

City of Sammamish

Issaquah-Pine Lake Road SE Improvements  
Project

Preliminary Design: SE 32nd Way to SE Klahanie Boulevard

**Outreach Summary**

Winter 2018/2019



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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 Klahanie Boulevard, aiming to improve traffic flow and safety for all users. The City presented a preliminary design concept to the public via an online open house, from November 15 – December 12, 2018, and an in-person community meeting on November 28, 2018. During this time, the public was encouraged to complete a survey to provide the project team with feedback on the preliminary design.

### Participation Overview

- **543 unique visitors to the online open house** between November 15 – December 12, 2018
- **71 attendees to the in-person community meeting** on November 28, 2018
- **125 survey responses submitted** online or in print during this period

### Feedback Themes

The following are themes that appeared in 10 or more comments. The report includes a more detailed summary of the comments received.

- Desire to see improvements made on Issaquah-Pine Lake Road to help reduce congestion and increase safety
- Concern that preliminary design improvements will not be sufficient to reduce congestion and improve traffic flow
- Recommendations to increase vehicle capacity on Issaquah-Pine Lake Road by adding two to three additional vehicle lanes
- Acknowledgement that the existing roundabout at SE 32nd Way is not working well, and broader preference for traffic signals at intersections instead of roundabouts
- Emphasis on improving intersections and turns from and onto Issaquah-Pine Lake Road for all users, particularly intersection of Issaquah-Pine Lake Road and SE 40th Pl
- Appreciation for pedestrian infrastructure proposed in preliminary design, including improved sidewalks and crosswalks, and interest in adding crossing improvements at SE 32nd Way and SE 37th Pl
- Mixed views on bike infrastructure, but overall more support indicated for protected bike lanes proposed in preliminary design
- Interest in seeing improvements on Issaquah-Pine Lake Road outside the project area as well, especially from SE Klahanie Blvd to Issaquah-Fall City Road

## FULL SUMMARY

### Introduction

The City of Sammamish is planning improvements to Issaquah-Pine Lake Road SE from SE 32nd Way to SE Klahanie Boulevard. 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.

During the preliminary 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 preliminary design
- Online open house to share information on the proposed preliminary design
- Community meeting near the corridor to share information on proposed improvements and answer questions
- Survey to gather feedback on preliminary design, hosted online and available in print at the community meeting
- Notifications to raise awareness and invite people to participate, including postcard mailer, posters, press release, 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 preliminary design and answering questions
- Eliciting feedback on how people currently experience Issaquah-Pine Lake Road and what they think of the preliminary design
- Notifying the public about future opportunities for engagement with the project

### Stakeholder Interviews

In summer and early fall of 2018, the City of Sammamish conducted a series of interviews with area stakeholders to learn about community perspectives related to the Preliminary Design Phase of the Issaquah-Pine Lake Road Improvements Project. The project team identified 10 organizations and groups along the corridor for in-person stakeholder interviews to represent diverse perspectives. 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. For more information on the list of stakeholders, interview methodology, and feedback received, see the "Stakeholder Interview Summary" from October 16, 2018.

### Public Outreach Period

From November 15 to December 12, 2018, 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 from November 15 – December 12, 2018, and an in-person community meeting on November 28, 2018. 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. More information on notifications can be found in Appendix A.

Similar content was provided on the online open house and at the community meeting, project background, goals, and timeline; a summary of feedback from stakeholder interviews conducted in summer 2018; the preliminary 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.

Key statistics for the public outreach period:

- **543 users** visited the online open house site during **742 sessions**
- Approximately **71 people attended** the community meeting; of those attendees, **15 people had visited the online open house** prior to the meeting
- Visitors to the online open house spent an average of **6 minutes and 46 seconds** on the site
- **38% of users got to the online open house site directly** through the URL (linked from the email notification or typing the address from the postcard or poster), while 28% came through the City of Sammamish website, 18% from Facebook, 6% from GovDelivery, 5% from Google, 1% from Twitter, and 4% from other sources
- The most popular day for the online open house was **November 16**, followed by November 29 and November 26
- **9 visitors shared** the online open house on social media or email via a webpage too

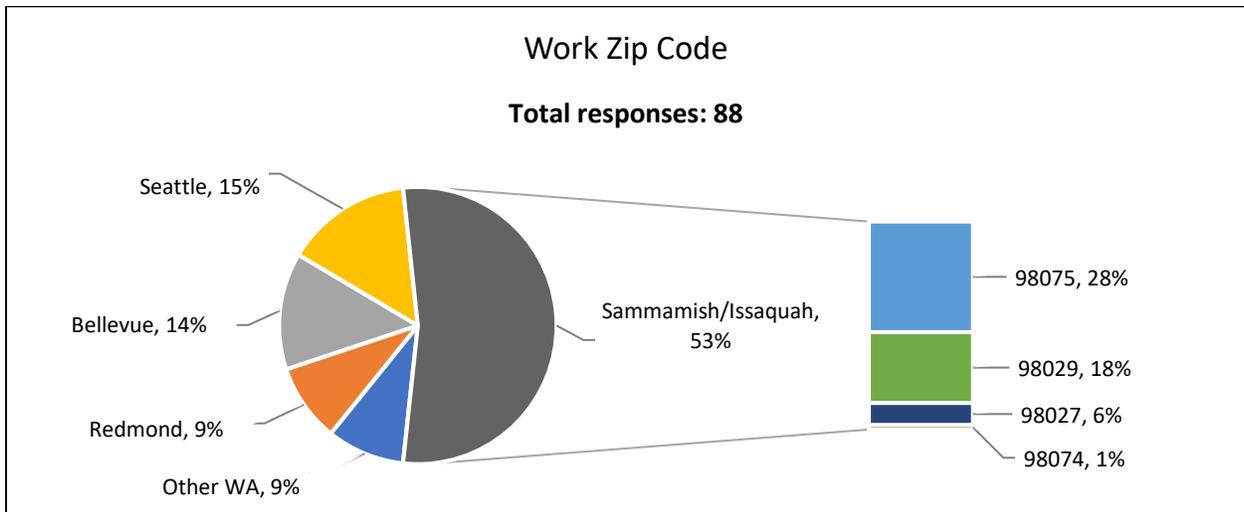
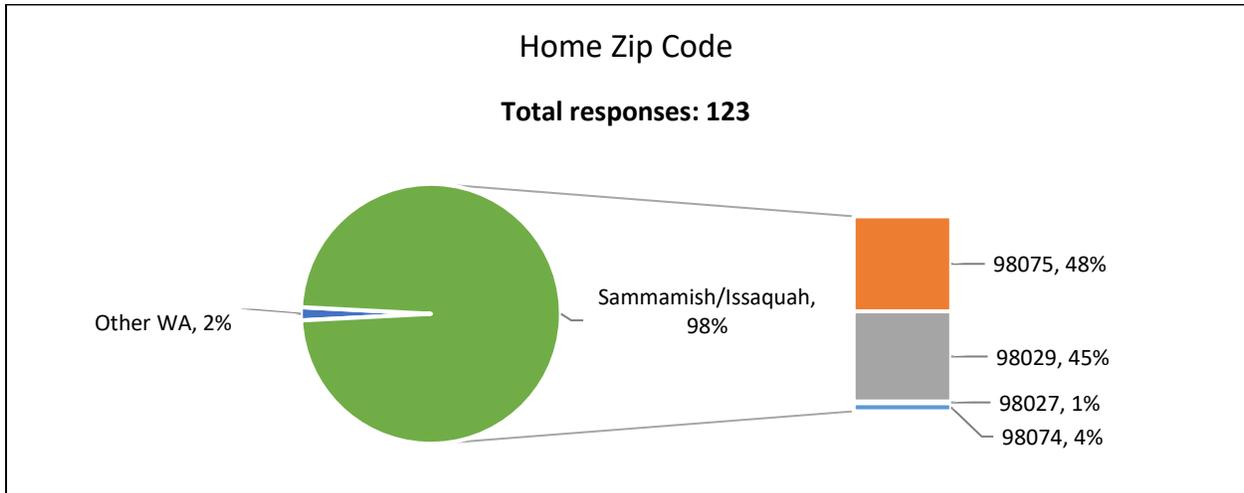
More information on the public outreach period, including the full summary of the Q&A period at the community meeting, is available in Appendix B.

## **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 preliminary design concept presented via the online open house and at the community meeting. Out of **125 responses to the survey**, 106 responses were received directly through the online open house, while 19 people submitted their responses during the community meeting on November 28, 2018, on paper or on laptops. The results of the survey are summarized below.

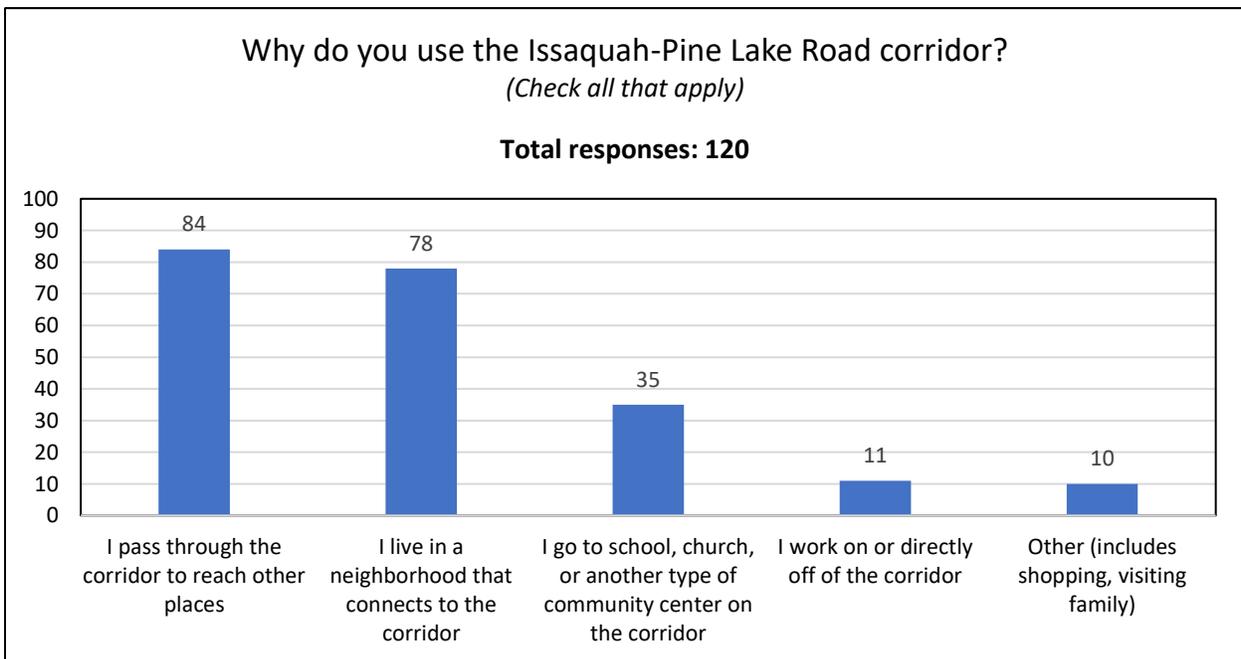
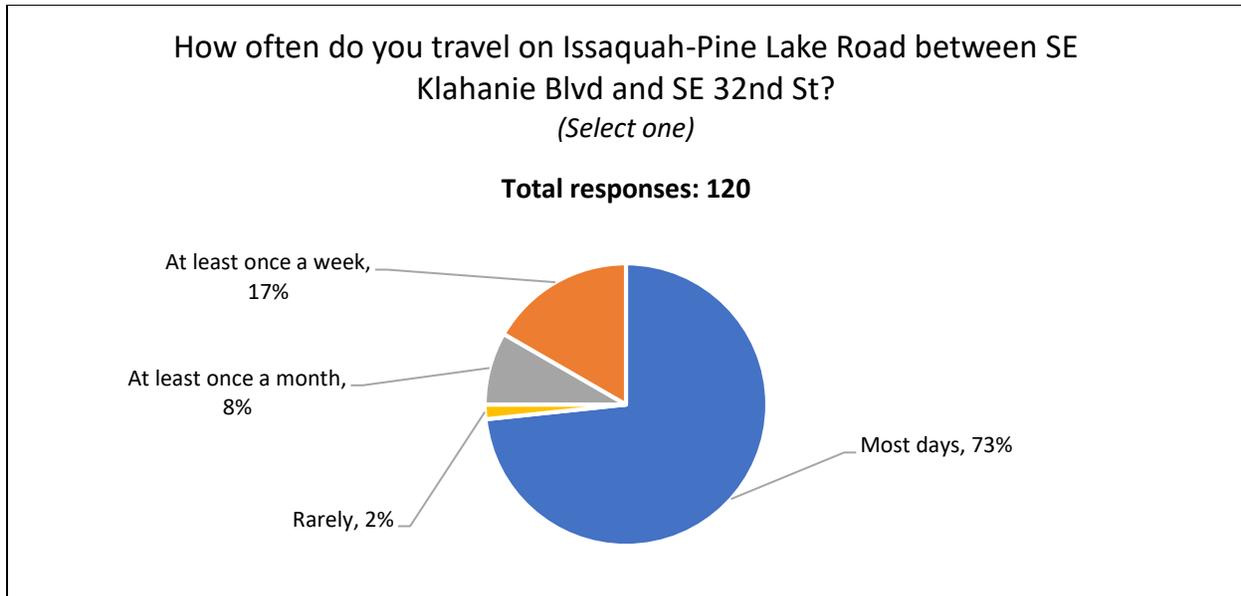
**Zip codes**

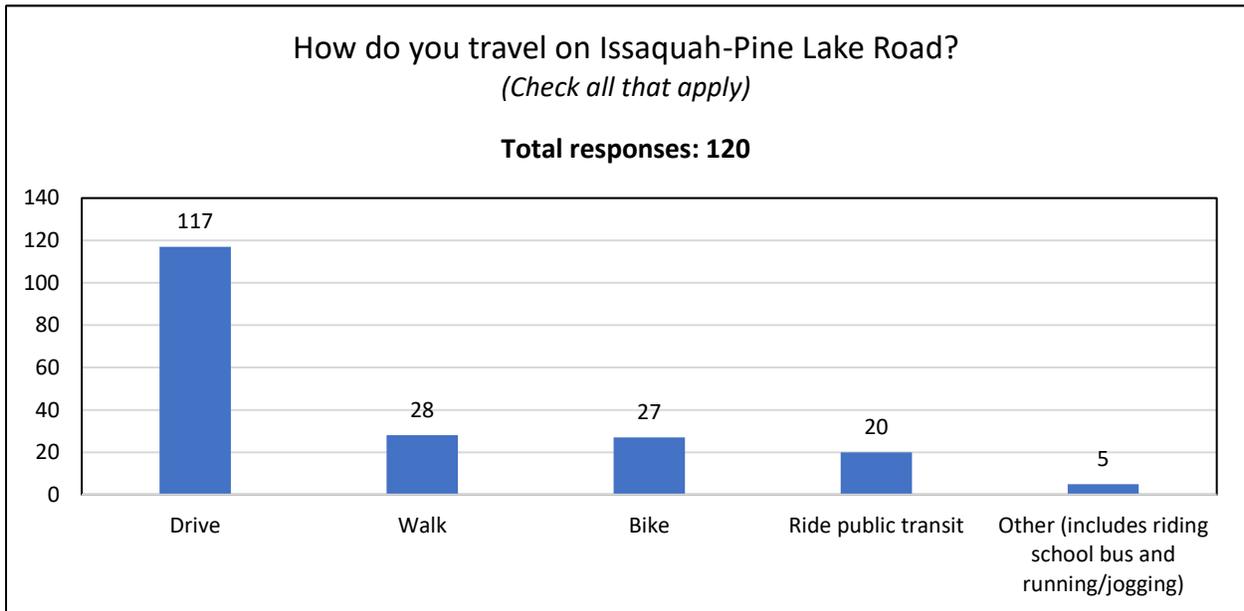
Participants were asked to submit their home and work zip codes. Of the 123 respondents who submitted their home zip code, almost all lived in Sammamish/Issaquah zip codes 98075 and 98029. Only 88 respondents submitted their work zip code, a little more than half of whom worked in 98075, 98029, and other Sammamish zip codes. The other half of respondents worked in other cities including Seattle, Bellevue, Redmond, Renton, and more. For a full list of zip codes submitted, see Appendix C.



### Usage of Issaquah-Pine Lake Road

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





## Existing Conditions

We received **83 responses** to an open-ended question about existing conditions on Issaquah-Pine Lake Road. Key themes from these responses are outlined below, with the number of responses that mentioned each theme listed in parenthesis. Respondents left feedback on numerous topics, so the total comments may add up to more than 83.

### Congestion and traffic

- Congestion is a problem on the corridor (27 mentioned congestion explicitly, but many others implied it)
  - Congestion is especially heavy during peak travel times, including school drop-offs and pick-ups (20)
  - Many students at schools are dropped off from cars instead of school buses (1)
- Speed limits are unclear along the corridor, leading to drivers going both well above and well below the speed limit (5)
- Traffic signals at intersections slow down traffic (4)
- Congestion comes into corridor from other areas, including from Issaquah-Fall City Road (3)

### Intersections

- The roundabout at SE 32nd Way is not working currently (19)
  - Drivers don't know how to use the roundabout
  - Having a roundabout affects safety for people who walk and bike, including children going to and from schools, since cars will not necessarily stop at crosswalks or expect people who bike to merge into traffic
  - The roundabout increases congestion at peak hours
  - The roundabout is too small for buses and emergency vehicles to get around
  - Concerns about access for emergency vehicles at the Eastside Fire & Rescue station – difficult for fire engines to exit onto Issaquah-Pine Lake Road
- Turns are difficult from SE 40th Pl, SE 37th Pl, and 234th Ave SE onto Issaquah-Pine Lake Road (9)

- Turns are difficult from Issaquah-Pine Lake into parking lots, including Sunny Hills Elementary School or Lakeside Montessori (3)

#### **Pedestrian safety**

- The roundabout at SE 32nd Way creates unsafe conditions for pedestrians (10)
- Transit stops often have no crosswalk for pedestrians to access them from the other side of Issaquah-Pine Lake Road, or the crossing is unsafe (8)
- Sidewalks on the east side of Issaquah-Pine Lake Road are in poor condition (3)
- Pedestrian lighting is poor (3)

#### **Bike infrastructure and safety**

- The corridor is not currently safe for people to bike, with the potential for conflicts with drivers (3)
- There is no northbound bike lane for approximately 40 yards between SE Klahanie Blvd and SE 42nd St (1)
- At the roundabout at SE 32nd Way, there is uneven paving and problems for people who bike, who have to get onto sidewalks at certain points (1)
- The southbound bike lane near Lakeside Montessori was removed and replaced with a sidewalk that is challenging for bikes to use because of uneven paving and potential conflicts with pedestrians (1)

#### **Transit**

- Both King County Metro buses and school buses block traffic when making stops to load/unload (5)
  - The bus stops at SE Klahanie Blvd and SE 40th Pl are too close to intersections, so traffic in the intersection is also blocked during stops
- Bus stop at SE 37th Pl has no lighting nearby, so buses miss passengers who are waiting there (2)

#### **Lighting**

- There is insufficient pedestrian lighting along the corridor (3)
- There is too much light from the corridor for residents whose house are immediately on Issaquah-Pine Lake Road (3)
- There is insufficient lighting for vehicles (1)

#### **Other**

- Noise is a concern for residents with houses on Issaquah-Pine Lake Road itself, especially near the roundabout at SE 32nd Way (6)

#### **Outside project area**

- Congestion is heavy on Issaquah-Pine Lake Road south of SE Klahanie Blvd, and it contributes to congestion along the rest of the corridor (11)
- Pedestrian and bike safety is especially poor on Issaquah-Pine Lake Road between SE Klahanie Blvd and Issaquah-Fall City Road (2)
- Turns on Issaquah-Pine Lake Road between SE Klahanie Blvd and Issaquah-Fall City Road are tricky, particularly from Issaquah-Pine Lake Road onto 238th Way SE and from Issaquah-Fall City Road onto Issaquah-Pine Lake Road (2)

### **Comments on Preliminary Design**

We received at least **104 responses** to two further open-ended questions that asked respondents to provide input on the preliminary design. There is some overlap between comments regarding existing conditions and the comments received on the preliminary design, but comments are reported in the section that they were received. Key themes from these responses are outlined below, with the number of responses that mentioned each theme listed in parenthesis. Respondents left feedback on numerous topics, so numbers may not add up to 104 overall.

#### **Congestion and traffic**

- Belief that the proposed improvements will not reduce congestion on Issaquah-Pine Lake Road (45)
- Skepticism that the two to three lane configuration of the proposed preliminary design is sufficient for current and future traffic levels, even with other improvements to traffic flow (34)
- Concern that other elements such as “beautification” are being prioritized over increasing vehicle capacity (13)
- Mixed views on the proposed center median, with more people expressing concern than support (15 opposed to median, 3 in support of median)
  - Concern that center median be difficult for wider vehicles such as emergency vehicles and boat trailers accessing Beaver Lake
  - Concern that center median will also block vehicles from accessing center turn lanes during peak hours
- Maintain only two to three lanes on Issaquah-Pine Lake Road, to emphasize safety (3)
- Concern that adding more traffic signals will slow down traffic even more (3)
- Add “smart” traffic signals to help with flow (3)
- Enforce speed limits more strictly (2)

#### **Intersections**

- Mixed views on roundabouts vs. traffic signals, but overall more support for traffic signals (18 for traffic signals, 6 for roundabouts)
  - Concern about replacing traffic signal at SE Klahanie Blvd with a roundabout, particularly with prospect of new elementary school in 2020
  - Desire to see roundabout at SE 32nd Way converted to signalized intersection
  - If maintaining a roundabout at SE 32nd Way, support for increased driver education, traffic control, and potentially adding extra lanes around the roundabout
- Make improvements at SE 40th Pl intersection, particularly improving the exit from SE 40th Pl onto Issaquah-Pine Lake Road, and adding a “smart” traffic signal (12)
- Improve traffic flow near entrances to Lakeside Montessori and Sunny Hills Elementary School, such as providing left-turn lanes to enter (8)
- Add traffic signal or roundabout at SE 37th Pl to help with left turn from SE 37th Pl onto Issaquah-Pine Lake Road (2)
- Incorporate center left-turn lanes and dedicated right-turn lanes on Issaquah-Pine Lake Road where possible (6)
- Improve turns from 234th Ave SE onto Issaquah-Pine Lake Road (1)

#### **Pedestrian infrastructure**

- Support for sidewalk infrastructure proposed in the preliminary design (14)
- Improve pedestrian crossings at roundabout at SE 32nd Way, especially for children attending to Sunny Hills Elementary School (10)

- Add crosswalk at SE 40th PI to access transit stops on both sides of Issaquah-Pine Lake Road (7)
- Add flashing crosswalk lights at roundabouts and all crosswalks (4)
- Improve pedestrian crossing at SE 37th PI for people to access to transit stops more easily (4)
- Suggestions for different configurations of pedestrian infrastructure (3)
  - Consider elevated pedestrian bridges instead of crossings
  - Add an unpaved jogging path interior to sidewalk
  - Consider having one mixed-use lane for both people who walk and bike rather than separated lanes for each

### **Bicycle infrastructure**

- Mixed views on dedicated bike lane, but overall support for proposed bike improvements (9 supported proposed bike improvements, 2 wanted to increase vehicle capacity instead of adding bike lanes)
- Elevate bike lane to sidewalk level with landscape strip next to vehicle lane and small separation from sidewalk, to reduce pavement and provide better separation from vehicles (1)

### **Transit stops**

- Consider pull-outs for King County Metro buses so that they do not block traffic (6)
- Move bus stops farther from intersections so that they do not block traffic (1)
- Add covered bus shelters (4)
- Ensure that transit is integrated fully into this plan, not as an after-thought (3)
- Work with King County Metro and Sound Transit to route more buses down this road, e.g. ST #554 (1)

### **Environment and greenery**

- Protect wildlife and forests as much as possible (6)
  - Consider ways for animals to cross roadway
- Don't cut down more trees along Issaquah-Pine Lake Road to make these improvements (4)
  - If tree cover is removed for road widening, add some element to cut noise and light – plant new trees, etc
- Maintain the rural/wild feel of Sammamish rather than the suburban feel (3)
- Support for fish-passable culverts (2)
- Support for stream management (1)
- Desire for increased stormwater management (1)
- Use appropriate plants for landscaping: plants that are low-maintenance, do not limit visibility, integrated with surroundings, will not need to be replaced within a few years, and have species diversity (4)
  - Do not use same shrubbery as on 228th Ave SE, which limits visibility

### **Lighting**

- Desire to limit light pollution (4)
  - Use directional LED lights with motion sensors
  - Limit street lights to intersections and follow Night Sky recommendations
  - Use lights that are warmer colors

### **Signage**

- Add more speed limit signs, including active radar signs (3)
- On southbound Issaquah-Pine Lake Road between Pine Lake Middle School and SE 32nd Way, move the two “Merge” signs closer to the road – currently are obscured by pole and foliage, hard to see (1)
- Add ground markings for fire zone and/or better signage at entrance to Eastside Fire & Rescue Station 83 (1)
- Use smaller street signs where possible (1)
- Add school zone signs with blinking light near Sunny Hills (1)

#### **Other**

- Consider houses that back-up onto Issaquah-Pine Lake Road in your design (5)
- Move overhead utility lines underground where possible – if not transmission lines, then at least electrical distribution and communication wires (2)
- Consider adding more connecting roads to get through neighborhoods to reduce pressure on existing streets (1)
- Use quieter pavement to keep road noise to a minimum (1)
- Consider imaginative designs/solutions – reversible lanes, partial one-way “loop” or 2 lanes/1 lane, etc (1)

#### **Outside project area**

- Extend project area to include Issaquah-Pine Lake Road up through the intersection with Issaquah-Fall City Road (13)
  - Focus on improvements between SE Klahanie Blvd and Issaquah-Fall City Road over improvements in the current project area
  - Widen the section of Issaquah-Pine Lake Road between SE Klahanie Blvd and Issaquah-Fall City Road to 4 lanes to accommodate traffic
  - Install pedestrian and bike improvements on the section of Issaquah-Pine Lake Road between SE Klahanie Blvd and Issaquah-Fall City Road
- Consider changing traffic signal patterns at Issaquah-Fall City Road at rush hour to allow traffic on Issaquah-Pine Lake Road to begin moving before allowing cars from Issaquah-Fall City Road or Highlands Dr NE (1)

#### **Other Comments**

We received **21 comments** on topics separate from existing conditions on Issaquah-Pine Lake Road or the preliminary design, including comments on overall community engagement and feedback for eventual construction of the project. Key themes from these responses are outlined below, with the number of responses that mentioned each theme listed in parenthesis. Respondents left feedback on numerous topics, so numbers may not add up to 21 overall.

#### **Community engagement**

- Frustration that more people were not included in first round of stakeholder outreach (4)
  - Request for better communication with homeowners associations (HOAs) directly on Issaquah-Pine Lake Road, not just Klahanie HOA
  - Concern that newly incorporated areas are getting the short-end of the stick and do not receive as much respect as other parts of Sammamish

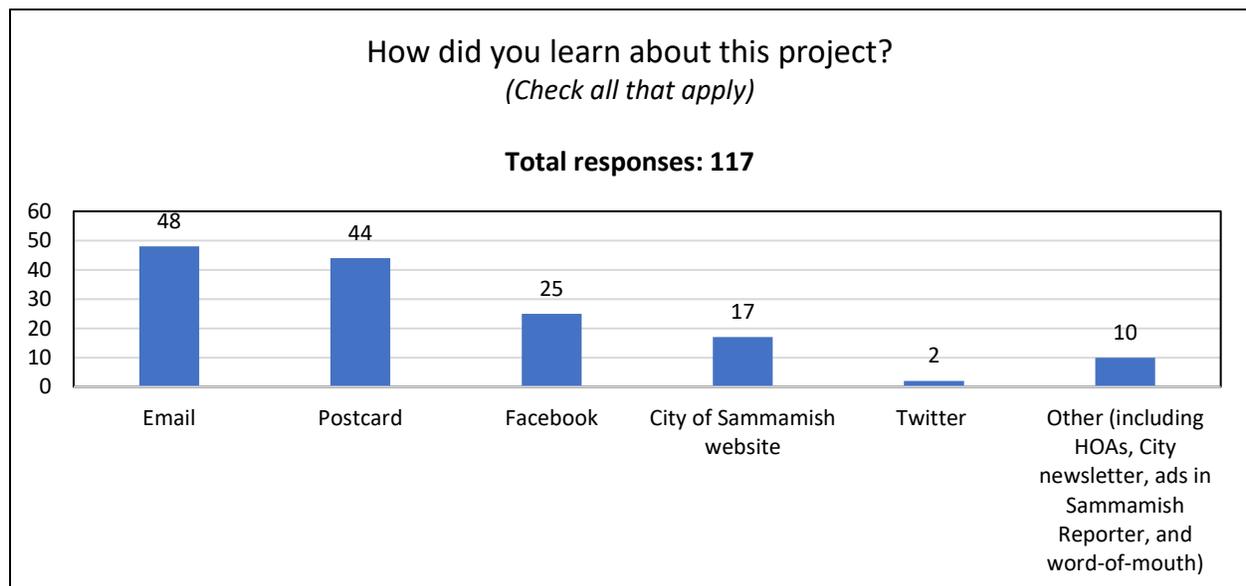
- Share more information on how proposed changes would improve traffic flow, and provide data on the traffic forecasts for the public to see (4)
- Continue to inform and involve the public in the decision-making process (2)
- Share why roundabouts are preferred on Issaquah-Pine Lake Road (1)
- Share information about project funding sources and budget (1)
- Share how feedback from the current survey will be used moving forward (1)
- Continue having multiple ways to engage and connect with the project, including online (1)

**Construction**

- Minimize construction duration and impacts to the community (8)
- Do not allow Issaquah-Pine Lake Road and Issaquah-Fall City Road to be under construction at the same time (6)
- Limit construction hours to off-peak periods and consider night work (3)
- Try to keep one lane open in each direction during construction (1)
- Outline alternate school bus routes during construction (1)
- Consider alternate delivery methods from standard design build to get the project built as quickly as possible (1)

**Notification methods**

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



## APPENDICES

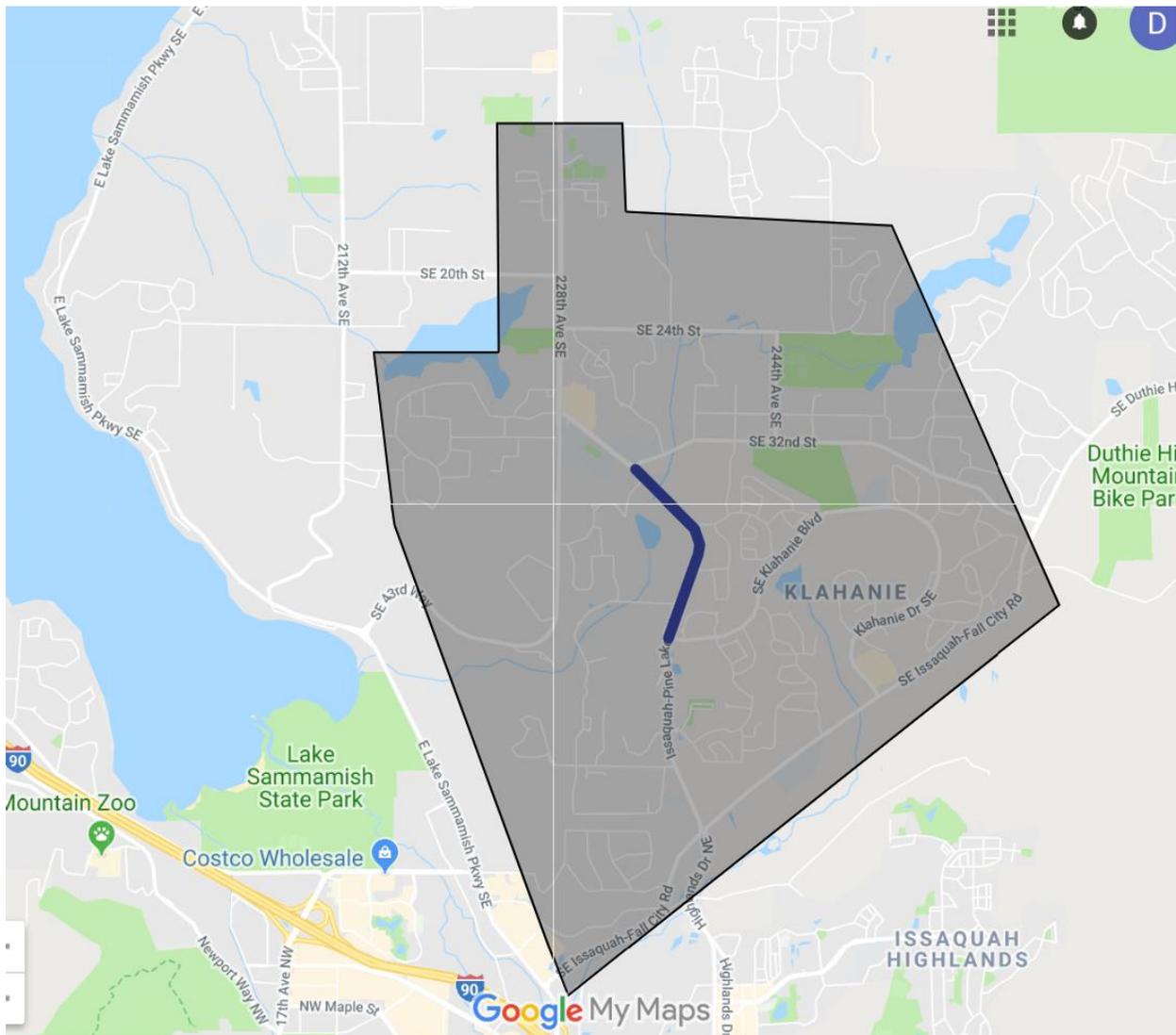
### Appendix A: Notifications

#### E-newsletters and website ads

E-newsletters were sent to subscribers to the City of Sammamish listserv to inform the community about the project and the outreach period.

#### Postcard mailing

Postcards sent to 10,402 residences and businesses the week of November 11, 2018 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.



#### Posters

Posters were delivered to the following community centers and businesses.

March 2019

- Sammamish Family YMCA
- Sammamish Hills Lutheran Church – included posters in English and Traditional Chinese
- Sammamish Mosque
- Vedic Cultural Center
- QFC at Pine Lake Village
- Starbucks at Pine Lake Village
- Progression Cycle
- Pacific Bike and Ski

Posters were offered to the following homeowner associations to inform their residents about the project and the community meeting.

- Belcara
- Boulder Creek
- Fairfield Green
- Glenwood
- Jacobs Creek
- Jacobs Meadow
- Jacobs Landing
- Kempton Downs
- Kenloch at Klahanie
- Lake Park at Klahanie
- Madison Sammamish Apartments
- Sierra at Klahanie
- Skye Landing at Klahanie
- Tanglewood

### **Social media posts**

Posts from the City's social media accounts on Facebook promoted the community meeting and online open house on November 16, November 26, and November 29, 2018.

### **Stakeholder emails**

The following stakeholders, who had participated in interviews with the project 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:

- Sunny Hills Elementary School
- Pine Lake Middle School
- Lakeside Montessori School
- Faith Church/In The Beginning Pre-School
- Klahanie Homeowners Association
- Sammamish Friends
- Cascade Bicycle Club
- Conner-Jarvis
- Sammamish Hills Lutheran Church

## Appendix B: Community Meeting

### Summary

A community meeting was held at Beaver Lake Middle School on November 28, 2018 from 6 – 8 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)
- Maia Knox (City of Sammamish)
- Cheryl Paston (City of Sammamish)
- Michelle Martin (City of Sammamish)
- Scott Soiseth (DEA)
- Josh Anderson (DEA)
- Kristine Edens (EnviroIssues)
- Clair Leighton (EnviroIssues)
- Deepa Sivarajan (EnviroIssues)

### Q&A Summary

At the community meeting, 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, and answers were provided by project team staff.

- Q: How will you enforce speed limits? If speed limit stays 35 MPH on Issaquah-Pine Lake Road, we need more signage – currently people drive 40 MPH because there are only two speed limit signs with a long stretch between.
  - A: We'll look at signage in a later phase of design.
- Q: Will there be flashing yellow lights on the main part of Issaquah-Pine Lake Road and flashing red lights on side streets? These create conflicts and slow traffic down – if they're implemented, could they be flashing only during off-peak times?
  - A: We'll look at lights and signal timing in a later phase of design.
- Q: Where are your assumptions about commuting traffic volumes coming from highways? Are you looking at people using I-90 and 228th Ave SE?
  - A: At a high-level, we're predicting some shift from 228th Ave SE to Issaquah-Pine Lake Road because of these improvements. However, that could go another way if streets in the north are further improved. We have a model, and our design is made to handle the projections we're getting.

- Q: Are your traffic projections based on current and future expectations? What about the 2050 state expectation to reduce traffic by 50% overall?
  - A: We're looking at both existing and future traffic – we build out of the City's zoning and land use projections, including estimated population growth. We also use regional land use projections, including from the cities of Redmond and Issaquah, and the Puget Sound Regional Council. But we are not including those 2050 expectations because there are mixed views on whether that is realistic or not.
- Q: Do your projections extend out at least 10 years? And does that support your three-lane plan?
  - A: Yes, our traffic analysis projects out to the year 2035. Our design supports the projections we have.
- Q: How will you maintain mobility during construction? How many lanes will you keep open? Will there be flaggers to help direct traffic?
  - A: We're some ways out from construction planning, but since there are a lot of options for travel on side streets, we'll probably have single-lane closures.
- Q: What transit improvements are you looking at? Transit stops should be a priority – currently buses stopping along the road can create driver angst and traffic back-ups.
  - A: We can consider bus pull-outs to separate buses from other traffic at transit stops, but King County Metro does not typically like pull-outs because it's a challenge for buses to join traffic again. We're also looking at improving the experience at the transit stops for riders, including potentially having bus shelters and so on.
- Q: What traffic volumes would we need to occur to justify two lanes in each direction?
  - A: We mostly think about traffic volumes in terms of peak travel times rather than averages over the day. City Council also recently looked at different factors that affect this – whether there are turn lanes at signals, whether the signals have intelligent design that can anticipate vehicles arriving, etc. But at a high-level, you would need roughly 970 vehicles an hour in each direction to justify two lanes each way. IPLR traffic volumes currently peak at approximately 800 vehicles during the average day.
- Q: Can we solve these capacity problems just at intersections, or do we also need to improve the turn lanes between intersections?
  - A: Intersection improvements are not just about turn lanes – we plan to make other improvements to traffic signals, and so on. Also, some of these improvements are about safety for all, including people who walk and bike, not only about improving traffic flow for vehicles.
- Q: Your design shows three lanes with turn lanes only in some areas – that's pretty similar to what we have today. How will that help?
  - A: Yes, some parts of the corridor do have three lanes currently. We're focusing here on improving intersections, which are the biggest points of constriction. For example, traffic builds up approaching the roundabout at SE 32nd Way, especially turning into the middle school parking lot. IPLR is currently functioning well south of SE 37th Pl.
- Q: At SE 32nd Way near Sunny Hills Elementary – what's being done to improve that intersection? The roundabout recently got an F, especially when concerned with the safety of people who ride bikes, students, and other pedestrians.
  - A: We need to answer more questions after our traffic study is completed, especially about the frontage of Sunny Hills Elementary.
- Q: If IFCR is going to 5 lanes, why only 3 here?

- Our traffic analysis and modeling show that intersection improvements are the primary cause of traffic back ups on Issaquah Pine Lake Rd and that additional lane capacity is not necessary if intersection performance can be improved.
- Q: Where is the new school going to be? I'm concerned about intersection issues there.
  - There is a new school planned near Issaquah Pine Lake Rd and Klahanie Blvd. The project team is aware of it and has met with the school district.

## Appendix C: Feedback Received

### Zip codes

City	Zip code	Home	Work
Sammamish/Issaquah	98075	59	25
	98029	56	16
	98074	5	1
	98027	1	0
Seattle	98101	0	5
	98119	0	2
	98103	0	1
	98104	0	1
	98105	0	1
	98109	0	1
	98124	0	1
	98164	0	1
	98164	0	1
	98188	0	1
Bellevue/Redmond	98004	0	7
	98006	0	2
	98005	0	1
	98009	0	1
Redmond	98052	0	8
Renton	98057	0	2
Kirkland	98033	0	1
	98034	0	1
Kent	98042	1	0
North Bend	98045	1	0
Auburn	98001	0	1
Lynden	98264	0	1
Everett	98201	0	1

### 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?**

We need more capacity, not a beautification project. We need 5 lanes of roadway. This will be a terrible missed opportunity if you only add a median and bike trails!

Round a bout by Sunny Hills needs to be rethought. Or Police need to man it on school days to keep traffic flowing.

Three things: (1) The public transport stop on SE 37th St has no pedestrian crossing to get to the other side, which makes it dangerous to cross, esp. at night. (2) The roundabout next to Sunny hills Elementary is always backed up (esp. on beaver lake road side). Roundabouts usually don't work in a heavy traffic situation. This one should be replaced with a traffic signal. (3) Issaquah-Pine Lake road is heavily used esp. during commute times, and the traffic will only get worse given the substantial new home construction on this stretch. A single lane road is insufficient and the city should think about at least a 2-lane road to supplement.



**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?**

There are too many traffic lights slowing down traffic. We should consider roundabouts instead so the traffic can keep flowing. There's constant construction going on there which slows down traffic even more.

I would like to walk, but don't because it is not safe. My house/yard backs up to this corridor and noise is a huge problem. I would love to see some noise abatement added. Slowing down the traffic could help some.

Biking is scary in 3 places: Klahanie to SE 42nd (riding towards 228th): No bike lane for approx 40 yards SE 34th Place Traffic Circle (riding away from 228th): Bike lane needs about another 6" for the 40 yards approaching the circle. Lakeside Montessori (riding away from 228th) : Bike lane was removed in new construction and replaced by a sidewalk (that bikes can't use because of pedestrians and poor construction at entry and sewer cover below level)

I live at Summer pond / Summer Meadows neighborhood. My family has to take IPLR for getting in and out of our community that means we use this road for pretty much everything. Things which we would like to be considered in the new design. 1) There is insufficient lighting current on the road. Specially during winter and rainy months visibility is very very poor which makes it hard to drive and also increases chances of accidents. We need this road to be more than sufficiently lit. There are few new posts installed on the road which make it safe to drive , we would like to see similar lamp posts through out the entire length of the road. 2) Dedicated turn lanes were recently created at 40th pl , they are better than what we had before so it is appreciated. But we feel they are not enough during peak hours. Because there is a hill which makes the cars come fast and it is difficult to predict in coming traffic during peak hours. Current design does not include a signal at this intersection. We would like to see a smart signal installed at this intersection so that it does not block traffic on IPLR for most part of the day but it will make making turns safe in and out of the community. 3) Currently there is cross walk from east side to west side. As there is not enough of side walk on the east side , and what ever side walk is left it is pretty much broken. Hence we walk mostly on the west side. Also to access bus stops we have to run for our life's when crossing the road because there is no cross walk , there is no signal for cross walk . We need a cross walk at 40th PL which will allow pedestrians to safely access bus stops and communities which are across the road. Also there has to be a signal for cross walk at 40th pl so that incoming traffic can stop. 4) For houses which backing to IPLR corridor , once most of the tree cover is taken down for road widening there has to be some barrier to cut noise and light. Either by saving maximum amount of trees or by re-planting new ones to minimize the effect of noise and light.

**Traffic backups**

You need to fix this road all the way to Issaquah Fall city Road. That will improve the city and safety for those wishing to commute safely by bike, bus or walking. Unfortunately this is not enough.

Turning left out of Summer Meadows is a nightmare and will only get worse with the new housing being developed. The turn lane that was installed has helped tremendously with turning left into Summer Meadows, so traffic isn't backed up behind the driver. However with this plan most drivers will take new routes through the neighborhood to get to the new stop light. This will impact traffic on streets with a lot of children. The round a bout at Sunny Hills is a dangerous nightmare for the children using the crosswalks. The drivers cannot see the crosswalks through the round a bout and speed up to exit the round a bout. I have seen rear end collisions, drivers yelling at a grid lock because of the school pick up line, drivers speeding through the crossing guards and even yelling at the crossing guards. There has to be flashing school lights in all directions to alert the drivers. Preferable would be a stop light at that intersection instead.

**How is improving this road without improving issaquah-fall city road, improve congestion?**

**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?**

Several times during spring through fall. anglers use the road to access Beaver Lake. Most, if not all, of these vehicles are towing or carrying boats and/or flotation devices. Shoreside fishing locations are minimal so the overwhelming pct. are towing a boat on a trailer. Thus they often travel slower than the average (?) driver and have a limited maneuverability. Road widths need to account for these vehicles.

Pedestrian cross walks - need flashing crosswalk lights at the new Klahanie roundabout. Need a crosswalk at SE 40th, so people can get to the bus stop, include flashing lights - this is a difficult section of road, many blind spots.

Road noise for those that live near the roundabout on SE 32nd St. Noise pollution from increased traffic flow on an already busy road.

One very important thing you should know is that there is a rise on Issaquah Pine Lake Rd. just south of SE 40th Place. This rise obscures the view and the excessive speed that many use at this point causes a big problem. As I wait to exit SE 40th Place, I look to the left, look to the right, look to the left and prepare to pull out onto Iss Pine Lake Rd. Many times, a car appears over the rise just as I'm pulling out. The sight lines are very limited because of not being able to see over the rise and the excessive speeds have almost caused accidents. I know there have been some accidents as well. It is very dangerous. I love having the left turn lane there too. It has made getting out onto Iss Pine Lake Rd. so much easier. But, it looks like a landscape median is planned. PLEASE do not put a landscape median in the awesome turn lane. We need the turn lane at SE 40th Place (heading south onto Iss Pine Lake Rd) or a traffic light. Also, we need a crosswalk.

Concern about speeding drivers was mentioned. In general, there seem to be many drivers who don't know or care about the speed limits on this road. In addition to the speeders, many drive 5-10 mph UNDER the current speed limit which creates other flow and safety concerns. Clearly and frequently marked limits with active radar signs (as on SE 43rd Way) are important to keep the flow of traffic safe.

Traffic congestion on existing 1 lane of travel begins in Issaquah @ Issy-Fall City Rd, unsafe school zone crossings at Sunny Hills roundabout, congestion during school drop off and pickup hours block roadway near Sunny Hills, Metro bus blocks travel lane when making a stops, lack of crosswalk near bus stop @ new Conner Dev

Why do these proposed upgrades come "after the fact"? Housing and multi unit complexes have been either developed, under development, or in initiation for some years. Why can't the city, through it's permitting process, anticipate the impacts many years prior, and develop infrastructure to handle the impacts? "Roundabouts" are fine if people knew how to correctly navigate them. With increased use, the accident rate with increase dramatically.

Traffic has significant delays. It is hard to turn out of neighborhoods (without lights), even turning right onto the road

A 4 lane road is critically needed extending to Iss.-Fall City rd.

**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 went to the Sammamish Open House on the Issaquah Pine Lake Road Improvement Project at BLMS. Good forum. Though BLMS needs to fix their PA system. Please take time to interview Summer Meadows or Summer Pond HOA reps. If none come forward then I am willing to talk to you. I live in Summer Meadows. Klahanie is not the same as Summer Meadows and Summer Pond. Klahanie Blvd and IPLR You are looking at a roundabout or traffic light at this intersection. IPLR South of Klahanie Blvd will ultimately be 5 lanes. Several people raised a concern about the roundabout concept in the post presentation discussion - why? The roundabout at IPLR and SE 32nd still does not work properly (by one Sammamish Engineer own comments) and you are STILL trying to figure out how to address. I've seen roundabouts work and not work so it could be ok or it could be an issue. I think the burden is on Sammamish to show that they know how to make it work in this small constrained place that is very similar to 32nd. If not, then light. School at IPLR and Klahanie Please mock out the impact of this school. If they don't craft driveways well it will be a mess. Road Capacity I asked about the forecast for how many cars would use IPLR vs 228th to get off the Plateau but the answer was a little fuzzy. Surely you can give a specific answer for today and then based on your forecast model after improved IPLR. IPLR and SE 40th Place and possible triggers for a signal Can you please give us specifics on what levels would trigger a signal? I'm hearing that quantification of a certain number of traffic accidents there; peak traffic volume over a certain threshold; wait time; incorporation of active Smart Road technology. I do not know the thresholds for these. Probably worth understanding better. Apparently 228th is already a Smart road (I forget the acronym you used). I think we should push to make it as actively smart as possible now, while the focus is on the project. The project is constrained for space. Lets open it up via smart tech. One added comment that came up in a small discussion group was that a crosswalk to help bus riders cross IPLR without taking their life in their hands would be nice. As you know the curve of the hill makes visibility tough there. Cars come up fast. This is potentially an added trigger for a signal of some type. I have mixed feelings about a signal at this intersection. When I am waiting during rush hour I want a signal. When it is a dead time and I can go right away I do not. Would be great if they can use all their fancy smart road stuff to deal with this. Bus I'm hopeful you can move the bus stops a few more feet away ie North of the intersections at Klahanie Blvd and at SE 40th Place so buses are not extending into the intersection when at the stop. Intersection improvements Sounds like you have specific ideas for improving flow near Montessori school and just south of the circle up there. But unclear how you are solving. >Need specifics please.< Traffic Speed Some people asked for better signage for 35 MPH limit. Speed is an issue. Trees and mitigations I just now came back to Summer Meadows from QFC (at night). I do not know what Sammamish plan is for noise, light mitigation for residents who back onto IPLR. Would be great to solve this. Certainly keeping the trees planted on East side of road is highly desirable in view of the carnage that has occurred on the West side. It's not clear to me that they can do it though. Next steps The topic of how the survey feedback is to be digested and how/when Sammamish will re-engage with residents to share feedback did not come up at the Wed meeting, but is important to know about going forward. Comment on IPLR Southbound between Pine Lake Middle School turnoff and the traffic circle at 32: Can Sammamish please move the two Merge signs (one visual and one written) closer to the road like you have most other signs? ie about 24 inches from road. As it is now, the signs are outside of sidewalk and partially obscured by a pole and by foliage and just generally not as visible. Cars seem to get surprised that there is a merge here and they seem to accelerate in the right hand lane into the already constrained traffic pattern just North of the circle. Thanks for going through this process of getting resident feedback.

**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 like the 3 lane option because of the topography, the large number of access points and the rural views. I think 5 lane would overwhelm the site and constraints. I worry about having enough capacity however, unless access to I-90 using SE43rd is maintained as a limited access route. Maybe we could negotiate with Issaquah to keep the balance of car traffic where it belongs. I know they are worried about the commercial district in Issaquah Highlands.

The bus stop @ 37th has no light, so the bus will miss passengers or have to screech to a stop. The crossing also isn't safe for pedestrians.

I think you have it all covered for the proposed route. But, see below.

Extremely high traffic volumes during commute hours. With the exception of replacing the light at Klahanie with a roundabout, this project plan does nothing to alleviate or improve the traffic situation. I would like to see coordination with King County and Issaquah on the remainder of Issaquah-Pine Lake Road between Klahanie and Issaquah Fall-City Road. The replacement of two more temporary traffic lights with roundabouts would be nice.

The most dangerous segments of Issaquah-Pine Lake Road are South of Klahanie Way, especially the segment from 238th Way SE and Issaquah-Fall City Road. Try walking or biking that segment, especially on a gloomy day. I expect a fatality in that area. And it is the only practical route from the Issaquah-Pine Lake Corridor to the Issaquah Highlands Park and Ride. I've done it several times and feared for my life each time. I feel it's a higher priority than the segment addressed in this study.

Traffic in the morning is terrible. Roundabouts are better than lights. Lights waste gas and time.

Speeding is not an issue on this corridor when most of the time there is traffic slowdowns. There is an additional 15 minutes of commute time just to get off the Plateau thru this corridor. Cosmetic fixes and sidewalks are nice but not meaningful. Sidewalks are great and bike lanes are needed but not at the expense of real traffic improvements. Why did Sammamish and Issaquah not take land from the tower development is beyond my understanding. This two lane link sits between two four lane links.

It is aesthetically beautiful, and about HALF the size it needs to be. It is still just one lane in each direction. I saw no turn outs for metro. The left turn lanes at select intersections will overfill, and block traffic following. The planted median is beautiful, but that space, plus more, is need for autos to facilitate 2 lanes in each direction. Not as attractive, but far more functional. Skip the bike lanes OR take from the pedestrian sidewalk. And the crosswalks need blinking lights when in use. Better yet, the crosswalks would go OVER the roadway.

This project severely underestimates future traffic. This design would hardly make a difference in traffic capacity by simply adding a middle turn lane. Each side of the project picks up with two lane roads going each direction. It'll be obsolete by the time it's completed. **IT MUST BE TWO LANES GOING EACH DIRECTION.** Under no circumstances should this project be approved until it provides a legitimate resolution = add two lanes each way. The traffic design engineer should go hang out at this road from 7am to 10am and from 3:30pm to 6:30pm. The answer will be clear as day.

Based on the new subdivisions currently under construction there are going to be many hundreds if not over a thousand new daily users of this corridor. To accommodate current and even near-term future needs (5 year forward look) we really need 2 full lanes in each direction. I do like the idea of accommodating turn lanes and thing we should have them for both right-turning traffic as well as some center turn lanes on the more significant entrances. Although more costly upfront the planning and engineering wouldn't cost significantly more and it is something that will eventually be added and the time seems ripe to solve an issue for multiple decades.

The lack of a crosswalk across IPL Road at SE 40th is an issue. There is a bus stop at this intersection and when you leave the Summer Meadows/Summer Pond to get to the bus stop going south you have to cross IPL Road with no crosswalk and cars that are often going much faster than 35 mph.



<p><b>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?</b></p>
<p>Safely exiting our neighborhood from SE 40th Pl to Issaquah-Pine Lake Road has become increasingly difficult due to increasing traffic in the corridor. The addition of the center merge lane for southbound traffic has helped but it is still uncomfortable because the lanes are tight, traffic is moving fast, and a hill limits sight lines to the south. Improvements to the corridor need to improve our ability to safely exit from SE 40th Pl.</p>
<p><b>Will the work be taking place at the same time as Issaquah Fall City Road is closed?</b></p>
<p>Roundabouts during the school beginning and ending times as well as rush hours are almost impossible to get through. One lane in each direction isn't enough as there are many new developments that would tremendously increase the amount of cars. If more traffic lights are added, it would just worsen the existing traffic nightmare.</p>
<p>Two lanes seems inadequate for the future, particularly close to the SE 32nd roundabout where it already backs up considerably when people are turning in and out of the Montessori School and again when Sunny Hills is starting/ending.</p>
<p>Current conditions are crowded. half mile backup of traffic in the vicinity.</p>
<p>The section of Issaquah-Pine Lake road from Issaquah Fall-city road to Klahani BLVD should be widened to 4 lane first as it has double the traffic.</p>
<p>From 228th to SE 32nd, where 4 lanes transition to 2 right before the roundabout and into 2 school zones, unless traffic is stop and go, cars frequently speed and try to get ahead of each other going into the roundabout. Traffic lights do not seem to be programmed for traffic flow between Issaquah-Fall City road and SE 48th. Consider changing light patterns at Issaquah Fall City at rush hour to allow traffic on Issaquah Pine Lake road to begin moving before allowing cars from highlands or Issaquah Fall City to enter.</p>
<p>I frankly do not understand why you would spend 1 cent on this road when your plans appear to do nothing to improve congested areas!! The plan looks like you put lipstick on the road to make it look nice and fresh. What I see looks like a great road to have a "Sunday" drive. Unfortunately this is a connector road that gets a major amount of people from point A to point B.</p>
<p>Current traffic through this corridor is pretty heavy during rush hour. I am interested in the team minimizing the construction duration, minimize the construction impacts to the community. What is the plan for construction detours and addressing cut through traffic? How will the construction be phased through the entire length of the corridor?</p>
<p>The road is presently heavily used and congested during peak rush hour times in the morning and evening. Congestion and poor traffic flow is caused primarily by the sheer volume of traffic and the fact the road is one lane in each direction. This problem is NOT solved with the proposed plan. Traffic volumes will only continue to grow due to the number of new housing developments the city has approved in recent years without seriously considering future increases in traffic volumes. If you've lived here long enough, you know what it's already like at rush hour during week days.</p>
<p>The road is fine, may not need any improvement. The traffic is not so good in the rush hours, which the roundup contributes a lot.</p>
<p>cars turning into the Montessori really back up the road, especially those taking a left turn.</p>
<p>Turning left on to Issaquah-Pine Lake Road from 234th is quite dangerous during peak commute hours. Drivers seem to race out of the traffic circle at high speed heading SouthEast. This intersection needs a traffic circle at a minimum to regulate traffic. There have been few accidents in the circle itself with cars coming downhill too fast - perhaps speed bumps on the downhill approach to the traffic circle may be worth considering.</p>
<p>There needs to be a dedicated left turn lane into the Montessori school. The school's drop off in the morning causes big traffic backups!</p>



<p><b>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?</b></p>
<p>During construction, priority is always given to the developer. The driver is always the inconvenienced party. In California, work on freeways and major thoroughfares occurs at night.</p>
<p>I do NOT want the trees cut down along the road beside my house! The bus stop at SE 40th PI is already very hazardous to get to (you have to literally RUN when you can even get a break in traffic &amp;€¸. and that's leaving my house at 6 AM!</p>
<p>The intersection with SE 40th PL is VERY difficult for those turning onto IPL road due to limited site line of traffic heading north (towards Sunny Hills) due to the hill and landscaping overgrowth on the south corner. This is especially challenging during peak travel periods. The newish merge lane recently added doesn't address that at all. Turning left from IPL Rd to SE 40th PL during peak periods has a long wait time because of the uninterrupted travel flow, even with the light at 42nd.</p>
<p>1) please consider flashing yellow/flashing red lights during off peak hours. 2) consider priority or not of adding transit features when there are no plans to add transit.</p>
<p>As owner of Lakeside Montessori we have witnessed major problems by not having turn lanes (many accidents- some serious). As traffic increases we will need these new turn lanes to effectively stack up cars waiting to turn to avoid delays for through traffic with inadequate turn lanes.</p>
<p>Slow drivers are as much of a problem as fast ones. Too many stop lights and too much growth with insufficient road capacity.</p>
<p>Commuter traffic on this vital conduit to/from Sammamish and Issaquah demands at least two lanes for flow in both directions of travel. Connections to arterials at both north and south ends of Iss-Pine Lake road are two lanes in both directions plus turn lanes so the single lane proposal creates a bottle neck for traffic flow. Traffic signals not roundabouts should be used at key intersections to control speeds and allow access for all parties during peak traffic periods. Do not miss this opportunity to avoid a future traffic problem. Bike lanes are a waste of money and benefit a very small number of residents who do not contribute to highway/road construction, use or maintenance expenses when biking...</p>
<p>Agree with Bike/Walk improvements Better Transit on-load/off-load spots Fish friendly culverts</p>
<p>Traffic is bad on Issaquah-Pine Lake Rd. Turning left out of the Summer Meadows neighborhood is often very difficult. Your 3 lane proposal will do little to reduce traffic and is naively short-sighted. With a few more years of growth like the current pace we will be no better off than we are now. When Sammamish began they had a vision for what they wanted the new city to become. I personally wondered that they went too big on the grand boulevard concept. Since then I am grateful for the boldness of the founders vision. Now I see scrimping and trying to do just enough to get by. What a shame. Here is a fact: people on the plateau are not capable of efficiently navigating a roundabout. I also feel that the newly incorporated area of Sammamish is getting the short end of the stick. We should be given more respect and should be provided with the same level of infrastructure as the rest of the city.</p>
<p>Plenty of signage posting the speed limit. Need adequate policing along IPLR to keep drivers attentive to the speed limit.</p>
<p>There are long stretches were landscape median is being provided. With Eastside Fire &amp; Rescue located on the roadway, will there be enough room for vehicles to move over so responders may pass by?</p>
<p>Should be a four-lane road looking to the future growth in the area.</p>
<p>I can't get to work in the morning anymore! There are way too many cars for a 1-lane road. This is a major transit corridor, and you guys are designing a pedestrian-friendly idealistic model that couldn't be further from reality! If it is still 1 lane, there is no point!</p>



**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 like the idea of having a center turn land and places for buses to pull off the road so traffic does not have to stop and wait. I've found that there is way more traffic south of SE Klahhanie, heading south to SE Issaquah-Fall City Rd. I would make that area a priority before work on the current project. Don't line the road with trees. They reduce sight lines and make one feel constrained. Plus wind can cause trees to damage vehicles and power lines. Instead of a side walk that know one will use, add a separated bike lane that is wide enough for walkers and bikers. A paved bike lane is way cheaper than a concrete poured sidewalk.

glad you are fixing the bike lanes and sidewalks to make the area more accessible to those choosing to not drive.

The dangerous traffic back-up from Issaquah Fall city road going North on Pine lake. Why are you not at least making improvement up to 48th Ave (the Sammamish/Issaquah dividing line)?

We need another lane. At least during peak times, leaving the plateau and returning, we need a second lane.

It would help if you could be specific around "how" these changes will improve traffic flow. I think turn lanes already exist where needed. The population will continue to grow through 2035, and traffic already backs up north of Klahanie in the mornings just to get through the Issaquah-Fall City/Pine Lake intersection. We need more throughput. Also, we have traffic problems NOW. Why does this take until 2021 just to start. I'm sure it's not easy, but decision making needs to be faster and anticipate changes more proactively. Thanks.

**Capacity**

This is the most unsafe roundabout for kids crossing for school. Everyday there has been multiple incidences when drivers don't stop even though crossing guards are in the middle of the street. It would be way more helpful to have a street light or a stop sign instead of roundabout so close to school. It might help the traffic flow but certainly not helping with kids safety.

Those using transit should be honored for their reduction in traffic volume. Treat them like royalty not as an after thought. Simple unpaved jogging path interior to sidewalk. Where are the train tracks going to be placed. This needs to be planned for . Tone down the lights. Fire station accessibility an issue with it being at roundabout especially during heavy traffic periods or snow conditions . Unsafe pedestrian crossing by Sunny Hills. Scary to try to walk across. Cars are concerned about entry and exit and fail to notice pedestrians

It can be very difficult to turn out of SE 40th place. There is also a noticeably greater amount of traffic along the road in general.

fire engines exiting from Station 83 on to Issaquah-Pine Lake Road, during times of high traffic it is extremely difficult. Possible ground markings for fire zone and/or better signage.

Traffic Circles are dangerous because they are not big enough (my bus had trouble getting around the one near ST. 83), and citizens are not educated on how to use them safely. Pedestrians are invisible so often!

Please leave the stoplight at Klahanie, better than another roundabout

The crossing at 37th street is too dark for pedestrians crossing to the bus stop. The bus stop on the Seattle side is too dark. Often the buses don't see people standing there in the early morning hours without a handheld light. The roundabout at the elementary school is oversubscribed and there are many times in a day where a leftmost volume of traffic completely shuts the other entrances down. Currently on off hours, the bus does not stop at 37th, and the walk from 40th after dark is treacherous with no sidewalk and little light.

Obviously the congestion turning from Issy-Fall City onto Issy-Pinelake is a huge problem as is the reverse in the mornings. The back up built by the light at 235th Way is also concerning.

There is a new ISD school planned. Road should be dual lane both ways in front of school entrance.



**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?**

Nb Traffic on the south side of it can get bad.
right now there are only 2 lanes and with school buses and commuters the buildup to access is longer
Minimal construction and all traffic through Klahanie
we live @ 234 Ave SE > (behind the fire station) getting out of that neighborhood and taking a left turn to sunny hills elementary during peak hours is a pain. Currently there is no turn lane. simulation video shows turn lane into the neighborhood in future nor really our of neighborhood. At night there is not enough lighting on road.
See below
Add more capacity- don't build medians!
The road from SE Klahanie Bl to Iss/Dathic Hill Road should be done FIRST!!! (The portion you are proposing to improve is not as hard as this stretch is!)
The roundabout at Sunny Hills gets clogged every school morning around the start of the school day. It looks like the new design won't change this.
The crosswalk at the roundabout at Sunny Hills Elementary is extremely dangerous. I have voiced my concerns multiple times about speeding drivers and drivers not stopping at crosswork for pedestrians even when they are in the middle of crossing. We simply cannot wait three years for this project to complet before we see changes made to this section of the corridor.

**Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?**

More capacity needed on the road. The new Jarvis-Conner project will add hundreds of daily trips on this corridor. We need to bite the bullet and add 2 more lanes!
4 lanes of travel with 5th turn lane. No stupid plant medians.
Three things: (1) It would be great to have a shelter, and pedestrian crossing for the bus stops at SE 37th St. (2) Roundabout on the Klahanie Blvd intersection is a bad idea since it will get severely backed up at commute times. Keep it as a traffic signal instead. (3) The main arterial road should be 2-lane for traffic on each side. Single lane is insufficient and will cause severe backups.
Considering the number of new homes being constructed there and with all those new folks driving on that corridor, keeping that section a single lane road isn't going to cut it. We should strongly consider adding another lane in both directions just like the work being done on Issaquah-Fall City Road. If we don't do it now, we'll end up paying for this twice with the minor improvements now and then later for adding another lane. This is one of the major access roads for lots of folks in Sammamish to get to I-90.
Walking and biking safety. Noise.
As long as the traffic circle only has 1 lane entering the circle, bikes can safely enrage drivers that hate bikers by riding in the middle of the car lane as they approach the circle. I have had two cars actually try to run me off the road approaching SE 34th. The bike lane around the traffic circle is dangerous because of riding over sidewalk and having your back to traffic turning onto SE 34th Place.



**Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?**

I live at Summer pond / Summer Meadows neighborhood. My family has to take IPLR for getting in and out of our community that means we use this road for pretty much everything. Things which we would like to be considered in the new design. 1) There is insufficient lighting current on the road. Specially during winter and rainy months visibility is very very poor which makes it hard to drive and also increases chances of accidents. We need this road to be more than sufficiently lit. There are few new posts installed on the road which make it safe to drive, we would like to see similar lamp posts through out the entire length of the road. 2) Dedicated turn lanes were recently created at 40th pl, they are better than what we had before so it is appreciated. But we feel they are not enough during peak hours. Because there is a hill which makes the cars come fast and it is difficult to predict in coming traffic during peak hours. Current design does not include a signal at this intersection. We would like to see a smart signal installed at this intersection so that it does not block traffic on IPLR for most part of the day but it will make making turns safe in and out of the community. 3) Currently there is cross walk from east side to west side. As there is not enough of side walk on the east side, and what ever side walk is left it is pretty much broken. Hence we walk mostly on the west side. Also to access bus stops we have to run for our life's when crossing the road because there is no cross walk, there is no signal for cross walk. We need a cross walk at 40th PL which will allow pedestrians to safely access bus stops and communities which are across the road. Also there has to be a signal for cross walk at 40th pl so that incoming traffic can stop. 4) For houses which backing to IPLR corridor, once most of the tree cover is taken down for road widening there has to be some barrier to cut noise and light. Either by saving maximum amount of trees or by re-planting new ones to minimize the effect of noise and light.

The project should extend to Issaquah fall city road or 48th.

I would hope they consider how many students will be walking / biking to school from all of these new developments! Traffic signals keep the kids safer than round a bouts!

First build a safe sidewalk on both sides with better lighting.

Consider a cycle track type configuration with landscape strip next to vehicle lane and bike lane at sidewalk elevation (separated from vehicle lanes by landscape strip) with small separation from sidewalk. Provides better separation for occasional bikers from vehicles and also less PGIS to treat.

sight lines for intersections. crosswalk safety.

see above re: trailers & boats being towed.

Skip the trees in the middle of the road. It looks nice but costly for the city to maintain. You have also had to remove large tree sections of center lanes on 228th due to traffic needs. Are you giving the fire trucks/emergency responders enough space to get if you put trees in the middle? How are you going to accommodate this by the Montessori school. The road is narrow and houses close to the road.

Please consider using quieter pavement compound to ensure road / tire noise is kept to a minimum due to many residential houses along Issaquah-Pine Lake Road.

Please consider making the road two lanes each way and a turn lane. This road serves not just our neighborhood, but the entire Plateau that crosses from I-90 to other parts of the Plateau.

The Issaquah School District plans to build an elementary school on the properties previously held by the Volpe family southwest of the intersection of Issaquah-Pine Lake Rd and Klahanie Blvd. The planned opening for this school is 9/2020. Is consideration of juvenile pedestrian traffic as well as parental drop-offs/pick-ups and school buses included in your development plans?

There will be additional challenges at the intersection with SE Klahanie Blvd when the new elementary school opens in late 2020. Please ensure that crossing this intersection is extremely safe for young children. Roundabouts can be good for traffic flow, but bad for pedestrian safety. I've seen problems with pedestrian safety at E. Lake Samm. Pkwy and SE 43rd Way. Tall-ish landscaping can be detrimental to pedestrian safety in these intersections.



<b>Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?</b>
Planned elementary school on the Volpe property. Access is planned for approximately 340 feet south of the Klahanie entrance road/new roundabout.
Traffic, pedestrian safety
I hope that the trees being planted along the Issaquah-Pine Lake Road will be appropriate for the location and will not have to be hacked up in the future because of the power lines overhead. Also, please put in appropriate compact shrubbery that will not require extensive pruning so that they won't be carved up into unnatural looking square plants with a flat top.
Numbers of homes being built will add hundreds more cars- seems like additional lanes would help offset.
Get ahead of the "need" for improvements to handled increase demand on all municipal services as the area continues to build out... including schools, fire, EMT's, traffic, and parks & rec.
Thank you for remembering bike commuters, walkers, and general aesthetics for the new design. Also happy to hear about considerations for stream management. Perhaps I missed it, but has the team considered where other animals (deer, etc.) will need to move through the corridor to access water and forested areas? Perhaps there is a way to help reduce potential accidents by such consideration?
Additional lanes - this is a BUSY road. It should have 2 lanes in each direction.
Vision for improveff travic..
I'm hoping the engineering can reflect the topography and be sensitive to the land uses around it. This segment will set the tone for the rest of road, where I worry for the houses that hug the road on the uphill side and the bucolic view all the way to the mountains on the downhill side. I don't see treating the entire project with the same road standards, walkways, and landscaping throughout. I'd like the project to reflect the area it's passing through.
Please integrate transit fully. Safe biking infrastructure, fully separated and protected, might get people to bike in a way that a painted bike lane never will on that roadway.
Sidewalks. Having needed to walk from IHPR home (more a problem before the 269 mid-day service resumed), I've found the sidewalk randomly ends on either side, requiring some fore-planning. Once you get to IHPR/IHFC, there's no option to continue on Issaquah Pine-Lake.
Seems one lane each way will become obsolete in 5+ years. Consider two lanes each way with turn lanes. Sidewalks and intersections look great. The Traffic Circle at Klahanie Blvd, will become a nightmare at some point in the first 5 years. Also, suggest the project continue to Issaquah Fall City Road intersection.
The impact of construction. Consider the planned work on Issaquah-Fall City Road and the large increase in volume that project will drive to Issaquah-Pine Lake Road. Working both projects at once will make me bonkers.
Improve pedestrian safety on the segment from 238th Way SE and Issaquah-Fall City Road.
Don't make the planter lanes too large. There's nothing more frustrating than not being able to get into the turn lane because the planter lane is in the way. An example is the planter lane near city hall. When coming from Redmond on 228th I have to wait for multiple lights because traffic is backed up. The turning lane is empty and the turning light is green but I can't get into the lane because of the planter area. It's maddening.
I am shocked that the cities of Issaquah and Sammamish did not get right of way to increase the lanes to two lanes in each direction. The improvements that I see are cosmetic at best and will not provide any meaningful traffic improvements especially as soon as Tower Farms and the other neighboring developments come on line. The traffic flow in the AM and PM to get off the plateau is slow and impactful to anyone's daily commute.



<p><b>Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?</b></p>
<p>Congestion is horrible through here and I don't see how your design is going to do anything but make it look "pretty". We don't need "pretty" we need functional. We also need a better light at the Klahanie Blvd intersection. But as a cyclist who rides from Jacob's Creek Condos to Pine Lk Park, I love bike lanes.</p>
<p>The design as presented would barely serve the traffic as it is now. LOOK AHEAD to when the Connor Jarvis development is built out - those residents are not here yet. Currently, and in this mock up, metro will still block traffic, as will the school bus.</p>
<p>Real traffic flow. This looks like a mere attempt to put lipstick on the problem by adding a middle lane that will hardly make any difference at all.</p>
<p>I'd like to see a focus on not only accommodating today's traffic but the traffic we are likely to experience in the next 5-10 years. In addition some walking paths and covered bus shelters might encourage some broader mass-transit use. (if the buses had a special lane in the couple of "stops" along the route then traffic wouldn't be stalled behind the buses and/or drivers wouldn't be so aggressive in trying to pass.)</p>
<p>I would prefer to not have the landscaping in the middle of the road, especially near the SE 40th intersection. When you leave the Summer Meadows/Summer Pond neighborhood on SE 40th to go south, it is a challenge to get out. The addition of the center lane where you can pull out into the center lane during a break in N/B traffic, then merge into the S/B lane when it is open has been a major improvement. If you add landscaping to the center lane this would be more difficult. I think there should be no landscaping between SE 40th and the next intersection to the south.</p>
<p>Consideration and respect for any effect on wildlife habitats. Pictures indicate the new design incorporates lots of trees to maintain the suburban feel. I hope this is a true representation. Please plant fruit bearing trees like Issaquah Gilman.</p>
<p>Special attention needs to be given to the design for traffic leaving SE 40th PI to southbound Issaquah-Pine Lake Road to ensure it can be done safely and without lengthy waits for a break in traffic. A center "safe lane" with adequate width and good sight lines not obstructed by median landscaping is important to accomplishing that outcome. I think all electrical distribution and communication wires should be placed underground. That should be a mandate from the city to the utilities and telecom providers. I know it's not practical to underground the high voltage transmission lines bit it is very doable for all other wires.</p>
<p>Sammamish is becoming a generic suburb USA so let's design to maintain a rural natural feel by limiting street lights to intersections only following Night Sky recommendations, delete curbs and gutters where possible and use drainage swales on each side of the road, create asphalt (no concrete) meandering paths on each side of the road, and don't put the same species of deciduous street tree at 30 feet on center in a row on either side of the street rather create groups of mixed species natural to this area and definitely use evergreens in the mix and vary the spacing so it looks more haphazard and natural.</p>
<p><b>Widen the road to 2 lanes in each direction up to the crossing with SE Issaquah-Fall City Road</b></p>
<p>Like the light at 37th but question whether a roundabout is a good idea at Klahanie Blvd.. Would like to hear the reasoning behind switching out the light there to a roundabout.</p>
<p>Accommodating Montessori and Sunny Hills traffic so as not to back everyone up.</p>
<p>you need a four lane road</p>
<p>The planned road improvements will not improve traffic flow which is getting worse. We should focus on moving traffic. It should be a 4 lane road to ensure we do not have issue 10 years from now.</p>
<p>What is the purpose of the raised medians? They look nice, but they would seem to require more maintenance, the trees would drop leaves and branches on the road in fall and winter, roots would cause pavement cracking and if there is an accident or stall alongside the median, cars cannot get around and traffic would back up. They are useful in school zones or other high traffic pedestrian areas where you need calming, but otherwise they bottle things up.</p>



**Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?**

I think they need to understand that NOW may not be the time to improve this road. If this road is not going to widen or add extra lanes then I see no point in spending money on it. I truthfully think your traffic calculations are wrong and we need to be doubling or tripling traffic flow on this road. Think about this, as our city grows, what other road or path are we going to use to increase and get the volume in or out of the city. The answer is there is not alternative, this is the road and for you to waste money now by making moderate changes is ridiculous. The City needs to be looking at outside the box ideas, such as when the Jarvis Development came to light maybe buy some of the land so that the road could be widened! When a new school goes in on by the Klahanie entrance, what is that going to do to traffic. I imagine it is going to cause a backup from there to Sunnyhills and what will I be doing? I'll be taking a route through neighborhoods to avoid the mess you created and those neighbors are going to be livid.

Building the project as quickly as possible to minimize impact to the community. Implementing an alternative delivery method that is different from the standard design bid build maybe something that would be beneficial to this project.

Eliminate the treed center medians and sidewalks and make the road two lanes in each direction with "smart" traffic signals and road sensors. Trees in the center medians are nice and I'm not anti-tree, but they require maintenance and as they age ultimately cause damage to the roadway. Also, please coordinate with the city of Issaquah to address the problem of congestion associated with the roadway all the way to the intersection of SE Issaquah - Fall City road. The two left-turn lanes coming off SE Issaquah-Fall City road onto the one lane of Issaquah - Pine Lake Rd SE is a nightmare when traffic is heavy and the right lane ends causing dangerous vehicle merging. I strongly recommend you coordinate with Issaquah to extend your plan to all the way to the intersection of with SE Issaquah - Fall City Rd to address and correct this situation. Failure to do that will only result in more traffic congestion as traffic volumes continue to grow. Please address this issue now and incorporate extending the plan as I describe above - PLEASE!!

We strongly suggest that the roundup at the cross of Issaquah-Pine Lake Road and SE 32th should be replaced by cross road traffic lights, so that the traffic may become better at rush hour. Thank you.

plan for FUTURE growth

Issaquah-Pine Lake Road is one of the primary feeders to Sammamish from I-90 and is woefully inadequate to handle the amount of traffic in 2018. This improvement project is a good first step but should not be marketed as something that will work well through 2035! In 2000, it would take under 10 min to get to Sunny Hills Elementary from I-90 exit 17, independent of the time of the day. If the planning is for projected 2035 traffic, I challenge the planners to make changes to bring current travel time for that stretch to comparable 10 min say around 6 pm on a weekday.

I strongly urge the project team to reject any ideas of creating a 4 lane road on this corridor. This street passes close to neighborhoods, homes and future schools and homeowner's back yards. We do not want another 228th Ave running through our neighborhoods. 2 lanes with a center turn lane is sufficient.

I like the center median idea. Much prettier. I love that 228th has Kano posts and decorations during holidays. Let's make this similar! Can we bury those ugly utility lines?

For much of the route there does not appear to be a shoulder. I hope there won't be bus stops in those areas! What about disabled cars?

Safety â€¦ speeding â€¦ being actually able to even move in a car! Quit cutting down trees!!!



<b>Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?</b>
The roundabout next to Sunny Hills at SE 32nd way is a huge issue during school pick up/drop off time. It comes to a standstill, the fire engine is blocked in and the traffic is totally blocked by those trying to enter/exit the school. Based on this, I am very surprised a roundabout at Klahanie BLVD has been proposed when another school is going in on that corner. How are we 1) going to relieve the traffic issue at the Sunny Hills roundabout and 2) avoid the same issue in another roundabout right next to another school?
More imaginative solutions/ideas- reversible lanes? partial one way "loop" or 2 lanes/ 1 lane, configuration, etc. appreciate safety improvements.
Routing of turning cars via lanes, medians, plaalens, etc. Accidentally cars speed up as they exit the traffic collide headed from the fire station to Klahanie + further. We have witnessed many rear end collisions so speed need to be addressed.
Adds a passing lane where possible.
Two lanes of traffic flow in each direction for entire length of Iss-Pine Lake Road with traffic lights a significant entry/exit intersections to control access and speed. Provide for transit siding pull-outs. Eliminate bike lanes on major roads.
Making the road 3 lanes (2 traffic flow, and one turning) is not much of an improvement of what is already there. What will be needed, as traffic gets worse, is additional lanes for the actual flow of cars. As much as a 4 lane road is not attractive, considerably more development is already in process and projected, and 2 lanes on that major thoroughfare is not going to be enough in the future. It would be a wise move for the city to purchase enough adjacent land now to accommodate a wider road system which will eventually be needed. Also, the current plans to include center dividers looks attractive, but seems to have a major flaw. It looks like the divider would prohibit a fire or emergency vehicle from passing cars, and there may not be enough pull out area to allow the cars to pull over and give a large fire truck ample room.
<b>More Roundabouts</b>
Eliminate the trees on the center islands. They will be damaged by delivery trucks, are a maintenance problem, and falling leaves in the wet weather will be a danger and cause flooding hazards.
A 5 lane road that will still be efficient 20 years from now!
Maintenance of the landscaped strips along the road needs be continued long after the road project is completed. Who is responsible?
Cost of the project, best use of limited available space, future cost for upkeep/maintenance. I do not support a landscaped center median, as it is not the best use of space and city resources.
I hope there is not possibility of eliminating the sidewalk on one side of the roadway. There are plenty of times as I drive on the corridor and feel it is unsafe for transit users to wait for the bus on the shoulder. The transit users need a refuge like sidewalk to wait for the bus. Also do not eliminate the proposed illumination for this corridor. Please evaluate turning movements, especially vehicles with trailers, for the Issaquah-Pine Lake Road northbound to SE 32nd Street. In the existing condition, I have noticed several tire marks on the sidewalk. I am hoping this is being addressed with the new design.
As mentioned above, we need 2 lanes in each direction. Hardly anyone is walking or biking on this road. Look around...it's all cars.
Definitely need either a traffic light or roundabout at IPLR and 37th. It is nearly impossible to turn left out of that neighborhood at certain times.
Keep traffic moving.
Consider a place for transit buses to pull off out of traffic at their stops
the way drivers leaving the main Klahanie entrance ignore drivers coming from the opposite direction (maybe Jacobs creek condos or the like)



<b>Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?</b>
There are so many traffic lights now. to go anywhere within Sammamish takes too long. I like the idea of a traffic circle as they do seem to help traffic flow much better. PLUS, when driving during non-commute times there are fewer traffic flow delays.
The current high volume of traffic is slowed considerably by the existence of traffic lights. I would like to see roundabouts used in place of a traffic light instead, since they have been proven to increase the flow of traffic here in Sammamish and everywhere else they are used.
Increased capacity
Remove roundabout, and put a stop sign or lights.
Pedestrian use. (Roundabouts are unsafe for pedestrians ) Transit options (covered bus stops and crosswalks to stops with blinking lights, bus pullouts, train tracks ) More lanes with ability to get around stuck vehicles as in snow days or cars with mechanical difficulties ) Clear center lane entire route for emergency vehicle travel during peak congestion hours. Timed traffic signals. Street lights that aren't so intrusively bright . (Less lights, warmer color than those resently installed at Jacobs Landing) Animal crossing Roundabouts are problematic in snow conditions
The difficulty in getting out of SE 40th place
responding emergency vehicles public transit bus stops
The Traffic circle near sunny hills is dangerous. People become impatient and do things like jump in even if others are in the circle. A traffic light might make it more safe. Please note: This is an opinion from a lay man, not a town planner.
Consider doing this only once to meet the future plans of this area which is growing faster than the N end of the city. Consider that rather than make a pretty road, make a road that promotes other ways of use than cars.
please do not use those garishly large street signs
The current growth shown along the corridor with multiple new residential developments must be considered. We cannot have a project that becomes outdated quickly after its completion because it did not anticipate these increased traffic demands. If possible, the design should allow traffic to keep flowing while also providing turn lanes for both left and right turning traffic.
The amount of lanes necessary through the ENTIRE corridor to move traffic from SE 32nd all the way to/from Issy-Fall City
Don't have major construction on Issaquah-Pine Lake Road at the same time as Issaquah-Fall City Road
Ability to add lanes as traffic increases over time
during construction please consider have 2 lanes - 1 each way - operative to eliminate traffic backups during commute times, school arrivals and closures
Noise issues for homes near Iss-Pine Lake road!
Round about near Sunny hills need to be more efficient making that roadway improvement does not necessarily improves the overall traffic in and out of Sammamish
On-site water treatment so water filtered + returned to the basin
A lot of us are having a hard time believing in your traffic projection. Hundreds if not thousands of new homes (&cars) are being built on both sides of this road. Why not build a 5 lane road, 2 in each direction, plus a turn lane, while you still can? Traffic will only keep growing, it won't go down because new homes keeping popping up.
require a pedestrian signal system at 37 P SE
widening to 5 lanes would create capacity for future demand growth. The project will likely face funding opposition if 5 lanes are *NOT* the central project feature
Road noise can be a bit of challenge to the abutting properties in Klahanie etc. I hope you consider that.

**Question 2: What do you hope the project team considers as they refine the preliminary design of Issaquah-Pine Lake Road?**

**Wouldn't this be a good time to eliminate the overhead utility lines along this route?**

1. Pushing the sidewalk up further to give time for the drivers exiting the roundabout to react and stop for pedestrians. 2. Installing a school zone 20 mile blinking light during school pick up and drop off hours. Sunny Hills is the only school in the district that does not have a blinking school zone speed sign. That is not acceptable as we have so many children that walk to school from all the nearby neighborhoods. 3. Police patrol during school drop off and pick up hours. With so many new houses being built around the school, and increase in walkers, there needs to be a solution to help us feel safe. Thank you for your time.

**Question 3. Is there anything else you'd like to share about the project?**

**Don't turn this into a beautification project when we need more capacity! Remember Issaquah's bond tax defeat for this very reason!**

**Still looking at short sided fixes when this should have been completed 20 years ago. Only viable solution is 4 lanes of traffic with a 5th as a turning lane.**

**This is an arterial road. Please consider how disruption would be minimized while the construction is happening. Maybe limit the construction during commute times for instance.**

**It should be 4 lanes, 2 in each direction plus center left turn lane all the way to the Issaquah Pine Lake Rd/Issaquah Fall City Rd intersection and coordinated with the City of Issaquah to do the same from that intersection to SE 48th St. which is the border between Sammamish and Issaquah. At morning and evening commute times it is backed up for miles. I live very near the SE 48th & Issaquah Pine Lake Rd intersection. That corridor is just like SE228th which is 4 lanes. They both have the same purpose to get to I-90 and other things.**

**Current design is a good starting point. We would like to see how the city collects all the feedback and shares it with its residents for further review.**

**I assume you are taking into consideration the Iss-Fall City road improvement project, and that construction on the Iss-Pine lake road project will not start until the other project is completed. Traffic will be pure hell during the Iss-FC road project, and it's daunting to think, at the same time, about another huge project.**

**I'm not so sure this is going to improve any traffic congestion.**

**Center planter strips should not utilize shrubbery similar to what is on 228th. In some locations, it makes it difficult to see approaching traffic.**

**Glad you are finally doing this. We moved off of the road once Connor-Jarvis was approved. Too much traffic!!**

**Would be great to continue to receive updates and be involved in the decision making process.**

**Thank you so much! It looks beautiful and we are very happy to see this is coming. Thanks for the good communication too. Wishing you and all concerned with this project the best of luck with all parts of a big undertaking.**

**Please consider extending the scope of the project all the way to SE Issaquah Fall City Rd. When headed north, there is a significant bottleneck caused by those turning left at SE 48th St. When headed south, there is a horribly constructed left turn lane going to 238th Way SE and a bottleneck caused by a virtually non-existent right turn lane leading onto SE Issaquah Fall City Rd. Regarding the bad left turn lane: I have had near accidents with many cars as I am headed southbound and entering the lane. Northbound cars always drive into my left turn lane in order to pass northbound Metro buses stopping just past the 238th way SE intersection - very dangerous. Please contact me directly for further information.**

**Would like to meet with Jed and whomever else would be appropriate to discuss the planned project and access/egress. Steve Crawford, 425864-1896 or email below**



Question 3. Is there anything else you'd like to share about the project?
I am not sure if this would help any but where I come from in California a road like this would also have a higher speed limit. Is that being considered?
It comes way too late in relation to the current lack of road capacity to handle existing traffic.
This part of Issaquah-Pine lake road just got updated in this year, why are you now about to spend even more money on a non-problem section. The part of the road near Falls City road is in need of widening more than the section that this project addresses.
Growth needs to continue to be managed wisely, with a strong goal of not further reducing open forest and pockets of wilderness - without those, Sammamish becomes a droll suburb and loses the heart and soul of what makes it special.
A 3-lane rd. is already obsolete.
Having recently moved here, I'm struck by the lack of connecting roads. It seems like having more ways to get through neighborhoods - not as big as Iss-FC but bigger than residential streets with speed bumps - might reduce pressure on the few big streets that we have now.
I like the dedicated bike lanes and improved pedestrian safety.
Please explain why the segment from 238th Way SE and Issaquah-Fall City Road is not part of this study.
Make sure you tie the lights so we don't have to stop at every light. That's a waste of time and gas and gets people frustrated. Traffic is bad enough without having to stop at every light. Roundabouts are better than lights.
Need to add a 4 lanes total is the only viable option. Otherwise this is a complete waste of resources and something I will remember when we see any new requests for funding.
Yes - FUNCTION should be TOP PRIORITY. MOVE people. Build round a bouts that fit school busses, metro, and emergency vehicles!
Make it two lanes going each direction. if necessary get rid of the bike lanes.
Lighting in general within the city is not good. Please consider using LED lights as they do not produce the light pollution of other bulb types since they are directional. This would keep the roads lit but not disturb residents or wildlife in forested areas.
The additions of sidewalks and bike lanes will be a great improvement. I hope the landscaping between street and the sidewalks is low or no maintenance, i.e. no grass and not susceptible to weeds, etc. that are either expensive to maintain or unsightly if not maintained.
Looking forward to seeing how the corridor design evolves. Thanks for reaching out and asking for feedback and using multiple methods to connect.
I am concerned about traffic impact if simultaneous construction occurs on the king county issaquah-fall city road and the issaquah-pine lake road.
it should start after Issaquah-Facc city road improvements
Listen to the community first, engineers second.
Get real about growth and traffic and don't expect to solve these problems with transit.....if there is a place for buses its at the freeways, not in neighborhoods like this....Sammamish is a place where I should be able to drive easily to/from a park and ride or if I choose to go sit on the freeway in my own private vehicle, but our neighborhood is not place to be forced into taking public transit or to be sitting in traffic.
Need to incorporate "smart" traffic signals and road sensors like those proposed for 228th Avenue. This will help mitigate the problems with congestion during rush hours.
Needs to be completed sooner than 2021.
Again, please consider that this road runs adjacent to back yards and neighborhoods. I live on a street that parallels Issaquah Pine Lake Road. Please consider us!
Reminds me of the E. Lake Sammamish improvement several years ago. Years of inconvenience for drivers with little, or no, benefit to traffic flow. But looks nice.



Question 3. Is there anything else you'd like to share about the project?
My house backs up to IPLR and is also directly across from the huge development that destroyed an entire forest! Plus right next door to the Toll Brothers IPLR development that destroyed another forest! We CANNOT afford to lose any more trees! The traffic and the noise is going to be off the charts! I will likely move, Sammamish is no longer a good place to live! You talked to "stakeholders"? Obviously only churches and businesses, my house is directly impacted in every way, no one contacted me.
Please show traffic flow numbers, now and future projections. It's hard to believe than 700 cars/hr now won't exceed 950 once housing in area is built out and other development by 2035.
The extra growth with just two-lane roads results in insufficient capacity. Would like to see ST554 bus run all day from South Sammamish or from a new park and ride at north end of Sammamish.
Design/build the road improvements to accommodate vital traffic flow and eliminate attempts to change transport behavior by "social policies" vs practical engineering considerations for reality not wishes. Public transit is not available or likely in the future at levels and destinations for the traffic on Iss-Pine Lake Road. Current and projected transit services are not selected to serve the flow of people from home to work but serve political agenda, i.e. to/from downtown Seattle, Transit times far exceed personal drive times to major employment centers even under less than ideal traffic congestion situations. Jobs are moving and will continue to exit downtown Seattle in response to the city's social policies and taxes. Do not let Sammamish fall victim to the same problems.
To minimize impact during construction.incorporate off-rush hour construction and potential alternate school bus routes
Better communication with the HOAs along IPLR.
The design is one travel lane in either direction with center turn lanes at intersections. This is what we have now. Plus, a new sidewalk was just installed on one side with the new development along most of that route. Please do not spend city money to redo what is already there. Adding a sidewalk on the other side is a good plan.
I support this project. It appears it will approve the safety for all, especially with the addition of bike lanes and sidewalks.
People do NOT know how to use the roundabout by Sunny Hills. If you add another one at Klahanie boulevard, I literally will be unable to get out of my neighborhood. You are a day late and a dollar short. This road should have been expanded 20 years ago.
Avoid adding lights as they slow down the flow of traffic. Instead consider a raised foot bridge.
I hope you will plant trees that will not tear up the sidewalk and/or road over time, and require replacement and repairs later. Seems obvious, but too often we see this wasteful cycle.
We do need to provide additional education on how to use a traffic circle. Many people still come to a complete stop even when no other vehicles are in the circle.
I like the bike accommodations.
Your proposal isn't much different than what is there now. No real improvement in traffic volumes. Not worth the money for shown improvements . Cheaper options Missing long term planning. Transit ?
Where is this money coming from? I do not want to pay more taxes for a road that is messed up because of thoughtless design and development.
2 lanes both ways on as many roads as possible would be great.
Seems like good planning into the future; will there still be enough road expansion growth in same location should that ever be necessary into the future?
A ROUND-A-BOUT . will cause traffic on Klahanie Blvd to have to wait longer than the regular traffic lights would during the peak morning and evening traffic. Leave the traffic signal at Klahanie Blvd ! There doesn't look to be enough room for a round-a-bout without taking right-of-way from the surrounding land at the intersection.



<b>Question 3. Is there anything else you'd like to share about the project?</b>
I thought construction would begin summer of 2019 but appears it begins in 2020?
Why do side streets get signal priority to IPLR? IPLR traffic has to stop w/motion/triggers. Have signals times to allow IPLR traffic to flow
Use LED lighting. In pavement vs. overhead (reduce light pollution) + use motion sensors to turn on in pavement lighting.
Re: a new elementary school, in addition to Sunny Hill Elem. Does anyone take the bus anymore?! The amount of "kid drop-offs" is ridiculous. a centerlane and roundabout are not going to benefit school start times + end times at the schools. A line-up of car after can is awful.
Build a 5 lane road, not 3! This is a major road to get from all the homes on 228th to the freeway. Your 3 lane road is not going to cut it.
With all of the EXCESS GROWTH, we needed 4-5 lanes 10 years ago!

**Additional comments**

<b>Additional comments received at November 28<sup>th</sup> community meeting</b>
Future capacity on IPLR should be closer to 1,600 per hour, especially given closing IFCR.
Given my current experience on IPLR, it doesn't seem like this design will hold enough capacity for looking 15 years out from now. I travel on SR 900 to Kent, which is two lanes each way. It's better than I-90 or I-405, but it's still a mess. I don't think you're being realistic with the growth here – the City is saying that the Sammamish town center will hold 2300 more people in the near future.
Next time, show us the numbers behind your assumptions! It helps back up your reasoning, especially when you're saying things that are hard to believe.
We need more capacity, not pretty medians.