Summary of Open House 3 – SR 104 and SR 522

**Meeting Details**

December 12, 6 - 8 pm

Brookside Elementary School

17447 37th Ave NE

**Meeting Purpose**

The purpose of the third public Open House was to demonstrate the ways in which community feedback has been incorporated into the preferred SR 104 cross-section and intersection options, SR 522 cross-section and 145th intersection options, and non-motorized access to transit improvements.

**Attendees**

The event was attended by 95 members of the public and staffed by the following members of the Project Team:

Kurt Ahrensfeld – Perteet

Kendra Breiland – Fehr and Peers
Chris Grgich – Fehr and Peers
Daniel Dye – Fehr and Peers
Rebecca Fornaby – 3 Square Blocks
Neil Jensen – City of Lake Forest Park

Pete Rose – City of Lake Forest Park

Amanda Ruksznis – Perteet

Sarah Saviskas – Fehr and Peers

Marcia Wagoner – 3 Square Blocks

**Agenda**

6:00 pm Open House

6:15 pm Presentation

7:00 pm Open House

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 Mayor Jeff Johnson welcomed attendees to the Open House, Fehr and Peers gave a presentation on the SR 104 and SR 522 corridors. 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;
* How the Safe Highways study feeds into future Sound Transit 3 work;
* Planning Context Report (available on the lfpsafehighways.com Project Files page);
* Community engagement efforts to date, including stakeholder interviews, Technical Advisory Committee (TAC) meetings, and Open Houses;
* SR 522
	+ Guiding Principles,
	+ Existing conditions,
	+ Preferred cross-section options and community feedback on those options, and
	+ Preferred 145th intersection options and community feedback on those options;
* SR 104
	+ Guiding Principles,
	+ Existing conditions,
	+ Preferred cross-section options and community feedback on those options, and
	+ Preferred intersection options and community feedback on those options;
* Preferred non-motorized access to transit projects and community feedback on those projects;
* Project website;
* Project schedule.

**Public Comment Summary**

Attendees were given a comment form with discrete sections for providing feedback on topics corresponding with the Open House exhibit stations, including

* The overall project;
* Non-motorized access to transit;
* SR 104 cross-section and intersection options; and
* SR 522 cross-section and 145th intersection options.

A total of 36 comment forms were collected.

 *Station 1: Overall project*

* Remove tolls on SR 522 and I 405 during construction of SR 522
* The impacts of tolling SR 522 were never mitigated
* Traffic diverts cuts through neighborhoods between SR 522/145th and Brookside—think of traffic calming to discourage this (this comment was also made by one other participant)
* Reducing speeds on SR 522 would help with noise abatement
* Should consult with LFP Streamkeepers and LFP Stewardship Foundation
* Project hasn’t looked closely enough at environmental impacts
* Should make sure SR 104 improvements don’t preclude future bus rapid transit (BRT)
* Want to see more data—why isn’t there a concept for a tunnel, lid, or park on SR 522?
* Sheridan Beach Club should have been consulted in developing Guiding Principles
* Planning context fails to mention or evaluate trees

*Station 2: Non-motorized Access to Transit*

|  |  |
| --- | --- |
| **Project #** | **Comments Received** |
| 1a | * 1 person expressed support
 |
| 1b | * 1 person expressed their support for this. Sidewalks are key – there is lots of cut through traffic and speeding. An extruded curb would not be sufficient.
* Add backdoor access to Town Center/SR 522 BRT from 44th aligned with 174th
 |
| 2 | * 1 person expressed support
 |
| 3a | * 1 person expressed support
 |
| 3b | * Several people supported this
* 2 people expressed that they didn’t support the bridge—3a is more cost effective and easier to update over time
* “Strong support for Project 3B and providing more than one grade separated crossing of SR 522”
 |
| 4 | * Several people supported this
* “Support for Project 4, also make sidewalks and ped zones more obvious in area of gas station”
* “This project may be overkill”
 |
| 5 | * Several people supported this
* The street along Brookside school until 165th is where improvements for walking and biking are most needed
 |
| 6 | * 1 person supported this
 |
| 7 |  |
| 8 |  |
| 9 | * 1 person supported this
 |
| 10 | * 1 person supported this
 |
| 11 |  |
| 12 | * 1 person expressed support
 |
| 13 | * 2 people did not feel this trail is used enough to justify the cost—the goat trail works just fine
 |
| 14 | * Several people supported this
* “I like the sidewalk on 39th Avenue”
* 1 person expressed support, but prefers a path that connects up to Hamlin instead of having pedestrians use the existing easement that ends at the Vet—it’s challenging to interact with the cars coming in and out of the gas station
 |
| 15 | * Several people supported this
* “Would like to see 5 second pedestrian lead in signal at 165th (similar to signal near Starbucks)”
* There was a request to also consider an underpass—“it can work with good lighting—look at the tunnel in Kenmore as an example”
* “An overpass at 165th would be unsightly”
 |
| 16 | * 2 people expressed support—“the City should fund this”
 |
| 17 | * 1 person expressed support—“we have lots of cut through traffic”
 |
| 18 |  |
| 19 - NEW | * 3 people expressed their support for this new project. Connecting these streets would go a long way towards increasing access to transit and student access to Brookside Elementary from the hillside and Sheridan Heights. There is currently property for sale between 35th Ave and 33rd Ave, which could help make this more feasible.
 |
| 20 - NEW | * There is a blind corner at the intersection of Shore Drive NE and Beach Drive NE – this is a safety hazard for pedestrians and cyclists
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| 21 - NEW | * A safe connection is needed for people walking from the Vet through Willows Park to the Town Center
* Two people would like to see pedestrian safety improvements at the intersection of 44th and Brookside—it’s a tough corner as a pedestrian—cleaning up the vegetation to improve sightlines would help
 |
| 22- NEW | * At Beach Drive NE, pedestrians are crossing illegally and cars/bikes don’t know to look for them—it’s a big safety hazard
 |

Additional Comments:

* There are numerous “near misses” at the intersection of 165th and the Burke-Gilman Trail—cyclists don’t stop, and there is poor sight distance for motorists going westbound
* On SR 522, there was a request to maintain the southbound left turn lane just north of 165th—a resident makes this U-turn and backs into her driveway
* In regards to Safe Streets, there was a request to lower speed limits and avoid confusing signage on 35th—this individual would also like to see lower speed limits citywide (a movement to “20 is plenty”)
* Several comments were made against a sidewalk on the west side of SR 522
* There was a request for a more generous waiting area for pedestrians and bicyclists on SR 522 in front of Starbucks
* A sidewalk is needed on SR 522 between the Vet and Starbucks
* Consider eliminating Brookside Boulevard connection—route 170th into alignment with road in front of Fire Station

*Station 3A: SR 104 Cross-sections*

* “Most important thing for me as a walker is not to share same space with bikes” (This comment was made by one other participant)
* Safe for pedestrians first, also preserve green space—future is not cars!
* Support for buffered bike lanes (this comment was made by three other participants)
* Should include business access and transit (BAT) lanes from 40th Place to SR 522 to accommodate future bus rapid transit (BRT)
* Support for multiuse trails
* Does not think anyone would bike on SR 104—want to use Perkins Way instead
* Concerned about ROW taken for bike lane
* Prefers hybrid option

*Station 3B: SR 104 Intersections*

* Concerned about removing 185th leg from signalized option and how it will lead to more neighborhood cut-through
* Desire to dead end 185th in preferred option for 35th to daylight creek
* 40th Place—like “rotary” but crosswalks should be three to four car lengths from rotary; wants rotary to be 90-100 foot island diameter
* Does not support roundabout at 40th
* At 178th, prefer bus queue jump option, but bus lane should be longer—would prefer a fully realigned intersection where 178th legs meet up
* Support for all preferred options (this comment was made by one other participant)
* Prefers roundabouts at 35th and 40th
* Likes 178th options
* Prefers 178th Option 1 (bus queue jump option)
* Supports 40th place roundabout (this comment was made by one other participant)

*Station 4A: SR 522 Cross-sections*

* Please build an overpass of SR 522 with an elevator
* Like having green space/rain gardens to capture runoff/harmful metals from getting into streams
* Safety measures for homes with backyards at grade with SR 522—prevent cars from running into backyards
* Noise wall on west side of SR 522, especially with sidewalk
* Improvements to fences on west side of SR 522 to prevent burglaries
* Sidewalks on both sides of SR 522 for the entire length!
* Resident on 157th Place NE are concerned about loss of center turn lane—does team have u-turn calculations to confirm length needed for u-turn pockets? Could the u-turns be controlled by lights/sensors to keep queues from backing up?
* No sidewalk on west side of SR 522 between vet and 153rd  (This comment was made by two other participants)
* Limiting turns on SR 522 will put more pressure on 165th and other intersection (as well as create cut through)
* Concern that removal of rockeries and plants will lead to a 15-20 foot wall in some places
* “I do not understand the pushback on the sidewalk—there should be safe sidewalks on both sides throughout”
* Fully construct BAT lanes, don’t consider option to do one direction only
* At intersections, there should be pedestrian refuge islands at center and between BAT and general purpose lanes
* Medians present opportunity for storm water cleansing—and also safety!
* Keep bus stop at 165th (this comment was made by one other participant)
* Noise and speeds are a huge concern (this comment was made by two other participants)
* Do not want to lose left in/out access with median—keep two way left turn lane (this comment was made by two other participants)
* Desire for noise abatement on lakeside of SR 522 north of SR 104 (this comment was made by one other participant)
* Pedestrians and bikes are violating the light at 104/SR 522 near Civic Club
* Proposed statement: “If given the choice between constructing a sidewalk on the west side of SR 522, which would require acquisition of usable property on either side of SR 522, the City would recommend against acquiring residential property and abandon the west-sidewalk idea”
* Sidewalks are OK so long as no property is acquired and people use them
* Is median warranted?
* Sidewalks on one side, not both—push road into hillside, not lakeside (this comment was made by two other participants)
* Strongly agree with sidewalks on both sides—public right-of-way should be used for the public
* Desire for sound abatement on SR 522 from Brookside to 160th, both sides (this comment was made by two other participants)
* Revisit idea of sidewalks on both sides of street—don’t like crime implications
* Doesn’t support BAT lanes (thinks they dangerous to cross)
* Light pollution concerns for homes east of SR 522 in Sheridan Beach
* Likes sound wall east of SR 522 in Sheridan Beach
* Oppose sidewalks on both sides of the street throughout corridor—SR 522 not a good place to walk (this comment was made by two other participants)
* Does not support public funding for sound walls
* Include trees either on a median or lateral sidewalk(s)

*Station 4B: SR 522/145th Intersection*

* Prefer Option 1 (this comment was made by five other participants)
* Want bigger options, i.e. separate lane cutting the corner with a station, flyover from eastbound 145th to northbound 522. Think big or this is going to be awful! (this comment was made by one other participant)
* Prefer Option 3 (this comment was made by two other participants)

*Park and Ride*

* Put garage where Everest Kitchen use to be (near 145th) or behind it, will stop congestion of bus stopping traffic (this comment was made by one other participant)

**Next Steps**

Materials from this and other events are available at www.lfpsafehighways.com. It is anticipated that the draft recommendation will be available in February 2018.