



East Lake Sammamish Parkway Project Open House Comment Summary June 20, 2007

Summary

The City of Sammamish hosted an open house on June 20, from 6:30 – 8:00 p.m. at Sammamish City Hall, to provide community members an opportunity to learn about the East Lake Sammamish Parkway (ELSP) project. Open house attendees reviewed the current design concept and project environmental analysis, asked questions of the project team, and provided their comments on the project. Over 50 people attended the open house, and 18 comment forms were returned at the meeting or by mail following the meeting. Additional comments were also received by phone.

General Themes from Comments

The comment form asked Open House attendees three open-ended questions about the project design and environmental analysis:

- What are your comments and/or questions about the current project design?
- Do you have comments and/or questions about the environmental analysis?
- Do you have any additional comments or questions?

Comments received in response to these questions fell into the following general categories: traffic flow and congestion, parking, project cost, access, and miscellaneous additional comments.

Traffic Flow and Congestion

- Four comments express concern that no steps are being taken to reduce congestion.
- Two comments support the construction of passing lanes on ELSP.
- Two comments suggest the need for pull-off space along the side of the road for buses, mail carriers, etc.
- One comment suggests that continuous medians are unnecessary and will inhibit traffic flow.
- One comment suggests that a turn lane is not needed on ELSP.

Parking

- Five comments express concern over the loss of public parking along ELSP/ a desire for more public parking.

Project Cost

- Two comments suggest the proposed improvements are not worth the cost.

Access

- Five comments suggest that safe, resident driveway access be maintained.
- Two comments express concerns that the ELSP project will result in reduced access from 187th onto ELSP.
- Two comments suggest that “traffic-smoothing” measures will reduce access to ELSP.
- One comment suggests a need to maintain lake access.
- One comment expressed concern that large portions of private property will be torn up during construction.

Miscellaneous Additional Comments

- One comment suggests that construction will take too long.
- Two comments suggest that safety is not currently a problem along ELSP.
- One comment requests public follow-up on: burying utilities, lighting, noise reducing asphalt, city gateway, etc.
- Four comments express concerns that no one would use the proposed sidewalks along ELSP.
- One comment suggests installing swales for medians, and between bike lanes and sidewalks.
- Two comments request that utility lines be buried underground.
- Three comments suggest that plantings in the median could block views, pose traffic hazards, and require high-maintenance.
- Two comments express support for continuous bike lanes along ELSP.
- One comment suggests that the City of Sammamish wait until construction is completed on other local roads projects before assessing the need for an improved ELSP.
- One comment expresses concern that the local bald eagle population will be negatively affected by the construction.

Participants heard about the Open House through several sources

E-mail – 2	Project sign along ELSP corridor – 6
City of Sammamish newsletter – 0	From a friend or neighbor – 2
ELSP Project Website – 1	Other – 1 (e.g., City website, e-mail from Cascade Bike Club, wife, father)

Postcard - 2

** Note: Some respondents did not select any of the above categories, while others selected multiple categories.*

Complete list of Open House Comments

(listed according to the questions on the Open House comment form)

What are your comments and/or questions about the current project design?

- Why are we building six-foot sidewalks for non-existent pedestrians? How many pedestrians can be counted out on the parkway on an average day? What will a driver do to get around the horde of bike riders if there are planted medians? Why are we trying to slow down traffic on a major thoroughfare into the city? How much more traffic will be traveling E. Lake Sammamish Parkway due to population increase? Does the new plan permit more or less traffic to flow?
- I am happy that the medians are not blocking driveways. The bike lanes are great too. My only concern is having extra parking available on the Parkway. Right now there is room for about five cars to park at the top of the road off of our driveway (3113 E. Lake Sammamish Parkway NE). I would like this area to remain if possible.
- Making E. Lake Sammamish Parkway three lanes is a total waste of time and money. The major problem with that corridor is backups during morning commute thru Redmond to 520. With the same dimensions of road width you could make the parkway four lanes with bikes using the parallel trail by the water. (Safer away from cars)
- Long time to construct the entire segment between Inglewood Hill Road & 202. It will put a toll on 228th from 202 to Sahalee Way when Sahalee (228th) hasn't been widened all the way from 8th to 202.
- Need to allow somewhere for passing slow vehicles.
- Need to allow room for pullover space for school buses, mail delivery, and public transit (currently none that I can see).
- How will you accommodate parking for people visiting residents on East Lk. Sammamish Parkway?
- Consider the impact of 5000 additional vehicle trips. (both directions)
- Trees planted will block view.
- No need for sidewalks – shared walk and bike lane would be fine.
- What will be done to mitigate the loss of parking caused by the project?
- Need turn-outs for school buses (& passing lanes).
- Bury phone and power lines while making the redesign.
- Maintain lake access if retaining walls are built on west side of road.
- We live off NE 16th St. and have a concern regarding making a left-hand turn onto ELSP to south. What will prevent northbound motorists from using the center turn lane as a passing lane to go around slower traffic (slowing to either allow cars on NE 16th St. to pull out) or (cars that are slowing to turn right onto NE 16th St.) which poses a potential head-on traffic accident.
- This is my third time coming to the City to talk about this issue. I live at E. Lake Sammamish and 187th NE on the lake. Access out of our driveway in the morning and at night is extremely hazardous. We take our life in our hands to go to work by exiting our driveway. This project will worsen this

situation with traffic smoothing meaning fewer breaks. This project will make things worse for our neighborhood.

- 187th access difficult – looks worse – dangerous now
- Traffic “smoothing” – eliminates gaps for me to enter traffic
- Trees and shrubs in median – bad idea, unnecessary expense
- Sidewalks will not be used. Remember Issaquah at BMC?
- \$40 million for not much improvement, thanks Jeff, we will talk with Redmond
- Instead of curb gutters, use swales for medians and between bike lanes and sidewalks.
- Long, continuous medians unnecessary and will inhibit traffic flow.
- While the project has “glitz” it is not worth the price. It will not significantly increase traffic flow, as the limiting factors there are the intersections at both ends. The current justification offered is enhanced safety, but safety is not a major problem on the Parkway. At 40 million dollars (which, I understand, does not include buried utilities) it is an extravagant expenditure of money better used for other purposes. And the impact on the community while construction is taking place is another element of the “cost” that is not justified. This is an irresponsible waste of the taxpayer’s dollar.
- As owner of recreation lot on Lake Sammamish I would like to see the design include expanded driveway landings and driveway access to small parking areas placed between the trail and the parkway. I look forward to meeting with City staff who will be involved with final design and discussing options for rec. property owners who will no longer have roadside parking available.
- Sidewalks are not bike ways; bike paths must be continuous.
- Driveways need level pads prior to entering bikeway for visibility.
- Center plantings will adversely affect visibility for merging traffic, especially as it approaches from below grade!
- Center plantings are high maintenance
- Graveled walkways are a hazard to bikes; they spill out
- I think you need to have some public parking every so often along the road. Some properties don’t have space for many visitors and rely on the street parking.
- Reference Map 1 of Preferred Concept. Two driveways serving homes on West side of Pkwy at 1621 E. Lake Sammamish & 1707 E. Lake Sam. Across from NE 16th. Not accessible. 1621 – Broughton, 1625 – Hashem, 1707 – Gunther, and several others use this driveway. What are the plans to address access? Our house (1621) is below the (*illegible*) soil and abuts road right of way. Very steep tank. How is this going to be addressed?
- Who will use the sidewalks on the east side of the parkway? This seems to be an expensive extra that could be used to put the utilities underground. With underground utilities, maintenance expense goes down, outages go down, and the parkway becomes safer with no utility poles to hit. 228th got underground utilities, why not the parkway?
- I would suggest following up on previous survey – including issues raised about burying utilities, lighting, noise reducing asphalt, city gateway, etc. These issues have not been followed-up on in a public forum

- The plan they have proposed is really bizarre. It does not address the main issue that all people in Sammamish are worried about - traffic!
- This plan does nothing - It adds bike lanes along a road that already has large shoulder lanes (not to mention I only ever see maybe 2-3 bicyclists a day using this road) AND we have a BIKE trail that we wasted money on that is just 20 feet from the road and is still yet to be completed. It adds a middle turn lane that no one who lives along the lake actually needs. We don't need a turn lane. Traffic backups along the lake aren't caused by people entering or leaving the E Lake Sammamish Parkway. They aren't a significant number of collisions on this road caused by people entering or leaving the roadway - because the people that live along this lake are used to entering the traffic everyday. It tries to almost double the width of a road when there is no where for the road to go. There isn't enough room along the lake to do this project. The city would be stepping on the toes of every single resident along this stretch of the lake.
- The proposed road would mean certain houses would end up just a foot or two from the road or maybe some would even have to be moved or removed. Almost every driveway along the lake would have to be torn up (not to mention some of them aren't very long in the first place making entering traffic even more dangerous for those residents because their driveways will be shortened).
- The houses in our neighborhood all share a well and under Washington Code WAC 173-160 all wells have to be located 100 feet from any sources of contamination. This project would intrude into the sanitation zone surrounding our well and would violate state law.
- We have a number of bald eagles (3-4+ that I have seen) nesting yearly in the trees along the lake side of E. Lake Sammamish Parkway - I don't know who did their environmental impact study but I doubt they knew about the eagles. State law has a large number of restrictions regarding any type of construction in these areas. Most of the laws discuss restrictions on anything within 400' to 250' of the eagles. To put the current situation in perspective - these particular eagles are nesting and roosting within 25'-100' of the road. This project would have a direct effect on their habitat and trees - not to mention the runoff that the project will create into the lake - especially at the North End where most of the Eagles do their fishing.
- This plan does not address the biggest concern of most Sammamish residents - TRAFFIC. The plan doesn't really accomplish anything important. I really would like to ask the planners why a turn lane and a sidewalk along the lake are suddenly a priority for the city?
- THE best plan of action for the city to take in regards to the E. Lake Sammamish Parkway is a "sit and wait" scenario. Wait until the 202 construction is completed. Wait until the 520 bypass on-ramp is completed. Both projects will be done soon and the whole traffic pattern for the area and the city of Sammamish will see a big change.

- People who live on top of the Plateau don't need a turn lane along E. Lake Sammamish Parkway and even WE THE RESIDENTS of the road are baffled. We don't need for it and didn't ask for it.

Do you have comments and/or questions about the environmental analysis?

- Did not look at full environmental doc online but didn't see deer listed under animal impacts. There is a significant (710) deer population that crosses to access water.
- What about deer?
- What about water quality during construction and water quality runoff due to more asphalt?
- How will we deal with drainage if current drainage ditches eliminated by the project?
- Your environmental display board doesn't mention threatened Kokanee salmon.
- I have heard that storm water holding "tanks" will be placed on the trail right-of-way. What happens when the federal lawsuit over ownership of the right-of-way is settled and King County does not own most of the right-of-way?

Do you have any additional comments or questions?

- Wonder about your work hour restrictions with traffic, residences, etc. Good luck.
- Keep the landscaping to a minimum to keep capital costs and maintenance costs down. The landscaping along 228th is much too much.
- Thank you for taking the time to conduct an open house.
- Why don't these people at city hall ever call us to ask us what we want? Why not spend \$5000 doing a phone poll of residents along the lake and find out what they want before throwing away \$100,000 planning a project with no input from the residents? It's totally bizarre.
- Hopefully next week city hall will contact me with the information on how to appeal this project and then at least we can have some public hearings and the people in the planning department will have to actually listen to the people effected by their projects.