



**Citizen Comment Sheet  
SE 4<sup>th</sup> St Improvements Public Meeting  
January 28, 2016**

*Optional Information: Comment sheets may be posted on project website.*

Name:	Katherine + Dan Booher		
Address:	808 212 <sup>th</sup> Ave SE Sammamish		
Phone:	425-392-4558	Email:	Katherinehbooher@gmail.com
Please add me to the list for all future mailings: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			

Comments: We have lived at the corner of SE 8<sup>th</sup> and 212<sup>th</sup> for 30 years. The corner of SE 8<sup>th</sup> + 212<sup>th</sup> is very dangerous for pedestrians trying to walk east on 8<sup>th</sup> to Big Rock Park north to 218<sup>th</sup> + SE 4<sup>th</sup>. There is a development planned on SE 8<sup>th</sup> between 214 + 218 that will have to put in a sidewalk. Please continue that sidewalk west on SE 8<sup>th</sup> to 212<sup>th</sup>. There also needs to be a sidewalk all the way from main street to Big Rock Park on 218<sup>th</sup>.

**Please mail your comments to: Public Works Dept., 801 – 228<sup>th</sup> Ave SE,  
Sammamish, WA 98075 or  
Email to [jgrueber@sammamish.us](mailto:jgrueber@sammamish.us)**



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Name: <u>Paul Meenan</u>
Address: <u>7 218<sup>th</sup> Ave NE</u>
Phone: <u>425 427 2968</u> Email: _____
Please add me to the list for all future mailings: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Comments: The medians are nice  
aesthetically but will cause problems  
if/when we have snow

The ~~to~~ 218<sup>th</sup> going to Big Rock Road needs a  
The roundabouts are too small for sidewalk  
the large trucks and bus/camper  
conversions. We have a constant  
process of trucks & trailers with all  
the construction going on.

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Name:	VIRGENE SEVERSON		
Address:	22065 SE 4th ST		
Phone:	425-391-1734	Email:	SEVERVL@YAHOO.COM
Please add me to the list for all future mailings: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			

Comments: A sign directing traffic to the SAMMAMISH COMMONS WAS put up at the intersection of 222ND & SE 4th, on the south side of SE 4th.

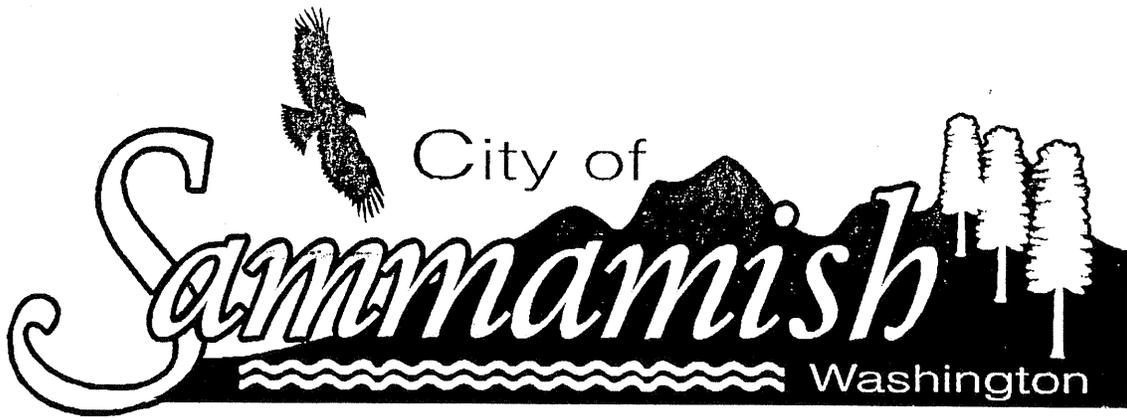
This sign was put up this summer and there is a major problem with it! It is FAR from the actual intersection and MANY, many people; pedestrians, bicycles, and automobile traffic now turn down my driveway looking for the park

★ Please move the sign or add a sign underneath that says something like "NEXT RIGHT." Very confusing.

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Sammamish, WA 98075 or

Email to [jgrueber@sammamish.us](mailto:jgrueber@sammamish.us)



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Name:	URBAN MASSIE		
Address:	2233 219 <sup>th</sup> Ave SE Sammamish WA 98075		
Phone:	425 392 5845	Email:	Urbananddiana@outlook.com
Please add me to the list for all future mailings: Yes		<input checked="" type="checkbox"/>	No <input type="checkbox"/>

**RECEIVED**

FEB 04 2016

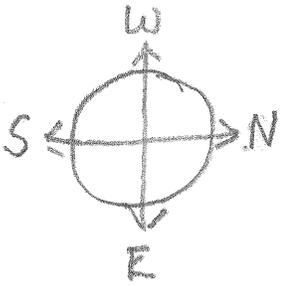
**CITY OF SAMMAMISH**  
Comments A roundabout is a waste of taxpayer money on the south side of 4<sup>th</sup> St. which would be having to make a new road called 225<sup>th</sup>. If one is needed it should be at 224<sup>th</sup> which is now a road owned by the city. 224<sup>th</sup> connects with the cities juvenile facility which is at the end of 224<sup>th</sup> Ave. SE. and has a turn around there. So they can either come up 224<sup>th</sup> or go around and come out on, believe it is 222<sup>nd</sup>. To put in a new road on the south side of 4<sup>th</sup> called 225<sup>th</sup> would be destroying a valuable piece of land of almost 5 acres in size. Having historical building on it. Being the city owns 224<sup>th</sup> and there is a lot of

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room to the west of it and the city owns half of the two and a half acre piece there now and are using it to store road equipment. I cannot figure why they would want to destroy this 4.7 acre piece. Which by the way is one of the most valuable pieces in the city commons area with its view etc. Also why the city when they know that SE 4<sup>th</sup> St coming off 228<sup>th</sup> is a very dangerous hill. 9 months of the year it is is slippery. Cars and trucks coming up and down it always have trouble. Can you imagine what it would be like having 600 to 800 more cars and trucks on this road.

When they can come in at the north end of the new grocery store and have access to the grocery store, restraunts, drug store, hard ware store, and 159 units apts. Plus some small offices They are already running big truck and trailer rigs down on the north side of which will be the Apts. Drugs store, Hardware store etc. and it comes out where you can see the traffic on SE 228<sup>th</sup> coming from the north and the south. This in and out of the shopping area is probably what is considered SE 3<sup>rd</sup> St.

MAP ON BACK



AS TO

225th PL SE

APARTMENTS

Miscellaneous  
STORES

GROCERY  
STORE

PARKING

SE 4th ST

Purposed SE 3rd ST

228th Ave SE

Light



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**CITY OF SAMMAMISH**

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Name:	<u>Diana M. Masset</u>		
Address:	<u>2233-219<sup>th</sup> Ave SE Sammamish 98075</u>		
Phone:	<u>(425) 392-5845</u>	Email:	<u>urbananddiana@outlook.com</u>
Please add me to the list for all future mailings: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			

Comments: I do not want a round-a-bout at 225-S.E. 4<sup>th</sup> Street, Sammamish, WA. 98074. This would take away the value of our property. We would like you to make the round-a-bout closer to the 30" easement we gave the city in June of 2006 "A" King County Short Platt #1179017. This is on the West side of our property. A better idea would be to get rid of the planters in the medium, then you do not need any round-a-bouts. This placement of round-a-bout would cut 1/3 of our (2) half acre buildings off. When the road to connect to the round-a-bout got developed. We would be left with only small pieces of property. It would ruin our (5) acre piece of property.

Also, there is an old growth Cedar tree at this location. The city would not want to destroy this 100 year old land mark.

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Email to [jgrueber@sammamish.us](mailto:jgrueber@sammamish.us)

To: City Council  
City Manager  
Public Works Director

From: Scott Hamilton

Date: Feb. 12, 2016

Subject: SE 4<sup>th</sup> design

Good day:

I was traveling when the open house and Feb. 9 meetings were held to discuss the SE 4<sup>th</sup> design. Please accept this as my comments.

Some of you remember that I “made my bones” in Sammamish appealing three developments over traffic issues, thus becoming a lay expert on this topic. When I served on the Planning Advisory Board and Planning Commission, transportation issues were my top level of expertise, followed by land use and environmental issues.

With this as background, I have several comments based on the Feb. 9 council meeting discussion.

### **Bikes Lanes/Sharrows**

The proposal to integrate bicyclists directly into the traffic lanes (Figure 1) with sharrows is ill-advised.



Figure 1.

Member Huckabay raised a valid point about the merging of bike lanes into sharrows. There is a greater concern, however. In the recent decision by the Hearing Examiner of King County v City of Sammamish, the Examiner noted that bicyclists always “lose” when conflicting with vehicular traffic. This proposal intentionally places bicyclists in “conflict” with vehicles. Huckabay did observe that she objects to the concept of bicyclists being the traffic calming device. The Hearing Examiner’s decision basically serves notice that safety is of paramount concern. Doing sharrows may well raise potential liabilities to the City. Nobody discussed this issue.

None of the council members observed that placing the bicyclists directly in the traffic lanes as shown will further *slow* traffic from the 25 mph proposed speed limit to about 10 mph or less. City manager Howard did raise a related issue of what the posted speed limit would be, but no one touched on the following point.

This has the obvious effect of *reducing* the 22,000 ADT traffic capacity advertised by the engineers. This affects LOS and Concurrency standards. What is the true ADT capacity in this concept?

The sidewalk along the east side of 228<sup>th</sup> is 12 ft. The width in Figure 1 is 17 ft. I suggest that the width in Figure 1 could be reduced to something closer to 228<sup>th</sup>, allowing bike lanes. (See Figure 3.)

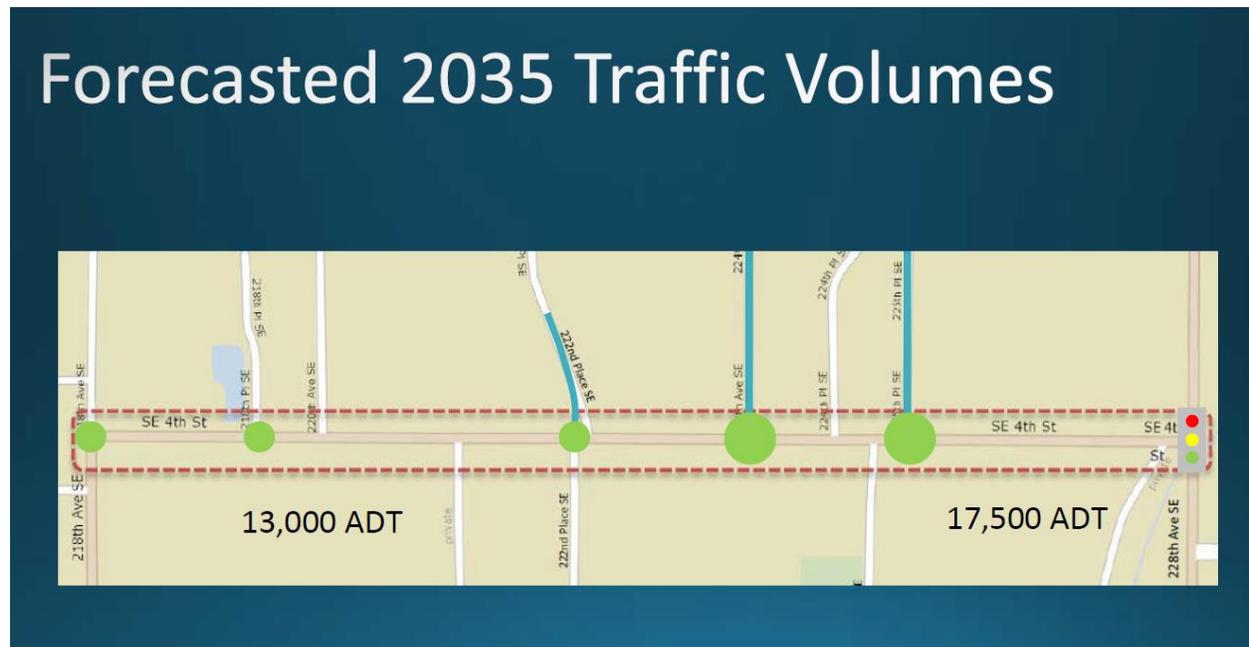


Figure 2. The distances between the roundabouts are as follows based on Google Earth (See Question #2 below):

218<sup>th</sup> to 218<sup>th</sup> Pl: 489 ft.

218<sup>th</sup> Pl to 222<sup>nd</sup> 978 ft.

222<sup>nd</sup> to 224<sup>th</sup> 540<sup>th</sup> ft.

224<sup>th</sup> to 225<sup>th</sup> 635 ft.

225<sup>th</sup> to 228<sup>th</sup> 652 ft.

Member Odell correctly raises the issue of essentially eliminating part of the important and *highly* limited east-west grid access through the proposed design of five roundabouts.

Member Malchow raises the question of EF&R response time. Emergency services and especially the fire department don't like roundabouts or traffic circles because of the response time reduction.

Member Keller is absolutely correct that the Green Spine was intended by the Planning Commission as a dual-purpose open space/storm water retention function. (I take note of John Cunningham's response.)

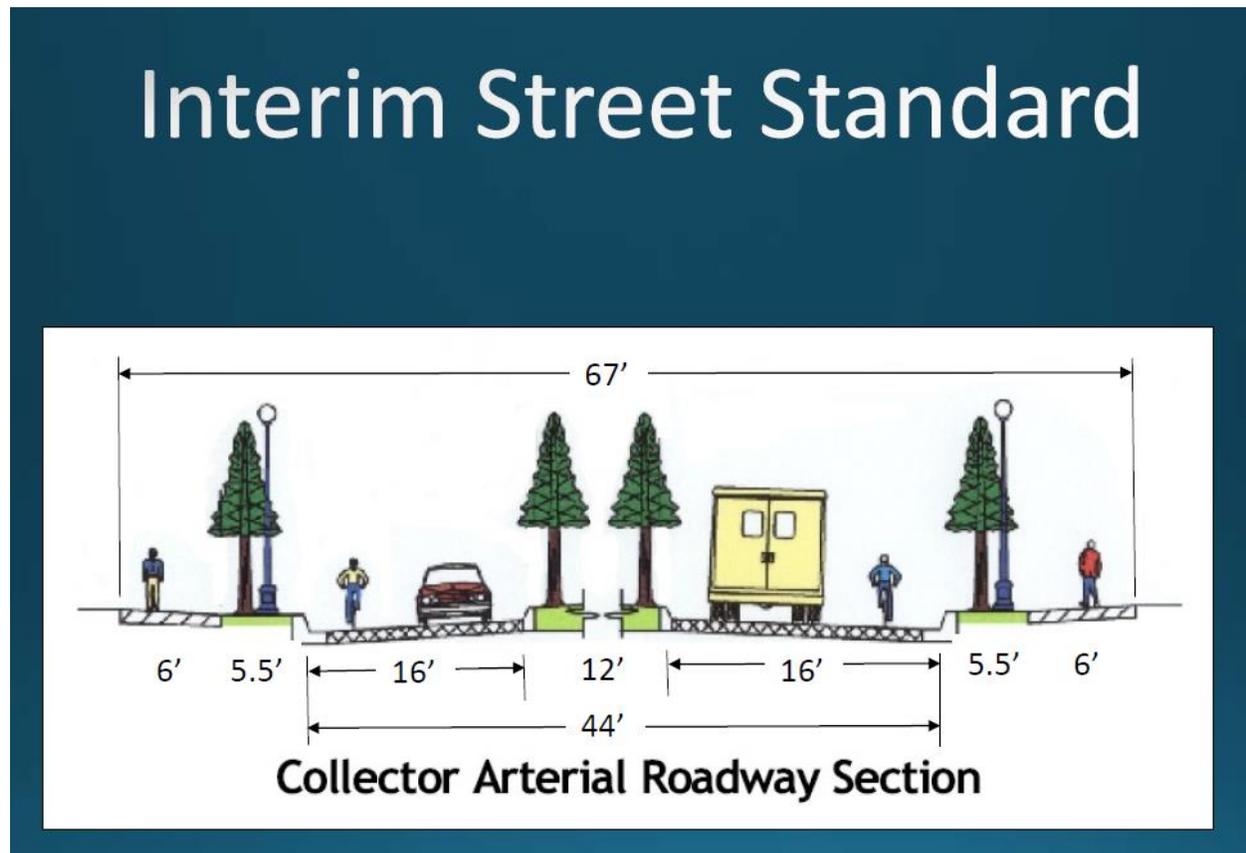


Figure 3.

Member Keller identifies the Town Center as a "destination spot," which is true, but the larger question returns to the one raised by Odell about SE 4<sup>th</sup> as an arterial. Even the engineers continue to identify SE 4<sup>th</sup> as a Collector and Minor arterial—so there is an unresolved conflict between the street's designation and the destination characterization, and the roundabouts.

**What wasn't discussed: The impacts of the proposed SE 4<sup>th</sup> design elsewhere in the City**

With the question of the number of roundabouts and bicycle sharrows or bike lanes unresolved, the Council and Staff should consider these factors (numbered for identification, not in priority).

1. De-classifying SE 4<sup>th</sup> from a minor/collector arterial may have an impact on traffic flow elsewhere in the city. What is this impact?

2. The engineers stated the SE 4<sup>th</sup> design is for minor/collector arterial standards of 22,000 ADT capacity. I'm not entirely clear about this. Under ITE standards, every "interruption" of traffic (such as driveway cuts, stop lights, etc.) reduces the ADT. Some clarity is needed.
3. Clearly inserting sharrows, completely aside from the safety issues, completely screws up the ADT assumptions. What is this impact?
4. If, as Member Keller suggested, the intent of this design is utilize SE 4<sup>th</sup> as a destination road rather than continue its use as an arterial, then this infers traffic will be redistributed elsewhere.
  - a. What is this redistribution?
  - b. Have the engineers and staff modeled the traffic redistribution?
  - c. What intersections elsewhere may fail?
  - d. What LOS/concurrency improvements may be required elsewhere as a result of this traffic redistribution?
  - e. What would the cost of these improvements be?
  - f. Who would pay for these improvements? Taxpayers or developers of the Town Center?

As far as I could tell from watching the council meeting and looking at the PDF slides, none of these issues were considered by anyone. Is the proposed design of SE 4<sup>th</sup> and the desire by some to de-classify SE 4<sup>th</sup> as an arterial and an apparent desire by some to redistribute traffic going to have unintended traffic consequences costing millions of dollars elsewhere in the city?