

FOUR LAKES BOARD of OFFICERS

Meeting Minutes
November 17, 2016
Home of Terry Deschenes, 7:00 pm

Present:

Rod Case
Terry Deschenes
Marty Johnson
Marc Sanders
Evan Lurton
Brian Thompson
Brendan Pecht
Diondra Miles
Janelle Wells
Mark Anderson

[Mary Lou Pauly](#) (Issaquah City Council, Deputy Council President)

Additional residents attending Mary Lou's discussion on Issaquah-Hobart traffic

A. Special Guest Discussion

Issaquah City Council member: Mary Lou Pauly

Ms. Pauly provided an update on several activities underway to try to address the traffic situation on Issaquah-Hobart (IH). While there are no definitive remediation steps in work, the discussion was helpful in giving residents an introduction to what is being done right now and how the community can increase its participation.

- IMPORTANT! Mary Lou emphasized that we should make sure that someone from Four Lakes attend the upcoming [Regional Transportation Summit](#) in Issaquah at the Hilton Garden Inn, Tuesday, 11-22-16, 1:30-4:00 pm
- NEED VOLUNTEERS! Mary Lou is happy to represent our residents if we have 2-3 individuals who would be willing to be part of the process

The discussion kicked off with a clear statement from Mary Lou that "Issaquah Hobart is not on any plan anywhere for any improvements." However, a traffic study (\$175,000) has been approved to create a model of how traffic gets in and out of Issaquah. The City is providing half of the funding, and therefore, the City can influence the study approach to ensure that it focuses on the right issues. The study will start in early 2017, with 6-9 months of data collection, and another 2-3 months of analysis. It is very likely that if the study is done, then a plan to remediate this corridor would get placed on the overall King County transportation plan. The key point, though, is that Four Lakes residents must be involved now and throughout the study to ensure that an effective solution is identified.

In clarifying the root cause for the rapid growth in traffic in our local area, Mary Lou presented a map (enclosed) that shows the current Urban Growth Area Boundary (you can also find the official version here: [Land Use 2012 map](#)). One can easily conclude from the map that the growth affecting the traffic in the Issaquah-Hobart Valley originates outside the valley. The map shows designated urban areas along

highway 169 through Covington, Maple Valley and Black Diamond which would generate a lot of new traffic from new, younger families moving into the affordable new homes in these neighborhoods, often with both parents working (adding 6,000 homes in Black Diamond, for example). These people have limited routes to get to freeways heading into Seattle and the Eastside, and it's clear that Issaquah-Hobart would pick up a significant portion of this traffic as people use this route to **pass through** Issaquah to get to I-90. This situation is exacerbated by the high levels of congestion at the Hwy 169 / I-405 and Hwy 18 / I-90 interchanges.

Here are additional points from Mary Lou's discussion:

- Her background is in Civil Engineering, and she used to do growth planning
- Her approach is to come out here to the valley to ensure people living here are at the table
 - Question is: for people living in the valley, what do you want? If you don't participate, you may just get stuck with something
 - Just waiting for the fix is not the best idea... the people who live out here need to get their voices heard
- Mary Lou recently held a community meeting in Mirrormont; 85 people showed up, starting a conversation to get past the current situation that people are not on the same page
 - It's important to figure out how to fix the current highways so that folks from Maple Valley can get to their jobs without having to go through IH
 - Some people like the tolling idea; it turns out cities can legally toll city roads and they can toll adjacent county roads
 - Others really hate tolling concepts...
- Currently, 30K cars pass through Issaquah daily; the expectation is that will grow to 50K in the next few years
- We can't "pave our way" out of it, but perhaps it makes more sense to keep it as a two-lane country road
- Mary Lou is happy to represent our residents if we have 2-3 individuals who would be willing to be part of the process
- All the info will go through the City Council, because the council is paying half of the cost of the study
- The situation has gone from annoying to crisis suddenly; this seemed to coincide with a lot of turnover in our neighborhood, a lot of new younger residents, which is now common in this part of the county
 - The Puget Sound Regional Council makes big growth management decisions, collecting a lot of data
 - As we came out of the recession, home building out here (SE of here) exploded with affordable homes, people with both parents working
 - Studies have shown that the same amount of traffic is going through areas during rush hour (vehicles per hour), but the "rush hour" got extended, which totals more vehicles traveling overall per day
- We're way behind in doing major improvements in this part of the county (nothing is happening for several years east of Issaquah)
- Cities can collect impact fees and other taxes from their residents for roads within their boundaries
- While Maple Valley and Black Diamond do collect impact fees (from new construction), those funds stay within those cities, which means nothing for roads impacted in unincorporated King County
- The City Council has asked to see the study before it gets launched, so they can be sure it includes what needs to be studied (such as the valley floor)

- It's interesting to hear that there are alternatives to handling more traffic (you can keep it a rural road that lets residents get to the highways)
- She's hearing from older people in Mirrormont, for example, that their homes are losing their value because it's so difficult to get to Seattle
- Making significant improvements to IH could cost \$100 million (largely state funds)
- Mary Lou is hearing from Issaquah city residents that it takes 45 mins to get across town
- The problem is fundamentally a gap in the overall Growth Management plan; we cannot have growth in silos without connecting them
- Issaquah is a town; it's not supposed to be just an intersection
- The valley is on the rural side of the line on the growth management map
- This meeting was intended to start the conversation – the Board confirmed that our Four Lakes community (81 houses) **is** interested!
- Our current elected [State Sen. Mark Mullet](#) is trying to change the timing of the Hwy 18 / I-90 interchange work from 2027 to 2018; according to Mary Lou, his opponent, [State Rep. Chad Magendanz](#), has not stated his support
- The City of Issaquah has hired a lobbyist to gain support to fix projects east of here
- She did confirm that [King County Councilmember Reagan Dunn](#) went to the Mirrormont meeting, but he didn't bring any specific next steps
- We don't have just one problem in WA state; it's not just funding education
- The Council did make sure that the study is looking at other roads in the area as well, like Cedar Grove Road
 - When they imposed a rule against truck traffic recently, it made a big difference
 - In that case, [Issaquah City Council President Stacy Goodman](#) investigated why so many trucks were going down Sunset, and it turned out that Sunset **didn't need to be a truck route**
 - Traffic is far and away the number one issue in Issaquah
- Mary Lou emphasized that it's important to make sure that someone from Four Lakes can attend the upcoming [Regional Transportation Summit](#) in Issaquah at the Hilton Garden Inn, this Tue, 11-22-16, 1:30-4:00 pm

B. Committee Reports

Security (Gate): Brian Thompson and Jason Didricksen

Jason Didricksen was formally introduced as the new chairperson for the Security Committee.

No updates yet about the security gate. The committee met a few weeks back to lay out a path and a strategy. Started investigating security systems/cameras. Biggest problem is the difference in cost and performance between wired and wireless. One creative idea is to put several poles around the neighborhood that appear to have cameras on them, but are fake. Brian sent out an email with a summary to date. Formalizing a list of action items and owners.

Community Property: Marty Johnson and Lacie Thompson

Diondra provided a playground update. The committee encountered challenges qualifying for a grant. We're not buying a full playground system, so the grant

doesn't apply. Given that, just getting a 6-swing system with discounts was about \$4000, which was outside budget. We're also coming up on the next calendar year, and the average price hike is 3-3.5% per year. This is commercial equipment, and it is the bulk of the cost because it must meet commercial standards. The committee will reconvene to figure out another approach. Will continue looking for other grants, and will also look at options for full-blown systems.

Other than the playground, Community Property has been quiet. Don't think we can rototill the garden patch anymore because of the irrigation systems. Will be cutting down the sunflowers and other large plants to compost during winter.

Treasurer: Rod Case

Rod sent out financials before the meeting, and had nothing more to add beyond what was sent out in email. Looking ahead to January, we should start getting ready for the annual meetings and assembling committee budgets and plans for next year. Ideally, committee chairs should have their initial financial forecasts by the January meeting. Expect the annual CPI to be around 2.2%.

Rod also confirmed that one of our long-running accounts payable is paid up, and now the resident must get the lien taken off. Fortunately, this resident will be trying to pay ahead next year to avoid falling behind again.

Entertainment: Nina Hufford

Not much is going on until spring.

Water: Evan Lurton

Evan and Rod did generator maintenance lately. No more water system work until the spring.

Lakes: Steve Scott

Terry McNabb with Aquatechnex has been out of town on several large projects. He and Steve will be setting a date in the next week or two to meet and to begin putting together a maintenance plan and estimates for a 2017 lakes budget.

Regarding the overall traffic situation, Steve noted that Ms. Pauly is a nice person and is very gracious to meet with our community. Steve also encouraged residents to attend the [Regional Transportation Summit](#), which was announced in [The Issaquah Press](#) and mentioned by Ms. Pauly (November 22nd from 1:30-4:00 at the Hilton Garden Inn, open to the public). The article lists attendees who can have significant influence on traffic solutions in the region: the mayors of Snoqualmie, Sammamish, North Bend, Bellevue, Covington, Maple Valley, Mercer Island, and Renton, King County Exec Dow Constantine (a key player--Issaquah-Hobart Road is a King County arterial, and Mr. Constantine can be far more influential than Councilman Dunn), regional transportation agencies, and state legislators. These are people who can make a difference, as well as Congressman Reichert, who can pursue federal funding.

Hospitality: Brendan Pecht

Nothing new yet with hospitality. Looks like one of the houses recently sold is undergoing extensive rehabilitation. Another house is going through escrow, and they're letting the new residents move in early.

Legal: Terry Deschenes

Nothing new to report.

Communications: Janelle Wells

Janelle Wells was formally introduced as the new chairperson for the Communications Committee.

Nice job getting the word out (email and Facebook) about this special Board meeting for the traffic discussion. After this meeting, Janelle plans to send an update to the same distribution group with an offer for recipients to request the minutes, if interested.

Emergency Preparation: Mark Anderson

Need to check on the spreader to make sure last year's repairs are holding.

New decals are here. Recommendation is to place the logo on the front windshield, driver's side, lower left, so it's easy to view when residents pass each other. Terry will email the logo artwork to Rod and Janelle for further use on community comms.

Roads: Tom Norton

No report.

C. New Business

Will arrange a time to discuss the easement at an upcoming board meeting. The easement is with the residents of Four Lakes, not the board.

Adjournment:

The next general meeting is scheduled for 19 January 2017 at 7:00 pm at the home of Terry Deschenes.

--Marc Sanders, Secretary