

An abstract painting with a textured surface, featuring large, irregular shapes in shades of yellow, orange, green, and blue. The colors are layered and blended, creating a sense of depth and movement. The overall composition is dynamic and expressive.

TRANSPORTATION

soap box derby —

someone's front wheel

a little wobbly

Painting by Anna Macrae
Haiku by Michael Dylan Welch

Transportation Goals

Goal T.1 **Supporting Growth**

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.

Goal T.2 **Greater Options and Mobility**

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

Goal T.3 **Operations, Maintenance, Management and Safety**

As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Goal T.4 **Sustainability**

Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

soap box derby —

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TRANSPORTATION

Introduction

The Transportation Element ensures that the City's transportation system supports land uses envisioned by the Comprehensive Plan. Current challenges faced by the City include a relatively unconnected street system, limited transit service, and a hilly topography that makes active modes of transportation difficult for many users. These factors combine to create a car-centric transportation system that funnels drivers onto only a few streets (see Figure T-1). In order to address these challenges, goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a shift to other times of day.

The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation. As part of promoting active transportation and mobility, the Transportation Element supports goals and policies in the Parks Element that address the public trail system. Goals and policies related to non-motorized transportation are also consistent with guidance in the *Sammamish Trails, Bikeways and Paths Master Plan*.

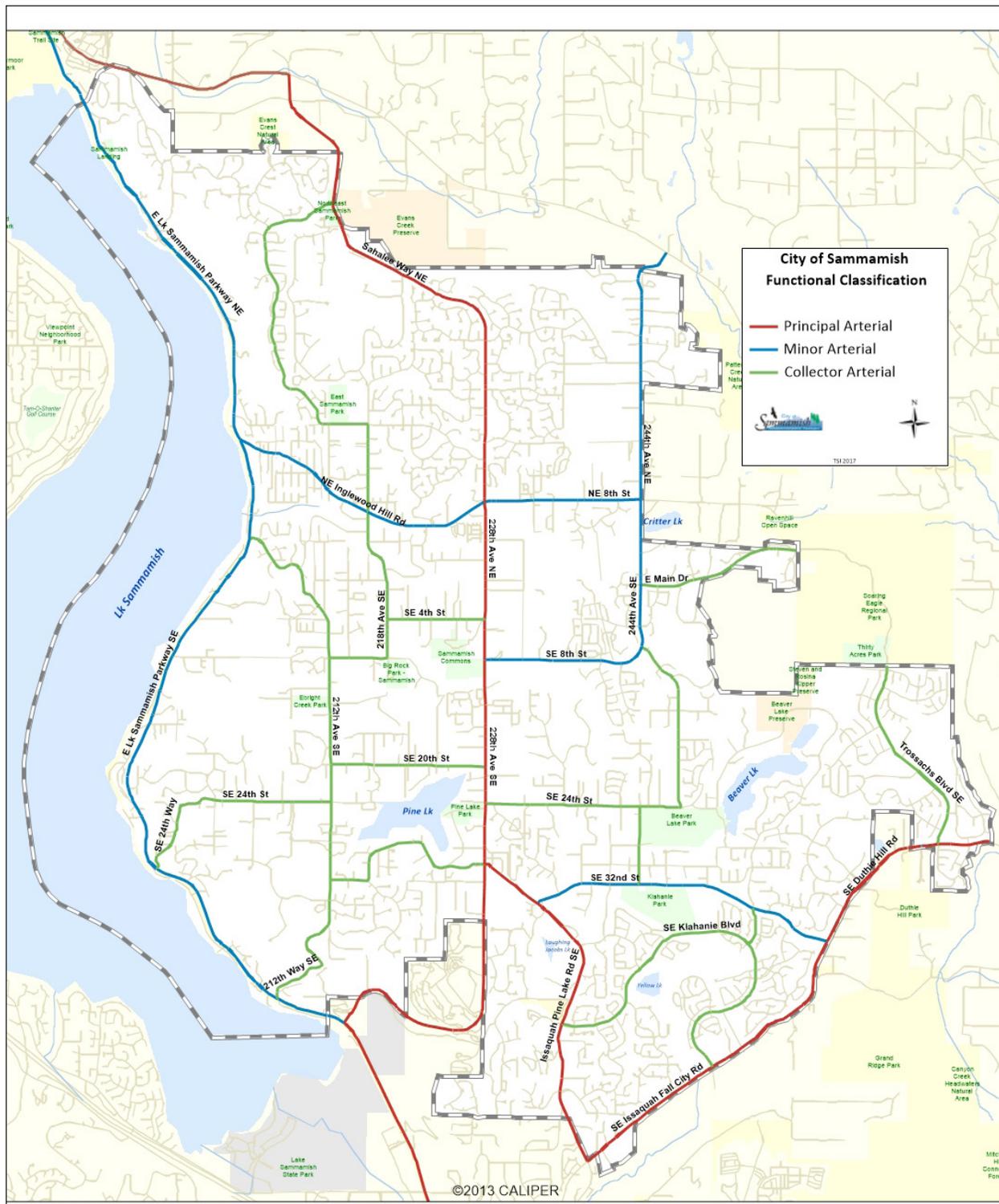


228th Ave NE

Please look for this icon for goals and policies that focus specifically on sustainability and healthy communities.



Figure T-1
Street Classification Map



As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.

The Transportation Element Supporting Analysis contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

Goals and Policies

Goal T.1 Supporting Growth

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.

Concurrency

Policy T.1.1 Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and ensures that level-of-service standards are met within required timeframes. Focus level-of-service standards for transportation on the performance of key intersections during the AM and PM peak periods, and segments that impact citywide mobility.

Policy T.1.2 Address non-motorized, pedestrian, and other multimodal types of transportation options.

Based on the assumptions described in the Land Use Element, the City has development capacity to meet the adopted 2035 targets of 4,640 houses and 2,088 jobs.

Concurrency is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted Level of Service standards) at the time the impacts of new development occur.

The discussion of concurrency is integrated throughout Volume II.T, Transportation. For a summary, please see page T.28.



*Bike lane on
SE 8th Street*

For more information, see the Intersection Level of Service Criteria Section in Volume II.T, page T.24.

Intersection LOS measures average peak hour delay for vehicles at key intersections.

For more information, see the Traffic Level-of-Service Analysis Section in Volume II.T, page T.23-T.25.

For more information, see the Freight Routes Section in Volume II.T, page T.14 and Background Figure T-3 on page T.16.

Policy T.1.3

Intersection and Segment Level of Service (LOS)

Calculate intersection LOS using traffic volumes during the AM and PM peak hours and segment performance based on roadway volume to capacity ratios.

Coordination

Policy T.1.4

Coordinate planning efforts for all transportation issues and problems directly with adjacent jurisdictions and through regional transportation planning organizations to develop and operate a highly efficient transportation system that addresses all city transportation needs.

Freight

Policy T.1.5

Ensure the freight system meets the needs of local distribution.

Level of Service (LOS) is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.

Congestion results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events.

Volume to Capacity Ratio (V/C): The rate of comparison of roadway demand (vehicle volumes) with roadway supply (carrying capacity).



Goal T.2 Greater Options and Mobility

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



Walk Transit Bike

Multimodal travel options

Mobility Options

- Policy T.2.1 Encourage an increase in the proportion of trips made by transportation modes other than driving alone.*
- Policy T.2.2 Encourage the integration of transportation systems to make it easy for people to move from one mode or technology to another.*
- Policy T.2.3 Encourage the promotion of the mobility of people and goods through a multi-modal transportation system consistent with regional priorities and Vision 2040.*
- Policy T.2.4 Address the needs of non-driving populations in the development and management of local and regional transportation systems.*
- Policy T.2.5 Encourage siting and designing transit facilities to enable access for pedestrian and bicycle patrons, where appropriate.*
- Policy T.2.6 Encourage local street connections between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, autos and emergency vehicles.*
- Policy T.2.7 Support regional efforts to effectively manage regional air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities and users.*

Transportation Demand Management

- Policy T.2.8 Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities, including: broadband communication systems, providing for flexible work schedules, public and private transit, vanpool systems and public transit subsidies.*



Sammamish youth walking to the bus stop after school



*Bike parking at
Sammamish Highlands*

*For more information,
see the Transportation
Demand Management
Section in Volume II.T,
page T.45-T.46.*

*For more information
on non-motorized
transportation, see Volume
II.T, the Existing Non-
Motorized Conditions
Section in Volume II.T,
page T.32, the Non-
Motorized Plan Section
in Volume II.T, page T.48
and Background Figure
T-9 on page T.34*

Policy T.2.9 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. The City of Sammamish should serve as a model to the community by striving to comply with the requirements of the State Commute Trip Reduction Act, CTR. The City should work with schools to reduce vehicular traffic.

Policy T.2.10 Support the reduction of vehicle dependence in the city by supporting “ride share” and on demand car/bike services.

Design

Policy T.2.11 Promote developments that are designed in a way that improves overall mobility and accessibility to and within such development.

Policy T.2.12 Design, construct, operate, and maintain transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists and transit users. Pedestrian crossings should be consistent with the citizens’ desire to develop and maintain a pedestrian-friendly, walkable community.

Policy T.2.13 Consider paving materials that are safe and quiet for all users (pedestrians, bicycle riders, wheelchairs, etc.) when mixed use of the pavement is expected.

Policy T.2.14 Encourage noise reduction on roadways in innovative ways other than the use of noise walls.

Transit

Policy T.2.15 Work with public and private employer based transit service providers to expand local transit service designed to connect to adjacent jurisdictions and to serve employment centers and local activity patterns.

Policy T.2.16 Encourage transit oriented development in the town center, commercial use centers and joint-use park-and-ride facilities, where appropriate.

- Policy T.2.17 Park-and-ride facilities should include safe and convenient access for automobiles, buses, pedestrians and bicycles.*
- Policy T.2.18 New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit where appropriate. The location of bus stops and shelters should be incorporated into a project's development design.*
- Policy T.2.19 Where appropriate, adopt road design standards, site-access guidelines, and land use regulations that support transit.*
- Policy T.2.20 Through cooperation with other jurisdictions, work regionally to promote transit services that are dependable, maintain regular schedules and provide an adequate LOS throughout the day, weekends and holidays.*
- Policy T.2.21 Encourage a transit system that can serve mixed use centers with frequent, regular transit service.*
- Policy T.2.22 Explore options for expanding both intracity and intercity transportation services, such as expanded King County Metro service, city-sponsored shuttle or other private/public partnership options.*



King County Metro Route 216

For more information, see the Transit Service and Facilities Section in Volume II.T, page T.46.



SOUNDTRANSIT

Goal T.3 Operations, Maintenance, Management and Safety

As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Maintenance and Preservation

- Policy T.3.1 Maintain and operate the city's transportation systems to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.*

South Sammamish
Park-and-Ride



Construction on Pine Lake
Transit Access Road



Construction on 228th Ave SE

For more information,
see the discussion of
monitoring on page T.50.

For more information,
see the Roadway Design
Standards Section in
Volume II.T, page T.14
and Background Figure
T-5 on page T.19.

Policy T.3.2 Prioritize safety improvements to the existing transportation system to protect mobility and lower overall life-cycle costs.

Transportation Systems Management

Policy T.3.3 Maintain a citywide traffic monitoring system to collect AM, PM and daily traffic volumes periodically to determine how transportation investments are performing over time.

Policy T.3.4 Design or redesign arterial and connector streets, including retrofit projects, to improve traffic flow, accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.

Policy T.3.5 Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, reduce maintenance requirements, and reduce the need for new infrastructure.

Policy T.3.6 Strive to increase the efficiency of the current transportation system to move goods, services, and people to, from and within the city by means such as expanded left and right turn lanes and bus turnouts where suitable before adding additional capacity.

Policy T.3.7 Protect the transportation system against major disruptions by third party infrastructure projects and maintenance.

Policy T.3.8 Develop disaster response plans, which include strategies to prevent damage to transportation facilities as a result of disaster and plans for repairing, reopening, and operating transportation facilities after disasters.



Traffic circle at NE 16th St and 220th Pl NE

Safety

- Policy T.3.9 Continue to improve the safety of the transportation system to achieve the state's goal of zero deaths and disabling injuries.*
- Policy T.3.10 Provide education on safe non-motorized travel.*
- Policy T.3.11 Enforce motorized and non-motorized safety laws.*
- Policy T.3.12 Create and support a multi-modal traffic safety and management plan specific to Sammamish's location and geography as a long term strategy to reduce traffic accidents and potential fatalities using street designs that emphasize safety, predictability, and the potential for human error, along with targeted education and data-driven enforcement.*

For more information, see the *Utilities Element, Policy UT.2.1.*

For more information, see the *Collision Analysis Section in Volume II.T, page T.29 and Background Figure T-8 on page T.30.*

Financial

- Policy T.3.13 Consider transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within commercial and mixed use areas and along corridors served by transit.*

For more information, see
the Financing Section in
Volume II.T, page T.50.



228th Ave NE

For more information, see
the Contingency Plans
in the Event of Revenue
Shortfall Section in
Volume II.T, page T.51.

- Policy T.3.14 Consider prioritizing investments in transportation facilities and services that support compact, pedestrian- and transit-oriented development.*
- Policy T.3.15 Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.*
- Policy T.3.16 Encourage public and private sector partnerships to identify and implement improvements to personal mobility.*
- Policy T.3.17 Utilize transportation financing methods that sustain maintenance, preservation, and operation of facilities.*
- Policy T.3.18 Consider transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth.*
- Policy T.3.19 Consider city financing methods that sustain or expand local transit service.*
- Policy T.3.20 Maintain a balance between available revenue and needed capital facilities. If funding is inadequate, to finance needed capital facilities, seek to identify additional funding, adjust the level-of-service standards, and, lastly, adjust land use assumptions.*
- Policy T.3.21 A multiyear financing plan should serve as the basis for the six-year transportation improvement program and should be coordinated with the state's six-year transportation improvement program.*



Goal T.4 Sustainability

Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

Sustainability and Natural Environment

- Policy T.4.1 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate, natural environment and residents.*
- Policy T.4.2 Require where feasible the use of rain gardens and other techniques to reduce pollutants in storm drains.*
- Policy T.4.3 Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, support regional and national efforts and improve vehicular traffic flow, and overall system flow and performance.*
- Policy T.4.4 Encourage transportation system development that minimizes existing tree canopy removal and replaces any necessary tree removal along traffic rights of way.*
- Policy T.4.5 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.4.6 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.*
- Policy T.4.7 Plan and develop a transportation system that reduces greenhouse gas emissions by shortening average trip length by encouraging trip consolidation and improving arterial traffic flows. Where practical, encourage replacement of vehicle trips with other modes of transportation to decrease vehicle miles traveled.*



240th Ave NE



Electric vehicle charging station at City Hall

Residents walking in northwest Sammamish



Human Health and Safety

Policy T.4.8 Integrate the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

Policy T.4.9 Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.

Policy T.4.10 Ensure continued maintenance and preservation of existing equestrian/pedestrian trails in Sammamish.

Balancing Costs and Human Impacts of Transportation

Policy T.4.11 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.



Trails connect neighborhoods to local parks throughout Sammamish