

## Transportation Master Plan - Comment Matrix

Draft Updated: 11/07/24

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

\*Staff Note: Grammatical edits have been made to comments without changing the meaning or context of the comment provided.

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
1	Draft 1	7/19/2024	Hongning Wang	Konveio #001	according to	Executive Summary - third paragraph - Pg. 2	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
2	Draft 1	7/26/2024	Mike Bresko	Konveio #002	typo -- delete "the"	Executive Summary - GMA Requirements & Updates to the TMP - Pg. 4	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
3	Draft 1	7/26/2024	Mike Bresko	Konveio #003	typo double period	Executive Summary - GMA Requirements & Updates to the TMP - Pg. 5	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
4	Draft 1	8/7/2024	John Backman	Konveio #004	Move this heading to the next page	Executive Summary - PSRC Checklist - Pg. 6	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
5	Draft 1	7/30/2024	Mike Bresko	Konveio #005	I recall hearing that this iteration of the TMP will be added to -- i.e., it is a starting point. The "Timeline" table at the end of the text clearly shows that lots of detail will be developed during 2025. I suggest that you state that in either 1.1 Background or 1.2 Planning Context, and in the Executive Summary. These sections as written imply that the TMP is in final form.	Chapter 1 - 1.1 Background - third paragraph - Pg. 11	DRAFT 2 - Added text regarding additional details will be added in 2025 TMP update to the Executive Summary.	Text added
6	Draft 1	7/26/2024	Mike Bresko	Konveio #006	Consider a table showing the policy goals of each (WA state, PSRC, ...) It would help to more quickly see the overarching goals that the TMP is working toward achieving.	Chapter 1 - 1.2 Planning Context - first paragraph - Pg. 11	DRAFT 2 - Added a sentence to reference the tables in Executive Summary for GMA and PSRC requirements.	Text added
7	Draft 1	7/26/2024	Mike Bresko	Konveio #007	edit: use "It provides" ... delete "In turn"	Chapter 1 - 1.2 Planning Context - first paragraph - Pg. 11	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
8	Draft 1	7/26/2024	Mike Bresko	Konveio #008	I wonder if this section can be more logically organized, specifically where the TMP fits into all of these goals. Here's a possible suggestion that might work as a figure: A box with WA State as heading and GMA and Trans Plan as bullets, a box with PSRC as heading and Vision and RTP as bullets, a box with KC with Plan and Metro Strat Plan as bullets. Arrows from these boxes go to a box titled Sammamish Comp Plan Trans Element. An arrow from Comp Plan goes to TMP with Citywide Transit Plan, TIP, and NTMP as bullets. Basically, you ought to somehow illustrate / explain where the TMP fits into all of this and the elements of the TMP. It would be ideal if the public could easily understand how this all fits together.	Chapter 1 - 1.2 Planning Context - first paragraph - Pg. 11	DRAFT 3 - Will add graphic shown during Planning Commission Public Hearing Presentation on 8/29/24 to illustrate coordination of various goals/documents.	Graphic Created (Added to Draft #3)

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
9	Draft 1	7/26/2024	Mike Bresko	Konveio #009	edit: should be "advances" "meets" "reflects" since each of these explain what the "prioritized list" does.	Chapter 1 - 1.1 Background - third paragraph - Pg. 11	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
10	Draft 1	7/19/2024	Hongning Wang	Konveio #010	E should not be bold	Chapter 1 - 1.2.2 Puget Sound Regional Council - Regional Transport Plan (RTP) - safety bullet - Pg. 13	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
11	Draft 1	8/7/2024	John Backman	Konveio #011	Use bullets and sub-bullets for the Vision 2050 strategies.	Chapter 1 - 1.2.2 Puget Sound Regional Council - Vision 2050 - second paragraph - Pg. 13	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
12	Draft 1	7/19/2024	Hongning Wang	Konveio #012	Which criteria?	Chapter 1 - 1.2.5 City of Sammamish - Transportation Improvement Plan - Pg. 16	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
13	Draft 1	7/26/2024	Mike Bresko	Konveio #013	Echoing my suggestion at the start of section 1.2 -- how does the TMP fit with this? Does the TPM include the City Transit Plan, TIP and Neighborhood Trans Mgmt? Do these pre-date the TPM and will continue to be separate?	Chapter 1 - 1.2.5 City of Sammamish - ENVISION SAMMAMISH 2044 - Pg. 16	DRAFT 3 - Will add graphic shown during Planning Commission Public Hearing Presentation on 8/29/24 to illustrate coordination of various goals/documents.	Graphic Created (Added to Draft #3)
14	Draft 1	8/8/2024	John Backman	Konveio #014	Label the small segment of SE 43rd way that is identified as a Principal Arterial. Maybe also footnote the fact that Issaquah is responsible for the rest of SE 43rd way. (I didn't know that any part of SE 43rd way was in Sammamish)	Chapter 2 - 2023 Street Functional Classification Map - Pg. 19	DRAFT 2 - Street Classification Map has been recreated and labeling corrected.	Graphic Updated
15	Draft 1	8/8/2024	John Backman	Konveio #015	Please explain the different colored chart lines going into 2025.	Chapter 2 - Pavement Condition Index (PCI) Trends - Pg. 26	DRAFT 2 - Clarification sentence added regarding Figure. 4 Pavement Conditions Trends by Year.	Text added
16	Draft 1	8/8/2024	John Backman	Konveio #016	Would it be possible to footnote any significant pavement condition upgrades that have been completed since this 2021 survey?	Chapter 2 - Pavement Condition Survey Map - Pg. 27	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
17	Draft 1	8/8/2024	John Backman	Konveio #017	In addition, there are at least two all way stop signs that feature motion activated flashing lights around the stop sign.	Chapter 2 - 2.4.3 Intersections - Pg. 35	Figure 8 does not go in to the level of detail for all-way stops that have flashers because they act the same as non-flashing all-way stops.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
18	Draft 1	7/26/2024	Mike Bresko	Konveio #018	To the extent that the ratings could lead to investments there are a few incongruencies. The following might be more accurately rated as level 3 rather than 4: E Lk Samm Parkway is shown as high stress despite bike lanes and a somewhat high number of cyclists. Sahalee Way NE has a wide shoulder and 228 to NE 8th has a bike lane or decently wide shoulder. Inglewood has east of the Pkwy has bike lanes.	Chapter 2 - Figure 16. Existing Bicycle Level of Traffic Stress - Pg. 57	Staff does not recommend changing the LTS for these roadways because the presence of a bike lane or wider shoulder does not automatically make a facility lower stress. There are other factors such as speed, traffic volume, and number of lanes.	No change made
19	Draft 1	7/29/2024	Mike Bresko	Konveio #019	Include units for "delay"	Chapter 3 - Table 13. 2044 Intersection LOS Deficiencies - Pg. 66	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
20	Draft 1	7/29/2024	Mike Bresko	Konveio #020	list is missing at least one bullet	Chapter 4 - Table 16. Policy Workshop Considerations - Pg. 75	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
21	Draft 1	7/29/2024	Mike Bresko	Konveio #021	from 25th Way to ??? (north or south?)	Chapter 4 - 4.4 Transportation Master Plan - last bullet - Pg. 78	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
22	Draft 1	7/29/2024	Mike Bresko	Konveio #022	"Challenges" might be a better heading for this section	Chapter 4 - 4.6 Issues & Opportunities - Pg. 80	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
23	Draft 1	7/30/2024	Mike Bresko	Konveio #023	Add a short sentence that introduces the goal and policies list. Then place the list after that sentence. Then move starting with "Transportation Goal 1" to the end of this section.	Chapter 5 - 5.2 Multimodal Network - fourth paragraph - Pg. 82	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
24	Draft 1	7/30/2024	Mike Bresko	Konveio #024	Add a sentence the briefly mentions figure 22 (layers) so that this paragraph includes that mention and the importance of collaboration. Move the figure after this paragraph. Section 5.2 was read. It seemed to bounce around without a clear flow. This an my next comment might improve the flow.	Chapter 5 - 5.2 Multimodal Network - third paragraph - Pg. 82	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
25	Draft 1	7/30/2024	Mike Bresko	Konveio #025	I don't recall reading a definition of multimodal earlier in the document. Maybe this section should start with a definition. Also, as is, the first sentence (providing access to ...) can be achieved if only cars are being used. That sentence hardly seems like the way to begin explaining plans for a multimodal network.	Chapter 5 - 5.2 Multimodal Network - first paragraph - Pg. 82	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
26	Draft 1	7/30/2024	Mike Bresko	Konveio #026	Is a layered network the same as a multimodal network. If so, use one term throughout. different, explain the difference.	Chapter 5 - Figure 22. The Layered Network - Pg. 83	DRAFT 2 - Additional explanation added to Figure 22 - Layered Network.	Text added
27	Draft 1	7/30/2024	Mike Bresko	Konveio #027	Maybe retitle to "Biking and Walking Plan" Keep it simple and clear.	Chapter 5 - 5.2.1 Walking & Biking - Bicycle and Pedestrian Mobility Plan - Pg. 84	The current title of this plan is "Bicycle and Pedestrian Mobility Plan".	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
28	Draft 1	7/30/2024	Mike Bresko	Konveio #028	Does pedestrian mean walking, or walking and biking?	Chapter 5 - 5.2.1 Walking & Biking - second paragraph - Pg. 84	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
29	Draft 1	7/30/2024	Mike Bresko	Konveio #029	Could this list of strategies be combined with the prior list of the "bicycle and pedestrian mobility plan"? Frankly, the draft TMP has so many lists that say somewhat similar things that it becomes hard to understand. Consider how the document could be simplified and shortened -- consolidating some of the lists might be a place to start.	Chapter 5 - 5.2.1 Walking & Biking - Walking and biking strategies include: - Pg. 85	These are two separate lists: Bike/Ped Plan list identifies purpose of plan and Bike/Ped strategies list identifies strategies for walking and biking so they are not being combined.	No change made
30	Draft 1	7/30/2024	Mike Bresko	Konveio #030	encourage accessibility? Will amenities do that? Maybe "encourage accessibility and use". We want to encourage people to use transit, and making the stops safer and more comfortable would be a small step in that direction.	Chapter 5 - 5.2.2 Transit - Transit Strategies include: - second bullet - Pg. 85	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
31	Draft 1	7/30/2024	Mike Bresko	Konveio #031	Figure 22 (layered network) refers to "auto" and "trucks/delivery vehicles". Should this section be titled "Autos and Trucks/Delivery Vehicles"? Should there be a mention that this section refers to all types of vehicles? (This is a minor point. I did briefly wonder if a robust TMP might include a few strategies specific to trucks/delivery vehicles.)	Chapter 5 - 5.2.3 Vehicles - Pg. 87	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
32	Draft 1	7/30/2024	Mike Bresko	Konveio #032	Is concurrency the only strategy to ensure acceptable LOS? Seems like at least one other strategy is needed directly related to vehicle traffic. It might make sense to mention in the section's text (but not the list of strategies) that improving other modes of transportation will benefit intersection LOS.	Chapter 5 - 5.2.3 Vehicles - strategies include: - Pg. 87	The strategy for intersection LOS is tied to the Concurrency Development Review process.	No change made
33	Draft 1	7/30/2024	Mike Bresko	Konveio #033	The list that follows describes what a complete streets policy should contain. The list is somewhat similar to the list provided for the "bicycle and pedestrian mobility plan". Maybe both should be policy considerations or both should be plan considerations. Doing so -- it that makes sense -- helps to make the structure of each subsection similar. Most other sections have "plan" and "strategies".	Chapter 5 - 5.2.4 Complete Streets - Complete Streets Policy second paragraph - Pg. 89	These are separate lists. The Bicycle and Pedestrian Mobility Plan will include suggestions related to a Complete Streets Policy.	No change made
34	Draft 1	7/30/2024	Mike Bresko	Konveio #034	Do strategies (i.e., in other cities) exist that try to reduce the need for infrastructure investment or substitute a relatively low-cost improvement for a higher cost? A few ideas could be: a) educate residents on transit availability. b) provide walking / biking trails that greatly reduce travel distance versus autos (e.g., connecting subdivisions). c) provide scooters for rent (e.g., these are frequently used in downtown Seattle). The idea is to achieve overall satisfaction with mobility via means that include classical investments as well as some creative solutions.	Chapter 5 - 5.3 Investments in Transportation Systems - second paragraph - Pg. 92	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
35	Draft 1	7/30/2024	Mike Bresko	Konveio #035	Will there (or should there) be a reduction in the transportation impact fee for the percent of affordable units in a development? The trade-off being impact fees will reduce affordability but when considering Sammamish residents the fees provide a "fair" way to pay for improvements to handle the increased volume.	Chapter 5 - 5.3 Investments in Transportation Systems - Transportation Impact Fee Strategies: - first bullet - Pg. 92	Traffic Impact Fees and affordable housing units will be considered during the 2025 City-wide Impact Fee update process.	No change made
36	Draft 1	7/30/2024	Mike Bresko	Konveio #036	There should at least be a mention in the text about VMT reduction, and ideally, a list of strategies (or an explanation that multimodal network will contribute to reduced VMT. (Although, based on what I'm seeing in the TMP, it doesn't appear that there will be sufficient strategies implemented to contribute to achieving the VMT goals. I suggest that someone look at the entire TMP and estimate the VMT impact.	Chapter 5 - 5.5 Environment - Climate Change and Resiliency - Pg. 97	DRAFT 2 - Added text regarding VMT reduction to the beginning of Climate Change and Resiliency section.	Text added
37	Draft 1	7/30/2024	Mike Bresko	Konveio #037	add units	Chapter 5 - 5.6.3 Future 2044 Conditions in Town Center - Table 18. 2044 Intersection LOS Results, 228th Ave SE & SE 4th St - Pg. 100	DRAFT 2 - Typographical/Formatting Correction made	Typographical/Formatting Correction made
38	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	A review of historical data on daily traffic volumes along arterial and even some collector street shows a considerable drop in their use on a daily basis. Some even to a 30% drop. If this trend continues in the future, what would be the impact of such a trend on the TPM and its recommendations?	Page 20- Traffic Volumes	The trend in the past couple of years shows consistent incremental increase in traffic volumes, not yet to pre-pandemic volumes though. Traffic volumes over the years are shown in the ADT map on City's website at: <a href="https://www.sammamish.us/media/yevp2ffg/adt-map-2015_2024.pdf">https://www.sammamish.us/media/yevp2ffg/adt-map-2015_2024.pdf</a> The future conditions analysis looked at baseline and three alternatives, as described in section 3.2. Only one of those alternatives assumed "pre-pandemic" trip rates. Accordingly, the baseline future year analysis assumed trends to continue with a larger portion of City residents working from home.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
39	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The analysis conducted is already 3 years old. How often such a pavement condition evaluation is needed?	Page 2.3.1- Pavement Management System	The industry standard for pavement condition analysis is every 4-5 years. The city plans on updating the Pavement management Strategic Plan in 2025 and will evaluate current pavement conditions.	No change made
40	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The breakdown on the roadway centerline values listed are different than those listed on Table 4 (page 25)	Page 18- Table 1	Technical staff has confirmed that the values are accurate and the same.	No change made
41	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Is it possible to identify potential intersections that are currently controlled by multi-way stop signs but eligible for conversion to traffic circle or roundabout?	Page 33- Local Connectivity	All way stop control does not impeded connectivity. Converting all way stop to a roundabout is usually implemented to address LOS deficiency. This is identified as part of the concurrency program and addressed accordingly through traffic analysis/study within the scope of future improvement projects. Additionally, traffic circles are not a traffic control device; rather they are a traffic calming measure.	No change made
42	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	What the current level of sidewalk availability (and or deficiency) in the city, broken down by the Roadway Functional Classification	Page 41	This information will be determined and inventoried in the Bicycle and Pedestrian Mobility Plan that is planned for 2025.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
43	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Please define and identify Pedestrian Priority Network.	Page 42	DRAFT 3 - Thank you, this was missing a definition. The Pedestrian Priority Network is a network identified as providing pedestrian connectivity to key areas of Sammamish. It is where the City should focus pedestrian enhancements. Tier 1 is all Principal and Minor Arterials. Tier 2 is all Collector Arterials.	Text added; will be visible in Draft 3 (Added to Draft 3)
44	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The report lists the city's LOS standards for various roadways based on their functional designation. This includes LOS E for principal arterials that cross other roadways. However, Table 8 on page 50 lists several intersections where principal arterials cross other streets as LOS D.	Page 48	The LOS for principal arterials is D. However, it may be reduced to E if more than 3 approach lanes are required to maintain LOS D, as stated in City code 21.08.020. E.1. This condition does not apply to all principle arterial intersections. This is consistent with table 8.	No change made
45	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Table 8 provides an overview of intersection LOS throughout the city. The results shown in that table indicate that an overwhelming majority of key arterial and collector intersections are currently operating at LOS C or better. However, field observations clearly show a considerable amount of queue formation during morning and evening hours. Could this be due to such factors as use of inappropriate traffic operation modeling, inaccurate data collection, or the lack of model calibration?	Page 50- Table 8	The modeling, data collection and calibration was conducted by professionals in that field using current industry practices.	No change made
46	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Would it be possible to add the latest LOS information for the key intersections outside the city but in most cases control traffic along the city arterial streets? Can the report list a few examples of remedies (such as reduction of posted speed limits) to reduce LTS noted on table 9 in any future roadway resurface or rehabilitation projects?	Page 56	This table is simply describing the factors that impact an LTS rating. Specific project recommendations will be part of the Bicycle and Pedestrian Mobility Plan. Staff and Consultant team are not recommending adding remedies to this table in the TMP at this time.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
48	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The future condition assessment report, as written, appears to be limited in scope, focusing solely on vehicular traffic delay and a few specific intersections within and around the Town Center. This approach fails to account for the broader development anticipated throughout the city based on the assumed land use plan. As a result, the report may not accurately predict the future transportation conditions in the area.	Page 63- Future Conditions	All intersections meeting critical junctions criteria were included in the analysis. Future land use plan are incorporated into 2044 traffic demand model. Traffic volumes used in the analysis were extracted from 2044 traffic demand model that accounts for future planned land use growth adopted by council early last year. Bicycle and pedestrian 20-year impacts will be analyzed separately in the Bicycle and Pedestrian Mobility Plan.	No change made
49	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Also, conducting analysis based on the applicability of the transit-use data from the City of Bellevue may not truly reflect the conditions in Sammamish. This is primarily due to the availability of diverse forms of transportation that exists in Bellevue but unavailable in Sammamish. Such a distinguishable transit service availability difference has significant influence in choosing mode of transportation by individuals.	Page 63- Future Conditions	Alternative 3 uses a higher mode shift to transit only within key areas defined as medium-transit-usage zones (within a half-mile watershed of transit) and one high-transit usage zone (Town Center). This is limited to areas close to transit with high potential for transit usage. Alternative 3 shows what is possible with a higher emphasis on transit use in the future.	No change made
50	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	The TMP seems to be clearly focused on short-term scenarios centered around the Town Center development, and may not fully align with the city's broader 20-year plan. A more comprehensive transportation strategy should consider the city's overall development trajectory, including land use changes throughout the city, to ensure long-term sustainability and accessibility.	Page 64- Future Traffic Conditions	All transportation modeling and considerations take into account projected and proposed land uses city-wide. This information was confirmed with Sammamish's Department of Community Development and the overall Comprehensive Plan consulting firm Framework.	No change made



Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
51	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	Table 13 provides a summary of the Level of Service (LOS) for various intersections in future development scenarios. However, the analysis is based solely on signalization concepts. Could the noted intersection deficiencies be avoided if these intersections were controlled by either roundabouts or traffic circles. Such a change can potentially reduce speed, improve traffic flow, reduce potential for severe accidents.	Page 66- Intersection LOS Deficiencies	Table 13 documents the intersections with LOS deficiencies based on their current condition. The table/TMP document do not address possible mitigations. Mitigation options are explored during the preliminary design stage of future projects that will address LOS deficiencies among other issues.	No change made
52	Draft 1	8/25/2024	Sayed Safavian (Planning Commission Member)	Email	<p>Level of Service Definition</p> <p>The TMP document, as currently written, describing and assessing the current and future conditions are solely based on the application of the traditional system level of service evaluation. The traditional LOS definition, as outlined in Section #2.5, is primarily focused on assessing roadway and intersection delays experienced by drivers. This approach is inconsistent with the TMP's goal of creating a multimodal transportation system that incorporates all modes of transportation. A more comprehensive LOS evaluation should consider factors beyond vehicular traffic. In a multimodal system, the LOS should encompass:</p> <ul style="list-style-type: none"> <li>• Pedestrian movement: Safety, accessibility, and convenience for pedestrians.</li> <li>• Bicycle use: Availability and quality of bike lanes, safety, and connectivity.</li> <li>• Public transit: Frequency, reliability, and accessibility of transit services.</li> </ul> <p>To align with the TMP's objectives, developing either a separate LOS standard for each mode of transportation or a unified standard that considers all modes would be required. Such an approach would ensure that the transportation system supports the needs of all users, not just drivers, and contributes to a more equitable and sustainable mobility environment.</p>	Page 47	Vehicular LOS is just one aspect of LOS that is addressed by the TMP. It follows the City's LOS standards documented in City's code section 21.08.020. E.1. Future conditions bicycle and pedestrian LOS will be analyzed and addressed in the Bicycle and Pedestrian Mobility Plan.	No change made

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

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
59	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	error	Page Xii	DRAFT 3 - Typographical/Formatting Correction made	Correction made; will be visible in Draft 3
60	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	I don't see anything stating lack of public transportation connectivity. We don't have any buses going to Seattle from Sammamish park and ride.	Page 29 – 2.4.1 – connectivity	This TMP generally focuses on what the City can control. The transit network is out of the City's control.	No change made
61	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	we don't have any bus system with the city. It is hard to travel with in the city if a citizen doesn't have a car.	Page 30 – local connectivity	This TMP generally focuses on what the City can control. The transit network is out of the City's control.	No change made
62	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	route #554 - please check the accuracy and update it	Page 44	This is up to date with Sound Transit trip information	No change made
63	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	park and ride facilities - I don't see it on figure 16 as indicated	Page 44	DRAFT 3 - Will be added to next draft	Correction made; will be visible in Draft 3 (added to Draft 3)
64	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	parking facilities in Klahanie - how are they supposed to get to Sammamish p&r?	Page 44	The Klahanie park and ride facilities do not connect to fixed transit. The facility is available to the public as a place to meet for carpool.	No change made
65	Draft 2	8/27/2024	Sudharani Sunkara (Planning Commission Member)	Email	lots outside Sammamish provide opportunity to park and connect? How?	Page 45	Sammamish residents can drive to park and ride lots, park, and connect to transit at these publicly available facilities.	No change made
66	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	for alternative 3 - are we following Bellevue's multimodal implementation guide?	Page 70	Alternative 3 uses the transit mode shift from Bellevue's Multimodal Concurrency Implementation Guide.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
67	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	LOS deficiencies - are we anticipating future deficiencies at these two intersections?	Page 71	All expected future LOS deficiencies are shown in Table 19.	No change made
68	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	route 269 - going to Mercer island? It doesn't go there now.	Page 76	This is a planned service change from King County Metro.	No change made
69	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	Public is stating that City transit , community van and Metroflex are not easy to use. How are we planning to improve these aspects?	Page 84	The City has limited control over the transit system. For transit, the City is implementing a transit enhancement program set to improve connection, safety, and speed and reliability of the transit route. For Metro Flex, if the public is stating it is difficult to use, it could be because their destination is out of the service area, or because they are not familiar with Metro Flex. The city does not have control over King County Metro Transit, Metro Flex or Community Van programs, however staff does meet with King County Metro on a regular basis and has discussions about issues heard from the community.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
70	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	regional transit to Sammamish is limited? We used to have 216 and 218 bus routes to Sammamish park and ride and they are cancelled now. Is there a plan to talk to KCM and or ST to have more express buses to sammamsish park and ride.	Page 88	The City talks with King County Metro and Sound Transit regularly. Due to the City's location and ridership trends, transit agencies have no plans to add express transit lines to the Sammamish Park and Ride at this time. City staff continue to advocate for express transit lines and increased overall service.	No change made
71	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	the policies are looking great, but I hear contradictory in some paragraphs that city cannot do anything about the buses or routes because it is operated by outside entities.	Pages 91-92	While Sammamish has no control over bus schedules and routes, the City can provide safe access to the transit route.	No change made
72	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	it states that city has limited control over transit services provided by KCM and ST. Bellevue and Redmond collaborated and have excellent bus routes. I like the idea of collaborating with transit services and private partnerships to have mobility hubs. If we can have details about this in the future implementation that would be great.	Page 94	Bellevue and Redmond have land use significantly different from Sammamish which allows those cities to maintain high ridership that KCM and ST require to increase service, including express routes.  As part of the 2025-2030 TIP, a Mobility Hub Implementation Plan is planned to be completed as part of the Transit Enhancement Program.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
73	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	do we not have the estimated revenue projection?	Page 112	The city is continuing to work on the estimated revenue projections for the next 20 years. The information located in Table 26: Transportation Capital Improvement Funding 2024 - 2044 is the most current information available. This is a working draft and will be updated as more information is available.	No change made
74	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	can we get the details of the intelligent transportation program and transit enhancement program and the associated funding	Page 128	DRAFT 3 - This information is available in the current 2025 - 2030 Transportation Improvement Plan (TIP) Program and Project Guide that accompanies the 2025 - 2030 TIP that was approved by City Council in June 2024. A reference to this document will be included in the next draft.	A reference to the current TIP document will be added to DRAFT 3 (Added to Draft 3)
75	Draft 2	8/28/2024	Sudharani Sunkara (Planning Commission Member)	Email	I am happy to see the coordination efforts - how can we monitor these efforts to see the outcome or improvements?	Page 130	There are various regional meetings that city staff attend on a monthly basis and report out on to city leadership as necessary; this includes but is not limited to the Eastside Transportation Partnership, Regional Transportation Committee, and Puget Sound Regional Council Regional Project Evaluation Committee. Staff also meets quarterly with the school districts within in the city.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
76	Draft 2	9/13/2024	PSRC - Liz Underwood-Bultman	Email	The plan should clarify that modeled land use assumptions are internally consistent and based on adopted targets. Figures LU-14 (Volume 2) and Table 15 (Transportation Master Plan appendix) assume different total number of housing units by 2044. Information on these and other requirements for transportation elements is provided in Commerce's Transportation Guidebook: <a href="https://deptofcommerce.app.box.com/s/erocgtpv3acyxv2m9bcb59c38s13qqjb">https://deptofcommerce.app.box.com/s/erocgtpv3acyxv2m9bcb59c38s13qqjb</a>	Appendix B - Page 6	The discrepancy in dwelling unit numbers between the TMP and Land Use Element Volume II have been referenced in Chapter 3.1 of TMP Draft 4 and further explained in Appendix B of the TMP.	Draft 4 - Additional clarification has been added.
77	Draft 2	9/13/2024	PSRC - Liz Underwood-Bultman	Email	The City currently includes the six-year Transportation Improvement Program with investments through 2030. The plan should identify the long-range project list to meet demands through 2044, including approximate timing. The project list should identify regional capacity projects in PSRC's Regional Transportation Plan Appendix D2: <a href="https://www.psrc.org/media/5938">https://www.psrc.org/media/5938</a> for the list of regional capacity projects. PSRC's Transportation Element Guidance: <a href="https://www.psrc.org/media/7504">https://www.psrc.org/media/7504</a> provides additional recommendations for transportation project lists. The city's transportation financing plan is not yet complete. As noted in the draft, the plan should include total anticipated revenue and a comparison to expected project costs.	Page 128	The TMP has been updated to show projects needed to meet demands through 2044. The plan has also been updated to show the PSRC regional projects sponsored by Sammamish	Additional information included. (Added to Draft 3)
78	Draft 2	9/13/2024	PSRC - Liz Underwood-Bultman	Email	The plan could incorporate policy and analysis of race and equity in the context of transportation. Information to identify transportation needs and opportunities could come from demographic data and public outreach to underserved populations. Equity could also be a consideration in evaluating project benefits and priorities. Resources on equity-focused transportation planning can be found in PSRC's Equity Planning Resources for Comprehensive Plans: <a href="https://www.psrc.org/media/7633">https://www.psrc.org/media/7633</a> .	Document-wide	The project prioritization criteria in Appendix C has been updated to include choices for people with special needs. This adds an equity lens to the project screening. Additionally, the City utilizes tools like the Resilience Analysis and Planning Tool and Grant Equity Threshold Tool to through the FEMA website.	Added additional information. (Added to Draft 3)
79	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #001	Remove the first word. Use of Political jargon.	Page 9 of pdf. First sentence of second paragraph.	commented noted	No change made
80	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #002	Remove the word greater or make it specific. It is a value word that has no meaning. It is unnecessary.	Page 9 of pdf. Second paragraph, second sentence	removed the word "greater"	Draft 4 - word has been struck
81	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #003	In many places community involvement is mentioned but the reference is to work done in 2019. A lot has changed in five years. The reference is outdated.	Page 9 of pdf. Second paragraph, second sentence	comment noted	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
82	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #004	Why is the first paragraph of the Executive Summary exactly the same as the Land Use section? The Executive Summary should not include political rhetoric and needs to be the objective professional summary of the transportation needs of the city, based on the GMA and ultimate planned land use. The use of political jargon masks the fact that the actual plan lacks substance and doesn't reflect a complete 20 year transportation plan based on the expected development resulting from comprehensive plan 20 year map.	Page 9 of pdf. Third paragraph, third sentence.	comment noted	No change made
83	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #005	Correction why are the first three paragraphs the same as...	Page 9 of pdf. Third paragraph, third sentence.	comment noted	No change made
84	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #006	Replace optimizing with creates or improves connectivity. Optimizing implies perfection which is highly unlikely	Page 9 of pdf. First paragraph.	We are striving to make our transportation as functional as possible which falls inline with the definition of Optimize. The Merriam-Webster definition of "optimize" is to make as perfect, effective, or functional as possible.	No change made
85	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #007	Please define substantial? Vague term with limited meaning or understanding even for the trained eye.	Page 9 of pdf. Second paragraph, third sentence	Substantial is utilized in this paragraph and sentence to reflect the amount of technical analysis and community input. Analysis includes over 18 months of work: calibrating and updating traffic models, review of safety data, review of projects, establishing criteria for identifying critical intersections, and much more.	No change made.
86	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #008	Reverse the organization of the chapter summaries in each chapter. Start with "This chapter is describing..." finish with "describing the planning..." Short objective summary style would make it more readable. Break up compound complex sentences for easier readability.	Page 11 of pdf. Chapter 1: Introduction	Modifications have been made to address concern.	Draft 4 - Modifications to chapter summaries in the TMP Organization Section of the Executive Summary.
87	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #009	Remove "will shape the city for years to come" It should read "the Transportation Master Plan will provide..."	Page 11 of pdf. Top of page	Comment noted.	No change made



Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
88	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #010	If you can amend the TMP without going through the docket process why do some things require docket? What are the things that don't need to go through the docket process?	Page 12 of pdf. Last paragraph. Fourth sentence	Any items that are not directly related to GMA Compliance or PSRC checklist items do not need to go through the docket process. The GMA and PSRC checklists are located at the end of the Executive Summary.	No change made
89	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #011	How is the ten year finance plan met? Do we have a ten year investment program? Did we recognize in the TMP policies that land use assumptions may need to be reassessed?	Page 15 of pdf.	Chapter 6 of the TMP is the Plan Implementation chapter where we discuss the current financial environment, future years and potential funding mechanisms that may be available. The GMA refers to RCW 47.05.030 which discusses a 10-year investment program that is developed by the State's office of financial management. This is a state level plan and is only applicable from a grants acknowledgement standpoint. Potential grant opportunities are discussed in Chapter 6.	No change made
90	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #012	This is word for word the executive summary Why?	Page 21 of pdf. 1.1 Background Section	It is the lead in to the background of the TMP	No change made
91	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #013	This element of the GMA is not being met with Sammamish's TMP. First, adequate public facilities do not exist, including pedestrian, bicycle and transit. And second, these cannot be provided in an efficient manner as we are encumbered by critical areas and lack of regional transportation systems to connect with. What changes in the TMP need to change to meet this requirement?	Page 22 of pdf. Section 1.2.1 State of Washington, last bullet	This is being met by focusing growth in Town Center.	No change made
92	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #014	"facilities" instead of "facilitates"	Page 22 of pdf. Section 1.2.1 State of Washington, last bullet	Typo corrected	Draft 4 - Typo has been corrected.
93	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #015	Please include the WTP plan in the TMP. I imagine it is statewide but may have sections that can apply to Sammamish. Is this true?	Page 23 of pdf. Washington Transportation Plan	This is a summary of the WTP, and how it applies to Sammamish.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
94	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #016	Where is this statement in the PSRC Vision 2050? The description in this paragraph implies that Sammamish will have seamless connections to the regional high capacity transit network. There is NO. This is not part of the Cities and Towns section in the PSRC Vision 2050 nor is it part of Sound transits regional high capacity transit network. This seems to be added to project that some how, some way Sammamish will be a contributor to Regional plans.	Page 25 of pdf. Mobility and Accessibility	This is a summary of the RTP. Not everything is directly applicable to Sammamish. Clarification Language was added to section 1.2	Draft 4- language added to Section 1.2
95	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #017	Sammamish is designated in the Cities and Towns section of the Regional growth which are expected to accommodate relatively less growth then historical trends and remain relatively stable for the long-term. Please add this statement in the Supporting the Regional Growth Strategy. Please quote the PSRC Vision 2050.	Page 25 of pdf. Supportng Regional Growth Strategy	This is a summary of the RTP. Not everything is directly applicable to Sammamish. Clarification Language will be added to section 1.2	Draft 4- language added to Section 1.2
96	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #018	Add ES-3 Mobility and connectivity statement from PSRC Vision 2050 EIS	Page 25 of pdf. Mobility and Accessibility	The PSRC Vision 2050 and RTP are summarized in section 1.2.2.	No change made
97	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #019	Add direct text from the EIS for Vision 2050 p. ES-2 Bullet point; environment. The natural environment is restored, protected, and sustained, preserving and enhancing natural functions and wildlife habitats.	Page 25 of pdf. Protecting the Environment	The PSRC Vision 2050 and RTP are summarized in section 1.2.2.	No change made
98	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #020	Where is this paragraph in the PSRC documents?	Page 25 of pdf. A Sustainable Transportation System	Page 197 of the RTP	No change made
99	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #021	Can we remove this language and put in the PSRC map indicating their planned mobility investments for the regional. This would also meet our Trust and Transparency council goals.	Page 25 of pdf. Mobility and Accessibility	Chapter 1 Section 1.2.2 is outlining/summarizing how PSRC shares in the regional planning effort. This is a high level summarization and adding a map is not in-line with this section.	No change made
100	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #022	Remove high capacity transit systems. We have no transit station and there is no reference in the Cities ad Towns section of the PSRC.	Page 25 of pdf. Supportng Regional Growth Strategy	This is a summary of the RTP. Not everything is directly applicable to Sammamish. Clarification Language will be added to section 1.2	Draft 4- language added to Section 1.2
101	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #023	Who wrote this statement? If it is not in the PSRC it needs to be removed. I have now read through the PSRC transportation plan. I can not find any of the information provided in its documents.	Page 25 of pdf. A Sustainable Transportation System	Updated Text	Draft 4- text updated
102	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #024	Move Target Zero information to Washington State. Not a part of PSRC.	Page 25 of pdf. A Sustainable Transportation System	Updated Text	Draft 4- text updated
103	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #025	PSRC Vision 2050 has Sammamish in Cities and Towns. Please include description from the PSRC Vision 2050 page 34 1st paragraph sentence 2 and 3. Or include the whole paragraph.	Page 25 of pdf. Supportng Regional Growth Strategy	Updated Text	Draft 4- text updated

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
104	Draft 3	10/24/2024	Kent Treen (City Council Member)	Konveio #026	This whole paragraph is confusing to me. Where is this coming from? What is its source? I have read most of the Documents for Vision 2050. It seems like a want and then add it to the document.	Page 26 of pdf. Innovation and Transformation	PSRC published this as background to the Vision 2050 and RTP: <a href="https://www.psrc.org/media/1776">https://www.psrc.org/media/1776</a>	No change made
105	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #027	Please define extensive?	Page 28 of pdf. Sammamish Citywide Transit Plan	The word extensive is a commonly used word. Merriam Webster Dictionary defines it as: "having wide or considerable extent". A synonym would be "broad or widespread".	No change made
106	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #028	How can a state highway be a principal arterial?	Page 33 of pdf. Figure 3. 2023 Street Functional Classification	No contradiction here; SR 202 is identified regionally as an arterial. It is not a freeway, it has full access intersections. However, only a very small part of this roadway is within Sammamish.	No change made
107	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #029	What are the impacts of the return to work policy? How can those be incorporated into the 20 year plan.	Page 37 of pdf. Figure 4. 2023 Average Daily Traffic Volume	This map is 2023 ADT. Return to work is covered in the future conditions section 3.2.1 in modeling alternative 2: Back to Office.	No change made
108	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #030	I'm not sure I understand what is being charted between 2020 and 2025. Which strategies or conditions do the three projection lines represent?	Page 42 of pdf. Figure 6. Pavement Condition Trends by Year	This chart is showing that the pavement quality is expected to remain the same or degrade over time.	No change made
109	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #031	When can we get an updated map? This one is 4 years old.	Page 43 of pdf. Figure 7. Map of City Street Network by Pavement Condition Category	-This was answered above in Comment #39.- The industry standard for pavement condition analysis is every 4-5 years. The city plans on updating the Pavement management Strategic Plan in 2025 and will evaluate current pavement conditions.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
110	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #032	Should the city consider establishing weight limits on roadways that have landslide hazard or recent history of slides? Some of our freight routes are at risk.	Page 44 of pdf. Third paragraph	Any time we establish a corridor study for one of arterial corridors, staff will include this evaluation of potential weight limits.	No change made
111	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #033	Cadman (New Name) of Issaquah and Redmond daily use E Lake Sam. PKWY	Page 44 of pdf. Third paragraph	Comment noted	No change made
112	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #034	This paragraph is inaccurate. Why? It blames the rural history of the area for its transportation problems. A more accurate assessment would be to mention the topography and critical areas. Mention the lack of good planning by allowing over 700 cul-de-sacs and dead ends that make connectivity a challenge. Should the city make a policy to encourage new developments to create connectivity?	Page 48 of pdf. 2.4.2 Sammamish Street Network Challenges	This paragraph adequately describes the history of sammamish prior to its incorporation Sammamish was a rural area with existing development allowed in an urban growth area of King County. Since Sammamish became a City, it has been challenging to build out some road networks as development in many areas has been infill and works within the existing road network.	No change made
113	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #035	"Limited" would be a better word choice	Page 49 of pdf. Local Connectivity	The word limited is already used in this sentence.	No change made
114	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #036	Description is missing the fact that ELSP ends in Redmond and Issaquah. SE 43rd in Issaquah...	Page 49 of pdf. First paragraph.	Text updated to reference Redmond	Draft 4- Text added
115	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #037	Check the intersection. Some are not aligned with the intersection?	Page 52 of pdf. Figure 10. 2023 Intersection Movements	Thank you for your comment, staff has reviewed and do not see any intersections that are not aligned with the callouts.	No change made
116	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #038	I am a little unclear on how granular this map is. It seems like existing sidewalks within neighborhoods are not included. Could a reminder/clarification about which types of roads are included in the PPN (if that is the scope) be added to the introductory text of this section? I am also not seeing schools and other public facilities, aside from parks, indicated on the map as suggested by the text on p41.	Page 62 of pdf. Figure 16. 2023 Nonmotorized Facilities	This map was developed based on information available at the time. It will be further refined with the bike and pedestrian plan in 2025.	No change made
117	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #039	Suggest getting Metro data instead of Census data.	Page 63 of pdf. Transit Ridership	The boardings and alightings data is from Metro, while the mode share data is from the Census. Text updated with metro reference.	Draft 4- Updated text to cite KCM data

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
118	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #040	Would it be helpful or appropriate to include the overall trends of ridership for KC Metro from 2019-2022 to provide context for the 35% reduction in Sammamish?	Page 63 of pdf. Transit Ridership	Text Updated to reference regional trends	Draft 4- text updated
119	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #041	What if council were to adopt LOS as a roadway corridor would the title change without a docket item?	Page 66 of pdf. 2.5.1 Intersection Level of Service	Our transportation planning and traffic teams recommend retaining intersection LOS, in conjunction with Pedestrian LOS, Bicycle LOS, and Transit LOS to form a multimodal LOS. A shift in methodology for LOS would require a substantial amount of work that could not be accommodated in 2024; If we change our LOS standards in the future it will require code amendment and will also need to Docket the change for consideration as an amendment to the Comprehensive Plan Transportation Element and the TMP.	No change made
120	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #042	Using the intersection criteria only, does not result in maintaining the adequacy of the cities transportation system. The city should revisit the model and consider including segments or other methodologies that would improve the transportation system. This is a request to put on the work plan.	Page 67 of pdf. Top of page TCMS criteria	Please see response to Comment #119 above.	No change made
121	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #043	I absolutely appreciate and support the ambition to have a fully safe pedestrian network on both sides of the road, but I'm not sure I understand assigning the worst rating of LTS 4 to roads with existing sidewalk on one side only. That seems to indicate there would be no difference in LTS when compared to a segment with only a paved shoulder. Could that potentially muddle scoring when prioritizing projects down the line?	Page 74 of pdf. Level of Traffic Stress	This is based on the recommended WSDOT approach for LTS. Note that further analysis is provided in the LOS section, where streets with sidewalk on one side of the street are given a "yellow", whereas streets with completely missing sidewalk are assigned "red".	No change made
122	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #044	It's a little hard for me to differentiate between the colors for Levels 3 and 4, especially when they are adjacent/intersecting.	Page 78 of pdf. Figure 22. Existing Bicycle Level of Traffic Stress	Updated Colors for bicycle and pedestrian LTS	Draft 4- map updated

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
123	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #045	When was this developed? Have they been adopted by the council? Will development be required to meet concurrency based on these standards?	Page 80 of pdf. Pedestrian and Bicycle Level of Service	The Pedestrian and Bicycle LOS is being included in the TMP for the first time. It is a requirement of PSRC/Commerce for Comprehensive Plans moving forward. The PED/BIKE LOS is a guideline and not being used to meet concurrency.	No change made
124	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #046	It would be great to have speeding data included along with the collision data.	Page 85 of pdf. 2.6.1 Data Analysis	The data used and summarized in this section is from WSDOT which did not provide specific speed data. Speeding data can be explored and potentially added in a future TMP update or provided as standalone data.	No change made
125	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #047	Emphasis on the importance of the close relationship between transportation and land use, please.	Page 88 of pdf. Section 3.1, second paragraph	Text updated	Draft 4 - text updated
126	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #048	Does the projected failure of SE 8th St & SE Windsor Blvd reflect the mitigation from July 2024?	Page 91 of pdf	Yes. 2024 mitigation addressed existing failure. Additional improvements will be needed to address projected failure.	No change made
127	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #049	Please recognize the importance of amenities such as controlled crosswalks, continuous sidewalks, covered bus shelters and other features.	Page 94 of pdf. Section 3.2.4 Future Transit Service and Facilities, first paragraph	This is included in the Transit Plan. We've also added text to the "local transit" section	Draft 4- text updated
128	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #050	It would be great if this more clearly showed the expansion through to Downtown Redmond/Marymoor, as that station will be a key point of access for our residents.	Page 94 of pdf. Figure 29. Sound Transit Link Light Rail 2025	Text has been updated so that the images and text are up to date with 2024 Link Light Rail service and planned 2025 extension.	Draft 4- text updated
129	Draft 3	10/11/2024	Sid Gupta (City Council Member)	Konveio #051	"Polling" instead of "poling?"	Page 99 of pdf, Table 20. Transportation Summit Polling Feedback	Typo corrected	Draft 4 - Typo has been corrected.

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
130	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #052	Need to add Policy T 4.10 The natural environment is restored, protect, and sustained, preserving and enhancing natural functions and wildlife habitats. This taken directly from Vision 2050 EIS. A must have.	Page 123 of pdf. Transportation Element Goal T4	This would require a council member motion and majority vote during Comprehensive Plan review to add this additional Policy to the Transportation Element of the Comprehensive Plan.	No change made
131	Draft 3	10/25/2024	Kent Treen (City Council Member)	Konveio #053	Please add "in the city boundaries"	Page 123 of pdf. Transportation Element Goal T4	This would require a council member motion and majority vote during Comprehensive Plan review to add this text to the end of an existing Goal in the Transportation Element of the Comprehensive Plan.	No change made
132	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 42, Fig 15: Sidewalk Gaps: Would it make more sense for the dark blue to say: "No Sidewalk"	Page 60 fo pdf. Figure 15 Sidewalk Gaps	Updted legend	Draft 4- map updated
133	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 58: Consider adding "Grade or slope of road" as a stress level factor. There are areas in the city where the grade results in high speeds when biking.	Page 76 of pdf.	While not technically a LTS factor, this will be incorporated in the Bike and Ped Plan in 2025.	No change made
134	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 60, Figure 22: South end of 212 Way SE is BLTS 3. Consider changing to BLTS 4 because this is a steep grade with no downhill bike lane so bicyclists ride in the road. Uphill there is a narrow bike lane but there are blind areas due to tight curves.	Page 78 of pdf. Figure 22. Existing Bicycle Level of Traffic Stress	While not technically a LTS factor, this will be incorporated in the Bike and Ped Plan in 2025.	No change made
135	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 61, Figure 23: South end of 212 Way SE is PLTS 3. Consider changing to PLTS 4 because of the steep grade. Cars often go into the shoulder on the tight curves.	Page 79 of pdf. Figure 23. Existing Pedestrian Level of Traffic Stress	While not technically a LTS factor, this will be incorporated in the Bike and Ped Plan in 2025.	No change made
136	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 61, Figure 23: 212th Ave SE between SE 20th and SE 8th consider changing to PTLs 2 because there is a sidewalk.	Page 79 of pdf. Figure 23. Existing Pedestrian Level of Traffic Stress	This roadway would require sidewalks on both sides of the street to be considered PLTS 3. It is yellow for LOS.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
137	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 62, Table 12: Why is Minor Arterials LTS 3 and not LTS 2?	Page 80 of pdf. Table 12. Pedestrian and Bicycle Level of Service Standard	The minor arterials are: ELSP, NE Inglewood Hill Rd/NE 8th, SE 8th, 24th Ave SE, and SE 32nd St. Almost all of these facilities have a parallel option for bicycle and pedestrians. This combined with limited resources to build out a full bike and pedestrian network was the main consideration in choosing LTS3 for minor arterials. Considering parallel facilities in planning is consistent with industry standards. Additionally, LTS is the technical ranking that then helps inform the LOS guideline for the facility.	Draft 4 - Additional language has been added Section 2.5.2 to help clarify LTS and LOS for MMLOS Guidelines
138	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 63, Figure 24, Pedestrian LOS: Why are there 2 segments of ELSP in the color yellow? Shouldn't it all be red due to speed limit?	Page 81 of pdf. Figure 24. Existing Conditions Pedestrian LOS	See Table 13. LOS Yellow is assigned when there is a pedestrian facility present, even if it is not meeting MMLOS guidelines.	No change made
139	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 64, Figure 25, Biking LOS: Why is ELSP red for biking conditions? Shouldn't it be yellow because the shoulders are wide for biking.	Page 82 of pdf. Figure 25. Existing Conditions Bicycle LOS	The shoulders are consistently wider north of Inglewood Hill Rd, where the roadway is assigned yellow.	No change made
140	Draft 3	10/24/2024	Amy Lam (City Council Member)	Email	Page 75, Table 19: Can a map be added for this table?	Page 93 of pdf. Table 19. Non-motorized TIP Projects and Programs	This is not something that is currently in the budget for additional maps/graphics. During the Bike and Pedestrian Mobility Plan work we can look into potentially including. Currently we do have a map showing funded projects; Figure 35.	No change made
141	Draft 3	10/24/2024	Karen Howe	Email	Do we lift copy directly from the different agencies (like Sound Transit's mission statement for example)? I wondered because the tone/voice changes with each agency	Chapter 1	Comment noted. We will continue to review tone throughout the document.	No change made currently



Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
142	Draft 3	10/24/2024	Karen Howe	Email	Is light rail technically part of the "transit network"? I wondered because we don't really talk about ight rail until page 76. To me, one of our primary golas should incldue the intentional migration away from single occupant vehicles. However, if we're not even on Metro's or ST's roadmap, that may be very unrealistic.	n/a	Yes, light rail is part of the regional transit network. However, there is no light rail service existing or planned within Sammamish. The future conditions section covers light rail expansion that may impact travel patterns in Sammamish.	No change made
143	Draft 3	10/24/2024	Karen Howe	Email	Do we have to use LOS grades of ABCD etc.? I was hoping we could move away from those characterizations. When we talk about LOS, is saftey part of the equation or just through put?	n/a	LOS grades using A, B, C, D, and E are industry standard unit of measurement. Utilizing this measuremets keeps us in line with our surrounding jurisdictions, the Regional Transportation Plan, WSDOT guidelines and the Federal Highways Administration guidance. Traffic LOS is a measurement of intersection's capcaity to serve traffic, safety is not a factor.	No change made
144	Draft 3	10/24/2024	Karen Howe	Email	Is there any advantage to stating how long it takes residents to get from Sammamish to Bellevue, Renton, Seattle via transit today vs. what is anticipated in 2028-2044?	n/a	There is not enough information to acurately anticpate bus travel time in the future compared to today.	No change made
145	Draft 3	10/24/2024	Karen Howe	Email	When we talk about Future Transportation Vision, do we want to say anything about discouraging/prohibiting the use of cul de sacs or anything else that's not a grid? (page 102 kind of gets there but is vague)	n/a	While we encourage connectivity, cul de sacs are allowed in Public Works Road Standards and would require code changes.	No change made
146	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	Add a comment about more affordable transportation as the cost of owning and operating a car is increasing.	Page 9 of pdf. Executive Summary	Included language in the Executive Summary for equitable access to various modes of transportation.	Draft 4 - Added text to third paragraph of the Executive Summary.
147	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	Increased costs to own and operate a car.	Page 21 of pdf. 1.1 Background Section	Included language in Section 1.1 Background for equitable access to various modes of transportation.	Draft 4 - Added text to third paragraph of Section 1.1 Background

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
148	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	equal access and affordable	Page 23 of pdf. Bullet #5	Comment noted. Acknowledge that equitable access is important and is addressed within the TMP.	No change made
149	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	keys to a strong plan for Sammamish include improving access to schools on transit which will reduce drop off and pick up traffic issues which also creates significant GHG production from idling cars. Improve access for those who cannot drive or afford cars access to services in the city and essential services in the region. We should strive to reduce the need for families to have 2,3, and even 4 cars.	Page 29 of pdf.	This is covered in the goals and policies for TE Goals 2 and 4.	No change made
150	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	why not use 2024 traffic counts?	Page 34 of pdf. 2.2.2 Traffic Volumes	Transportation planning requires the use of a functional travel demand model. The model includes parcel specific information that can be quantified into Transportation Analysis Zones. Traffic data from March 2023 was utilized as it reflects data further away from the disrupted traffic volumes from the height of the COVID Pandemic. Preparation of the TMP and Comp Plan is a multiyear effort, so often the traffic data from the year prior to adoption is the basis for the travel demand model as analysis needs to occur to finalize the planning efforts. The TMP will be updated periodically to reflect updated data.	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
151	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	do we include connectivity in our land use section for people mobility as much as we do for wildlife? Well placed paths and trails can significantly improve mobility.	Page 48 of pdf. 2.4.1 Connectivity	Yes, connectivity for people mobility and wildlife is addressed in a number of policies in the Land Use Element of the Comprehensive Plan. This is addressed in the following Land Use policies: LLU 1.1,1.2, 1.3, 2.7c, 2.10e, 6.1g, and 12.5	No change made
152	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	did we correct how we calculate am and pm peak and just have single hour instead of adjusting the peak hour for the worst performance of any given intersection? We cannot optimize our system if we have a moving target.	Page 51 of pdf. Vehicular Turning Movement Counts	Method of calculating AM and PM peak hour volumes at intersections is consistent with industry standard and current practices. Staff does not recommend changing to one set peak hour for all intersections.	No change made
153	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	with e bikes becoming more common - having separate bike and pedestrian areas is even more crucial. Finding ways to move bikes along 228th not on the sidewalks is very important	Page 59 of pdf. 2.4.5 Nonmotorized Inventory	Comment noted. This will be looked at in more detail with the Bicycle and Pedestrian Mobility Plan work in 2025. The 2025 TMP Update will reflect findings from the Bicycle and Pedestrian Mobility Plan	No change made
154	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	can we distinguish trails that are paved or hard packed from those that are not - this is important for bikes and accessibility	Page 62 of pdf. Figure 16. 2023 Nonmotorized Facilities	This will be incorporated into the Bike and Ped plan	No change made
155	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	as we look to increase transit for our city, would be good to understand why ridership dropped, especially if you go back to 2015 we had packed busses	Page 63 of pdf. Transit Ridership	Regionally, transit ridership is still below 2019 numbers. Text updated.	Draft 4- text updated

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
156	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	as a regular bike rider, I would challenge that any of 228th is anything but somewhat or very high stress. How is it that so much of 228th is rated somewhat low stress? How is the bottom or SE 24th Way somewhat low stress? How is 212th somewhat low stress?	Page 78 of pdf. Figure 22. Existing Bicycle Level of Traffic Stress	The sections of 228th identified as LOS green are due to the shared use path, signed on the east side of the street. I agree that the roadway facility is uncomfortable for most cyclists, however the shared path is a good option; 212th is identified as high stress and somewhat high stress for BLTS, PLTS is lower in some areas where there are sidewalks present; 24th is somewhat low stress based on the ADT and speed. Due to no sidewalks, 24th was updated from "green" to "yellow" for ped LOS	Draft 4- Map Updated (Ped LOS)
157	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	Why? Should be 2! [staff note: referring to minor arterials/pedestrian LOS standard/LTS3]	Page 80 of pdf. Table 12. Pedestrian and Bicycle Level of Service Standard	see response above to comment #137	Draft 4 - Additional language has been added Section 2.5.2 to help clarify LTS and LOS for MMLOS Guidelines
158	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: circled two segments on Figure 24. Existing Conditions Pedestrian LOS]	Page 81 of pdf. Figure 24. Existing Conditions Pedestrian LOS	see response above to comment #156.	Draft 4- Map Updated (Ped LOS)
159	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	No way these are green! [staff note: circled three segments on Figure 25. Existing Conditions Bicycle LOS]	Page 82 of pdf. Figure 25. Existing Conditions Bicycle LOS	see response above to comment #156 for 228th. SE 24th and SE 8th where circled are green due to having low posted speed limit and low traffic volume. Further detail such as hills, curves, narrow lanes, may be considered in the Bike and Pedestrian Plan in 2025	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
160	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	I believe we have significant additions to this list and look forward to the bike ped study to complete this list. I also think we should have as part of our road standards and development standards that we have to have connectivity for non-motorized and cannot create NEW gaps with projects. We must complete the connections.	Page 93 of pdf. Table 19. Non-motorized TIP Projects and Programs	Section 2.4 Existing Transportation Facilities Inventory discusses regional and local connectivity and section 2.4.5 on nonmotorized inventory. Chapter 5 Future Transportation Vision discusses that one of the objectives of the Bike and Pedestrian Mobility Plan is to provide crate connectivity throughout the City and to also coordinate with the surrounding jurisdictions where possible.	No change made
161	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	We should work to get transit running through Klahanie - Klahanie Blvd provides a great location for transit with most homes being in walking distance.	Page 94 of pdf. 3.2.4 Future Transit Service and Facilities	Comment noted. Staff regular participates in regional transportation meeting and has conversation with King County Metro staff. Staff will continue to advocate for increased transit service and additional routes in the city.	No change made
162	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: check marks next to various bullet points]	Page 99 of pdf, Table 20. Transportation Summit Polling Feedback	Comment noted	No change made
163	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: check marks next to various bullet points]	Page 103 of pdf. Common themes for transit include:	Comment noted	No change made
164	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	Would love to see new street standards that provide separation of cars and bikes - put the trees between the cars and bikes... [staff note: see image drawn depicting description]	Page 107 of pdf.	Street standards are being reviewed as part of the Bike & Pedestrian Mobility Plan and updated via our PW Standards update in 2025.	No change made
165	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	just system - not necessarily roadway...	Page 111 of pdf. Policy T 1.2	Text updated	Draft 4- text updated
166	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	this inclusive design thinking will help all in our city as it will provide for those with physical challenges and other will inherently benefit!	Page 111 of pdf. Policy T 1.6	Comment noted	No change made

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
167	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	should we discuss the goal of decreasing costs to residents through decreased need for car ownership. AAA estimates over \$12,000 per year to own and operate each car!	Page 111 of pdf.	Comment noted. Equitable access to various modes of transportation has been addressed in other sections of the TMP.	No change made
168	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	new last mile strategies like Bellhop, etc	Page 114 of pdf. End of bullets above 5.2.3 Vehicles	Text updated	Draft 4 - Text updated
169	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	lower speed limits, especially around schools	Page 114 of pdf. Bottom of page	Lower speed signs and school zone flashing signs are implemented at all schools within the city limits. This is applicable at drop off and pick up times when students are present. Lowering speed limits on city roads will require justification with consideration to safety and crash records. It will also require an engineering study independent of the scope of the TMP	No change made
170	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	again design around people, not cars	Page 115 of pdf.	Comment noted	No change made
171	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	also, where existing roads cannot be expanded to be complete streets can we find other place to put bike and pedestrian routes.	Page 116 of pdf. Complete Street Policy	This work will begin with the Bike & Ped plan.	No change made
172	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	People first!	Page 116 of pdf. First bullet	Comment noted	No change made
173	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	stated earlier that connectivity for people should be requirements in any new or redevelopment	Page 116 of pdf. Last bullet	This would be accomplished through a code amendment not the TMP and would require Council direction.	No change made
174	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: underlined and check mark for "greenhouse gas emissions"]	Page 118 of pdf. Policy T 2.1	Comment noted	No change made
175	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	can we also collaborate on local transit that could use transportation funds more efficiently - schools spend a lot on busses that provide routes of up to an hour to get kids to schools just 3 or 4 miles from their homes - surely we can do better	Page 121 of pdf. Policy T 3.4	Coordination with our agency partners on improvement opportunities occur regularly and will continue so that we maximize our efficiencies. Additionally Youth Ride Transit for free as long as they are 18 years old or younger; this program is funded by Move Ahead Washington.	No change made
176	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: check mark for "collaboration with school districts"]	Page 121 of pdf. Policy T 3.4	Comment noted	No change made
177	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	and bike	Page 122 of pdf. First bullet	Text updated	Draft 4- text updated

Comment #	TMP Draft Version	Date	Comment From	Comment Type	Comment	Comment Location	City Response	City Action
178	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: check marks for first paragraph]	Page 123 of pdf.	Comment noted	No change made
179	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: underlined portion of Policy t 4.7]	Page 123 of pdf. Policy T 4.7	Comment noted	No change made
180	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	[staff note: underlined "30% by 2030, and 50% by 2050"]	Page 124 of pdf. First sentence	Comment noted	No change made
181	Draft 3	10/24/2024	Pam Stuart	Emailed PDF	plan a circulator route between town center and the light rail to enable those living in TC to not have to own a car	Page 126 of pdf. Top of page	This concept is covered in the Transit Plan and will also continue to be explored through the Transit Enhancement Program that is funded in the TIP. A circulator system will require direction and funding from City Council.	No change made