



# Community News and Notes

## FALL CITY COMMUNITY ASSOCIATION

### Highlights of the December 2012 Meeting

#### **MAJOR JERRELL WILLS, KING COUNTY SHERIFF DEPARTMENT.**

Major Wills reviewed the circumstances of the shooting incident at the trailer park in Fall City, noting that the investigation of the incident is under way, the officer involved is on administrative leave (standard practice), and the witness statements to this point indicate that the officer did all he could to avoid deadly force. In response to questions regarding criminal activity in Fall City, Wills encouraged residents to establish communication networks devoted to neighborhood criminal activity—vandalism, drug activity, break-ins, etc.—citing examples of successful arrests being made when timely information from a variety of observations by community members provide officers with sufficient information to identify and apprehend the culprits.

**DONATION FROM THE SNOQUALMIE TRIBE.** Tribal Chairwoman Shelley Burch and Tribal Administrator Matthew Matson provided a check in the amount of \$1,000.00 to support the Fall City Community Association.

**THE FALL CITY COMMUNITY DIRECTORY.** The updated draft version will soon be available for on-line review at FallCity.org prior to printing hard copies. Requests for changes should be submitted (with “FCYP” in the subject line) via e-mail to [editor@fcneighbors.org](mailto:editor@fcneighbors.org).

**GRANT UPDATE.** Both grant requests (FCCA river grant and the *Neighbors* newsletter software grant) have been approved, according to letters received from Alan Painter, manager, Community Services Areas Program.

**CLOSING OF THE FALL CITY BRANCH OF THE SNO FALLS CREDIT UNION—LINDA LARIAN, CEO.** Due to the economic downturn, Sno Falls Credit Union recently made the difficult decision to close the Fall City branch office as of December 31, 2012. There will be no loss of services to members in this area other than physical availability of the branch itself. The nearest full-service office is located on Snoqualmie Ridge at the Ridge Supermarket IGA, with the added convenience of Saturday hours (10 a.m.–2 p.m.). Sno Falls Credit Union is looking forward

to a more favorable environment. As the credit union’s profits improve, they will once again be in a place to reduce fees and increase services.

**BIKE/WALK TRAIL PROPOSAL.** Commissioner Kirk Harris of the Fall City Metropolitan Parks District described the proposed bike/walk trail on the south side of Highway 202 from the Fall City Library to SE 40th, which would provide safer travel off the shoulder of the road for bike and foot traffic from downtown to Chief Kanim Middle School, the West Snoqualmie River Road, and other locations. The plan, first proposed roughly 10 years ago, was dropped for lack of funding. Given community support, the FCMPD plans to pursue funding/construction options.

**LIGHTING OVER THE CROSSWALK, SOUTH SIDE OF SE 42ND ST AND 334TH PL SE—KATHY LAMBERT, KING COUNTY COUNCIL MEMBER DISTRICT #3.** A Fall City resident requested that the FCCA pursue getting a light over the crosswalk between the library and the walking lane for the Fall City Elementary School. The county has sent a team to review the placement of the light.

**SEPTIC/SEWER OPTIONS FOR THE BUSINESS AREA IN FALL CITY.** The planners of the Brightwater system are focusing on possible septic/sewer options for the business area in Fall City. The property owners will provide input, and the county will be looking at funding options for construction followed by maintenance and billing options.

**NEXT FCCA MEETING:** Friday, Jan. 11, 2013  
11:30 a.m.–1:00 p.m., at the Fall City Bistro

#### **2013 FCCA OFFICERS**

President: Allen Minner ([allenm@johnlscott.com](mailto:allenm@johnlscott.com))  
Vice President: Christine Johnson  
Corresponding Secretary: Kristen Minner  
Recording Secretary: Nancy Moore  
Treasurer: Laurie Hauglie

**2013 SR-202 Ped/Bike  
Project Concept Origins**

**Fall City Community Advisory Group  
*Pedestrian and Traffic Safety*  
*Recommendations to the Community*  
May 2000**

## **Introduction**

The Fall City Community Advisory Group has completed a review of pedestrian, equestrian, bicycle and traffic safety concerns in Fall City. Our recommendations are presented in this report.

It is our belief that the primary traffic safety problem in our community is lack of traffic enforcement. Most other issues would mellow by comparison if there were adequate police presence in our community. This issue was a recurring obstacle in developing workable solutions to traffic safety problems in Fall City. It raised the question of whether the Neighborhood Enhancement Program (NEP) funds wouldn't be better spent on speed enforcement than on engineering solutions.

We believe the Sheriff's Office should be providing a greater presence in Fall City and a better job of traffic and speed enforcement. Whatever steps are necessary should be taken to improve the insufficient level of police involvement in our community.

The framework for the advisory group's work consisted of the following elements:

- A workshop, where the community identified and ranked locations of concern
- A series of committee meetings in which the group worked with Road Services Division traffic engineers to develop recommended solutions
- An open house where the community reviewed and commented on the advisory group's preliminary recommendations.

The recommendations presented here reflect changes in the advisory group's preliminary recommendations as a result of the community's open house comments. Chief among these comments was the recurring concern about SE 328<sup>th</sup> St. and Preston Fall City Road near the Smith-Parker Bridge. The community's interest in and concern about this location persuaded the advisory group to recommend that Road Services earmark \$100,000 of the \$250,000 NEP funds to initiate design for a roundabout at this location.

## **Background**

In October 1999, the King County Road Services Division began a review of traffic, pedestrian and bicycle safety in the rural town of Fall City. Road Services requested community assistance in carrying out this review. Eleven community members agreed to help with this review and to serve on the Fall City Community Advisory Group.

The King County Metropolitan Council supported this community process by earmarking \$250,000 for pedestrian and traffic safety improvements in Fall City as part of the Neighborhood Enhancement Program.

Pedestrian and traffic safety improvements in Fall City present important challenges unique to the community's geographical location and rural character. These issues include the following:

- Urban-generated truck and commuter traffic is increasing and using the Preston-Fall City Road as a connector route between Interstate 90 and State Route 202/State Route 203. That increase should mandate more pedestrian/equestrian-friendly improvements.
- Drainage and other water-related problems connected to Fall City's geographical location in a flood plain and near both the Snoqualmie and Raging Rivers require that nonmotorized uses travel on pervious surfaces.
- Traffic is increasing along major roadways from the construction of developments such as Treemont, Snoqualmie Ridge and Falls Crossing and from increased commercial traffic in the region. Those increases, without an accompanying increase in traffic enforcement or mitigation funding, need to be remedied.

Mindful of these challenges facing Fall City, the advisory group has endeavored through this process to express a vision of Fall City that reflects its rural character. The specific scope of the Neighborhood Enhancement Program has made this effort difficult, because so many locations of concern lie outside King County Road Services' jurisdiction. However, King County must rely on the Washington State Department of Transportation (WSDOT) to respect the Growth Management Act and the King County Comprehensive Plan -- and find appropriate solutions.

The advisory group has consistently asked the county to seek engineering solutions that will maintain or enhance the community's rural character consistent with its Comprehensive Plan. For example, the advisory group has asked Road Services to use permeable surfaces where appropriate for nonmotorized uses. Permeable surfaces enable natural drainage and are easier for horses, pedestrians and bicycles to use rather than concrete or asphalt. Road Services should assure engineering solutions are equestrian-friendly as well as pedestrian- and bicyclist-friendly.

Finally, the advisory group intends its recommendations to support the King County Comprehensive Plan and the Executive's proposed Fall City Subarea Plan (1999) and to fall within that framework.

## **Summary**

The Fall City Community Advisory Group began its review of pedestrian and traffic safety issues after a community workshop in October 1999. About 35 Fall City citizens reviewed an initial list of locations identified as needing traffic or pedestrian safety improvements. Workshop participants added locations of concern to this list and ranked them, compiling a list of 45 locations.

The advisory group completed its work after a community open house where area residents reviewed and commented on preliminary recommendations. (See tables of recommendations with photographs -- Appendix A and citizen comments -- Appendix B.) The final recommendations attempt to address issues brought up at the open house. The recommendations fall into the following five categories:

- The advisory group recommendations include proposals to address challenges described above. These proposals include recommendations on rural road standards and traffic enforcement. (See Recommendations One and Two.)
- The advisory group accepts Road Services' proposed solutions for four locations through the Neighborhood Enhancement Program. However, the advisory group requests that \$100,000 of the \$250,000 be set aside for design work on a roundabout at this location.

The solutions are ranked according to preferred order of funding. The decision to list projects in this order was related to funding, jurisdiction and probability of success. These projects are described in **Table 1**. (See Recommendation Three.)

- The advisory group accepts Road Services' proposed short-term solutions at the locations listed in **Table 2**. These items are identified by their ranking at the October community workshop. (See Recommendation Three.)
- The advisory group notes that Road Services should address many concerns at locations in the Fall City area that are on state highways. Fall City's unique location at the convergence of two state highways created obstacles to meeting community needs concerning pedestrian, bicycle, equestrian and traffic safety. These locations, and the advisory group's recommendations for them, are described in **Table 3** below. They are identified by their ranking from the October community workshop. (See Recommendation Four.)

- Other areas of substantial concern could not be addressed through the Neighborhood Enhancement Program because of their magnitude of scope or the necessary involvement of the Snoqualmie Valley School District (see Appendix C) or King County Parks Department. These locations are described in **Table 4** below. They are identified by their ranking from the October community workshop. (See Recommendation Five.)

## Recommendations

The Fall City Community Advisory Group presents here its recommendations to the Fall City community for consideration and comment. We urge King County Road Services to take advantage of all funding sources available so projects can be completed regardless of the funding sources we identified in these recommendations.

### **Recommendation One: The Road Services Division should advise the Sheriff's Office of the Community Advisory Group's concern about a lack of traffic enforcement.**

As the advisory group worked through this process, it became increasingly clear that speeding, which is a fundamental issue affecting pedestrian and traffic safety in Fall City, cannot be resolved through the Neighborhood Enhancement Program. The advisory group requests Road Services to inform the Sheriff's Office that Fall City residents are troubled by the volume of speeding in our community and urge stepped-up enforcement through available programs, such as the Selective Traffic Enforcement Plan (S.T.E.P.).

**Recommendation Five: The Road Services Division should work with WSDOT and the county Parks Department to resolve traffic safety problems on SR-202 and SR-203, as described in Table 4 below.**

The advisory group found the traffic safety issues on state highways to be complex. The advisory group appreciates Road Services' efforts to facilitate a resolution to long-standing problems.

There are four locations of particular concern to the advisory group and an overall concern about Washington State Patrol enforcement in the Fall City area and along SR-202 and SR-203.

1. **The crossing from Fall City Park to Southeast 39th Street** (where equestrians access the Snoqualmie Valley Trail). WSDOT, Road Services and Parks should meet with a representative of the King County Executive Horse Council to develop a workable solution to this dangerous crossing.

2. **The intersections of SR-202/SR-203 and SR-202/Preston-Fall City Road.** The advisory group requests that Road Services advise WSDOT of our great interest in roundabouts at these locations, making the following points: It is our understanding that mitigation dollars from the Falls Crossing project may be available to fund these roundabouts. These funds should be applied to the roundabouts, and the roundabouts should be placed in a position of high priority on WSDOT's list. The roundabouts are strongly preferred to previous stoplight proposals.

3. **Along SR-202 in front of Chief Kanim Middle School.** As discussed above, the advisory group is greatly concerned about children walking along SR-202 on their way to Chief Kanim Middle School. We request that Road Services advise WSDOT of our interest in having the existing right-of-way evaluated in order to put in a separated walkway. We are requesting a walkway together with a trail on the south side of the SR202 as part of a network of pedestrian access improvements. The minimum walkway should be from Southeast 40th Street on the west to Fall City Elementary School (332nd Avenue Southeast).

4. **Along SR-202 and SR-203.** There is inadequate enforcement along these state highways. We request that Road Services advise the Washington State Patrol of our concerns and recommend to them that the State Patrol institute the Problem Oriented Public Safety program to identify truck traffic using Preston-Fall City Road to bypass weigh stations and to enforce speed limits along SR-202 and SR-203. We also request truck counts on SR-202 and SR-203 so we can learn where the truck traffic impact is coming from.

5. Additionally, if the Fall City community is affected by the Cherry Valley gravel pit, impacts on Fall City roads should be considered in the environmental impact statement, and mitigation money should be allocated for road safety improvements.

**Table 4: recommendations for WSDOT locations**

Item <sup>5</sup>	Location	Recommendation
25	Fall City area	Request WSDOT address the following in developing projects: <ul style="list-style-type: none"> <li>• All locations for pathways, trails and crossings should be reviewed with equestrian needs in mind.</li> <li>• WSDOT should identify locations of greatest needs for equestrian pathways and crossings.</li> </ul>
9	SR-202 At Preston-Fall City Road	Request WSDOT install a roundabout at the intersection of SR-202 and Preston-Fall City Road.
14	SR-202 At SR-203	Request WSDOT install a roundabout at the intersection of SR-202 and SR-203.
12	SR-202 Near Chief Kanim Middle School	Request WSDOT to evaluate existing right-of-way on the south side of SR-202 from Southeast 40th Street to Fall City Elementary School (332nd Avenue Southeast) as a Transportation Improvement Board project.
28, 29 30 & 45	SR-202	<ul style="list-style-type: none"> <li>• Notify WSDOT and WSP Trucking Office of comments and concerns (review speed limit, speeding enforcement, truck traffic).</li> <li>• WSDOT to review signing.</li> <li>• Investigate limited access for urban-generated commercial traffic on SR-202.</li> </ul>
3	SR-203 At Southeast 39th Place trail crossing	<ul style="list-style-type: none"> <li>• Roads to meet with Parks and WSDOT on an ongoing basis to develop a safe pedestrian/equestrian crossing.</li> <li>• Roads to continue coordinating with WSDOT and Parks Department on future improvements at the intersection of SR-203/ SR-202, including reviewing other potential improvements to pathways along SR-203.</li> <li>• WSDOT to work with property owners on clearing on SR-203 to improve sight lines.</li> <li>• WSDOT to look at speed limit.</li> </ul>
31, 32 33 & 45	SR-203	<ul style="list-style-type: none"> <li>• Pass comments and concerns on to WSDOT (review speed limit, speeding enforcement, truck traffic)</li> <li>• WSDOT to review signing.</li> <li>• Conduct speed count to determine peak periods of speeding and provide information to Sheriff's Office.</li> <li>• Under review by WSDOT.</li> </ul>

Completed 2008

2013 Ped/Bike Project

Completed 2003

<sup>5</sup> Item number refers to the ranking the location received at the community workshop.