

West Lake Sammamish Parkway Corridor Study Public Meeting

Preferences and Comments (white sheets)

May 21, 2009, Council Chambers, 6:30 – 8:30 pm

Tally of Preference Survey (first page of white comment sheet)				
1 – Phased Project Approach	2 – Full Buildout with Roundabout	3 – Full Buildout with Signal	4(a) – Other; Do Nothing	4(b) – Other; Other solutions
1	9	5	1	

Please note that several white comment sheets did not include a preference. However, their comments are included below.

- My choice would be to leave this intersection as a lighted one. The reasons are that traffic coming down Bel-Red Road is very heavy from 5:00pm until 7:00pm. Without the light, I doubt that traffic attempted to enter off of W Lk Samm Pkwy would have any chance of making it into the traffic circle during these times, during Monday – Friday. Our experience is trying to reach Redmond High School or Redmond Junior High School through our children’s attendance at these hours for various evening events has required us to leave our home early to arrive a timely manner. Both RHS and RJHS are the assigned schools for Viewpoint families. Our experience in using the one located at the end of W Lk Samm during these hours is that traffic stops a good 1 mile to 2 miles down W Lk Samm and its stop and goes all the way to I-90.
- I would choose option 4 – no change because I think traffic gaps are critical to turns onto WLSP going north. I haven’t been shown that roundabouts provide enough of a gap especially for a four lane road. I don’t think its wise to introduce a four lane high speed arterial next to those neighborhoods with more safety features: timed lights, barriers, etc. My second choice is option 3.
- I am a big fan of roundabouts. My only concern is whether the drivers, peds, and bikers will ever learn how to use it efficiently. We can’t even merge onto freeways efficiently. I love how this will keep the flow of traffic going but this will only work if the participants understand how to use it. I fear we expect too much out of our drivers.
- If the crosswalks are to work in winter, the crosswalks areas need adequate lighting so that motorists can see peds. Not sure how peds can cross safely with high volumes of traffic
- I prefer the roundabout because it works better. I selected option 2 because it includes the multi-use path. Option 1 would be okay IF it included the path. In many respects, the path is the most important part of this project. It will connect two parts of our city for walkers and riders – a major link.
- Am very interested in having the bike trail built as soon as possible (at least to 50th Way from Marymoor Park). This may take some traffic to Marymoor off the road because residents may choose to bike or walk to the park. Please bring light rail to

West Lake Sammamish Parkway Corridor Study Public Meeting

Preferences and Comments (white sheets)

May 21, 2009, Council Chambers, 6:30 – 8:30 pm

- downtown Redmond ASAP and take the traffic off the streets. “Build it and they will come.” 2022 is too far away.
- Extremely concerned about the extra noise of the 5-lane option. I believe the real source of the traffic congestion is the W Lk Samm Pkwy/Leary Way intersection. What is nothing being proposed to address this? NB Bel-Red Road, south of W Lk Samm Pkwy needs to be expanded to 2 lanes to handle the evening Microsoft traffic – the roundabout will help a little but is not the complete answer. I like the roundabout alternative compared to the existing traffic signal, which is very restrictive. Strongly recommend the speed limit on W Lk Samm from Bel-Red to NE 51st Street remain 35 mph.
 - It appears to me from the discussion that building the roundabout without adding lanes in both directions would really back up traffic. Currently traffic going north backs up every evening at the light at Bel-Red and backs up to 40th or further. If the roundabout is added, traffic may go through that intersection and then back up at the light at 51st. Since I live on NE 50th Street that would make access to W Lk Samm very difficult.
 - Need a safe bike path along W Lk Sammamish!
 - Full buildout chosen because it includes the multi-use path improvement. With the increased traffic on W Lk Samm, it is currently not safe for pedestrians to walk on the bike lane or wait on the side of the road at the bus stop.
 - The particular roundabout proposal looks to me like a solution searching for a place to happen. I don't think the site is suitable, due to the topography, especially the steep, wet slope to the west. In my opinion, the City would be better served to complete the 5-lane section of WLSP south to an improved intersection with Bel-Red Road ASAP. Tonight's discussion also highlighted the desirability of making all of Bel-Red a minimum of four lanes. As a second phase, a roundabout could always be built later if the signalized intersection proves problematic. As someone who routinely travels northbound on WLSP through this intersection, I am concerned that a roundabout – especially without a 5-lane roadway – will negatively impact my ability to get through this intersection, particularly in the evening rush hour. Thank you.
 - What is the projection of Microsoft employment in the future? The major impact on North bound traffic in the evening is currently filling the space between the roundabout and NE 40th so if employment increased and two lanes are built, the same issue could occur.
 - I prefer #3. I have no confidence that a roundabout will speed up traffic movement but it does definitely inconvenience the residents. Widening WSL north of Bel-Red is definitely a priority, but the current light meets our needs.
 - Your expert on roundabouts explicitly stated neighborhood access to Bel-Red will be severely impacted. This is not acceptable.

West Lake Sammamish Parkway Corridor Study Public Meeting

Preferences and Comments (white sheets)

May 21, 2009, Council Chambers, 6:30 – 8:30 pm

- My biggest concern is access from 46th Street to northbound lanes into Redmond. We will be trapped in our neighborhood during peak hours. I also foresee huge backups due to close proximity of stop lights – roundabout to 51st = .5 miles, to Marymoor = .4, to 520 = .2 if roundabout is built before widening WLS. I am a fan of roundabouts but the location is problematic for some neighborhood access.
- Noise is an issue to our neighborhood at 5003-5019 W Lk Samm. Also doing the roundabout before fully making W Lk Samm 5-lanes is a big hardship for the neighborhoods and for our safety.
- In researching roundabout vs. a signal, it is my understanding they aren't as effective when 1 road (W Lk & Bel-Red) has higher traffic than the other road (W Lk heading east). It has also been stated that roundabouts are most effective in non-peak times. Roundabouts increase safety – there are no current safety issues at the signal. If there are an increased delays on W Lk Samm (heading east) the driveway to Meadows @ Marymoor condos will be blocked. Tonight was mentioned the roundabouts decrease “empty” times in the intersection – there are not currently any empty times in the intersection – the timed lights keep things VERY smooth even with MS traffic. The roundabout will take a large amount of land access issues. Most bicycles are coming south on W Lk from the park to W Lk East + there is not bike lane for them. They would enter the roundabout in a traffic lane & slow traffic. How will 2-lanes turn into the one on W Lk Samm heading east?
- Noise reduction is a major concern. I live next to Lk Samm across the street from the Sammamish Rowing Club. Congestion created in the morning and evening/afternoon traffic time is incredible and can hear constant noise from our living or dining rooms. Also speeding drivers, motorcycle noise is hard to endure. (we have very good windows) Please consider noise reduction seriously. 5-lane development must be done at the same time of roundabout development.
- Good meeting. Roundabout is my choice. W Lk Samm Pkwy “yielding” into a single lane / Leary Way at 520 intersection of WLSPKWY & Learn is a major blocking problem. (Note: drawing that shows the yield lane from WLSP northbound onto Leary eastbound “This ‘yield’ is a major problem at peak times.”)
- A roundabout designed to handle increased traffic volume only hurts the residential areas. We were basically told to drive ½ mile south from NE 50th, go around the roundabout, and double back the ½ mile in order to go north. With a light at W Lk Samm & Bel-Red, we can always turn north onto W Lk Samm by waiting for a break when the light turns red. Vehicle safety may improve, but we're concerned about pedestrian & bicycle safety in the roundabout. This project hurts our neighborhood more than it helps.
- So we have 4 options, which I note a pretty laden with a characterization of how dumb some would be (that is, only #4 includes a description of adverse conditions

West Lake Sammamish Parkway Corridor Study Public Meeting

Preferences and Comments (white sheets)

May 21, 2009, Council Chambers, 6:30 – 8:30 pm

that would result, although they are still speculative. One wonders if Microsoft has reached it's growth peak and we are going to end up with an urban ghetto of surplus infrastructure and housing). Where is the data on these? This decision should not be made in a vacuum (e.g. we like it so cost and impacts do not matter) What improvement is each projected to deliver? What is the anticipated cost of each? How long does each take to accomplish? What is the impact on traffic on this corridor during this timeframe? If we simply widen the street to uniform and improve signaling, won't the overload be forced to create a solution in the area at the point of the problem....which is Microsoft traffic trying to get AROUND Redmond? I would be opposed to any solution that provides improvement enabling shortcutting through neighborhood streets. If these folks aren't inconvenienced, nobody is going to create the proper fix. The problem is at Microsoft and 520 (and possibly east Redmond offload of 520)--put the solutions there. I am prepared to start a significant campaign to rethink this solution. When the big mess is addressed, this might be a great place for a one lane roundabout. Two lanes and as designed looks like fatalities waiting to happen with no real improvement to the problem.

- My main concerns about this project are as follows: That the environment for the solution has changed (I think job growth is going to be static for several years). I would like to see how this data is being adjusted to reflect this. That the vision of what this area is and should be is not well defined. I think the need for a solution is being driven by some adverse traffic conditions rather than looking at the neighborhood and deciding what we want this area to be. As a resident, I would like it to be designed to respond to the residential and recreational character of the area rather than to primarily off-load traffic that is simply trying to get across town and is thwarted by the 520 congestion and shortfall where that road ends. This area offers a prime location for an alternative transportation focus. Encourage biking and walking and skating and small transit options, local traffic. Discourage commute-oriented non-local automobile traffic. Make them choose other routes. In my book this means a parkway setting, ample walking and biking paths with stopping points (benches etc), provisions for all existing residential roads to have good on-off access to the thoroughfares, including smart signals. Roundabouts might be great at every such intersection feeding residents onto/off WLS/BelRed, but not at main arterial connections. Before this project goes further, residents deserve to know what issues you have anticipated (to ensure a complete list, such as how driveways and roads close to the roundabout will be handled) and how you are addressing them. As of last night, sounds like these critical details have not been considered. Nobody knows how the people who live just south of the intersection on each side of WLS will be given access to the road. The lack of left turn lane for the condos there will certainly bring the roundabout to a grinding halt

West Lake Sammamish Parkway Corridor Study Public Meeting

Preferences and Comments (white sheets)

May 21, 2009, Council Chambers, 6:30 – 8:30 pm

and block flow if anyone wants to make that left turn to go home. Are you planning to force them to drive through other residential streets to "work-around" this problem? Not a good solution. A big problem that does need a fix is the mess at B-R/40th when there is snow and ice. This is a treacherous situation. The Overlake area has direct access capability to 520. This is where the traffic should be directed through on/off ramps, overpasses, light rail, or whatever onto 520 and off into downtown and over to East Redmond. So basically, I am not in favor of any of the solutions because they have not been supported by enough data or resident and local traffic studies, although #3 with modifications bet meets my vision (small roundabouts at residential intersections better than 5 lanes--put a park strip in the middle). The main traffic is believed to be leaving Microsoft and trying to get to east Redmond. This condition describes a freeway solution, not a residential surface street solution. Please reconsider this project and create a different vision for this area. We are a completely residential and recreational area with access nearby to two urban/commercial areas. We don't need to change what is here--we need to enhance and respect it before it is gone. Only one chance to do that.

Priority ranking of the multi-path improvements (white comment sheet, 2 nd page)		
High	Medium	Low
9	4	4

Please note that some comment sheets did not include a ranking for the multi-path improvement.