

## MEETING SUMMARY

West Lake Sammamish Parkway Corridor Study  
OV / VP CAC Recommendation – Special Meeting

# OVERLAKE AND VIEWPOINT CITIZEN ADVISORY COMMITTEES

## *SPECIAL MEETING*

Thursday, May 28, 2009

6:30 pm

Redmond City Hall

## Agenda

- I. Call to Order – 6:30pm
- II. (6:32) Sign-In
- III. (6:35) Approval of Agenda
- IV. (6:37) Review Meeting Purpose:
  - a. Obtain additional information regarding W Lk Sammamish Corridor Study
  - b. Produce a CAC Recommendation regarding W Lk Sammamish Corridor Study, including intersection improvements at NE 51<sup>st</sup> Street and Bel-Red Road
- V. (6:40, 15 minutes) CAC Roundtable development of remaining questions
- VI. (6:55, 20 minutes) Staff presentation of additional information/answer to questions
- VII. (7:15, 10 minutes) CAC Roundtable statement of individual recommendations
- VIII. Confirmation of recommendation tally -- 7:25 pm
- IX. Adjournment – 7:35 pm



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Nine citizens and two City staff members attended the special meeting of the Overlake and Viewpoint Citizen Advisory Committees; held on Thursday, May 28, 2009:

John Stilin (VP CAC, meeting chair)  
Bob DeWald (VP CAC)  
Ernie Wilson (VP resident)  
Tom Hinman (R. Planning  
Commissioner)  
Ken Foster (VP CAC)

Lynne Olson (VP CAC)  
Stanley Schriger (VP CAC)  
David Chapin (VP CAC)  
Josh Benaloh (OV CAC)  
Tricia Thomson (R. staff)  
Kimberly Dietz (R. staff)

6:30 pm, call to order.

Meeting agenda approved without objections.

Stilin reviewed the agenda and meeting purpose with attendees. Hinman clarified that the City officials take into consideration other points of view and that changes to the proposal could occur.

Stilin asked the group to share additional questions for staff's reply. Hinman asked if there were any surprises from the meeting on May 21<sup>st</sup>. Thomson replied that there were not and the majority of questions were addressed during the Q&A on the 21<sup>st</sup>. She called the attendees' attention to a channelization plan for addressing some of the additional questions that staff received following the May 21<sup>st</sup> meeting.

Stilin noted that later e-mail messages mentioned concerns with street lighting, the bike path route, potential changes to speed limits, and noise abatement. Thomson described how projects that propose changes to capacity must perform a noise analysis. As well, she confirmed no changes are proposed for the current speed limit. Stilin also asked if the study included a trip analysis as there are many users of the corridor. His interest was in a trip origination study and wondered if the corridor serves as an alternative to SR-520. Thomson noted that the study did not take into account the future light rail system and that it could change traffic patterns. She also mentioned that an origination/destination study could be performed.

Schriger noted as well that Microsoft's hiring patterns could change throughout the future and that it is an unknown.



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Chapin asked if the study accounted for a disproportionate amount of traffic coming from/to Bel-Red Road. His concern was whether the roundabout would be less effective in this situation. Thomson replied that analysis is performed on “worst case” scenario; in this case it used the PM peak hour traffic. The analysis also examined the level of service for each route, queue lengths, and delay times.

Foster asked for clarification regarding the order of construction/implementation. Thomson described staff’s recommendation to add the roundabout when it is able to be funded. The widening portions would come at a later date as they would not be required immediately.

Schriger mentioned that he sees northbound issues during the peak hour to be more of a problem for the corridor. He then described his trip to the May 28<sup>th</sup> meeting and listed the intersections at WLSP and SR-520 as bottlenecks. He suggested that roundabouts at these locations could help to move traffic more so that the proposed roundabout at Bel-Red. He asked if the study considered this alternative. Thomson replied that the study did consider the larger picture/vicinity and the purpose was to address future volumes of traffic.

Benaloh reiterated that the study examined the PM peak traffic but then noted that AM peak stresses the corridor in different ways.

Wilson asked if Bear Creek opening would help the SR-520/WLSP intersection. Thomson noted that it could but that the bridge will remain a limiting factor.

Chapin asked about the packaging of the study and whether the bike path could be an earlier action. He added that citizens did seem to favor the implementation of the path. Thompson described how the path is one of the more costly components of the project because of right-of-way acquisition. She also noted that the City would pursue the entirety of the project right-of-way at one time.

Schriger asked for clarification on the study’s goal. Thomson stated that the study addressed future volumes and focused on motor vehicles. The study goal was to keep vehicles moving through the corridor (*and to reflect the City’s Transportation Master Plan; to establish WLSP to Bel-Red Rd as a multi-modal corridor*).



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Wilson asked about the TIP's listing of the two projects; corridor and roundabout; prior to public input. Thomson described that the TFP includes a public hearing and that projects include public involvement as they are scheduled for study and/or implementation. Wilson then added that it seems as if the corridor improvements should come before the intersection improvements in such manner that they might be needed in the future.

Foster shared a concern that the neighborhood would not be able to access the roundabout during peak hours due to other traffic. He noted that this concern was addressed to his satisfaction at the May 21<sup>st</sup> meeting with the discussion of spacing that would be created by other uses of the roundabout.

Schriger asked if the study/plan included syncing the other corridor lights. Thomson replied that the City would sync lights and that they will coordinate with WSDOT on those lights that WSDOT maintains in association with the SR-520 interchange.

The attendees then shared their preference and recommendations:

### **Alternatives:**

1. Phased Project Approach: prioritize building a roundabout at WLSP and Bel-Red Rd with signal improvements at NE 51<sup>st</sup> St first, and delay widening of WLSP to 5 lanes.

2. Full Buildout with Roundabout: Build a 5-lane road with intersection improvements at Bel-Red Rd and at NE 51<sup>st</sup> St including a roundabout at WLSP and Bel-Red Rd.

3. Full Buildout with Signal: Modify the signals and approaches where WLSP intersects Bel-Red Rd and intersects NE 51<sup>st</sup> St with no roundabout and widen WLSP to 5 lanes.

4. Other: Do nothing and accept increased congestion and anticipated

### **CAC Preferred Alternative:**

4 (with emphasis on the bike path)

3

2 (with emphasis on the bike path and with coordination among stakeholders including Bellevue, King County, and WSDOT)

1 (if unable to coordinate as listed above)



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delay created by future growth; or other solutions.

Additional study and implementation considerations suggested by the CAC:

- Promote the bike path; it is necessary.
- Provide more information such as timing and cost of the phasing effort.
- Acquire the right-of-way land, including that needed for the path, now.
- Build capacity first into the corridor. Then the roundabout could come later if still warranted, after analysis with the corridor improvements. (*please note that this suggestion was directed at Alternative #3*)
- Coordinate with WSDOT regarding the SR-520 interchange.
- Redirect, encourage bicyclists to use the path.
- Focus on flow versus widening to accommodate more vehicles.
- Maintain the current configuration at NE 51<sup>st</sup> Street; it works for neighbors who reside in the vicinity.
- Address neighborhood access for those uncontrolled intersections (t-intersections) throughout the corridor.
- Ensure presence of street lights for safety.
- Include noise abatement.
- Include a speed study and plan.
- Do not promote the phases approach on behalf of citizens that reside in the vicinity; perform construction once to lessen the impacts. This approach show dedications to the “Two Urban Centers” concept by connecting the Overlake and Downtown centers, and providing the Viewpoint and Overlake Neighborhoods with a vital link to Downtown Redmond
- Coordinate the bike/pedestrian infrastructure and configuration with Bellevue’s plan for WLSP to prevent the need for crossovers.
- Note that New Zealand includes traffic lights at roundabouts for use during peak trip times. Some are traditional stop lights while others are metering lights.

Stilin summarized the meeting noting that more are in favor of the roundabout and that the CAC’s combined recommendation is to approach the project carefully. Also noted was the value that citizens place on the bike path/multi-purpose trail.

8:05 pm, meeting adjourned.

