corners and having extremely long signal times. Removing the roundabout is a waste of money.
    - A: Our analysis shows that the existing roundabout will not be able to accommodate the increased traffic that is projected by 2035 and ensure the adopted level of service will be met. Our traffic simulation demonstrates that a traffic signal here will perform better than the existing roundabout. The roundabout cannot be widened to accommodate future traffic projections in this location due to the limited availability of City owned Right of Way. A video of the traffic simulation will be shown at the upcoming Community Meeting (7pm, January 22nd at Pine Lake Middle School) where we intend to show how the signal will improve traffic operations. Another advantage of a traffic signal is that they are generally easier and safer for school crossing guards to assist with pedestrian traffic. The signalized intersection design accommodates bicycle traffic in designated bike lanes. To navigate a roundabout, bicyclists either navigate in the vehicular lane, or must use the pedestrian facilities.
- Q: What will be the auto traffic speed limit along this stretch of road?
    - A: The posted speed limit will remain 35 mph.
- Q: Are there plans to improve the section of Issaquah Pine right before Issaquah Fall City Rd? As a bike commuter, the north bound shoulder is eroding and narrow is sections, right as cars are merging down to one lane, too.
    - A: The City has plans to improve this section of the Issaquah-Pine Lake Road corridor as part of a future second phase of the corridor development, including bike lanes, to the Issaquah-Fall City Road intersection. Currently, this section with the merge immediately north of the intersection is within the City of Issaquah. Any future work in this area will require coordination with the City of Issaquah.
- Q: There is currently MAJOR work being done on Iss-Fall City Rd, with a road closure planned for Spring to Fall 2020 that will significantly affect Klahanie residents. Iss-Pine Lake road will be the "thoroughfare" during that time, which will increase traffic on Iss-Pine Lake road in a big way. SO - My question is - when is this road work to begin? I would also think that we all will need a

traffic break after Fall City road work is completed. I suggest delaying this project for a couple of years.
    - A: Yes, construction on this road is planned for some time after 2024 (the year has yet to be planned), after Iss-Fall City Road is completed.
- Q: Have you considered a combination walking/bidirectional bike path on one side of the road or other? This would be more friendly for young children and families and would enable safe cycling to schools (Sunny Hills, PLMS, and the new school near the Klahanie entrance). In addition, if extended to Fall City Road, this would connect with the existing path that leads to the Issaquah Highlands. Finally, if traffic speeds are slow enough, bike lanes in the roadway would only be needed on the uphill sides of the road. Slower cyclists could use the walking-bike path. Faster cyclists would use uphill bike lane or merge with auto traffic on the downhills.
    - A: Other areas of the City are planned to include shared use paths, but this road has not been planned to include them.
- Q: Does the City have any plans to incorporate the same improvements till the intersection of Issaquah - Fall City Road? The options to walk / bike along the stretch between SE. Klahanie Blvd and Issaquah - Fall City Road is very slim and pretty dangerous with the flow of traffic.
    - A: Yes, the City does have plans to extend these improvements to the intersection of Iss-Fall City Road as part of Phase 2 corridor improvement. Improvements between that intersection and SE 48th Street will require coordination with the City of Issaquah as it is within its jurisdiction.
- Q: Does your traffic projection/analysis take into account how many people U turn at 32nd roundabout to go back up into Sunny Hills Elementary? The lights will need to give a priority to these people coming down the hill from PLMS, otherwise they will never be able to U-turn given the quantity of traffic coming up from Fall-City Road all the time. Most traffic projections will assume there is a left turn into the school, when cars arrive at their destination, but you cannot here and it would be unsafe to change that. The roundabout keeps all parents moving during drop off and pick up.
    - A: Yes, our traffic modeling did take into account the U-turns that occur at the SE 32nd Street roundabout. When we collected our traffic counts, we counted 35 vehicles making the U-turn in the morning peak hour (presumably those would be the parents dropping students off at the elementary school), and 10 vehicles making the U-turn in the evening peak hour. The signal timing that we are designing the intersection for assumes that the southbound U-turn movement would be a protected movement.

Appendix E: Feedback Received

Full survey responses

Question 1: Based on what you've learned about the project today, what else should we know about existing conditions and challenges you face on Issaquah-Pine Lake Road?
It's not that the roundabout on 32nd isn't working. It's that drivers don't know how to use a roundabout. Maybe an education campaign would be cheaper. Happy to help with this. If traffic lights get put in for god sake get the sequencing and timing right. And adjust for busy commute and school times. At traffic lights install right hand turn lanes that only have a yield sign to keep traffic flowing. Install bus stop turn in areas for buses so they don't block traffic flow Change location of bus stops to before traffic lights. Think if this. If you are stopped at a red light, the light turns green and then a bus stops to let passengers off after the traffic lights, it creates another congestion point for traffic Install bus stop shelters with safety solar lighting for passengers with pollinating flowers on roof for bees. They are called bee stops in other countries. Better lighting along road The single lane with center landscape looks nice but will reach capacity very quickly. Think of a two lane option with center landscape
I see a lot of near misses (including my own) at 37th place when people using the turn lane to enter 37th are nearly hit head on by cars swinging into that lane (illegal, against traffic) to go around a stopped bus.
The back ups during school affect traverse from 32nd, 238th, 239th, 241st streets at the roundabout. Can't even get out of driveway, bus will stop but not cars.
A susbstantive new construction project will add to ongoing and lengthy existing construction-- and make travel a nightmare.
We need a 2nd lane for peak traffic coming off the plateau each morning and a second lane when coming home in the evening.
The Sunny Hills parking lot was never large enough to handle the parents waiting to pick up their kids (I'm one of the parents sometimes). Shift the parent back-up further down SE 32nd. This proposed plan does not address that. Do not make the same mistake with the new elementary school near Klahanie Blvd.
I don't think the roundabout is a problem. I think the Sunny Hills Elementary Parking lot design is the problem! Because there is NO WAY to enter the parking lot when the pick-up line extends beyond the parking lot, cars are unsure what to do and end up blocking the traffic circle. This will NOT be fixed by simply chaining the intersection to a traffic light. There needs to be cooperation with the ISD to add a designated turn-in lane to Sunny Hills Elementary school. A traffic light can still get backed up the same way due to school traffic in the AM and PM. (Trust me, I've seen it up close and personal MANY times.)

Question 1: Based on what you've learned about the project today, what else should we know about existing conditions and challenges you face on Issaquah-Pine Lake Road?
I travel on this corridor every weekday to park at the Issaquah highlands park and ride and commute to Seattle by bus. Traffic congestion heading off the plateau usually starts around SE 42nd St, sometimes backing up to SE 40th place (especially during school arrival times) and extends all the way to Issaquah-Fall City Road where it expands to a 5 lane road. I see NO improvements in this design that will increase traffic volume through this corridor. How much travel time will be reduced with these improvement from SE 32nd way to Issaquah-Fall City road? How much additional capacity will this corridor support with these improvements? How much priority is being put on reducing travel times and car emissions from idling traffic? How much actual traffic volume is being added to the roadway? (Not the fake volume that you get by adding a sidewalk). These critical metrics are conspicuously missing from any of these designs. How are you measuring the improvements? With the massive development going in now and a planned school being added directly connected to this corridor in the future. Please provide data that demonstrates a three lane solution will support these growth additions.
Traffic congestion
I am worried at a proposed elementary school #16 on I-PL just south of Klahanie Blvd - my experience driving north is that the schools and a Montessori (plus all the parents and buses) make the area super-congested. Will there be bus pull-outs (which would cross the bicycle lane)?
Submitting feedback because I cannot make the in-person meeting. I feel like some of the issues raised in this project are inflated. Our family lives in the Belcara community, directly off SE 32nd. We rarely, if ever, have trouble traveling the corridor identified for this project because of traffic volume. The proposed changes to the roundabout are a terrible idea. Roundabouts are about efficiency - keeping traffic moving in a safe manner. Sometimes I may have to wait a minute or so to enter but it's never a problem that warrants changing to a signal-controlled intersection. A traffic signal at this intersection is going to create longer backups, particularly at school dropoff and pickup times, toward 230th Ln SE. Further, the backups potentially created by northbound traffic directly in front of Eastside Fire & Rescue Station 83 could create delays for fire crews responding to calls and emergencies. Roundabouts should be more strongly considered for these intersections where access is considered a challenge, not more stoplights. The broader issue you need to manage with congestion, especially at pickup and dropoff times at Sunny Hills, is the volume of traffic that queues on Issaquah-Pine Lake Road because the school lot has no more capacity. Parents need to be directed toward other solutions such as walking to school, parking in side neighborhoods and walking to the school to meet their children, or use of school buses.
left turn lanes in a number of locations would be super helpful in facilitating traffic flow, especially near the Fire Station and Montessori School
The road needs sidewalks, bike lanes and turn lanes but it doesn't need planters etc that are useless and only there to look good. The road needs functionality and two lanes in each in direction with bike lanes, sidewalks and turn lanes would be a much better use of money.
The road has far too much traffic and too many bus stops to only be one lane each way
Widen the road to two lanes each way. Add bus pull-outs to the bus stops.
Provide turn-off for all Bus Stops along route
Extend the renovations all the way to the Issaquah - Fall City Road. Otherwise you are simply moving the traffic backups, not fixing them. Emergency vehicles getting from SE 44th to Swedish are still going to have problems.

Question 1: Based on what you've learned about the project today, what else should we know about existing conditions and challenges you face on Issaquah-Pine Lake Road?
Northbound traffic comes over hill at SE 40 Place fast. Could use pedestrian or traffic signal at SE 40th Place. Tell us how many trees you are removing and why. Roundabouts do not seems to work when elementary schools are so close. Combination of pedestrians and lots of in/out traffic make signals better.
Congestion from Klahanie to Issaquah Fall City traffic light is unsafe and terrible. If you plan to abrupt 4 lanes of traffic down to two that will just add bottlenecks and not improve traffic flow at all. Presently during commute hours it's becoming a nightmare.
You saw how much people cared about traffic and development in the last election. This is a major opportunity to upgrade a significant entry/exit point into our city. A 1-lane each way design is a waste of time and money--if that's the best plan you can come up with please save us the money. Instead, think about the future, the additional people in Sammamish, the elementary school in the area and make this 2-way each way.
The proposed two lane road with a center turn lane is a glorified and prettier version of what we have today that will do nothing for our current traffic congestion. We need two lanes in each direction off the plateau. Currently every road off the plateau is bottlenecked by two lanes. The new school and the many developments underway including Tower farms will add traffic at all times during the day. Lets do this tight the first time please.
There aren't enough crosswalks. There are no systems to help people crossing
I would hate it if the roundabout was replaced by a traffic light. People simply need education on how to use roundabouts. They are much more efficient than traffic lights. Please don't buckle to pressure to remove it!
Road concept looks good HOWEVER... It seems that the lanes for this road will be inadequate - based on our growth projected going forward. I was expecting at least two lanes going both ways versus one lane going both ways. It seems that this project could be obsolete soon after it is completed. The congestion from the Fall City Road turning left down Issa Pine Lake Road is horrendous and in my view one lane going both ways in inadequate to positively affect congestion from the sammamish border to Sunny Hill Elementary.
It's impossible to get out of neighborhoods during busy times. If lanes are added please make sure lanes are wider than 228th where it's 4 lanes. Those lanes are so narrow and the planters take up way too much road space. Roundabouts are a joke. They don't work like you think. I've lived here 30+ years. Traffic lights work, people can not figure out roundabouts. It needs to be safe.
Safety, needs sidewalks and reduced speeds. Also there is strong need to extend this project all the way to 48th street since that is City of Sammamish. Additionally it would be great to work City Of Issaquah to have widening and improvements made all the way to Issy Fall City Road. By ignoring that small segment of road there will continue to be a bottle neck, also there is no sidewalk there for people who want to take busses or walk / bike to the amenities offered in the Highlands.
My two biggest requests are sidewalks and bike lanes the whole way from Issaquah Fall City road to 228th. I would also like to see bus pullover locations.
I live at the roundabout to SE 32nd Way. If a light is put in, I'm concerned that it won't cycle often and I'll be stuck leaving my neighborhood whereas the roundabout is generally easy to use. Bus pullouts! Is there a chance to add those?

Question 1: Based on what you've learned about the project today, what else should we know about existing conditions and challenges you face on Issaquah-Pine Lake Road?
I am concerned that the project on Fall City backs up to the project on Pine Lake. I suggest there is a delay between the two projects for two reasons: 1 - identify unknown impacts onto Pine Lake due to the Fall City project where facets to the project may not be necessary, 2- residents will be weary of the construction projects and would need a rest from the bad traffic.
A covered bus stop with a bike rack, accessed by crosswalk across from SE 37th Pl.
I am strongly against the project! I don't want a traffic light in front of my neighborhood!
Currently, there is lack of visibility around the curves, especially around SE 40th St. The street lights are placed too far back and covered by tree growth. This needs to be addressed as part of the improvement.
This proposed investment significantly underestimates future capacity for this section of road. Since growth isn't managed in Sammamish, and all infrastructure projects seem to be reactions to massive neighborhoods being built at will, I would recommend planning this project so that it can meet what the demand will be in 10 years or more. Adding a middle turn lane will only marginally improve congestion that we have today, especially for the amount of money invested. The construction delays to put such a project in place will be a nightmare so please do it right the first time. This section of road MUST BE TWO LANES EACH DIRECTION and extend it through to the Issaquah boarder. Failure to do anything else will mean this entire section of road will need to be redone again in 5 years or less.
The Sammamish bicycle master plan was created before the plan to build a school near SE44th St. This corridor will now have several schools between 228th St and Issaquah-Fall City Road. Further, there is a multi-use path from the Highlands which ends at Issaquah-Fall City Road. Will all designs meet standards for safe routes to school? What standards are being used? Should the bicycle master plan be updated to reflect the new school, particularly with a multi-use path along Issaquah-Pine Lake Road?
Very glad to see the move to traffic lights on the corridor. Walkers and roundabouts don't mix well. How many trees will you need to remove? What will you replace them with?
The current configuration is inadequate for the traffic volume. I rarely see people biking or walking in Sammamish other than kids going home from school or going to lunch (but many of them drive) and traffic is even congested on 228th. Issaquah Pine-Lake Rd needs to be widened to handle more traffic. Fortunately, I'm able to avoid it most times during rush hours. In the morning, there are quite a few cars turning into the Montessori school past the fire station and a left turn lane is desperately needed. People swing to the right around the cars waiting to turn.
I live on 46th Way, in the Brookshire Estates with the Upland on the west side. With the Fall City expansion, when is the city going to improve the road where I get out to go down on I-90? One morning, there was a car that hit a utility pole which shutdown Issaquah-Pine Lake Rd and the traffic was detoured to our neighborhood. We weren't alerted via e-mail about this only to have listen to the morning news and I had an appointment in Factoria that morning!
Seem to me that there will be too many signals on this road
Traffic lights need an improved, more efficient synchronization as they can significantly worsen traffic backups
There is no sidewalk to walk safely. When buses stop at the bus stop, they block the traffic.
Please extend to Issy Fall City Road!
1. Two traffic lanes in each direction are essential; for future growth. 2. Bike lanes have limited use for a small group of people. 3. Center divider landscaping is a waste of funds and space increasing cost of maintenance and restricting corridor space.
A sidewalk is needed, especially with the new school coming.
Good job replacing circle-school traffic is ridiculous at sunny hills

Question 1: Based on what you've learned about the project today, what else should we know about existing conditions and challenges you face on Issaquah-Pine Lake Road?
Left Turn from issaquah fall city road to issaquah pine lake rd is painful during rush hours. No walking pavement on issaquah pine lake road near our neighborhood on 46th place to issaquah fall city road intersection
Traffic lights are killing transit-time in personal vehicle.
The new street lamps shine right into my home, :(even with my wooden slat blinds in a closed position. I live in Jacobs Meadow townhomes + I'm concerned about the light's impact on birds + wildlife. Any chance they can be changed, or removed, or [made] dimmer?
Traffic safety near and at schools especially the U-turn traffic to access Sunny Hills Elementary. The additional traffic lights and timing of those lights to keep traffic flowing.
Please consider separated bike lane from traffic lane. Simply moving vegetation barrier to traffic side of bike lane, vs. sidewalk side, might be effective. Keep sidewalk + bike lane separate, through
From Lakeside Montessori exit driveway there is no accomodation for cars wanting to turn left, currently using the traffic circle. They will cause back ups waiting to turn left during busy traffic times and make using left truns as there is no other choice.
Those homes that back up to the 3 lane Issaquah-Pine Lake proposed expansion - need tree barriers to cut noise & pollution.
Please maintain or replace as many trees along this corridor as possible.
Have transit bus pull outs, so the bus don't create congestion. Also the bus stop next to Klahanie on E side of Issaquah-Pine Lake is too narrow for safety.

Question 2: We've made some changes since the preliminary design phase that includes replacing the roundabout at SE 32nd Way with traffic signals, adding a signalized intersection at SE 37th St, and extending the project area to SE 44th St. What do you think about these changes?
I think the roundabout at Sunny Hills should be enough, except people don't seem to know how to use it. So yes, a traffic light helps. Been wishing for a controlled intersection at 37th for many years.
These are good changes, safety matters!!
Yay for no roundabouts! Hopefully you will make the proposed roundabout at klahanie a signal instead
Please provide firm data on the inefficiencies of the roundabout. I have not heard any substantive reasons that it is a failure, and why it merits replacement at considerable cost and time(especially since major road work is being on Issaquah-Fall City Road and includes adding roundabouts!).
not enough
The roundabout at SE 32nd Way works fine other than during high commute times and school pick up and drop off. Perhaps the roundabout could be larger to better accommodate buses and semi trucks.
I think the traffic light at 37th St will only benefit a few people. It will inconvenience a LOT of people. Not sure how to fix that. Also, I think the problem with the round-a-bout is really caused by the poor design of the Sunny Hills Elementary parking lot.
If replacing the round about with a traffic signal will increase traffic volumes, and I suspect it will, then it's a good change. I don't see how adding a traffic signal to SE 37th street helps. Extending to SE 44th helps but is no where good enough. How does adding this very small section of roadway make any improvement when the issue extends all the way to Issaquah Fall City road?
I worry about backups with a light.
Is the expectation that the intersection can handle more traffic than the current circle? Or is there a cure for the circle (e.g., people using turn signals, yielding to left traffic).

Question 2: We've made some changes since the preliminary design phase that includes replacing the roundabout at SE 32nd Way with traffic signals, adding a signalized intersection at SE 37th St, and extending the project area to SE 44th St. What do you think about these changes?
I don't think it is necessary to change the roundabout. It usually works quite well except for the 10 minutes surrounding school pick up and drop off. Even then the biggest problem is cars extending out of the pick up line and blocking the road. This will all cause backups even with a light if the road is not increased to more lanes past the school.
I disagree with more traffic signals and believe these changes will create other collateral problems and backups. Access at these intersections is rarely a significant problem. I live directly off SE 32nd Way so I know firsthand. Signals slow traffic. Roundabouts are much more effective ways to keep traffic moving, which should be the goal along this corridor. Adding a signalized intersection at SE 37th is not the most effective solution either; a roundabout here is also a more appropriate solution.
THANK YOU for scrapping all the roundabout ideas!!!! I won't repeat all of the feedback I previously gave on those parts of the design but the traffic signals are MUCH better.
Extend project to Iss-FC Road.
Roundabout did not work during school start and close.
these are good
Yes, we need the light with crosswalk on SE 37th St
Please show us how you are modeling the increase in traffic from the new elementary school.
Despite above noted changes they are half measures as traffic flow can only improve if you add 4 lanes of traffic, 2 each way.. Anything less will be woefully inadequate. It seems that you are setting up bottlenecks. A bike lane and side walks are excellent changes if they extend to the Issaquah Fall City interestion.
This is a major arterial and needs good flow at all times to get people into and out of Sammamish faster. Do everything you can to maintain this flow. If that is more traffic signals do that, if it means fewer then do that. I often use SE37th to exit into Issaquah Pine Lake road (because that's where my neighborhood connects) and, while it makes things easy for me coming out, I find it incomprehensible that such a major road has a traffic signal for my little road (SE37th). That should be based on a sensor and should block Issaquah-Pine Lake road only very infrequently.
The road needs to be expanded to two lanes in each direction. Traffic lights are an unfortunate solution as Sammamish did not plan ahead to buy the land. Sammamish need to work with Issaquah to extend the four lane road all the way to Issaquah/Fall City road.
Keep the round-about!!
I think the roundabout should stay.
Please don't start this project before the Issaquah Fall City Road Project is completed. It would be a nightmare for everyone, especially residents of Klahanie.
I am very against removing the roundabout and replacing it with a traffic light. Roundabouts are far superior to traffic signals! A roundabout at the 37th intersection would be better than a signal. The public simply needs to be taught how to use a roundabout, and then traffic flows safely and quickly through them. They are also proven safer than traffic lights.
I like the roundabout at SE 32nd Way. I doubt a signal would be an improvement.
Great idea
Traffic lights are better than a bunch of roundabout traps. Hopefully it will make the school areas safer.
You still need to extend all the way to SE 48th, to include the entire city and tax payers. I live in SE 45th Pl, and use SE 48th all the time.
Anything that would improve safety and traffic flow is a plus.
I'm not sure about the signal at SE 32nd Way. The roundabout seems to work good for me. I'm concerned that a signal will have the cross traffic (not Issaquah Pine Lake Road) waiting too long.

Question 2: We've made some changes since the preliminary design phase that includes replacing the roundabout at SE 32nd Way with traffic signals, adding a signalized intersection at SE 37th St, and extending the project area to SE 44th St. What do you think about these changes?
I like a signal at SE 37th St - I don't like seeing people run across the street from the bus stop. "
I do not agree that is necessary. I think there might be an alternative. The comment that there isn't sufficient sight line to see oncoming traffic is correct but not unsafe. Most residence know how to manage that Intersection.
I think the roundabout is sufficient. My child and our family cross the street at the roundabout. It makes me feel better that traffic slows down at this point. If there was a traffic light, many cars would speed through causing accidents and risk for those waiting to cross the street.
This is bad! I don't want a traffic light in front of my neighborhood!
While I understand why a traffic light has been considered, I fear the traffic back-ups and flow will be worse than is occasionally experienced now at the roundabout. Currently there are backups during 2 peak times during the week (school start time and rush hour around 5.30), but for the most part traffic flows in this area. With a light stopping and starting everyone all day on two different streets with very different volumes of traffic a lot of us expect a light will actually make ""congested traffic"" more common. Thus, it seems like the light would create a situation where traffic is worse more often in order to try to make it better during two peak times on week days. We fear the solution may be worse than the problem with regard to this one area.
These changes are good. We live on 37th and also use the bus stop at 37th and IPLR. Turning left out of 37th at IPLR is very dangerous at rush hour and we will not even attempt to cross IPLR from the bus stop opposite of 37th. Instead, we go to the next stop across from 40th and walk to 42nd to cross at the light.
I like that the roundabout at 32nd will be changed to a traffic light and that the plan opts for a signal at Klahanie Blvd, where there should be another school situated soon.
Roundabouts are much more efficient that stop lights so please keep them.
I prefer roundabouts for two reasons: 1. they calm traffic. 2. they have lower latency during non-peak hours.
As 90% of the time a pedestrian who crosses there and 10% of the time a driver turning left onto IPLR, I like the addition of a traffic light at SE 37th Way. I like changes made to improve pedestrian and cyclist safety, including new landscaped buffers and medians. I like upgrading water quality. Thank you for responding to community feedback.
See above
I hate roundabouts so I'm glad to hear you're going to replace that with signals. With the blind corner, a signal triggered by traffic, not timed, would be good at 37th.
I don't go that way unless I need to. The only time is going to a relative house.
It was my understanding the Roundabout can handle more traffic per hour than signals so why are we taking out roundabout and replace with signals
I like the roundabout and would want it to stay however I wonder if the reason is it is not friendly to crossing for pedestrians that live and go to a school there ?
This roundabout was poorly designed, buses, trucks had a hard time maneuvering around. Moreover, a large proportion of drivers just do not know how to use roundabouts. Perhaps, civil engineers could get knowledge on how designing efficient roundabouts from their European counterparts. Next, clear signage on teaching drivers how to use roundabouts.
Great!
I'm not so sure a traffic signal is needed at 37th. I wait for the bus there in the morning and traffic flows fine in and out of the neighborhood. And this signal may cause traffic exiting the neighborhood to detour through the neighborhood to 40th to make left turns without the light. I could see making it easier for pedestrians to cross there, but a pedestrian activated red light or flashing yellow could do that.

Question 2: We've made some changes since the preliminary design phase that includes replacing the roundabout at SE 32nd Way with traffic signals, adding a signalized intersection at SE 37th St, and extending the project area to SE 44th St. What do you think about these changes?
Please extend to Issy Fall City Rd! Makes things even worse to bottleneck traffic with merging lanes, etc
Signaled intersections are better than roundabouts given the disparity of thru traffic ve entry trasfic.
Time stop lights well because that's many lights in small strip of street.
Roundabout is working fine for us
I don't like them. All these newer traffic lights are going to be awful at non-peak hours. Roundabouts are much better.
I like the plants that are currently in the roundabout.
I think changing the roundabout is a good idea to promote traffic flow but am concerned with adding the traffic light at SE 37th St will slow down the traffic due to too many lights in less than 2 miles
Reasonable explanation for changes. But please consider long term impact. You have 4 lane roadway going to 2/3 lanes to 4 lanes. Why not bite bullet and have 4 lanes whole way?
All fine except now we have no traffic circle or u turn capability for cars that need to turn left.
Love that you are putting a signal light on SE 32nd Way. Much better for flow of traffic + safety for those crossing the street.

Question 3. Is there anything else you'd like to share about the project?
No
Why does it matter what I suggest? The project overall is already committed to and asking for any real suggestions is just paying lip-service.
Rampant development without supporting infrastructure has congested roads and schools. These improvements are aesthetically nice and will be great for walkers and cyclists. However, other than exiting Klahanie, this will do little to improve traffic flow. More signals will slow things even more. It seems like a waste of money.
You need to have people go and watch what happens at pick-up time at Sunny Hills. And look at the entrance to the parking lot. It has ONE lane to enter the parking lot. As soon as the traffic backs up past that point, no one can enter the parking lot and is forced to wait in the traffic line. If you drive past the school, there is no easy way to circle back to the school parking lot. If there was a second lane for turning into the parking lot, the traffic from Sunny Hills would not block the traffic circle (or intersection, if it gets changed). As is, the traffic will block the intersection even if it isn't a traffic circle anymore.
I'd like to see a lot more data to support the proposed solutions. This isn't about just making pretty PDFs and virtual presentations. How will this measurably improve the corridor? X number of minutes reduced for the peak morning commute? Y number in reduction of accidents due to better lighting? Z number additional miles of connected sidewalks?
The new street lights placed on Issaquah Pine Lake Road in front of the Tower Farms are way too bright and shine into our home windows.
Do Sahalee first!
Will the traffic lights be synchronized?
It should be a turn lane at the least instead of a planted median. If there no way to make it a shared bike/ walk lane and add more lanes for cars? There is so many houses going in and with another school there will be more traffic and there should be two lanes going both directions.
Right turn pockets at key points are a good idea, allowing turning traffic to get out of the main line and keep other cars moving.
Widen road to two lanes each way. Far too much traffic on that road and plenty of room to widen. And add bus pull outs at the bus stops

Question 3. Is there anything else you'd like to share about the project?
Sidewalks and bike lanes are important safety and climate requirements. Thanks.
please no half measures.
Please be bolder in your design. Skate where the puck is going. Design for the future of Sammamish, not the now.
More crosswalks at major intersections
This road needs two lanes each way.
I would suggest solving this problem based on realistic car travel for the next 25 years
I might suggest that an asphalt surface be used to keep road noise (tire noise) to a minimum. Should walls might also be considered to keep noise down as well"
Make it wider than you think. So many people cut it close, drive like they don't know how. If you make the lanes barely big enough you're asking for more congestion and traffic accidents.
Extend the project and also creating a nicer “welcome to sammamish“ sign would be nice.
Please think long term. Sunny Hills was just upgraded and I think traffic picking up kids is worse than ever. If another school or two are going in near Klahanie, please make sure the traffic is going to have a good flow.
If roundabouts (not the existing poorly designed 32nd roundabout) were not chosen because of expected additional congestion into 2035, why is Issaquah -Fall City road getting 3 of them?????? Why were roundabouts chosen for Issy FC, and not Issy -Pine Lake road? Why not smart lights there too?
Stop it!
As someone with kids who walk to school along Issaquah-Pine Lake road and as someone who has to turn out onto it from the Lac Riant neighborhood I am very concerned about adding a third lane, two bike lanes, two pedestrian sidewalks and two planted buffers along the road in this area. There will be a lot of things to distract drivers as the leave/approach the traffic light and it is reasonably foreseeable that more accidents and injuries will occur. After reviewing the plan I've paid attention to other streets in Sammamish, Issaquah and Redmond and there are very few that have this many things on both sides of the street. This leaves me wondering if it is worth considering just putting a sidewalk and buffer on one side. As a tax payer this would also seem advantageous since it would reduce construction and maintenance costs.
I‘m concerned that replacing the SE 32nd roundabout with traffic signals will add wait time/traffic backups around the intersection
Please halt all future development in Sammamish that adds to this congestion and require that infrastructure such as this be in place prior to issuing any new building permits. The quality of life in this city has been significantly diminished by the congestion on our roadways and unchecked development. Make developers pay for the new infrastructure being required to support our roadways.
Will all traffic signal demand sensors be sensitive to bicyclists, including left-turn and through lanes?
Too much density for this area but now that it's here, we need roads that will accommodate the ever increasing number of cars. Good traffic flow is so important.
To get to and from I-90 or Issaquah, we usually go over 228th to E. Lk Samm since the traffic flows better than on Issy-Pine Lake Rd."
It doesn't appear to me that you can widen this road enough to handle the current and future projected traffic. It appears that this project is only a band-aid vs. a fix to the amount of cars on this road
How will it affect my bus route 269?
I am concerned of how much the project would impair traffic. Issaquah pine lake rd is a major arterial road crossing Sammamish with school buses, daily traffic. Looking at how traffic was impacted during construction of the new developments, I am truly concerned.
We support this project, which modernizes the corridor with efficiency benefits.

Question 3. Is there anything else you'd like to share about the project?
The corridor is now and will continue to be a major conduit for North South traffic and should be expanded not to at lease four lanes (2 N-2S) rather than continuously disrupted to add capacity to accommodate expected growth. fancy landscaping and dividers are a waste of space and money.
Please make sure to maintain the canopy / buffer of tall evergreens between the road and neighborhood. Other recent projects have removed these grand tree buffers and it really degrades the beauty of our city. Keeping a dense buffer of tall trees by the road will probably be difficult and expensive to do. It's worth it.
Please do not remove the pine trees in this corridor! They are a buffer for noise, and light, home to owls and eagles and give our neighborhood its NW character. Please save as many trees as you can!! The Jarvis property removal of trees created neighborhood picketing and much anger! Please leave the trees.
Bike lane behind the trees, not by the road
When I drive down 34th Ave SE + stop at Issaquah-Pine Lake Rd there is a new house there that finally put blinds on their windows, yet they are in the open position. I find it distracting to have the interior of their home on view especially at night when I can see in + see what they're doing. I want to focus on the road, not their pizza dinner, etc. Can a fence be extended higher, or..../Who is responsible to remove snow + tree debris from the sidewalks? Who is liable?/How about adding trees as a sound + light buffer, between the new sidewalks, street lamps, + the existing homes. This will also enhance our canopy + solutions towards global warming./Why do we need sidewalks aon both sides of the road? They're rarely used anyway + ditto about placing street lamps on the side by Jacobs Meadow, to light up our homes. :'(
There will need to be improvements to the flow in the dropoff flow at Sunny Hills
Thank you for opportunity to comment. Consider much higher developer mitigation charges. They make many $ looks per house, we suffer & pay.
I have witnessed numerous car accidents due to lack of accommodations in and out of our driveway
Replace any trees with new trees during the project - our area thrives on green stuff!
Jed + moderator did well in speaking. Good job in staging despite challenges dfrom disgruntled public.

Emailed comments

Additional comments received by the project manager over email
Our family has resided in Klahanie for 30 years. I would like to speak to the issue of the proposed improvements to Issaquah-PineLake Road specifically, and new roadway improvements in Sammamish generally. To the extent possible, I would like the city to consider BUS TURNOUTS on major thoroughfares with public transit stops. It is especially annoying on 228th Ave SE, for example, to get behind a public bus during a heavy traffic period, as this essentially makes this arterial a one-lane street. In your recent cross-section drawing of the proposed Issaquah-PineLake Road improvements, the combined planter and bike lane widths is slightly more than the 11-foot standard width for a city street, so it appears there is sufficient right-of-way to do this. I realize this would likely impair the quality of the bike lane, bit this lane is already impaired when a bus needs to pull over to pick up or drop off passengers. The bottom line for me is that functional city streets should always incorporate space for busses to pull out of the stream of traffic to service their passengers. It seems to me that public safety and traffic-flow efficiency would both be improved with this feature. Thank you for your consideration.
I recently attended the meeting you held regarding the Issaquah-Pine Lake Rd upcoming work.

Additional comments received by the project manager over email
We spoke briefly and I asked the question during the Q & A regarding detour routes and how that would be handled. As we understand from your meeting this project is slated to start in 2024 and take 18 months to complete. You shared that there would be no detour routes in place as it's only a single lane closure. I strongly urge you to reconsider this approach. We live in Kempton Downs on 232nd Ave SE. There are numerous cars each day that come from Issaquah-Pine Lake Rd to cut thru our neighborhood to 228th Ave. They speed thru our neighborhood on a regular basis. We have no speed bumps and really nothing to cause them to slow down even though the speed limit is 25 mph. Having no plan in place to handle the cut-thru traffic is unacceptable and inadequate planning. If a project is expected to last 18 months - you must plan for some contingencies with traffic using alternative routes. We all know the gps programs of today will route the traffic into our neighborhood, regardless if you plan something or not. I urge you and the other city officals/engineers/planners/etc to anticipate what will be a need for a detour. Individuals will create their own detour routes if you don't. Please don't let this all just happen. Please be proactive and put something in place. We all know the 18 months is your best estimate but projects don't always go as planned. We, the neighborhood who will be near this construction, will be dealing with it on a daily basis for 18 months - need a planned detour route as a part of the project scope. There are kids walking to and from school in our neighborhood, there are people out on bikes - riding to and from the park and ride on 228th. Not having a detour route is irresponsible for the citizens who will be impacted. We look forward to your next meeting and further information regarding this project - and the inclusion of a detour route and how you plan to handle traffic that is routed thru our neighborhood. I urge you to be proactive and put something in place. If the project doesn't start for 4 years - you have more than enough time to develop adequate contingencies and a workable detour route for all impacted.
I plan to attend the meeting tonight, but have to leave early for another event, so I thought I should send comments via email to make sure they get submitted. Background: We have lived at 240th Pl SE for 26+ years. I commute to Seattle (by car and by bus), my wife mostly works at home, and our son commutes to the UW for school and Bellevue for work. I am primarily concerned with the intersection at SE 40th Place, which we all use at least once a day. In the last public meeting, there was a landscape median shown to the south of this intersection, between SE 40th and the small new subdivision on the east side of IPL Road. I had commented that I think there should not be a landscape area, as I often find you need an extended lane to get up to speed when using the center lane to merge southbound after turning left from SE 40th Place. I want to let you know that I am glad to see no landscape median in the plan I found on line, as shown below! Hopefully that is correct. I also wonder if there will be a crosswalk painted on the south side of the IPL/SE 40th intersection? I see an handicap ramp on the west side of IPL, but no crosswalk. People walking out of Summer Meadows on SE 40th, especially bus commuters in the morning who catch the bus at this intersection, cross IPL here, so it would be really nice to have a crosswalk, and even better, a flashing sign that can be triggered by pedestrians. I know there are lights planned to the north and south, but nobody is going to make that extra walk, especially when it is dark, cold and raining, like today. Thank you for your team's work on the project. It will be really nice to have a complete street!
Thanks to you and the Sammamish team for putting on the open house at Pine Lake Middle School January 22. I was able to attend most of the talk. 1. Signals at SE Klahanie Blvd and SE 32nd Way near new Elementary School

Additional comments received by the project manager over email

Thank you for moving forward with the implementation of traffic signals at SE Klahanie Blvd and SE 32nd Way. I'm glad that your team took the time to see how the constrained space and pedestrian/school child intensive nature of these two intersections creates some unique circumstances. Though the comments of some of the traffic circle fans at the meeting were instructive, I think they are forgetting that at pedestrian intensive traffic circles, there are frequently underground walkways that help assure flow and safety for all concerned. Your comments and the comments of your colleague who also spoke briefly were helpful to make the points about how in these particular intersection situations, pedestrians essentially shut down the traffic flow and also that the 32nd traffic circle currently only works as a four way stop. Just the other day I was Northbound on IPLR and in the circle and forced to come to an abrupt stop because a jogger pushed the flashing yellow caution lights and continued running right across IPLR without regard to watching if cars were even seeing him or able to stop. I felt lucky not to be rear ended. A formal traffic signal just creates different expectations and behaviors for everybody. Lets keep the kids safe. (I've lived in cities like Boston and Washington DC with great traffic circles, but these circles seem big, multilane, flat, spacious, in some cases have tunnels for through traffic and definitely have tunnels for pedestrians.)

2. Traffic Signal Intelligent Transportation System
At one point in the Q&A, either you or your colleague alluded to a so called smart traffic system called Traffic Signal Intelligent Transportation System or similar language. Is such a system planned for this stretch of IPLR as part of the IPLR widening project?

3. Cars turning North from SE 40th Place and difficulty managing Northbound IPLR traffic visibility and timing
Would it be possible for you to help us better understand how attenuating traffic speed or visibility (or both) will be improved at this intersection? Presently when a car is on SE 40th Place and is trying to take a right turn (North) or left turn (South) onto IPLR, the cars traveling Northbound on IPLR seem to come over a small hill or rise rather quickly and there is a very short amount of time between recognition of "busy" and "clear". Pedestrians crossing IPLR to catch the bus face a similar hazard. What strategies will you plan on using to address risks in this area please?

4. ADA Ramp on West Side of IPLR across from SE 40th Place and near Bus Stop
I see what looks like a yellow ADA ramp on the West side of IPLR across from SE 40th Place. Is this being put in place in anticipation of a future pedestrian crosswalk signal or is this just a standard code implementation near a bus stop? Part of my question relates to the point above in #3 about challenges/risks for pedestrians navigating IPLR to take the bus.

5. Entrance to Summer Meadows at SE 40th Place-Will Sammamish be able to incorporate relocated marker and landscaping into project cost?
Would Sammamish be able to incorporate costs associated with relocating and refurbishing the marker and adjacent landscaping for the entrance to Summer Meadows into the IPLR project cost? It probably already is, but wanted to ask.

6. More information on visual screening/tree removal/management along Summer Meadows border with IPLR. Would you be able to provide us with more information about how Sammamish envisions the post widening tree and foliage plan? It seems clear that some trees will need to be removed but having more detail about this and about how Sammamish will remediate this - in particular for residents just North of SE 40th Place who have the retention pond between them and the road would be helpful. My understanding is that there is already a sensitivity to traffic headlights along that stretch for those residents.

Additional comments received by the project manager over email

7. New Elementary School Pickup line backing up onto IPLR and Klahanie Blvd
What strategies will you plan on advising to Issaquah School District for their new Elementary School at Klahanie Blvd about managing the amazing number of cars for parents who insist on picking up their kids at school even though a school bus exists? Is there a way to require ISD to provide more on property 'pickup' queue space? Similarly are there are remediations that can occur at SE 32nd Way to help manage this as part of the widening effort. I realize this is likely tough in an already built area.

8. Southbound cars merging and racing to merge North of SE 32nd Way and IPLR near PLMS
Are there any strategies that you can think of to manage or attenuate Southbound cars racing from 228th to SE32nd Place in the right lane and aggressively passing and cutting in front of cars already in the thru lane near PLMS? There seems like a race to get to the merge by cars who (I think ?) are supposed to actually yield. Would putting the signage on merging closer to the roadway (it is presently well off the roadway and has poor visibility) or adding signage that explains what you want cars to do (yield?) help? Perhaps it is me that is misunderstanding how to operate in a merge situation. Regardless it strikes me as dangerous given the proximity of Pine Lake Middle School crosswalks.

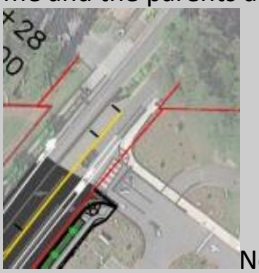
Thank you for putting on the two open houses so far and for listening to resident feedback. Its clear that overall you are trying to integrate community perspective into this process. Live forums are good.

I have reviewed both the Issy-Pine Lake Road Improvement video and the map design and would like to offer you some feedback. Hopefully this will be useful and not too heavily redundant. As an intro, I am a Timbercrest Development resident (since 1991) with property backing up to the school grounds at Sunny Hills Elementary. I had mixed feelings when the Round-About was installed years back because I pull, with my Sequoia, a 25' fishing boat on a 30' tandem axle trailer through the intersection multiple times a week during the summer months. With practice, I have learned how to navigate the obstacle course with minimal of problems but in one moment of inattention this past summer, I bumped the curb making a right turn onto SE 32nd Way and snapped a tiedown strap. Plus, now when I leave the house on any given school day at around 9:10AM, West bound traffic on SE 32nd is backed up with autos and school buses East of 235th Place (Timbercrest entry way) and into the entry way above the school bus entry. Last Thursday, Jan 23rd, I left the house at 9:04am for a 10am coffee at Crossroads in Bellevue. At 9:23am, I finally made it past the Fire Station. There was literally gridlock with busses and cars. So, when I heard that the city is going to remove the Round-About and install a light, I was very pleased and supportive. Thank you for initiating this reconstruction. There are many good places for Round-Abouts but Issy-Pine Lake-SE 32nd intersection is not one of them.

My first observation is that in the plans there seems to be lacking a way for Sunny Hills parents coming from Pine Lake Shopping Center heading SE on Issy-Pine Lake Rd to enter the Sunny Hills school parking lot on the left. Currently, those parents proceed to the Round-About at the bottom of the hill, continue 360 degrees through it so that they are now NW bound on Issy-Pine Lake Rd. They can then come up the hill, enter a Right Hand Turn Lane, and turn right into the Sunny Hills parking lot. When the Round-About is removed, that 360 degree route will be eliminated. From the Planning Map, I am not able to detect any new option (Left Hand Turn Lane) by the Sunny Hills parking lot entrance for these parents. Currently, there is a berm in the road to prevent Left Hand turns. My concern here is that many parents will now make a left at the new light come down the hill to Timbercrest entry way, turn left onto 235th Place SE, stop at the curb by the bus entry (if there is any space available), drop the kids off, and then head up the hill to the first available spot to make a U-Turn which will be 235th Av SE…my cul-de sac. My point being that when Sunny Hills new school was designed, the joint Timbercrest development entry and school bus

Additional comments received by the project manager over email

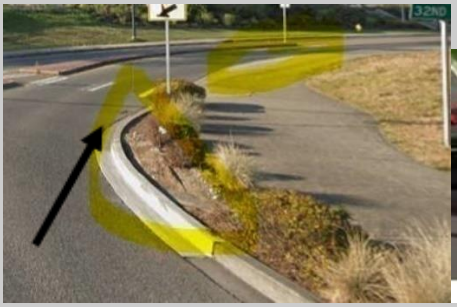
entry was to be just that…for school busses. Unfortunately, the area has morphed into an extension of the school parking lot and drop off area. At certain times in the morning and afternoon, it is a real challenge to get through the entry and out of the development in any reasonable amount of time and SAFELY for both me and the parents and kids. So, please do not allow this congestion to get any worse.



No way for parents to turn left here into the school parking lot.

My second observation is from the video. There appears to some plantings proposed in the medians in the way of trees and shrubs (also curb side next to the school). Please don't plant this stuff in the medians as it obstructs a driver's view of oncoming traffic when trying to turn Left across an oncoming lane of traffic. A driver cannot see some vehicles approaching from the right through the bushes and trees (in my wife's Prius one can't see over the shrubs and in my Sequoia, I can't see under the lower branches of young trees). It took Sammamish years to finally remove the median plantings between Pine Lake Middle School and the shopping center. One driver in my family has an accident because of this.

My third observation is from both the video and the map and there appears to be a triangular berm proposed for the right turn area onto SE 32nd. I understand that its proposal is related to the crosswalks and safety of pedestrians. But if there is any way to redesign the South and East crosswalks to eliminate the need for the dedicated right hand turn lane and its berm, please do. This is where I currently have a very difficult time getting my truck and boat trailer through the intersection without taking out a tiedown strap or sidewall on the right front tire on my dual axle trailer. Ever since the Round-About was installed, this one curb has mostly been in a state of rubble because some big-rig couldn't make it through without running over it. There just has to be other design options. One option might be to move the crosswalks back from the light and stop the cars a few feet short so that the intermediate crosswalk island is not needed. But please, anything but a tall square curb on the inside of the right hand turn. It eats tires and rims.







If I had my preference, the intersection at Issy-Pine Lake and SE 32nd would be just like the intersection at 228th and SE 24th (next to Discovery Elementary) save the U-turn option. I don't think there is the road width available at SE 32nd for the U-Turn feature unless you dig into the hill side.

Thank you for what you are doing to make our Sammamish roads better and for your time and consideration of my feedback. Any questions, please let me know