Summary of Open House 1 – SR 104 (Bothell Way)

**Meeting Details**

October 18, 6 - 8 pm

​Lake Forest Park City Hall Council Chambers

17425 Ballinger Way NE

**Meeting Purpose**

The purpose of the first public Open House was to hear community feedback on

* Cross-section options for SR 104;
* Intersection options for SR 104; and
* The project’s public process, schedule, and Guiding Principles.

**Attendees**

The event was attended by 44 members of the public and staffed by the following members of the Project Team:

Kurt Ahrensfeld – Perteet

Kendra Breiland – Fehr & Peers
Neil Jensen – City of Lake Forest Park

Carmen Kwan – Fehr & Peers
Rebecca Fornaby – 3 Square Blocks
Pete Rose – City of Lake Forest ParkMarcia Wagoner – 3 Square Blocks
Evelyn Jahed – City of Lake Forest Park

**Agenda**

6:00 pm Open House

6:30 pm Presentation

7:05 pm Visit stations and give input

8:00 PM Adjourn

**Project Background**

In 2016, the Lake Forest Park City Council adopted a Strategic Plan that identified the need to proactively plan the SR 522 and SR 104 corridors to improve safety and community mobility. In November 2016, Lake Forest Park and regional voters passed Sound Transit 3, a $54 billion package to expand transit in the Puget Sound region through 2041. Sound Transit 3 includes funding to improve SR 522 to accommodate planned bus rapid transit (BRT) service by 2024.

The Safe Highways Study is a product of the City’s 2016 Strategic Plan. The Study is documenting preferred cross-sections and treatments along the SR 522 and SR 104 corridors. It is the City’s intention that this Study’s recommendations will

* Be informative to Sound Transit in the planning of the SR 522 corridor;
* Aid in the identification of non-BRT improvements requiring regional investment; and
* Provide a starting point for regional investment along SR 104.

**Presentation**

After a Councilmember Phillippa Kassover welcomed attendees to the Open House, Fehr & Peers gave a brief presentation on the SR 104 corridor. The presentation provided attendees an overview of

* The Safe Highways Study, which is a comprehensive corridor study striving to create complete connections for all modes of transportation through an implementable and community-supported plan;
* Materials on display at the Open House, including preferred cross-section and intersection concepts (available on the lfpsafehighways.com Project Files page);
* Key findings from stakeholder interviews (including business groups, residents, and interest groups) conducted at the outset of the project (available on the lfpsafehighways.com Project Files page);
* SR 104 Guiding Principles (available on the lfpsafehighways.com Project Files page);
* Planning Context Report (available on the lfpsafehighways.com Project Files page);
* Existing conditions along SR 104; and
* Project schedule.

**Meeting Content & Public Comment Summary**

Attendees were provided a comment form with discrete sections for providing feedback on four topics that corresponded with the Open House exhibit stations: the overall project and the SR 104 cross-section and intersection concepts.

A total of 24 comment forms were collected.

## Cross-section options:

* Option 1: Buffered bike lanes
* Option 2: Multi-use trail
* Option 3: Sidewalks only
* Option 4: Hybrid of multi-use trail and sidewalks only

**While many community members supported the idea of a shared use trail, there was a strong preference expressed for the buffered bike lanes (Option 1)**, as it provides a continuous bicycle facility and provides the most separation among modes. The community highlighted both the safety and functionality advantages of modal separation.

The buffered bike lane option was originally highlighted as problematic by Metro, as it creates the potential issue of vehicles passing buses while they are at stops. The consultant team has since explored bus stop configurations that alleviate this concern. These stop configurations will be shown at the 12/4 open house.

## Intersection options:

* 195th/SR 104: Roundabout and signalized options presented on 10/18.
	+ Slight public preference for the signalized option.
	+ Signalized option will be shown as the preferred option at the 12/4 meeting as it is more consistent with the following guiding principles without sacrificing other guiding principles:
		- Address safety for all modes (pedestrian and bike safety)
		- Minimize impacts on neighboring properties (e.g. right-of-way, access, noise, visibility)
* 35th/SR 104: Roundabout and signalized options presented on 10/18.
	+ Public preference for the four-legged signalized option.
	+ Signalized option will be shown as the preferred option at the 12/4 meeting as it is more consistent with the following guiding principles without sacrificing other guiding principles:
		- Address safety for all modes (pedestrian and bike safety)
		- Minimize impacts on neighboring properties (e.g. right-of-way, access, noise, visibility)
* 40th Place/SR 104: Roundabout and stop-controlled options presented on 10/18.
	+ Public preference for the roundabout option.
	+ Roundabout option will be shown as the preferred option at the 12/4 meeting as it is more consistent with the following guiding principles without sacrificing other guiding principles:
		- Address safety for all modes
		- Consider draw on city’s financial resources in selecting design solutions; as well as positioning improvements well for regional, state and federal investment
		- Plan corridor to discourage neighborhood cut-through traffic
* 178th/SR 104: One signalized option presented on 10/18, which showed restricting access to the east leg to right in/right out only.
	+ Received extensive public comment about the desire to maintain access to the east leg of 178th.
	+ Presenting two new signalized options at the public meeting on 12/4 – both with access to the east leg of 178th preserved:
		- Transit queue jump
		- No transit queue jump

## Comments on the overall project:

* More communication with homeowners on SR 104
* Collaboration with other ongoing projects in LFP should be explicit in guiding principles and presentation of information
* Guiding principles should include economic development
* Cross-section and intersection option boards were not self-explanatory and should have been explained in presentation
* Visuals were successful
* Speak to possible funding sources in Open House materials
* Public process should be better explained
* Address polluted runoff from SR 104
* Speed limits should be lowered
* Tree survey—Including critical root zone for each tree in/near ROW—must be performed
* Does the project meet the GMA requirements for “no net loss of ecological function”?
* Will installing 5’ buffers remove many existing trees? If so, weigh this trade-off
* When the light rail station at 185th opens, people are unlikely to use park and ride
* Project should encourage the use of town center businesses
* Consider using pavers instead of concrete
* To make ST3 work, “shuttle should meet all express busses from Seattle (522) and go up SR 104”
* The k-rail retailing wall across from 10th and Ballinger is not high enough
* Will the state buy into these plans to assure that SR 104’s character won’t change?
* Preference for pathways (like on Brookside), not sidewalks like in Kirkland or Bellevue

**Next Steps**

The next public Open House will be held on December 4th. Refined concepts, as described above, will be presented to the community.