

City of Sammamish 2025-2030 Transportation Improvement Program (TIP) - Adopted

The 2025-2030 TIP is broken into project categories and prioritizes projects within each category utilizing five criteria that assigns up to 100 points per project. Projects within each program often have a separate prioritization methodology, which is detailed in the TIP Guide.

Key:

* Future costs for Corridor Projects will likely change upon completion of each Corridor Study, Phasing Plan, and adopted Corridor Plan.

** Project with Grant Funding or Funding Partnership

Ongoing Transportation Programs																		
Priority Rank	Score	Project Type	Funded / Unfunded	ID No.	Program Name	2025-2030 Program Milestones	Prior Years	2025	2026	2027	2028	2029	2030	6-year Total	Future Years	340 Fund	438 Fund	Program Total
N/A	N/A	Program	Funded	TR-C	Sidewalk Gap & Non-motorized Program (Projects <\$350k)	Ongoing implementation of program	\$200,000/year	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,400,000	TBD	\$ 2,400,000	TBD	\$ 2,400,000
N/A	N/A	Program	Funded	TR-E	Neighborhood Traffic Management Program	Ongoing implementation of program	\$70,000/year	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 90,000	TBD	\$ 90,000	\$ -	\$ 90,000
N/A	N/A	Program	Funded	TR-F	Streetlight Enhancement Program	Citywide Streetlight Plan, Streetlight conversion to LED, standards update	\$15,000/year	\$ 100,000	\$ 100,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 450,000	TBD	\$ 450,000	\$ -	\$ 450,000
N/A	N/A	Program	Funded	TR-G	School Zone Safety Improvement Program	Ongoing improvements in school zones	\$15,000/year	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 90,000	TBD	\$ 90,000	\$ -	\$ 90,000
N/A	N/A	Program	Unfunded	TR-H	Capital Contingency Reserve/Placeholder		Varied	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
N/A	N/A	Program	Funded	TR-J	Intelligent Transportation Systems (ITS) Program	Citywide ITS Strategic Plan, ongoing implementation of program	\$50,000/year	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000	TBD	\$ 150,000	\$ -	\$ 150,000
N/A	N/A	Program	Funded	TR-K	ADA Barrier Remediation Program	ADA Transition Plan project implementation	\$450,000/year	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,700,000	TBD	\$ 2,700,000	\$ -	\$ 2,700,000
N/A	N/A	Program	Funded	TR-L	Pavement Management Program	Pavement Management Strategic Plan, Ongoing Pavement Preservation	New	\$ 3,200,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 15,700,000	TBD	\$ 15,700,000	TBD	\$ 15,700,000
N/A	N/A	Program	Funded	TR-M (New)	Transit Enhancement Program	Implementation of Transit Plan projects	New	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	TBD	\$ 600,000	\$ -	\$ 600,000
Total Program Cost								\$ 4,305,000	\$ 3,605,000	\$ 3,605,000	\$ 3,555,000	\$ 3,555,000	\$ 3,555,000	\$ 22,180,000	TBD	\$ 22,180,000	N/A	\$ 22,180,000

Traffic, Safety, & Non-Motorized Improvement Projects																		
Priority Rank	Score	Project Type	Funded / Unfunded	ID No.	Project Name	2025-2030 Project Milestones	Prior Years	2025	2026	2027	2028	2029	2030	6-year Total	Future Years	340 Fund	438 Fund	Project Total
1	72.5	Traffic, Safety, & Non-Motorized	Funded	TR-100	Flood Mitigation - SE Issaquah Fall City Rd: Endeavor Elementary School to SE Duthie Hill Rd**	Complete Design + Construction	\$ -	\$ 650,000	\$ 1,971,000	\$ 185,000	\$ -	\$ -	\$ -	\$ 2,806,000	\$ -	\$ 2,806,000	\$ 3,998,000	\$ 7,101,000
2	70	Traffic, Safety, & Non-Motorized	Partially Funded	TR-108	Inglewood Hill Road Sidewalk Gap	Construction based on Pedestrian/Bicyclist Program Grant award	\$ -	\$ -	\$ -	\$ 120,000	\$ 612,000	\$ -	\$ -	\$ 732,000	\$ 732,000	\$ 732,000	\$ 314,000	\$ 1,046,000
3	70	Traffic, Safety, & Non-Motorized	Funded	TR-101/ SW-601	Louis Thompson Road Tightline Project (Flood Mitigation & Non-motorized)**	Construction	\$ 1,878,767	\$ 3,211,750	\$ 282,899	\$ -	\$ -	\$ -	\$ -	\$ 5,373,416	\$ -	\$ 5,373,416	\$ 1,790,845	\$ 11,007,203
4	70	Traffic, Safety, & Non-Motorized	Funded	TR-63	Flood Mitigation Project: 212th Ave SE/SE 14th Pl to SE 18th St	Complete feasibility study/alternatives analysis.	\$ 152,000	\$ 519,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 671,000	\$ -	\$ 553,960	\$ 117,040	\$ 671,000
5	57.5	Traffic, Safety, Non-motorized	Unfunded	TR-04	East Lake Sammamish Parkway SE/SE 24th St Intersection		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,326,400	\$ -	\$ 1,081,600	\$ 5,408,000
6	57.5	Traffic, Safety, & Non-Motorized	Unfunded	TR-132(P49)	E Beaver Lake Way SE Sidewalk Improvement: SE 32nd Street to E Beaver Lake Way SE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	55	Traffic, Safety, & Non-Motorized	Unfunded	TR-131(P47)	248th Avenue SE Active Transportation Improvements: SE 24th Street to SE 14th Street		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	27.5	Traffic, Safety, & Non-Motorized	Unfunded	TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 665,600	\$ 665,600	\$ 166,400	\$ 832,000
Total Project Cost							\$ 2,030,767	\$ 4,380,750	\$ 2,253,899	\$ 305,000	\$ 612,000	\$ -	\$ -	\$ 9,582,416	\$ 5,724,000	\$ 14,457,376	\$ 7,467,885	\$ 26,065,203

Connection Projects																		
Priority Rank	Score	Project Type	Funded / Unfunded	ID No.	Project Name	2025-2030 Project Milestones	Prior Years	2025	2026	2027	2028	2029	2030	6-year Total	Future Years	340 Fund	438 Fund	Project Total
1	92.5	Connection	Funded	TR-126	Northeast Connector Road (Improvements at 1st Street & 228th)	Complete Design + Construction of Phase A	\$ -	\$ -	\$ -	\$ 161,813	\$ 780,000	\$ -	\$ -	\$ 941,813	\$ -	\$ 941,813	\$ 313,938	\$ 1,255,750
2	92.5	Connection	Unfunded	TR-124	Northwest Connector Road		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,484,800	\$ 9,484,800	\$ 2,371,200	\$ 11,856,000
3	92.5	Connection	Unfunded	TR-127	Southeast Connector Road & New Signal at SE 8th		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,065,600	\$ 11,065,600	\$ 2,766,400	\$ 13,832,000
4	92.5	Connection	Funded	TR-134 (NEW)	SE 6th Street Improvement Project, Phases A, B, and C	Complete Design + Construction	\$ -	\$ 292,322	\$ 1,625,717	\$ 233,858	\$ 1,300,574	\$ 175,393	\$ 975,430	\$ 4,603,294	\$ -	\$ 4,603,294	\$ 1,534,431	\$ 6,137,725
5	52.5	Connection	Unfunded	TR-49	Beaver Lake Drive: 24th Street to SE Belvedere Way		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,842,400	\$ 26,842,400	\$ 6,708,000	\$ 33,550,400
6	57.5	Connection	Unfunded	TR-125	SE 4th Extension (Crusader Way)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,905,600	\$ 6,905,600	\$ 1,726,400	\$ 8,632,000
7	50	Connection	Unfunded	TR-20	SE 14th Street Extension: Lawson Park Plat to 248th Ave SE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,080,000	\$ 2,080,000	\$ 520,000	\$ 2,600,000
Total Project Cost							\$ 292,322	\$ 1,625,717	\$ 395,670	\$ 2,080,574	\$ 175,393	\$ 975,430	\$ 5,545,106	\$ 56,378,400	\$ 61,923,506	\$ 15,940,369	\$ 77,863,875	

Corridor Improvement Projects																			
Priority Rank	New Score (Staff)	Project Type	Funded / Unfunded	ID No.	Project Name	2025-2030 Project Milestones	Prior Years	2025	2026	2027	2028	2029	2030	6-year Total	Future Years*	340 Fund	438 Fund	Project Total	
1	92.5	Corridor	Funded	TR-115(05)	Sahalee Way Corridor Improvements: NE 8th Street to City Limits	Complete Corridor Study/Plan, Project Phasing Plan, and 30% design.	\$ 444,000	\$ 1,226,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,226,180	\$ -	\$ 1,670,000	\$ 587,000	\$ 2,257,000
2	92.5	Corridor	Funded	TR-02	Issaquah-Pine Lake Rd: SE 44th - SE 32nd, Ph. 1	Complete Corridor Study/Plan and Phasing Plan for IPLR (TR-02 & TR-03)	\$ -	\$ -	\$ -	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ 320,000	\$ -	\$ 320,000	\$ 80,000	\$ 400,000	
3	92.5	Corridor	Funded	TR-03	Issaquah-Pine Lake Rd: SE 48th to SE 44th, Ph. 2	Complete Corridor Study/Plan and Phasing Plan for IPLR (TR-02 & TR-03)	\$ -	\$ -	\$ -	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ 320,000	\$ -	\$ 320,000	\$ 80,000	\$ 400,000	
4	92.5	Corridor	Funded	TR-18	SE 8th/218th Avenue SE - 212th Ave SE to SE 4th Street	Complete Corridor Study/Plan and Phasing Plan (TR-18 & TR-42)	\$ 205,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 25,000	\$ 125,000	
5	92.5	Corridor	Funded	TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE	Complete Corridor Study/Plan and Phasing Plan (TR-18 & TR-42)	\$ 205,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 25,000	\$ 125,000	
6	75	Corridor	Funded	TR-122	SE 32nd/Issaquah Beaver Lake Road Corridor Improvements	Complete Corridor Study/Plan and Phasing Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 240,000	\$ 480,000	\$ -	\$ 480,000	\$ 120,000	\$ 600,000	
7	55	Corridor	Unfunded	TR-26	SE Duthie Hill Road: West side of the "Notch" (City Limits) to Trossachs Blvd SE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8	52.5	Corridor	Unfunded	TR-23	East Lake Sammamish Parkway SE: 212th Ave SE to South City Limits		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost							\$ 854,000	\$ 1,226,180	\$ 200,000	\$ 320,000	\$ 320,000	\$ 240,000	\$ 240,000	\$ 2,546,180	\$ -	\$ 2,990,000	\$ 917,000	\$ 3,907,000	

Regional Projects																	
Priority Rank	New Score (Staff)	Project Type	Funded / Unfunded	ID No.	Project Name	2025-2030 Project Milestones	2025	2026	2027	2028	2029	2030	6-year Total	Future Years	340 Fund	438 Fund	Project Total
N/A	N/A	Regional	Unfunded	TR-19	[WSDOT] SR202/Sahalee Way NE Intersection		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
N/A	N/A	Regional	Unfunded	TR-27	[Issaquah] IPLR Ph. 3 - 48th to IFCR		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
N/A	N/A	Regional	Unfunded	TR-48	[King County] Sahalee Way: SR202 to North City Limits		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
N/A	N/A	Regional	Unfunded	TR-118	Signalized Pedestrian Crossing at Duthie Hill Rd and SE Issaquah Fall City Rd		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
N/A	N/A	Regional	Unfunded	TR-119	Pedestrian pathway along Duthie Hill Rd		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes for 2025-2030 TIP

REMOVAL NOTES			
ID No.	Project Type	Project Name	Reason for Removal from TIP
TR-D	Program	Intersection & Safety Improvements	This program was removed as the projects within the program aligned with other programs or project categories.
TR-54	Traffic, Safety, & Non-motorized	228th Ave & SE 40th Turn Lane Improvements	This project is no longer considered a concurrency failure
TR-55	Traffic, Safety, & Non-motorized	242nd Ave NE & NE 8th St (conduct study)	Stand alone traffic studies do not need to be on the TIP and are funded using Professional Services, not 340 fund dollars
TR-107	Traffic, Safety, & Non-motorized	SE 32nd St/Issaquah-Pine Lake Road Round-About Traffic	This project was a traffic study and will be incorporated into the larger corridor study/planning effort.
TR-117	Traffic, Safety, & Non-motorized	Skyline High School Crosswalk on SE 8th - (Sidewalk design)	This project is no longer needed because No Crossing Signs installed along SE 8th have resolved the issue
TR-116	Corridor	Sahalee Way NE: 28th Pl/223rd Ave NE to NE 12th Pl	Combined project limits with TR-115 to reflect corridor planning efforts.

Priority rank (4) New Score (85) New Score % (98) Old Score (410)

EDITS/CHANGES/ADDITIONS NOTES				
ID No.	Project Type	Previous Project Name	New Name	Summary of Change
TR-F	Program	Street Light Program	Streetlight Enhancement Program	Expanded Program to include Citywide lighting
TR-M	Program	N/A	Transit Enhancement Program	New Program - Improve transit access and user experience to encourage increased ridership.
TR-122	Traffic, Safety, & Non-motorized	SE 32nd/Issaquah Beaver Lake Corridor Improvements	SE 32nd/Issaquah Beaver Lake Corridor Improvements	Expanded project limits to complete a corridor study. Moved to the Corridor section of TIP.
TR-134	Connection	N/A	SE 6th Street Improvement Project	New Project - Provide connectivity and enhance a future public gathering space.
TR-115 (05)	Corridor	Sahalee Way NE: 28th Pl/223rd Ave NE to NE 12th Pl	Sahalee Way Corridor Improvements: SE 8th Street to City Limits	Included in TR-116 limits to combine projects until Corridor Study is completed.



FUNDED PROGRAM AND PROJECT GUIDE

for the

2025 - 2030 TRANSPORTATION IMPROVEMENT PLAN (TIP)

This guide complements the 2025-2030 TIP and provides detailed information for transportation programs and projects.

Updated 06/20/2024 – Adopted Version

2025-2030 TIP Program/Project Guide

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REVENUE ASSUMPTIONS FOR THE TIP

The reasonably assumed revenue sources for the transportation capital programs and projects in the 2025-2030 TIP include Traffic Impact Fees (TIF) and Real Estate Excise Tax (REET) funds for a total assumed amount of \$33,240,000.

Traffic Impact Fees (TIF)

The projections for TIF are tied to growth, as the City collects these fees based on land use and number of trips generated. To arrive at a 6-year projection, staff use the traffic impact fee per new trip by land use (i.e. \$14,204.27 for single-family residential and \$8,719.45 for multi-family residential) and multiply it by average assumed growth per year (and then again by six to get the full 6-year plan assumption). Average assumed growth per year is updated each year and takes into account the projects in the permitting pipeline that are in the process of being developed. Projects are considered in the permitting pipeline between the preliminary subdivision review process all the way through final recording of the subdivision. Historically, the number of lots currently under review in active subdivision (more than 9 lots) and short plat applications (less than 9 lots) are utilized to assist with budget forecasting for the traffic impact fee. There are many variables that influence these growth assumptions, including the pace of projects through the review process, external market factors, and impact fee deferral options, but the permitting pipeline is the City’s best estimate based on past performance of projects. This method to determine projected TIF revenue over the 6-year window is the most sensible, even though actual receipt of funds may fluctuate year-to-year. For the 2025-2030 6-year window the growth assumptions are as follows:

Traffic Impacts Fees (TIF)			
	new SFR applications per year, on average		35
	New MFR applications per year, on average		50
	\$/Unit - SFR	\$	14,204
	\$/Unit - MFR	\$	8,719
	Number of Years		6
			\$5,598,732
Note: TIF fees at risk of expiring	Traffic Impacts Fees Available as of 3/31/2024		\$9,639,871
			\$15,238,603
		Rounded	\$15,240,000

Real Estate Excise Tax (REET)

Staff has taken a conservative approach with REET funds and assumed \$3,000,000 per year would be collected and available for TIP funding. This assumption is consistent with past years and supported by averaging the past five years of REET collection and the past 12 years of REET collection as illustrated in the table below.

REET History-Transportation (340 Fund)							
Year	REET		Averages	# of sales	Median Sales Price		
2023	2,764,128.70	}	3,735,183.52	2019-2023	744	1,523,750.00	
2022	3,748,482.49				887	1,467,500.00	One large sale \$113,934,000
2021	5,049,754.77				1453	1,393,750.00	
2020	3,531,797.71				1300	1,047,099.00	
2019	3,581,753.92				1333	948,036.00	One large sale \$84,600,000
2018	3,558,956.42	}	3,174,524.91	2012-2023	1439	948,552.00	
2017	3,652,014.68				1608	867,865.00	
2016	3,293,233.80				1527	770,047.00	
2015	2,597,197.93				1378	713,855.00	
2014	2,343,068.88				1264	687,921.00	
2013	2,320,148.81				1333	629,675.00	
2012	1,653,760.83				1128	560,861.00	

With this information, the 2025-2030 TIP was created to fit within the revenue constraints identified above and is balanced to the projected revenues. All costs shown for projects and programs are estimates and are largely based on planning level scopes that exclude costs for right-of-way acquisition. The estimates are based on 2024 conditions and assumptions and will change over time. All assumptions should be revisited prior to making budgetary decisions.

PROJECT SCORING CRITERIA FOR THE TIP

Transportation projects that fall into the following categories: Traffic, Safety, & Non-Motorized Improvement Projects, Connection Projects, and Corridor Improvement Projects are scored on weighted criteria. The maximum score any project can obtain is 100 points. Scoring helps guide the priority projects for the City and how they are proposed to be funded through the TIP.

Criteria	Description	Points
System Efficiency	Improves operations in the system, focusing on improvements to principal arterials and new connections.	15
Connectivity	Improves connections to the regional system and improves internal connections, including non-motorized, by connecting to trails and parks.	20
Fiscal Responsibility	Responsibly invests in the system, including improving chances for grants/outside funding and use of impact fees.	15
Safety	Addresses high collision locations, calming traffic, improves pedestrian connections, and improves evacuation routes.	20
Community Character	Enhances the rights-of-way, including aesthetics via landscaping, stormwater features, etc.	10
Environmental Impact	Reduces emissions, through one or more of the following: *Inducing a mode shift away from single occupant vehicles (SOVs) *Reducing vehicle miles traveled (VMT) *Improving traffic flow (e.g. through signal coordination or by removing a bottleneck)	20

CITYWIDE PROGRAMS

TR-C: SIDEWALK GAP & NON-MOTORIZED PROGRAM (PROJECTS <\$350K)

The Sidewalk Gap and Non-motorized Program adds sidewalk and non-motorized facilities within the community to foster connectivity and multi-modal connections. The program focuses on smaller projects such as filling gaps and completing the non-motorized transportation system. Projects within this program are smaller in scale and cost, which allow staff to bundle several projects for efficiency throughout the design and construction phases. The structure of the program, project prioritization, and the lists of projects are described below.

Program Structure

Projects are identified for this program based on requests from the community, staff observation, and transportation planning efforts. Projects qualify for this program if they meet the following criteria:

- The project location is not within the project limits of a larger project on the 2025-2030 TIP (i.e.: a Connection or Corridor Project); and
- The project intent is to provide or enhance pedestrian and/or multi-modal connectivity within the community (typically referred to as “sidewalk gaps”); and
- Estimated project cost is \$350,000 or less.

Project Prioritization

Once a project qualifies for the Sidewalk and Non-motorized Program, each project is assigned a priority score utilizing the criteria below. Once a score is assigned, the projects are completed in order beginning with projects that have the highest priority score. The scoring methodology is included on the next page.

PROGRAM INFO

Webpage

<https://www.sammamish.us/projects/se-24th-street-sidewalk-project/>

Intent

To enhance connectivity within the community by completing adding sidewalks throughout the community.

Origin

Comprehensive Plan

Program Cost Forecast

\$400,000 per year

Program Funding

340 Fund

Project Cost Range

<\$350k

CITY GOALS

Goal T.2 and Policies T.2.1 – T.2.6

LOCATIONS OF PROJECTS

Citywide

Sidewalk Program Criteria				
<i>Each criterion is highlighted in gray, with descriptions of points within each section.</i>				
Criteria		Point Value		
Pedestrian Trip Generators	1/4 Mile Radius	1/2 Mile Radius	3/4 Mile Radius	1.0 Mile Radius
Schools	20	15	10	5
(If on designated School Walk Route add)	10	10	5	5
Public Park	20	10	5	5
Commercial Area	15	10	5	0
Public Buildings (Library, "Y", City Hall, etc.)	10	5	0	0
Transit Stop / Park and Ride Facility	10	5	0	0
Churches	5	0	0	0
Street Classification (maximum of 20 points)				
Principal Arterial				20
Minor Arterial				15
Collector Arterial				10
Neighborhood Collector*				5
Roadway Characteristics (maximum of 20 points)				
Narrow (0'-4') Shoulders on both sides.				20
Minimum shoulder width (4'+) on only one side.				5
Environmental Considerations (point reductions can vary)				
Wetlands - Class 1				-20
Wetlands - Class 2				-15
Wetlands - Class 3				-10
Stream Crossings				-10
Steep Slopes				-10
Safety Criteria (maximum of 40 points)				
Based on the number of pedestrian / bicycle and vehicular collisions within the last three (3) year period and multiplied by 5 points.				
# of collisions:	Multiply by 5 points		Total Points	
Miscellaneous Criteria				
ROW Required	If yes, -5, or -10 if >5-feet avg width needed			
Missing Link	5			
On TBP Plan	5			
Total Points:				

Sidewalk & Non-motorized Program Project List

Sidewalk Priority Score	Project ID #	Project Location and Extents	Description	Length (ft)	Cost Estimate (2024 Dollars)
60	14	NE 16th Street from 211th Place NE to 216th Avenue NE	Sidewalk (no amenity strip) on northside gaps only.	120	\$153,504
55	51	SE 30th Street from 228th Avenue SE to 224th Avenue SE	Pave gravel path on north side, to improve accessibility.	1,320	\$205,920
50	63.1	SE 8th Street from 216th Place SE to 218th Avenue SE	A proper sidewalk at least on one side of the road is needed to support the growing traffic on this road for the safety of pedestrians and residents. SCF #15049580 on 8/8/2023	200	\$312,000
45	30	234th Avenue SE from 37th Street to SE 35th Place	Sidewalk only on west side. Local street, but recommend variance for bike lane width shoulder instead of parking width. No amenity strip to match character of neighborhood, and less impact to driveways.	460	\$468,000
30	8	NE 22nd Street from 237th Place NE to Christa McAuliffe Elementary	Sidewalk only on south side.	330	\$216,216
30	59	NE 37th Street from 205 PL NE to 300' (bulb out cul-de-sac)	Sidewalk and bike shoulder only, keeping with existing.	310	\$241,800
20	55	SE 24th Way from East Lake Sammamish Parkway to 194th Avenue SE	Sidewalk gap only on north side.	470	\$366,600

2025-2030 TIP Program/Project Guide

15	61	East Lake Sammamish Parkway from Sammamish Landing Parking Lot to 4604 East Lake Sammamish Parkway	Sidewalk only on east side, connecting the crosswalk and Sammamish Landing parking lot to residential driveway to north.	205	\$134,316
15	62	244th Avenue NE from NE 24th to NE 26th CT	Sidewalk on west side.	420	\$275,184
5	56	NE 22nd Street from 228th Avenue SE to 229th Avenue NE	Sidewalk and bike lane on south side only.	380	\$296,400
5	58	E Main Street from 214th Avenue NE to 216th Avenue NE	Sidewalk, planter strip, and bike shoulder only.	470	\$366,600
0	54	East Lake Sammamish Parkway from SE 43rd Way to Peregrine Point Way SE	Connects to sidewalk at Issaquah's SE 43rdn Way roundabout. Steep Wall needs to be rebuilt.	190	\$406,786

TR-E: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The Neighborhood Traffic Management Program (NTMP) focus is pedestrian safety and includes projects in neighborhoods that aims to make non-motorized movements safer within the community. The program is a joint effort between the community, the Public Works Department, and the Police Department.

Projects within this program are entirely derived from the community and often begin by community members requesting safety improvements by utilizing the City’s request portal, MySammamish. More information about how requests from the community can turn into a project within program is described on the City’s NTMP webpage (link in the summary box to the right).

An example of an improvement completed in this program is the series of traffic calming measures installed along NE 25th Way and NE 19th Drive, including traffic circles and other safety installations in the right-of-way.



PROGRAM INFO

Webpage

<https://www.sammamish.us/government/public-works/traffic-engineering/ntmp/>

Intent

To make non-motorized movement safer in residential neighborhoods

Origin

Comprehensive Plan

Program Cost Forecast

\$15,000 per year

Program Funding

340 Fund

Project Cost Range

Varies

CITY GOALS

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance, Management and Safety

LOCATIONS OF PROJECTS

Varies

TR-F: STREETLIGHT ENHANCEMENT PROGRAM

The City maintains over 500 streetlights, mainly on arterial roads throughout the community. Lighting has multiple purposes, including: providing visibility and security, illuminating streets, bike lanes, and pedestrian pathways, and improving access to transit and other services.

In 2025, the City plans to develop a Citywide Streetlight Plan, which will analyze existing conditions and provide recommendations to enhance lighting for all modes of transportation, including walking, biking, transit, and vehicles. In addition, the Plan will outline a prioritized process for lighting improvements throughout the community (new lighting infrastructure) as well as conversion of existing infrastructure to more energy efficient systems. The Plan will align with the Transit Plan, Climate Action Plan, goals of the community, and the Comprehensive Plan. The Citywide Streetlighting Plan will coordinate with the planned 2025 update of the Transportation Master Plan to incorporate a Pedestrian & Bicycle Plan as well as the Intelligent Transportation System (ITS) Plan; both plans are scheduled to be completed in 2025.

Outcomes of the plan will include a prioritized list of lighting projects throughout the community, conversion of existing streetlights to LEDs, and updated Public Works Standards. The photos below show a road illuminated with HPS lighting (below left) and LED (below right).



PROGRAM INFO

Webpage

Coming soon!

Intent

Improve safety to all modes of transportation by providing better lighting.

Origin

Comprehensive Plan

Program Cost Forecast

\$100,000 per year

Program Funding

340 Fund

Project Cost Range

TBD

CITY GOALS

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability

LOCATIONS OF PROJECTS

Varies

TR-G: SCHOOL ZONE SAFETY IMPROVEMENT PROGRAM

Similar to the Neighborhood Traffic Management Program (NTMP), the focus of the School Zone Safety Improvement Program is pedestrian safety in school zones. The projects in this program aim to make a safer pedestrian environment for students in and around schools. Improvements resulting from this program may include signage, crosswalks, and other installations in the right-of-way.

Projects within this program are derived from the community and often begin by community members or school partners requesting safety improvements by utilizing the City’s request portal, [MySammamish](#).



PROGRAM INFO

Webpage
Coming Soon!

Intent
Improve safety to all modes of transportation by providing better lighting. To make non-motorized movement safer in school zones.

Origin
Comprehensive Plan

Program Funding
\$15,000 per year

Program Funding Source & Fund
340 Fund

Project Cost Range
TBD

CITY GOALS

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability

LOCATIONS OF PROJECTS

Within school zones throughout the City.
Varies

TR-J: INTELLIGENT TRANSPORTATION SYSTEMS PROGRAM

The Intelligent Transportation Systems (ITS) Program implements advanced sensing, control and communication technologies to improve safety, mobility, and traffic management efficiency. The city implemented this program several years ago. The first two phases of the program have been completed and include the installation of fiber along 228th Avenue, an adaptive management system, and 8 traffic cameras. The City’s Traffic Management Center (TMC) was also constructed as part of this program. Completed work is described in further detail in the *Background* section below. Phase 3 is included in the 2025-2030 TIP.

2024-2029 Planned Work (Phase 3)

Currently, the City has 8 traffic cameras connected to the TMC, which allow staff to remotely monitor and control the ITS cameras. Phase 3 of the ITS Program plans to add additional traffic monitoring cameras on all main intersections within Sammamish, with the goal of installing Closed Circuit TV cameras at approximately 40 intersections.

Program Background

Phase 1: The City completed ITS Phase 1 in 2016. The project installed an adaptive traffic signal control system and fiber optic network on 228th Ave from Issaquah Pine Lake Rd to NE 12th Pl.

Phase 2: This phase was completed in 2021 in partnership with King County and the Washington State Department of Transportation (WSDOT). The Sammamish-WSDOT-King County ITS Improvement Project included installing fiber optic communications network along 228th Ave NE - Sahalee Way NE from NE 12th Pl to SR202. The project also installed Adaptive Signal Control Technology (ASCT) for the traffic signals at 228th Ave NE & NE 25th Way and Sahalee Way NE & NE 37th Way. The project provided a communications trunk on SR 202 from Sahalee Way NE to 244th Ave NE.

PROGRAM INFO

Webpage

<https://www.sammamish.us/projects/its-phase-2/>

(Phase 3 webpage coming soon)

Intent

The program aims to apply advanced technology to improve safety, mobility, and efficiency.

Origin

Comprehensive Plan

Program Funding

\$25,000 per year

Program Funding Source & Fund

340 Fund

Project Cost Range

Varies

CITY GOALS

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability

LOCATIONS OF PROJECTS

Varies

The project also completed the construction of the TMC at Sammamish City Hall, which enables staff to remotely monitor and control the ITS cameras and inform the community of road and traffic conditions by uploading camera still images onto the City's website. This is ongoing and will be reevaluated over time.



TR-K(102): ADA BARRIER REMEDIATION PROGRAM

The purpose of this program is to remediate non-ADA compliant facilities within the City of Sammamish Road rights-of-way. The program currently focuses on collector and arterial roads. Retrofits and repairs can include removing and replacing existing concrete curb, concrete sidewalk, curb ramps, asphalt pavement, modification of pedestrian push buttons, roadway striping and adjustment of utilities in the curb and sidewalk.



PROGRAM INFO

Webpage

<https://www.sammamish.us/projects/ada-transition-plan/>

And

<https://www.sammamish.us/our-community/resident-resources/accessibility-requests/>

Intent

Comprehensive Plan and Federal ADA requirement

Origin

Comprehensive Plan

Program Cost Forecast

\$450,000 per year

Program Funding

340 Fund

Project Cost Range

Varies

CITY GOALS

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance, Management and Safety

LOCATIONS OF PROJECTS

Varies

TR-L (106): PAVEMENT MANAGEMENT PROGRAM

Overview of Pavement Management

The City's Pavement Management Program is an ongoing program that consists of:

- An evaluation of road conditions (every four years)
- Determination of applicable pavement management methodology
- Prioritization of pavement improvement projects
- Developing a pavement improvement plan
- Implementing annual pavement management projects that include preservation, rehabilitation, and reconstruction depending on the condition of the road as well as other criteria

Pavement Assessments

Approximately every 4 years, the condition of public roads in Sammamish are evaluated and scored. Each road segment receives a score, called the Pavement Condition Index (PCI), that provides a snapshot of the pavement health of the road. It is measured on a scale of 0 to 100, where 100 means a newly paved road. Many factors affect a PCI score and the long-term plan to maintain roads, including: pavement age and subgrade conditions, climate and precipitation, maintenance, and traffic loads and volume. PCI scores reflect the pavement condition of each road segment based on the type, amount, and severity of distresses observed on the pavement surface.

Prioritization & Pavement Management Methodology

Streets with high volumes and functional classification are often prioritized. The PCI score, in combination of other factors (such as quality of the road subgrade), help determine the appropriate pavement management methodology. Streets with an excellent or good PCI score that need improvements are candidates for crack sealing or surface sealing. Streets with a lower PCI score require an asphalt overlay or reconstruction.

Street Reconstruction

The purpose of this program is to reconstruct streets/roads where pavement preservation techniques

PROGRAM INFO

Webpage

<https://www.sammamish.us/projects/pavement-management/>

Intent

Ensure the Sammamish road network is kept in good condition.

Origin

Comprehensive Plan

Program Cost Forecast

\$2.5M-\$3.5M/year

Program Funding

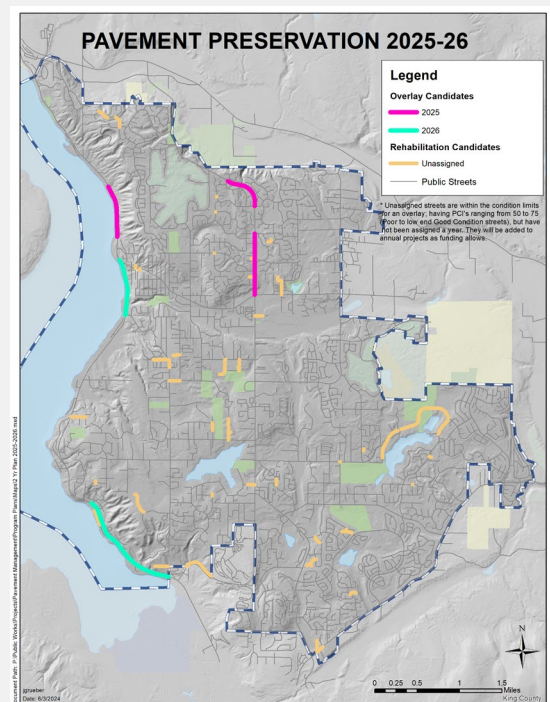
340 Fund, General Fund

Project Cost Range

TBD

CITY GOALS

Goal T.3 Operations, Maintenance, Management and Safety



such as an overlay or crack sealing is no longer a viable means of treatment. Roads considered for reconstruction typically have a Pavement Condition Index (PCI) rating below 30 and include severe potholes, heaving, cracking, and tend to have major subsurface issues. Repairs/reconstruction can include major removal and replacement of existing pavement and subgrade, storm water modifications, curb/gutter, and removal of landscaping.

2025 Pavement Management Strategic Plan

In 2025, the City plans to complete a Pavement Management Strategic Plan, which evaluates every public road in the City. Planned work includes road condition assessment and scoring, updating maps, reviewing methodology and setting policies for long-term management of the paved road network in the city.

2025-2026 Preservation Projects

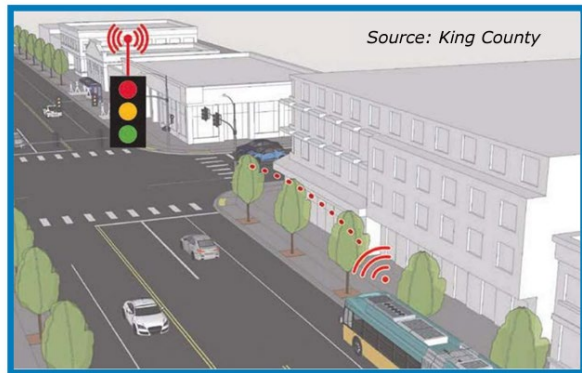
In 2025 and 2026, projects will focus on 228th Avenue and Sahalee Way from NE 8th St to NE 28th Pl and segments of East Lake Sammamish Parkway. Additional local streets will be added to the annual projects as funding allows.

TR-M(NEW) TRANSIT ENHANCEMENT PROGRAM

The purpose of this program is to improve the transit experience in Sammamish through implementation of a number of proposed capital projects as outlined in the [Transit Plan](#). These various projects are intended to enhance transit access, improve transit speed and reliability, and bolster transit-related safety within the city. This program is currently proposed to fund various capital projects such as a crosswalk study, bus stop amenity program, transit signal priority, and transit operation improvement and mobility hub implementation plan.



Potential Bus Stop Improvements



Transit Signal Priority example

PROGRAM INFO

Webpage
Coming Soon!

Intent
Improve transit access and user experience to encourage increased ridership.

Origin
Transit Plan

Program Funding
\$100,000 per year

Program Funding Source & Fund
340 Fund

Project Cost Range
\$40K to \$5.6 million

CITY GOALS

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

LOCATIONS OF PROJECTS

City-wide along existing transit route of Sahalee Way/228th and Issaquah-Pine Lake Road.

Planned 2025-2030 Work

The Transit Plan was adopted in March 2024, which provides transit level of service guidelines and recommends opportunities for the City to consider to increase transit ridership in Sammamish by improving access, reliability, and safety. A Transit Enhancement Program provides an opportunity to implement several recommendations from the Transit Plan simultaneously.

In 2025, the City plans to begin several projects within the Transit Enhancement Program:

- Bus Stop Location Optimization Study (approximately \$15,000)
- Crosswalk Study (approximately \$40,000 to 80,000)
- Bus Stop Amenity & Mobility Hub Implementation Plan, including standards update, branding, and design for improvements (approximately \$40,000)

In 2026 – 2030, the City plans to complete the above plans as well as begin to design and construct improvements to prioritized bus stops and begin design for mobility hub amenities.

TRAFFIC, SAFETY, AND NON-MOTORIZED PROJECTS

TR-100: FLOOD MITIGATION – SE ISSAQUAH-FALL CITY RD: ENDEAVOR ELEMENTARY SCHOOL TO SE DUTHIE HILL RD

This project will be raising approximately 1,000 ft of the existing roadway above flood elevation to raising and widening the roadway to include three lanes, bike lanes, sidewalk on one side, and intersection safety improvements at SE Issaquah Fall City Road / Duthie Hill Road intersection and the Endeavor Elementary School entrance.

This section of Issaquah Fall City Road runs through the bottom of a 95-acre closed topographic depression. Long duration winter rain events can flood the roadway causing closures lasting from days to weeks. Additional traffic and pedestrian safety improvements are also recommended at the Old Issaquah Fall City Road intersection and Endeavor Elementary School.

The City has received a \$297,000 flood mitigation grant from King County Flood Control District to support project design, scheduled to begin in 2024.



PROJECT INFO

Webpage

Coming soon!

Intent

Mitigate roadway closures by raising the roadway above the 100-year flood elevation and improve intersection safety.

Origin

2016 Klahanie Annexation

Project Cost Forecast:

\$7,101,000

Project Funding

City Funds: (340 & 438)

Grant: King County Flood Control District

CITY GOALS

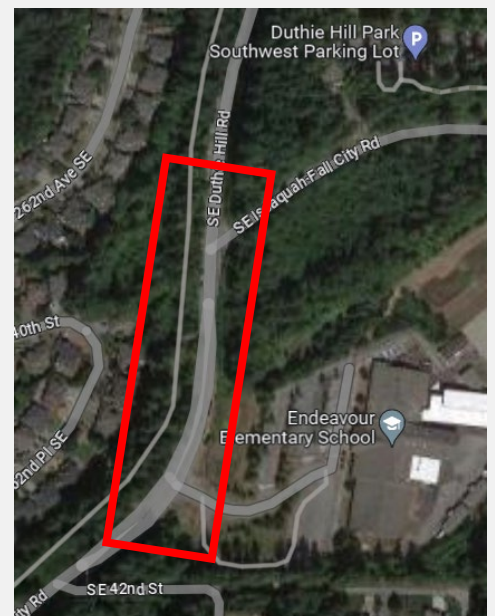
Goal T.1 Supporting Growth

Goal T.3 Operations, Maintenance,
Management and Safety

Goal T.4 Sustainability

PROJECT LOCATION

Issaquah Fall City Road, near Endeavor
Elementary



Funding Summary Forecast by Project Phase & Fund					
<i>Total project costs are provided below, beyond the 6-year TIP planning horizon.</i>					
Project Phase	Funding Source Forecast				
	340 Fund	438 Fund	Grants	Partnerships	Total Cost by Phase
Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -
Design Phase	\$ 193,000	\$ 328,000	\$ 297,000	\$ -	\$ 818,000
ROW Acquisition	\$ 457,000		\$ -	\$ -	\$ 457,000
Construction	\$ 2,156,000	\$ 3,670,000	\$ -	\$ -	\$ 5,826,000
Contingency					
Total	\$ 2,806,000	\$ 3,998,000	\$ 297,000	\$ -	\$ 7,101,000

Project Cost Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
City Staff	\$ -							\$ -
Preliminary Design		\$ -	\$ -					\$ -
Design Phase	\$ 291,000	\$ 527,000						\$ 818,000
ROW Acquisition		\$ 457,000						\$ 457,000
Construction			\$ 5,326,000	\$ 500,000				\$ 5,826,000
Contingency								\$ -
Total Project Costs	\$ 291,000	\$ 984,000	\$ 5,326,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 7,101,000

Project Funding Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
Non-City Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Approved Grant	\$ 291,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000
Grants to Pursue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Partnerships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Non-City Funding	\$ 291,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000
City Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
340 Fund (REET)	\$ -	\$ 650,000	\$ 1,971,000	\$ 185,000	\$ -	\$ -	\$ -	\$ 2,806,000
340 Fund (Impact Fees)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
438 Fund	\$ -	\$ 328,000	\$ 3,355,000	\$ 315,000	\$ -	\$ -	\$ -	\$ 3,998,000
Parks Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total City Funding	\$ -	\$ 978,000	\$ 5,326,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 6,804,000
Total Revenue Sources	\$ 291,000	\$ 984,000	\$ 5,326,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 7,101,000

TR-108: INGLEWOOD HILL ROAD SIDEWALK GAP

This non-motorized project on Inglewood Hill Road will add and improve sidewalk between 213th Place NE and 216th Avenue NE. Approximately 500 ft of new sidewalk will be added, and 400 ft of existing temporary sidewalk will be reconstructed. This project will fill the last remaining sidewalk gap on Inglewood Hill Road, completing the corridor from East Lake Sammamish Parkway to 228th Avenue SE.



PROJECT INFO

Webpage

Coming soon!

Intent

Improve pedestrian safety through non-motorized improvements.

Origin

Comprehensive Plan

Project Cost Forecast:

\$1,046,000

Project Funding

City Funds: (340 & 438)

CITY GOALS

Goal T.1 Supporting Growth

Goal T.3 Operations, Maintenance,
Management and Safety

Goal T.4 Sustainability

PROJECT LOCATION



TR-101/SW-601: LOUIS THOMPSON ROAD TIGHTLINE PROJECT

This project is included in both the 2025-2030 TIP as well as the 2025-2030 Stormwater Improvement Plan (SWIP), as it includes water quality improvements and transportation improvements. The project originated from the 2018 Zackuse Basin Plan, which evaluated the Zackuse Drainage Basin and identified opportunities (projects) to improve the water quality in the basin. The Louis Thompson Road Tightline Project was identified as the highest priority project from the basin plan.

The improvements on Louis Thompson Road from 210th PI SE to Eastlake Sammamish Parkway NE will upgrade the existing stormwater conveyance, culvert, and ditch systems in the area and alleviate the flooding, erosion, and landslide issues while providing stormwater treatment.

In addition, the project adds sidewalk and a bike lane on the north (downhill) side of the road to provide more non-motorized connectivity to the community. The project will require minor widening on the south (uphill) side of the road to ensure a 5-ft wide shoulder and associated retaining walls for the widening.

Photo below shows existing conditions:



PROJECT INFO

Webpage

<https://www.sammamish.us/projects/louis-thompson-tightline/>

Intent

Improve water quality, mitigate flood hazard, non-motorized facilities and connectivity.

Origin

2018 Zackuse Basin Plan

Project Cost Forecast

\$11,007,203

Project Funding

City Funds: (340, 438)

Grants: ARPA, King County Flood Control District

CITY GOALS

Goal EC.2 Protect people, property, and the environment in areas of natural hazards.

Goal T2 Greater Options and Mobility;

Goal T3 Operations, Maintenance,

Management, Safety;

Goal T.4 Sustainability

PROJECT LOCATION



Funding Summary Forecast by Project Phase & Fund					
<i>Total project costs are provided below, beyond the 6-year TIP planning horizon.</i>					
Project Phase	Funding Source Forecast				
	340 Fund	438 Fund	Grants	Partnerships	Total Cost by Phase
Preliminary Design			\$ -	\$ -	\$ -
Design Phase	\$ 478,767	\$ 296,196	\$ 592,942	\$ -	\$ 1,367,905
ROW Acquisition	\$ 150,000		\$ -	\$ -	\$ 150,000
Construction	\$ 4,321,149	\$ 1,071,149	\$ 3,250,000	\$ -	\$ 8,642,298
Contingency	\$ 423,500	\$ 423,500	\$ -		\$ 847,000
Total	\$ 5,373,416	\$ 1,790,845	\$ 3,842,942	\$ -	\$ 11,007,203

Project Cost Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
City Staff	\$ -							\$ -
Preliminary Design								\$ -
Design Phase	\$ 1,367,905							\$ 1,367,905
ROW Acquisition	\$ 150,000							\$ 150,000
Construction	\$ 2,500,000	\$ 6,000,000	\$ 142,298					\$ 8,642,298
Contingency		\$ 423,500	\$ 423,500					\$ 847,000
Total Project Costs	\$ 4,017,905	\$ 6,423,500	\$ 565,798	\$ -	\$ -	\$ -	\$ -	\$ 11,007,203
Project Funding Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
Non-City Funding	\$ -							\$ -
Approved Grant	\$ 1,592,942	\$ 2,250,000						\$ 3,842,942
Grants to Pursue	\$ -							\$ -
Partnerships	\$ -							\$ -
Other	\$ -							\$ -
Total Non-City Funding	\$ 1,592,942	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,842,942
City Funding	\$ -	\$ -	\$ -					\$ -
340 Fund (REET)	\$ 1,878,767	\$ 3,211,750	\$ 282,899					\$ 5,373,416
340 Fund (Impact Fees)			\$ -					\$ -
438 Fund	\$ 546,196	\$ 961,750	\$ 282,899					\$ 1,790,845
Parks Fund			\$ -					\$ -
Total City Funding	\$ 2,424,963	\$ 4,173,500	\$ 565,798	\$ -	\$ -	\$ -	\$ -	\$ 7,164,261
Total Revenue Sources	\$ 4,017,905	\$ 6,423,500	\$ 565,798	\$ -	\$ -	\$ -	\$ -	\$ 11,007,203

TR-63: FLOOD MITIGATION 212TH AVE SE/SE 14TH PL - SE 18TH ST

212th Avenue SE is a north/south arterial roadway in Sammamish, currently one of only four north/south arterials for access off the Sammamish Plateau to highways and the neighboring cities of Redmond and Issaquah. This portion of 212th Avenue SE floods during significant rain events and the roadway support infrastructure is failing. Proactively reducing the risk for complete road failure will protect the minor arterial access route for residents, school buses, and EMT/Fire vehicles.

In 2024, a feasibility study for the project area will be completed to help plan and scope the project for completion in future years. The feasibility study, often referred to as an alternatives analysis, will evaluate a failing portion of 212th Avenue SE for replacement with either a bridge or new road reconstruction to span the Ebright Creek wetland complex. The study will prepare planning level cost estimates for an effective wetland crossing that proactively reduces the risk for an eventual road failure due to flooding and aging infrastructure.

In addition to the planned completion of the feasibility study, an interim road rehabilitation is planned in 2025. Based on preliminary road settlement analysis, a temporary repair of gabion baskets that support the edge of the roadway is planned in 2025. The estimate for the rehabilitation work is approximately \$519,000.

PROJECT INFO

Webpage
Coming soon!

Intent
Prevent road failure and mitigate flooding.

Origin
Emergent flooding issues

Project Cost Forecast
Total project cost – TBD
Interim Rehabilitation: \$519,000 in 2025

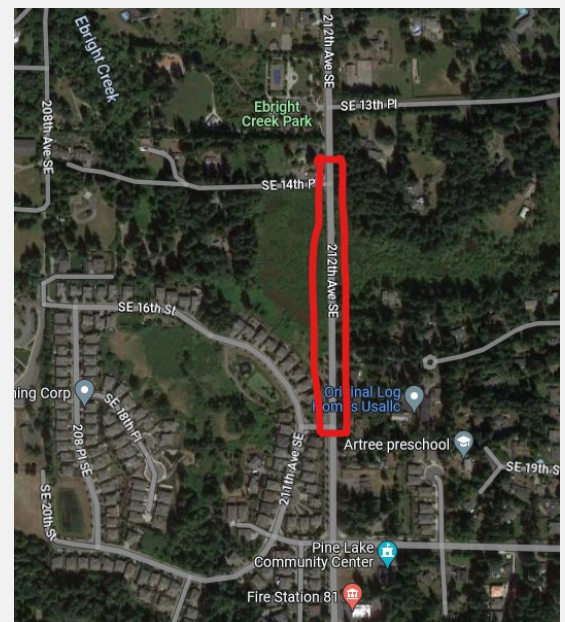
Project Funding
City Funds (340 Fund)

CITY GOALS

Goal T.3 Operations, Maintenance,
Management and Safety

PROJECT LOCATION

212th Ave SE from SE 14th Pl to SE 18th
Street



Funding Summary Forecast by Project Phase & Fund					
<i>Total project costs are provided below, beyond the 6-year TIP planning horizon.</i>					
Project Phase	Funding Source Forecast				
	340 Fund	438 Fund	Grants	Partnerships	Total Cost by Phase
Preliminary Design	\$ 34,960	\$ 117,040	\$ -	\$ -	\$ 152,000
Design Phase	\$ 94,000	\$ -	\$ -	\$ -	\$ 94,000
ROW Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 341,000	\$ -	\$ -	\$ -	\$ 341,000
Contingency	\$ 84,000				
Total	\$ 553,960	\$ 117,040	\$ -	\$ -	\$ 671,000

Project Cost Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
City Staff	\$ -							\$ -
Preliminary Design	\$ 152,000							\$ 152,000
Design Phase		\$ 94,000						\$ 94,000
ROW Acquisition								\$ -
Construction		\$ 341,000						\$ 341,000
Contingency		\$ 84,000						\$ 84,000
Total Project Costs	\$ 152,000	\$ 519,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 671,000

Project Funding Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
Non-City Funding	\$ -							\$ -
Approved Grant	\$ -							\$ -
Grants to Pursue	\$ -							\$ -
Partnerships	\$ -							\$ -
Other	\$ -							\$ -
Total Non-City Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City Funding	\$ -	\$ -	\$ -					\$ -
340 Fund (REET)	\$ 34,960	\$ 285,000	\$ -					\$ 319,960
340 Fund (Impact Fees)	\$ -	\$ 234,000	\$ -					\$ 234,000
438 Fund	\$ 117,040	\$ -	\$ -					\$ 117,040
Parks Fund	\$ -	\$ -	\$ -					\$ -
Total City Funding	\$ 152,000	\$ 519,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 671,000
Total Revenue Sources	\$ 152,000	\$ 519,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 671,000

CONNECTION PROJECTS

TR-126: NORTHEAST CONNECTOR ROAD

To support the growth of the Sammamish’s Town Center, new roadway connections are necessary. Each quadrant of the Town Center includes a plan for a new roadway connection to help improve circulation within the Town Center and alleviate some pressure on 228th Avenue SE, which is the main arterial through the area.

Prior project scope for the Northeast Connector Road included the extension of E Main Street from 228th Ave SE east, connecting to Crusader Way to the south. Recognizing the need for a robust east-west multimodal connection across 228th in Town Center and the grade and environmental challenges at Main, the road location was modified from E Main Street to SE 1st Street.

The project scope includes 3 distinct phases:

- Phase A: 228th Ave SE & SE 1st St Intersection Improvements
- Phase B: SE 1st Street Multimodal Improvements
- Phase C: SE 232nd Multimodal Improvements

The project scope for the 2025-2030 TIP for the Northeast Connector Road includes new traffic signal and intersection improvements at 228th Ave SE & SE 1st St (Phase A), and includes traffic signal, crosswalks, curbs, gutter and sidewalk modifications. Funding for this project is planned to start in 2027 and will fund design and construction between 2027 and 2029. Modifications to stream at intersection (if needed) are not included in estimate.

Extensions east and west of 228th will be in future phases and fully scoped as development occurs. Future phases include multimodal street improvements, including storm water facilities associated with the roadway.

PROJECT INFO

Webpage

<https://www.sammamish.us/projects/town-center/>

Intent

Support the growth of the Town Center and improve circulation internal to the area

Origin

Sammamish Town Center Subarea Plan

Project Cost Forecast

\$1,255,750

Project Funding

City Funds: (340, 438 Funds)
Partnerships

CITY GOALS

T.1 Supporting Growth

PROJECT LOCATION

Northeast quadrant of the Sammamish Town Center



Funding Summary Forecast by Project Phase & Fund					
<i>Total project costs are provided below, beyond the 6-year TIP planning horizon.</i>					
Project Phase	Funding Source Forecast				
	340 Fund	438 Fund	Grants	Partnerships	Total Cost by Phase
Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -
Design Phase	\$ 95,625	\$ 31,875	\$ -	\$ -	\$ 127,500
ROW Acquisition	\$ 37,500	\$ 12,500	\$ -	\$ -	\$ 50,000
Construction	\$ 600,000	\$ 200,000	\$ -	\$ -	\$ 800,000
Contingency	\$ 208,688	\$ 69,563	\$ -	\$ -	\$ 278,250
Total	\$ 941,813	\$ 313,938	\$ -	\$ -	\$ 1,255,750

Project Cost Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
City Staff								\$ -
Preliminary Design								\$ -
Design Phase				\$ 127,500				\$ 127,500
ROW Acquisition				\$ 50,000				\$ 50,000
Construction					\$ 800,000			\$ 800,000
Contingency				\$ 38,250	\$ 240,000	\$ -		\$ 278,250
Total Project Costs	\$ -	\$ -	\$ -	\$ 215,750	\$ 1,040,000	\$ -	\$ -	\$ 1,255,750
Project Funding Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
Non-City Funding								\$ -
Approved Grant								\$ -
Grants to Pursue								\$ -
Partnerships								\$ -
Other								\$ -
Total Non-City Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City Funding								\$ -
340 Fund (REET)		\$ -	\$ -	\$ 86,300	\$ 416,000	\$ -		\$ 502,300
340 Fund (Impact Fees)		\$ -	\$ -	\$ 75,513	\$ 364,000	\$ -		\$ 439,513
438 Fund		\$ -	\$ -	\$ 53,938	\$ 260,000	\$ -		\$ 313,938
Parks Fund								\$ -
Total City Funding	\$ -	\$ -	\$ -	\$ 215,750	\$ 1,040,000	\$ -	\$ -	\$ 1,255,750
Total Revenue Sources	\$ -	\$ -	\$ -	\$ 215,750	\$ 1,040,000	\$ -	\$ -	\$ 1,255,750

TR-134 (NEW): 6TH STREET IMPROVEMENT PROJECT

Located in the heart of Town Center, the 6th Street Improvement Project provides connectivity for the community as it unites a beloved public park with adjacent residential buildings, retail amenities, and a planned public plaza. The project provides connectivity, life safety access, and on-street parking. Planned project improvements include vehicle travel lanes, sidewalk, street trees, and on-street parking. Through design phase of this project, there is opportunity to add elements to this project that would allow the street to be utilized as a public gathering space during community events.

This project consists of three distinct phases:

- Phase A: 222nd Pl SE to 224th Ave SE
- Phase B: 224th Ave SE to the East boundary of Town Center Block 9
- Phase C: East boundary of Block 9 to 226th Ave SE

Phase A is planned for completion in 2026, with subsequent phases following in 2027-2030.

PROJECT INFO

Webpage

<https://www.sammamish.us/projects/town-center/>

Intent

Support the growth of Town Center, provide connectivity, improve multimodal network.

Origin

Sammamish Town Center Subarea Plan

Project Cost Forecast

\$6,137,725

Project Funding

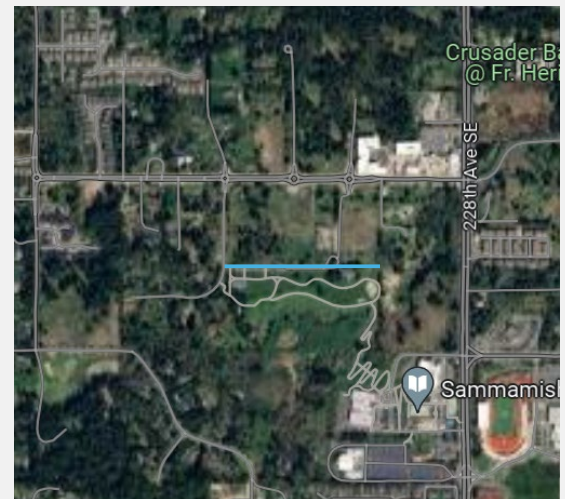
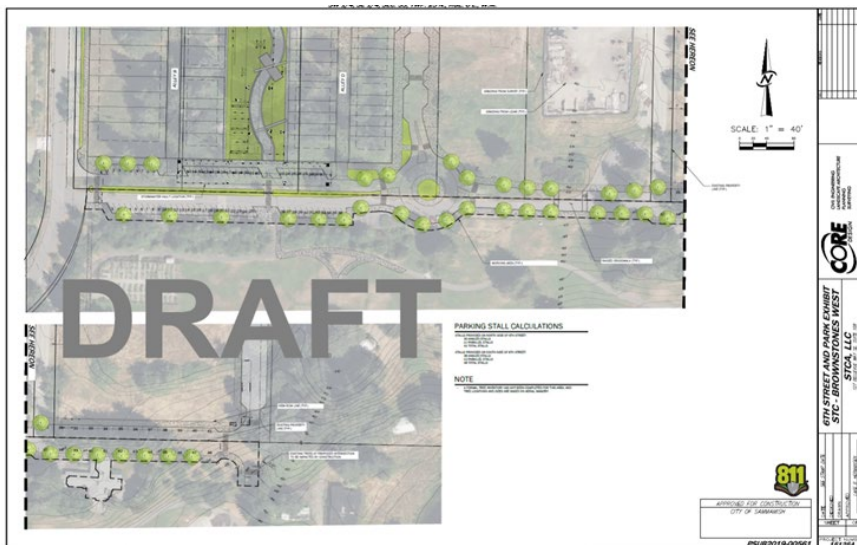
City Funds: (340, 438)

Partnerships

CITY GOALS

Goals T1 Supporting Growth

PROJECT LOCATION



Funding Summary Forecast by Project Phase & Fund					
<i>Total project costs are provided below, beyond the 6-year TIP planning horizon.</i>					
Project Phase	Funding Source Forecast				
	340 Fund	438 Fund	Grants	Partnerships	Total Cost by Phase
Preliminary Design			\$ -	\$ -	\$ -
Design Phase	\$ 701,573	\$ 233,858		\$ 623,620	\$ 1,559,050
ROW Acquisition				\$ -	\$ -
Construction	\$ 2,597,381	\$ 865,794		\$ 3,468,197	\$ 6,931,372
Contingency	\$ 1,304,340	\$ 434,780			\$ 1,739,120
Total	\$ 4,603,294	\$ 1,534,431	\$ -	\$ 4,091,817	\$ 10,229,542

Project Cost Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
City Staff	\$ -							\$ -
Preliminary Design								\$ -
Design Phase		\$ 779,525		\$ 311,810		\$ 467,715		\$ 1,559,050
ROW Acquisition								\$ -
Construction			\$ 3,465,686		\$ 1,386,274		\$ 2,079,412	\$ 6,931,372
Contingency			\$ 869,560		\$ 347,824		\$ 521,736	\$ 1,739,120
Total Project Costs	\$ -	\$ 779,525	\$ 4,335,246	\$ 311,810	\$ 1,734,098	\$ 467,715	\$ 2,601,148	\$ 10,229,542
Project Funding Forecast								
Project Costs by Phase	Prior Years	2025	2026	2027	2028	2029	2030	Total 2025-2030
Non-City Funding	\$ -							\$ 3,836,079
Approved Grant	\$ -							\$ -
Grants to Pursue	\$ -							\$ -
Partnerships	\$ -	\$ 389,763	\$ 2,167,623			\$ 233,858	\$ 1,300,574	\$ 4,091,817
Other	\$ -							\$ -
Total Non-City Funding	\$ -	\$ 389,763	\$ 2,167,623	\$ -	\$ -	\$ 233,858	\$ 1,300,574	\$ 4,091,817
City Funding								\$ -
340 Fund		\$ 292,322	\$ 1,625,717	\$ 233,858	\$ 1,300,574	\$ 175,393	\$ 975,430	\$ 4,603,294
340 Fund (Impact Fees)								\$ -
438 Fund		\$ 97,441	\$ 541,906	\$ 77,953	\$ 433,525	\$ 58,464	\$ 325,143	\$ 1,534,431
Parks Fund								\$ -
Total City Funding	\$ -	\$ 389,763	\$ 2,167,623	\$ 311,810	\$ 1,734,098	\$ 233,858	\$ 1,300,574	\$ 6,137,725
Total Revenue Sources	\$ -	\$ 779,525	\$ 4,335,246	\$ 311,810	\$ 1,734,098	\$ 467,715	\$ 2,601,148	\$ 10,229,542

CORRIDOR PROJECTS

This category of the 2025-2030 TIP is dedicated to multimodal corridor improvements. Within Sammamish, there are numerous corridors that do not have multimodal improvements, including Sahalee Way, Issaquah Pine Lake Road, SE 8th/216th/217th/218th, Issaquah Beaver Lake Road/SE 32nd, etc. In an effort to plan efficient infrastructure improvements, the City is embarking on numerous corridor studies in the 2025-2030 capital planning horizon. Corridor Studies are a vital planning document that provides the framework for infrastructure improvements along significant roadways within the city. Similar to a Park Master Plan or a Stormwater Drainage Basin Plan, a Corridor Study evaluates existing conditions and proposes several opportunities to improve the roadway. Corridor studies often include traffic engineering/transportation planning, topographical survey, and preliminary geotechnical, stormwater, and civil engineering. Studies align with the City's adopted plans and goals and incorporate input from the community.

A Corridor Study results in a preferred alternative, or Corridor Plan for the roadway improvements. In addition to a Corridor Plan, the study includes a Project Phasing Plan that fosters the development of the corridor over time, often in smaller projects or combined with a larger project that may be a candidate for grant or partnership funding.

TR-115(05): SAHALEE WAY NE CORRIDOR IMPROVEMENTS

Staff is working with a consultant project team to complete a Corridor Study in 2025, with the outcome of a preferred alternative (a Corridor Plan). The Corridor Plan will include a project phasing plan to facilitate multimodal improvements to Sahalee in phases. Currently, the City is developing potential design alternatives to address non-motorized facilities and roadway improvements along 228th Avenue NE/Sahalee Way NE between NE 8th Street/NE Inglewood Hill Road and State Route (SR) 202.

The Sahalee Way Corridor Improvements Project will build the vision for the corridor to meet the needs of all users. During the project, we will collect community feedback on existing corridor conditions and proposed design alternatives to select a preferred design concept supported by the community and Sammamish City Council.

Corridor Study will allow for a first phase of the corridor to then be designed to the 30% level to facilitate readiness for grant applications. The project seeks to improve access for non-motorized uses, transit riders, and safety for all users. These limits of the first phase may or may not follow the limits of City limits to NE 28th. The budget may also include full design of a small, standalone project that can be entirely City-funded for construction.

PROJECT INFO

Webpage

<https://www.sammamish.us/projects/sahalee-way-corridor-improvements/>

Intent

Improve and complete the corridor to meet future transit, pedestrian, bicycle, and traffic demand.

Origin

Comprehensive Plan

Project Cost Forecast

\$2,257,000
(\$1,226,180 in 2025)

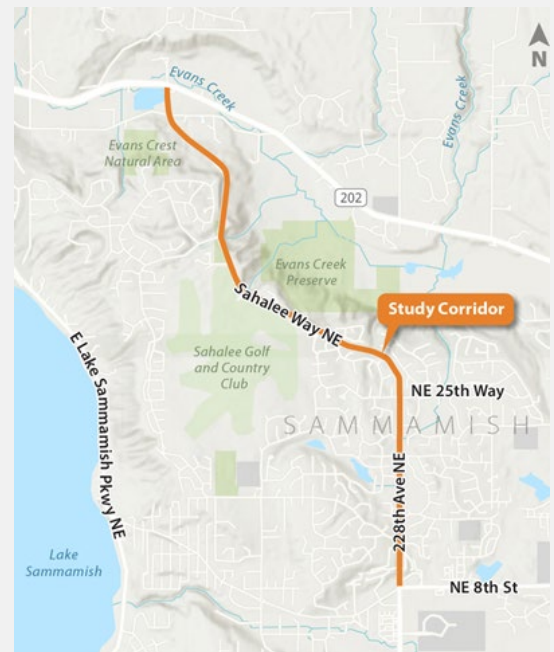
Project Funding

City Funds (340 Fund – Traffic Impact Fee eligible)

CITY GOALS

- Goal T.1 Supporting Growth
 - Goal T.2 Greater Options and Mobility
 - Goal T.3 Operations, Maintenance, Management and Safety
 - Goal T.4 Sustainability
-

PROJECT LOCATION



TR-02/TR-03: ISSAQUAH-PINE LAKE ROAD CORRIDOR IMPROVEMENTS

Issaquah-Pine Lake Road is a critical corridor for existing and new residential developments, three schools, and commercial areas. Improvements to the corridor aim to improve traffic flow, non-motorized uses, and safety for all users. The Issaquah-Pine Lake Road Corridor Improvements Projects begins with completion of a Corridor Study and adopted Corridor Plan, planned for 2027 and 2028, which creates the vision for the corridor to meet the needs of all users. During the Corridor Study, we will collect community feedback on existing corridor conditions and proposed design alternatives to select a preferred design concept supported by the community and Sammamish City Council.

Prior work on the project was placed on hold by Council in 2021 in anticipation of analysis of the BLUMA EIS. The new Cedar Trails Elementary School completed half-street improvements in 2021, so the project limits were extended to SE 44th to complete that effort. Applicable portions of prior work completed for the corridor (transportation capital projects TR-02 and TR-03) will be integrated into the Corridor Study and Plan. The project is eligible to use Traffic Impact Fees.

PROJECT INFO

Webpage

<https://www.sammamish.us/projects/issaquah-pine-lake-road-widening/>

Intent

Corridor completion and improved intersection control, particularly at SE 32nd.

Origin

Comprehensive Plan

Project Cost Forecast

\$800,000 Corridor Study & Plan
Subsequent Projects: TBD

Project Funding

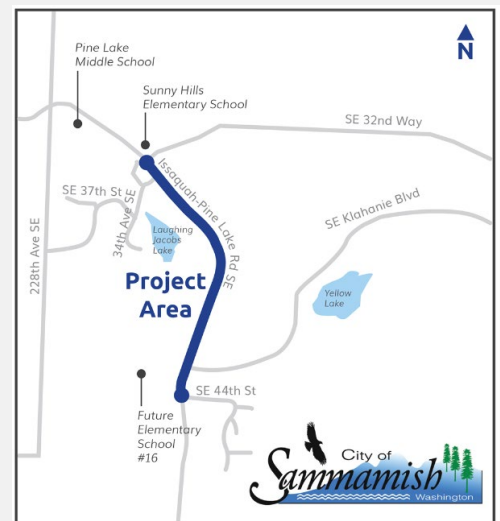
City Funds (438, 340 Fund – Traffic Impact Fee eligible)

CITY GOALS

Goal T1 Supporting Growth

Goal T.2 Greater Options and Mobility

PROJECT LOCATION



TR-18/TR-42: SE 8TH/218TH AVENUE FROM 212TH AVENUE TO INGLEWOOD HILL ROAD NE CORRIDOR IMPROVEMENTS

SE 8th Street to Inglewood Hill Road NE is a critical corridor for existing and new residential developments; provides access to City Parks and Town Center; and is a popular walking area for many residents. Improvements to the corridor aim to improve traffic flow with traffic calming measures, non-motorized uses, and safety for all users.

This multi-street corridor is comprised of three main segments; SE 8th Street from 212th Avenue SE to 218th Avenue SE; 218th Avenue SE from SE 8th Street to SE 4th Street; and 218th/217th/216th Avenues SE/NE from SE 4th Street to Inglewood Hill Road. The roadway classifications currently vary from collector arterials to residential collectors through primarily residential areas and connect to the west side entrance of the developing Town Center. The roadway cross sections along the corridor vary both in width and type, consisting of rural two-lane cross sections with narrow shoulders and open ditches, and urban “half-streets” with curb, gutter and sidewalk. The past, present and future residential developments will have an impact on the corridor design.

This project begins with updating and completing the Corridor Study and adopting the Corridor Plan, planned for 2026, which creates the vision for the corridor to meet the needs of all users. During the Corridor Study, we will collect community feedback on existing corridor conditions and proposed design alternatives to select a preferred design concept supported by the community and Sammamish City Council.

A corridor study was initiated in 2019 to evaluate this area. It reached 90% completion before being paused in 2020 for the BLUMA EIS analysis.

PROJECT INFO

Webpage
Coming Soon!

Intent
Corridor completion, traffic calming, and improved non-motorized uses.

Origin
Comprehensive Plan

Project Cost Forecast
\$250,000 Corridor Study & Plan
Subsequent Projects: TBD

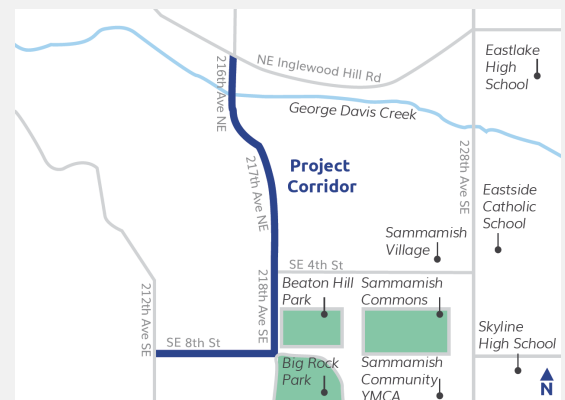
Project Funding
City Funds (438, 340)

CITY GOALS

Goal T1 Supporting Growth

Goal T.2 Greater Options and Mobility

PROJECT LOCATION



TR-122: SE 32ND/ISSAQUAH BEAVER LAKE ROAD CORRIDOR IMPROVEMENTS

SE 32nd Street from the round-about at Issaquah Pine Lake Road and Sunny Hills Elementary School to Duthie Hill Road is a critical corridor for existing residential developments and two schools. Improvements to the corridor aim to improve non-motorized uses including sidewalks and bike lanes thereby improving safety for all users. The SE 32nd/Issaquah Beaver Lake Road Corridor Improvement Project begins with completion of a Corridor Study and adopted Corridor Plan, planned for 2029 and 2030, which creates the vision for the corridor to meet the needs of all users. During the Corridor Study, we will collect community feedback on existing corridor conditions and proposed design alternatives to select a preferred design concept supported by the community and Sammamish City Council.

PROJECT INFO

Webpage

Coming Soon!

Intent

Corridor completion and improved safety for non-motorized users.

Origin

Comprehensive Plan

Project Cost Forecast

\$600,000 Corridor Study & Plan
Subsequent Projects: TBD

Project Funding

City Funds (438, 340)

CITY GOALS

Goal T1 Supporting Growth

Goal T.2 Greater Options and Mobility

PROJECT LOCATION

