



City of Sammamish

DRAFT TRANSPORTATION MASTER PLAN

Version 2 - August 23, 2024

ACKNOWLEDGMENTS

CITY OF SAMMAMISH

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EXECUTIVE SUMMARY

The City of Sammamish envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency, aligns with the Climate Action Plan and sustainability goals of the city, maintains fiscal sustainability, and enhances the community.

To achieve Sammamish’s vision, the transportation goals and policies in the Transportation Element of the City’s Comprehensive Plan serve as the foundation for the City’s first Transportation Master Plan (TMP). The TMP is adopted by reference into Volume 2 of the City’s Comprehensive Plan and provides the strategic framework for developing a multi-modal transportation network that will enhance greater connectivity within the city and to the region. Based on substantial technical analysis and community involvement, the TMP guides transportation decisions and investments for the next 20 years in support of the long-term vision for the city.

Since its incorporation from King County in 1999, Sammamish has grown to a population of 65,845 according to the 2022 United States Census Bureau. Current challenges faced by communities include a relatively unconnected street system, limited transit service, and significant grade changes to the topography that makes active modes of transportation difficult for many users. The TMP reflects the City’s need for a better transportation system. Beginning with the transportation goals and policies, a better transportation system is one that is accessible, prioritizes connectivity, and accommodates many modes of travel, including walking, biking, public transit, and driving. This TMP provides the opportunity for Sammamish to proactively shape its transportation vision and goals as described in the City’s Comprehensive Plan. The TMP proposes a prioritized list of projects, programs, and strategies that advance the transportation vision and goals, meet Growth Management Act (GMA) requirements, and reflect input from the Sammamish community.

STRATEGIC FRAMEWORK FOR TRANSPORTATION GOALS, POLICIES, AND STRATEGIES

Envision Sammamish 2044 – the Comprehensive Plan update for the City of Sammamish – reflects the community’s values and aspirations for the future through a Community Vision Framework and Vision Strategies. Envision 2044 provides a roadmap for the city over the next 20 years that reflects the Vision Strategies throughout various elements (chapters), including Transportation. The Transportation Element of Envision Sammamish 2044 provides goals and policies related to transportation, as well as connections to related elements.

There are four (4) transportation goals in the Transportation Element of Envision Sammamish 2044; each goal contains numerous policies, which are topic-specific statements designed to

address a specific goal. Policies are an extension of a goal, and they provide guidelines for current and future decision-making, identifying a clear commitment of the local legislative body.

The four (4) goals in the Transportation Element are outlined in Table 1, below.

TABLE 1: TRANSPORTATION GOALS

| SUPPORT GROWTH | GREATER OPTIONS & MOBILITY | PUBLIC SAFETY | SUSTAINABILITY |
|---|---|--|---|
| Support the City’s and region’s growth strategy by focusing on moving people and goods within the City and beyond with a highly efficient multi-modal transportation network. | Invest in transportation systems that offer greater options, mobility, and access in support of the City’s growth strategy. | As a high priority, preserve, maintain, and operate the City’s transportation system in a safe and functional state. | Design and manage the City’s transportation system to minimize the negative impacts of transportation on the natural environment. |

Figure 1 depicts the TMP’s connection to the City’s Comprehensive Plan (Envision Sammamish 2044), as well as how the TMP guides transportation strategies, operations, programs, and projects.



FIGURE 1: TRANSPORTATION POLICY FLOW CHART

These principles are fundamental considerations for the implementation activities and strategies that are identified in the TMP necessary to achieve the 2044 transportation vision. The projects, programs, and activities described in the TMP provide implementation strategies to reach the City’s transportation goals.

TMP ORGANIZATION:

The Transportation Master Plan (TMP) will shape the City for years to come by providing guidance on transportation project priorities. This document provides background information about Sammamish’s transportation context, the goals of the City and vision for transportation, community outreach conducted, priority projects to ensure community mobility and strategy for sustainable implementation. The TMP is organized into six chapters, as described below.

CHAPTER 1: INTRODUCTION

Describes the planning context for Sammamish’s TMP, in terms of regional setting, and consistency with the State of Washington Growth Management Act and Regional Transportation Plan, and other related planning efforts, and trends that shape existing and future mobility needs.

CHAPTER 2: INVENTORY & EXISTING CONDITIONS

Provides an assessment of existing traffic conditions within and adjacent to Sammamish communities. To identify existing traffic conditions, a comprehensive data collection process has been undertaken. The data was primarily collected from the City of Sammamish, King County, and Washington State Department of Transportation provides an evaluation of future transportation needs and forecasts future travel demand. This chapter describes the methodology for developing traffic forecasts for existing streets based on future land use which allows the adequacy of the street system to be evaluated.

CHAPTER 3: FUTURE CONDITIONS

This chapter provides a summary of Sammamish’s future transportation conditions in 2044. The chapter provides analysis results for 2044 intersection level of service (LOS) for the baseline scenario and three alternatives. This chapter also reviews expected changes to transit and the non-motorized network.

CHAPTER 4: PUBLIC OUTREACH

This chapter summarizes the community outreach processes used to obtain public input on the Comprehensive Plan update, Transit Plan and TMP. It describes who we heard from and what we heard, providing a framework for the issues and opportunities to be considered by this TMP.

CHAPTER 5: TRANSPORTATION VISION

Describes the future transportation vision, based on the goals developed in concert with the community and the goals and policies described in the Comprehensive Plan. This chapter seeks to provide the framework to guide transportation investments over the next 20 years in accordance with the community's vision and goals. To achieve Sammamish’s vision, the Transportation Goals

and Policies in the Transportation Element of the Comprehensive Plan serve as the foundation for strategies outlined in this chapter. This chapter describes Sammamish’s vision for its future transportation network, as well as provide a strategic framework to accomplish each Transportation goal and policy.

CHAPTER 6: PLAN IMPLEMENTATION

Describes the TMP’s path to implementation considering reasonably anticipated funding options to achieve Sammamish’s vision for its transportation system. The chapter describes the TMP’s priority projects, which span vehicular capacity and complete streets enhancements to multimodal improvements, all of which expand travel options within the City and to regional destinations.

GROWTH MANAGEMENT ACT REQUIREMENTS & UPDATES TO THE TRANSPORTATION MASTER PLAN

The TMP consists of GMA requirements as well as other strategies that are significant to implementation of a holistic approach to transportation. As shown in Figure 1 above, there is a desire in the community to have one all-inclusive plan that guides transportation decisions. The TMP includes both GMA requirements as well as other strategies crucial for the City to achieve its transportation vision. **Error! Reference source not found.** below references specific chapters and sections within the TMP that achieve compliance with GMA requirements. In addition, Table 3 serves as a reference guide for how Puget Sound Regional Council (PSRC)’s VISION Consistency Tool is incorporated into various chapters and sections of the TMP.

The TMP is meant to evolve over time and reflect changes communities are experiencing. Should the content of the TMP sections listed below need to be amended, they must be amended through the City’s annual docket process and can only be amended once per year. Sections not listed below may be amended at any time and numerous times, through a Public Hearing and City Council adoption of an amended TMP. Updates of the TMP shall be documented in the Executive Summary. The first update to the TMP is expected in 2025. This update will tie in the Bicycle and Pedestrian Mobility Plan to the TMP, including future conditions Level of Service analysis and potentially new bike and pedestrian projects.

TABLE 2: GMA REQUIREMENTS CHECKLIST

| GMA REQUIREMENT (RCW 36.70A.070 AND WAC 365-196-430) | TMP CHAPTER, PAGE NUMBERS |
|--|--|
| <p>RCW 36.70A.070(6)(a)(i) and WAC 365-196-430(a), WAC 365-196-430(2)(a)(i)</p> <p>Land Use Assumptions used in estimating travel</p> | <p>Chapter 2 Chapter 3 Chapter 5</p> |
| <p>RCW 36.70(6)(a)(ii) and WAC 365-196-430(1)(b)</p> <p>Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities</p> | <p>Chapter 2 Chapter 3</p> |
| <p><u>RCW 36.70A.070(6)(a)(iii)(A)</u> and</p> <p>An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities, to define existing capital facilities and travel levels to inform future planning. This inventory must include state-owned transportation facilities within the city jurisdictional boundaries</p> <p>Inventory and analysis of transportation facilities and services. The inventory should include facilities for active transportation such as bicycle and pedestrian travel. The inventory defines existing capital facilities and travel levels as a basis for future planning. The inventory must include state-owned transportation facilities within the city's jurisdictional boundaries. Cities should identify transportation facilities which are owned or operated by others. For those facilities operated by others, cities should refer to the responsible agencies for information concerning current and projected plans for transportation facilities and services. Counties, cities, and agencies responsible for transportation facilities and services should cooperate in identifying and resolving land use and transportation compatibility issues.</p> <p>Roadways. Cities must include a map of roadways owned or operated by city, county, and state governments.</p> <p>Cities may describe the general travel market (i.e., commuter, tourist, farm to market, etc.) served by the transportation network. The inventory may include information such as: Traffic volumes, truck volumes and classification, functional classification, strategic freight corridor designation, preferred freight routes, scenic and recreational highway designation, high occupancy vehicle lanes, business access and transit lanes, transit queue jumps, other transit priority features, bicycle facilities, sidewalks, and ownership.</p> <p>Where applicable, cities must inventory existing public transportation facilities and services. This section should reference transit development plans that provide local services. The inventory should contain a description of regional and intercity rail, and local, regional, and intercity bus service, paratransit, or other services. Cities should include a map of local transit routes. The map should categorize routes by frequency and span of service. The inventory should also identify locations of passenger rail stations and major public transit transfer stations for appropriate land use.</p> | <p>Chapter 2</p> |

| | |
|--|------------------------|
| <p>RCW 36.70A.070(6)(a)(iii)(B) and WAC (1)(c)(ii), WAC 365-196-430(2)(a)(ii), (2)(B)(e)(i), (ii), (iv), (v),</p> <p>Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve the goals of this chapter consistent with environmental justice. These standards should be regionally coordinated</p> | Chapter 2 |
| <p>RCW 36.70(6)(a)(iii)(C) and WAC 365-196-430(1)(c)(iii)</p> <p>For state-owned transportation facilities, multimodal level of service standards for highways, as prescribed in chapters 47.0647.06 and 47.8047.80 RCW, to gauge the performance of the system. The purposes of reflecting multimodal level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, active transportation, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of and(b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection</p> | Chapter 5 |
| <p>RCW 36.70(6)(a)(iii)(D) and WAC 365-196-430(1)(c)(iv)</p> <p>Specific actions and requirements for bringing into compliance transportation facilities or services that are below established multimodal level of service standard</p> | Chapter 5 |
| <p>RCW 36.70(6)(a)(iii)(E) and WAC 365-196-430(1)(c)(v)</p> <p>Forecasts of multimodal transportation demand and needs within cities and urban growth areas, and forecasts of multimodal transportation demand and needs outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably and efficiently provide access and mobility to people and goods. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility</p> | Chapter 3 |
| <p>RCW 36.70(6)(a)(iii)(F) and WAC 365-196-430(1)(c)(vi)</p> <p>Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter transportation 47.0647.06 RCW. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network.</p> | Chapter 2 Chapter 5 |
| <p>RCW 36.70(6)(a)(iii)(G)(I)(II)(III)(IV) and WAC 365-196-430(1)(c)(vi)</p> <p>A transition plan for transportation as required in Title II of the Americans with disabilities act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under ADA, state, and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of the ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following:</p> | Chapter 5 |

| | |
|--|------------------------|
| <ul style="list-style-type: none"> • Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; • Describe the methods to be used to make the facilities accessible; • Provide a schedule for making the access modifications; and • Identify the public officials responsible for implementation of the transition plan | |
| <p>RCW 36.70(6)(a)(iv)(A)(B)(C) and WAC 365-196-430(c)(vi), WAC 365-196-430(d)(i)(ii)(iii), WAC 365-196-430(2)(k),(l), (m)</p> <p>An analysis of funding capability to judge needs against probable funding resources</p> <p>A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities. The multiyear financing plan should be coordination with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030</p> <p>If probably funding falls short of meeting the identified needs of the transportation system including state transportation facilities, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards are met</p> | Chapter 6 |
| <p>RCW 36.70(6)(a)(v) and WAC 365-196-430(e)</p> <p>Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions of the transportation systems of adjacent jurisdictions</p> | Chapter 5 Chapter 6 |
| <p>RCW 36.70(6)(a)(vi) and WAC 365-196-430(f), WAC 365-196-430(2)(b)(i),(ii),(iii),(iv), (2)(b)(vii), WAC 365-196-430(2)(e)(vi), (vii),(f)</p> <p>Demand-management strategies</p> <p>The goals and policies should be consistent with statewide and regional goals and policies. Goals and policies should address the following:</p> <p>(i) Roadways and roadway design that provides safe access and travel for all users, including pedestrians, bicyclists, transit vehicles and riders, and motorists;</p> <p>(ii) Public transportation, including public transit and passenger rail, intermodal transfers, and access to transit stations and stops by people walking, bicycling, or transferring from another vehicle;</p> <p>(iii) Bicycle and pedestrian travel including measures of facility quality such as level of traffic stress (an indicator used to quantify the stress experienced by a cyclist or pedestrian on the segments of a road network), route directness, and network completeness;</p> <p>(iv) Transportation demand management, including education, encouragement and law enforcement strategies</p> <p>Policies to preserve the functionality of state highways within the local jurisdiction such as policies to provide an adequate local network of streets, paths, and transit service so that local short-range trips do not require single-occupant vehicle travel on the state highway system</p> | Chapter 2 Chapter 5 |

| | |
|---|--|
| <p>RCW 36.70(6)(a)(vii) and WAC 365-196-430(g),(A), WAC 365-196-430(2)(j)</p> <p>Active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourages enhanced community access and promote healthy lifestyles</p> | <p>Chapter 5</p> |
| <p>RCW 36.70(6)(b)(c) and WAC 365-196-430(h), WAC 365-196-430(2)(a)(v),(b)(vi)</p> <p>The transportation element, and the six-year plan required by RCW 35.77.010 for cities, and the 10-year plan required must be consistent.</p> <p>Cities should refer to the six-year transit plans developed by municipalities or regional transit authorities pursuant to RCW 35.58.279 to ensure their transportation element is consistent with transit development plans.</p> <p>Transportation finance including strategies for addressing impacts of development through concurrency, impact fees, and other mitigation</p> | <p>Chapter 1 Chapter 2 Chapter 3 Chapter 5 Chapter 6</p> |
| <p>RCW 36.70(9)(a)(d)(i)(A)</p> <p>Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state</p> | <p>Chapter 5</p> |
| <p>RCW 36.70(9)(a)(d)(i)(B)(C) and WAC 365-196-430(2)(a)(vi)</p> <p>Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state: and Prioritize reductions that benefit overburdened communities in order to maximize the cobenefits of reduced air pollution and environmental justice</p> | <p>Chapter 5</p> |
| <p>RCW 36.70(9)(C)(ii)(A)(B)</p> <p>Actions not specifically identified in the guidelines developed by the department pursuant to RCW 70A.45.120 may be considered consistent with these guidelines only if:</p> <p>(A) They are projected to achieve greenhouse gas emissions reductions or per capita vehicle miles traveled reductions equivalent to what would be required of the jurisdiction under the guidelines adopted by the department; and</p> <p>(B) They are supported by scientifically credible projections and scenarios that indicate their adoption is likely to result in reductions of greenhouse gas emissions or per capita vehicle miles traveled.</p> | |

TABLE 3: PSRC CHECKLIST

| IMPLEMENT THE REGIONAL TRANSPORTATION PLAN | PAGE/POLICY REFERENCE |
|---|---|
| ✓ Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other jurisdictions and agencies (MPP-T-7) | T 1.2 - T 1.4 T 4.1 |
| ✓ Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11) | T 1.4 T 3.1 - T 3.4 |
| ✓ Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3) | T 2.3 T 3.3 T 4.1 T 4.4 |
| ✓ Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development (MPP-T-12-13, T-15) | T 2.1 T 4.1 T 4.7 - T 4.9 |
| ✓ Increase the resilience of the transportation system and support security and emergency management (MPP-T-31) | T 4.3 |
| ✓ Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34) | T 3.3 |
| SUPPORT THE REGIONAL GROWTH STRATEGY | PAGE/POLICY REFERENCE |
| ✓ Focus system improvements to connect centers and support existing and planned development as allocated by the Regional Growth Strategy (MPP-RC-7-9, T-7-8, T-15) | T 1.2 T 1.4 |
| ✓ Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T-12-13, T-19) | T 1.2 T 1.5 |
| ✓ Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T-19-21) | T 1.2 T 1.4 |
| ✓ Support a safe and welcoming environment for walking and bicycling (MPP-DP-15): <ul style="list-style-type: none"> • Include a pedestrian and bicycle component and collaborative efforts to identify planned improvements for pedestrian and bicycle facilities and corridors (RCW 36.70A.070(6)(a)(vii)) • Improve local street patterns and design to promote walking and biking (MPP-T-16-17) | T 1.2 T 2.1 T 3.4 T 4.2 T 4.3 |
| ✓ Support alternatives to driving alone, including walking, biking, and transit use, through design of local streets, land use development tools, and other practices (MPP-T-16-18) | T 1.2 T 1.6 |

| SUPPORT PEOPLE | PAGE/POLICY REFERENCE |
|---|------------------------------|
| ✓ Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9) | T 3.2 |
| ✓ Ensure mobility choices for people with special needs (MPP-T-10) | T 1.6 |
| SUPPORT THE ECONOMY | PAGE/POLICY REFERENCE |
| ✓ Recognize the critical role of safe, reliable, and efficient movement of people and goods (MPP-Ec-6, T-1, T-23) | T 2.1 T 3.1 T 3.2 |
| ✓ Identify and support key facilities and improvements that connect the region to major transportation hubs such as ports, airports, and designated freight routes (MPP-T-24-25) | T 4.1 |
| ✓ Promote coordination with providers of major regional infrastructure, such as freight rail and commercial aviation (MPP-Ec-4-5, T-27-28) | T 1.4 |
| PROTECT THE ENVIRONMENT | PAGE/POLICY REFERENCE |
| ✓ Promote clean transportation programs and facilities, including actions to reduce air pollution and greenhouse gas emissions from transportation (MPP-CC-3, CC-12, T-29-30) | T 4.2 T 4.7 - T 4.9 |
| ✓ Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T-32) | T 4.3 |
| ✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (MPP-DP-44, T-4-5, T-29-32) | T 2.1 T 4.1 - T 4.9 |
| PROVIDE FACILITIES INVENTORIES AND IDENTIFY SERVICE NEEDS | PAGE/POLICY REFERENCE |
| ✓ Include mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries (RCW 36.70A.070, RCW 36.70A.108, MPP-T-7, T-15-17) | |
| ✓ Include state facilities and reflect related (regional/state) level-of-service standards (RCW 36.70A.070, RCW 36.70A.108) | |
| ✓ Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54) | |
| ✓ Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5) | |
| ✓ Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4) | |

| FINANCE TRANSPORTATION INVESTMENTS | PAGE/POLICY REFERENCE |
|--|-----------------------|
| ✓ Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6) | |
| ✓ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms (MPP-T-6) | |
| ✓ Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15) | |
| ✓ Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6) | |
| ADDRESS LAND USES ADJACENT TO AIRPORTS | PAGE/POLICY REFERENCE |
| ✓ Airport-adjacent communities: Identify and address any airports within or adjacent to the jurisdiction (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48) | |
| ✓ Airport-adjacent communities: Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48) | |
| ✓ Airport-adjacent communities: Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities (MPP-T-28) | |

ACKNOWLEDGEMENTS

The City would like to acknowledge the following City Departments, other agencies, and consultants that contributed to the City’s first Transportation Master Plan:

- The Sammamish Community
- Sammamish City Council
- Sammamish Planning Commission
- City of Sammamish Department of Public Works
- City of Sammamish Department of Community Development
- City of Sammamish Department of Finance
- Fehr & Peers (initial draft of TMP in 2020; was not finalized or adopted)
- DKS Associates (Current City on-call engineering services consultant)
- Framework (City’s 2024 Comprehensive Plan Update consultant and assisted in assembling/formatting the TMP document)

CHAPTER 1.

INTRODUCTION



1.1 BACKGROUND

The City of Sammamish envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency, aligns with the Climate Action Plan and sustainability goals of the city, maintains fiscal sustainability, and enhances the community.

To achieve Sammamish’s vision, the transportation goals and policies in the Transportation Element of the City’s Comprehensive Plan serve as the foundation for the City’s first Transportation Master Plan (TMP). The TMP is adopted by reference into Volume 2 of the City’s Comprehensive Plan and provides the strategic framework for developing a multi-modal transportation network that will enhance greater connectivity within the city and to the region. Based on substantial technical analysis and community involvement, the TMP guides transportation decisions and investments for the next 20 years in support of the long-term vision for the city.

Since its incorporation from King County in 1999, Sammamish has grown to a population of 65,845.¹ Current challenges faced by the city include a relatively unconnected street system, limited transit service, and significant grade changes in the topography that make active modes of transportation difficult for many users. The TMP reflects the City’s need for a better transportation system. Beginning with the transportation goals and policies, a better transportation system is one that is accessible, prioritizes connectivity, and accommodates many modes of travel, including walking, biking, public transit, and driving. This TMP provides the opportunity for Sammamish to proactively shape its transportation vision and goals as described in the City’s Comprehensive Plan. The TMP proposes a prioritized list of projects, programs, and strategies that advances the transportation vision and goals, meets the Washington State Growth Management Act (GMA) requirements, and reflects input gathered from Sammamish community members.

1.2 PLANNING CONTEXT

The City’s Comprehensive Plan and this TMP have been developed to be consistent with transportation policy and plans that have been adopted at the State and local levels, providing prioritized projects to be included into the City’s Capital Improvements Plan and Transportation Improvement Plan. Each state, regional, and local plan are described in the following sections. Table 2 and Table 3 in the Executive Summary cover requirements from the GMA and PSRC.

¹ According to the 2022 United States Census Bureau

1.2.1 STATE OF WASHINGTON

GROWTH MANAGEMENT ACT

- Transportation planning at the State, County and local levels is mandated by the State of Washington’s Growth Management Act (GMA) [RCW 36.70A]. The GMA requires transportation planning and system development to support the broader, long-range goals of community development. In turn providing a comprehensive framework to provide coordination and direction to manage growth and change. The GMA contains specific requirements for the preparation of a Comprehensive Plan’s Transportation Element. In addition to requiring consistency with the Land Use Element, specific GMA requirements for a Transportation Element include [RCW 36.70A.070(6)]:Land use assumptions used in estimating travel
- Inventory of facilities by mode of transport including multimodal
- Multimodal level-of-service standards to aid in determining the existing and future operating conditions of the facilities.
- Encourage development in urban areas where adequate public facilities, and services exist or can be provided in an efficient manner
- Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities.
- Proposed actions to bring deficient facilities into compliance with adopted level-of-service standards.
- Forecasts of multimodal transportation demand, based upon land use.
- Identification of transportation infrastructure needs to equitably meet current and future demands.
- Funding analysis for needed improvements, as well as possible additional funding sources.
- A multi-year finance plan based on identified needs.
- Identification of intergovernmental coordination efforts.
- Identification of transportation demand management strategies as available.
- Identification of improvements for pedestrian and bicycle facilities and corridors.
- An ADA transition plan for transportation consistent with American Disabilities Act.

In addition to these elements, GMA mandates that development cannot occur that causes the level of service to decline below the adopted standards unless, infrastructure improvements or strategies are concurrent with development, or a financial commitment is in place to complete the improvements or strategies within six years. In addition to construction of new capital facilities, infrastructure may be mitigated through active transportation facility improvements, increased or enhanced public transportation services, , ride share programs, transportation demand management (TDM) strategies, or transportation system management (TSM) strategies.

Washington Transportation Plan

The “Washington Transportation Policy Plan (WTP) 2040 and Beyond” provides the overarching framework for state and local transportation departments to deliver an integrated, multimodal system that meets the travel needs for all. The plan presents the State of Washington’s strategy for implementation programs and budget development over a 20-year planning horizon. The WTP contains an overview of the current

conditions of the statewide transportation system, as well as an assessment of the State’s future transportation investment needs. The WTP policy framework sets the course for meeting those future needs. The WTP is based on the following six transportation policy goals:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- **Environment and Health:** To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The WTP addresses the essential and interconnected roles of the Regional Planning Organizations and their local jurisdictions, and the important transportation issues of tribal governments in Washington State. It highlights the role of the Washington State Department of Transportation (WSDOT) to maintain, preserve and improve the transportation system while meeting the other societal goals defined above. The WTP provides a good foundation for ensuring consistency between statewide policy objectives and the day-to-day decisions and investments carried out.

1.2.2 PUGET SOUND REGIONAL COUNCIL

VISION 2050

Puget Sound Regional Council’s (PSRC) *VISION 2050* is a 30-year shared regional plan for moving toward a sustainable, more equitable, safe and efficient future in the central Puget Sound Region (King, Pierce, Snohomish, and Kitsap Counties). The plan establishes the long-range regional policy direction for meeting the region’s vision and desired outcomes. The plan identifies investments to support growth and improve a multimodal transportation system for people and businesses, provides a financing plan for funding transportation improvements, and proposes strategies for reducing environmental impacts.

The Vision 2050 plan is grounded in the public’s commitment to environmental stability, social equity, and efficient growth management that maximizes economic strength and mobility. The plan encourages decision-makers to make wise use of existing resources and planned transit investments while achieving the region’s shared vision. Vision 2050 has set forth a transportation goal to provide the framework for long range transportation planning in the region.

Transportation Goal: The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

As the region continues to grow and the travel needs of people change over time, improving mobility will be key in achieving the communities desired transportation needs.

REGIONAL TRANSPORTATION PLAN (RTP)

The RTP lays out a set of steps that are designed to support VISION 2050 (adopted May 2022), implementing multicounty planning policies, and create a world-class transportation system. The plan helps to move people and goods, improve the quality of air and water, achieve greenhouse gas reduction goals, and strengthen the region’s economy. The plan’s ambitious programs will advance equity, help grow economic opportunity for everyone, invest in neighborhoods, and foster the innovation that is the region’s hallmark. The plan was evaluated across several key performance measures and with a racial equity lens. Some key findings. By 2050:

- **Climate** - Four-Part Greenhouse Gas Strategy supports the VISION 2050 goal to reduce greenhouse gases that contribute to climate change. It identifies how the plan performs to reduce emissions and action steps to achieve the greenhouse gas reduction goals adopted by the Puget Sound Clean Air Agency.
- **Access to Transit** - Supports regional growth strategy and planning for vibrant, attractive neighborhoods with access to jobs, schools, and services.
- **Equity** - Builds goals and policies for racial and social equity, applying an equity focus to all aspects of the plan, including the evaluation of existing and future conditions and the analysis of performance measures and regional outcomes.
- **Safety** - Emphasizes achieving the state’s goal of zero deaths and serious injuries through safety in the design, planning and funding of projects
- **Mobility** - Improves transportation choices across all transportation modes, providing more reliability and addressing bottlenecks and congestion through completion of key transportation corridors.
- **Local Needs and Future Visioning** – looks ahead to address future challenges with potential new investments, such as in rail, aviation, and passenger-only ferries.

Supporting the Regional Growth Strategy

The Regional Growth Strategy is built around the concept that additional transportation infrastructure and services will be prioritized for areas expected to accommodate the most growth. This includes investments to support continued growth in local and regional centers and around high-capacity transit station areas.

Supporting People

Continued growth in the region increases the need for accessible, affordable, and convenient mobility for all people in the region. Everyone should have equitable access to goods, services, and jobs.

Mobility and Accessibility

As the region continues to grow and becomes more congested, transportation investments that improve mobility are key. These include completing a regional high-capacity transit network with seamless connections to local transit systems and creating robust multimodal access to the overall transit network. It also includes continued mobility for freight and goods movement, as well as improvements to bicycle and pedestrian infrastructure, multimodal and passenger-only ferries, aviation and intercity rail systems that connect to other states and countries, and critical highway links.

Supporting the Economy

The region’s economy depends on a robust, resilient transportation system that efficiently connects people to jobs, schools, and services, and moves freight and goods.

A Sustainable Transportation System

A sustainable transportation system will address the important task of preserving and maintaining existing transportation assets and making the current system work more efficiently and safely. Investments to encourage a shift from driving alone by providing convenient, safe and accessible options are critical to achieving this vision. The region supports investments that work to achieve the state’s Target Zero goal of zero deaths and serious injuries on roads and highways by 2030.

Protecting the Environment

The regional transportation system should be planned and designed to keep the region’s air and water healthy, sustain the region’s overall environment, assist in coordinated efforts to protect and restore the health of the region’s watersheds, and reduce overall greenhouse gas emissions to address climate change.

Innovation and Transformation

Rapidly developing technological innovations have the potential to disrupt and transform the way we think about transportation systems. These changes range from improvements to existing technologies, including Intelligent Transportation Systems, to shared mobility, improved traveler information tools, and connected or autonomous vehicles. These innovations could have an enormous influence on how and where people live, shop, work, and play, and how the region develops and designs roadways and other transportation infrastructure.

1.2.3 KING COUNTY

KING COUNTY COUNTYWIDE PLANNING POLICIES

The King County Countywide Planning Policies (CPPs) create a shared and consistent framework for growth management planning for all jurisdictions in King County in accordance with RCW 36.70A.210. The comprehensive plan for King County and the comprehensive plans for cities and towns in King County are developed from the framework that the CPPs establish.²

² King County Countywide Planning Policies, page 6

Supporting Growth

Goal Statement: Local and regional development of the transportation system is consistent with and furthers realization of the Regional Growth Strategy³.

Mobility

Goal Statement: A well-integrated, multi-modal transportation system transports people and goods effectively and efficiently to destinations within the region and beyond⁴.

System Operations

Goal Statement: A transportation system that is well-designed and managed to protect public investments, promote equitable access, provide mobility, promote public health and safety, and achieve optimum efficiency⁵.

KING COUNTY METRO STRATEGIC PLAN FOR PUBLIC TRANSPORTATION

The King County Metro Strategic Plan for Public Transportation 2021– 2031 describes a vision for the county’s future transportation system and sets objectives, goals, and strategies consistent with other regional and countywide policies and plans, such as *Vision 2050*. King County Metro’s 10 goals are as follows:

- Invest upstream and where needs are greatest.
- Address the climate crisis and environmental justice.
- Innovate to improve mobility, complement transit, and advance equity and sustainability.
- Keep passengers, employees, and communities safe.
- Support thriving, equitable, transit-oriented communities that foster economic development.
- Improve access to mobility options.
- Provide fast, reliable, and integrated mobility services.
- Build a skilled, diverse, and well-supported workforce that has growth opportunities.
- Be responsible stewards of financial resources and invest in line with values and goals.
- Conduct deliberate and transparent community engagement.

The guiding principles to implement the King County Metro Strategic Plan goals are:

- **Equitable and fair:** Address the root causes of inequities to provide equal access to opportunities for all.
- **Financially sustainable:** Align funding, policy, and operational goals of King County government.

3 King County Countywide Planning Policies, page 58

4 King County Countywide Planning Policies, page 60

5 King County Countywide Planning Policies, page 62

- **Regionally collaborative:** Engage with partners, stakeholders, and public and private organizations to achieve goals.
- **Quality local government:** Provide effective, efficient local governance and services to unincorporated areas.

1.2.4. SOUND TRANSIT

STRATEGIC PLAN

Sound Transit’s five-year Strategic Plan (2023 – 2027) outlines the agency’s vision, mission and two strategic priorities.

Vision: Enthusiastically transforming the map of Central Puget Sound. Making our transit service as iconic to our region as the Space Needle, Mount Rainer, and ferries.

Mission: Connecting more people to more places to make life better and create equitable opportunities for all.

Strategic Priorities:

Great Ride – Deliver a safe, welcoming an equitable passenger experience

One ST – Transform culture to enable unity and focus

2024 Service Plan

Sound Transit’s Annual Service Plan continuously evaluates services and proposes changes to improve passenger experience and make the most of the available resources. The plan typically outlines proposed changes to ST Express, Sounder and Link in response to changes in ridership, operating conditions, and any major high-capacity transit openings. The plan is also used to approve an “major services changes” as defined by Sound Transit adopted policy and informs Sound Transit’s operating budget.

The 2024 Service Plan was adopted in two phases:

- **Phase One** Rail Service Plan approved by the Board in October 2023, with the adoption of Resolution R2023-31 authorizing changes to Link and Sounder rail service for implementation in March and August 2024.
- **Phase Two** ST Express Service Plan is now proposed to adopt major service changes to ST Express routes serving Snohomish County when the 1 Line service extends to Lynnwood in Fall 2024.

1.2.5 CITY OF SAMMAMISH

ENVISION SAMMAMISH 2044 – COMPREHENSIVE PLAN – TRANSPORTATION ELEMENT

The Transportation Element ensures that Sammamish’s transportation system supports land uses, environmental goals, and community goals envisioned by the Comprehensive Plan. To achieve Sammamish’s vision, the Transportation Goals and Policies serve as the foundation for the City’s TMP. The TMP is adopted by reference into Volume 2 of the City’s Comprehensive Plan and provides the strategic framework for developing a multi-modal transportation network that will enhance greater connectivity

within the city and to the region. Based on substantial technical analysis and community involvement, the TMP guides transportation decisions and investments for the next 20 years in support of the long-term vision for the city. The TMP reflects the city’s need for a better transportation system. Beginning with the Transportation Goals and Policies, a better transportation system is one that is accessible, prioritizes connectivity, and accommodates many modes of travel, including walking, biking, public transit, and driving.

Sammamish Citywide Transit Plan

The Sammamish Transit Plan evaluates the existing and future transit system in Sammamish, taking into consideration access to transit, transit speed and reliability, and transit-related safety. The result is a list of capital projects which the City can further develop and implement to improve the transit experience in Sammamish. The Transit Plan is a result of extensive public involvement and feedback, ensuring that the voices of the community were not only heard but actively integrated into the decision-making process.

The 2024 Citywide Transit Plan identifies Transit Level of Service guidelines which are intended to guide City plans and policies. These measures are intended to align with the City’s Comprehensive Plan, and in turn assist in the foundation of the TMP.

Transportation Improvement Plan (TIP)

The TIP is a six-year planning document that consists of prioritized programs and projects that fall in the following categories: Traffic, Safety, & Non-Motorized Improvement Projects, Connection Projects, and Corridor Improvement Projects. Each project is scored on weighted criteria presented in **Appendix C**. Projects outlined within the TMP are added to the list of projects to be scored, assisting in the guidance in decision making and investment spending.

Neighborhood Traffic Management Program

The Neighborhood Traffic Management Program (NTMP) represents the City's commitment to the safety and livability of residential neighborhoods. It is a joint effort between the community, the Public Works Department, and Sammamish City Police. The TMP’s goals, policies and strategies to achieve safety, connectivity, and a more livable environment act as the foundation to the NTMP.

CHAPTER 2.

TRANSPORTATION INVENTORY & EXISTING CONDITIONS



2.1 INTRODUCTION

The primary objective of this chapter is to identify and assess existing transportation infrastructure and traffic conditions within and adjacent to the City of Sammamish. A comprehensive data collection process was completed and collected from the City of Sammamish, King County, and Washington State Department of Transportation (WSDOT). This assessment evaluates and set a baseline of performance measures, assisting policy makers, engineers and planners in transportation safety, current and future transportation infrastructure needs, and land use designations.

2.2 ROADWAY FUNCTION CLASSIFICATION

2.2.1 ROADWAY FUNCTIONAL CLASSIFICATION

The US DOT Federal Highway Administration classifies urban and rural roadways by road function. Each functional class is based on the type of service the road provides to the motoring public, and the designation is used for data and planning purposes. Land use policies and design standards can also be tied to the function class. Each class has a range of allowable lane widths, shoulder widths, curve radii, and other design features set by City of Sammamish Public Works Standards.

Based on state law, cities and counties are required to adopt a street classification system consistent with state and federal guidelines. In the State of Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into the following functional classifications: Freeway, Principal Arterial, Minor Arterial, and Collector; other community roadways are assumed to be Local Access streets. Definitions of each functional classification are provided below. **Figure 2** shows the existing functional classification of roadways in the City of Sammamish.

- **Freeways/Interstates** are multi-lane, high-speed, high-capacity roadways intended exclusively for motorized traffic. All access is controlled by interchanges and bridges separate road crossings. While I-90 to the south and SR 520 to the northwest are classified as freeways, no roadways of this designation exist within the city limits.
- **Principal Arterials** are roadways connecting between major community centers and facilities, and are often constructed with limited direct access to abutting land uses. Principal arterials serve high-volume corridors, carrying the greatest portion of through or long-distance traffic within a city. The selected routes should provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area.
- **Minor Arterials** are roadways connecting centers and facilities within the community and serving some through traffic, while providing a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. These road also serve as boundaries to neighborhoods and collect traffic from collector streets. Although the

predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic with origins or destinations at points along the corridor.

- **Collector Arterials** are roadways that connect two or more neighborhoods or commercial areas, while also providing a high degree of property access within a localized area. These roadways “collect” traffic from local neighborhoods and carry it to the arterial roadways. Additionally, collector arterials provide direct access to services and residential areas, local parks, churches and areas with similar uses of the land. Collector arterials may be separated into principal and minor designations according to the degree of travel between areas and the expected traffic volumes.

The Federal Highway Administration (FHWA) *Highway Functional Classification: Concepts, Criteria and Procedures – 2023 Edition*⁶ offers typical ranges for the proportion of each functional classification in an urban street network. The proportion of City of Sammamish roadway classifications relative to FHWA guidance is summarized in **Table 4**.

TABLE 4. CENTERLINE MILES OF ROADWAY BY FUNCTIONAL CLASSIFICATION

| FUNCTIONAL CLASSIFICATION | EXISTING MILES (%) | FHWA TYPICAL RANGE MILES (%) |
|----------------------------------|---------------------------|-------------------------------------|
| Freeway & Principal Arterial | 11.8 (6%) | 11-21 (5-10%) |
| Minor Arterial | 15.5 (7%) | 15-29 (7-14%) |
| Collector Arterial | 20.4 (10%) | 29-63 (14-30%) |
| Local Street | 162.9 (77%) | 97-156 (46-74%) |
| Total | 210.6 (100%) | 211 (100%) |

The topography and development patterns within the City of Sammamish can pose limitations to adding principal or minor arterial routes. Some additional collector mileage could be added to more closely align the City functional classification system with FHWA guidelines.

⁶ <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

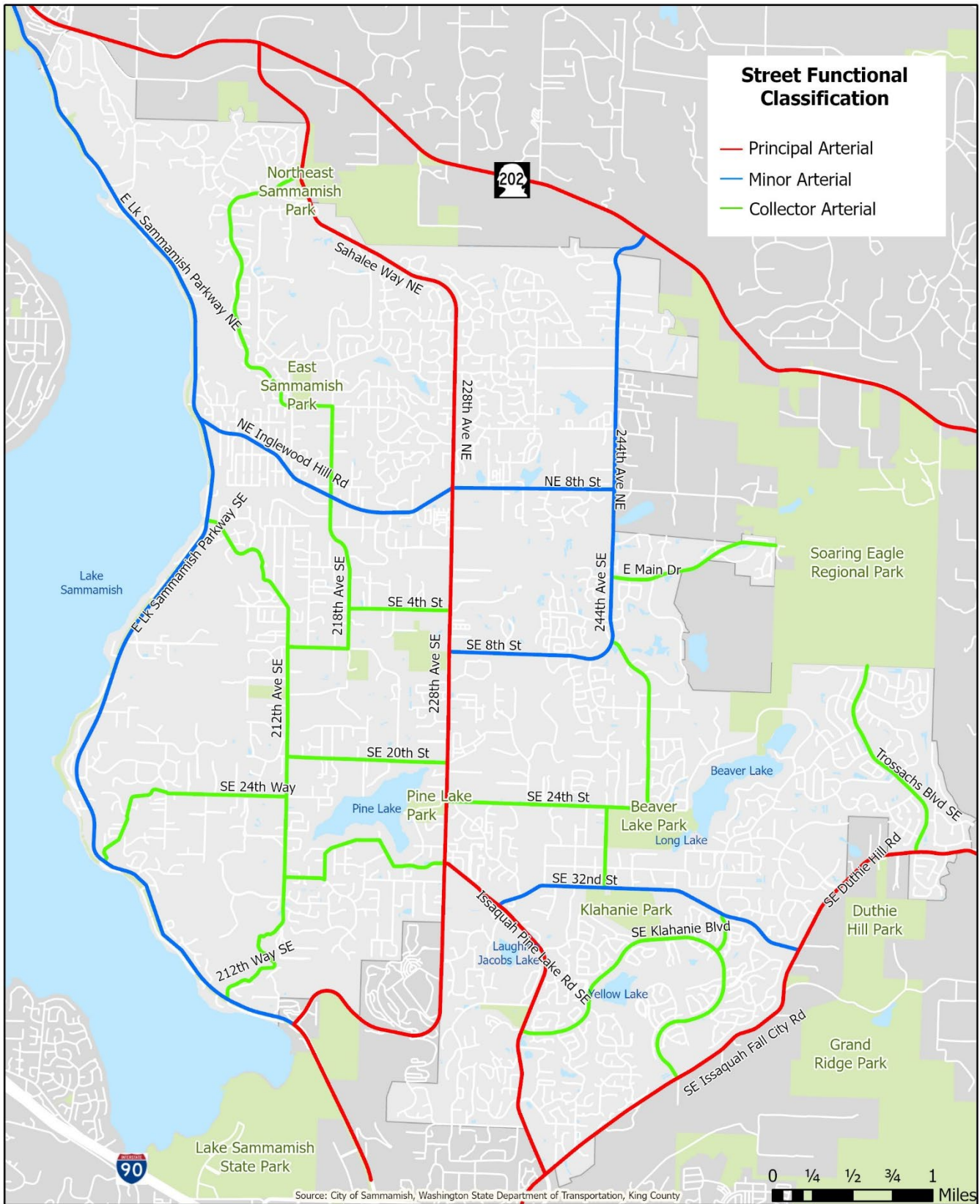


FIGURE 2. 2023 STREET FUNCTIONAL CLASSIFICATION

2.2.2 TRAFFIC VOLUMES

In order to better understand changing traffic patterns and concurrency needs, the City collects traffic counts at key locations annually. Seven-day traffic counts were collected in March 2023 at 80 locations throughout the City. Average Daily Traffic (ADT) volumes were calculated as the seven-day average counted volume. The locations and results of the ADT data collection are summarized in **Table 5** and **Figure 3**.

TABLE 5. 2023 AVERAGE DAILY TRAFFIC (ADT) VOLUME

| LOCATION | 2023 ADT | LOCATION | 2023 ADT |
|--|----------|---|----------|
| <i>Principal Arterial Streets</i> | | | |
| Sahalee Way NE north of NE 50 th St | 17,200 | Issaquah-Pine Lk Rd east of 228 th Ave SE | 11,300 |
| Sahalee Way NE south of 37 th Way | 16,100 | Issaquah-Pine Lk Rd south of SE 32 nd St | 11,700 |
| Sahalee Way NE north of Sahalee Dr | 14,700 | Issaquah-Pine Lk Rd south of SE 44 th St | 15,500 |
| Sahalee Way NE north of NE 25 th Way | 15,000 | Issaquah-Pine Lk Rd south of 238 th Way SE | 14,400 |
| 228 th Ave NE north of NE 12 th Pl | 15,700 | Issaquah-Pine Lk Rd south of SE 48 th St | 17,000 |
| 228 th Ave NE north of NE 8 th St | 16,500 | Issaquah-Fall City Rd east of Iss.-Pine Lk Rd | 19,700 |
| 228 th Ave SE south of NE 8 th St | 19,800 | Issaquah-Fall City Rd west of Klahanie Dr SE | 17,600 |
| 228 th Ave SE south of SE 4 th St | 20,100 | Issaquah-Fall City Rd east of Klahanie Dr SE | 11,600 |
| 228 th Ave SE south of SE 8 th St | 20,600 | Issaquah-Fall City Rd south of Duthie Hill Rd | 10,400 |
| 228 th Ave SE south of SE 10 th St | 23,100 | SE Duthie Hill Rd north of Issaquah-FC Rd | 10,100 |
| 228 th Ave SE south of SE 20 th St | 24,400 | Duthie Hill Rd north of SE Iss.-Beaver Lk Rd | 11,500 |
| 228 th Ave SE south of Issaquah-Pine Lk Rd SE | 13,900 | SE Duthie Hill Rd west of 270 th Ave SE | 10,800 |
| 228 th Ave SE south of SE 32 nd St | 14,400 | SE 43 rd Way NE north of E Lk Samm. Pkwy | 15,000 |
| <i>Minor Arterial Streets</i> | | <i>Minor Arterial Streets</i> | |

| LOCATION | 2023 ADT | LOCATION | 2023 ADT |
|--|----------|--|----------|
| E Lk Sammamish Pkwy south of 187 th Ave NE | 15,300 | NE Inglewood Hill Rd west of 222 nd PI NE | 9,000 |
| E Lake Sammamish Pkwy north of NE 33 rd PI | 15,000 | NE 8 th St east of 228 th Ave NE | 9,500 |
| E Lake Sammamish Pkwy south of NE 30 th Ct | 14,700 | NE 8 th St west of 244 th Ave NE | 7,600 |
| E Lake Sammamish Pkwy north of NE 18 th PI | 15,000 | SE 8 th St east of 228 th Ave SE | 7,400 |
| E Lk Samm. Pkwy south of Inglewood Hill Rd | 10,200 | 244 th Ave NE south of SR 202 | 7,000 |
| E Lk Samm. Pkwy south of Louis Thompson Rd | 7,300 | 244 th Ave NE north of NE 8 th St | 8,000 |
| E Lake Sammamish Pkwy north of SE 24 th Way | 7,400 | 244 th Ave NE north of NE 3 rd PI | 7,000 |
| E Lake Sammamish Pkwy south of SE 32 nd St | 8,400 | 244 th Ave SE north of SE Windsor Blvd | 5,500 |
| E Lake Sammamish Pkwy south of SE 33 rd St | 8,200 | SE 32 nd St east of Issaquah-Pine Lk Rd SE | 5,700 |
| E Lk Sammamish Pkwy south of 212 th Ave SE | 12,900 | SE 32 nd St west of 244 th Ave SE | 4,700 |
| E Lake Sammamish Pkwy south of 43 rd Way | 26,200 | SE 32 nd St west of 244 th Ave SE | 6,200 |
| NE Inglewood Hill Rd east of E Lk Samm. Pkwy | 8,500 | Iss.-Beaver Lake Rd west of SE Duthie Hill Rd | 4,800 |
| <i>Collector Arterial Streets</i> | | <i>Collector Arterial Streets</i> | |
| 205 th PI NE south of NE 37 th Way | 2,500 | SE 20 th St east of 212 th Ave SE | 4,400 |
| 216 th Ave NE south of NE 16 th St | 3,700 | SE 28 th St east of 218 th Ave SE | 1,600 |
| 217 th Ave NE north of NE 1 st St | 2,400 | E Main Dr east of 244 th Ave NE | 2,500 |
| 218 th Ave SE south of SE 4 th St | 2,400 | SE Windsor Blvd east of 244 th Ave SE | 2,800 |
| SE 8 th St east of 214 th Ave SE | 2,400 | 248 th Ave SE north of SE 14 th St | 2,900 |

| LOCATION | 2023 ADT | LOCATION | 2023 ADT |
|--|---------------------|--|---------------------|
| 212 th Ave SE south of SE 8 th St | 4,700 | 248 th Ave SE north of SE 24 th St | 3,000 |
| 212 th Ave SE north of NE 20 th St | 4,900 | SE 24 th St east of 228 th Ave SE | 6,300 |
| 212 th Ave SE south of SE 20 th St | 4,800 | SE 24 th St west of 244 th Ave SE | 5,200 |
| SE 20 th St east of 212 th Ave SE | 4,400 | SE 24 th St east of 244 th Ave SE | 4,000 |
| SE 24 th St west of 212 th Ave SE | 1,700 | 244 th Ave SE north of SE 32 nd St | 5,500 |
| SE 24 th Way east of E Lake Sammamish Pkwy | 1,000 | 256 th Ave SE south of Issaquah-Beaver Lk Rd | 4,000 |
| 212 th Ave SE south of SE 32 nd St | 4,200 | SE Klahanie Blvd east of Issaquah-Pine Lk Rd | 3,800 |
| 212 th Way SE east of E Lake Sammamish Pkwy | 4,200 | SE Klahanie Blvd east of SE 37 th St | 2,300 |
| SE 32 nd St west of 228 th Ave SE | 1,000 | SE Klahanie Blvd west of 256 th Ave SE | 2,800 |
| Louis Thompson Rd east of E Lk Samm. Pkwy | 3,900 | Klahanie Dr SE north of Issaquah-Fall City Rd | 10,200 |

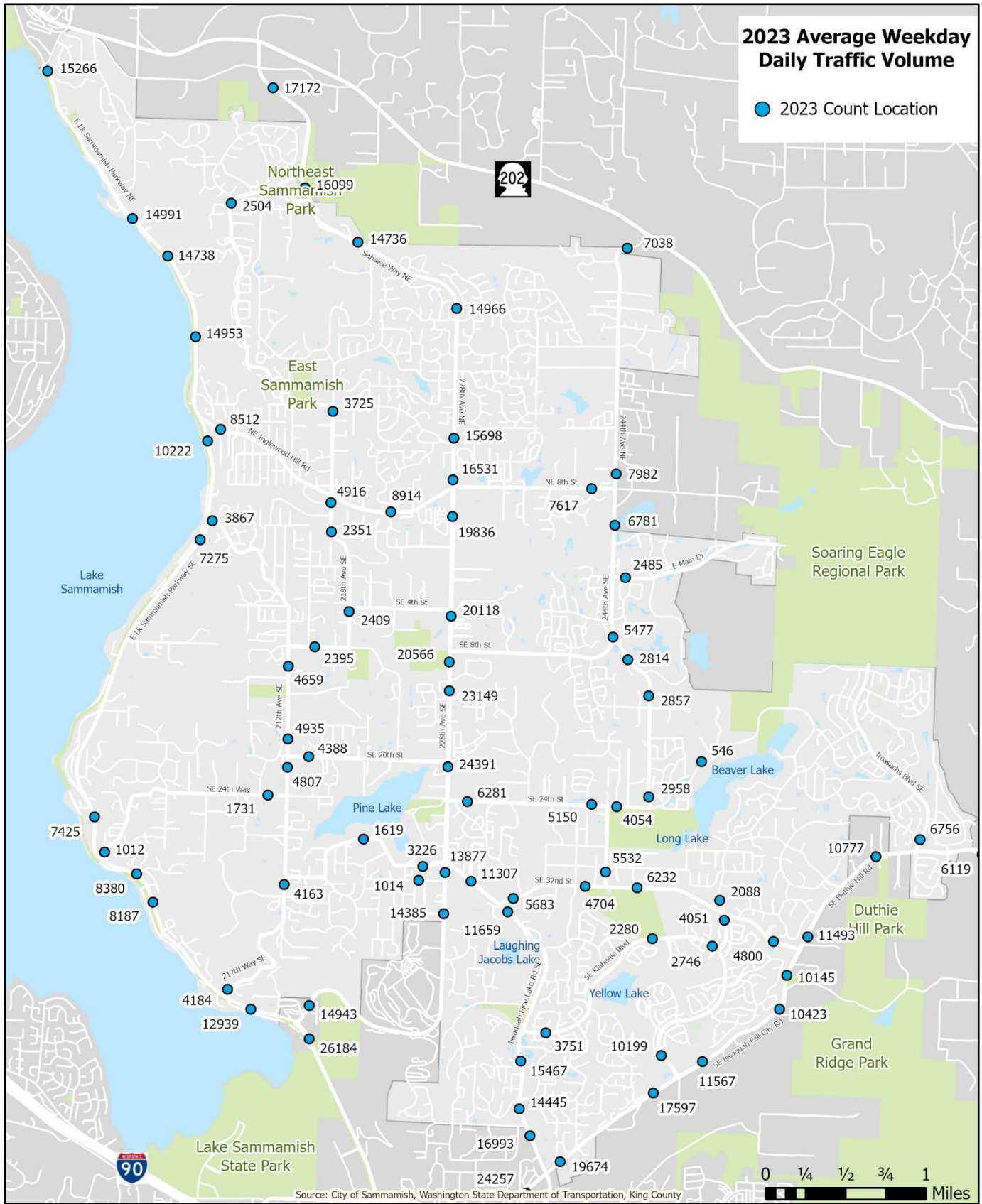


FIGURE 3. 2023 AVERAGE DAILY TRAFFIC VOLUME

2.3. ROADWAYS IN AND AROUND THE CITY – MANAGEMENT, DEFINITIONS, AND VOLUMES

Sammamish has adopted standards for development of City streets, as documented in the *2016 Public Works Standards* (December 31, 2016). The Goals and Policies of the City’s Comprehensive Plan Transportation Element relate street design to the desires of the community and advise that design be at a scale commensurate with the function that the street serves. Guidelines are therefore important to provide designers with essential elements of street design as desired by the community, allowing the City street network to provide mobility and accessibility for travelers of all modes.

2.3.1. PAVEMENT MANAGEMENT PROGRAM

PURPOSE

Roadways deteriorate overtime due to vehicle loading, traffic volume, and environmental effects. Poor pavement conditions can lead to traffic collisions; increased noise pollution; and higher maintenance/preservation costs. Sammamish strives to maintain the public roadway network at good condition by utilizing a Pavement Management System (PMS) by monitoring conditions and planning and completing preservation projects.

A PMS, originally developed by the Army Corps of Engineers, is a methodology for maintaining road surfaces by systematically analyzing pavement life cycles and pavement ratings. This information is beneficial in determining appropriate preservation treatment methods, application timing, and future funding needs to meet a level of service acceptable to the community.

PAVEMENT MANAGEMENT SYSTEM

Sammamish developed its pavement management system soon after incorporation, performing the first network pavement condition survey in 2003. Subsequent total network surveys have been performed on average every four years. Sammamish utilizes computer software to calculate and store the pavement distress data, calculate condition values, and run funding and treatment scenarios to budget and plan for future projects.

The city follows similar pavement management guidelines as other transportation departments. Doing so by evaluating pavement conditions based on type, pavement quantity, and severity of distresses. Pavement distress types vary and are summarized in Table 6. When reviewing pavement conditions, the distress type is used to calculate a Pavement Condition Index (PCI). The PCI is a rating score ranging from 1 to 100 (failure to excellent). PCI values are further grouped into condition categories relating to the level of effort needed, cost benefit analysis and treatment type, to restore the pavement to a like new condition. This information is then used to forecast funding needs and determine maintenance projects with the greatest impact to the network’s overall targeted level of service.

TABLE 6. ASPHALT PAVEMENT DISTRESS TYPES

| | |
|--------------------------------------|--|
| Alligator Cracking | Potholes |
| Block Cracking | Rutting |
| Bleeding | Weathering |
| Edge Cracking | Raveling |
| Transverse and Longitudinal Cracking | Bumps and Sags, Corrugations and Depressions |
| Patching and Utility Cut Patching | |

Condition categories correlate to the amount of work or treatment type needed and can be described as follows:

- I. **Maintenance** – streets in good condition with a PCI range of 100-70. Typical treatment measures include localized areas of pavement repair, pavement sealing (crack seal, slurry seals), ultra-thin HMA overlays.
- II. **Resurfacing** – streets in fair condition with a PCI range of 70-50. Typical treatment measures include thin HMA overlays to provide some improvement to structural integrity and may include minor amounts of local pavement repair.
- III. **Restoration** – streets in poor condition with a PCI range of 50-25. Typical treatment measures include thick HMA overlays to restore structural integrity and may include localized pavement repairs, minor safety improvements, and minor shoulder widening to provide section continuity.
- IV. **Rehabilitation** – streets in very poor condition with a PCI range of 25 to 1. Typical treatment measures include removing and replace existing pavement and base materials or adding enough new pavement to match or exceed the existing pavement thickness and may include the widening and improvement of shoulders, subsurface repairs, and drainage improvements.

The condition categories are general in nature. All streets need to be evaluated closely to determine the correct treatment. Figure 4 shows general limits and overlapping of treatment types based on pavement condition and age.

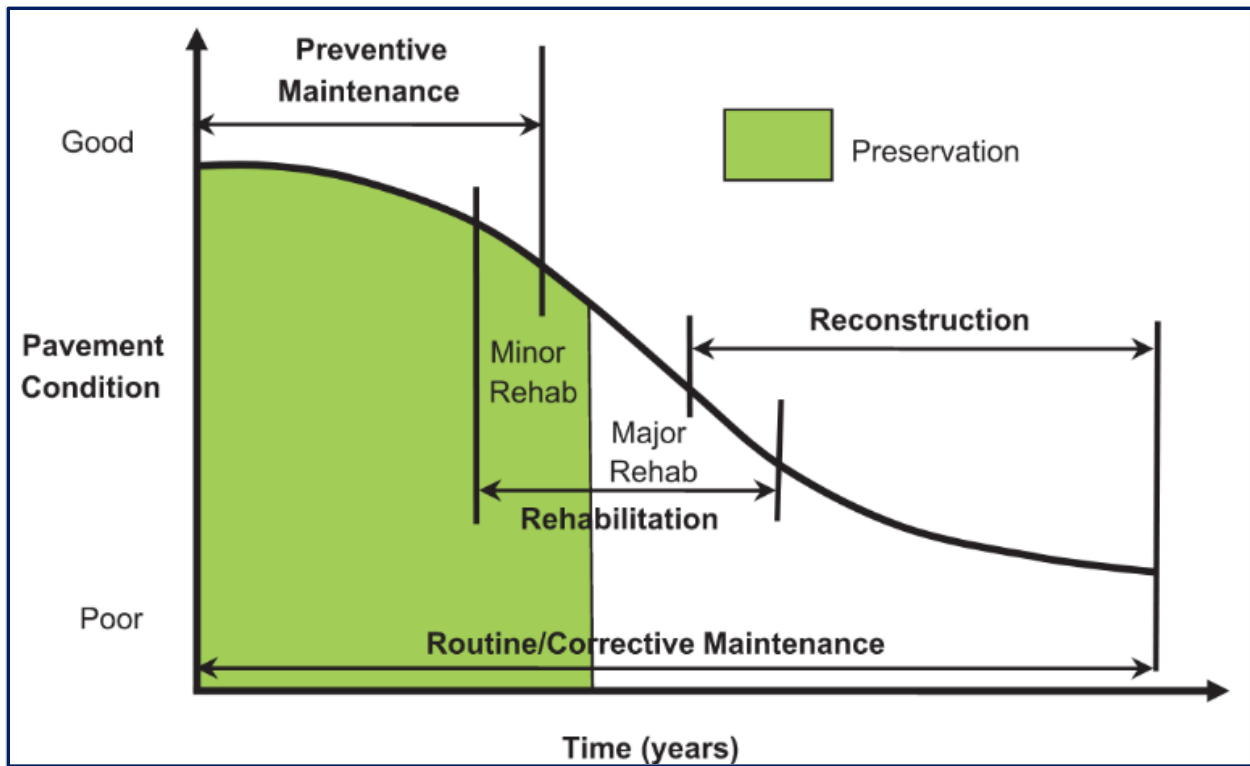


FIGURE 4. PRESERVATION ACTIVITIES BY CONDITION AND AGE

PAVEMENT NETWORK

Sammamish currently has just over 200 miles of hot-mix-asphalt (HMA) paved roadway; seven miles of composite roadway (HMA over concrete); less than one-half mile of gravel roadway, and zero miles of concrete roadway. The most recent pavement network condition assessment was performed in 2021. **Table 7** is from the 2021 condition assessment and lists pavement information and PCI values by functional classification.

TABLE 7. PAVEMENT INFORMATION BY STREET CLASSIFICATION

| FUNCTIONAL CLASS / PAVER DESIGNATION | NO. OF SECTIONS | NO. OF CENTERLINE MILES | PAVED AREA | | WEIGHTED AVERAGE PCI |
|--------------------------------------|-----------------|-------------------------|------------------|-------------|----------------------|
| | | | SQUARE YARDS | SHARE (%) | |
| Primary Arterial (A) | 82 | 11.8 | 272,000 | 8% | 77 |
| Minor Arterial (B) | 155 | 15.5 | 414,000 | 12% | 83 |
| Collector Arterial (C) | 101 | 20.4 | 221,000 | 6% | 83 |
| Local Street (E) | 2,202 | 162.9 | 2,518,000 | 74% | 87 |
| Total | 2,540 | 210.6 | 3,425,000 | 100% | 86 |

The weighted average PCI has varied since tracking began, ranging from 68 to 86. **Figure 5** shows the network PCI of past assessments. Sammamish’s pavement condition is currently at optimum. This can be primarily attributed to consistent funding for the past decade and better constructed roads in the past 30 years (much of Sammamish’s local road network was built post-1970s). **Figure 5** also shows the potential PCI trends looking to 2025 and beyond.

Street pavement widths vary based on the number of through lanes, auxiliary lanes, and shoulders. Because of this variability, pavement areas are often shown by Equivalent Lane Miles (LM) which is the square yard area of pavement divided by an 11-foot-wide lane. The network’s total amount of LM is approximately 531 miles. **Figure 6** is a map of the City streets colored by condition category, based on the 2021 Pavement Condition Assessment. There have been no major changes to the City’s pavement conditions since 2021.

Pavement Condition Index (PCI) Trends

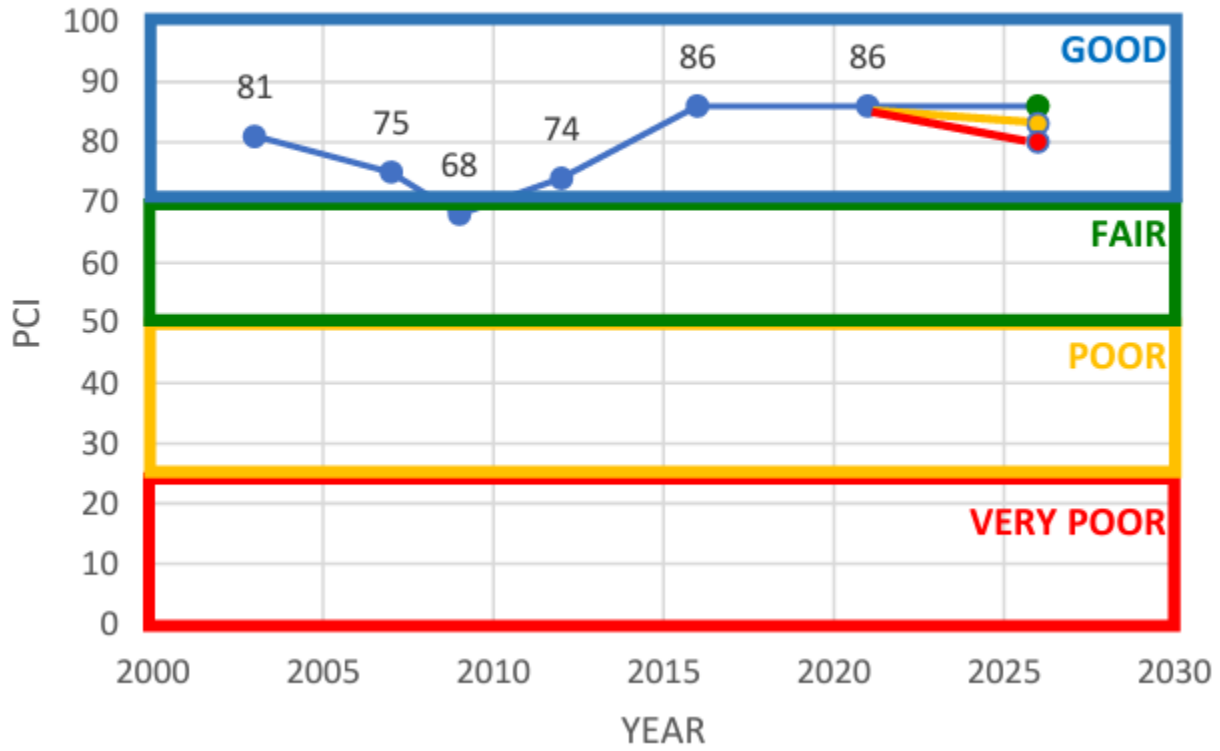


FIGURE 5. PAVEMENT CONDITION TRENDS BY YEAR

2021 PAVEMENT CONDITION SURVEY

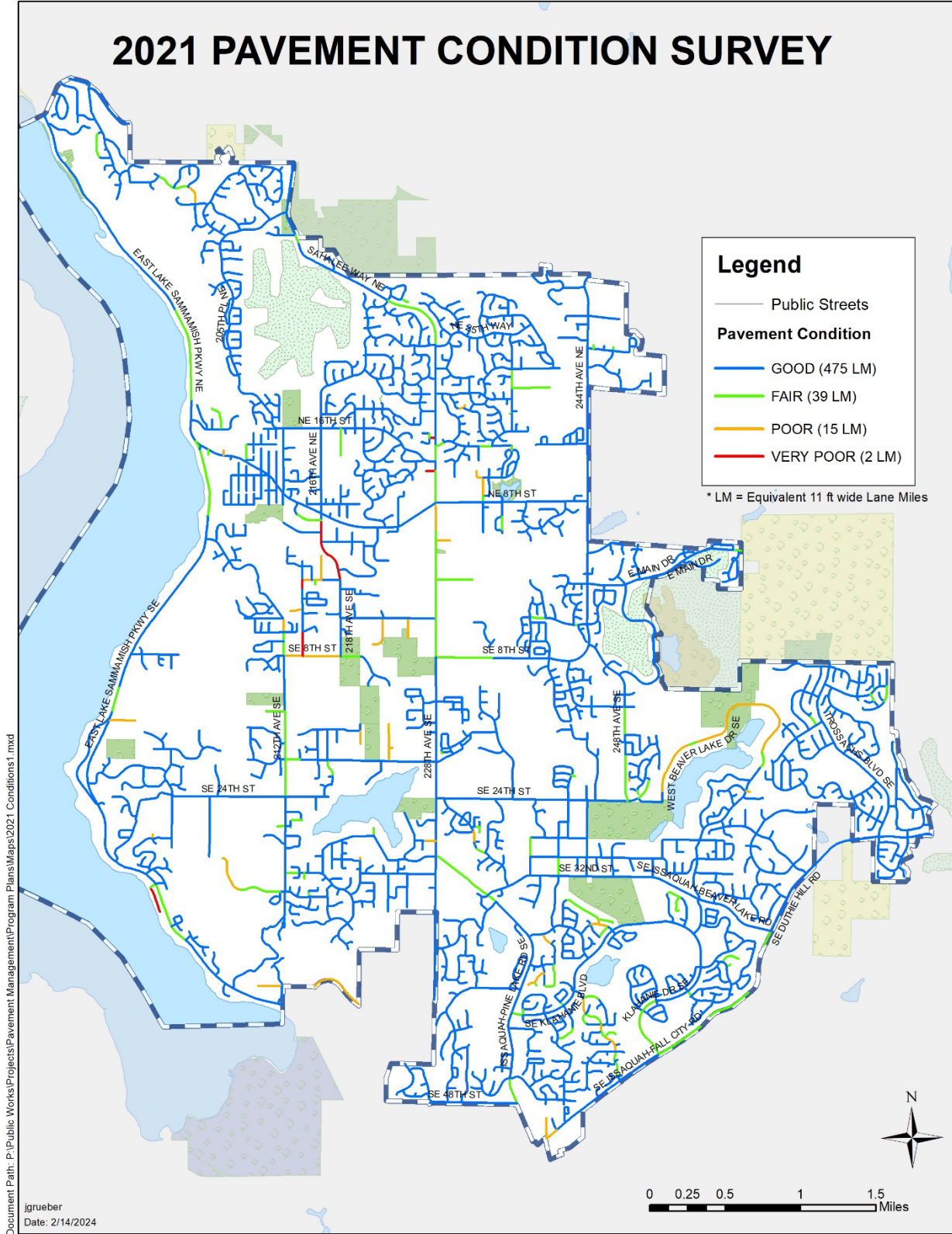


FIGURE 6. MAP OF CITY STREET NETWORK BY PAVEMENT CONDITION CATEGORY

2.3.2 FREIGHT ROUTES

In Washington State, the highway and roadway system is rated according to the amount of freight and goods that are carried by truck on the system. The Washington State Freight and Goods Transportation System (FGTS) is a ranking of roads in Washington State by annual gross freight tonnage carried. The FGTS classification system is as follows:

- T-1: Over 10 million tons per year
- T-2: Between 4 and 10 million tons per year
- T-3: Between 300,000 and 4 million tons per year
- T-4: Between 100,000 and 300,000 tons per year
- T-5: At least 20,000 tons carried in a 60-day period and less than 100,000 tons per year

The FGTS system is affected by changes in the economy, international trade, and the transportation industry such as changes in truck travel patterns, cargoes, and tonnages. Revisions to the FGTS routes and tonnage classifications are developed by the agency having jurisdiction over the roadway segment.

Freight travel within the City of Sammamish is limited, with the primary movement of goods being retail oriented in commercial developments. There are no significant industrial, manufacturing or import/export freight generators in the city, however, there are existing sorting facilities in nearby cities, FedEx in the City of Issaquah and UPS in the City of Redmond. Freight traffic uses the arterial corridors 228th Ave/Sahalee Way, East Lake Sammamish Parkway, Issaquah-Pine Lake Road, and Issaquah-Fall City Road. Each of the above routes carries over 2 million tons of truck freight annually. The current Washington FGTS system identifies a total of 14 freight routes in the city, each of which are classified T-3 freight routes. Freight routes and their corresponding FGTS classification are summarized in **Table 8** and shown graphically in **Figure 7**.

TABLE 8. 2023 FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS) ROUTES

| ROUTE | FGTS CLASS | AVERAGE DAILY TRUCK TRAFFIC | ANNUAL FREIGHT TONNAGE |
|--|------------|-----------------------------|------------------------|
| 228 th Ave/Sahalee Way (N City limit to SE 40 th St) | T-3 | 1,203 | 3,531,000 |
| E Lake Sammamish Pkwy (N City limit to S City limit) | T-3 | 859 | 2,588,750 |
| Issaquah-Pine Lake Rd (228 th Ave to I-FC Rd) | T-3 | 813 | 2,874,750 |

| ROUTE | FGTS CLASS | AVERAGE DAILY TRUCK TRAFFIC | ANNUAL FREIGHT TONNAGE |
|---|-------------------|------------------------------------|-------------------------------|
| Issaquah-Fall City Rd (I-PL Rd to Duthie Hill Rd) | T-3 | 797 | 2,629,000 |
| SE 40 th St (E Lk Samm Pkwy to 228 th Ave) | T-3 | 616 | 1,778,700 |
| Duthie Hill Rd (I-FC Rd to City limit) | T-3 | 543 | 1,698,000 |
| 244 th Ave NE (N City limit to NE 8 th St) | T-3 | 494 | 1,753,000 |
| Inglewood Hill Rd (E Lk Samm Pkwy to 228 th Ave) | T-3 | 371 | 1,117,750 |
| NE 8 th St (228 th Ave NE to 244 th Ave NE) | T-3 | 396 | 1,377,000 |
| SE 20 th St (212 th Ave SE to 218 th Ave SE) | T-3 | 241 | 731,750 |
| SE 32 nd Way (I-PI Rd to Duthie Hill Rd) | T-3 | 268 | 698,000 |
| 212 th Ave NE (Louis Thompson Rd to 212 th Way) | T-3 | 223 | 590,000 |
| Louis Thompson Rd (E Lk Samm Pkwy to 212 th Ave) | T-3 | 176 | 489,250 |
| 216 th Ave NE (Inglewood Hill Rd to NE 20 th Way) | T-3 | 124 | 353,750 |



FIGURE 7. 2023 FREIGHT ROUTES

2.3.3 STATE HIGHWAYS

IDENTIFICATION OF STATE HIGHWAYS

No state highways are located within Sammamish City limits. However, three State-controlled highways, Interstate 90 (I-90), State Route 520 (SR 520), and State Route 202 (SR 202), run near or adjacent to Sammamish, these routes act as the primary means of accessing into and out of the city. Improvements to these facilities will highly impact traffic conditions in Sammamish and in turn, conditions on the highways will be impacted by transportation conditions and improvements in Sammamish.

I-90 is a limited-access freeway that consists of three lanes in each direction and runs east-west, approximately one mile south of the southern Sammamish City limits serving as the primary east-west freeway for regional travel within and beyond western Washington.

SR 520 is a limited access freeway that consists primarily of two to three lanes in each direction and runs east west between the Cities of Redmond, Bellevue and Seattle. There are HOV lanes present along various stretches of this highway, but these lanes are not continuous.

SR 202, which runs adjacent to the northern Sammamish City limits, connects to SR 520 west of the city, consisting of one lane in each direction, widening to two lanes in each direction west of Sahalee Way. This transportation facility serves as the primary east-west highway alternative to I-90; providing direct connection to the Cities of Redmond, Bellevue, Kirkland, and Seattle to the west, and to the Cities of Snoqualmie and North Bend to the east.

Both I-90 and SR 520 connect directly to Interstate 405 (I-405) and Interstate 5 (I-5) to the west.

HIGHWAYS OF STATEWIDE SIGNIFICANCE

In 1998, Highways of Statewide Significance (HSS) legislation was passed by the Washington State Legislature and codified as RCW 47.06.140. Highways of Statewide Significance are those facilities deemed to provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. The legislation emphasizes that these significant facilities should be planned from a statewide perspective (WSDOT 2004). Thus, level-of-service requirements for HSS highways are established by WSDOT, not by local standards.

Both I-90 and SR 520 have been designated HSS and thus is controlled by Washington State LOS requirements.

2.4. EXISTING TRANSPORTATION FACILITIES INVENTORY

2.4.1 CONNECTIVITY

Transportation system connectivity is one of several concepts commonly used in system performance measurement to describe the ease with which people can travel across the region. At its simplest level, network connectivity addresses the question, "Can I get where I want to go easily and can I do so safely?" Transportation systems lack of connection can hinder mobility for all modes of transportation, increase the length of time to travel, increase pollution, slow important emergency response and increase equitable disparities.

Connecting routes from other areas of the city can be challenging when there is a lack of infrastructure due to a disconnected street network, and in some cases topography challenges. The City of Sammamish inherited its street and sidewalk network from King County when the city incorporated in 1999. Though many upgrades throughout Sammamish communities have occurred since incorporation, many barriers and gaps still exist. Dense areas with commercial land uses and streets that serve schools are particularly important for safe and efficient movement of people and goods.

2.4.2 SAMMAMISH STREET NETWORK CHALLENGES

With the incorporation of Sammamish in August 1999, the city inherited a roadway network that was semi-rural in nature that lacked connectivity to facilitate movement within and out of the city. Current challenges faced by communities include a relatively unconnected street system, roads that were built to rural standards, and significant grade changes to the topography that makes active modes of transportation difficult for many users.

REGIONAL CONNECTIVITY

Only a few streets provide meaningful connections to the regional network. These include:

- 228th Avenue SE/Sahalee Way NE/Issaquah Pine Lake Road, which provides the north-south connection through central Sammamish to Redmond and State Route (SR) 202 to the north and Issaquah, Interstate 90 (I-90) via SE 43rd Way, and Issaquah-Pine Lake Road/Issaquah-Fall City Road to the south.
- East Lake Sammamish Parkway provides a scenic north-south alternative connecting to Redmond and Issaquah. The Parkway skirts the far west side of the city along the lake and off the plateau.
- 244th Avenue NE, which connects to SR 202 in the northeast portion of the city. Both Sammamish and unincorporated King County abut 244th Avenue NE.

- SE Issaquah-Fall City Road/SE Duthie Road, which connects to East Lake Sammamish Parkway just north of the I-90 Front Street interchange in Issaquah and SR 202 to the east in unincorporated King County.

Furthermore, the full extent of these connections is not within the City’s jurisdiction. For example, the north ends of Sahalee Way NE and 244th Avenue NE are in unincorporated King County yet the traffic signals at those two intersections are under the Washington State Department of Transportation’s control. Portions of East Lake Sammamish Parkway and SE 43rd Way are in Issaquah while SE Issaquah Fall City Road is in Issaquah and unincorporated King County. Thus, many of the most critical bottlenecks that impact Sammamish residents’ ability to “get off the plateau” are not within the City’s direct control.

LOCAL CONNECTIVITY

In-town circulation is impacted by a disconnected roadway system that results in traffic funneling onto just a few streets. In addition to the limited regional connections described above, there are a limited number of continuous east-west and north-south options within Sammamish. This is attributed to a roadway network that was built incrementally over time by private development, usually in the form of subdivisions centered on cul-de-sacs and dead-end streets, as seen in Figure 8. In other cases, streets are blocked by barricades barring access or are bifurcated by natural features. A lack of connectivity can result in drivers having relatively few choices and longer travel times during peak hours.

Rural Road Standards

Upon incorporation in 1999, the City inherited a roadway network that was built to rural or non-urban standards either by King County or private development. In general, these roadways are not built to standards that could be expected in a city – many streets lack amenities like curbs, gutters, sidewalks, bike facilities, and lighting. Instead, these roads only have asphalt travel lanes, unimproved shoulders, and ditches for stormwater conveyance.

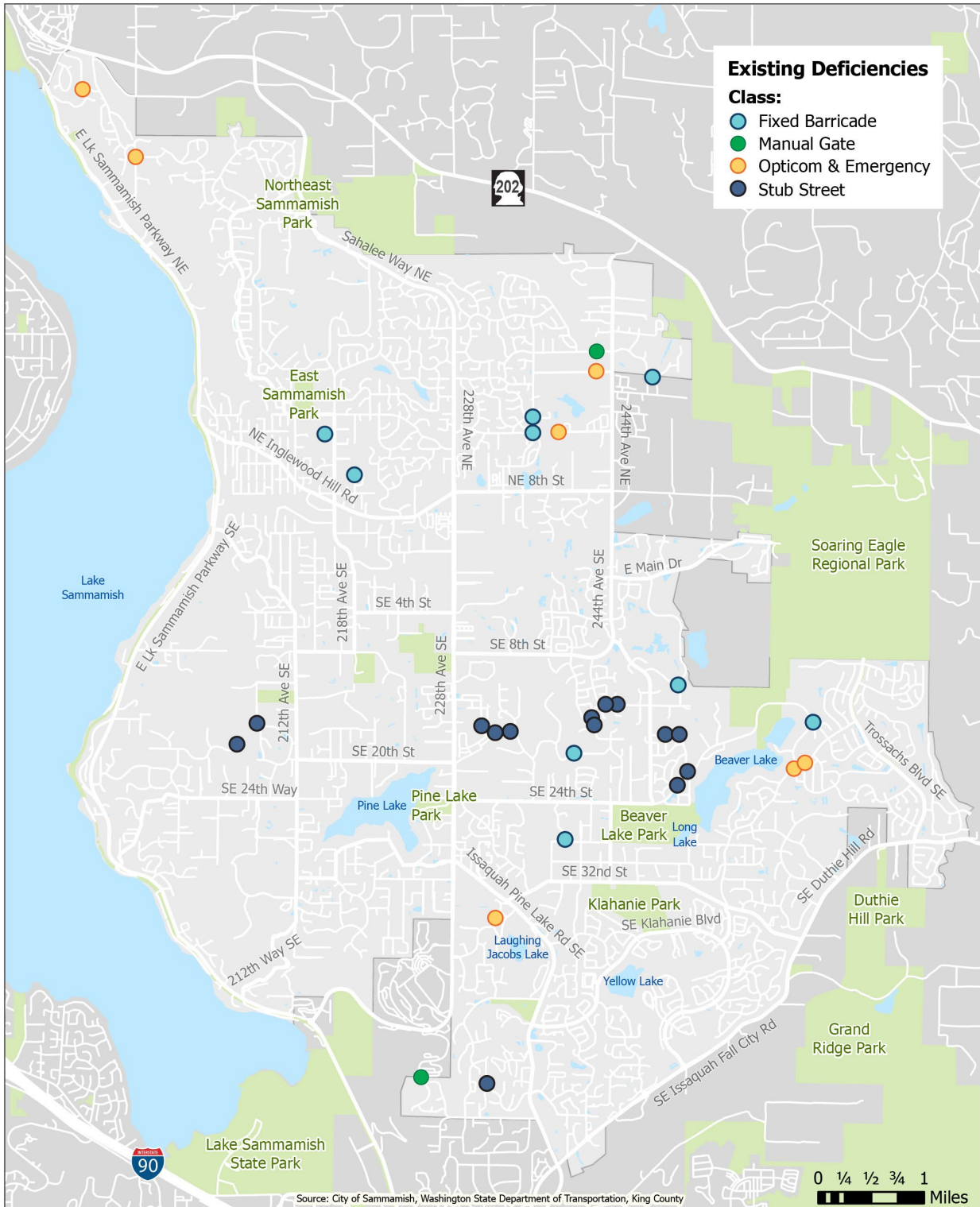


FIGURE 8. EXISTING DISCONNECTS

2.4.3 INTERSECTIONS

INTERSECTION INVENTORY

The City street network includes a total of 25 signalized intersections, 13 roundabouts, and nine all-way stop controlled intersections within City limits. Of the nine all way stop controlled intersections, two include overhead flashers to increase driver awareness of the intersection control. The locations of signalized, roundabout, and all-way stop intersections are illustrated in **Figure 12**. These intersections serve a key role in the mobility of Sammamish drivers.

VEHICULAR TURNING MOVEMENT COUNTS

Intersection turning movement counts were collected from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM at 54 locations in and near Sammamish on Thursday, March 16 and Tuesday, March 21, 2023 showing in Figure 9Figure 10Figure 11. Turning movement counts were analyzed to identify the peak hour of volume at each counted intersection during each two-hour count period. The peak hour is defined as the four consecutive 15-minute intervals with the highest volume during each count period. The morning peak hour typically corresponds to the hour of highest commuter and school-related traffic, while the afternoon peak hour typically corresponds to hour of highest commuter and shopping-related traffic (often characterized as the evening “rush hour”). Intersection peak hour counts represent the basis for the intersection operations analyses described later in this document.

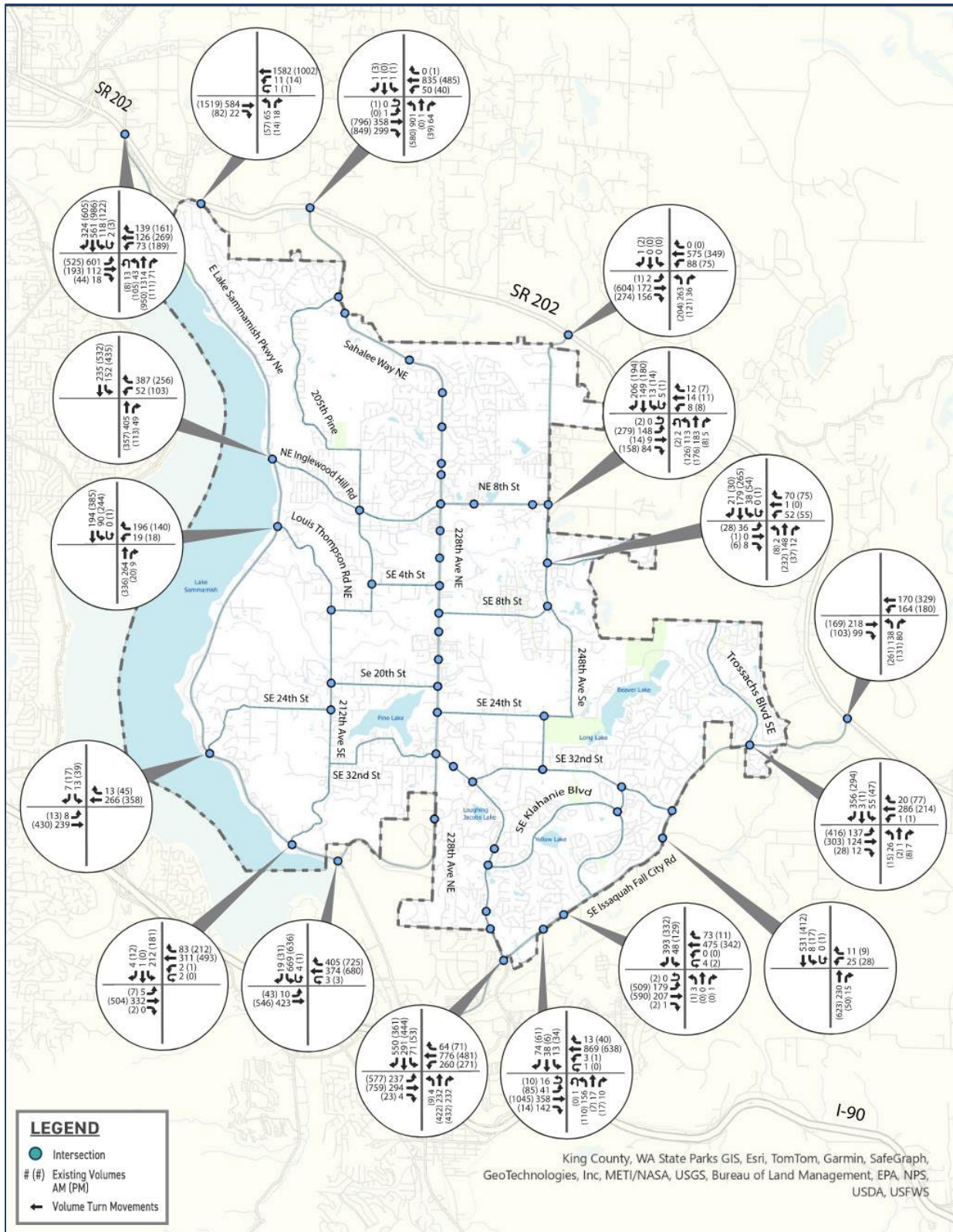


FIGURE 9: 2023 INTERSECTION MOVEMENTS

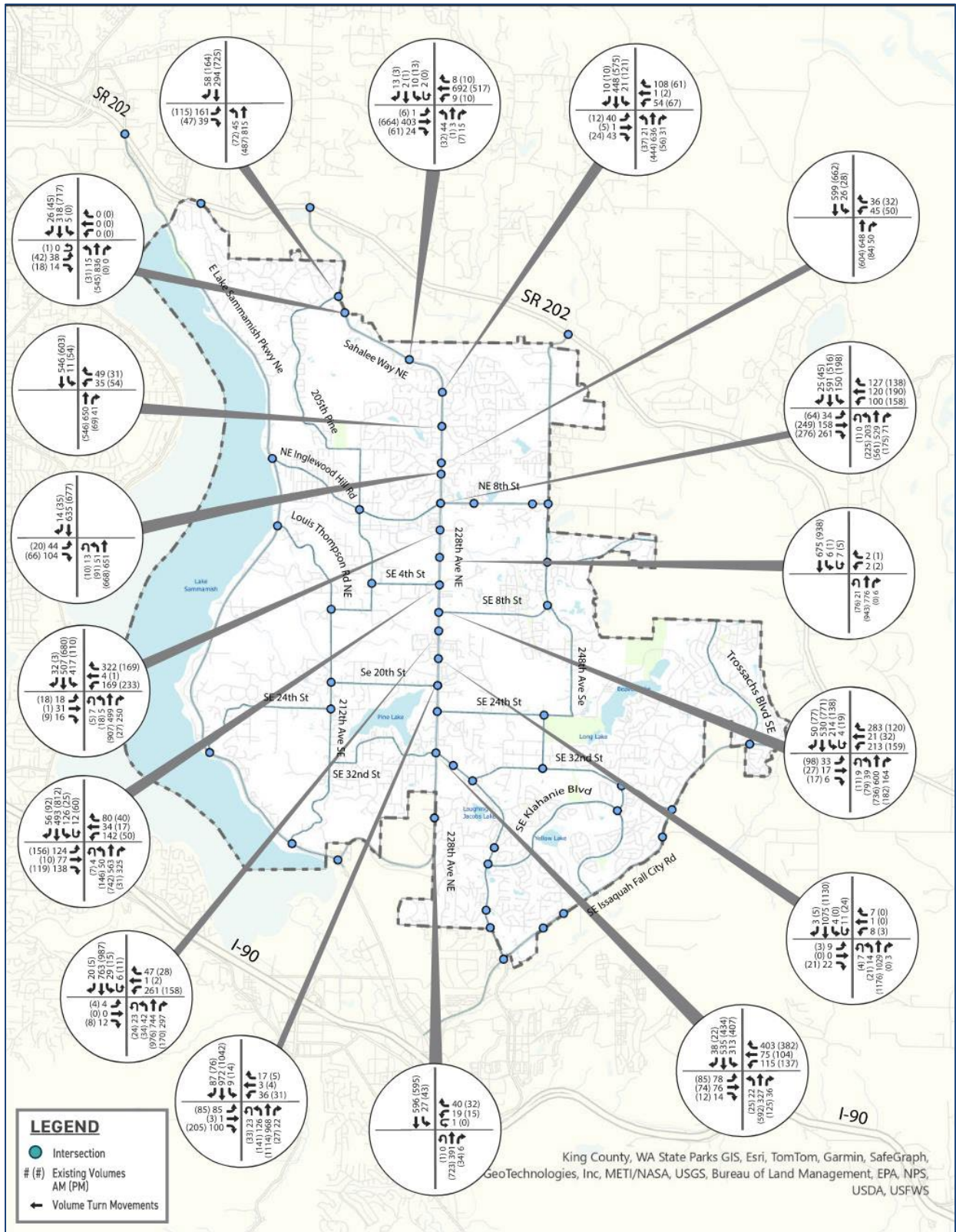


FIGURE 10: 2023 INTERSECTION MOVEMENTS

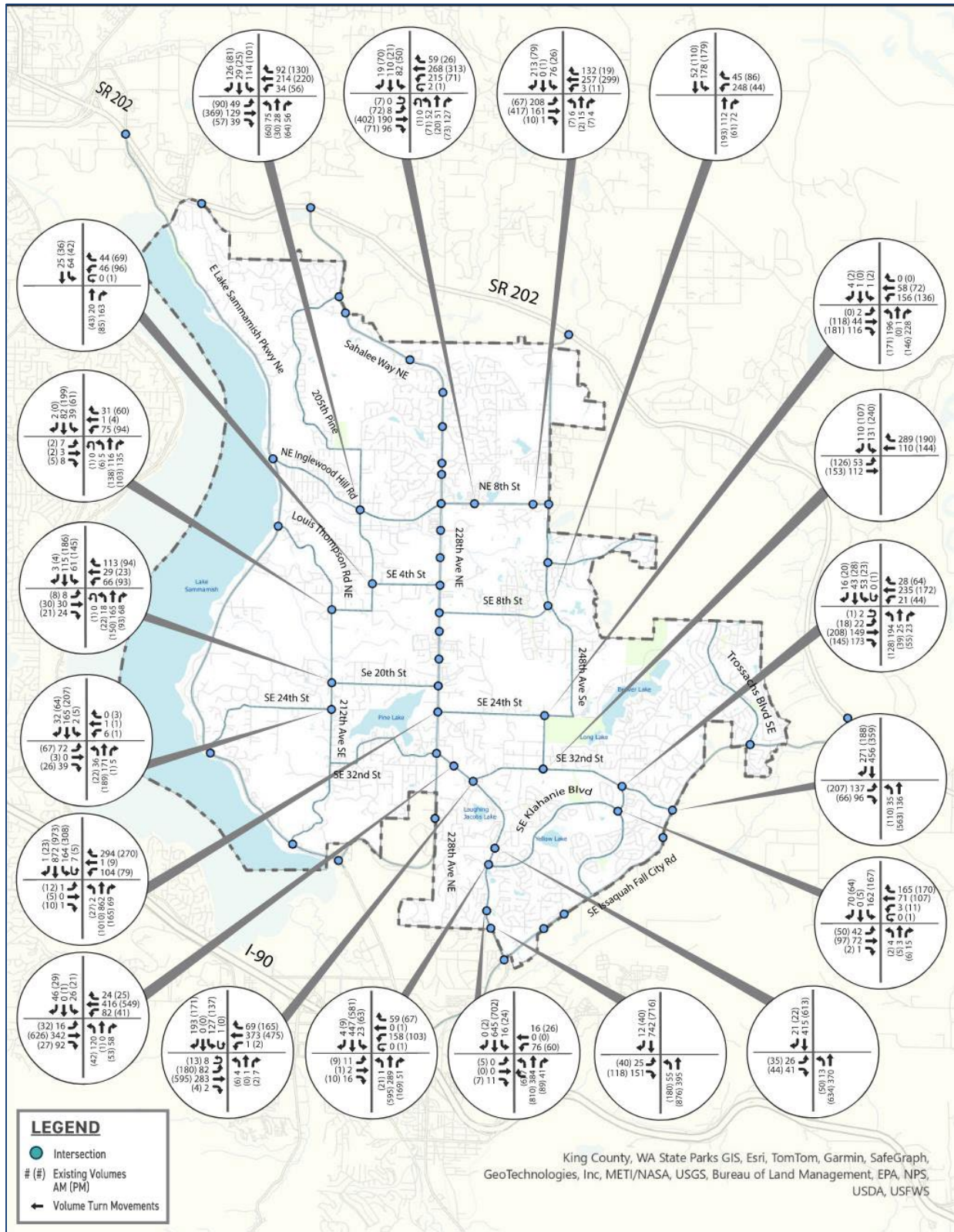


FIGURE 11: 2023 INTERSECTION MOVEMENTS

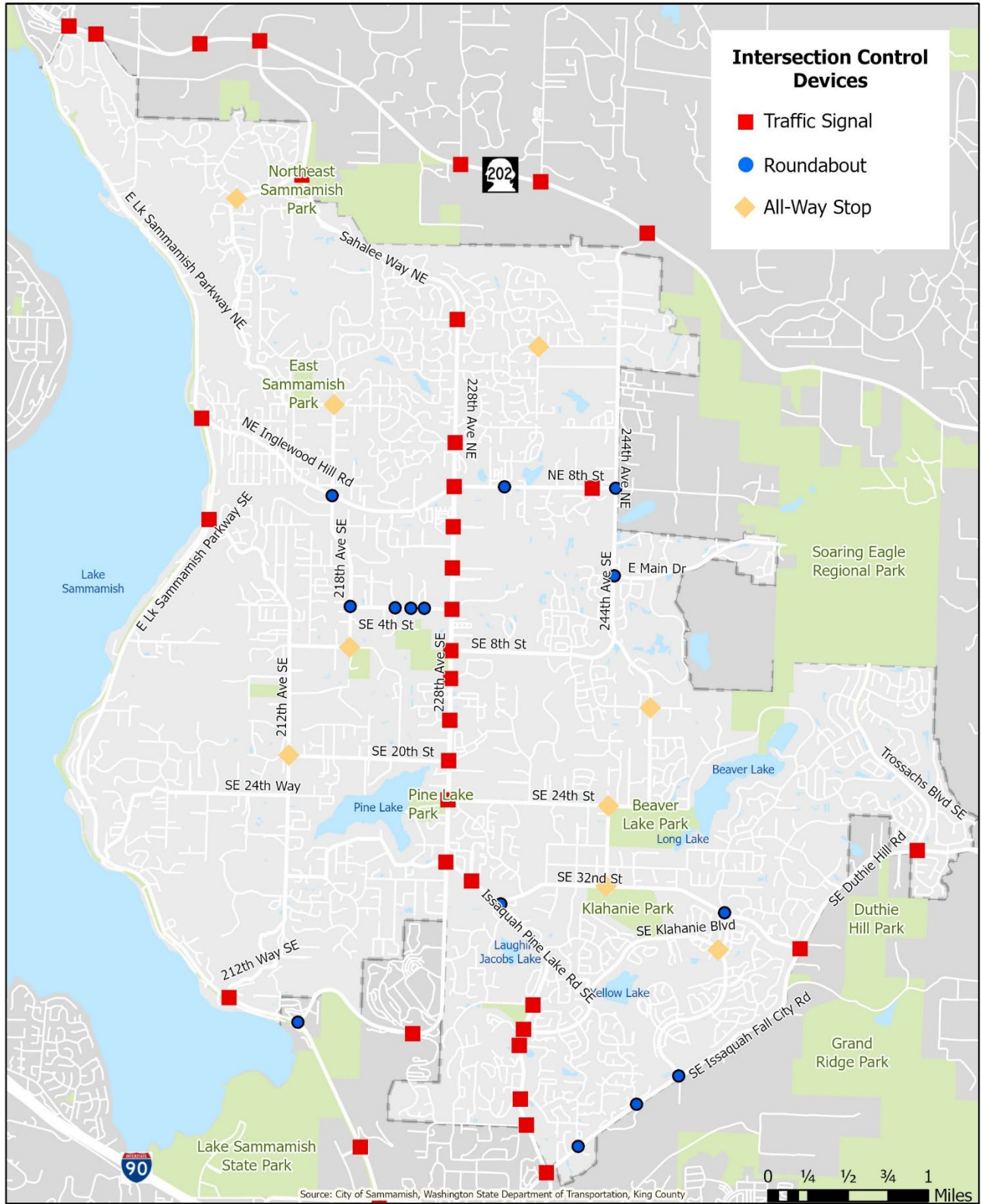


FIGURE 12: 2023 INTERSECTION CONTROL DEVICES

2.4.4 TRAFFIC CALMING INVENTORY

The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.

Sammamish maintains a comprehensive traffic calming program known as the Neighborhood Traffic Management Program (NTMP). The NTMP represents the City's commitment to the safety and livability of residential neighborhoods. The NTMP maintains and tracks traffic calming measures that were already in place when the City was incorporated, and it implements new measures. It is a joint effort between the community, the Public Works Department, and Sammamish City Police. The program aims to reduce the impact of traffic on neighborhoods. The NTMP provides a process for identifying and addressing traffic concerns.

Under the program, Public Works (PW) staff and City Police work with the community to evaluate traffic issues. The type and severity of problems are identified through active participation by community members. Then an approach is planned and implemented to address the problems. After implementing solutions, the effectiveness is evaluated.

The City of Sammamish places a high value on neighborhood livability. Although livability has no precise definition, it can be thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhoods.
- The opportunity to interact socially with neighbors without distractions or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.
- A balanced relationship between multiple uses and needs of a neighborhood.

Traffic calming devices currently utilized in the NTMP for use in the City include traffic circles, chicanes, choker islands and curb extensions, raised tables for crosswalks (only allowed in school zones and non-arterial roadways), roadway narrowing, raised intersections, and medians. Existing traffic calming devices within Sammamish are located primarily along:

- NE 14th Drive from 228th Avenue NE to 220th Place NE;
- NE 14th Street from 228th Avenue NE to 235th Avenue NE;
- NE 19th Drive from 228th Avenue NE to 236th Avenue NE;
- NE 20th Way from 216th Avenue NE to NE 25th Way;
- NE 22nd Street at 236th Avenue NE;
- NE 25th Way from 228th Avenue NE to 239th Place NE;

- 205th Place NE from NE 31st Street to NE 37th Way;
- 217th Avenue NE from NE Inglewood Hill Road to Main Street;
- SE 30th Street from 244th Avenue SE to 252nd Avenue SE;
- SE 32nd Street from 228th Avenue SE to 220th Avenue SE;
- Klahanie Drive SE at 249th Avenue SE;
- SE Klahanie Boulevard at 244th Place SE;
- SE Klahanie Boulevard from Klahanie Park to Challenger Elementary School;
- Audubon Park Drive SE from SE 24th Street to SE 32nd Way;
- 230th Way SE from SE 42nd Street to SE 48th Street;
- 241st Avenue SE from SE 32nd Street to SE 37th Place;
- 248th Avenue SE at SE 17th Place;
- 262nd Avenue SE from SE 31st Street to SE 33rd Street;
- SE Windsor Blvd from 244th Avenue SE to Windsor Drive SE;
- E Beaver Lake Dr SE from SE Issaquah-Beaver Lake Rd to SE 31st Place; and
- E Beaver Lake Way SE between E Beaver Lake Drive SE.

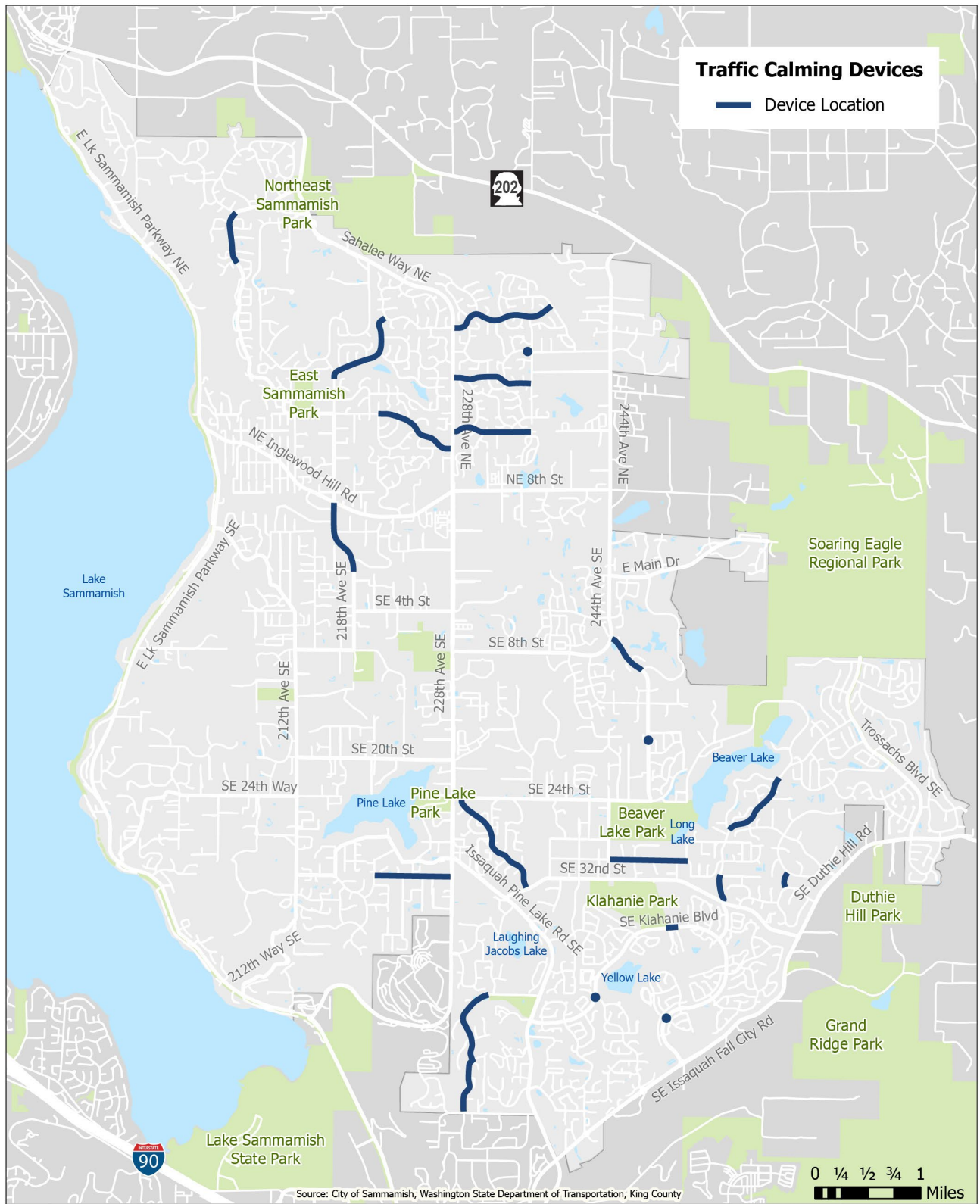


FIGURE 13: TRAFFIC CALMING DEVICE MAP

2.4.5 NONMOTORIZED INVENTORY

Nonmotorized modes of travel are primarily comprised of biking and walking but may also include other transportation devices, such as wheelchairs, scooters, and ebikes. An inventory of existing nonmotorized facilities, including sidewalks, off-street trails, and bike lanes, was undertaken to identify the current level of nonmotorized connectivity in Sammamish. **Figure 15** illustrates existing pedestrian and bicycle facilities and identifies the locations of major nonmotorized attractions including schools, parks, and public facilities.

SIDEWALK FACILITIES

Sidewalks provide a safe and accessible space for pedestrians along the public street network. The City of Sammamish inherited its street and sidewalk network from King County when the city incorporated in 1999. Though many upgrades throughout the City have occurred since incorporation, many gaps still exist in the sidewalk network that require attention. Dense areas with commercial land uses and streets that serve schools are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets.

The Sammamish street network includes 214.4 miles of sidewalk. **Figure 14** represents gaps along the Pedestrian Priority Network; approximately 139.2 miles of City streets include sidewalks on one or both sides. This represents 66 percent of the public street network.

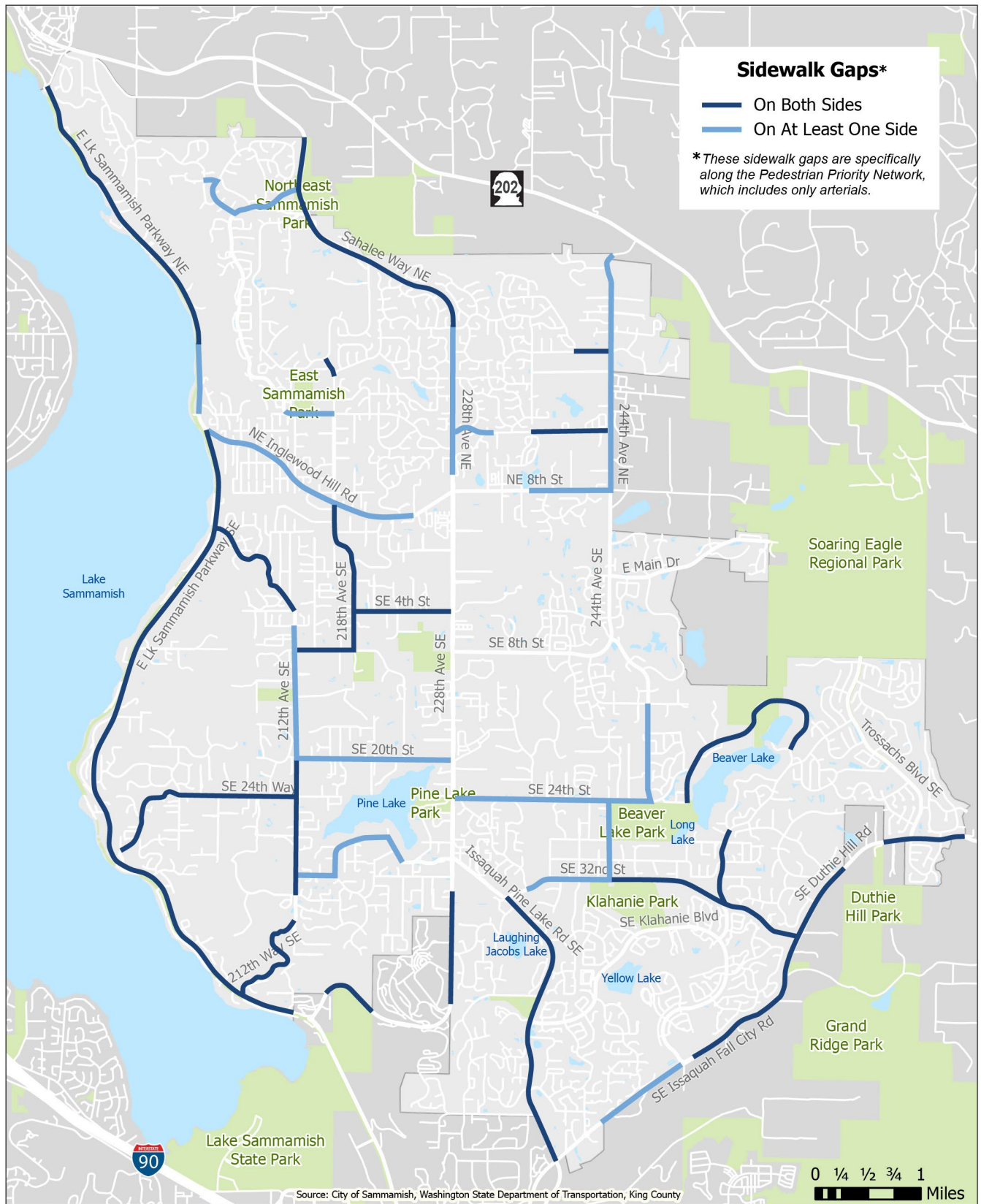


FIGURE 14. SIDEWALK GAPS ALONG THE PEDESTRIAN PRIORITY NETWORK

BICYCLE FACILITIES

Bike lanes are portions of paved streets which have been designated by striping, signage, and pavement markings for exclusive use by bicyclists. These facilities provide physical separation between bicyclists and vehicle traffic and generally create a more comfortable experience for bicyclists relative to shared-use lanes, particularly on high-speed, high-volume streets. The Sammamish street network includes 24.8 miles of bike lanes, the majority of which exist on collector and arterial streets. A total of 16.4 miles of public streets include bike lanes on one or both sides of the street. The existing bicycle facilities are shown in **Figure 15**.

Shared use of travel lanes by vehicles and bicycles can provide a viable option for bicycle connectivity on low-volume, low-speed streets. Shared-use streets may be identified using Shared Lane Markings (SLMs) or “sharrows.” SLMs are not currently used in the Sammamish street network.

Paved shoulders may be used by pedestrians and cyclist, although they are considered a gap in the pedestrian and bicycle network. Paved shoulders are shown in **Figure 15**. A total of 17.5 miles of public streets include paved shoulders on one or both sides.

OFF-STREET TRAILS

Off-street trails consist of both paved and unpaved (gravel or grass surface) paths which provide varying levels of access to pedestrians, bicyclists, and other wheeled mobility users. Off-street trails provide connections between schools, parks, transit stops, and other facilities of public interest, in locations which do not follow the existing street alignment. They also provide recreational opportunities for the community. The existing trail network includes a total of 17.3 miles of paved paths, including a 7.2-mile section of the regional East Lake Sammamish Trail, and 11.1 miles of unpaved paths. This excludes unpaved trails within the city and neighborhood parks. The existing off-street trails are shown in **Figure 15**.

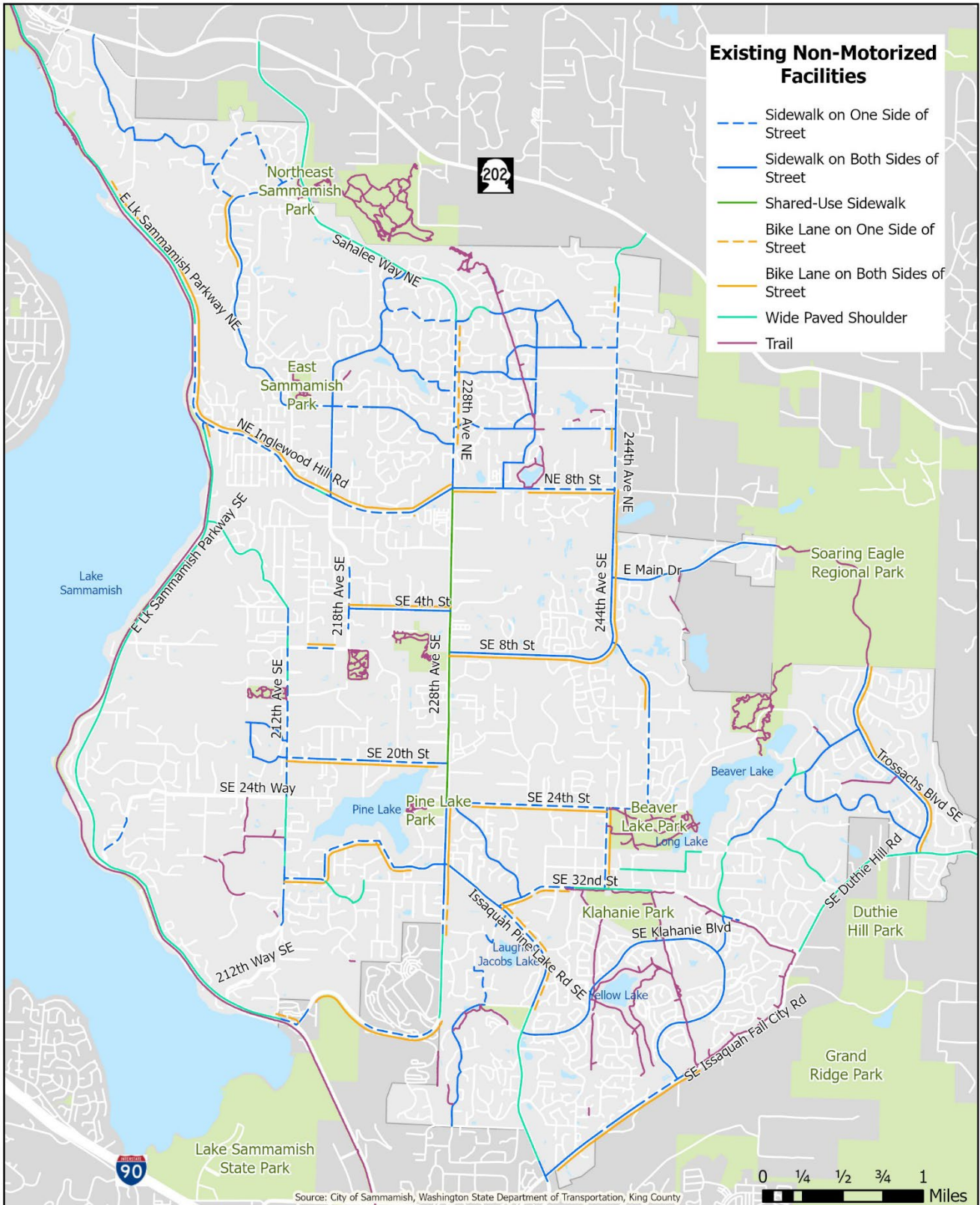


FIGURE 15: 2023 NONMOTORIZED FACILITIES

2.4.6 TRANSIT INVENTORY

TRANSIT SERVICE

King County Metro and Sound Transit provide transit service to the City of Sammamish. Two transit routes currently serve the city on weekdays, with service as summarized in **Table 9**. As of February 2024, there is no fixed route transit service in Sammamish on either weekend day.

TABLE 9. 2023 FIXED-ROUTE TRANSIT SERVICE

| ROUTE # | ROUTE DESCRIPTION | SERVICE HOURS | HEADWAY |
|---------|---|-----------------------------------|--|
| 269 | Issaquah TC / North Issaquah / Issaquah Highlands / Bear Creek / Overlake | Monday-Friday 6:23 AM-7:39 PM | Every 30 minutes* |
| 554 | Redmond / Issaquah Highlands / Issaquah TC / Downtown Seattle | Monday-Friday 4:38 AM-11:41 PM | 2 trips AM southbound 5 trips PM northbound |

Note: Route 269 scheduled headway is working toward a service change from 30 minutes to 15 minutes.

In addition to the fixed route transit services described above, King County Metro operates Metro Flex, an on-demand neighborhood transit service, within a designated geographic area in the City of Sammamish. The service runs from 7 AM to 6 PM on weekdays and from 9 AM to 6 PM on Saturdays. Existing transit facilities and fixed-route transit service area are shown in **Figure 16**.

TRANSIT RIDERSHIP

US Census data indicates that 5.7 percent of Sammamish residents commute by transit. Total stop activity (boardings and alightings) Citywide decreased 35 percent between 2019 and 2022, to approximately 500 boardings/alightings per day in 2022. Metro Flex averaged 78 rides per day in April 2023.

PARK-AND-RIDE FACILITIES

Sammamish currently has four park-and-ride (P&R) facilities, which are summarized in shown in **Figure 16**. Fixed route transit service via Sound Transit or King County Metro is available at South Sammamish Park & Ride and the Sammamish Hills Lutheran Church lots. There are two parking facilities (Klahanie #1 & #3) available for commuters, however they do not accommodate fixed route transit services.

Existing transit routes and P&R lots within the Sammamish City limits are shown in **Figure 16**. Outside of the City limits, the nearest P&R lots are:

- Bear Creek P&R at 7760 178th PI NE, Redmond (334 spaces);

- Tibbett's Valley P&R at 12th NW and Newport Way, Issaquah (594 spaces).
- Issaquah Highlands P&R at Highlands Drive NE and NE High Street, Issaquah (1,000 spaces).

The lots outside of Sammamish provide Sammamish residents an opportunity to park and connect to transit.

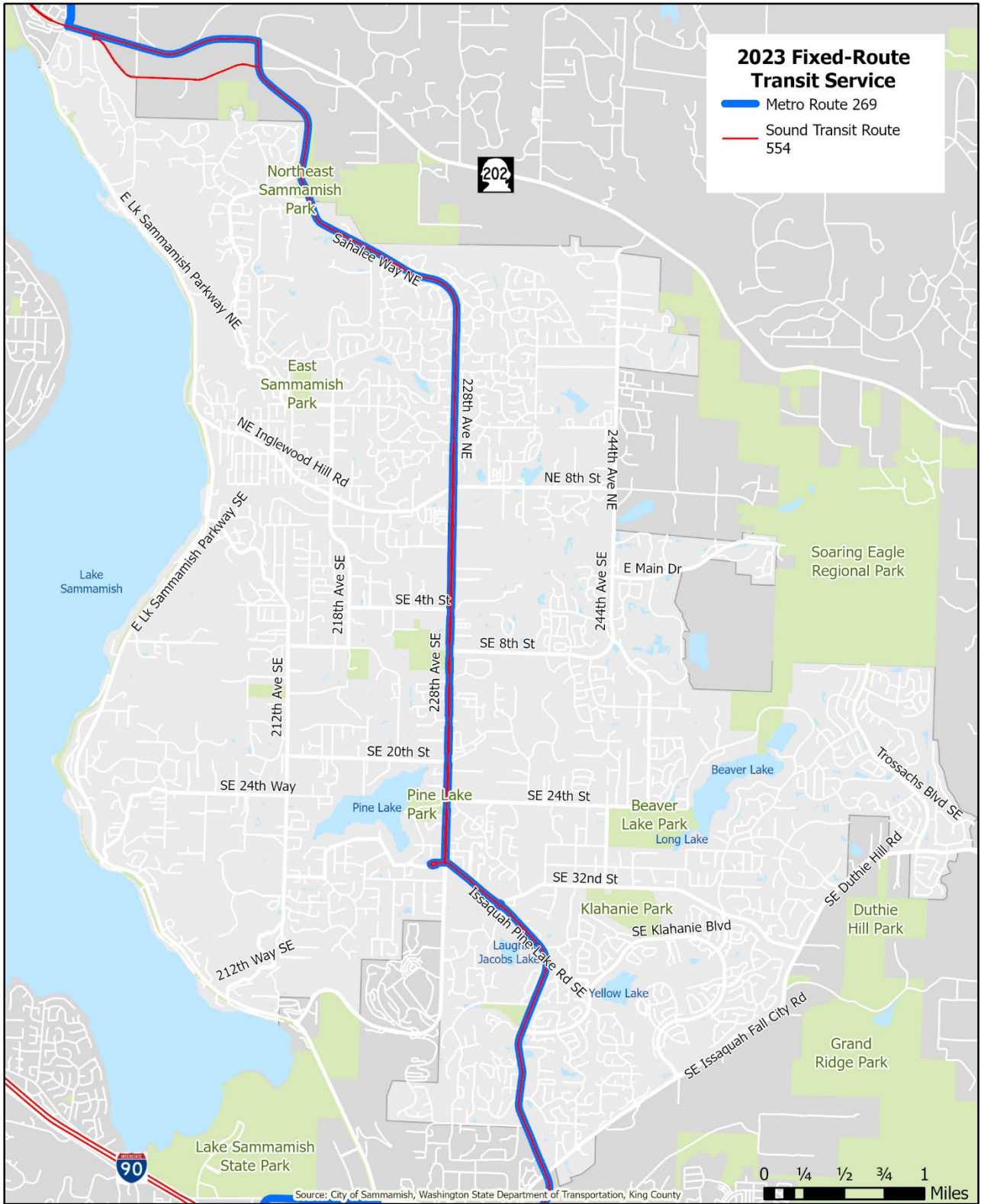


FIGURE 16: 2023 FIXED-ROUTE TRANSIT SERVICE

2.5 LEVEL OF SERVICE

2.5.1 INTERSECTION LEVEL OF SERVICE

DEFINITION

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway corridor or an intersection. LOS for intersections is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM refers to a variety of strategies that reduce congestion on our transportation corridors. TDM emphasizes commute options, including the use of carpools, vanpools, buses, bicycling, walking, compressed or varied work hours, or working from home. These strategies will be particularly critical in Sammamish given the constraints of the city and region's roadway network and the cost to add capacity to the roadway network.

TRANSPORTATION CONCURRENCY MANAGEMENT

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines "concurrent" as any necessary "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency's adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

A Transportation Concurrency Management System (TCMS) is a policy procedure designed to monitor the adequacy of a transportation system to serve new development. The criteria for an intersection's inclusion in the TCMS are:

1. All signalized, all-way stop controlled, or roundabout intersections on functionally classified streets.
2. Intersections with stop control on at least one functionally classified (arterial or collector) approach.

A total of 52 intersections in Sammamish meet the above criteria and are included in the TCMS.

INTERSECTIONS

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

INTERSECTION LEVEL OF SERVICE POLICY

Intersection level of service (LOS) is calculated using the standard analysis procedures described in this section for the AM and PM peak hours. Intersections with LOS below the defined standards will be considered deficient. For intersections of roadways with different functional classifications, the standard for the higher classification applies to the entire intersection.

The intersection LOS standards adopted in the Transportation Element are LOS C for intersections that include Minor Arterial or Collector Arterial roadways, and LOS D or E for intersections that include Principal Arterials. Attaining LOS D at major intersections with high approach volumes can result in large intersections with exclusive right-turn lanes, double left-turn lanes, and additional through lanes. While these improvements reduce delays for vehicles, they can result in very long crossing distances for pedestrians, as well as increased pedestrian-vehicle conflicts. Therefore, Principal Arterials have a standard of LOS D except where LOS D cannot be met with three approach lanes in any direction. In those cases, a minimum LOS E is permitted.

INTERSECTION LEVEL OF SERVICE CRITERIA

Level of service for intersections is determined by the average amount of vehicle control delay experienced by vehicles at the intersection. For signalized and roundabout (RAB) controlled intersections the LOS is calculated based on average delay for the entire intersection. **Table 10** summarizes the LOS criteria for intersections.

The LOS criteria for minor-approach stop controlled Two-way Stop Controlled (TWSC) and all-way stop controlled (AWSC) intersections have different threshold values than those for signalized intersections, primarily because drivers expect different levels of performance from different types of transportation facilities. In general, stop-controlled intersections are expected to carry lower volumes of traffic than signalized and roundabout controlled intersections. Thus for the same LOS,

a lower level of delay is acceptable at stop-controlled intersections than it is for signalized and roundabout controlled intersections.

For TWSC intersections, LOS is calculated based on the control delay of the worst approach, which tends to be the stop-controlled minor streets, or for left turn movements from major streets, whichever is worse.

TABLE 10: INTERSECTION LEVEL OF SERVICE CRITERIA.

| LOS | SIGNAL AND ROUNDABOUT DELAY (SEC/VEH) | STOP-CONTROLLED INTERSECTION DELAY (SEC/VEH) |
|------------|--|---|
| A | ≤10 | ≤10 |
| B | >10 – 20 | >10 – 15 |
| C | >20 – 35 | >15 – 25 |
| D | >35 – 55 | >25 – 35 |
| E | >55 – 80 | >35 – 50 |
| F | >80 | >50 |

Source: *Highway Capacity Manual 7th Edition* (Transportation Research Board 2022); “WSDOT Sidra Policy Settings” (WSDOT 2021)

INTERSECTION LEVEL OF SERVICE ANALYSIS METHODOLOGY

Sammamish utilizes Synchro 12, or latest version, software for operations analysis of signalized and stop-controlled intersections. This software allows the utilization of *Highway Capacity Manual* methodologies for intersection capacity analysis. Sidra Intersection software is utilized for roundabout operations analysis. This software uses the Sidra roundabout analysis methodology, which is the standard of practice for Washington State Department of Transportation (WSDOT) and follows WSDOT Sidra Policy.

Intersection operations model outputs are used to evaluate concurrency, predict intersection capacity and delays, inform signal timing plan options to optimize intersection operations, and to evaluate potential solutions for intersection operational deficiencies. Notwithstanding these uses, there are limitations to the use of these models. They do not, for example, account for queuing and delay impacts which occur when intersection operations are interrupted by queuing from a downstream intersection. Neither do they explicitly model unserved demand, which occurs when an intersection operates with oversaturated conditions for an extended period.

2023 INTERSECTION LEVEL OF SERVICE RESULTS

Intersection LOS for the 2023 AM and PM peak hours were calculated using intersection turning movement counts and the analysis tools and methods described above. The results of the 2023 intersection LOS analysis are summarized in **Table 11** and **Figure 17** and **Figure 18**.

In 2023, one intersection on the TCMS operated below the adopted LOS standard. The intersection of SE 8th Street and E Windsor Blvd operated at LOS F in the AM peak hour. In July 2024, this intersection level of service was corrected to operate at LOS C in the AM peak and in the PM peak.

TABLE 11. 2023 INTERSECTION LEVELS OF SERVICE

| ID | NAME | CONTROL | LOS STD | 2023 AM | | 2023 PM | |
|----|---|---------|---------|-----------|-----|-----------|-----|
| | | | | DELAY (S) | LOS | DELAY (S) | LOS |
| 1 | Issaquah-Pine Lk Rd & SE 48 th St | Signal | D | 10.2 | B | 11.6 | B |
| 2 | 228 th Ave SE & NE 12 th Pl | Signal | D | 7.3 | A | 6.6 | A |
| 3 | Klahanie Dr SE & Issaquah-Fall City Rd | RAB | D | 6.1 | A | 6.5 | A |
| 4 | 244 th Ave SE & SE 24 th St | AWSC | C | 12.4 | B | 12.1 | B |
| 5 | SE 32 nd Way & 244 th Ave E | AWSC | C | 12.4 | B | 14.2 | B |
| 6 | Issaquah-Pine Lk Rd & SE 32 nd Way | RAB | D | 4.3 | A | 5.0 | A |
| 8 | SE Klahanie Blvd & 256 th Ave SE | AWSC | C | 11.7 | B | 10.7 | B |
| 9 | Issaquah-Fall City Rd & 247 th Pl | RAB | D | 6.1 | A | 5.2 | A |
| 11 | 242 nd Ave NE & NE 8 th Street | Signal | C | 15.2 | B | 11.3 | B |
| 12 | 228 th Ave SE & SE 8 th St | Signal | D | 27.5 | C | 18.4 | B |
| 14 | 216 th Ave NE & NE Inglewood Hill Rd | RAB | C | 6.6 | A | 5.9 | A |
| 15 | 228 th Ave SE & NE Inglewood Hill Rd/NE 8 th St | Signal | D | 15.7 | B | 18.7 | B |
| 16 | 228 th Ave SE & NE 4 th St | Signal | E | 39.8 | D | 16.8 | B |
| 17 | 228 th Ave SE & SE 4 th St | Signal | E | 21.1 | C | 17.1 | B |
| 18 | 212 th Ave. SE & SE 8 th St | TWSC | C | 15.4 | C | 15.6 | C |
| 19 | 228 th Ave SE & SE 16 th Pl | Signal | D | 7.4 | A | 7.7 | A |
| 20 | E Lk Sammamish Pkwy & 212 th Way SE | Signal | C | 4.4 | A | 5.3 | A |
| 21 | E Lk Sammamish Pkwy & SE 24 th Wy | TWSC | C | 12.1 | B | 17.2 | C |
| 22 | 212 th Ave SE & SE 20 th Street | AWSC | C | 11.2 | B | 11.0 | B |
| 23 | E Lk Sammamish Pkwy & Louis Thompson Rd | Signal | C | 9.5 | A | 10.3 | B |
| 24 | E Lk Sammamish Pkwy & Inglewood Hill Rd | Signal | C | 8.7 | A | 13.6 | B |
| 25 | Sahalee Way NE & NE 37 th Way | Signal | D | 5.9 | A | 7.6 | A |
| 26 | NE 8 th Street & 244 th Ave NE | RAB | C | 4.5 | A | 5.1 | A |
| 27 | 228 th Ave SE & SE 20 th St | Signal | D | 14.2 | B | 15.7 | B |

| ID | NAME | CONTROL | LOS STD | 2023 AM | | 2023 PM | |
|----------------------------------|--|---------|---------|-----------|-----|-----------|-----|
| | | | | DELAY (S) | LOS | DELAY (S) | LOS |
| 28 | 228 th Ave SE & SE 24 th St | Signal | E | 20.3 | C | 21.3 | C |
| 29 | 228 th Ave SE & Issaquah-Pine Lk Rd | Signal | E | 25.2 | C | 28.6 | C |
| 30 | Issaquah-Pine Lk Rd & Klahanie Blvd | Signal | D | 9.3 | A | 11.4 | B |
| 31 | Issaquah Beaver Lake Rd & Duthie Hill Rd | Signal | D | 15.1 | B | 12.6 | B |
| 32 | Issaquah Beaver Lake Rd & 256 th Ave SE | RAB | C | 7.2 | A | 5.4 | A |
| 34 | 228 th Ave SE & NE 25 th Way | Signal | D | 11.7 | B | 9.7 | A |
| 35 | Issaquah-Pine Lk Rd & SE 42 nd St | Signal | D | 4.4 | A | 4.6 | A |
| 36 | Issaquah-Pine Lk Rd & 230 th Ln SE | Signal | D | 50.1 | D | 22.7 | C |
| 38 | Issaquah-Pine Lk Rd & SE 47 th Way/238 th Way SE | Signal | D | 7.6 | A | 26.1 | C |
| 39 | 233 rd Ave NE & NE 8 th St | RAB | C | 6.4 | A | 5.6 | A |
| 40 | 228 th Ave SE & E Main St | Signal | D | 5.4 | A | 6.8 | A |
| 41 | 244 th Ave NE & E Main Dr | RAB | C | 5.2 | A | 4.9 | A |
| 42 | Duthie Hill Rd & Trossachs Blvd SE | Signal | D | 14.8 | B | 15.2 | B |
| 43 | 228 th Ave SE & Church drwy/Skyline HS | Signal | D | 11.0 | B | 10.2 | B |
| 44 | SE 4 th St & 218 th Ave SE | RAB | D | 6.3 | A | 6.5 | A |
| 45 | SE 8 th Street & 218 th Ave SE | AWSC | C | 8.2 | A | 7.8 | A |
| 46 | 212 th Ave SE & SE 24 th St | TWSC | C | 15.1 | C | 13.3 | B |
| 47 | 212 th Ave SE & SE 32 nd St | TWSC | C | 10.1 | B | 10.3 | B |
| 48 | SE 8 th Street & SE Windsor Blvd* | TWSC | C | 55.1 | F | 13.3 | B |
| 49 | 216 th Ave NE & NE 16 th St | AWSC | D | 10.0 | A | 8.8 | A |
| 50 | Issaquah-Pine Lk Rd & SE 44 th Street | Signal | D | 11.6 | B | 13.7 | B |
| 51 | Issaquah-Fall City Rd & 242 nd Ave SE | RAB | C | 5.9 | A | 5.3 | A |
| 52 | SE 4 th Street & 222 nd PI SE | RAB | C | 2.5 | A | 2.6 | A |
| 53 | SE 4 th Street & 224 th Ave SE | RAB | C | 1.8 | A | 1.8 | A |
| 54 | SE 4 th Street & 225 th PI SE | RAB | C | 2.2 | A | 2.4 | A |
| 55 | SE 24 th St & 248 th Ave SE | TWSC | C | 11.3 | B | 9.8 | A |
| 56 | 248 th Ave SE & SE 14 th St | AWSC | C | 9.2 | A | 8.9 | A |
| 57 | 205 th PI NE & NE 37 th Way | AWSC | C | 7.5 | A | 7.6 | A |
| <i>Outside City of Sammamish</i> | | | | | | | |
| 61 | E Lk Sammamish Pkwy & SR 202 (Redmond-FC Rd) | Signal | E | 48.7 | D | 57.1 | E |
| 62 | E Lk Sammamish Pkwy & SE 43 rd Way | RAB | D | 4.8 | A | 4.5 | A |
| 63 | Sahalee Way NE & SR 202 (Redmond-Fall City Road) | Signal | D | 18.9 | B | 23.3 | C |

| ID | NAME | CONTROL | LOS STD | 2023 AM | | 2023 PM | |
|----|--|---------|---------|-----------|-----|-----------|-----|
| | | | | DELAY (S) | LOS | DELAY (S) | LOS |
| 64 | 244 th Ave NE & SR 202 (Redmond-Fall City Road) | Signal | E | 14.5 | B | 15.7 | B |
| 65 | Duthie Hill Rd & SR 202 (Redmond-Fall City Road) | Signal | E | 6.7 | A | 16.7 | B |
| 66 | 192 nd Dr NE & SR 202 (Redmond-Fall City Road) | Signal | E | 5.8 | A | 7 | A |
| 67 | Issaquah-Pine Lk Rd & SE Issaquah Fall City Rd | Signal | D | 18.6 | B | 22.2 | C |

¹ AWSC: all-way stop control; RAB: roundabout; Signal: signalized; TWSC: two-way (minor-approach) stop controlled

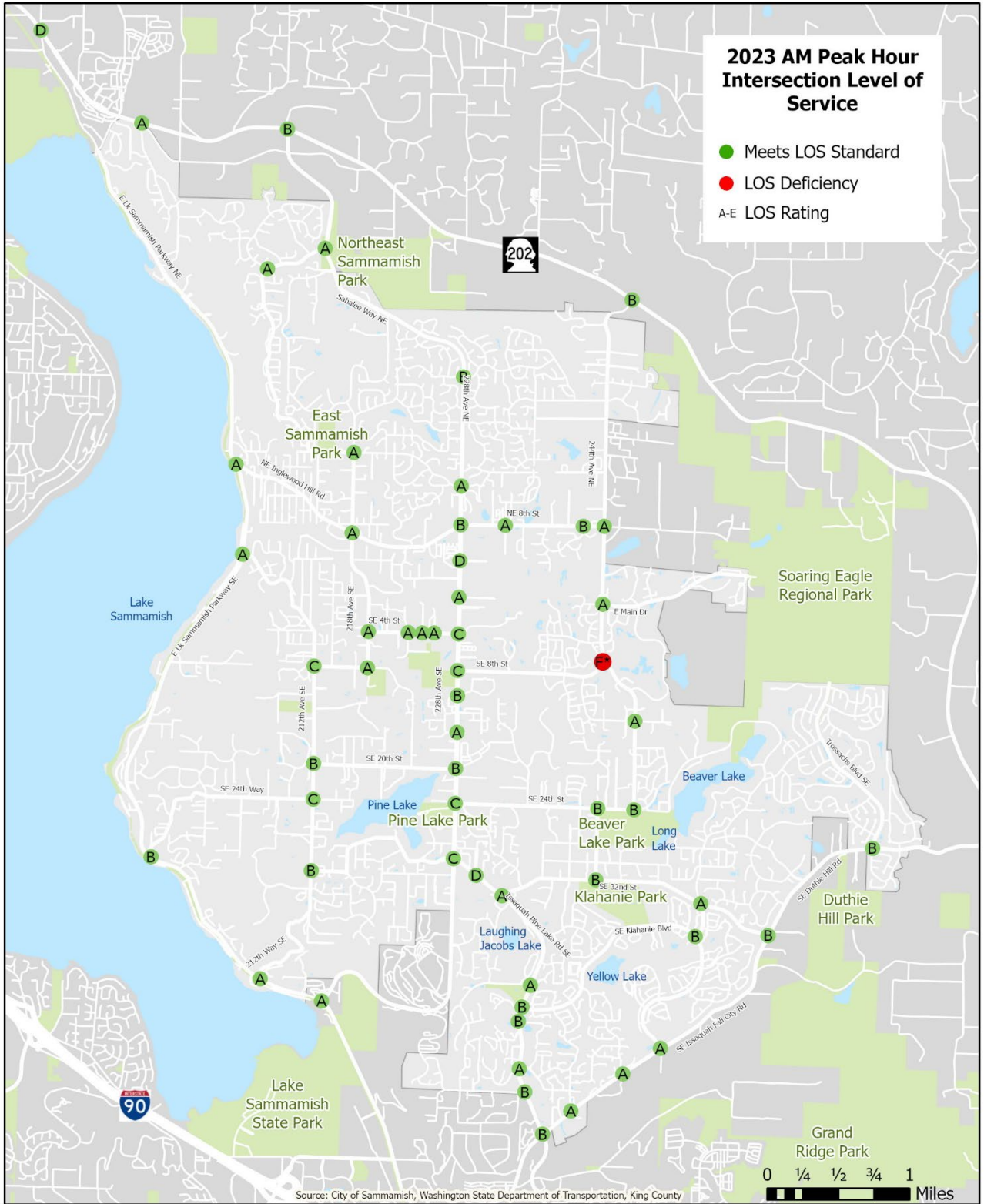
Intersection LOS deficiencies highlighted

*July 2024 mitigation has changed this intersection to LOS C in the AM and PM peak hours as of July 2024.

The following key intersections fall outside of Sammamish City limits; but have a significant impact on mobility for people travelling to and from Sammamish:

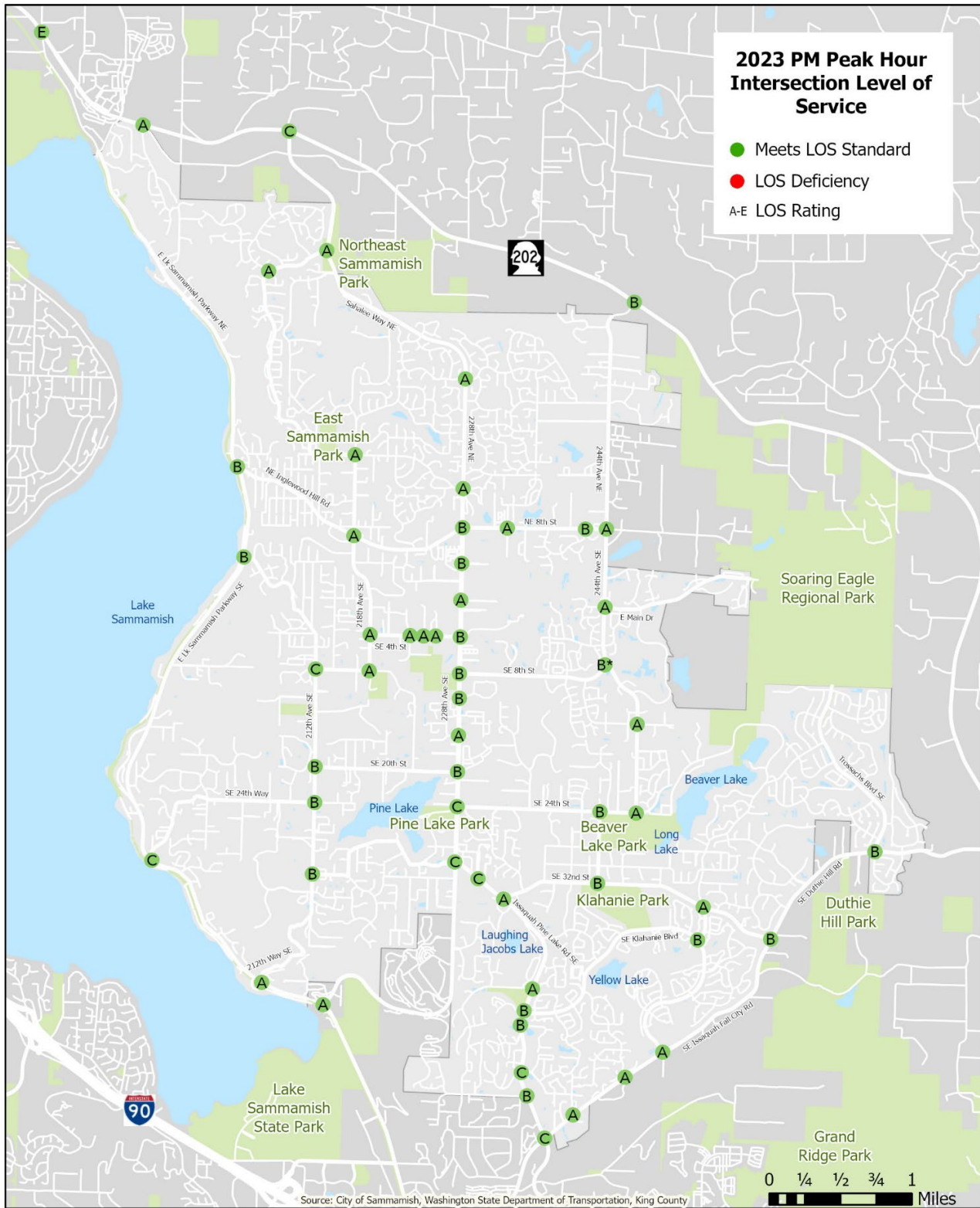
- East Lake Sammamish Pkwy and SR 202 (NE Redmond Fall City Rd)
- E Lk Sammamish Pkwy and SE 43rd Way
- Sahalee Way NE and SR 202 (Redmond Fall City Rd)
- 244th Ave NE and SR 202 (NE Redmond Fall City Rd)
- Issaquah Pine Lk Rd SE and SE Issaquah Fall City Rd
- SR 520 ramp terminal intersections with SR 202
- I-90 ramp terminal intersections with 17th Ave NW, Front St, and Highlands Dr NE

While the City does not control the operations of these intersections, their function impacts the ability of the Sammamish community to access regional destinations. Traffic analysis shows that drivers experience delays leaving the city in the morning and entering in the evening.



* July 2024 mitigation changed to LOS C

FIGURE 17. 2023 AM PEAK HOUR INTERSECTION LEVELS OF SERVICE



* July 2024 mitigation changed to LOS C

FIGURE 18. 2023 PM PEAK HOUR INTERSECTION LEVELS OF SERVICE

2.5.2 MULTIMODAL LEVEL OF SERVICE

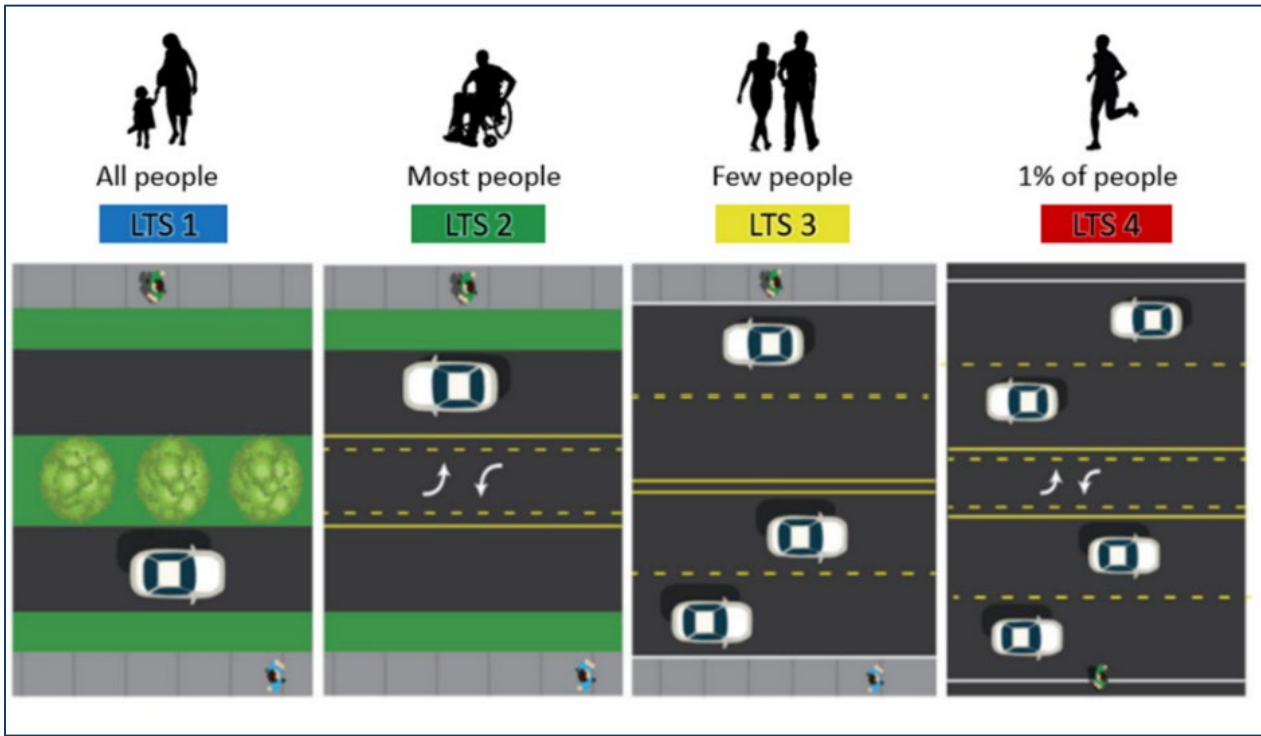
Like vehicular Level of Service (LOS), Multimodal Level of Service (MMLOS) provides a performance metric for user experience on a given element of transportation infrastructure. In support of the City of Sammamish’s multimodal transportation users, the city has broken users into three categories, Bicycle, Pedestrian, and Transit, measuring the level of service for each.

LEVEL OF TRAFFIC STRESS

For bicycle and pedestrian facilities, Sammamish’s MMLOS is based on Level of Traffic Stress (LTS). LTS is a metric based on user perception of personal comfort and/or safety. LTS is the recommended standard of practice for bicycle and pedestrian system planning; the Washington Department of Transportation (WSDOT) *Design Manual* M 22-01.22 Chapters 1510 and 1520 define a planning-level methodology. The WSDOT *Design Manual* methodology was used as the basis for the LTS analysis a full list of tables can be found in **Appendix A**. At a minimum the numeric LTS rating is based on Average Daily Traffic (AADT), posted speed, and the number of travel lanes. .

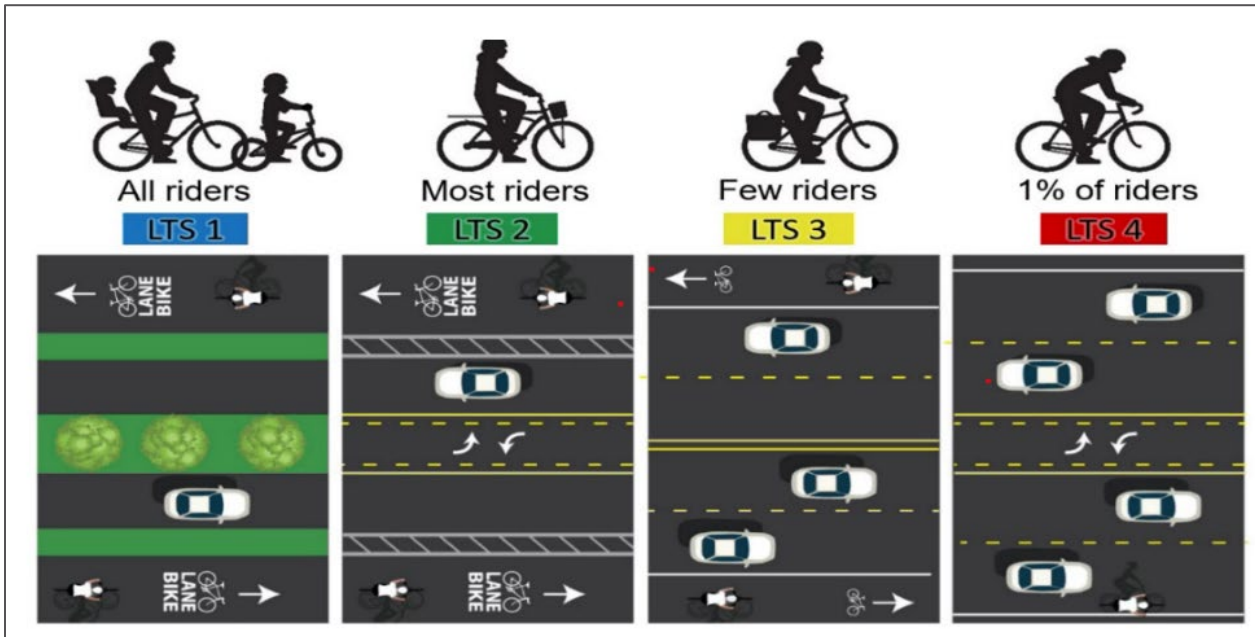
Bicycle LTS (BLTS) and Pedestrian LTS (PLTS) are expressed on a scale of 1 to 4, where a higher LTS score represents lower level of user comfort. Bicycle and pedestrian LTS categories are defined and illustrated in **Table 12** and **Figure 19** and **Figure 20**, where a designation of LTS 4 equals the lowest level of comfort, LTS 3 equals low level of comfort, LTS 2 equals a high level of comfort and LTS 1 equals highest level of comfort.

A BLTS and a PLTS score was calculated for each functionally classified (collector or arterial) street segment in Sammamish. LTS 4 was assigned to street segments evaluated that included a sidewalk on only one side of the street .



Source: WSDOT

FIGURE 19. PEDESTRIAN LEVEL OF TRAFFIC STRESS AND COMFORT



Source: WSDOT

FIGURE 20. BICYCLE LEVEL OF TRAFFIC STRESS AND COMFORT

As illustrated in **Figure 20**, the greater the separation between the bicyclist and vehicular traffic, the lower the Level of Traffic Stress.

Several factors affect the levels of stress that a bicyclist can experience, including:

- Number of travel lanes
- Speed of traffic
- Traffic volume
- Presence or lack of bicycle lanes
- Width of the bicycle lane
- Presence of physical barriers

All of these are considered when evaluating bicycle LTS.

TABLE 12. LEVEL OF TRAFFIC STRESS DEFINITIONS

| LTS | USER CATEGORY | DESCRIPTION | EXAMPLE |
|-----|----------------------|--|---|
| 1 | Very Low Stress | All Ages & Abilities: LTS 1 is a level that most children and their parents would find comfortable and safe. | Physically separated bike lane or sidewalk on a 25-mph two-lane street. |
| 2 | Somewhat Low Stress | Interested but Concerned: LTS 2 facilities are acceptable to a typical mainstream adult, who can accept some degree of stress while walking or riding. | Buffered bike lane or 6-foot sidewalk on a 30-mph two-lane street. |
| 3 | Somewhat High Stress | Enthusied & Confident: LTS 3 users can tolerate some stress even though they may prefer to ride with a lower level of traffic stress. | Unbuffered bike lane or 5-foot sidewalk on a high-volume 4-5 lane street. |
| 4 | Very High Stress | Strong & Fearless: LTS 4 is tolerated for any significant distance only by users classified "strong and fearless," who are comfortable walking or riding in close proximity to high-volume roadways. | No bike lane or sidewalk on a high-volume, high-speed arterial. |

BLTS results are shown in **Figure 21**. PLTS results are shown in **Figure 22**.



FIGURE 21. EXISTING BICYCLE LEVEL OF TRAFFIC STRESS



FIGURE 22. EXISTING PEDESTRIAN LEVEL OF TRAFFIC STRESS

PEDESTRIAN AND BICYCLE LEVEL OF SERVICE

Bicycle and Pedestrian Level of Traffic Stress are used to develop a Bicycle and Pedestrian Level of Service standard, and in turn, a Level of Service analysis for bicycle and pedestrian facilities.

Sammamish’s Level of Service standard for bicycles and pedestrians is based on the functional classification of the roadway and the evaluated Level of Traffic Stress for each mode. The City’s bicycle and pedestrian level of service standard is shown in **Table 13**.

TABLE 13: PEDESTRIAN AND BICYCLE LEVEL OF SERVICE STANDARD

| FUNCTIONAL CLASSIFICATION | PEDESTRIAN LOS STANDARD | BICYCLE LOS STANDARD |
|---------------------------|-------------------------|----------------------|
| Principle Arterials | LTS 2 | LTS 2 |
| Collector Arterials | LTS 2 | LTS 2 |
| Minor Arterials | LTS 3 | LTS 3 |

Based on the standard, each functionally classified roadway is assigned a Level of Service for Bicycles and Pedestrians as Green, Yellow, or Red, as defined in **Table 14**.

TABLE 14: PEDESTRIAN AND BICYCLE LEVEL OF SERVICE DEFINITION

| LEVEL OF SERVICE | PEDESTRIAN DEFINITION | BICYCLE DEFINITION |
|------------------|--|--|
| Green | Roadway meets MMLOS standard | Roadway meets MMLOS standard |
| Yellow | Roadway does not meet MMLOS standard, but some pedestrian facility (i.e. sidewalk) is present. | Roadway does not meet MMLOS standard, but some bicycle facility (i.e. bike lane) is present. |
| Red | Roadway does not meet MMLOS standard, and no pedestrian facility is present. | Roadway does not meet MMLOS standard, and no bicycle facility is present. |

The pedestrian Level of Service results are shown in **Figure 23**. Bicycle LOS results are shown in **Figure 24**.

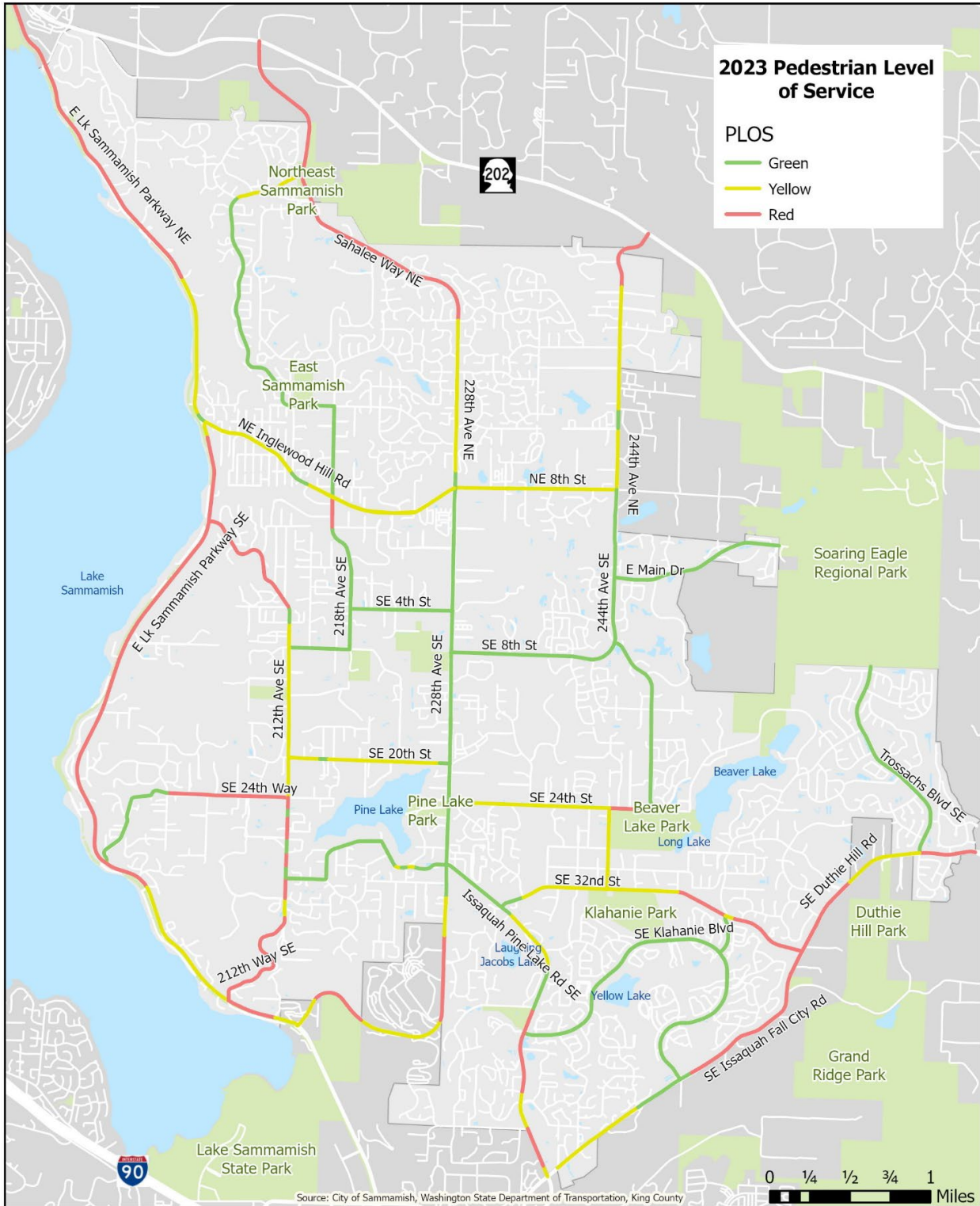


FIGURE 23: EXISTING CONDITIONS PEDESTRIAN LOS



FIGURE 24: EXISTING CONDITIONS BICYCLE LOS

TRANSIT LEVEL OF SERVICE

The 2024 Citywide Transit Plan identifies Transit Level of Service (TLOS) guidelines which are intended to guide City plans and policies. The guidelines presented in the Transit Plan are intended for planning purposes and would not apply to transportation concurrency standards for new development. Ultimately, the city tracks Transit LOS based on the presence of bicycle and pedestrian facilities near transit stops.

A Level of Service is assigned to each transit stop pair based on the existing bicycle and pedestrian facilities within a half-mile radius, as shown in Error! Reference source not found. **Figure 25.**

The measures evaluated align with the transportation goals set forth in the City’s Comprehensive Plan. It is intended that Sammamish will evaluate its transit system routinely using the evaluation criteria listed in the transit plan.

TABLE 15: TRANSIT LEVEL OF SERVICE

| TRANSIT LEVEL OF SERVICE | DESCRIPTION |
|---------------------------------|---|
| Green | Adequate bicycle and pedestrian facilities within a half-mile of the stop pair. |
| Yellow | Limited bicycle and pedestrian facilities within a half-mile of the stop pair. |
| Red | Very limited or no bicycle and pedestrian facilities within a half-mile of the stop pair. |

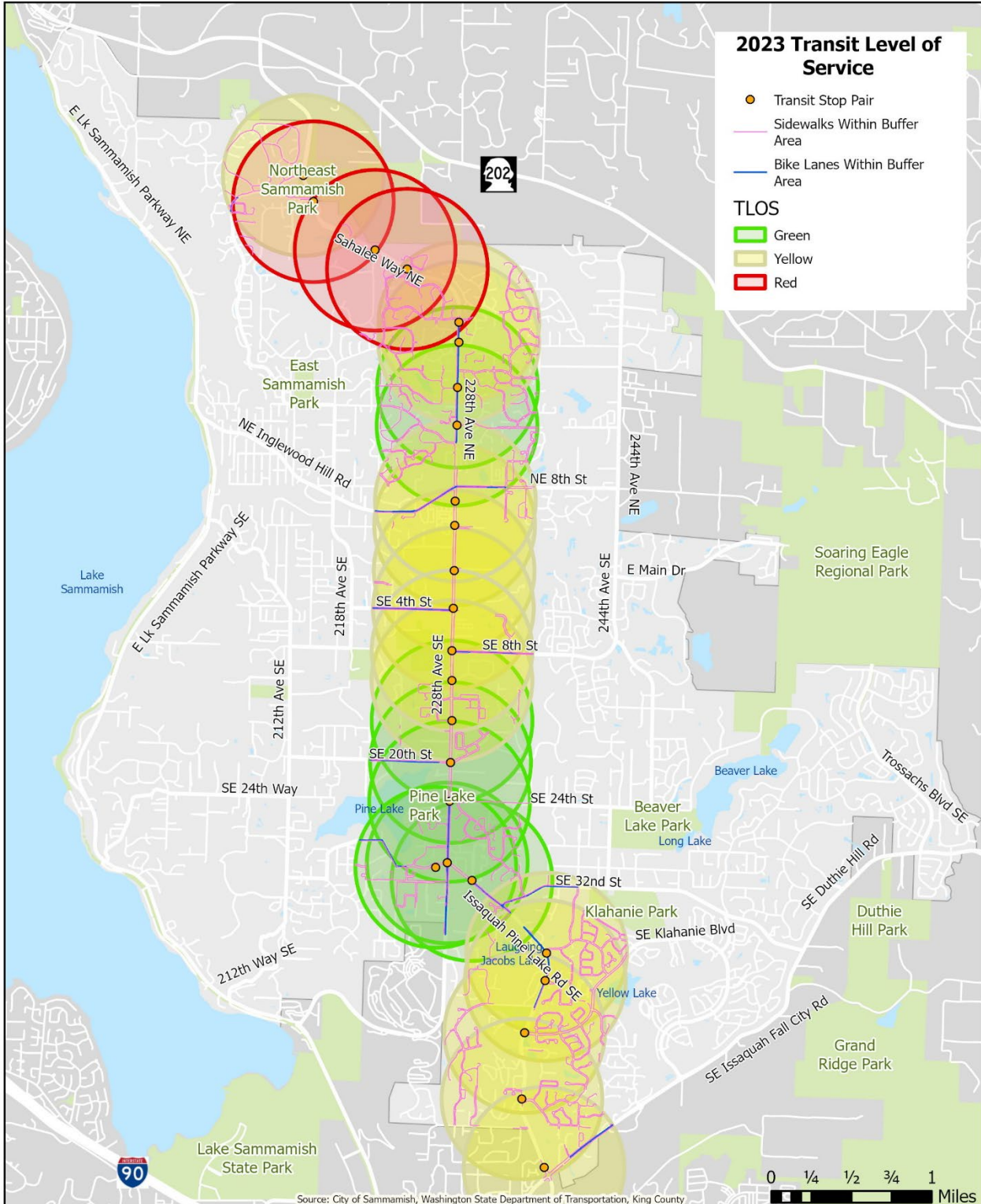


FIGURE 25: TRANSIT LEVEL OF SERVICE

2.6 SAFETY ANALYSIS

The city has completed multiple Local Road Safety Plans to meet the WSDOT Highway Safety Improvement Program guidelines. This includes identification of crash trends, safety concerns, and countermeasures to reduce fatal and serious injury crashes.

2.6.1 DATA ANALYSIS

A crash history analysis was performed by reviewing WSDOT collision reports on City of Sammamish maintained public streets during the five-year period from 2018 through 2022, obtained from the WSDOT Transportation Data Office. A total of 1,091 collisions were reported during the five-year period, of which 11 involved at least one serious injury. No fatal injury collisions occurred between 2018 and 2022. The nature of the 11 reported serious injury crashes include:

- 8 collisions (73%) involved a pedestrian or bicycle:
 - 4 collisions involved a single bicycle departing the roadway or striking a parked vehicle.
 - 2 collisions involved a bicycle failing to yield right-of-way to a passenger vehicle at an intersection.
 - 2 collisions involved a passenger vehicle striking a pedestrian.
- 2 collisions involved motorcycle-passenger vehicle collisions.
- 1 collision involved a left-turning vehicle failing to grant right-of-way to an approaching vehicle.

The number of serious injury crashes and total crashes declined from 2018 to 2022, with serious injury crashes declining from six in 2018 to two in 2022 and total crashes declining from 275 in 2018 to 224 in 2022. Collision trends over time are summarized in **Table 16**. Total number of crashes by type are summarized in Figure 26.

TABLE 16. 2018-2022 COLLISION TRENDS

| YEAR | SERIOUS INJURY CRASHES | | | | TOTAL CRASHES | | | |
|------|------------------------|-----|------|-------|---------------|-----|------|-------|
| | AUTO | PED | BIKE | TOTAL | AUTO | PED | BIKE | TOTAL |
| 2018 | 2 | 1 | 3 | 6 | 260 | 4 | 11 | 275 |
| 2019 | 0 | 0 | 1 | 1 | 235 | 3 | 6 | 244 |
| 2020 | 0 | 0 | 0 | 0 | 147 | 2 | 3 | 152 |

| | | | | | | | | |
|--------------|----------|----------|----------|-----------|--------------|-----------|-----------|--------------|
| 2021 | 0 | 1 | 1 | 2 | 188 | 1 | 7 | 196 |
| 2022 | 1 | 0 | 1 | 2 | 211 | 2 | 11 | 224 |
| Total | 3 | 2 | 6 | 11 | 1,041 | 12 | 38 | 1,091 |
| Frequency | 0.6 | 0.4 | 1.2 | 2.2 | 208.2 | 2.4 | 7.6 | 218.2 |

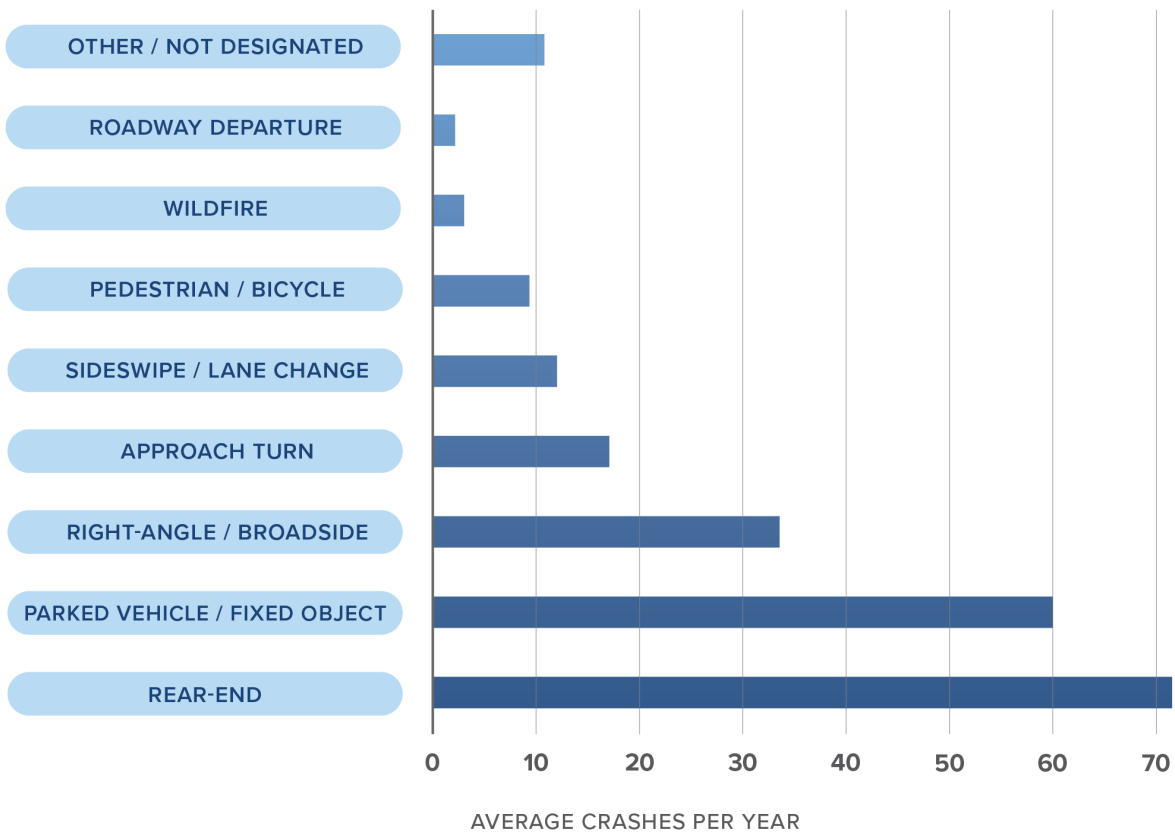


FIGURE 26. 2018-2022 COLLISION HISTORY BY TYPE

Approximately 34% of Sammamish crashes occur on the Sahalee Way/228th Avenue corridor. Contributing factors include high traffic volumes, vehicle speeds and inexperienced drivers, the latter related to the various schools along the corridor. In addition, the 228th Avenue corridor provides access to the City’s major commercial and institutional areas.

CHAPTER 3.

FUTURE CONDITIONS



3.1 INTRODUCTION

This chapter presents the future year 2044 transportation conditions for Sammamish. In compliance with PSRC, the GMA, the City’s Comprehensive Plan, Sammamish uses a future year of 2044, twenty years into the future. This chapter presents the future conditions for all modes, including auto, bicycle, pedestrian, and transit.

This chapter evaluates traffic forecasts under the baseline scenario and three alternatives in 2044 using the local transportation demand model. Details on the travel demand model and land use assumptions are provided in **Appendix B**.

3.2 FUTURE TRAFFIC CONDITIONS

3.2.1 2044 SCENARIOS

This section summarizes intersection LOS results for all 2044 analysis scenarios.

The Baseline travel demand model assumed a partial buildout of the Sammamish Town Center Street network which included intersection control modifications, additional streets and street extensions summarized in **Appendix B**.

Alternative scenarios considered modified transportation network and travel behavior assumptions, as summarized in **Table 17**.

TABLE 17. 2044 ALTERNATIVE DESCRIPTION

| 2044 ALTERNATIVE | NETWORK ASSUMPTIONS | TRAVEL BEHAVIOR |
|-------------------------------------|---|--|
| Alternative 1: STC Network Buildout | New “Southeast Connector” complete street per Town Center conceptual street network | Baseline |
| Alternative 2: Back-to-Office | Baseline | Revert to pre-pandemic trip generation rates |
| Alternative 3: Transit Shift | Baseline | Implement transit mode shift |

Alternative 1 assumed the construction of the new Southeast Connector Street in the Town Center subarea, consistent with the Sammamish Town Center Environmental Impact Study (EIS).

This new street will provide a new north-south connection from SE 4th Street to SE 8th Street to the east of 228th Avenue SE.

Alternative 2 assumed a broad trend of office workers returning to in-person work, similar to pre-COVID-19 behavior. Trip generation data collected in 2023 indicated an ongoing reduction in trip generation rates relative to pre-pandemic behavior. This appears to correlate with the proliferation of long-term remote work arrangements in the post-pandemic era. Alternative 2 assumes this trip generation reduction will be eliminated as workers return to in-person work.

Alternative 3 evaluated a shift toward transit usage in areas within a half-mile walkshed of active public transit stops. Transit usage was modeled by reducing the vehicle trip generation rate for each land use. Transit mode share was applied in each of two zones: a medium-transit-usage zone was defined as all areas within the half-mile walkshed with the exception of Town Center, and a high-transit-usage zone was defined as the area comprising Town Center. Transit mode shares were defined consistent with the September 2022 City of Bellevue Multimodal Concurrency Implementation Guide and are shown in **Table 18**.

TABLE 18. 2044 ALTERNATIVE 3 TRANSIT MODE SHARE BY LAND USE

| LAND USE | MEDIUM-TRANSIT ZONE | HIGH-TRANSIT ZONE (TOWN CENTER) |
|--|---------------------|---------------------------------|
| Single-Family Detached Housing | 9% | 13% |
| Townhomes (2-3 units/70ldg..) | 11% | 14% |
| Multifamily Housing (>3 units/70ldg..) | 13% | 25% |
| Age-Restricted Housing | 9% | 13% |
| Mixed-Use Residential with 1 st Fl. Comm. | 13% | 25% |
| Retail | 8% | 12% |
| Office | 12% | 30% |
| Medical/Dental | 3% | 12% |
| Community Center / Public Assembly | 5% | 8% |
| PreK-8 Education | 35% | 35% |
| High School & Post-Secondary Education | 35% | 35% |
| Wholesale Trade, Construction, & Utilities | 5% | 5% |

| | | |
|----------------------------|----|----|
| Industrial & Manufacturing | 5% | 5% |
| Active Land/Parks | 5% | 8% |

3.2.2. 2044 INTERSECTION LEVEL OF SERVICE DEFICIENCIES

In the Baseline scenario, the intersection of SE 8th Street & SE Windsor Blvd intersection falls below LOS standards in the AM peak hour, and the intersection of SE 8th Street & 212th Ave SE intersection falls below LOS standards in the PM peak hour. All other intersections are expected to meet LOS standards. Table 19 Figure 27

Two additional intersections may drop below the LOS standard in the three 2044 alternatives. Alternative 2 depicts failures at the AM Peak for the NE 8th Street & 242nd Ave NE intersection and the Pine Lk Rd & 230th Ln SE/231st Ln SE intersection and depicts failure at the PM peak for the SE 8th Street & 212th Ave SE intersection.

All 3 alternatives depict failure at the AM Peak for the SE 8th Street & SE Windsor Blvd intersection. Table 19 Figure 27

TABLE 19. 2044 INTERSECTION LOS DEFICIENCIES

| ID | NAME | CONTROL | LOS STD ¹ | AM PEAK HR | | PM PEAK HR | |
|----|---|---------|----------------------|------------|-----|------------|-----|
| | | | | DELAY(S) | LOS | DELAY(S) | LOS |
| 11 | NE 8 th Street & 242 nd Ave NE | | C | | | | |
| | <i>2044 Baseline</i> | Signal | | 13 | B | 12 | B |
| | <i>2044 Alternative 1: STC Network Buildout</i> | Signal | | 13 | B | 12 | B |
| | <i>2044 Alternative 2: Back-to-Office</i> | Signal | | 36 | D | 12 | B |
| | <i>2044 Alternative 3: Transit Shift</i> | Signal | | 14 | B | 12 | B |
| 18 | SE 8 th Street & 212 th Ave SE | | C | | | | |
| | <i>2044 Baseline</i> | TWSC | | 15 | B | 25 | D |
| | <i>2044 Alternative 1: STC Network Buildout</i> | TWSC | | 14 | B | 22 | C |
| | <i>2044 Alternative 2: Back-to-Office</i> | TWSC | | 22 | C | 40 | E |
| | <i>2044 Alternative 3: Transit Shift</i> | TWSC | | 14 | B | 18 | C |
| 36 | Issaquah-Pine Lk Rd & 230 th Ln SE/231 st Ln SE | | D | | | | |

| ID | NAME | CONTROL | LOS STD ¹ | AM PEAK HR | | PM PEAK HR | |
|----|---|---------|----------------------|------------|-----|------------|-----|
| | | | | DELAY(S) | LOS | DELAY(S) | LOS |
| | <i>2044 Baseline</i> | Signal | | 46 | D | 21 | C |
| | <i>2044 Alternative 1: STC Network Buildout</i> | Signal | | 46 | D | 22 | C |
| | <i>2044 Alternative 2: Back-to-Office</i> | Signal | | 62 | E | 23 | C |
| | <i>2044 Alternative 3: Transit Shift</i> | Signal | | 44 | D | 21 | C |
| 48 | SE 8 th Street & SE Windsor Blvd | | C | | | | |
| | <i>2044 Baseline</i> | TWSC | | 31 | D | 18 | C |
| | <i>2044 Alternative 1: STC Network Buildout</i> | TWSC | | 34 | D | 17 | C |
| | <i>2044 Alternative 2: Back-to-Office</i> | TWSC | | 36 | E | 19 | C |
| | <i>2044 Alternative 3: Transit Shift</i> | TWSC | | 27 | D | 17 | C |

¹Minimum LOS Standards are LOS C for minor arterial and collector arterial intersections and LOS D or E for principal arterial intersections.

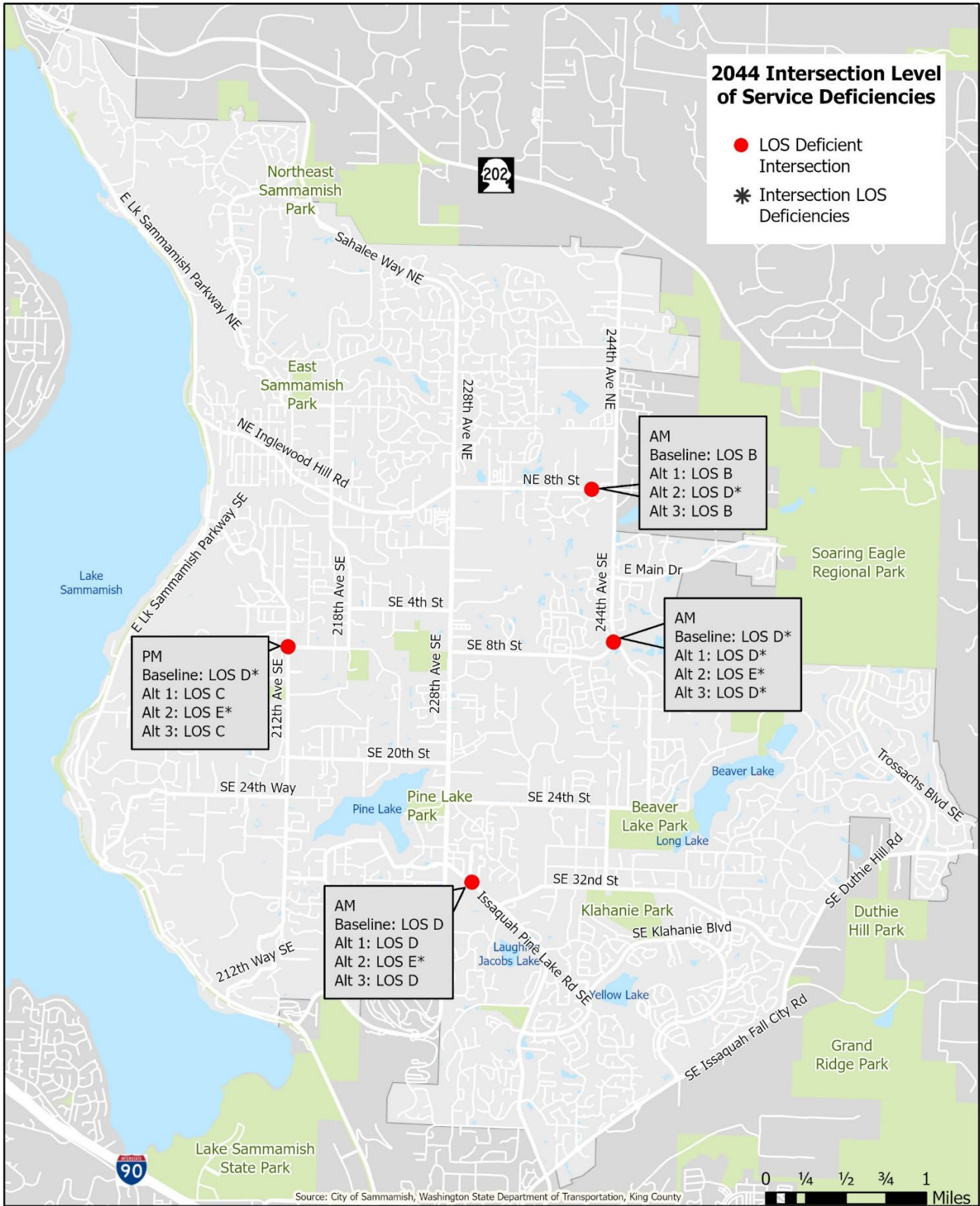


FIGURE 27. 2044 INTERSECTION LEVEL OF SERVICE DEFICIENCIES

3.2.3 FUTURE BICYCLE AND PEDESTRIAN FACILITIES

As growth continues, increased demand for bicycle and pedestrian facilities will continue, with the highest demand near commercial development and local centers. Pedestrian and bicycle demand are not part of the local transportation demand model described in **Appendix B**. Instead, planning for bicycle and pedestrian facilities is based on connecting existing and future destinations, and improving safety for non-motorized road users. Bicycle and Pedestrian LOS standards and methodology are described in Chapter 2 of the TMP.

The 2025-2030 Transportation Improvement Plan (TIP) includes several projects that improve or add bicycle or pedestrian facilities. In addition, many of the connection and corridor projects include a non-motorized aspect. **Table 20** describes the ongoing transportation programs and non-motorized improvement projects on the 6-year TIP.

TABLE 20. NON-MOTORIZED TIP PROJECTS AND PROGRAMS

| PROJECT TYPE | ID NO. | PROJECT/PROGRAM NAME | FUNDED/UNFUNDED |
|-----------------------|--------------|--|------------------|
| Program | TR-C | Sidewalk Gap & Non-motorized Program | Funded |
| Non-Motorized Project | TR-100 | Flood Mitigation- SE Issaquah-Fall City Road: Endeavor Elementary School to SE Duthie Hill Road | Funded |
| Non-Motorized Project | TR-108 | Inglewood Hill Road Sidewalk Gap | Partially Funded |
| Non-Motorized Project | TR101/SW-601 | Louis Thompson Road Tightline Project | Funded |
| Non-Motorized Project | TR-63 | Flood Mitigation Project: 212 th Ave SE/SE 14 th Pl to SE 18 th St | Funded |
| Non-Motorized Project | TR-04 | East Lake Sammamish Parkway SE/SE 24 th St Intersection | Unfunded |
| Non-Motorized Project | TR-132(P49) | E Beaver Lake Way SE Sidewalk Improvement: SE 32 nd Street to E Beaver Lake Way SE | Unfunded |
| Non-Motorized Project | TR-131(P47) | 248 th Avenue SE Active Transportation Improvements: SE 24 th Street to SE 14 th Street | Unfunded |
| Non-Motorized Project | TR-39 | 256 th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Road | Unfunded |

Each of these projects is expected to improve non-motorized connections and safety.

3.2.4 FUTURE TRANSIT SERVICE AND FACILITIES

This section identifies anticipated changes to transit service and facilities in and near Sammamish through 2044.

PLANNED NEAR-TERM CHANGES (2025-2027)

Regional Transit

The regional transit system will change with the Sound Transit Link light rail East Link extension in 2025. This will open the Link 2 Line, which will connect light rail from Seattle to Downtown Redmond with stops in Mercer Island, Bellevue, and Redmond Technology Center. The Downtown Redmond Link Extension project, also planned to open in 2025, will extend the light rail from Redmond Technology Center to Marymoor Village and Downtown Redmond. The King County Metro bus system will have changes to the network to better connect the East Link area with the light rail system. The associated East Link Connections Project includes re-routing many of the existing bus routes serving eastside communities as well as the addition of several new routes and the elimination of others. Several other routes are planned for increased frequencies to enhance overall transit service. **Figure 28** shows Sound Transit’s planned Link Light Rail expansion for 2025.

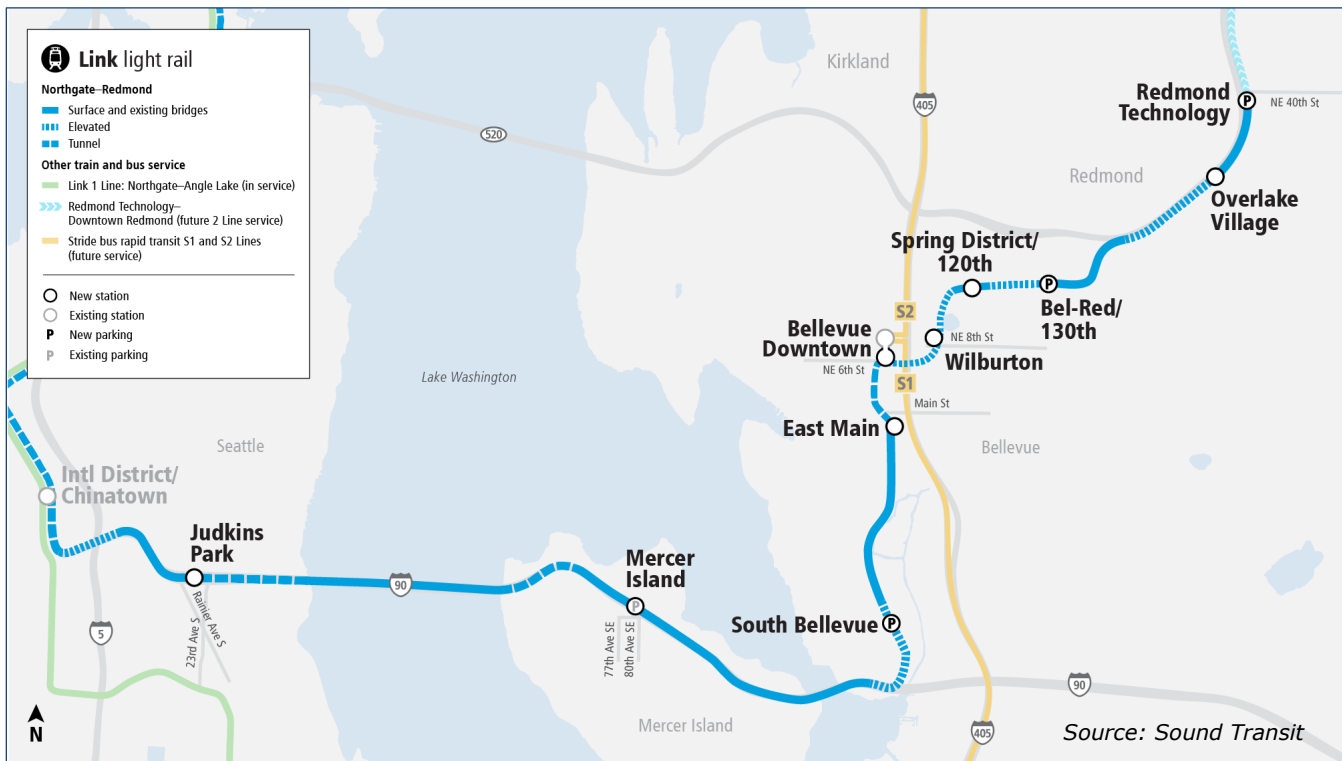


FIGURE 28. SOUND TRANSIT LINK LIGHT RAIL 2025

Local Transit

With the East Link Connection Project, transit will run along the same alignment within Sammamish (Issaquah-Pine Lake Road SE, 228th Avenue NE, and Sahalee Way NE), but route 269 will have some changes. Route 269 will connect to the Marymoor Village light rail station in Redmond and to the Mercer Island light rail station through Sammamish and Issaquah. This route is planned to run with 15-minute headways during the weekday peak, 30-minute headways during the rest of the weekday, and weekend service with 30-minute headways from 5am to 7pm. These changes represent a considerable increase in frequency during the weekday in addition to the first ever weekend fixed-route transit service in Sammamish.

Route 554, operated by Sound Transit, will continue to operate with limited service in Sammamish. However, instead of providing service into downtown Seattle, route 554 will terminate at the Bellevue Transit Center in downtown Bellevue and serve as another connection point to the light rail system.

PLANNED LONG-TERM CHANGES (2028-2044)

Regional Transit

The Link light rail 4 Line, which connects south Kirkland to Issaquah and generally following the alignments of I-90 and I-405, is expected to be complete in 2041 or 2044, depending on funding availability. This new light rail service is planned to serve Issaquah with six-minute headways during peak periods and a single station in Central Issaquah which would serve as the end of the line. **Figure 29** shows the planned light rail line from South Kirkland to Issaquah.

With the light rail opening, some service changes to King County Metro and Sound Transit operated bus routes are anticipated with the intent to improve transit connections to the new light rail service. However, the extent of these service changes and details such as the stop locations and potential rerouting are unknown. It is expected that residents of Sammamish will be able to access the new light rail station in Issaquah via a bus or driving to the proposed Park and Ride facility to be located at the station. According to Sound Transit's ST3 Plan, the new station in Issaquah is expected to have 500 parking spaces.

Three Sound Transit Bus Rapid Transit (BRT) lines, which is bus service typically characterized by high frequencies, increased stop spacing, and transit priority infrastructure such as bus lanes, are planned to open in 2027 and 2028. These new routes will connect Bellevue to Lynnwood to the north and Burien to the south as well as connecting Shoreline to Bothell. A transfer to these BRT routes can take riders to Kirkland, Woodinville, Bothell, Lynnwood, Burien, Tukwila, Renton, Shoreline, Lake Forest Park, Seattle, and Kenmore. Depending on destination and the availability of a vehicle to use the Park and Rides, these trips may require two to three transfers.



FIGURE 29. SOUND TRANSIT LINK LIGHT RAIL 2044

Transit LOS standard and methodology is presented in Chapter 2. Because the City has little control over transit service, transit LOS is based on access to transit.

CHAPTER 4.

PUBLIC OUTREACH



4.1 INTRODUCTION

Community input is essential to guiding the future of the transportation network. Over time there have been numerous outreach opportunities offered to engage the Sammamish community in a meaningful way towards developing improved mobility options, a connected transportation network, and targeted investments. These outreach opportunities, which are summarized below, included stakeholder workshops, open house events, presentations at community events, online outreach, and a continuous focus on existing direction from the public as represented by the City's vision, community priorities, and Comprehensive Plan.

4.2 COMPREHENSIVE PLAN UPDATE

The Comprehensive Plan update process held a "Planning Summit Series" between November 3 and November 16, 2022. More than 85 attendees including city staff and leadership, and city residents participated in the City of Sammamish's Planning Summit Series, and 22 community members attended the Transportation Planning Summit held on November 16, 2022.

Transportation Summit participants confirmed that there are long-term mobility challenges in the city and provided feedback on what some of the biggest concerns are from their point of view. It was noted that traffic issues largely remain the same even with altered commute patterns due to Covid as the city's street network has limited capacity on major arterials. Continued population growth and their subsequent travel patterns is a growing concern.

Summit participants engaged in an exercise in which they were asked, "in one sentence, please describe your vision for mobility transportation in Sammamish." **Table 21** below summarizes the feedback received.

TABLE 21. TRANSPORTATION SUMMIT POLING FEEDBACK

- Are there any plans to connect thru streets?
- Park & Ride in North
- Need busses to/thru Town Center Zip car, etc.
- A transportation plan that is city wide.
- Town Center that is hub for community that is easily accessed.
- Car rental for 1-4hrs
- Separated micro-mobility in town center.
- Walkable, bikeable to town center.
- With transit hub at town center
- More sidewalks and lighted cross walks
- Sammamish shuttle bus connecting to light rail Easier to be car free.
- Established freight routes well communicated for trucks.
- Convenient and safe Slower driving, watchful, educated able to walk to as many destinations as feasible.
- More local, easily accessed (walkable, bikeable) businesses (town center) to limit traffic.
- Protect neighborhood streets from cut through traffic.
- The plan has safety listed at number 3; it should be number 1 so that getting out of the car is safe for multiple mobility opportunities.
- Add frequent transit service to the light rail Utilize land uses to manage car use, promote multi-modal functionality, and appropriate density in centers to support local and regional transit routes.
- Everyone walks or rides their bikes. There aren't many cars...
- Frequent looping bus routes that penetrate the outer arteries street away from 228th
- People safely moving around the city without cars.
- Development requirement for connectivity
- Increase number of lanes at major arteries
- People walking, connecting, less driving using shuttles, vans, busses where we want to go.
- Connected network of streets, paths and trails that supports multiple modes of transportation.
- Remove barricades and increase density in town center.
- A more walkable city to services and trails.
- Fix the choke points leaving the Plateau.
- No need to use a car to move around Sammamish.

4.2.1 COMPREHENSIVE PLAN POLICY WORKSHOP

On October 21st, 2023, a Goal and Policy Workshop was held. The Workshop brought together members of the City Council, Planning Commission, and other City Commissions to review the existing 2015 Comprehensive Plan goals and policies. The Workshop was designed to collect high-level direction on how goals and policies should be updated and amended to meet new state, regional, and local planning requirements while reflecting community aspirations and local context. The policy considerations identified are summarized in **Table 22**.

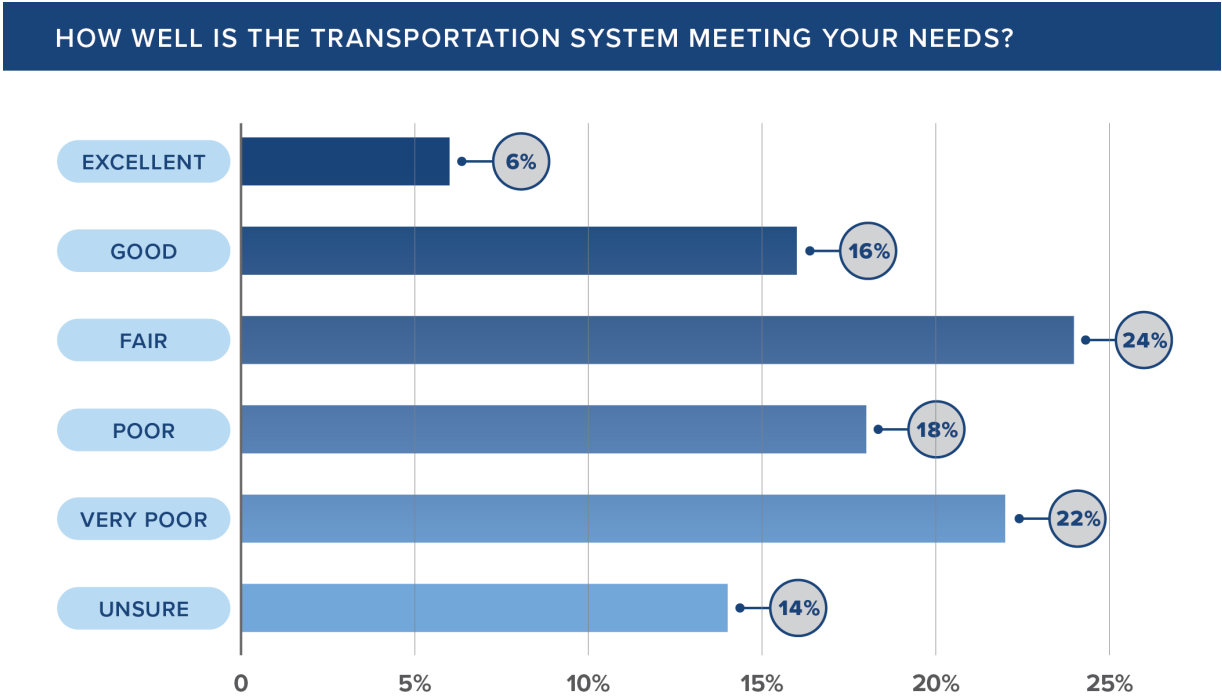
TABLE 22. POLICY WORKSHOP CONSIDERATIONS

- Local transit investment is needed to connect people to jobs, activities, and regional transit routes.
- Rethink LOS and concurrency to prioritize non-motorized modes. Leverage private development by requiring multimodal improvements as a condition for approval.
- Support non-motorized opportunities via more trails, including private trails, and by connecting dead-end streets.
- Coordinate construction to minimize transportation delays.
- Co-locate EV infrastructure for bikes and cars.
- Emergency considerations must be included in the Transportation Element to support rapid mobility on/off the plateau.
- Walk/Bike/Roll support: bike lockers, street design, dedicated bus/bike lanes, bridges, citywide bike program, and bike parking/charging.
- Create and improve shelters, lighting, seating, and other pedestrian infrastructure to support transit.
- Strategies for funding limitations and opportunities.
- Monitor travel times for all modes to evaluate progress.

4.3 TRANSIT PLAN OUTREACH

In March 2023, the City of Sammamish began the process of developing the city’s first Transit Plan. To ensure that the creation of the Transit Plan is consistent with community’s values, priorities and concerns, a public outreach program was established that included a series of workshops, social pinpoints, and input by a community advisory committee. In addition, a statistically valid survey was conducted. The detailed results of the survey are provided in the Transit Plan. However, the following survey responses provide insight as to how the community views its transportation system.

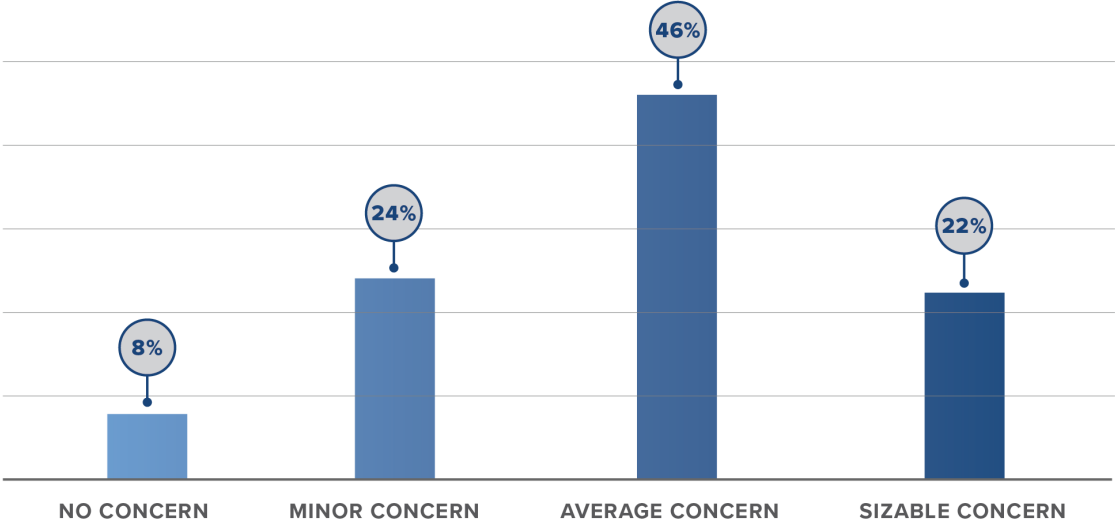
Residents of Sammamish were decidedly mixed in their assessments of how well the transportation system in their communities meet their needs.



Traffic congestion appeared to be a common concern for the community with respect to the transportation system. Traffic congestion often rates among the most important issues that residents would like local leaders to address, and it can play an important role in mode choice for certain types of trips. Accordingly, survey respondents were asked to identify how big of a problem traffic congestion generally is when they travel in Sammamish and neighboring areas. The most striking pattern at the subgroup level is that individuals who had lived in the City of Sammamish at least 10 years and those who don’t currently ride transit at least occasionally were much more

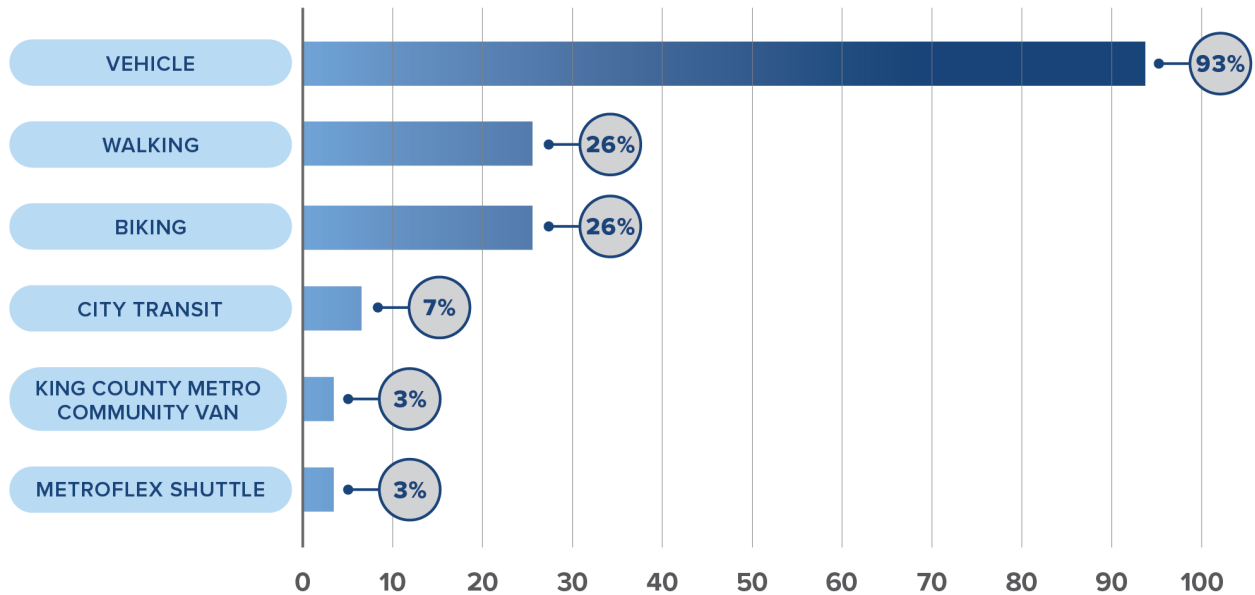
likely than their counterparts to rate traffic congestion in the area as a big or moderate problem. Keeping traffic congestion from getting worse was also viewed as the most important issue facing the community—more important than protecting the environment, improving the quality of education in public schools.

HOW BIG OF A PROBLEM IS TRAFFIC CONGESTION WHILE TRAVELING IN SAMMAMISH AND NEIGHBORING AREAS?



Understanding how individuals view different modes is key to identifying the potential or latent market for different transit services. When it comes to how easy it is to get to places they need or want to go, driving a car was (as expected) widely perceived to be the easiest option, with 93% of respondents providing a rating of very easy or somewhat easy. Approximately one-quarter of respondents also thought it was very or somewhat easy to reach the places they need or want to go by walking (26%) and biking (26%). With respect to transit, however, few felt they can easily get to the places they need or want to go using a bus (7%), the King County Metro Community Van (3%), and on-demand Metro Flex shuttle (3%).

IS IT EASY / VERY EASY TO REACH YOUR DESTINATION USING EACH MODE?



Sound Transit has expended the light rail service out to the City of Redmond, with a light rail station expected to open in that city in 2025. Once the Redmond station is open, approximately 45% of Sammamish residents surveyed anticipated using light rail at least once per month. Expected use of light rail once the Redmond station is open ranged from a low of 30% to a high of 85% across subgroups, being highest among those who currently rely on public transit or active transportation as their primary mode, individuals who live rent-free in someone else’s home, and those who currently ride transit at least once per month.

Common themes for transit included:

- having more routes available,
- buses running more frequently,
- having accurate real-time information about bus pick-up times and arrival times,
- ensuring that there are continuous sidewalks, bike lanes, and crosswalks from the bus stop to their destination so they can walk or bike safely after departing the bus, and
- improving the safety of buses, bus stops, and stations.

Under the scenario that improvements were made on all these fronts, 16% of respondents indicated they would definitely ride the bus on a weekly basis, while an additional 26% indicated they would probably do so. More specifics on improvements that would make the bus a more

attractive travel option, and how the patterns vary across subgroups can be found in the City-wide Transit Plan.

4.4 TRANSPORTATION MASTER PLAN

The Transportation Master Plan (TMP) process, which began in 2019, had an extensive outreach program. Through a combination of public workshops, stakeholder meetings, Meetings in a Box, and tabling events at Sammamish’s Farmers Markets, National Night Out, and Party on the Plateau, first-hand information was collected from the public on the TMP and proposed future transportation projects. The TMP project team engaged with approximately 400 people over the outreach period. In addition, a statistically valid survey was sent by either mail or online. The outreach for the TMP occurred entirely in 2019. The COVID-19 pandemic affected travel patterns in the City and was not reflected in the survey response or other outreach conducted in 2019.

The City of Sammamish 2019 Transportation Master Plan Survey gave community members the opportunity to provide their opinion about the transportation needs and priorities of the Sammamish community. The City of Sammamish contracted with the National Research Center to administer by mail to 3,000 randomly selected households within the City boundaries in October 2019. Those participating in the survey rated the importance of various goals for the Transportation Master Plan, gave feedback on their preferred approach to improving roads and enhancing school zone safety, improving bus service, making it easier to bike and walk, and their support for various specific mobility improvement projects. After responses from the survey were collected all Sammamish residents were invited to participate in the same survey during an Open Participation period. Of the 2,941 households that received a survey in the mail (the other surveys were sent to vacant households), 687 surveys were completed, providing a response rate of 23%. The survey was initially sent to randomly selected households, after which the entire public was invited to participate during the Open Participation period, where the community was asked about the TMP as well as proposed projects. A total of 151 people responded to the Open Participation survey.

In total, 159 projects were discussed (56 were generated by the city, 103 via Connect Sammamish and write-ins), and there were 1,313 total votes and/or responses to questions during the workshops and online exercise. Overall, respondents felt it was essential or very important to shorten travel distances between destinations by improving street connectivity. Moreover, respondents felt it was essential to make it safe and easier to walk to destinations.

Nine projects were generated during the write-in phase that were unique to all the proposed projects. The top four projects most likely to be supported by survey respondents were:

- Issaquah-Pine Lake Road SE Widening: Widen to 3 lanes with median/two-way left turn lanes with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Drive SE to SE 32nd Street.

- 228th Avenue SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter, and sidewalk from Issaquah-Pine Lake Road SE to SE 43rd Way.
- 228th Avenue NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way.
- Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, and sidewalk from NE 25th Way to the city limits to the north.

Table 23 below summarizes the themes that were derived from the TMP outreach efforts.

TABLE 23. TRANSPORTATION MASTER PLAN OUTREACH THEMES

| |
|---|
| <ul style="list-style-type: none"> • Lack of internal connectivity, such as the Belvedere Barricade located where the extension of SE Belvedere Way intersects with E Beaver Lake Dr SE, generated passionate debate in the community and drove participation in the workshops. • Schools and school districts shared concerns over pedestrian safety, connectivity (for school bus routes), enrollment implications related to growth, construction impacts, and congestion at key intersections. • Congestion on arterials was a major concern. While this point may seem obvious, the conversations were diverse and revolved around many topics, such as traffic demand management, signal operations, capital projects, connectivity, residential growth, and lack of transit service. • Residents wanted better options for getting to regional destinations via transit, particularly for commuting purposes. A related concern was that there are not consistent and safe options for people to get to bus stops, and many are on the roadside and lack sidewalks, crosswalks, lighting, and/or shelters. • Residents were concerned that the recent rate of residential growth in Sammamish is resulting in more cars on the roads, but without much investment in expanding the road system. • A common theme heard in workshops and stakeholder meetings was that a more connected and safer sidewalk and bike system would be needed to encourage other modes of travel beyond the car. |
|---|

4.5 OVERALL THEMES

After synthesizing the information collected through the above outreach efforts, several common themes became apparent. In summary, the Sammamish community desires a multi-modal transportation system that:

- Enhances connectivity and accessibility to all modes of transportation throughout the city.
- Provides options to Drive, Walk, Bike, and take Transit.
- Safe, Walkable, Diverse, and Inclusive transportation system.
- Provide an interconnected and safer sidewalk and bike system would be needed to encourage other modes of travel beyond the car.
- Reduces congestion.
- Provides better options for getting to regional destinations via transit, particularly for commuting purposes including access to the Sound Transit Link station in Redmond and the future station in Issaquah.
- Transit improvements should focus on:
 - Providing safety around bus stops, including lighting and sidewalks/waiting areas.
 - Improving access to transit, including crossings and sidewalks.
 - Increasing frequency or service hours.
 - Expanding metro flex service.
 - Expanding service area.

4.6 CHALLENGES

The technical analysis and community outreach identified several issues and opportunities to be addressed by this TMP. As the following chapters outline a Future Transportation Vision (Chapter 5) and how this TMP can be implemented over time (Chapter 6), the following aspects of Sammamish's transportation system today should remain a key priority when thinking about future investments:

- A limited number of streets currently provide meaningful connections to the regional network.
- Major connections to the regional network are not within the City's jurisdiction.

- In-town circulation is impacted by a disconnected roadway system that results in traffic funneling onto just a few streets.
- Most of the City's streets were built prior to incorporation and lack basic amenities like curbs, gutters, sidewalks, bike facilities, and lighting.
- Significant gaps exist in the City's sidewalk, trail and bicycle networks that need to be filled in order to enhance non-motorized connectivity.
- Regional transit service to Sammamish is limited and is unlikely to increase substantially, given the City's location and ridership trends.

Despite these headwinds, the City's transportation future is bright. The outreach process identified near community consensus around the need to address congestion on key arterials and identified several creative ideas to improve connectivity, intersection function, and safety around schools. Moreover, the City has developed a strong foundation for success with a robust pipeline of capital projects and the highest impact fee in the State, ensuring that growth pays for the additional capacity needed to support it.

CHAPTER 5.

FUTURE TRANSPORTATION VISION



5.1 INTRODUCTION

The TMP provides the framework to guide transportation investments over the next 20 years in accordance with the community's vision and goals. To achieve Sammamish's vision, the Transportation Goals and Policies in the Transportation Element of the Comprehensive Plan serve as the foundation for strategies outlined in this chapter. This chapter describes Sammamish's vision for its future transportation network, as well as provides a strategic framework to accomplish each Transportation goal and policy.

The City of Sammamish envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency, aligns with the Climate Action Plan and sustainability goals of the city, maintains fiscal sustainability, and enhances the community.

5.2 MULTIMODAL NETWORK

A complete multimodal transportation network has connected modes for all road users, including pedestrians, cyclists, transit users, people with disabilities, and drivers. A connected multimodal network can enhance safety, ensure inclusivity, increase employment opportunities, support transit ridership within and to surrounding cities, and offer a wide array of lifestyles. The City of Sammamish's Comprehensive Plan's Transportation Element Transportation Goal 1 focuses on the multimodal network. The Transportation Element policies listed in this section focus on creating an equitable transportation network for all road users and each mode. The following sections review the existing network for each mode, describe the City's vision for how each mode is served, and identifies the type of infrastructure and action necessary to achieve the vision.

Accommodating and encouraging multimodal travel can in some cases require retrofitting an existing infrastructure system with the addition of sidewalks, bike lanes/paths and adequate transit stop facilities. When looking to achieve a connected network so that walking and bicycling are safe, comfortable and attractive for people of all ages and abilities, some challenges can be posed with existing barriers or gaps in the system. Looking to national guidance can provide a greater awareness of the flexibility and versatility available in overcoming these challenges related to both new and retrofit projects and reduce conflicts between modes. Working in collaboration with multiple jurisdictions, community members, developers, homeowners' associations, and interdepartmental offices will bring together a connected and holistic multimodal transportation system.

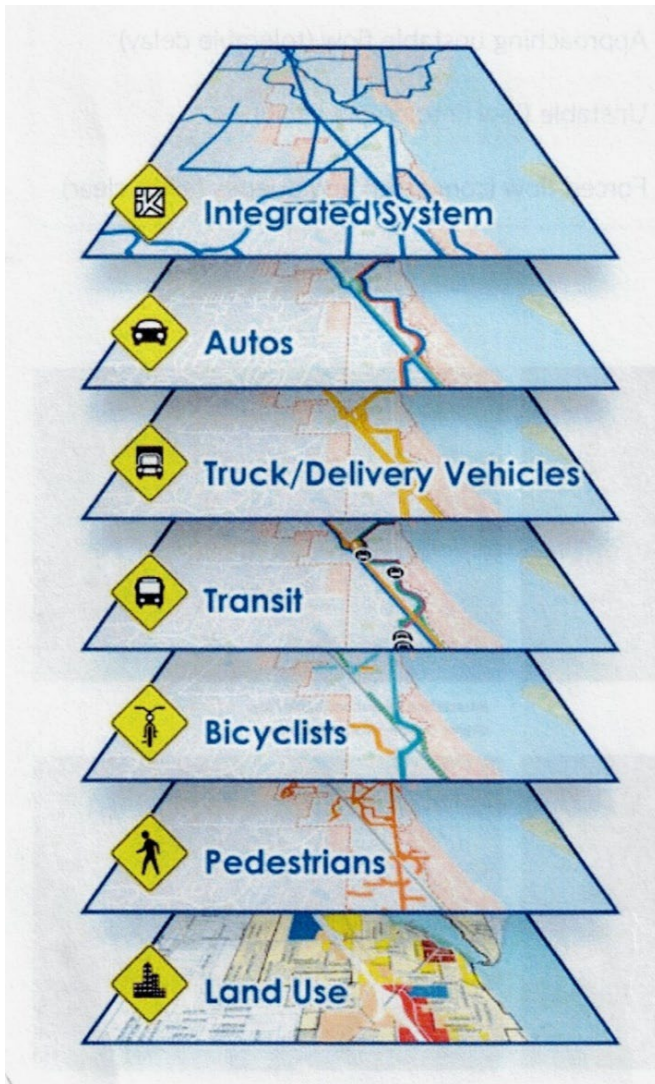


FIGURE 30. THE LAYERED NETWORK

TRANSPORTATION GOAL T1

Support the City’s and region’s growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.

Policy T 1.2

Plan, build, and maintain a balanced, multimodal roadway system that enhances local and regional connectivity through private and public infrastructure planning, improvements, investments, and maintenance programs.

It can be a challenge for a single roadway to be a true “complete street” and satisfy the demands and expectations of all modes at any given time. Generally, this is also not desirable from a user or a planning perspective. In response to this challenge, the City is implementing a layered network approach that focuses on how the City’s transportation network can function as a system to meet the needs of all users. The layered network builds on complete streets, and individual travel modes are prioritized on different facilities throughout the overall network where the need is the greatest.

Streets in Sammamish serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor.

Determining how the entire transportation network fits together in Sammamish requires identifying streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes.

Policy T 1.3

Encourage the promotion of the mobility of people and goods through a multimodal transportation system consistent with the regional priorities and Vision 2050.

Policy T 1.4

Coordinate with neighboring jurisdictions and regional transportation planning organizations to develop and operate a highly efficient transportation system.

Policy T 1.5

Encourage transit ridership and increase accessibility to transit.

Policy T 1.6

Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA) and the City's ADA Transition Plan.

The following sections review the City's existing multimodal network by mode, describe the City's vision for how each mode is served, and identifies the type of infrastructure and action necessary to achieve the vision.

5.2.1 WALKING & BIKING

The Sammamish community has a vision for greater pedestrian mobility and connectivity throughout. To achieve this vision, an integrated network of sidewalks, bicycle facilities, single and multi-purpose trails is needed to connect neighborhoods to local activity centers, including schools, parks, transit, commercial areas, Town Center, and regional destinations as feasible. The development of an integrated network of pedestrian facilities requires a holistic approach and interdepartmental coordination between Parks and Public Works Departments to bring greater efficiency to the effort of building needed pedestrian infrastructure throughout Sammamish

BICYCLE AND PEDESTRIAN MOBILITY PLAN

To achieve the objective described above, it is recommended that the city prepare a Bicycle and Pedestrian Mobility Plan that will:

- Address a 20-year vision for the development of an integrated network pedestrian and bicycle transportation facilities including sidewalks, bicycle facilities, and single and multi-use trails and corridors.

- Provide greater connectivity throughout the city by linking neighborhoods to local activity centers using non-motorized means.
- Consider the 2024 Parks, Recreation, and Open Space Plan (PROS) and the 2004 Trail, Bikeways and Paths Plan.
- Identify a list of priority projects to be implemented.
- Identify funding implementation strategies that incorporate local, state and federal opportunities.
- Coordinate with the surrounding jurisdictions to provide connectivity and safety.

Following completion and adoption, the Plan will be incorporated into the Transportation Master Plan.

MULTIMODAL LEVEL OF SERVICE

As required by the Growth Management Act, the City’s multimodal level of service standards for locally owned arterials and active transportation facilities will serve as a gauge to measure the performance of the system and success in achieving the City’s transportation vision.

Transportation modes consist of vehicles, pedestrian, bicycle, rollers (scooters, wheelchairs, e-bikes, etc.), and transit. Each mode has its own level of service standard, as described in Chapter 2 of the TMP. The LOS for each mode will be monitored and updated for each mode regularly, including expected Future LOS based on the adopted project list.

WALKING AND BIKING STRATEGIES INCLUDE

- Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians.
- Implement a multimodal traffic safety and management plan specific to Sammamish’s location and geography as a long-term strategy to reduce traffic accidents and potential fatalities.
- Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for bicyclists, transit, and automobiles.

ADA TRANSITION PLAN

The City of Sammamish continues the commitment of providing equal access for all, including those with disabilities. In accordance with Title II of the Americans with Disabilities Act of 1990, the City of Sammamish has undertaken a comprehensive evaluation of its facilities and programs within the public rights-of-way, public parks, and public buildings to determine what types of access barriers exist for individuals with disabilities. Both the Self-Assessment and the Transition

Plan are required elements of the federally mandated ADA Title II, which requires that government agencies provide equal access to programs and services they offer.

The City’s objective is to remove physical barriers associated with access to public park facilities, building interior pathways, park trails, sidewalks, and curb ramps.

ADA Strategies include

- Prioritize safety improvements to the existing transportation system to protect mobility and lower overall asset life-cycle costs.
- Continue to pursue projects identified in the ADA Transition Plan to attain barrier-free (ADA compliant) access, where readily achievable, by modifying existing facilities or when designing or constructing new facilities.

5.2.2 TRANSIT

Transit systems throughout can provide accessibility between communities in and outside of the city, with key connections to regional and local transit services. Frequent and reliable transit service is an important part of creating a connected and accessible transportation network.

The city has limited control over the transit service provided by King County Metro and Sound Transit. However, the city can prioritize investment on access to transit and roadway projects that improve speed and reliability of transit service within Sammamish.

CITYWIDE TRANSIT PLAN

Sammamish adopted its first Citywide Transit Plan in 2024. The plan recommends projects to improve safety, speed and reliability, and access to transit. This plan should be regularly updated to ensure that it aligns with the City’s over transportation vision.

Transit strategies include:

- New development and redevelopment within a quarter mile of an existing or planned transit route should be designed to provide and encourage non-motorized access to transit where appropriate, including lighting, sidewalks, and crosswalks, bus stops, and mobility hubs. Improvements should align with the City’s TMP, Transit Plan, Standards, and other applicable plans; and be incorporated into a project’s development design.
- Develop a bus stop amenity improvement plan that prioritizes bus stop accessibility improvements.
- Work with public transit service providers and other relevant stakeholders to develop infrastructure and technology projects that enhance the speed and reliability of transit services such as Transit Signal Priority (TSP) and queue jumps.
- Collaborate with transit providers and facilitate private partnerships to add mobility hubs along the transit corridor. Park-and-ride facilities and mobility hubs should include safe and convenient access and facilitate multimodal transfers.
- Promote information on fixed route transit, non-fixed route transit and other transit programs.

- Increase local transit service and rideshare in the city that provide connections to East Link and regional transit.
- Through cooperation with other jurisdictions, work regionally to promote transit services that are dependable, maintain regular schedules and provide an adequate transit LOS throughout the day, weekends and holidays.

5.2.3 VEHICLES

Most of the Sammamish community are funneled onto a few major corridors each day in order to exit the city, creating several traffic choke-points due to the limited number of access points onto regional arterials north and south of Sammamish. Other than these major corridors, however, many of the other streets in the city are local streets and do not see significant traffic volumes throughout the day. As described earlier, the city classifies its roadways as either Principal Arterials, Minor Arterials, Collector Arterials, or Local Streets. These classifications indicate the intended function of each street, specifically in terms of its intended ability to facilitate vehicle and freight mobility as well as other modes.

INTERSECTIONS LOS

Developing a fully connected, multimodal street network will support mobility for current residents and enable future growth in Sammamish. A well-connected, multimodal transportation network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, people have more travel route choices.

To support the mobility of the community, Sammamish has set peak hour LOS standards for 52 concurrency intersections. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied. The LOS standards, methodology, current and future concurrency conditions are described in Chapters 2 and 3 of the TMP.

STRATEGIES INCLUDE:

- Maintain a concurrency management system, including Level of Service (LOS) that monitors the impacts of growth and development on the transportation system and ensures that LOS standards are met.

5.2.4 COMPLETE STREETS

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included. They can promote walking and bicycling by providing safer places to achieve physical activity through transportation.



There is no one design that defines a Complete Street as each roadway is unique and each community's needs are different. However, there are common features such as:

- ADA improvements
- Frequent and visible crosswalks
- Accessible sidewalks
- Refuge islands at crosswalks
- Narrower vehicle lanes
- Bike lanes
- Roundabouts and

- Curb extensions

These implementations can increase drivers' attention and lower speeds, provide defined spaces for bicycles, reduce pedestrian crossing distance and more comfort to access community businesses and amenities.

COMPLETE STREET POLICY

Complete Streets establish a street or network of streets that are constructed and operated to meet the needs of all users. Complete Streets are essential to implementing a multimodal transportation system and enhancing connectivity in the community. However, given the historical development of the City's street network, it is unrealistic that all streets will become complete streets. A more realistic approach is to ensure that streets in new developments, near Neighborhood Centers, in Town Center, and streets that provide connectivity to transit, schools, and parks consider Complete Streets amenities. City capital improvement projects on arterials and, where appropriate, street maintenance projects should meet flexible design standards for complete streets.

A critical component of connectivity and multimodal infrastructure is the development and adoption of a Complete Streets policy, **which should consider:**

- Applicability and basis of the policy.
 - Based on street classification, adjacent land use, and other relevant criteria
- How the city will plan, design, and maintain streets so they are safe for all users of all ages and abilities.
- Consideration of all users ages and abilities for all new, retrofit/reconstruction, maintenance, and ongoing projects and new development projects.
- Integration into maintenance schedules and plans. Use basic repaving work to improve the overall network, rather than just waiting on large, expensive, capital projects.
- Alignment with other planning efforts.
- Provide a performance measure and tracking system of completed projects to assist in understanding the successes and needs that are being met and guide future project implementation.

Strong Complete Street policies help transform how decision makers think about road design. Policies are the first step in community practices for street design, in turn developing projects that build the vision and goals, and in turn creating a complete and connected street network safe and reliable for all road users of all ages and abilities.



Source: Smart Growth America

Complete streets strategies include:

- Encourage connections between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, vehicles, transit, and emergency vehicles.
- Maintain a neighborhood traffic management program based on education, enforcement, and engineering for evaluating and responding to residential neighborhood traffic related concerns.
- Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth related transportation impacts.

5.3 INVESTMENTS IN TRANSPORTATION SYSTEMS

Planning and prioritizing transportation investments can provide improvements to economic development, assist in land use decisions, improve tourism and ensure equitable access to City amenities. As the City continues to grow, improving mobility and ensuring that all people equitably benefit from the City's transportation system is key to addressing the diverse needs of residents and visitors alike.

The City of Sammamish's TMP provides the framework to guide short and long-range (20 – 30 years) transportation investments in accordance with the community's vision and goals. Prioritized transportation investments can ensure that large transit projects and other regional infrastructure are coordinated with growth and help improve how people and goods are moved throughout the City. Investments and policies can create a safe, clean and efficient transportation system essential to the quality of life, health and economy of the City of Sammamish's residents and visitors.

TRANSPORTATION ELEMENT GOAL T2

Invest in transportation systems that offer greater options, mobility and access in support of the City's growth strategy.

Policy T 2.1

Prioritize investments in programs, projects, and planning efforts that advance multimodal transportation, safety, and reduce vehicle miles traveled and greenhouse gas emissions.

Policy T 2.2

Maintain and regularly update financial strategies for multimodal transportation investments

Policy T 2.3

In coordination with the State's 6-year Transportation Improvement Plan (TIP), develop and implement the City's six-year TIP that includes transportation programs, projects, services, and a sustainable, multi-year financing plan.

Policy T 2.4

Ensure that new development mitigates its impacts on the transportation system.

TRANSPORTATION IMPROVEMENT PLAN

The Sammamish Transportation Improvement Plan (TIP) looks ahead to address future challenges with a wide variety of transportation investments including transit and bicycle and pedestrian facilities. The TIP does so by identifying specific improvement projects and estimating the City's annual costs across six years. These projects are included in the Transportation Capital Program

funded by local Traffic Impact Fees, Real Estate Excise Tax (REET) and awarded grant funding from State and Federal opportunities.

The TIP is updated and adopted annually to include recently identified and prioritized projects. These updates ensure alignment with the City's transportation vision, improved safety, mobility options and the region's growth.

Infrastructure investments can come in a range of strategies to prepare the city for the coming decade. Some of which include:

Transportation Impact Fee strategies:

- Assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements.
- Provide an annual report for the impact fee account outlining monies collected, earned or received and system improvement that were financed by impact fees.

Investment strategies include:

- Invest and encourage the integration of transportation systems to make it easy for people to move from one mode or technology to another.
- Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities.
- Maintain a citywide traffic monitoring program to determine how transportation investments are performing over time.
- Protect the transportation system against major disruptions by third party infrastructure projects and maintenance.

Financial strategies include:

- Utilize the Transportation Master Plan (TMP) to guide short- and long-range transportation planning and investment decisions.
- Maintain a detailed revenue forecast to fund the ongoing maintenance, operation and delivery of the transportation system.
- Identify potential revenue sources, including general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility grants, developer and other contributions, business taxes, bonds and debt financing.

New Development Standard strategies include:

- Mitigating impacts through improvements or strategies such as nonmotorized transportation modes, transit, ride sharing and transportation demand management.
- New development shall be allowed only if all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere; and/or a financial commitment is in place to complete the necessary improvements

or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

- New development must be responsible for street improvements adjacent to and internal to the development.
- Projects along designated non-motorized corridors should be designed to incorporate the corridor as part of the project.
- Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City's vision of pedestrian connectivity.

5.4 MAINTENANCE, OPERATIONS & SAFETY

Ongoing maintenance and preservation are critical to keeping roadways in operational condition and making the most efficient use of transportation investments. Effective transportation operational strategies are key to ensuring safe and continuous movement of people and goods through all modes. Transportation policies have increasingly prioritized the maintenance, preservation, and optimization of existing transportation infrastructure and services.

Incorporating safety into daily road maintenance activities has the potential to reduce fatalities and serious injuries on the local and rural roadways. It is often second nature to roadway practitioners and maintenance professionals to visually scan their road network whether driving during or outside work hours. Each time a staff member "reads the road" to identify roadway deficiencies, there is an opportunity to improve safety.

Transportation Operations are the intentional strategies, tools, and real-time actions needed for the system to serve all road users safely and reliably as it was planned, invested, designed, constructed, and maintained.

The TMP primarily focuses on future transportation investments however, maintenance efforts are vital to the system's ability to continue to provide safe, useable and efficient mobility.

TRANSPORTATION ELEMENT GOAL T3

Maintain, preserve, and operate the City's transportation system in a safe and functional state.

Policy T 3.1

Maintain and operate the City's multimodal transportation system to provide continuous safe, efficient, and reliable movement of people, goods, and services.

Policy T 3.2

Prioritize safety for all transportation modes when planning and implementing maintenance programs, capital improvements, monitoring programs, and new or redevelopments.

Policy T 3.3

Through planning, maintenance, and investments, foster a transportation system that is sustainable and resilient.

Policy T 3.4

Through collaboration with school districts, implement Safe Routes to School, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration.

Recognizing the role of adequate maintenance and preservation will assist in providing proper accommodation to expected future travel. Focusing strategies to maintain, preserve and operate the facilities that planners, designers, constructors, maintenance crews, and safety specialists envisioned for the real-time user experience can include:

LOCAL ROAD SAFETY PLAN

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements tailored to issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads.

WSDOT provides the Highway Safety Improvement Program designed to assist local agencies with funding of safety improvements projects to reduce or eliminate fatal and serious injury crashes outlined within the LRSP. To be eligible for these funds the City must submit a local road safety plan developed from crash data analysis. This program requires LRSP updates every two years to be eligible for each funding cycle.

SAFETY DRIVEN TRANSPORTATION STRATEGIES FOR ALL MODES INCLUDE:

- Design and operate transportation infrastructure that safely accommodates each mode intended to be served.
- Prioritize safety improvements to the existing transportation system to protect mobility and lower overall asset life-cycle costs.
- Continue to improve the safety of the transportation system to achieve the State’s goal of zero deaths and disabling injuries.
- Ensure that the design speed of facilities reflects the intended operating speed for the facility.

SAFE ROUTES TO SCHOOL

A Safe Routes to Schools (SRTS) program can empower the community to make walking and bicycling to school a safe and routine activity. WSDOT’s SRTS program provides funding for

infrastructure projects within two miles of a school serving children kindergarten – 12th grade. The City of Sammamish has participated in funding applications and continues to seek funding under the program guidelines. To ensure continued participation the TMP encourages following the below strategies:

PROJECT SELECTION AND PRIORITIZATION STRATEGIES INCLUDE

- Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic.
- Locate appropriate signs to alert motorists entering school zones.
- Use adequate traffic calming devices in school zones.

Multimodal LOS

Multimodal level of service (MMLoS) indicates the overall quality of transportation network in terms of the user’s comfort level and how the roadway performs or supports pedestrian and bicycle travel. Recent updates to the Growth Management Act require plan updates to include policies and strategies to achieve more adequate facilities.

Strategies include:

- Install adequate lighting along roadways and pathways.
- Establish crosswalks in areas of good visibility, lighting and proximity to connecting modes.
- Ensure continued maintenance and preservation of existing trails.
- Consider when reconstruction or major maintenance work on a city street not having sidewalks, fully explore the ability to provide sidewalks or alternative pedestrian facilities.
- Encourage multimodal connections where feasible, including strong pedestrian linkage between the transit facilities.

5.5 ENVIRONMENT

Designing policies and strategies to reach substantial reduction of emissions of greenhouse gases that contribute to concerns for our climate and environment now and as well as prepare for future impacts. The Transportation Element Goal T4 is to prioritize investments that that minimize the negative impact on the environment. An emphasis on non-motorized and electric transportation options, as well as public transit can result in a reduction of vehicle miles traveled and greenhouse gas emissions.

As the City of Sammamish continues to grow, the increase in electric demand will require infrastructure improvements to accommodate the increased loading and maintain reliability of the system. Additionally, as electric vehicle (EV) adoption in Washington State increases, charging

infrastructure is a great consideration for those considering purchasing zero-emission vehicles. PSE currently provides programs to Transportation Electrification Programs to reduce EV adoption barriers and boost charging infrastructure within the state. A transition to Electric Vehicles will require increased infrastructure to ensure there is a safe, reliable, and effective source of energy for charging.

Climate change is an urgent environmental, economic, and equity threat being addressed by taking committed actions. The City has adopted a Climate Action Plan which aligns with the PSRC's regional climate change goals and strategies to substantially reduce carbon emissions with reduction of greenhouse gases and reducing vehicle miles traveled. In doing so the city is participating in creating a healthier, more sustainable transportation system.

TRANSPORTATION ELEMENT GOAL T4

Design and manage the City's transportation system to minimize the negative impacts of transportation on the natural environment.

Policy T 4.1

Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, support regional and national efforts and improve overall system flow and performance.

Policy T 4.2

Encourage transportation system development that minimizes existing tree canopy removal and replaces any necessary tree removal along traffic rights of way.

Policy T 4.3

Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environment including features, such as natural drainage, native plantings, and local design themes.

Policy T 4.4

Consider traffic impacts on residential neighborhoods as part of the City's transportation system management program.

Policy T 4.5

Encourage noise reduction on roadways in innovative ways other than the use of noise walls.

Policy T 4.6

Support local transportation demand management programs (education and/or local regulations) to reduce the impacts of high traffic generators not addressed by the Washington State Commute Trip Reduction Act including: City offices, recreational facilities, schools, and other high traffic generating uses.

Policy T 4.7

Reduce greenhouse gas (GHG) emission by 50% by 2030 and 96% by 2050.

Policy T 4.8

Reduce per capita Vehicle Miles Traveled (VMT) by 30% by 2030, and 50% by 2050.

Policy T 4.9

Utilize innovative strategies and technology to encourage mode shift to active transportation and transit to work towards meeting the City's VMT and GHG reduction targets.

CLIMATE CHANGE AND RESILIENCY

Building resiliency within the Sammamish communities is critical to the overall health and wellbeing of the transportation system and its residents. The ability to prepare and plan for or recover from potential adverse events is key to mitigating impacts and recover to a "normal" pre-event state. Building resiliency into the City's transportation system can ensure that routes remain viable for deliveries, health needs, and can strengthen infrastructure to withstand natural events.

STRATEGIES INCLUDE:

- Encourage the integration of transportation systems to make it easy for people to move from one mode or technology to another.
- Work to attract more businesses to the city that provide essential and needed services/goods and broaden the employment opportunities within the city.
- Understand the existing broadband network within the city and work with providers to expand this service thereby enabling more reliable connections for people to successfully work remotely.

Electric Vehicle and Charging planning

In 2021, the Washington State Climate Commitment Act was signed into law, which, among other things, establishes a "cap and invest" program. In 2021 the Clean Fuel Standard was also signed into law, requiring the carbon intensity of fuels to be reduced by 20% by 2038. The Washington State Legislature also provided direction related to EV infrastructure, including the adoption of building codes and development of tools for forecasting charging infrastructure needs.

STRATEGIES INCLUDE:

- Where financially feasible, promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and encouraging the establishment of electric vehicle charging stations throughout the City where appropriate.
- Increase use of electric vehicles and support increased fuel efficiency to reduce transportation related emissions and provide cleaner and healthier air for the community.
- Encourage EV Adoption within the Sammamish community.

- Support electric vehicles in local government operations.
- Encourage electric charging facilities within private development and redevelopment.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is defined as a set of strategies aimed at maximizing traveler choices encouraging travel by other modes, carpooling or encouraging remote work schedules. The City looks at the specific needs of the community and the existing transportation system based on performance and with objectives driven by goals and policies set in the TMP.

TDM STRATEGIES INCLUDE:

- The city should serve as a model to the community by striving to comply with the requirements of the State Commute Trip Reduction (CTR) Act.
- Support the reduction of vehicle dependence in the City by supporting ride share, on-demand car services, and electric bike/scooter programs.
- Apply technology and innovative strategies to enhance active transportation, promote transit, and increase efficiency for all modes of transportation to work towards the City's VMT and GHG reduction goals.
- Continue to ensure the city, as an employer, sets a positive example for other employers by maintaining the use of telework, flexible work hours, compressed work week schedules and other options as deemed feasible to reduce VMT and GHG.

5.6. SAMMAMISH TOWN CENTER

In June 2008, the city adopted the Sammamish Town Center Plan. The Town Center Plan established policy direction that amends the previous Comprehensive Plan. The Town Center provides a central area for the increased residential and commercial densities. Transportation improvements associated with the Town Center are intended to provide safe, efficient, and attractive connections to central uses and amenities, minimize congestion impacts within the Town Center and surrounding areas, and promote alternative travel modes. To support the Town Center Plan, improvement concepts including roadway cross-sections specific to roadways supporting the Town Center were developed. These concepts are described in detail in the Sammamish Town Center Plan.

Transportation impacts of Town Center development will be addressed through a variety of strategies, including:

- Greater connectivity of roadways within, to and from the Town Center.
- Trip reduction through bicycle/pedestrian access.

- Transportation demand management through measures such as shuttle service, carpool access, etc.
- All new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.
- Roadway and intersection improvements inside and outside the Town Center.
- Other measures may be identified.

Below is a summary of the overarching strategies related to circulation.

5.6.1 TOWN CENTER STREET NETWORK

Vehicular traffic should move as smoothly and reliably as possible. This may mean limiting businesses fronting on major arterials like 228th Avenue SE, providing more connecting roads, or implementing other strategies.

Roadway improvements should facilitate vehicle, pedestrian, and bicycle movement. Some recommended improvements are necessary to improve circulation around and within the Town Center while other roads primarily provide access to new development. Roadway system will emphasize pedestrian and bicycle travel and promote transit use.

To support the Town Center Plan, improvement concepts including roadway cross-sections specific to roadways supporting the Town Center were developed.

5.6.2 TOWN CENTER NONMOTORIZED FACILITIES

Providing safe, efficient, and attractive pedestrian and bicycle facilities is one of the top priorities for the Town Center’s development. The Town Center Plan calls for an extensive and connected network of streets and trails. Walking and bicycling are among the most promising travel modes. The plan proposes sidewalks on all public streets, with the widest sidewalks in the mixed-use areas. Bicycle lanes have been implemented on SE 4th Street and are recommended for other key connector streets. Crossing improvements at all the signalized intersections along 228th Avenue SE are important, particularly on SE 4th Street.

The Town Center bike and pedestrian network should also connect to external locations. Previously developed plans have proposed a citywide network of shared-use corridors that would interconnect neighborhoods to the City’s primary activity centers. The 2024 PROS Plan identified a primary conceptual east-west trail that connects to the Town Center. The City and Town Center developers should work together to ensure that the vision of a citywide shared-use corridor network is achieved.

5.6.3 FUTURE 2044 CONDITIONS IN TOWN CENTER

The development forecasts applied in this analysis include a total of 1,737 new dwelling units and 339,000 square feet of commercial development in the Sammamish Town Center area, in addition to a new 600-student public high school on the east side of 228th Ave SE north of SE 4th Street.

The intersection of 228th Avenue SE & SE 4th Street constitutes to be a critical access point to Town Center and a key location for Citywide mobility due to its location on the 228th Avenue SE principal arterial corridor. As such, it will be important to maintain acceptable operations at this location. The 2044 analysis indicates that the intersection will operate at LOS C or better in both peak hour periods of all 2044 scenarios and will satisfy the minimum LOS standard. Intersection LOS results at 228th Avenue SE & SE 4th Street are summarized in **Table 24**.

TABLE 24. 2044 INTERSECTION LOS RESULTS, 228TH AVE SE & SE 4TH ST

| ID | NAME | CONTROL | LOS STD | AM PEAK HR | | PM PEAK HR | |
|----|--|---------|---------|------------|-----|------------|-----|
| | | | | DELAY (S) | LOS | DELAY(S) | LOS |
| | 2044 Baseline | Signal | E | 19 | B | 19 | B |
| | 2044 Alternative 1: STC Network Buildout | Signal | E | 19 | B | 18 | B |
| | 2044 Alternative 2: Back-to-Office | Signal | E | 20 | B | 23 | C |
| | 2044 Alternative 3: Transit Shift | Signal | C | 19 | B | 18 | B |

5.6.4 TOWN CENTER TRANSIT FACILITIES

The Town Center’s configuration with compact mixed-use nodes will be built to accommodate viable transit use. The street grid will be designed to accommodate transit access and the mixed-use nodes will be designed to provide for transit stops at key locations. The land use mix and intensity in these mixed-use areas are intended to provide sufficient pedestrian activity to support transit use.

In 2024, the city adopted a Transit Plan that evaluates the existing and future transit system in Sammamish. This plan considered access to transit, transit speed and reliability, and transit-related safety. Through this planning effort, six key projects were identified intended to enhance transit access, improve transit speed and reliability, and bolster transit-related safety within Sammamish.

The Transit Plan calls for the establishment of “mobility hubs” strategically located in the City. A mobility hub is a space that connects a variety of transportation options, providing a more attractive connection to transit, access future light rail facilities in Redmond (2024) and Issaquah (2044). By creating these hubs, the city is responding to the growing demand for sustainable and

efficient transportation options. Recognizing that 228th Avenue NE/SE is the primary transit corridor, the Transit Plan identified that Sammamish could benefit from a new centrally located transit hub near Town Center. To provide desired transit service, including a centrally located transit hub, coordination between the city, Town Center developers, King County Metro, and Sound Transit is essential.

5.6.5 TOWN CENTER PLAN UPDATE & EIS

In 2024 the City began the process to update the Town Center Plan and Environmental Impact Study to address a proposed increase in residential capacity from 2,000 units to 4,000 units and commercial capacity. Any increase in residential or commercial capacity will necessarily be associated with the delivery of diverse and affordable housing. This update to the City's Town Center Plan will recalibrate the previous plan with updates in the existing conditions since the original Plan was adopted in 2008, account for current development proposals, and adjust the infrastructure and transportation planning. However, the extent of any potential adjustment is not known at this time.



CHAPTER 6.

PLAN IMPLEMENTATION



6.1 INTRODUCTION

This Chapter summarizes the existing funds available for transportation projects and describes options for additional revenues. The remainder of this chapter discusses programmatic investments and then includes two sets of potential future transportation project lists: a prioritized project list and an unconstrained project list. The project lists and the funding assumptions contained in this Chapter will aid current and future decision makers in allocating resources to address transportation issues throughout Sammamish. Finally, this chapter will describe the next steps to implement the TMP.

6.2 ANTICIPATED FUNDS AVAILABLE

The Growth Management Act requires that the transportation related provisions of comprehensive plans address the financing of the local transportation system. The multiyear financing plans serve as the basis for the six-year street, road, or transit program for cities, counties, and public transportation systems and should be coordinated with the State six-year transportation improvement program.

The City of Sammamish transportation projects are currently budgeted in the City’s 340 Capital Improvement Project Fund. The 340 Fund’s revenue sources are as follows:

1. Current Fund Balance: 12/31/2023 balance was \$17,331,219*.
2. Real Estate Excise Tax (REET)
3. Investment Income
4. Traffic Impact Fees (Restricted use)
5. Grants

**Some of these funds have restricted use to the Transportation Impact Fee funding source*

Table 25 below summarizes the annual funding assumptions based on the last few years trend.

TABLE 25. ANNUAL FUNDING ASSUMPTIONS

| FUNDING SOURCE | ASSUMPTIONS |
|---|------------------------|
| 2024 - 304 Beginning Fund Balance (Including TIF) | \$21.5 million |
| Real Estate Excise Tax (REET)** | \$2.8 million annually |
| Traffic Impact Fees | \$450K annually |
| Interest Income*** | \$300K annually |

***Sammamish Finance Department*

****Assumes a \$10 million annual ending fund balance invested at 3%.*

Based on the existing fund balances and assumptions, the estimated revenue projection for the 20-year period 2024 – 2044 is \$ [REDACTED]. Table 26 identifies the revenue stream for the expenditures proposed for the next 20 years based on the preliminary project cost estimates discussed in this chapter.

Table 26. Transportation Capital Improvement Funding: 2024 - 2044

| FUNDING SOURCE | AMOUNT (2024 Dollars) |
|---|------------------------------|
| Transportation CIP Fund (REET)* | 65,700,000 |
| Traffic Impact Fees (TIF) ** | 17,562,776 |
| Interest Income** | 6,000,000 |
| Anticipated Grants | TBD |
| Additional Funding to be determined**** | TBD |
| TOTAL REVENUE | |

**2024 Beginning Fund REET Balance @ \$12.5 million.*

***2023 TIF Balance @ \$9,012,776.*

*****Need to calculate the total project costs for 2024 – 2044.*

6.3 ADDITIONAL REVENUE OPTIONS

This section provides an overview of funding options to augment the City’s current projected revenues for transportation projects. These options include grant programs, Transportation Benefit District, debt financing and budget appropriations.

6.3.1 GRANTS PROGRAMS

Federal, State and Regional grant funding opportunities are available to the City of Sammamish. It should be noted that some grant programs consider whether or not applicants have an adopted Complete Street policy or ordinance and many are targeted toward communities more burdened by socioeconomic issues than Sammamish.

Grant opportunities are available from the following agencies:

U.S. DEPARTMENT OF TRANSPORTATION

Safe Streets for All:

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.

The Safe Streets and Roads for All (SS4A) discretionary grant program is focused on improving roadway safety for all users by reducing and eliminating serious-injury and fatal crashes through the development, refinement, and subsequent implementation of comprehensive safety action plans (referred to as "Action Plans").

The program provides funding to develop tools to help strengthen a community's approach to roadway safety and saving lives. Projects and activities that do not have a connection to roadway safety are not eligible for SS4A funding. The SS4A provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants.

Two SS4A Grant Types

Planning and Demonstration Grants

For a Planning and Demonstration Grant, eligible activities include the following:

1. Developing, updating, or completing an Action Plan.
2. Conducting supplemental safety planning to complete or enhance an Action Plan.
3. Carrying out demonstration activities to inform Action Plan development or updates.

Implementation Grants

- Implementation Grant activities must include implementing roadway safety strategies and projects identified in an eligible, complete Action Plan.
- Projects and strategies must be infrastructural, behavioral, and/or operational activities identified in an Action Plan and must be directly related to addressing the safety problem(s) identified in the Action Plan.
- Implementation Grants may also include funding requests for supplemental planning and demonstration activities that inform an Action Plan (Activity A). In addition, Implementation Grants may fund project-level planning, design, and development connected to the implementation of projects and strategies (Activity B).

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Highway Safety Improvement Program:

The Highway Safety Improvement Program (HSIP) is a federal program that allows states, and the local governments within them, to target safety funds to their most critical safety needs. This includes funding to local agencies through the City Safety Program.

The goal of the Highway Safety Improvement Program (HSIP) is to reduce fatal and serious injury crashes, following Washington state's Strategic Highway Safety Plan ([Target Zero](#)) and each agency's local road safety plan. WSDOT's programs for local governments include the County Safety program, the City Safety program, and the Railway-Highway Crossing program.

The City Safety program provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements/countermeasures. The 2020 program includes two subprograms:

- **Spot Location:** Projects must be at a specific intersection(s), spot or mid-block location(s), or corridor(s) and must address at least one fatal or serious injury crash in the most recent five-year period.
- **Systemic:** Projects are identified through a city/town's local road safety plan, that identifies and prioritizes projects based on the top crash type(s) in the city/town. Projects can be at intersection(s), spot or mid-block location(s), and/or on corridor(s) throughout a city/town or over wide areas within a city/town.

Cities must submit a local road safety plan that addresses fatal and serious injury crashes and systemic safety needs to be eligible to apply.

Pedestrian & Bicycle Program:

The Pedestrian and Bicycle program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Projects should be designed to:

- Eliminate pedestrian and bicyclist fatal and serious traffic crashes.
- Increase the availability of connect pedestrian and bicyclist facilities that provide low traffic stress and serve all ages and abilities.
- Increase the number of people that choose to walk and bike for transportation.

Funding sources:

The Pedestrian and Bicyclist Program is supported with funding from Washington's Climate Commitment Act (CCA). The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs and improving public health.

Information about the CCA is available at www.climate.wa.gov. The program is also supported by the multimodal transportation account-state appropriation.

Eligible project types:

1. Pedestrian/bicyclist safety and/or mobility infrastructure improvements (typically, also includes preliminary engineering, and right of way).
2. Development/Design-Only projects that will result in a ready-to-construct pedestrian or bicyclist improvement project (may include tactical urbanism). Up to 5% of available program funding.

All public agencies in Washington, including tribal governments (lead agency must be the owner/operator of the transportation facilities where improvements are focused).

Safe Routes to Schools Program:

SRTS programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bike. They have grown popular in recent years in response to problems created by a growing reliance on motor vehicles for student transportation, an expanding built environment, as well as the development and availability of federal and state funding for SRTS programs. The program is designed to:

- Enable and encourage children, including those with disabilities, to walk, roll, and bicycle to school.
- Make bicycling and walking to school a safer and more appealing form of transportation, encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Eligible project types

1. Pedestrian/bicyclist safety infrastructure improvements within two miles of a school (typically, also includes preliminary engineering, and right of way).
2. Education/Encouragement Only projects.
3. Development/Design-Only projects that will result in a ready-to-construct pedestrian or bicyclist improvement project within two miles of a school (may include community outreach and tactical urbanism). Up to 5% of available program funding.

Projects are to serve students in kindergarten to 12th grade.

Funding sources:

The Pedestrian and Bicyclist Program is supported with funding from Washington’s Climate Commitment Act (CCA). The CCA supports Washington’s climate action efforts by putting cap-and-

invest dollars to work reducing climate pollution, creating jobs and improving public health. Information about the CCA is available at www.climate.wa.gov. The program is also supported by the multimodal transportation account-state appropriation.

All public agencies in Washington, including tribal governments (lead agency should be the owner/operator of the transportation facilities where improvements are focused), and nonprofit entities responsible for the administration of transportation safety education and encouragement programs

Surface Transportation Block Grant:

The Surface Transportation Block Grant (STBG) continues to be the most flexible of all the highway programs and provides the most financial support to local agencies.

WSDOT allocates STBG funds to Metropolitan Planning Organizations (MPO's) and County Lead Agencies for prioritizing and selecting projects that align with their regional priorities involving all entities eligible to participate in a public process. In addition, WSDOT sets annual delivery targets for each MPO and county lead agency.

Eligible projects include:

- Highway/bridge construction/repair.
- Transit capital projects.
- Bicycle, pedestrian and recreational trails.
- Construction of ferry boats and terminals.

Distribution formula:

Local Programs continues to distribute funds based on a formula driven formula developed in coordination with the MPOs and counties, as follows:

- Urbanized areas greater than 200,000 population – Distributed based on 2010 Census data as required.
- Urbanized areas greater than 50,000 but no more than 200,000 – Distributed based on 2010 Census data as required.
- Urban areas greater than 5,000 but no more than 49,999.
- Under 5,000 population – Distributed based on rural lane miles.
- Flexible –
Distributed based on 75% population/25% total county lane miles
Local Programs administration costs will be decreased from the initial allocations based on a proportional share of the total allocation for each entity.

Transportation Alternatives Program:

Transportation Alternatives (TA) projects and activities encompass smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities.

Distribution formula

In 2022, the federal transportation act allocations for the Transportation Alternatives (TA) were modified as follows:

- Over 200,000 population – Distributed based on 2020 Census data as required.
- Urbanized areas greater than 50,000 but no more than 200,000 – Distributed based on 2010 Census data as required.
- Urban areas greater than 5,000 but no more than 49,999 – Distributed based on 2010 Census data as required.
- Under 5,000 population – Distributed based on 2010 Census data for this population area.
- Flexible:
 - Prior to distribution, \$2.4 million (even year) and \$1.7 million (odd year) is provided to the statewide Safe Routes to School (SRTS) program.
 - Distributed based on 2010 Census data for the total population of the area.

Washington State Transportation Improvement Board (TIB)

The City of Sammamish is eligible to submit applications to the following TIB grant programs. Funding applications are available at each year’s call for project (from June to August). All projects must be transportation related on a federally classified route (principal, minor, collector).

Urban Arterial Program:

The Urban Arterial Program (UAP) funds projects in one of the following bands: Safety, Commercial Growth and Development, Mobility, and Physical Condition. Grants are awarded based of the following criteria:

- Eligible agencies are counties with urban unincorporated areas and cities with a population of 5,000 or greater.
- Eligible projects must be on a federally classified route (principal, minor, collector)
- Projects must be consistent with state, regional and local transportation plans.
- The local match requirement is determined by the City's valuation, or in the case of counties, by its road levy valuation (Minimum local match ranges from 10 to 20 percent).
- Funds are distributed across five regions based on arterial lane miles and population.

Urban Active Transportation Program (ATP):

The Active Transportation Program provides funding to improve pedestrian and cyclist safety, enhance pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.

- Eligible agencies are counties with urban unincorporated areas and cities with a population of 5,000 or greater.
- Eligible projects must be on a federally classified route (principal, minor, collector)
- Projects must be consistent with state, regional and local transportation plans.
- The local match requirement is determined by the City's valuation, or in the case of counties, by its road levy valuation (Minimum local match ranges from 10 to 20 percent).
- Funds are distributed across three regions based on arterial lane miles and population.

Complete Streets:

The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

Agencies are required to have an adopted complete streets policy and ordinance in place and confirmed to be included on the TIB eligibility list prior to applying for funding.

Funding sources:

The Complete Streets Program is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs and improving public health. Information about the CCA is available at www.climate.wa.gov.

Puget Sound Regional Council (PSRC)

PSRC helps Puget Sound Region communities secure federal funding for transportation projects. The PSRC conducts project selection processes for almost \$300 million each year in federal transportation dollars. Projects funded from a variety of sources are included in the rolling 4-year Transportation Improvement Program (TIP).

At the start of each funding cycle, PSRC's Executive Board adopts a Policy Framework to guide the project selection process in support of the region's long-range plans: VISION 2050, the Regional Transportation Plan, and the Regional Economic Strategy. The primary project selection process is conducted on a two-year cycle, and smaller processes for specific funding programs are conducted in off-years. Although the primary focus of grants administered by PSRC are regional with emphasis on urban centers, the city should consider the following program:

Transportation Alternatives Program (TAP):

The TAP is a Federal Highway Administration funding program for community-based transportation improvements, such as bicycle and pedestrian facilities, historic preservation of transportation assets, environmental mitigation, and others. The next process will be conducted in 2025.

Eligible project types

Pedestrian and Bicycle

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Recreational Trails Program (RTP) eligible projects and activities.
- Safe Routes to School (SRTS) program eligible projects and activities, including:
 - Infrastructure-related projects
 - Non-infrastructure-related activities
 - SRTS coordinators
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Activities in furtherance of a vulnerable road user safety assessment.
 - Historic Resources
- Historic preservation and rehabilitation of historic transportation facilities. Operation of historic transportation facilities is not eligible.
- Archaeological activities relating to impacts from implementation of a transportation project.

Environmental

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
 - Community improvement activities, which include but are not limited to:

- Inventory, control, or removal of outdoor advertising.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Construction of turnouts, overlooks, and viewing areas.

King County Countywide Program:

Within King County there are 40 jurisdictions, multiple transit agencies and special districts (e.g. Port of Seattle) that have identified needs for preservation, safety, system efficiency improvements and capacity expansion to the transportation system within the county. Federal Highway Administration funds are set aside by PSRC for countywide programs. The City of Sammamish is eligible to submit grant applications in the following programs:

- **Large Jurisdiction Program:** The purpose of program is to provide funding for preservation, safety, system efficiency improvements and capacity expansion projects identified by local jurisdictions with a population of 15,000 or higher (see following Grant Eligibility Table). There is no limit on the number of proposals that a single agency can submit. However, a cap may be set on the amount of funding that can be requested per application.
- **Non-Motorized Set-Aside Program:** The purpose of this program is to provide funding for priority non-motorized projects within King County. Funding level for this program is set as King County’s population share of the 10% of funding taken off the top of the total available STP and CMAQ programs set-aside for funding non-motorized projects. Eligible agencies: cities, county, transit agencies, special districts, and tribal nations. etc. No limit on the number of applications per agency. The amount of funding that can be requested per application is set at 50% of the available funding for each year.
- **Preservation Set-Aside Program:** Purpose of program is to provide funding for preservation of the existing transportation network. There is a limit of two applications per agency and a maximum request amount of \$1.5 million per application. Project sponsors will be required to provide information on their agency’s level of effort to maintain their roadway infrastructure as part of the application submittal process.

6.3.2 TRANSPORTATION BENEFIT DISTRICT (TBD)

The Washington State legislature recognized that the residents of the state can benefit by public and private sectors cooperating in addressing transportation needs. This cooperation can be fostered through enhanced capability for cities, towns, and counties to make and fund transportation improvements necessitated by economic development and to improve the performance of the transportation system. To this end, the legislature adopted legislation (RCW 36.73) that allows cities, towns, and counties to establish transportation benefit districts in order to respond to the special transportation needs. Thus, City of Sammamish may establish a transportation benefit district within the City for the purpose of acquiring, constructing, improving, providing, and funding a transportation improvement within the district that is consistent with any

existing state, regional, or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels. Once created, the TBD Board may raise revenues from the following sources:

VEHICLE LICENSE FEE:

The TBD Board may impose by a majority vote the following fees, taxes, and charges:

- I. Up to \$20 of the vehicle fee authorized in RCW [**82.80.140**](#);
- II. Up to \$40 of the vehicle fee authorized in RCW [**82.80.140**](#) if a vehicle fee of \$20 has been imposed for at least 24 months;
- III. Up to \$50 of the vehicle fee authorized in RCW [**82.80.140**](#) if a vehicle fee of forty dollars has been imposed for at least 24 months.

Based on vehicle registration data provided by the Washington State Department of licensing, a vehicle license fee could generate between \$1 million and \$3 million annually. This revenue could be used for individual projects and programs or to pay back bond debt.

TABLE 27. ESTIMATE VEHICLE LICENSE FEE REVENUE

| EXPIRATION MONTH | NUMBER OF VEHICLES DUE TO RENEW | |
|--|---------------------------------|--------------------------------------|
| | SAMMAMISH LOCATION CODE 1739 | SAMMAMISH NON-RTA LOCATION CODE 4039 |
| 30-Nov-2023 | 4,503 | 187 |
| 31-Dec-2023 | 6,291 | 276 |
| 31-Jan-2024 | 4,918 | 248 |
| 29-Feb-2024 | 4,581 | 213 |
| 31-Mar-2024 | 6,480 | 281 |
| 30-Apr-2024 | 4,946 | 211 |
| 31-May-2024 | 6,047 | 278 |
| 30-Jun-2024 | 5,986 | 284 |
| 31-Jul-2024 | 5,950 | 276 |
| 31-Aug-2024 | 6,228 | 269 |
| 30-Sep-2024 | 5,203 | 205 |
| 31-Oct-2024 | 3,037 | 139 |
| Sub Total | 64,170 | 2,867 |
| Total | 67,037 | |
| Estimated Vehicle License Fee Revenue | | |
| \$20 Tab Fee | \$1,340,740 | |
| \$40 Tab Fee | \$2,681,480 | |
| \$50 Tab Fee | \$3,351,850 | |

SALES AND USE TAX:

Subject to the provisions in RCW [36.73.065](#), a transportation benefit district under chapter [36.73](#) RCW may fix and impose a sales and use tax. The tax authorized in this section is in addition to any other taxes authorized by law and shall be collected from those persons who are taxable by the state under chapters [82.08](#) and [82.12](#) RCW upon the occurrence of any taxable event within the boundaries of the district. The rate of tax shall not exceed three-tenths of one percent of the selling price in the case of a sales tax, or value of the article used, in the case of a use tax. The voter-approved sales tax may be imposed for a period exceeding 10 years if the moneys received under this section are dedicated for the repayment of indebtedness incurred in accordance with the requirements of chapter [36.73](#) RCW.

Table 28 below indicates what a voter approved one tenth of one percent to a three tenths of one percent sales tax increase could potentially generate on average between \$900,000 to \$2,800,000 annually for transportation projects. This revenue could be used to pay back “councilmanic” bonds.

TABLE 28. ESTIMATED SALE TAX REVENUE (VOTER APPROVED)

| YEAR | ESTIMATED SALES (\$MILLION) | ESTIMATED CITY SALES TAX REVENUE AT CURRENT RATE | ESTIMATED ADDITIONAL REVENUE | | |
|--------------|-----------------------------|--|------------------------------|---------------------|---------------------|
| | | | 1/10 OF 1 % | 2/10 OF 1 % | 3/10 OF 1% |
| 2024 | \$863.90 | \$7,300,000 | \$863,905 | \$1,727,811 | \$2,591,716 |
| 2025 | \$903.90 | \$7,637,793 | \$903,881 | \$1,807,762 | \$2,711,642 |
| 2026 | \$940.04 | \$7,943,305 | \$940,036 | \$1,880,072 | \$2,820,108 |
| 2027 | \$899.40 | \$7,600,154 | \$899,426 | \$1,798,853 | \$2,698,279 |
| 2028 | \$965.90 | \$8,161,904 | \$965,906 | \$1,931,812 | \$2,897,718 |
| 2029 | \$1,036.30 | \$8,756,435 | \$1,036,264 | \$2,072,529 | \$3,108,793 |
| Total | \$5,609.44 | \$47,399,591 | \$5,609,418 | \$11,218,839 | \$16,828,256 |

LOCAL IMPROVEMENT DISTRICTS (LID)

As provided under RCW [36.73.080](#), the TBD Board has the authority to provide, impose special assessments on all property specially benefited by the transportation improvements, and issue special assessment bonds or revenue bonds to fund the costs of the transportation improvement.

6.3.3 DEBT FINANCING

Local governments are authorized to issue debt in the [Washington State Constitution](#) in article 8, section 6. This section provides a uniform level of debt limitation for all jurisdiction types based on a percentage of taxable property values. The level of debt authority (limitation) is separated into non-voted and total debt:

- **Non-voted debt** (also called “councilmanic” debt or limited tax general obligation/LTGO debt) cannot be greater than 1.5% of assessed value (AV) of taxable properties in the jurisdiction.
- **Total debt** (including voted and non-voted debt) cannot be greater than 5.0% of AV. However, cities and towns can increase their total debt limit by an additional 5% with voter approval (to a total of 10% of AV) for water, lights, and sewers when those facilities are controlled by the municipality.

The City of Sammamish has no outstanding debt. As such, the City’s total bonding capacity for 2024 is \$1,422,854,480 broken down as follows:

TABLE 29. CITY OF SAMMAMISH LEGAL DEBT CAPACITY

| Legal Debt Capacity | | | | |
|--|-------------------------|-----------------------|-------------------------|-------------------------|
| Assessed Valuation for 2024 Property Taxes - \$28,457,089,593 | | | | |
| Debt Limits | General Capacity | | Parks/Open Space | Total |
| | Non-Voted | Voted | | |
| 2.5% of AV | \$ - | \$ 711,427,240 | \$ 711,427,240 | \$ 1,422,854,480 |
| 1.5% of AV | 426,856,344 | (426,856,344) | - | - |
| Legal Limit | \$ 426,856,344 | \$ 284,570,896 | \$ 711,427,240 | \$ 1,422,854,480 |
| Less Outstanding Debt: | \$ - | \$ - | \$ - | \$ - |
| Remaining Capacity | \$ 426,856,344 | \$ 284,570,896 | \$ 711,427,240 | \$ 1,422,854,480 |

6.3.4 BUDGET APPROPRIATIONS AND PARTNERSHIPS

Budget appropriations and partnerships cannot be overlooked in obtaining revenue for priority capital improvement projects. Ongoing communication and coordination with Federal, State and County legislators by the Sammamish City Council and officials about the City’s priority project needs can create opportunities to secure budget appropriations. For example, many cities obtained funds the Move Ahead Washington , the state’s transportation funding package that provides \$3 billion for public transportation.

6.4 REVENUE SHORTFALL CONTINGENCY PLAN

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with

confidence, including grants, joint agency funding, motor vehicle registration fees, general obligation bonds, and mitigation/impact payments which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the City has several options: add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

6.5 ONGOING PROGRAMS

The TMP focuses primarily on future transportation capital projects and not on-going programs or maintenance. However, these transportation programs and maintenance efforts are vital to the on-going upkeep of the City’s transportation system to keep Sammamish residents moving. These programs and efforts are housed in each annual Transportation Improvement Plan (TIP) and include the vital programs listed in **Table 30** (excerpted from the 2025 – 2030 TIP).

Table 30. Ongoing Programs

| ID NO. | PROGRAM NAME |
|--------|--|
| TR-C | Sidewalk Gap & Non-motorized Program |
| TR-E | Neighborhood Traffic Management Program |
| TR-F | Streetlight Enhancement Program |
| TR-G | School Zone Safety Improvement Program |
| TR-H | Capital Contingency Reserve/Placeholder |
| TR-J | Intelligent Transportation Systems (ITS) Program |
| TR-K | ADA Barrier Remediation Program |
| TR-L | Pavement Management Program |
| TR-M | Transit Enhancement Program |

Programs listed in the **Table 30** are funded under the City’s Transportation Capital Improvement Project fund. These programs may partially support other capital projects identified elsewhere in the TMP.

6.6 FUNDED PROJECTS

The Funded Six-Year project list is the Transportation Improvement Program 2025 to 2030. The projects in this list were scored and prioritized based on the criteria described in **Appendix C**. **Figure 31** shows a map of these funded projects. The projects include traffic, safety, and non-motorized projects; connection projects; and corridor improvement projects.



FIGURE 31. 2025-2030 TIP PROJECT MAP

Table 31 presents the recommended list of funded TIP projects. Note that all costs are in 2024 dollars.

Table 31. Funded Project List

| PROJECT TYPE | ID NO. | PROJECT NAME | COST (\$1,000) |
|--|---------------|---|-----------------------|
| Program | TR-C | Sidewalk Gap & Non-motorized Program | \$2,400 |
| Program | TR-E | Neighborhood Traffic Management Program | \$90 |
| Program | TR-F | Streetlight Enhancement Program | \$450 |
| Program | TR-G | School Zone Safety Improvement Program | \$90 |
| Program | TR-J | Intelligent Transportation Systems (ITS) Program | \$150 |
| Program | TR-K | ADA Barrier Remediation Program | \$2,700 |
| Program | TR-L | Pavement Management Program | \$15,700 |
| Program | TR-M | Transit Enhancement Program | \$600 |
| Traffic, Safety, & Non-Motorized Project | TR-100 | Flood Mitigation- SE Issaquah-Fall City Road: Endeavor Elementary School to SE Duthie Hill Road | \$7,101 |
| Traffic, Safety, & Non-Motorized Project | TR-108 | Inglewood Hill Road Sidewalk Gap | \$1,046 |
| Traffic, Safety, & Non-Motorized Project | TR101/SW-601 | Louis Thompson Road Tightline Project | \$11,007 |
| Traffic, Safety, & Non-Motorized Project | TR-63 | Flood Mitigation Project: 212 th Ave SE/SE 14 th Pl to SE 18 th St | \$671 |
| Connection Project | TR-126 | Northeast Connector Road (Improvements at SE 1 st St & 228 th Ave SE) | \$1,255 |

| | | | |
|--------------------|--------|---|---------|
| Connection Project | TR-134 | SE 6 th Street Improvement Project, Phases A, B, and C | \$6,137 |
| Corridor Project | TR-115 | Sahalee Way Corridor Improvements: NE 8 th Street to City Limits | \$2,257 |
| Corridor Project | TR-02 | Issaquah-Pine Lake Road: SE 44 th - SE 32 nd Phase 1 | \$400 |
| Corridor Project | TR-03 | Issaquah-Pine Lake Road: SE 48 th - SE 344 th Phases 2 | \$400 |
| Corridor Project | TR-18 | SE 8 th /218 th Ave SE- 212 th Ave SE to SE 4 th Street | \$125 |
| Corridor Project | TR-42 | 218 th Ave SE/ 216 th Ave SE: SE 4 th Street to Inglewood Hill Road NE | \$125 |
| Corridor Project | TR-122 | SE 32 nd / Issaquah Beaver Lake Road Corridor Improvements | \$600 |

6.7 UNCONSTRAINED PROJECT LIST

The City of Sammamish considered many projects while building the prioritized project list. A number of these projects were not prioritized at this time due to budget constraints or feasibility issues. The following lists are not intended to be binding on future decision-makers but are recorded for possible inclusion in future Transportation Improvement Plan lists or as considerations for development review.

Appendix D shows remaining projects that have been considered by the city as potential future investments. These projects are still considered high possibilities for future project lists and will be considered in development review. The projects are listed in terms of their project category and score based on the ranking criteria. Projects that are higher on the list in their respective project category have scored higher on the evaluation criteria than those lower on the list, demonstrating greater relative importance to the City’s road system and meeting the community’s stated goals and priorities. Note that all cost estimates included in these tables are in 2024 dollars.

6.8 NEXT STEPS

6.8.1 INTERGOVERNMENTAL COORDINATION

The City of Sammamish works to maintain positive relationships with neighboring jurisdictions, regional agencies and service providers, and state and federal governments. The city has a shared interest and concern in maintaining a vital local and regional economy, and a high quality of life for its residents, which depend on transportation mobility across jurisdiction boundaries. The City has agreements in place that demonstrate its active commitment to working with King County, other regional partners and state and federal agencies to address transportation issues, share information and solve problems. The development and ongoing monitoring of the City’s Comprehensive Plan demonstrates that commitment. The Growth Management Act requires that plans between neighboring jurisdictions maintain a level of consistency through coordination of planning efforts.

Increasingly, Sammamish’s transportation system functions as an integral part of a larger regional system – of roadways, transit routes, park and ride facilities, and non-motorized facilities that allow walking and/or biking the first and last mile and making connections in between.

The development of this TMP relied upon travel demand forecasts provided by the Puget Sound Regional Council. Coordination efforts are expected to be ongoing with:

- Washington State Department of Transportation (WSDOT) on the recommended revisions to the City’s Roadway Functional Classification System, updates to the state Freight and Goods Transportation System (FGTS), and future improvements on SR 202 to the north of Sammamish;
- Sound Transit on Transportation Demand Management activities by major employment sites, providing access to transit facilities and services, and on maintaining and expanding transit service quality within the City.
- King County to address the needs of travel across jurisdiction limits, including mitigating the impacts of land use development outside the city, and furthering the expansion of the regional nonmotorized trail system.

Finally, the city anticipates a certification review of this Comprehensive Transportation Element by the Puget Sound Regional Council to ensure its conformity with the adopted regional Vision 2050 plan.

6.8.2 TRANSPORTATION MASTER PLAN IMPLEMENTATION

The Transportation Master Plan (TMP) is a living document and serves as the blueprint for transportation in the City of Sammamish over the next six years. The TMP should be reviewed for updates regularly to adapt to any changes in City priorities and opportunities that improve the City’s ability to meet its transportation goals. Several implementation steps should be initiated over the next few years to enhance the TMP or determine if changes are needed and to better assess the costs and benefits of projects. The next steps necessary to implement the TMP through 2027 are shown and described below in **Table 32**.

Table 32. Implementation Timeline (tentative)

| Action | 2025 | 2026 | 2027 |
|-----------------------------|--|------------------------------|------------------|
| Community Engagement | Complete Streets Program | | |
| | Transportation Improvement Program | | |
| | Multimodal Plan | | |
| | | Safe Routes to School | |
| | Pedestrian LOS Guidelines | | |
| | Bicycle LOS Guidelines | | |
| | Transit Accessibility | | |
| | | | |
| | Transportation Safety Improvements | | |
| | | Transportation Impact Fee | |
| Policy Updates | | Complete Streets | |
| | | | Street Standards |
| | | Pedestrian LOS Guidelines | |
| | | Bicycle LOS Guidelines | |
| | | New Development Code Updates | |
| | Non-Motorized Corridor Design Policies | | |
| | | Concurrency Management | |
| | | | |
| Plan Updates | | Multimodal Plan | |
| | ADA Transition Plan | | |
| | TMP Update | | |

| | | | |
|---|--------------------------------------|---|---------------------------|
| | Bicycle and Pedestrian Mobility Plan | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Project & Program Implementation | | | |
| | | Incorporate TMP Priority Projects | |
| | Transportation Improvement Projects | | |
| | | Transit Access Improvements | |
| | | | New Development Code |
| | | | Transportation Impact Fee |
| | | Non-Motorized Corridor Projects & Program | |
| | Transportation Safety Improvements | | |
| | | | Concurrency Management |
| | | | |



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PRIORITIZED PROJECT LIST CRITERIA

APPENDIX D

UNCONSTRAINED PROJECT LIST