

Issaquah-Fall City Road Improvements Project

Community Workshop Summary

In-person: October 26, 2017, 5:30 – 8 p.m.

Online: October 27 – November 12

Updated 11/28/17



Overview

The Issaquah-Fall City Road Improvements Project team held a community workshop on Thursday, October 26, 2017 from 5:30 to 8 p.m. at Sammamish City Hall. The project team estimated that over 60 members of the public attended the workshop, with 46 attendees having signed-in at the welcome station. Attendees included people who live along SE Issaquah-Fall City Road and adjacent neighborhoods, as well as people who live further away but commute through the corridor.

The purpose of the meeting was to involve the public in development of plans for managing traffic during construction. The project staff shared traffic data, alternate routes drivers are likely to use during construction, constraints for traffic mitigation options, planned haul routes, details about bike and pedestrian access, and potential construction impacts. Through a workshop facilitated by project and City staff, the team gathered ideas from the community about traffic mitigation and management strategies at key areas of concern in the area.

An online open house was available from October 27 through November 12. Users were able to learn about the project, watch a video describing traffic data collected and analyzed by the City, and provide feedback on areas of concern during construction and traffic management strategies to address those concerns. Over 600 people visited the online open house and 78 comments were left by 39 community members.

The City will use feedback gathered from the community to inform plans for traffic management prior to and during construction.

Staff

Staff from the City of Sammamish and the consultant team (Lochner and EnviroIssues) attended the meeting to help answer the community's questions, facilitate the traffic management exercise, and document attendee feedback.

- Project team
 - Sam Park (City of Sammamish)
 - Andrew Zagars (City of Sammamish)
 - Steve Lewis (Lochner)
 - Rich Meredith (Lochner)
 - Mark Burrus (Lochner)
 - Molly Toy (Lochner)
 - Kristine Edens (EnviroIssues)
 - Harrison Price (EnviroIssues)
 - Kerri Franklin (EnviroIssues)

- Additional City staff support
 - Cheryl Paston (City of Sammamish)
 - Steven Chen (City of Sammamish)
 - Danika Globokar (City of Sammamish)
 - Jim Grueber (City of Sammamish)
 - Ben Ressler (City of Sammamish)
 - Stephanie Sullivan (City of Sammamish)
 - Haim Strasbourger (City of Sammamish)
 - Jed Ireland (City of Sammamish)
 - Isabel Diaz (City of Sammamish)

Notifications

Public notifications for the community workshop included the following:

- Postcards sent to 16,283 residences and businesses the week of October 9, 2017 to provide information about the project and encourage attendance at the community workshop meeting. A mailing area map is available in Appendix A.
- Print and online display ads in the Issaquah-Sammamish Reporter on October 13, 2017 and October 20, 2017, as well as online from October 9 – November 10, 2017.
- Stakeholder emails and briefings, which provided an opportunity to provide a project update as follow-up to key issues that were identified during early stakeholder interviews, invite key interested parties the corridor and encourage them to reach out to their members to advertise the upcoming community meeting.
- Announcements on the project website.
- Social media posts on Facebook and Twitter promoting the community workshop and online open house on the following dates:
 - October 20
 - October 27
 - November 3
 - November 8

Presentation

The project team welcomed attendees to the meeting and provided a 30-minute presentation which covered the following topics:

- Project timeline and overview
- Outreach and feedback to-date
- Traffic data overview
- What to expect during construction
- Proposed detour and haul routes
- Next steps
- Brief question-and-answer session
- Workshop exercise overview

Question-and-Answer Session

A brief question-and-answer session followed the presentation. The purpose was to clarify information shared in the presentation and answer general questions. The following questions were asked by meeting attendees. Answers were provided by project team staff.

- Are roundabouts anticipated to be able to handle current and future traffic volumes? Currently, traffic backs up along SE Issaquah-Fall City Road. Will traffic back up at the roundabouts?
 - The traffic models showed that roundabouts were the most efficient way to move traffic through the corridor. We do not anticipate back-ups like there are today. In addition, we will also be moving the pedestrian crossings to limit the delays at intersections.
- In past conversations with the City, residents near the intersection of SE Issaquah-Beaver Lake Rd and SE 256th Ave SE were told that installing traffic control at that intersection was not feasible. Given anticipated construction impacts, is that still the case?
 - We have looked at the intersection and anticipate installing some type of traffic control – possibly a roundabout, stop sign or traffic light – at the SE Issaquah-Beaver Lake and SE 256th Ave SE intersection prior to construction.
- Has the City considered opening the barricade on SE Belvedere Way?
 - We ran the traffic models with and without the barricade in place and found that it does not make a substantial difference on traffic during construction.
- What are the City's plans to mitigate increased noise after construction for the properties along the south side of Issaquah-Fall City Road?
 - The City will maintain the rockery along the south side of the roadway and plant additional trees and landscaping.
- How does the High-Intensity Activated crosswalk (HAWK) signal at 247th PI SE work, and how will it improve safety for people crossing Issaquah-Fall City Road?
 - An overhead HAWK signal will be installed to the west of the roundabout at 247th PI SE. The light will be activated by pedestrians, stopping cars and allowing people walking to safely cross the street. This signal will delay cars less than a pedestrian crossing at a signalized intersection.
- What is the status of the roundabout at 242nd Ave SE?
 - The design still includes a roundabout at the 242nd Ave SE intersection. We found that a roundabout moves traffic throughout the corridor more efficiently and is cheaper than a signalized intersection. In addition, we've had a series of meeting with representatives from Eastridge Church to discuss the intersection as it relates to weekend and event traffic.
- Are any of the existing turn lanes being impacted by the roadway?
 - The roadway design does not include any turn lanes. Left turns are eliminated since vehicles will use the roundabouts to turn around and turn right into neighborhoods and driveways.
- Will the signal for the HAWK signal be along the side of the roadway or overhead?
 - The signal will be overhead.
- Will any existing utility poles be moved?
 - The project will install new street lights in the right-of-way in place of the existing lights, which will be removed from utility poles. Future coordination with utility companies will determine if and/or where poles will be moved.

- Will access be maintained to neighborhoods and schools throughout construction?
 - We have been working with Pacific Cascade Middle School to determine how to best maintain access.
- Why is construction anticipated to last for up to 18 months? Other roadway projects involving roundabouts have been installed with shorter timelines.
 - We are adding travel lanes, there are three roundabouts along the corridor, Phase 1 of the project is .9 miles long, and we'll be building a bridge. Construction sequencing and duration will be better known when a contractor is brought on in 2018.

Workshop

An 85-minute workshop followed the presentation and question and answer session. Attendees were divided into small groups of 5 to 8 people with the goal of identifying areas of concern during construction and brainstorming potential solutions to manage traffic and maintain safety during construction.

Participants were invited to identify their individual areas of concern on the provided traffic map. Next, the group prioritized three to four of the most common concerns. Groups then discussed and identified traffic management strategies to address the priority concerns. Notes were recorded on flip charts. Participants were given a Traffic Map and Traffic Management Toolkit to provide information on the types of strategies that can be implemented. See Appendix B for the Traffic Map and Traffic Management Toolkit. Following the exercise, facilitators presented their table's priority concerns and proposed traffic management tools to the entire group.

Workshop Feedback

At the end of the exercise, each group reported their priority areas of concern and their mitigation strategies on the flip charts to larger group. Photos of flip chart notes are available in Appendix C. Attendees also had the opportunity to provide written comments for the project team.

The group report out included the priority concerns and traffic management strategies listed below.

Key Concern	Proposed Management Strategies
Increased traffic and potential delays on Issaquah-Pine Lake Road, especially during peak commute times	<ul style="list-style-type: none"> • Active traffic management (traffic control by police during construction) at peak commuting times • Analyze signal timing and improve if possible
Increased traffic and congestion at the Issaquah-Beaver Lake Road & 256th Ave SE intersection, difficulty turning out of 256th Ave SE and E Beaver Lake Dr	<ul style="list-style-type: none"> • Temporary and/or permanent roundabout or traffic light • Improve crossings for pedestrians, especially for students in the area • Traffic trailers and increased speed enforcement
Increased cut-through traffic and speeding on neighborhood roads, including SE Klahanie Blvd, 247th Pl SE, 246th Ave SE, SE 43rd Pl and 244th Pl SE, 238th Way SE, 242nd Ave SE	<ul style="list-style-type: none"> • Chicanes • Traffic circles at existing four-way stops • Traffic trailers and increased speed enforcement • Install speed humps or raised crosswalks
Increased traffic and speeds on SE Klahanie Blvd and Klahanie Dr SE	<ul style="list-style-type: none"> • Traffic trailers and increased speed enforcement, especially in the 5-lane section • Traffic circle at SE Klahanie Blvd and 249th Ave SE • Traffic circle at SE Klahanie Blvd and SE 39th Way • Install speed humps or raised crosswalks
Increased congestion on SE Issaquah-Fall City Rd during construction, difficulty turning out of 525nd Ave SE and 247th Pl SE, maintaining safety on SE Issaquah-Fall City Rd during construction	<ul style="list-style-type: none"> • Temporary traffic control during construction • Analyze signal timing and improve if possible • Improve crossings for pedestrians, especially for students in the area • Install the HAWK signal during construction to move pedestrian crossings away from intersections
Barricade at SE Belvedere Way and E Beaver Lake Dr SE	<ul style="list-style-type: none"> • Both support for and opposition to removing the existing barricade

Other general feedback and questions raised during the exercise included:

- Concern about the overall duration of construction
- Ensure there are enough traffic trailers available during construction
- Concern about emergency vehicle access and response times during construction
- Concern about deliveries during construction

- Ensure the detour route is properly signed during roadway closures
- Improve safety of pedestrian crossing at Endeavor Elementary School
- Existing traffic light timing on Issaquah-Pine Lake Rd SE won't work with the increased traffic during construction
- What will the school bus routes be during construction?
- What will the snow routes for school buses be during construction?
- Concern about increased noise after construction is completed
- Concern about noise and vibration during construction
- Concern about reduced privacy on 247th Pl SE and SE 46th Pl (Hunters Ridge)
- Can road closures be timed during summer school breaks to shorten construction duration and lower costs
- Will speed limits be the same during construction?
- Use cardboard police car cut-outs as a traffic management tool
- Gate at Beaver Lake is not good to open/impact to pedestrians
- Impacts on real estate values during construction
- Concern about increased delays during peak times on Issaquah-Pine Lake Rd SE

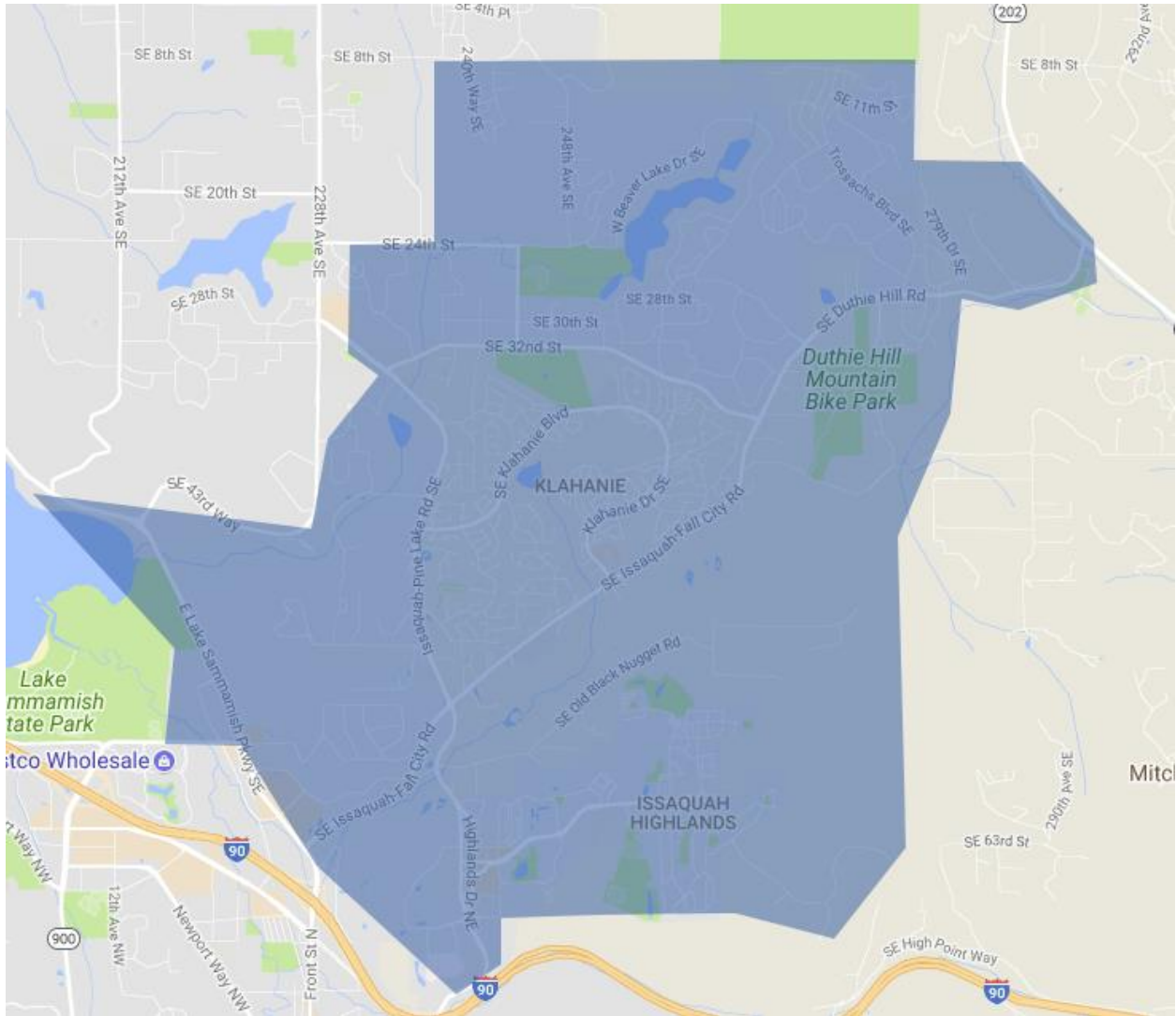
Note: feedback is representative of attendees and does not necessarily represent the viewpoints of the entire community.

Online Open House Feedback

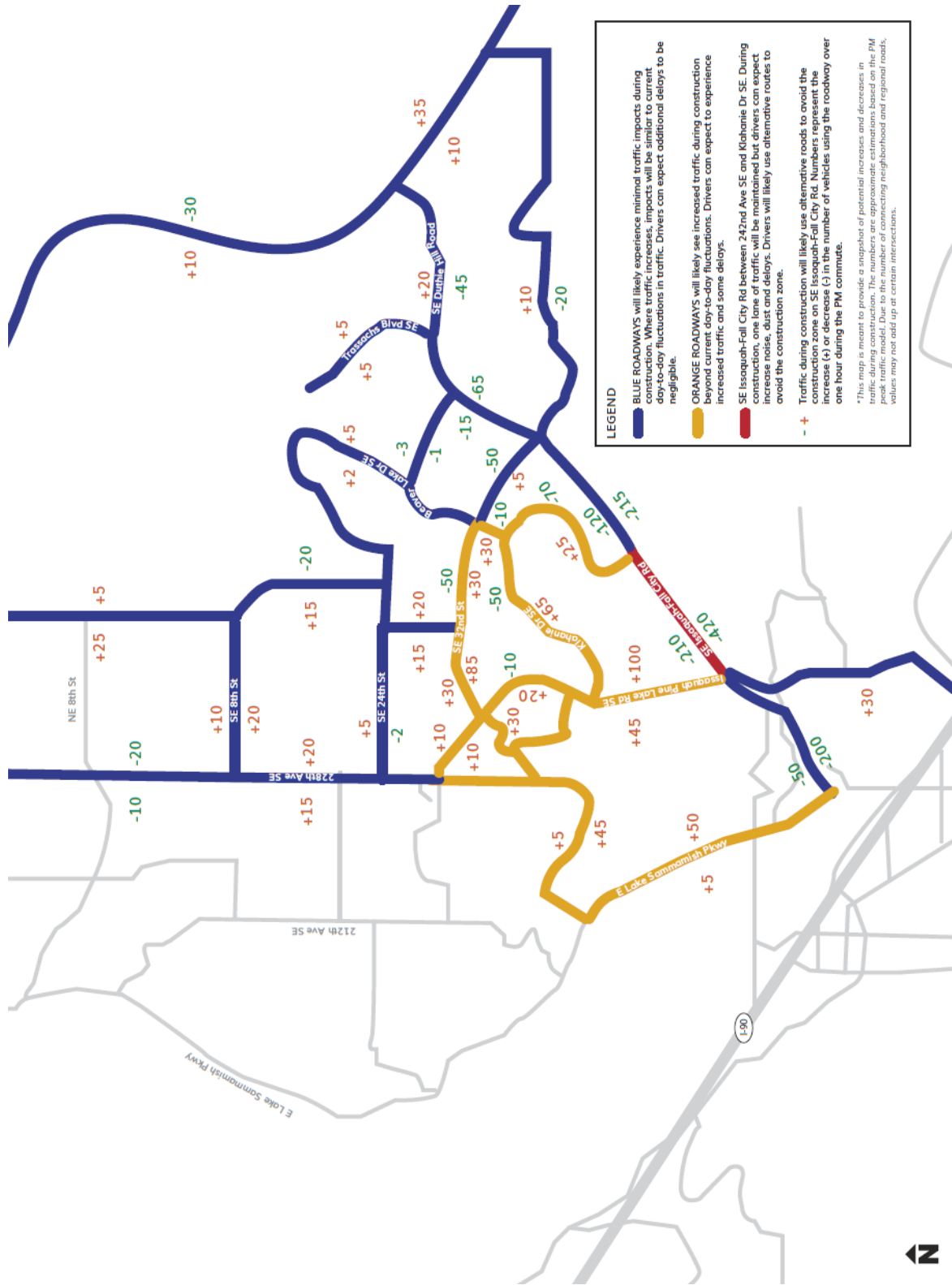
The online open house was available from October 27 through November 12. The online open house had a total of 716 sessions from 603 unique users. Through the online open house, users were able to learn about the project, watch a video describing traffic data collected and analyzed by the City, and provide feedback on areas of concern during construction and traffic management strategies to address those concerns. 39 community members left 78 unique comments, 35 of which were geographically tagged to a specific location on the project area map. These locations identified areas of concern and provided ideas for traffic management.

All feedback gathered online can be found in Appendix D. An image of the interactive map can be found in Appendix E. To view the map and read the comments attached to each marker, please visit: <https://www.google.com/maps/d/viewer?mid=1IvaVmIFo1SBxmiPjNrWjTTEoYzJ6aYIH&ll=47.57162926874842%2C-122.01350357666013&z=14>

Appendix A: Notification Mailing Area Map



Appendix B: Traffic Map

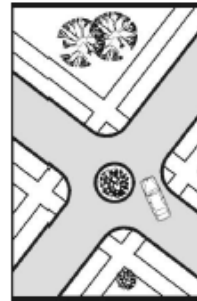


Traffic management tools are strategies, devices, signage or physical infrastructure that are designed to help keep traffic moving. The City of Sammamish is considering implementing some traffic management tools prior to and during construction to help move traffic safely through and around the work area. The traffic management tools listed below are some examples the City can install and/or use either prior to or during construction.

This list is to get the conversation started. Please do not limit suggestions to the examples on this list, we are open to hearing all ideas.

Implemented temporarily before construction:

Traffic circles are raised islands placed in an unmarked intersection. The primary purpose of a traffic circle is to slow traffic on neighborhood streets.

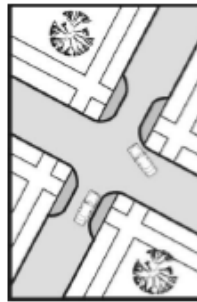


Traffic circle

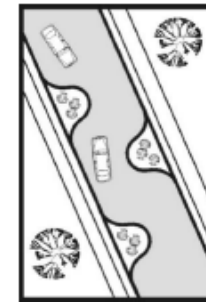


Semi-diverters

Chokers or curb extensions narrow the street by widening the sidewalk or landscaped parking strip. These devices are employed to make pedestrians more visible, crossings shorter, and the roadway narrower.



Curb extensions

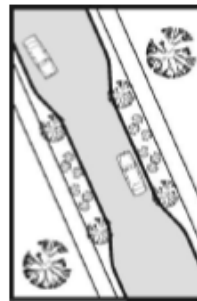


Chicanes

Chicanes, similar to chokers or curb extensions, narrow the existing street with an alternating pattern. These devices require the driver to shift their line of travel from one side of the street to the other. Installed correctly, chicanes may make the street appear to have a restricted or limited access.

Semi-diverters limit access to a street from one direction by blocking half the street allowing only bicycle, pedestrian, and emergency access. They may also be constructed to limit certain movements (left or right turns and through-movements) at an intersection.

Diagonal diverters place a barrier diagonally across an intersection, disconnecting the legs of the intersection.



Narrow point



Diagonal diverter

Intersection channelization changes are designed to limit certain movements, narrow the intersection, or otherwise direct traffic. They are unique to each intersection and can take a variety of forms. An example is a median island that restricts through-movement.

Narrow points reduce the roadway width to one 12-foot travel lane. Narrow Points make the street more visually restrictive and require drivers to take turns driving through the device.

Used during construction:

Traffic Trailer: A portable trailer equipped with a radar unit detects and records the speed of passing vehicles and displays their speed on a digital reader board. The trailer displays actual speed compared to the posted speed limit and encourages compliance.

Neighborhood Traffic Safety Campaign: This program involves informational materials, signage, and/or social media distributed to your neighborhood. Types of information could include traffic volumes and speeds in your area, recommended traffic calming measures, traffic laws, pedestrian safety, and other relevant information.

Brush Trimming: The trimming and removal of vegetation by homeowners or city staff to facilitate better sight distance for intersections, driveways and signs.

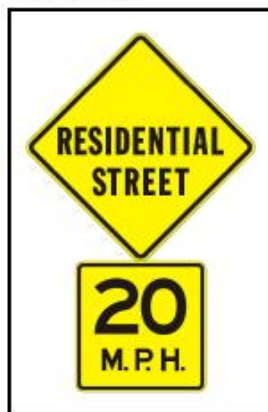
Pavement Markings: The painting of legends and markings on the pavement. These may include centerlines, fog lines, crossings, and speed limit legends.

Signage: The posting of appropriate traffic control signs. These may include speed limit, parking, dead-end, no outlet, local access only school signs, etc.

Targeted Enforcement: Increased enforcement of traffic laws by Sammamish Police Department.



Traffic trailer

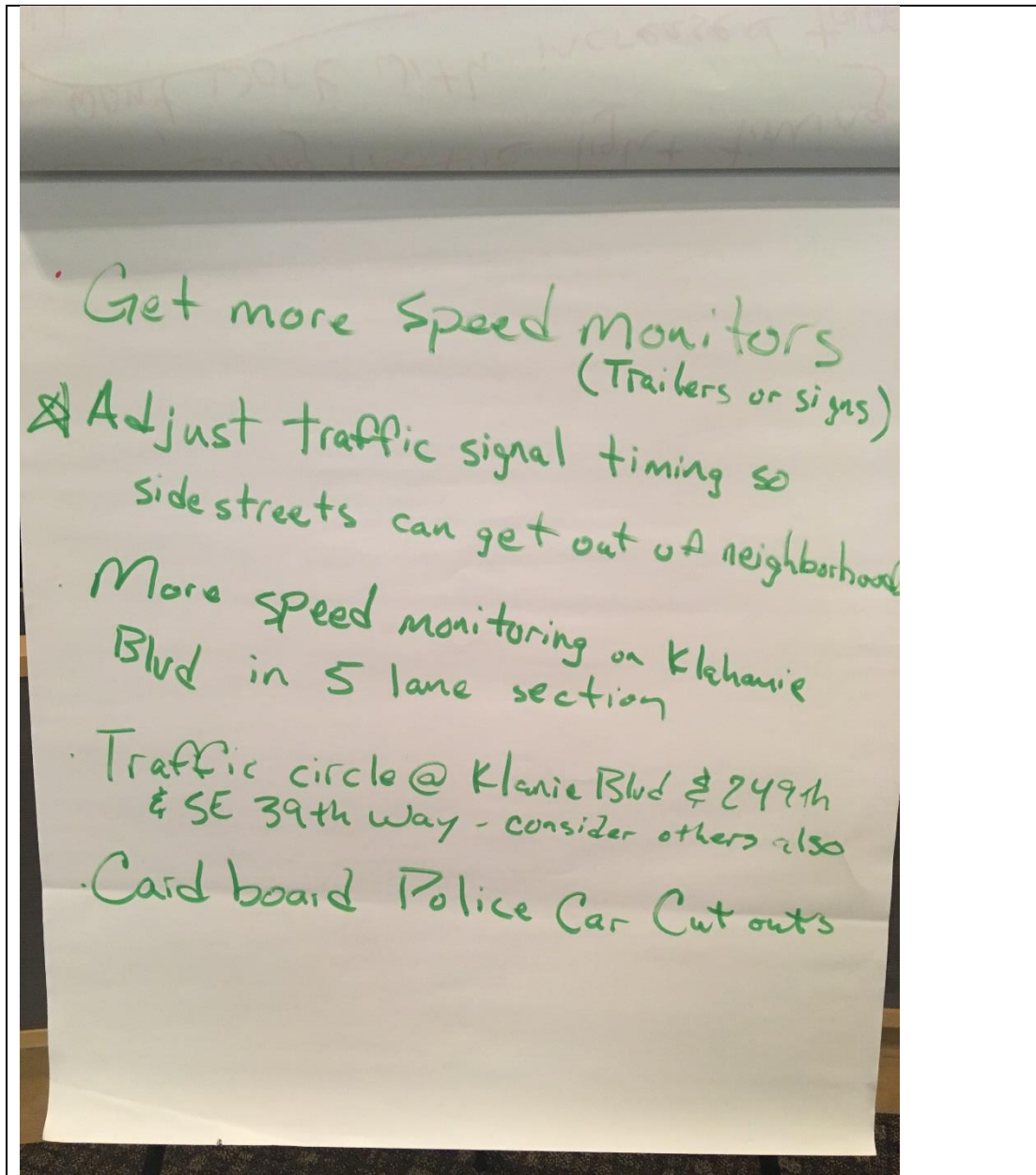


Signage



Pavement markings

Appendix C: Flip Chart Photos



Design Concerns

- Noise issues post CN
 - Trees won't help
- Speed hump needed on 24th rd
- School zone IFCR
 - Reduced traffic
- Privacy issues 24th & 46th
 - Are Is this being landscaped

②

Concerns



Increased speeds + traffic in Klahanie. I.e. 4-way stop

speeds and running, especially if not familiar with area.

③



Beaver Lake & 256th intersection

is too large and drivers not allowing Right-of-way to turning traffic

①



Road closer during summer / school breaks! To shorten construction duration and lower cost



SUPERSTICKY EASEL PAD
TABLEAU À FEUILLES MOBILES SUPERCOLLANTES
SUPERADHESIVAS BLOC DE HOJAS REPOSICIONABLES



30

25 IN/PO x 30
63,5 cm x 76,2
5.2 SQ FT/PPF

1. BARRICADE - DO NOT WANT / PEDS ON ROAD
BARRICADE TO EBLD
2. SPEED EVERYWHERE - EBLD | ANGRY DRIVERS B/C BARRICADE
3. EBLD / 256TH INTERSECTION
↳ PEDESTRIAN TRAFFIC AT THE INTERSECTION
IF THERE IS A CANDIDATE - SCHOOL
4. BIKE / PEDESTRIAN ACCESS ON IFCR DURING CONSTRUCTION
THAT GOES TO DUTHIE HILL PK
5. NOT MAKING PEOPLE CUT THROUGH KLANHAMIE
6. EMERGENCY ACCESS ON IFCR DURING CONSTRUCTION
7. 248TH WITH KIDS GOING TO SKYLINE
↳ MAKE ROUNDABOUT
8. INTERSECTION OF SE 32ND / 244TH INCREASED
TRAFFIC MAKES IT HARD TO TURN LEFT FROM
244TH
9. RIGHT ON RED FROM KLANHAMIE QPC
ONTO IFC. DOESN'T ALLOW CARS ON
IFCR TO GO THROUGH LIGHTS

SE 32ND / 256TH - PEDESTRIAN ACCESS

- FLAGS FOR CROSSING
- ROAD FLASHS LINE AT BLM'S - NOT PERMANENT, BUT JUST WHEN PEDE ARE IN THE INTERSECTION
- PERMANENT BOUNDARY
- BUILD TRAILS TO MOVE X-WALK AWAY FROM INTERSECTION
- PEDESTRIAN SAFETY CLASS / INFORMATION AVAILABLE TO PUBLIC

12/5/20 - FEDERAL HIGHWAY

BARICADE

- DONT OPEN IT, UNLESS BLD IS IMPROVED
TO ALLOW FOR COMPATIBLE AMOUNT OF TRAFFIC
- TROSSACHE NEEDS ANOTHER WAY OUT
 - ↳ SE 8TH
 - ↳ NOTERBLD

SPEED THROUGH SE 32ND

- SPEED RADAR SIGN - CAMERA
- INCREASED TRAFFIC FINES
- ROUNDABOUTS / TRAFFIC CALMING THAT DON'T BLOCK BIKE ACCESS
- TEMPORARY LIGHTS / FLASHING AT PEAK HOURS

SPEED ON KLAMATH

- PAINT 3D CROSSWALKS, CURB, ETC.
- RAISED CROSSWALKS / SPEED BUMPS
- SPEED RADAR



① E. BEAVER LAKE/KLANIE EXIT
ONTO I. B-LAK RD

-temporary round about
↳ possibly transition to perm.

② CANT EXIT KLAHANIE NBHDS
ONTO KLAHANIE BLVD

-small traffic circles - will also slow
traffic on K. Blvd.

③ STACK UP - CANT EXIT KL. BLVD TO
IFCR (Now, LET ALONE DURING CONST)

-synchronize current lt. b/h

PCMS + Klahanie

1. IPRR - Constr. Delays
2. 247th Cut-Thru } More
to Klahanie Dr. } Speed
Patrol
3. SE 32nd @ Beaver Lake Dr.
Roundabout/Signal
4. Keep Belvedere Barricade

Hawk? During const.?
Or just after?

impacts to home values



Areas of Concern

#3 Klahanie Dr.

*0 Access to get in traffic flow
from side streets

0 Speeds are high

#3 Ped safety

#1 - Beaver Lk Dr / ~~256th~~ Int.

*0 Pedestrian safety

0 Congestion

#2 - 247th Ave cut-through not shown
0 right across from school

*0 high speeds

o increased volumes

- Add marked/lights pedestrian xwalks

- ~~Increase~~ Police Patrols

#3 - Traffic circles on Klahanie Dr. ^{developments}
- Stop signs on Klahanie Dr. at major ^{256th}

#1 - Traffic circle at Beaver Lk / ~~256th~~

#2 - Chicanes on 247th Ave, traffic circle?

- ~~Traffic trailers?~~

pedestrians/school impacts
traffic diverted through Klahanie
street construction traffic going
through private streets off Klahanie
Sierra (248th Ln SE) Commercial Area
Bvd
bus traffic

noise/working hours through const.
no area

other means of noise mitigation (IFCR)

restricting delivery vehicles
speed limits / same?

vibrations

gate at Beaver Lake → not good to
open / impact
to pedestrians

Impacts to SE 32ND / Beaver Lake

• TRAFFIC ON ISSAQUAH-
PINE LK ROAD DURING
COMMUTE TIMES

NEW TRAFFIC GOING SW/NE
WILL BOTTLENECK AT

→ 256TH & BEAVER LK AND
CUT THROUGH ON KLAHANIE
(SAFETY FOR PEDS & STUDENTS)

• CUT THROUGH HUNTERS RIDGE
AND LIVINGSTON INCREASING
DURING CONSTRUCTION/INTER.
ON 244TH STOP CONTROL

→ ACTIVE
TRAFFIC
MANAGEMENT
(POLICE TRAFFIC
CONTROL DURING
CONSTRUCTION)
→ LOOK AT IMPROVING
SIGNAL TIMING

→ TRAFFIC
TRAILER

→ CHIKANES

→ TRAFFIC
CIRCLES

Existing traffic light timing
won't work with increased traffic

Higher speeds thru Klakanie
Higher speeds on 238th Way SE

- Project Duration wearing out nerves
- Fire/emergency access
- Detour Route Signing
- Endeavor school crossing is dangerous
- Are there enough speed trailers?

- SE 32nd Temp Roundabout/Synnal
@ BLDR
- ITS coordination w/ Roundabouts
in Phase I & II
- 247th X-thru traffic
to Klahanie DR.
- Judicious use of HAWKS
- Additional Speed Enforcement
- Do NOT Remake Belvedere
Barricade
- Highcountry Cut-thru

PARKING LOT

- CROSSING @ 247
- E/W TRAVEL NORTH
OF IFCR
- INCREASED LIGHTING FROM
NEW LIGHTING / FEATURES
STREET
- SPEED HUMPS WORK

Appendix D: Online Open House Feedback

The following feedback is verbatim and has not been modified or summarized for this summary. The feedback is divided by the questions asked during the online open house.

1. Where are you concerned about increased traffic during construction? Please select a location on the map describe your concerns related to that location.	Latitude	Longitude	2. What types of traffic management strategies would you like to see implemented to address the concerns you described above?
There is a gated roadway here.	47.59135	-121.98928	maybe something
Leaving Klahanie in the morning and returning in the afternoon. During the PM, left turning traffic backs up beyond the turning lane into the main roadway, causing potentially dangerous situations.	47.56375	-122.00394	
Speeds need to be controlled on Klahani Blvd. People already travel too fast.	47.57539	-122.01037	Speed enforcement needed
Minimum of a roundabout has been needed here for years this intersection is not only dangerous, but cars on the side streets (256th especially) are usually backed up and unable to make a left turn safely.	47.57875	-121.99818	Traffic control, light or roundabout
very hard to see traffic coming from the left when you are turning left onto SE 32nd from 244th.	47.57843	-121.99814	please put in a roundabout or a traffic light. please!!
Klahanie Dr. is going to be a freeway instead of a quiet, slow, safe community.	47.58067	-122.01411	Bush trimming Open the road out of Trossachs and let those people get to Sammamish or West Lk Sammamish without having to build onto Issaquah Fall City Rd traffic. I would like to know why this hasn't been done and what is holding it back???
Klahanie Blvd.			Would like to see added police presence to monitor traffic speed and traffic stopping for pedestrians in crosswalks and school zone. Pedestrian safety in the Klahanie community should be put high on this of priorities.

I live in Klahanie in the Summit community by Yellow Lake. I have to make a left turn into Klahanie Blvd to exit my house, my wife has to make a left, my children's school bus has to make a left. I have seen the amount of traffic increase without construction to sometimes having a minute or two wait... what protection is in place for current residents of communities who will receive no benefits from this construction? Klahanie Blvd will need traffic cops at almost every intersection especially one like mine with a blind hill.

Only solution will be to have traffic cops at every Klahanie Blvd intersection. Especially between 7 and 9 when the school buses are out. Either that, or you need to block Klahanie from being a cut through.

Exiting neighborhood onto Klahanie Blvd. it's a blind hill and no one goes 25. And no space to pull out and turn into merge. Someone will get into a major accident at this intersection. They will pull out and block road while waiting to finally exit community.

47.56763 -122.01621

Do not permit Klahanie Blvd to be a cut through. And under no circumstances make Klahanie Blvd a planned alternative route
Traffic police at the intersection in the morning/evening
Open the road by trossachs up giving them another way out of their community. Impact a few homes versus entire communities.

Open gated road between East Beaver Lake Drive and Troussachs neighborhood. Traffic could use that to exit Troussachs and use SE 24th St, or SE 32nd St. There's a gate blocking an existing road - remove the gate permanently to expedite traffic flow.

People use the cutoff of 37th Street to go from Klahanie Blvd out Glenwood to Issaquah Pine Lake Road. Small children walk that way to Challenger Elementary and BLMS and we've already had a mom hit while crossing the street after walking her son to school because someone was driving way too fast and didn't see her in the sun glare. If people use this as a cut through without concern for the kids I'm concerned we will have another accident.

47.57603 -122.01132

I would love to see a SLOW Children Crossing sign.

It is almost impossible at commute time to take a left off of 256th onto SE 32nd (Bvr Lake). With children crossing for BLMS and pedestrians trying to cross for exercise this intersection will be a disaster with any more than the normal number of cars.

47.57857 -121.99836

I think you said you were going to install a traffic light or rotary for cars. I would like to see flashing pedestrian crossing in ALL directions as well.

This intersection is already very dangerous and needs a roundabout or light. Children often cross here and there are no crosswalk lights (except for blinking overhead).	47.57886	-121.99750	Roundabout or light
Traffic and delays due to new light installation	47.56717	-122.04282	Don't install a light at Providence Point. There's a long hill to come up. Allow the traffic to keep flowing. Consider a multilane roundabout or other mechanism
It's already crowded before construction, and now it will be one of the major roads to detour around the construction	47.55906	-122.02428	None, the traffic congestion alone will slow down movement of cars and it will be a nightmare. I hope that you will have patrol officers available for the first few weeks to make sure everyone is moving.
I am concerned about How difficult it will be to make a left hand turn onto klahanie Blvd from my neighborhood of Madison Place. Also people already speed down klahanie Blvd	47.56931	-122.00469	I would like to see more 4 way stop signs or traffic circles to help with making turns into klahanie Blvd. I would also like to see speed bumps on klahanie Blvd to control speeding cars.
I am concerned about significantly more people speeding down this street. As many kids are out and about.			
I am concerned about this location of increased traffic and suggest that a permanent traffic circle be engineered and designed for this location, as it s currently faced with congestion and a light is not the correct solution. Please give serious consideration to installing a traffic circle at this location as compared to a temporary light.	47.57823	-121.99818	TRAFFIC CIRCLE
Intersection of Issaquah Fall City and Issaquah Pine Lake roads, traffic will detour by trying to turn left onto Issaquah Pine Lake road from eastbound Issaquah Fall City. This is already a congestion problem as Two turn lanes are allowed but IPLR goes to one lane soon after, and the traffic light at SE 48th causes further problems.	47.55521	-122.02140	Re-synchronise and Re-sequence traffic signals; have left turns from Issaquah Fall City eastbound follow green for thru traffic instead of being signaled immediately after red. Time and synchronize all signals instead of letting cross traffic trigger a light change.
Tibbetts station SE 33rd street and entire neighborhood, especially in AM as people cut through from Duthie hill road in an attempt to access Klahanie			Speed bumps
Doing project in two phases causes the same traffic congestion twice, with detours around construction zone on 256th/32nd.	47.56729	-121.99443	Reconsider reframing project into just one phase (perhaps with two separate contracts and contractors), to

minimize duplicate detours, congestion, etc. This would give at least 18 months improvement to citizens of area.

Consider adding reversible lanes (3 lanes one way, 1 other, reversible morning/evenings, rather than 2 each way) or one-way routings (maybe reversible morning/evenings) on some roads, because one-way streets have such significantly higher throughput than two-way roadways. Will require some complicated planning to ensure neighborhood access, but may be best way to carry increased traffic without extreme delays. Also may provide ideas for longer-term traffic patterns as Sammamish builds out to urban-city densities required under GMA. Please, please study more than the few options presented at the open house Oct 26. We are a high tech city, we need to think more broadly and better!

Issaquah-Pine lake road already crawls at stop-and-go during evening peak. Adding 100+ cars threatens gridlock.

47.55938 -122.02446

1. SE 37th Place will likely be used as a shortcut. This street has a school bus stop, a community park frequently used by children throughout the day. I am worried about the safety of the community as people will be traveling fast to reach Klahanie Blvd, also used as an alternative road.

2.The Issaquah Pine lake Rd has been seeing increased congestion for the past several months due to the new housing developments on BOTH sides, across from Glenwood neighborhood as well as across and near the Summer Meadows neighborhood. The Laughing Jacobs development in particular regularly impacts the traffic on an almost daily basis on a long portion of Issaquah Pine Lake Rd and has repercussions to the Glenwood and Audubon Ridge neighborhoods. This will add traffic and congestion to SE 37th Pl.

47.57498 -122.02239

- 1. Controlling the speed of drivers on Klahanie main arteries (SE 37th pl, Klahanie Blvd)
- 2. Limit as much as possible the ability for the ongoing housing developments along Issaquah Pine Lake rd to impact an already congested traffic especially, in the mornings and during school start times. PRIORITIZE the community as a WHOLE instead of mostly developers as it is the case until now.
- 3. The stoplights should be more efficient to help with the flow of traffic
- 4. Not adding new stoplights that reduce the traffic and increase the congestion during morning and evening rush hours

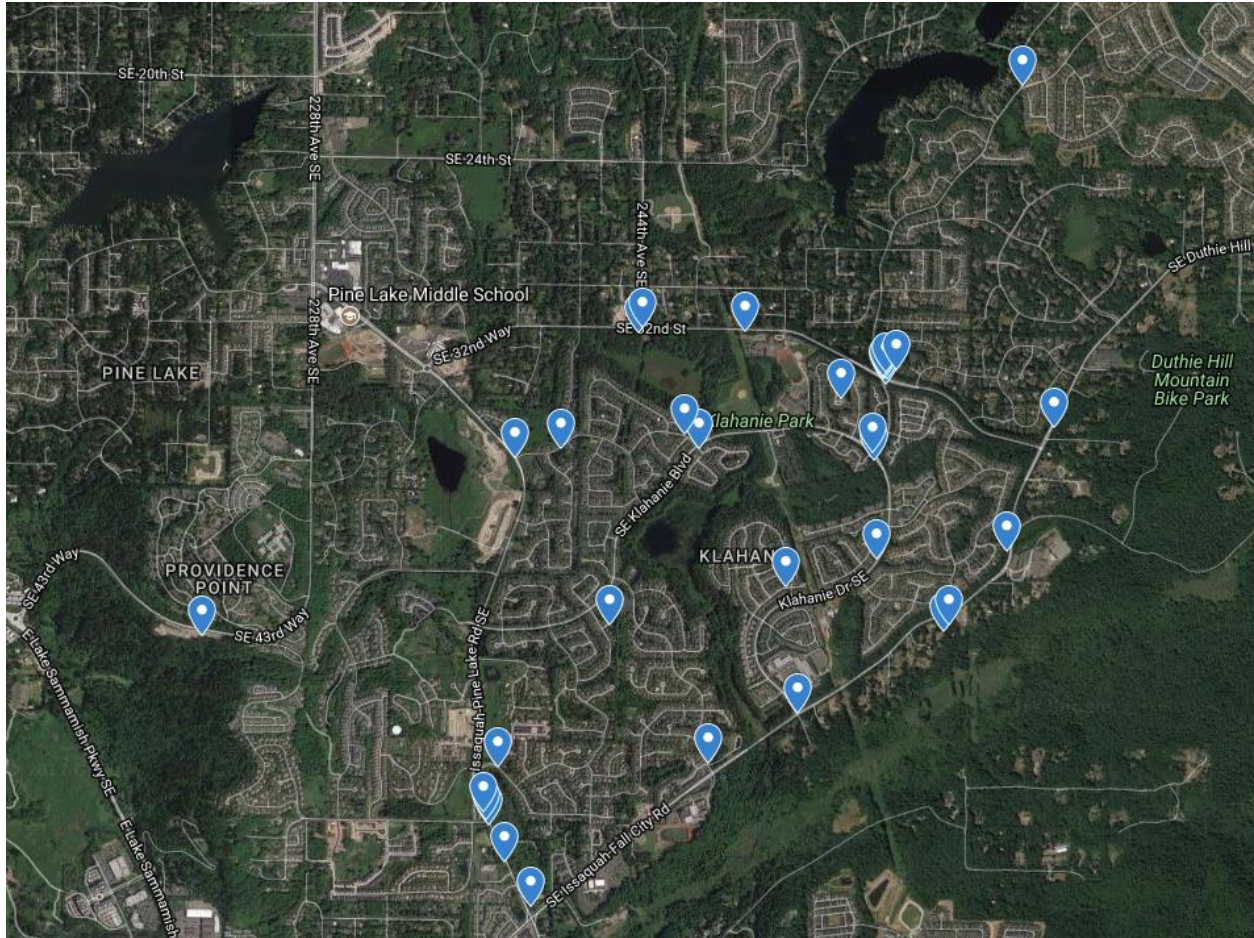
Street used as an alternative. Increased traffic worsened by ongoing housing developments construction sites along Issaquah Pine Lake Rd already impacting the traffic daily for the past year.			1.Limit ability of housing developments to block the traffic during morning rush hours and during school start times
Safety of the pedestrians using the Metro bus stop and school bus stops, park proximity	47.57539	-122.01943	2. Optimize existing stoplights to help with the flow of traffic
SPEED BUMPS NEEDED NEAR MAIL BOX OF 247TH PL SE AND SE 46TH TERRACE COMMUNITY MAIN ENTRANCE MAIL BOX.	247TH PLE SE AND SE 46TH TERRACE INTERSECTION		REDUCING SPEED LIMITS FROM 40 TO 20. ADDING SPEED BUMPS ON 247TH PL SE ROAD AND ALSO NEAR 247TH PLE SE AND SE 46TH TERRACE INTERSECTION MAIL BOX.
SPEED BUMPS NEEDED NEAR MAIL BOX OF 247TH PL SE AND SE 46TH TERRACE COMMUNITY MAIN ENTRANCE MAIL BOX.	247TH PLE SE AND SE 46TH TERRACE INTERSECTION		REDUCING SPEED LIMITS FROM 40 TO 20. ADDING SPEED BUMPS ON 247TH PL SE ROAD AND ALSO NEAR 247TH PLE SE AND SE 46TH TERRACE INTERSECTION MAIL BOX.
For drivers coming from SR 202 direction, once past the Issaquah-Pine Lake Rd intersection, there is no option for avoiding a long backup at Klahanie. This may result in drivers doing illegal 'U' turns on Issaquah-Fall City Rd if they deem the backup too lengthy, or drivers unnecessarily adding to an existing long delay due to a lack of information.	47.57632	-121.98720	It would be a big help to those travelling to Issaquah from SR 202 to get information regarding traffic backups heading toward Issaquah at the Klahanie intersection prior to reaching the point after which they have no legal alternative but to wait in the backup. An updatable sign with backup or travel times placed before the Issaquah-Pine Lake Rd intersection could help drivers make a decision on which way to proceed, potentially reducing the Klahanie backup.
Intersection of 256th/ Beaver Lk Rd - cars cannot turn left today and it is a dangerous wide intersection.	47.57852	-121.99827	Please add a permanent roundabout now, like the one on 32nd/ Issq Pine Lk Road.
Klahanie Drive - speeding and excess traffic make it difficult today during peak hours to turn left out of neighborhoods. Construction will exacerbate this issue.	47.57053	-121.99879	Small traffic circles at neighborhood openings to slow traffic and allow 'roundabout' left turns.
Increased traffic on SE 32nd. This will make it difficult for Beaver Lake and Klahanie residents to exit neighborhoods	47.58054	-122.00737	Open the barricade/gate in Trossachs to E Beaver Lk Rd, to allow Sammamish bound residents another route out of Trossachs, particularly for those heading to school, shopping, and the like, and will ease much of the SE 32nd traffic.

Extended construction and use of Issq Fall City Rd as a haul route significantly impacts houses in both Klahanie and along the road.	47.56763	-121.99406	Shorten construction with weekend/nighttime closures of the road, or select 1-2 week closures of the road. Provide noise reduction measures on the haul route, like trees, on an accelerated schedule.
Issq Pine Lk Road backs up down Highlands drive today due to volume, both during peak and non peak times. Construction will make this significantly worse.	47.55721	-122.02308	Synchronize lights from Issq Fall City Rd to 228th on Issq Pine Lk Road - work with Issaquah and the country to improve this flow.
The increased flow along Issaquah Pine Lake road is going to cause huge backups at the intersection of SE48th. During peak hours it is already terrible, and difficult to turn onto Pine Lake road from 48th. This will only get worse over the next year with all the new housing on 48th.	47.55883	-122.02411	The Pine Lake road between Klahanie and Issaquah Fall City road should be widened before his project is done improvements to this road have been promised since before the Sammamish incorporation when this was rural King County. The development along Pine Lake road has continued to grow exponentially yet the bottle neck at SE 48th is not addressed and needs to be the first priority. The growth along Fall City road is minimal compared to the number of housing units in the pipeline along he Pine Lake road. While the Klahanie-Fall City improvement was promised with their incorporation it is not fair or wise move this project ahead of other promised road improvements that citizens haven been promised for over 10 years!
Concern about traffic to and from Endeavor School and the intersection of Issaquah-Fall City Rd and Duthie Hill Rd when traffic is backed up in the a.m. the entry of traffic from both locations are really impossible.	47.57087	-121.99029	Possible stop light that is activated when someone comes up the Iss-FC Rd.
This 4-way intersection is already very hard to cross or enter, even without the addition of construction traffic. Please put permanent traffic lights there for all 4 directions. Thank you!	47.57846	-121.99836	Traffic light.
This road is very hard to see oncoming cars when turning off of 244th Ave SE onto SE 32nd.	47.58049	-122.01432	Brush trimming. Decrease the hill incline, so drivers can see further when turning onto 32nd. Perhaps consider 3-way stop signs. This would slow

down cars on 32nd.
Thanks!

<p>Concern about increased traffic through the Klahanie neighborhood. Especially during school hours when many kids are walking. Challenger Elementary is located right on Klahanie Blvd, and during school days has a lot of traffic (already without construction traffic coming through).</p>	47.57522	-121.99904	<p>Chicanes- all along Klahanie Blvd. By Challenger School: Traffic trailer Neighborhood awareness Signage to slow down traffic And Increased patrol to make sure people are driving slow.</p>
<p>I believe traffic will divert into the Brookshire and Brookshire Crest developments and cause significant amount of cut through traffic through these neighborhoods. Is there something that can be done to minimize this diversion?</p>	47.56138	-122.02350	<p>Since most people who use this cut through today speed through the area I would like to see temporary speed bumps or a regularly stationed Sammamish Police with radar monitoring during the peak traffic hours.</p>
<p>Stop sign in the middle of Klahanie could be a bottleneck</p>	47.57487	-121.99896	<p>Traffic light instead of stop sign</p>

Appendix E: Online Open House Geotagged Comments



The above map indicates where a comment was tagged. To read the comments attached to each marker, please visit the interactive map:

<https://www.google.com/maps/d/viewer?mid=1lvaVmIFo1SBxmiPiNrWjTTEoYzJ6aYIH&ll=47.57162926874842%2C-122.01350357666013&z=14>