

# MEMO



December 5, 2018

TO: Project File  
FROM: Charles H. Benson, III, AICP  
SUBJECT: Meeting Outcomes/Summary from Roundabout meeting at Mercer Island on December 4, 2018 at 1:00 PM

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## **MEETING ATTENDEES:**

**Sound Transit (ST):** Charles Benson; Jemae Hoffman; Luke Lamon  
**City of Mercer Island (MI):** Kirsten Taylor; Julie Underwood  
**King County Metro (KCM):** Mark Noll  
**David Evans and Associates, Inc. (DEA):** Anthony Wilen

## **REVISIONS TO ROUNDABOUT DESIGN:**

- Anthony Wilen (AW) provided a description of the changes to the proposed roundabout since the previous roundabout meeting on November 20, 2018. The major differences between the two roundabout designs are as follows:
  - The overall roundabout was shifted north and west to avoid areas adjacent to the Mercer Island Link light rail station with an already approved design and currently under construction (electrical and garbage enclosures).
  - The inscribed diameter (ICD) of the updated roundabout remained the same as this original compact roundabout, as this is based on the outside circulating lane. However, the truck apron got smaller, the splitter islands were pulled back, and added in-roundabout channelization was added to allow KCM buses to complete full turns without tracking over the truck apron.
  - The sidewalk (I-90 Trail) width along the north side of was increased from 10 to 14 feet per City of Mercer Island request.
  - A five-foot planter (buffer) was added between the roundabout and the I-90 Trail (sidewalk).
  - The revised design would result in a larger footprint area that would extend into the existing residential structures to the north (see “Property Acquisition/Impacts” below).
  - The sidewalk on the south side of N Mercer Way was redesigned to allow for tree preservation.
- AW added that the roundabout would be able to accommodate the widest range of vehicles (including fire and ladder trucks) with the exception of WB-67 trucks, which would (only) not be able to make the complete U-turn.
- AW and Jemae Hoffman (JH) also noted that the revised design posed engineering challenges due to the grade change at the Woo property line.
- Kirsten Taylor (KT) stated that the roundabout should be well-designed to meet the needs of the community in the future.

**PROPERTY ACQUISITION/IMPACTS:**

- Luke Lamon (LL) stated the importance of the City of Mercer Island making the declaration that **MI** supports high quality transit service, which would necessitate the need for property acquisition.
- **ST** noted that the preliminary assessment by **ST Real Property** revealed that the revised design would likely result in full-takes.
- JH stated her concern for property owners as a result of this proposed project/design.
- Attendees discussed the access constraints to each of the affected properties in the case full-takes are not required.
- Julie Underwood (JU) reiterated that **MI** does not recommend private driveway access at roundabout.
- JU added that the City Council would have to agree to create non-conforming lots if the project moves forward with partial takes.

**FURTHER REFINEMENT OF ROUNDABOUT DESIGN:**

- Attendees agreed to review the previous smaller roundabout design at a location that takes into account approved light rail station plans.
- Charles Benson (CB) stated that this smaller design would need approval from **KCM** and **MI** on the reduced roundabout radius and narrower pedestrian/bicycle amenities, respectively.
- Attendees agreed that a list of trade-offs should accompany the smaller design as a means to more accurately compare the roundabout options.
- AW agreed to provide the requested smaller design per the location specifications noted above.

**OTHER ITEMS:**

- KT stated that **MI** is updating WSDOT/MI maintenance agreements per the Aubrey Davis Master Plan work.
- JH asked **MI** review the *I-90 Turnback and Landscape Maintenance Agreement* between the City and WSDOT as it pertains to bus/rail interchange construction and activities in areas adjacent to I-90.

\*This memo includes edits by **MI** and **DEA** attendees.