

Roadway Improvements- Wellington Hills Parks Project

Comments/Questions from Public Meetings related to road improvements	County Response (also please see the January 2013 Newsletter)
Roundabout	Roundabout
Design so that people will not cut straight through them, what is diameter	Roundabout design is in progress, details being determined
Concern that "rotaries" are not pedestrian or bicycle friendly	Slow speed environment
There was a concern that in the event of a blocking accident to the north of the roundabout on 240th, emergency access to the mountain bike facility could be	Design will comply with fire access standards
240th ST SE	240th ST SE
If it's a " Costco freeway", why not bring it up to standards	Widening lanes on hill portion, adding sidewalk , adding traffic calming in park, improving sight distance to current standards. Narrower lanes through park and east of park help calm traffic. See January 2013 newsletter
There are concerns that reducing traffic speed will promote backups along 240th	Traffic analysis to address
Westbound 240th St SE traffic backs up between Snohomish-Woodinville Rd (S-W Road) and golf course at 4:15 weekday when the business park closes for the day	Traffic signal improvements - added lane at intersection with Sno-Woodinville Road
240th Eastbound – problem- turning around near 71st when they see it doesn't go through (can something like a No through traffic sign be added at the bottom of 240th St SE?)	Signage being reviewed
240th Difficulty turning south (left) onto Snohomish-Woodinville Road	Traffic signal improvements and added lane at the intersection of Sno-Wood Rd.
240th/Snohomish Woodinville Rd – the Traffic light "is just a suggestion" – many ignore it	Signal improvements
240th – walking across for mail is difficult with traffic/speeding	Traffic calming including speed humps is proposed
Speeding on 240th St SE and 75th Ave SE	Interim vehicle activated radar speed signs
The sidewalk down to Costco along the north side of 240th should be 7' wide	Proposed sidewalk will be 7' wide at the intersection near Snohomish -Woodinville Road, and 5' wide up the hill. The road will be widened for bicycles (shared use lanes)
A lot of kids walk up 240th (from direction of Costco)	Sidewalk to be added
Maximize green opportunities for getting to the park by adding sidewalks and bike lanes, and parking outside the neighborhood (such as west of park)	Sidewalks and widened lanes for bicycles on 240th, future connection to trail proposed along the eastside rail corridor
Need lighting on 240th	Street lighting is being considered between Snohomish Woodinville Rd and the proposed roundabout. Also at the intersection of 240th and 75th.
It's difficult to cross the road now. We need sidewalks all along the road to the east also.	Traffic calming and crossings will be added. Continuous walkway proposed along 240th. Parks is proposing to add a pedestrian overpass west of the roundabout.
What would width of walkway be?	5' sidewalk to west, 5' walkway to east
Can we do walkway .2 miles south from 240th to connect to existing walkway/shoulder and also do 1.4 miles of walkway improvement north on 75th to	Negotiating pedestrian access connection at SE corner of Park with property owner. Investigating gravel shoulder rehab on 75th
"What will happen with the current residents' land that runs along 240th if the road is widened? I would like to be reassured that they will plant some sort of barrier along the road ways along the North side of 240th and that our fences will be replaced or preserved. How am I to take a left turn safely out of my driveway?"	East of the park, the widening for a the walkway is proposed on the south side of 240th. The County will negotiate with the property owner to acquire the necessary right of way.

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75th Ave SE & East of Park	75th Ave SE & East of Park
Sight distance is problem for vehicles turning north on 75th from 240th. There is a dip and cars are hard to see.	Vehicle activated radar speed sign to warn of excess speed. Property acquisition on corner to improve visibility
75th - 240th - popular bicycle route on Saturday mornings	Goal is to shift the bike route to new future trail proposed in eastside rail corridor
Lack of illumination along 75th (Bicyclists, runners, walkers use 75th Ave SE)	Proposal is to light the Intersection of 240th and 75th
75th - can a walkway be constructed to tie into the walkway south in King County	The Parks Department is negotiating with a property owner to provide a 5- to 8-foot-wide paved pedestrian walkway/access to the park from 75th Avenue SE at the southeast corner of the park. Residents coming from south of the park in Woodinville will be able to walk along the 8-foot-wide shoulder of 75th Avenue SE, (156th Avenue NE in King County), to this new pedestrian access point.
75th is on school bus route – difficulty for children waiting and being dropped off	Bus Stop safety concerns need to be brought to the attention of the School District Transportation Office.
Neighbors want pedestrian access to the park from the surrounding neighborhood (i.e. sidewalks along 240th and 75 th)	Walkway & Sidewalk proposed on 240th SE, Negotiating pedestrian access connection at SE corner of Park with property. Public Works is also looking at opportunities to reestablish gravel shoulders in conjunction with a chip seal paving project planned for this summer.
75th Sidewalk – many think there’s greater value to adding sidewalk on the east side of park and 75th, rather than on 240th west of Park	As above
Concerned about how the road will be developed/widened east of the park. It could adversely affect the homes there.	Walkway proposed on south side of 240th from 71st to 75th
Bikes don’t use the widened shoulder on 75th, they stay in travel lane.	Goal is to shift to eastside rail corridor
Can there be a bike lane & separated walkway?	Sidewalk & widened lanes on 240th where the majority of park traffic added
238th south to county line is where sidewalks are needed	Negotiating pedestrian access connection at SE corner of Park with property. This would provide connection to existing paved shoulder on 75th.
156th – traffic already a huge problem – person thinks it will be more of a problem with the park – 35mph posted, 50mph more norm - foresees people bypassing clog at Costco via Paradise Lake and Bostian/156th to 240th or via 195th to 156th	Traffic calming: Narrower lanes, speed humps, raised/tailed intersection at 71st, radar speed signs, and roundabout proposed. Traffic analysis to address congestion

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Vehicle Access	Vehicle Access
Vehicle access - create access from all sides	Single access on west side far from residences and emergency access
Are you going to make exit west only from the park?	Yes, the exit for the park will be at the proposed roundabout
Concern that cars will bypass Costco clog to access park from east by taking Paradise Lake exit off 522, or 195th and getting to 156th from 195th at 4:15 when business park lets out	Improvements to signal at 240th/Sno- Woodinville Rd
Concerned about the volume of traffic heading east into neighborhood; most park traffic will come from east so improvements need to be made there	Traffic analysis to address
Other	Other
Please do a study of what traffic is like around a 60 acre site during tournaments to get a good idea of what traffic will be like when this park has fields	Traffic analysis to address
Concern about the wall at the bottom of the hill; residents want the wall fixed	Property owner plans to replace in near future
Have soil samples done on the wall? One indicated that the developer put a lot of "junk" behind it.	See above
What is the environmental process?	SEPA process and timeline will be posted on website
Question re: SEPA timeline, Non-project action SEPA? Followed by complete SEPA checklist?	Complete checklist to address plan approval & development permits
What is the schedule/timeline	Public Works engineers are incorporating changes into the road project design, and expect to complete their design work during 2013. Construction on the road could begin in 2014, depending on the schedule of the Parks project.
Will there be other opportunities for comment?	Comments from the public are welcome at anytime during project development. There will also be an official comment period during the SEPA process
There are concerns that reducing traffic speed will promote backups along 240th	Traffic analysis to address
There are concerns that people will ignore "no parking" signs on 71st	Enforcement
Currently motorists drive up and/or turnaround on private drives along 71st. There are concerns that increased traffic resulting from the park will increase this occurrence	Add signs at entrance to 71st - "No Park Access"
Reducing the Indoor Sports Facility footprint and building it in a later phase may reduce traffic calculations. The traffic study should be adjusted accordingly	Traffic study to address maximum Park build out