

Jan Road Neighborhood Improvements Project

Jan Road Neighborhood Improvements Project – Online Open House

Overview

In June 2019, at the start of the design process for the Jan Road Neighborhood Improvements Project (Project), King County met on site with area residents to share information about the proposed project concepts and to learn about their flood-related concerns and experiences. Following detailed site studies and consideration of resident's interests, King County developed two project alternatives for consideration by the Flood Control District. As a follow-up to the 2019 neighborhood meeting, King County hosted an online open house between July 2 and July 22, 2020. The online open house was hosted in lieu of an on-site neighborhood meeting during the time of COVID-19 social distancing. The purpose of the online open house was to share information about progress on the project and gather feedback from nearby property owners on the alternatives presented prior to the King County Flood Control District's selection of a preferred alternative.

The webpage will remain available for viewing for one month following closure of the survey and comment period on July 22, 2020.

Promotions

King County used multiple methods to notify property owners near the project, specifically along the sole access roadway (SE 197th Place, 218th Avenue SE and 221st Avenue SE), as well as SE 198th Place and Maxwell Road SE in Maple Valley. The sole access roadway has also been known as 'Jan Road'. A letter was sent via regular mail to 21 addresses in the Jan Road neighborhood. The County also sent an email to 14 residents with available email addresses.

Online open house survey results and comments

The online open house included six survey questions related to experiences with flooding and the importance of project features. There were 19 total survey responses, suggesting a reasonable degree of engagement with the 21 households receiving an invitation to the open house. However, it is important to note that the online open house information and survey, while targeted to neighborhood residents, was made available to any person interested in participating. A brief summary of the survey results is listed below. A detailed report of all survey results is included in Attachment A.

- 64% of respondents have experienced flooding on their property, with 18% also experiencing flooding within their home.
- 71% of respondents have had access to their home impacted by water over the sole access roadway, with 57% having to drive through water over the roadway.
- 50% of respondents have had to move vehicles or equipment to higher ground, when floods are predicted.
- 75% of respondents count on the Jan Road levee to protect the private road that serves the neighborhood.
- Respondents identified the following as the two most important features of the project:
 - Reduce damages to the sole access road to the neighborhood (44%)
 - Improve in-stream and off-channel habitat (44%).

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At the end of the survey, participants were given the option to provide additional comments and questions. In the interest of providing a forum for open dialogue, comments were posted to the webpage. Participants had the option to keep their comments private. Shared comments and questions were reviewed and responded to daily on the webpage. Private comments and questions were responded to via email. Seven comments and questions were posted to the webpage. Those comments and questions, and associated responses are included in Attachment A.

Jan Road Neighborhood Improvements Project

Project Engagement

PARTICIPANTS

19

RESPONSES

98

COMMENTS

20

I have experienced flooding from the Cedar River or Taylor Creek (check box):

64%	On my property.	7 ✓
27%	I have not experienced flooding at this location.	3 ✓
18%	In my home.	2 ✓

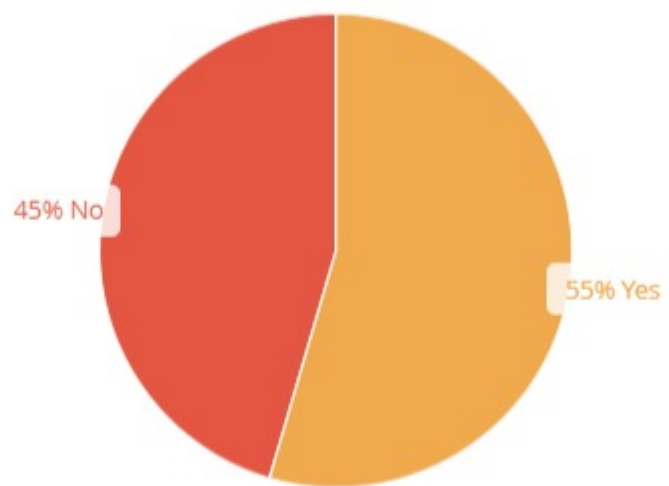
11 Respondents

Flooding of SE 197th Place has affected access to my house in the following ways (check all that apply):

71%	Water over the roadway inhibits or prevents access to my home.	5 ✓
57%	I have had to drive through water over the roadway.	4 ✓
0%	I have not experienced water over the roadway at this location.	0 ✓

7 Respondents

I use King County Flood Alerts to monitor river levels and forecasts.



11 respondents

When flooding is predicted, I have had to (check all that apply):

50%	Move vehicles or equipment to higher ground.	5 ✓
30%	Follow an evacuation order to leave my home.	3 ✓
30%	Temporarily relocate my, and my family's, living situation.	3 ✓
30%	Move animals (pets or livestock) to safer locations.	3 ✓
30%	Other:	3 ✓
20%	Place sandbags to protect my property and valuables.	2 ✓

10 Respondents

I count on the Jan Road Levee to (check all that apply):

75%	Protect the private road that serves the neighborhood.	6 ✓
50%	Keep water away from my home or property.	4 ✓
50%	Prevent the river from eroding the bank and moving closer to my home or property.	4 ✓
25%	Other:	2 ✓

8 Respondents

Features of the project most important to me are those that will (select all that apply):

67%	Other:	6 ✓
44%	Reduce damages to the sole access road to the neighborhood.	4 ✓
44%	Improve in-stream and off-channel habitat.	4 ✓
33%	Limit the need for future roadway and drainage maintenance.	3 ✓
22%	Reduce flood depths on my property.	2 ✓
22%	Protect the Cedar River Trail and state highway.	2 ✓
22%	Reduce the long-term need for maintenance and repairs of flood protection facilities.	2 ✓
11%	Minimize environmental impacts.	1 ✓
11%	Minimize the footprint of a new or setback levee.	1 ✓
11%	Minimize temporary construction impacts on the neighborhood.	1 ✓
11%	Enhance the aesthetic quality of the floodplain.	1 ✓
0%	Limit right-of-way needs for project implementation.	0 ✓

9 Respondents

Please let us know if you have additional questions or comments:

No data to display...

Our property is located where Taylor Creek meets the Cedar River. When there is a flood event, the waters join, become one, and run across our property. It is important that nothing impedes the flow of these waters. During the 2020 flood event, the property next door's solid wood fence and sandbags slowed the flow down and backed-up onto our property. We have been assured that this project would not have an adverse impact on our property or the properties upstream during a flood event. We have never had flood waters in our house.

Alternative 2 appears to be the most environmentally conscience option as it seems to create habitat and would be least impactful to the animals and fish. It sounds like it will create a prettier, more countrified look to the neighborhood as well as taking care of most of the access problems currently experienced.

Alternative 1 to raise the road 1.5 to 2.5 feet. Visualize this. Not feeling it.

18 days ago

(King County, WA) (King County, WA) Thank you for your feedback. Regarding your comment about adverse impacts, analyses indicate neither alternative would have an adverse impact on upstream properties during a flood event.

17 days ago

I would still like to know what assurances from the county that the funnel that will be created and will result in faster flows down steam will have on the 10 homes at the end of the road.

25 days ago

(King County, WA) (King County, WA) The Jan Road levee currently concentrates (i.e., "funnels") flows, resulting in high velocities within the main channel. Setting the levee back from the river will allow for floodwaters to spread out onto the undeveloped areas of the floodplain, generally resulting in slower velocities within the main channel and near the homes at the end of the road, for both project alternatives.

24 days ago

The road at 197 has eroded with each flood. The erosion 221 is new this time . The plan appears to protect the homes behind the levee. What will the county do to make sure this will not harm the 10 homes down stream? The road should be raised or it will just flood again.

26 days ago

The road at 197 has eroded during each flood . The water on road at 221 is new this time. This plan seems to protect

Three homes behind levee . What will county do if this affects the 10 houses at the end of the road? The road

Should be raised otherwise it will be the same every flood.

26 days ago

(King County, WA) (King County, WA) For both alternatives, the existing Jan Road levee would be set back from the river (See Alternative maps and descriptions). Setting the levee back from the river will allow for floodwaters to spread out onto the undeveloped areas of the floodplain, generally reducing flood depths near homes down river. Both project alternatives will reduce flood depths over the roadway to less than 6 inches and provide about a 30% reduction in the number of homes surrounded by floodwater, including those downstream, during a 100-year flood event. The flood benefits are equivalent for both alternatives, but achieve them differently – Alternative 1 raises the road, and Alternative 2 extends the levee upstream, reducing Taylor Creek overbank flows through the neighborhood.

25 days ago

I WAS WONDERING, HOW HIGH ARE YOU GOING TO MAKE THE ROAD?

AND IF YOU TAKE THE LEVEE OUT, DOESNT THAT MAKE MORE FLOODING OF HOMES DOWN RIVER AND WON'T BE ABLE TO ACCESS THE MAIN ROAD ?

29 days ago

(King County, WA) (King County, WA) Under Alternative 1 the roadway would be raised between 1.5 and 2.5 feet above the existing ground surface. Under Alternative 2 the roadway will not be raised. For both alternatives, the existing Jan Road Levee will be removed, but a new setback levee will be constructed (See Alternative maps and descriptions). Setting the levee back from the river will allow for floodwaters to spread out onto the undeveloped areas of the floodplain, generally reducing flood depths near homes down river. Both project alternatives will provide vehicular egress for neighborhood residents by limiting flow depths over the roadway to less than 6 inches during a 100-year flood event.

27 days ago

Concerning Alternative 1: Raised Roadway and Levee Setback: Where does the flow from each of the culverts come from and go to?

one month ago

(King County, WA) (King County, WA) The two culverts along SE 197th are intended to convey overbank flows from Taylor Creek safely under the roadway and to the existing floodplain channel north of the proposed culverts. The two small culverts proposed under 221st Ave SE would carry minimal flow, via existing flow paths, for the purpose of balancing water depths on both sides of the roadway. The flow characteristics described above are illustrated by the aerial image of neighborhood flooding during the January of 2009 event on the "Analyses and Observations" page.

one month ago

Is the raised roadway paved?

one month ago

(King County, WA) (King County, WA) The raised roadway under Alternative 1 would not be paved but would be regraded with a gravel roadway. Because the raised road would not be subject to overtopping and erosion of the roadway, upgrades to the roadway surface materials are not required to meet the flood risk reduction goals of the project.

one month ago

How does the CRT7 setback work, there's not a lot of room in that area.

one month ago

(King County, WA) (King County, WA) The CRT7 revetment is not planned to be set back – however, the Jan Road Levee is (See Alternative maps and descriptions). Currently, the Jan Road levee concentrates and directs flow at the CRT7 revetment on the left bank. Setting the levee back from the river will allow for floodwaters to spread out onto the right floodplain, generally reducing flood depths and velocities within the project area, both along the CRT7 revetment and throughout the neighborhood.

one month ago