

## Transportation Master Plan - Comment Matrix

This matrix tracks written comments only related to the Transportation Master Plan, starting with comments received on the first draft released 7/19/24

Draft Updated: 9/30/24

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
1	Draft 1	7/19/2024	Hongning Wang	Konveio #001	according to	Executive Summary - third paragraph - Pg. 2	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
2	Draft 1	7/26/2024	Mike Bresko	Konveio #002	typo -- delete "the"	Executive Summary - GMA Requirements & Updates to the TMP - Pg. 4	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
3	Draft 1	7/26/2024	Mike Bresko	Konveio #003	typo double period	Executive Summary - GMA Requirements & Updates to the TMP - Pg. 5	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
4	Draft 1	8/7/2024	John Backman	Konveio #004	Move this heading to the next page	Executive Summary - PSRC Checklist - Pg. 6	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
5	Draft 1	7/30/2024	Mike Bresko	Konveio #005	I recall hearing that this iteration of the TMP will be added to -- i.e., it is a starting point. The "Timeline" table at the end of the text clearly shows that lots of detail will be developed during 2025. I suggest that you state that in either 1.1 Background or 1.2 Planning Context, and in the Executive Summary. These sections as written imply that the TMP is in final form.	Chapter 1 - 1.1 Background - third paragraph - Pg. 11	DRAFT 2 - Added text regarding additional details will be added in 2025 TMP update to the Executive Summary.	Text added
6	Draft 1	7/26/2024	Mike Bresko	Konveio #006	Consider a table showing the policy goals of each (WA state, PSRC, ...) It would help to more quickly see the overarching goals that the TMP is working toward achieving.	Chapter 1 - 1.2 Planning Context - first paragraph - Pg. 11	DRAFT 2 - Added a sentence to reference the tables in Executive Summary for GMA and PSRC requirements.	Text added
7	Draft 1	7/26/2024	Mike Bresko	Konveio #007	edit: use "It provides" ... delete "In turn"	Chapter 1 - 1.2 Planning Context - first paragraph - Pg. 11	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made

8	Draft 1	7/26/2024	Mike Bresko	Konveio #008	I wonder if this section can be more logically organized, specifically where the TMP fits into all of these goals. Here's a possible suggestion that might work as a figure: A box with WA State as heading and GMA and Trans Plan as bullets, a box with PSRC as heading and Vision and RTP as bullets, a box with KC with Plan and Metro Strat Plan as bullets. Arrows from these boxes go to a box titled Sammamish Comp Plan Trans Element. An arrow from Comp Plan goes to TMP with Citywide Transit Plan, TIP, and NTMP as bullets. Basically, you ought to somehow illustrate / explain where the TMP fits into all of this and the elements of the TMP. It would be ideal if the public could easily understand how this all fits together.	Chapter 1 - 1.2 Planning Context - first paragraph - Pg. 11	DRAFT 3 - Will add graphic shown during Planning Commission Public Hearing Presentation on 8/29/24 to illustrate coordination of various goals/documents.	Graphic Created (Added to Draft #3)
9	Draft 1	7/26/2024	Mike Bresko	Konveio #009	edit: should be "advances" "meets" "reflects" since each of these explain what the "prioritized list" does.	Chapter 1 - 1.1 Background - third paragraph - Pg. 11	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
10	Draft 1	7/19/2024	Hongning Wang	Konveio #010	E should not be bold	Chapter 1 - 1.2.2 Puget Sound Regional Council - Regional Transported Plan (RTP) - safety bullet - Pg. 13	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
11	Draft 1	8/7/2024	John Backman	Konveio #011	Use bullets and sub-bullets for the Vision 2050 strategies.	Chapter 1 - 1.2.2 Puget Sound Regional Council - Vision 2050 - second paragraph - Pg. 13	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
12	Draft 1	7/19/2024	Hongning Wang	Konveio #012	Which criteria?	Chapter 1 - 1.2.5 City of Sammamish - Transportation Improvement Plan - Pg. 16	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
13	Draft 1	7/26/2024	Mike Bresko	Konveio #013	Echoing my suggestion at the start of section 1.2 -- how does the TMP fit with this? Does the TPM include the City Transit Plan, TIP and Neighborhood Trans Mgmt? Do these pre-date the TPM and will continue to be separate?	Chapter 1 - 1.2.5 City of Sammamish - ENVISION SAMMAMISH 2044 - Pg. 16	DRAFT 3 - Will add graphic shown during Planning Commission Public Hearing Presentation on 8/29/24 to illustrate coordination of various goals/documents.	Graphic Created (Added to Draft #3)
14	Draft 1	8/8/2024	John Backman	Konveio #014	Label the small segment of SE 43rd way that is identified as a Principal Arterial. Maybe also footnote the fact that Issaquah is responsible for the rest of SE 43rd way. (I didn't know that any part of SE 43rd way was in Sammamish)	Chapter 2 - 2023 Street Functional Classification Map - Pg. 19	DRAFT 2 - Street Classification Map has been recreated and labeling corrected.	Graphic Updated
15	Draft 1	8/8/2024	John Backman	Konveio #015	Please explain the different colored chart lines going into 2025.	Chapter 2 - Pavement Condition Index (PCI) Trends - Pg. 26	DRAFT 2 - Clarification sentence added regarding Figure. 4 Pavement Conditions Trends by Year.	Text added
16	Draft 1	8/8/2024	John Backman	Konveio #016	Would it be possible to footnote any significant pavement condition upgrades that have been completed since this 2021 survey?	Chapter 2 - Pavement Condition Survey Map - Pg. 27	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made

17	Draft 1	8/8/2024	John Backman	Konveio #017	In addition, there are at least two all way stop signs that feature motion activated flashing lights around the stop sign.	Chapter 2 - 2.4.3 Intersections - Pg. 35	Figure 8 does not go in to the level of detail for all-way stops that have flashers because they act the same as non-flashing all-way stops.	No change made
18	Draft 1	7/26/2024	Mike Bresko	Konveio #018	To the extent that the ratings could lead to investments there are a few incongruencies. The following might be more accurately rated as level 3 rather than 4: E Lk Samm Parkway is shown as high stress despite bike lanes and a somewhat high number of cyclists. Sahalee Way NE has a wide shoulder and 228 to NE 8th has a bike lane or decently wide shoulder. Inglewood has east of the Pkwy has bike lanes.	Chapter 2 - Figure 16. Existing Bicycle Level of Traffic Stress - Pg. 57	Staff does not recommend changing the LTS for these roadways because the presence of a bike lane or wider shoulder does not automatically make a facility lower stress. There are other factors such as speed, traffic volume, and number of lanes.	No change made
19	Draft 1	7/29/2024	Mike Bresko	Konveio #019	Include units for "delay"	Chapter 3 - Table 13. 2044 Intersection LOS Deficiencies - Pg. 66	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
20	Draft 1	7/29/2024	Mike Bresko	Konveio #020	list is missing at least one bullet	Chapter 4 - Table 16. Policy Workshop Considerations - Pg. 75	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
21	Draft 1	7/29/2024	Mike Bresko	Konveio #021	from 25th Way to ??? (north or south?)	Chapter 4 - 4.4 Transportation Master Plan - last bullet - Pg. 78	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
22	Draft 1	7/29/2024	Mike Bresko	Konveio #022	"Challenges" might be a better heading for this section	Chapter 4 - 4.6 Issues & Opportunities - Pg. 80	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
23	Draft 1	7/30/2024	Mike Bresko	Konveio #023	Add a short sentence that introduces the goal and policies list. Then place the list after that sentence. Then move starting with "Transportation Goal 1" to the end of this section.	Chapter 5 - 5.2 Multimodal Network - fourth paragraph - Pg. 82	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
24	Draft 1	7/30/2024	Mike Bresko	Konveio #024	Add a sentence the briefly mentions figure 22 (layers) so that this paragraph includes that mention and the importance of collaboration. Move the figure after this paragraph. Section 5.2 was read. It seemed to bounce around without a clear flow. This an my next comment might improve the flow.	Chapter 5 - 5.2 Multimodal Network - third paragraph - Pg. 82	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
25	Draft 1	7/30/2024	Mike Bresko	Konveio #025	I don't recall reading a definition of multimodal earlier in the document. Maybe this section should start with a definition. Also, as is, the first sentence (providing access to ...) can be achieved if only cars are being used. That sentence hardly seems like the way to begin explaining plans for a multimodal network.	Chapter 5 - 5.2 Multimodal Network - first paragraph - Pg. 82	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made

26	Draft 1	7/30/2024	Mike Bresko	Konveio #026	Is a layered network the same as a multimodal network. If so, use one term throughout. different, explain the difference.	Chapter 5 - Figure 22. The Layered Network - Pg. 83	DRAFT 2 - Additional explanation added to Figure 22 - Layered Network.	Text added
27	Draft 1	7/30/2024	Mike Bresko	Konveio #027	Maybe retitle to "Biking and Walking Plan" Keep it simple and clear.	Chapter 5 - 5.2.1 Walking & Biking - Bicycle and Pedestrian Mobility Plan - Pg. 84	The current title of this plan is "Bicycle and Pedestrian Mobility Plan".	No change made
28	Draft 1	7/30/2024	Mike Bresko	Konveio #028	Does pedestrian mean walking, or walking and biking?	Chapter 5 - 5.2.1 Walking & Biking - second paragraph - Pg. 84	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
29	Draft 1	7/30/2024	Mike Bresko	Konveio #029	Could this list of strategies be combined with the prior list of the "bicycle and pedestrian mobility plan"? Frankly, the draft TMP has so many lists that say somewhat similar things that it becomes hard to understand. Consider how the document could be simplified and shortened -- consolidating some of the lists might be a place to start.	Chapter 5 - 5.2.1 Walking & Biking - Walking and biking strategies include: - Pg. 85	These are two separate lists: Bike/Ped Plan list identifies purpose of plan and Bike/Ped strategies list identifies strategies for walking and biking so they are not being combined.	No change made
30	Draft 1	7/30/2024	Mike Bresko	Konveio #030	encourage accessibility? Will amenities do that? Maybe "encourage accessibility and use". We want to encourage people to use transit, and making the stops safer and more comfortable would be a small step in that direction.	Chapter 5 - 5.2.2 Transit - Transit Strategies include: - second bullet - Pg. 85	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
31	Draft 1	7/30/2024	Mike Bresko	Konveio #031	Figure 22 (layered network) refers to "auto" and "trucks/delivery vehicles". Should this section be titled "Autos and Trucks/Delivery Vehicles"? Should there be a mention that this section refers to all types of vehicles? (This is a minor point. I did briefly wonder if a robust TMP might include a few strategies specific to trucks/delivery vehicles.)	Chapter 5 - 5.2.3 Vehicles - Pg. 87	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
32	Draft 1	7/30/2024	Mike Bresko	Konveio #032	Is concurrency the only strategy to ensure acceptable LOS? Seems like at least one other strategy is needed directly related to vehicle traffic. It might make sense to mention in the section's text (but not the list of strategies) that improving other modes of transportation will benefit intersection LOS.	Chapter 5 - 5.2.3 Vehicles - strategies include: - Pg. 87	The strategy for intersection LOS is tied to the Concurrency Development Review process.	No change made

33	Draft 1	7/30/2024	Mike Bresko	Konveio #033	The list that follows describes what a complete streets policy should contain. The list is somewhat similar to the list provided for the "bicycle and pedestrian mobility plan". Maybe both should be policy considerations or both should be plan considerations. Doing so -- it that makes sense -- helps to make the structure of each subsection similar. Most other sections have "plan" and "strategies".	Chapter 5 - 5.2.4 Complete Streets - Complete Streets Policy - second paragraph - Pg. 89	These are separate lists. The Bicycle and Pedestrian Mobility Plan will include suggestions related to a Complete Streets Policy.	No change made
34	Draft 1	7/30/2024	Mike Bresko	Konveio #034	Do strategies (i.e., in other cities) exist that try to reduce the need for infrastructure investment or substitute a relatively low-cost improvement for a higher cost? A few ideas could be: a) educate residents on transit availability. b) provide walking / biking trails that greatly reduce travel distance versus autos (e.g., connecting subdivisions). c) provide scooters for rent (e.g., these are frequently used in downtown Seattle). The idea is to achieve overall satisfaction with mobility via means that include classical investments as well as some creative solutions.	Chapter 5 - 5.3 Investments in Transportation Systems - second paragraph - Pg. 92	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
35	Draft 1	7/30/2024	Mike Bresko	Konveio #035	Will there (or should there) be a reduction in the transportation impact fee for the percent of affordable units in a development? The trade-off being impact fees will reduce affordability but when considering Sammamish residents the fees provide a "fair" way to pay for improvements to handle the increased volume.	Chapter 5 - 5.3 Investments in Transportation Systems - Transportation Impact Fee Strategies: - first bullet - Pg. 92	Traffic Impact Fees and affordable housing units will be considered during the 2025 City-wide Impact Fee update process.	No change made
36	Draft 1	7/30/2024	Mike Bresko	Konveio #036	There should at least be a mention in the text about VMT reduction, and ideally, a list of strategies (or an explanation that multimodal network will contribute to reduced VMT. (Although, based on what I'm seeing in the TMP, it doesn't appear that there will be sufficient strategies implemented to contribute to achieving the VMT goals. I suggest that someone look at the entire TMP and estimate the VMT impact.	Chapter 5 - 5.5 Environment - Climate Change and Resiliency - Pg. 97	DRAFT 2 - Added text regarding VMT reduction to the beginning of Climate Change and Resiliency section.	Text added
37	Draft 1	7/30/2024	Mike Bresko	Konveio #037	add units	Chapter 5 - 5.6.3 Future 2044 Conditions in Town Center - Table 18. 2044 Intersection LOS Results, 228th Ave SE & SE 4th St - Pg. 100	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made

38	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	A review of historical data on daily traffic volumes along arterial and even some collector street shows a considerable drop in their use on a daily basis. Some even to a 30% drop. If this trend continues in the future, what would be the impact of such a trend on the TPM and its recommendations?	Page 20- Traffic Volumes	The trend in the past couple of years shows consistent incremental increase in traffic volumes, not yet to pre-pandemic volumes though. Traffic volumes over the years are shown in the ADT map on City's website at: <a href="https://www.sammamish.us/media/yevp2ffg/adt-map-2015_2024.pdf">https://www.sammamish.us/media/yevp2ffg/adt-map-2015_2024.pdf</a> The future conditions analysis looked at baseline and three alternatives, as described in section 3.2. Only one of those alternatives assumed "pre-pandemic" trip rates. Accordingly, the baseline future year analysis assumed trends to continue with a larger portion of City residents working from home.	No change made
39	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The analysis conducted is already 3 years old. How often such a pavement condition evaluation is needed?	Page 2.3.1- Pavement Management System	The industry standard for pavement condition analysis is every 4-5 years. The city plans on updating the Pavement management Strategic Plan in 2025 and will evaluate current pavement conditions.	No change made
40	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The breakdown on the roadway centerline values listed are different than those listed on Table 4 (page 25)	Page 18- Table 1	Technical staff has confirmed that the values are accurate and the same.	No change made

41	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Is it possible to identify potential intersections that are currently controlled by multi-way stop signs but eligible for conversion to traffic circle or roundabout?	Page 33- Local Connectivity	All way stop control does not impeded connectivity. Converting all way stop to a roundabout is usually implemented to address LOS deficiency. This is identified as part of the concurrency program and addressed accordingly through traffic analysis/study within the scope of future improvement projects. Additionally, traffic circles are not a traffic control device; rather they are a traffic calming measure.	No change made
42	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	What the current level of sidewalk availability (and or deficiency) in the city, broken down by the Roadway Functional Classification	Page 41	This information will be determined and inventoried in the Bicycle and Pedestrian Mobility Plan that is planned for 2025.	No change made
43	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Please define and identify Pedestrian Priority Network.	Page 42	DRAFT 3 - Thank you, this was missing a definition. The Pedestrian Priority Network is a network identified as providing pedestrian connectivity to key areas of Sammamish. It is where the City should focus pedestrian enhancements. Tier 1 is all Principal and Minor Arterials. Tier 2 is all Collector Arterials.	Text added; will be visible in Draft 3 (Added to Draft 3)

44	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The report lists the city's LOS standards for various roadways based on their functional designation. This includes LOS E for principal arterials that cross other roadways. However, Table 8 on page 50 lists several intersections where principal arterials cross other streets as LOS D.	Page 48	The LOS for principal arterials is D. However, it may be reduced to E if more than 3 approach lanes are required to maintain LOS D, as stated in City code 21.08.020. E.1. This condition does not apply to all principle arterial intersections. This is consistent with table 8.	No change made
45	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Table 8 provides an overview of intersection LOS throughout the city. The results shown in that table indicate that an overwhelming majority of key arterial and collector intersections are currently operating at LOS C or better. However, field observations clearly show a considerable amount of queue formation during morning and evening hours. Could this be due to such factors as use of inappropriate traffic operation modeling, inaccurate data collection, or the lack of model calibration?	Page 50- Table 8	The modeling, data collection and calibration was conducted by professionals in that field using current industry practices.	No change made
46	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Would it be possible to add the latest LOS information for the key intersections outside the city but in most cases control traffic along the city arterial streets? Can the report list a few examples of remedies (such as reduction of posted speed limits) to reduce LTS noted on table 9 in any future roadway resurface or rehabilitation projects?	Page 56	This table is simply describing the factors that impact an LTS rating. Specific project recommendations will be part of the Bicycle and Pedestrian Mobility Plan. Staff and Consultant team are not recommending adding remedies to this table in the TMP at this time.	No change made
47	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Can the data shown on Figure 19 be further analyzed to investigate the causes and remedies due to a relatively high incidence level of traffic collision due to the existence of fixed objects along roadway paths in the city?	Page 62	Staff and Consultant team believe the commenter meant to refer to Figure 18: 2018-2022 Traffic Accident by Type. This is the information that was available for the TMP and will not be further analyzed.	No change made

48	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The future condition assessment report, as written, appears to be limited in scope, focusing solely on vehicular traffic delay and a few specific intersections within and around the Town Center. This approach fails to account for the broader development anticipated throughout the city based on the assumed land use plan. As a result, the report may not accurately predict the future transportation conditions in the area.	Page 63- Future Conditions	All intersections meeting critical junctions criteria were included in the analysis. Future land use plan are incorporated into 2044 traffic demand model. Traffic volumes used in the analysis were extracted from 2044 traffic demand model that accounts for future planned land use growth adopted by council early last year. Bicycle and pedestrian 20-year impacts will be analyzed separately in the Bicycle and Pedestrian Mobility Plan.	No change made
49	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Also, conducting analysis based on the applicability of the transit-use data from the City of Bellevue may not truly reflect the conditions in Sammamish. This is primarily due to the availability of diverse forms of transportation that exists in Bellevue but unavailable in Sammamish. Such a distinguishable transit service availability difference has significant influence in choosing mode of transportation by individuals.	Page 63- Future Conditions	Alternative 3 uses a higher mode shift to transit only within key areas defined as medium-transit-usage zones (within a half-mile walkshed of transit) and one high-transit usage zone (Town Center). This is limited to areas close to transit with high potential for transit usage. Alternative 3 shows what is possible with a higher emphasis on transit use in the future.	No change made

50	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The TMP seems to be clearly focused on short-term scenarios centered around the Town Center development, and may not fully align with the city's broader 20-year plan. A more comprehensive transportation strategy should consider the city's overall development trajectory, including land use changes throughout the city, to ensure long-term sustainability and accessibility.	Page 64- Future Traffic Conditions	All transportation modeling and considerations take into account projected and proposed land uses city-wide. This information was confirmed with Sammamish's Department of Community Development and the overall Comprehensive Plan consulting firm Framework.	No change made
51	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Table 13 provides a summary of the Level of Service (LOS) for various intersections in future development scenarios. However, the analysis is based solely on signalization concepts. Could the noted intersection deficiencies be avoided if these intersections were controlled by either roundabouts or traffic circles. Such a change can potentially reduce speed, improve traffic flow, reduce potential for severe accidents.	Page 66- Intersection LOS Deficiencies	Table 13 documents the intersections with LOS deficiencies based on their current condition. The table/TMP document do not address possible mitigations. Mitigation options are explored during the preliminary design stage of future projects that will address LOS deficiencies among other issues.	No change made

52	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	<p>Level of Service Definition</p> <p>The TMP document, as currently written, describing and assessing the current and future conditions are solely based on the application of the traditional system level of service evaluation. The traditional LOS definition, as outlined in Section #2.5, is primarily focused on assessing roadway and intersection delays experienced by drivers. This approach is inconsistent with the TMP's goal of creating a multimodal transportation system that incorporates all modes of transportation. A more comprehensive LOS evaluation should consider factors beyond vehicular traffic. In a multimodal system, the LOS should encompass:</p> <ul style="list-style-type: none"> <li>• Pedestrian movement: Safety, accessibility, and convenience for pedestrians.</li> <li>• Bicycle use: Availability and quality of bike lanes, safety, and connectivity.</li> <li>• Public transit: Frequency, reliability, and accessibility of transit services.</li> </ul> <p>To align with the TMP's objectives, developing either a separate LOS standard for each mode of transportation or a unified standard that considers all modes would be required. Such an approach would ensure that the transportation system supports the needs of all users, not just drivers, and contributes to a more equitable and sustainable mobility environment.</p>	Page 47	Vehicular LOS is just one aspect of LOS that is addressed by the TMP. It follows the City's LOS standards documented in City's code section 21.08.020. E.1. Future conditions bicycle and pedestrian LOS will be analyzed and addressed in the Bicycle and Pedestrian Mobility Plan.	No change made
53	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	<p>A truly effective multi-modal transportation system requires robust supporting infrastructure to significantly reduce reliance on personal vehicles. In the realm of public transit, this necessitates preferential treatments along arterial roadways to ensure buses can travel at speeds comparable to or exceeding general traffic, thereby offering shorter commute times. Such treatments may include exclusive bus lanes and bypass lanes at key intersections. The TMP as currently written, is based on the changes in making insignificant changes in the bus operation in the city. Such a minor change would not help achieving and major success in increasing transit ridership.</p>	Page 69- Local Transit	As described in the Transit Plan; the city does not operate the transit system. The city will be conducting transit enhancement studies in 2025 and beyond as listed in the approved 2025-2030 Transportation Improvement Plan (TIP) and will incorporate the findings/any proposed projects into the TMP in future updates as the information is available.	No change made

54	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The city's Transit Master Plan proposes implementing preferential treatment for buses at key intersections. While this strategy has proven effective in dense urban areas with high traffic volumes, its applicability in Sammamish is questionable. Given the current low bus ridership (less than 400 per day), infrequent service, and relatively low traffic congestion on side streets, the operational benefits of this approach may be limited. A more tailored solution, considering Sammamish's specific needs and characteristics, should be explored to optimize bus transit in the city."	Page 86- Transit	While the Transit Plan listed specific projects, the projects still need to be evaluated in a traffic study. If the traffic study shows little benefit to transit or high added delay to general purpose traffic, the project will be re-evaluated.	No change made
55	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Chapter 3- Future Conditions The future condition assessment report, as written, appears to be limited in scope, focusing solely on vehicular traffic delay and a few specific intersections within and around the Town Center. This approach fails to account for the broader development anticipated throughout the city based on the assumed land use plan. As a result, the report may not accurately predict the future transportation conditions in the area. Also, conducting analysis based on the applicability of the transit-use data from the City of Bellevue may not truly reflect the conditions in Sammamish. This is primarily due to the availability of diverse forms of transportation that exists in Bellevue but unavailable in Sammamish. Such a distinguishable transit service availability difference has significant influence in choosing mode of transportation by individuals.		This is a repeat comment of comments #48 & 49 in this comment matrix.	No change made
56	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Complete Street While the TMP report highlights the benefits of a Complete Street Plan, it fails to pinpoint specific areas within the city where such a strategy would be most feasible."		City road standards are in line with complete streets standards, however the city has not currently adopted complete streets standards specifically. This will be considered in a future workplan effort and incorporated into the TMP at a later date.	No change made
57	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	extra underscore in the 3rd paragraph.	Page iX	DRAFT 3 - Typographical/Formatting Correction made	Correction made; will be visible in Draft 3

58	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	6 year TIP – hope we have short, med and long term projects	Page X	The 6-year TIP includes short and medium term projects primarily due to the nature of this document being a 6-year plan. However there are some longer term projects on the TIP as they are proposed in phases, so you may only see one phase at a time.	No change made
59	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	error	Page Xii	DRAFT 3 - Typographical/Formatting Correction made	Correction made; will be visible in Draft 3
60	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	I don't see anything stating lack of public transportation connectivity. We don't have any buses going to Seattle from Sammamish park and ride.	Page 29 – 2.4.1 – connectivity	This TMP generally focuses on what the City can control. The transit network is out of the City's control.	No change made
61	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	we don't have any bus system with the city. It is hard to travel with in the city if a citizen doesn't have a car.	Page 30 – local connectivity	This TMP generally focuses on what the City can control. The transit network is out of the City's control.	No change made
62	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	route #554 - please check the accuracy and update it	Page 44	This is up to date with Sound Transit trip information	No change made
63	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	park and ride facilities - I don't see it on figure 16 as indicated	Page 44	DRAFT 3 - Will be added to next draft	Correction made; will be visible in Draft 3 (added to Draft 3)
64	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	parking facilities in Klahanie - how are they supposed to get to Sammamish p&r?	Page 44	The Klahanie park and ride facilities do not connect to fixed transit. The facility is available to the public as a place to meet for carpool.	No change made

65	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	lots outside Sammamish provide opportunity to park and connect? How?	Page 45	Sammamish residents can drive to park and ride lots, park, and connect to transit at these publicly available facilities.	No change made
66	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	for alternative 3 - are we following Bellevue's multimodal implementation guide?	Page 70	Alternative 3 uses the transit mode shift from Bellevue's Multimodal Concurrency Implementation Guide.	No change made
67	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	LOS deficiencies - are we anticipating future deficiencies at these two intersections?	Page 71	All expected future LOS deficiencies are shown in Table 19.	No change made
68	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	route 269 - going to Mercer island? It doesn't go there now.	Page 76	This is a planned service change from King County Metro.	No change made

69	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	Public is stating that City transit , community van and Metroflex are not easy to use. How are we planning to improve these aspects?	Page 84	The City has limited control over the transit system. For transit, the City is implementing a transit enhancement program set to improve connection, safety, and speed and reliability of the transit route. For Metro Flex, if the public is stating it is difficult to use, it could be because their destination is out of the service area, or because they are not familiar with Metro Flex. The city does not have control over King County Metro Transit, Metro Flex or Community Van programs, however staff does meet with King County Metro on a regular basis and has discussions about issues heard from the community.	No change made
70	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	regional transit to Sammamish is limited? We used to have 216 and 218 bus routes to Sammamish park and ride and they are cancelled now. Is there a plan to talk to KCM and or ST to have more express buses to sammamsish park and ride.	Page 88	The City talks with King County Metro and Sound Transit regularly. Due to the City's location and ridership trends, transit agencies have no plans to add express transit lines to the Sammamish Park and Ride at this time. City staff continue to advocate for express transit lines and increased overall service.	No change made

71	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	the policies are looking great, but I hear contradictory in some paragraphs that city cannot do anything about the buses or routes because it is operated by outside entities.	Pages 91-92	While Sammamish has no control over bus schedules and routes, the City can provide safe access to the transit route.	No change made
72	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	it states that city has limited control over transit services provided by KCM and ST. Bellevue and Redmond collaborated and have excellent bus routes.  I like the idea of collaborating with transit services and private partnerships to have mobility hubs. If we can have details about this in the future implementation that would be great.	Page 94	Bellevue and Redmond have land use significantly different from Sammamish which allows those cities to maintain high ridership that KCM and ST require to increase service, including express routes.  As part of the 2025-2030 TIP, a Mobility Hub Implementation Plan is planned to be completed as part of the Transit Enhancement Program.	No change made
73	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	do we not have the estimated revenue projection?	Page 112	The city is continuing to work on the estimated revenue projections for the next 20 years. The information located in Table 26: Transportation Capital Improvement Funding 2024-2044 is the most current information available. This is a working draft and will be updated as more information is available.	No change made

74	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	can we get the details of the intelligent transportation program and transit enhancement program and the associated funding	Page 128	DRAFT 3 - This information is available in the current 2025 - 2030 Transportation Improvement Plan (TIP) Program and Project Guide that accompanies the 2025 - 2030 TIP that was approved by City Council in June 2024. A reference to this document will be included in the next draft.	A reference to the current TIP document will be added to DRAFT 3 (Added to Draft 3)
75	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	I am happy to see the coordination efforts - how can we monitor these efforts to see the outcome or improvements?	Page 130	There are various regional meetings that city staff attend on a monthly basis and report out on to city leadership as necessary; this includes but is not limited to the Eastside Transportation Partnership, Regional Transportation Committee, and Puget Sound Regional Council Regional Project Evaluation Committee. Staff also meets quarterly with the school districts within in the city.	No change made
76	Draft 2	9/13/2024	PSRC - Liz Underwood-Bultman	Email	The plan should clarify that modeled land use assumptions are internally consistent and based on adopted targets. Figures LU-14 (Volume 2) and Table 15 (Transportation Master Plan appendix) assume different total number of housing units by 2044. Information on these and other requirements for transportation elements is provided in Commerce's Transportation Guidebook: <a href="https://deptofcommerce.app.box.com/s/erocgtpv3acyxv2m9bcb59c38s13qqjb">https://deptofcommerce.app.box.com/s/erocgtpv3acyxv2m9bcb59c38s13qqjb</a>	Appendix B - Page 6	Staff is working on addressing this question by further explaining the numbers.	Additional clarification will be added. (Will be added to Draft 4)

77	Draft 2	9/13/2024	PSRC - Liz Underwood-Bultman	Email	<p>The City currently includes the six-year Transportation Improvement Program with investments through 2030. The plan should identify the long-range project list to meet demands through 2044, including approximate timing. The project list should identify regional capacity projects in PSRC's Regional Transportation Plan Appendix D2: <a href="https://www.psrc.org/media/5938">https://www.psrc.org/media/5938</a> for the list of regional capacity projects. PSRC's Transportation Element Guidance: <a href="https://www.psrc.org/media/7504">https://www.psrc.org/media/7504</a> provides additional recommendations for transportation project lists. The city's transportation financing plan is not yet complete. As noted in the draft, the plan should include total anticipated revenue and a comparison to expected project costs.</p>	Page 128	The TMP has been updated to show projects needed to meet demands through 2044. The plan has also been updated to show the PSRC regional projects sponsored by Sammamish	Additional information included. (Added to Draft 3)
78	Draft 2	9/13/2024	PSRC - Liz Underwood-Bultman	Email	<p>The plan could incorporate policy and analysis of race and equity in the context of transportation. Information to identify transportation needs and opportunities could come from demographic data and public outreach to underserved populations. Equity could also be a consideration in evaluating project benefits and priorities. Resources on equity-focused transportation planning can be found in PSRC's Equity Planning Resources for Comprehensive Plans: <a href="https://www.psrc.org/media/7633">https://www.psrc.org/media/7633</a>.</p>	Document-wide	The project prioritization criteria in Appendix C has been updated to include choices for people with special needs. This adds an equity lens to the project screening.	Added additional information. (Added to Draft 3)