



Lake Hills and NW Lake Sammamish Sewer Upgrade Project

Redmond Pedestrian Bicycle Advisory Committee

October 8, 2018

6:30 - 7:30 p.m.

Redmond City Hall - Room 130

15670 NE 85 Street, Redmond, WA 98052

Overview

King County Wastewater Treatment Division (WTD) outreach staff briefed the Pedestrian Bicycle Advisory Committee (PBAC) about the Lake Hills/NW Lake Sammamish Sewer Upgrade Project. The presentation included a high-level project overview, work planned on the West Lake Sammamish Trail, anticipated construction impacts, proposed bicycle and pedestrian detour routes and how community members can stay updated as construction nears. The project team answered questions during the presentation and received feedback from the advisory committee.

Attendance

Eight committee members attended the briefing.

Summary of feedback

Committee members were most interested in the proposed pedestrian and bicycle detour routes for the Sammamish River Trail and shared support for trail widening during restoration.

The following questions and comments were received by the committee members during the briefing:

West Lake Sammamish Trail Detours

Closure: NE 85th Street to Redmond Way

The closure may be an opportunity to raise awareness about the gravel trail on the west side of the river.

Project staff acknowledged that the Sammamish River Trail closure may be an opportunity to raise awareness about other trails and paths in the area, including the gravel trail on the west side of the river. However, this gravel trail does not meet requirements set by the Americans with Disabilities Act (ADA) for accessibility and will not be included as a formal detour route for the project.

Pedestrians may opt to use 158th Ave NE rather than use 160th Ave NE.

While King County WTD will promote the use of approved detour routes during construction, we know that pedestrians and bicyclists may choose to take alternate routes. We can consider additional signage at the intersection of 158th Ave NE and NE 85th Street to encourage community members to use the established detour route.



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Closure: Redmond Central Connector

Willows Road and Redmond Way are very busy. Please consider using NE 90th Street instead of this proposed detour route for pedestrians and bicycles.

The project team will look into the feasibility of this detour route alternative for the closure of the Redmond Central Connector.

Closure: Redmond Central Connector to Leary Way

This detour routes has worked well on past projects.

We appreciate this feedback and will continue to include this route in planning efforts.

Closure: Redmond Way to Leary Way

Why are pedestrians and bikes using different detour routes for this closure?

Pedestrians can use sidewalks on Redmond Way and Bear Creek Parkway to avoid this closure. We've sought to use established trails or bike lanes wherever possible for bicycle detours. We are recommending that bicyclists use the Redmond Central Connector and Heron Rookery Trail to avoid this closure because there are not bike lanes on Redmond Way or Bear Creek Parkway.

Closure: Leary Way to SR 520

How will the sidewalk accommodate pedestrian and bicycle traffic?

Project staff acknowledged that the sidewalk is not as wide as a multi-use path. Signage will be important to ensure that users know that they are sharing the sidewalk and that bicyclists should go slowly and yield to pedestrians.

Closure: Leary Way to the Marymoor Park Entrance

This is a very long detour for pedestrians. Please consider using the northbound bike lane on West Lake Sammamish Parkway as an alternative pedestrian route.

Current analysis is underway to determine if a road lane on West Lake Sammamish Parkway could be used to detour pedestrian and/or bicycle traffic during this closure. The project team will continue to look at the feasibility of this alternative detour route.

Signage

Good signage along each detour route is needed for pedestrians and bicyclists to navigate to their destination.

Project staff agreed that good signage is a critical component to safe and efficient detour routes. One of the suggestions we've heard from the community in the past is having maps posted along the detour route with "you are here" labels. The project team will consider the use of this type of signage for detours in addition to the standard orange safety signs that will be posted.



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Restoration

Will you be widening the trail after construction is complete?

The current trail is 12-foot-wide with a two-foot-wide gravel shoulder in most places. We will restore sections of the trail impacted by our construction to at least their existing extent. We are looking to widen the trail in some places based on feedback that we've heard from the community, the City of Redmond and King County Parks.

At this time, we are considering the following measures to widen the trail:

Between NE 85th Street and Leary Way (east side of the Sammamish River)

- Adding two-feet of paved area for a total paved width of 14 feet
- Adding a four-foot-wide gravel shoulder on the land side of the paved trail
- Maintaining the existing two-foot-wide gravel shoulder on the river side of the paved trail

Between Leary Way and the Marymoor Park entrance (west side of the Sammamish River)

- Maintaining existing 12-foot-wide paved trail
- Maintaining existing two-foot-wide gravel shoulder on the river side
- Adding a new two-foot-wide gravel shoulder on the land side

The trail cannot be widened in constrained areas, such as under bridges or the trestles.

Why aren't you considering widening the paved trail surface on the west side of the Sammamish River?

There is not enough space in most places along this section of trail to widen the paved area.

While the trail between SR 520 and the Marymoor Park entrance is constrained, there appears to be more room between Leary Way and SR 520. Could the paved trail in this section be widened?

Project staff noted this request and committed to providing more information about the decision to only widen the gravel shoulder in this section of trail.

Are you replanting the vegetation that is being removed as a result of this project?

King County's contractor will replant trees and shrubs removed as a result of this project per guidelines set by the City of Redmond. In most cases, we will replant one tree for every tree removed. Trees may not be replanted in the same location from which they are removed if there is concern about the roots damaging the sewer pipe. We will also avoid replanting trees too close to the trail to maintain sightlines and avoid damage to the trail surface from tree roots.



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Coordination with other projects

Is King County aware of the other construction projects taking place in the area (Sound Transit, Microsoft and City of Redmond) at the same time as the sewer upgrade?

King County WTD is aware of the other construction projects planned to take place in Redmond during sewer pipe construction. We are currently coordinating with Sound Transit, Microsoft and the City of Redmond to understand their construction schedules and opportunities to work together to reduce compounding impacts from multiple construction projects happening at the same time.

Future coordination with PBAC

How will you work with PBAC moving forward?

We are committed to working closely with you throughout the life of this project. During design, we will seek to incorporate your feedback wherever possible. During construction, we'll be working to get you the information you need so you can plan ahead. We are available to come to future PBAC meetings or to walk or bike the project route with your committee. For additional questions, concerns or to invite us to another community meeting or event, please contact Kelly Foley at 206-477-8621 or kelly.foley@kingcounty.gov.

What about project impacts to sidewalks and bike lanes on West Lake Sammamish Parkway?

The project team is still identifying traffic control plans for West Lake Sammamish Parkway but we do anticipate closures and detours for pedestrians, bicyclists and vehicles. King County staff will share this information with PBAC as it becomes available.

Will you have open houses in the future?

We have held in-person and online public meetings for this project throughout the design process. We do anticipate holding additional meetings as we finish project design in 2019 and again before construction begins in 2020.