

Attachment B: Responses to Additional Recommendations and Comments by Members of the Viewpoint and Overlake Citizen Advisory Committees Regarding Proposed Improvements to West Lake Sammamish Parkway

- Promote the bike path; it is necessary. *Staff agrees*
- Provide more information such as timing and cost of the phasing effort. *This will be done as part of the next phase of design.*
- Acquire the needed right-of-way, including property needed for the path, now. *Staff agrees that it is a good idea to take advantage of the economy at this point in time but there are not sufficient funds dedicated today. The 2022 TFP amendment is the next available avenue to commit funds. Staff plans more meetings with King County when the design continues.*
- 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) This represents a third disruption to the area. Staff disagrees with the idea to enhance the signal because the roundabout demonstrates much more improvement to traffic flow and ped/bike safety.*
- Coordinate with WSDOT regarding the SR-520 interchange. *Staff will continue to work on coordination of signal timing.*
- Redirect, encourage bicyclists to use the path. *Staff disagrees with this suggestion as it refers to “no bicyclists” on the roadway, with cyclists only traveling in a separated path. A large contingent of bike commuters is interested in traveling from the WLSP to Microsoft.*
- Focus on flow versus widening to accommodate more vehicles. *Fundamentally, staff recommends this through the phased approach of building the roundabout first to improve the flow until volumes reach such a level that the capacity of the roadway can no longer accommodate the volumes.*
- Maintain the current configuration at NE 51st Street; it works for neighbors who reside in the vicinity. *This is a request to do nothing at this intersection and staff does not recommend that as a prudent option.*
- Address neighborhood access for those uncontrolled intersections (t-intersections) throughout the corridor. *In the phased approach, vehicles will have two options:*
 - *To wait for a gap in the traffic; which staff believes will occur; to turn left, or*
 - *To turn right and use the roundabout to go in the north direction.*

The following three comments will be covered when the design is completed. They are performed as part of standard engineering practices.

- Ensure sufficient street lights for safety.
- Include noise abatement.
- Include a speed study and plan.

- Do not promote the phased approach on behalf of citizens that reside in the vicinity; perform all construction at once to lessen the impacts. This approach shows dedication 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. *Staff proposed the phased approach because there are traffic flow benefits in the short term, if funding is not available until the long term for construction of the entire project. The comment to lessen construction impacts is well taken.*
- Coordinate the bike/pedestrian infrastructure and configuration with Bellevue’s plan for WLSP to prevent the need for crossovers. *It is noted that the proposed plan for this section of the WLSP bike path consists of one-side of the street. The two cities will coordinate.*
- 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. *Staff acknowledges this comment.*