



City Council, Special Joint Meeting with City of Redmond

AGENDA

4:30 pm – 10:00 pm

July 11, 2017

Call to Order

Roll Call

Pledge of Allegiance

Approval of Agenda

Presentations/Proclamations

- **Council Leadership Election**
- **Recognition:** Pat Castillo

Estimate time

4:35 pm

Public Comment

Note: *This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization. If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at manderson@sammamish.us. Please be aware that Council meetings are videotaped and available to the public.*

4:45 pm

Consent Calendar

- Payroll for period ending June 30, 2017 for pay date July 5, 2017 in the amount of \$ 403,148.11
- 1. **Approval:** Claims For Period Ending July 4, 2017 In The Amount Of \$900,884.56 For Check No. 47636 Through 47748
- 2. **Contract:** Central Washington University Campus Pavement Repairs/Sutter
- 3. **Approval:** Minutes from June 27, 2017 Special Joint Meeting with the Issaquah School District

5:15 pm

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

| | |
|--|------------------|
| Public Hearings | 5:20 pm |
| 4. Ordinance: First Reading, Amending The Transportation Element, The Environment And Conservation Element, The Utilities Element, And The Capital Facilities Element Of The Sammamish Comprehensive Plan | |
| Unfinished Business | |
| New Business | 5:45 pm |
| 5. Discussion: Formation of a Human Services Commission | |
| Council Reports/ Council Committee Reports | 6:10 pm |
| City Manager Report | 6: 40 pm |
| Executive Session – If necessary | |
| Adjournment | 7:00 pm |
| Travel to City of Redmond | 7:00 pm |
| Joint Meeting at the Redmond City Hall | – 7:30 pm |
| | 7:30 pm |
| Adjournment | 10:00 pm |

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AGENDA CALENDAR

| Meeting Date | Packet Material Due | Time | Meeting Type | Topics |
|------------------|---------------------|---------|-----------------|--|
| Tues 7/18 | 7/12 | 6:30 pm | Regular Meeting | Presentation: Fireworks Enforcement Public Hearing: Erosion Hazard Near Sensitive Water Bodies Pilot Program Interim Regulations Ordinance: Second Reading Comprehensive Plan Amendments Transportation Element Discussion: Stormwater Rate Study Update Discussion: Stormwater 6-year Capital Plan Update: Zackuse Creek Executive Session: Potential Property Acquisition <u>Consent:</u> Bid Award: 2017 Crack Seal/TBD Bid Award: 2017 Sidewalk Project/TBD Bid Award: SE 4 th Street Improvement Project/TBD Resolution: Final Acceptance ITS Project Resolution: Final Plat Approval of the 20-Lot Morningside Subdivision Resolution: Final Plat Approval of the 15-Lot Sagebrook Subdivision |
| Aug 2017 | | | No meetings | |
| Sept 2017 | | | | |
| Mon 9/04 | 8/30 | 4:30 pm | Study Session | Cancelled |
| LABOR DAY | | | | |
| Tues 9/05 | 8/30 | 6:30 pm | Regular Meeting | Public Hearing/Ordinance: First Reading Stormwater Rate Update Public Hearing/Ordinance: First Reading Comprehensive Plan Amendments Capital Facilities Element Discussion: Inglewood Historic Plat Drainage Ordinance Ordinance: First Reading Redemption of Impounded Vehicles Ordinance: First Reading Parking Ordinance <u>Consent:</u> Proclamation: Eastside Welcome Week Resolution: Inglewood Hill Stormwater Quality Retrofit Project Acceptance Contract: Urban Forestry Management Plan Consultant/TBD Bid Award: Klahanie Park Drainage Improvements Contract: City Works Phase II |

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|-------------------|-------|---------|-----------------|--|
| Tues 9/12 | 9/06 | 6:30 pm | Study Session | Discussion: Parks, Recreation and Open Space (PRO) Plan Update Discussion: Land Acquisition Strategy Discussion: Zackuse Creek Culvert Replacement Project & Basin Plan Update Discussion: Communications Strategic Plan |
| Tues 9/19 | 9/13 | 6:30 pm | Regular Meeting | Department Report: Public Works Department Report: Parks & Recreation Presentation: Health & Human Services Needs Assessment Resolution: Adopting Internet Usage & Social Media Policies Ordinance: Second Reading Comprehensive Plan Amendments Capital Facilities Element Ordinance: Second Reading Redemption of Impounded Vehicles Ordinance: Second Reading Parking Ordinance <u>Consent:</u> Proclamation: Diaper Awareness Week Contract: Zackuse Creek Basin Plan Consultant/TBD Ordinance: Second Reading Stormwater Rate Update Equipment surplus |
| Oct 2017 | | | | |
| Mon 10/02 | 9/27 | 4:30 pm | Study Session | Department Report: Police Discussion: Police Services Analysis Discussion: Inattentive Driving Ordinance |
| Tues 10/03 | 9/27 | 6:30 pm | Regular Meeting | Public Hearing / Ordinance: First Reading Electronic Reader Board Signage Code Department Report: Fire Department Report: Administrative Services Ordinance: First Reading Inglewood Historic Plat Drainage Requirements Resolution: Adopting the Communications Strategic Plan Resolution: Adopting a Land Acquisition Strategy Executive Session: Potential Property Acquisition <u>Consent:</u> Bid Award: City Hall Space Planning Project/TBD |
| Tues 10/10 | 10/04 | 6:30 pm | Study Session | Discussion: Electronic Reader Board Signage Code Discussion: Transportation Master Plan Discussion: Parks, Recreation and Open Space (PRO) Plan Update Discussion: Big Rock Park Site B Master Plan Update |

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|-------------------|-------|---------|-----------------|--|
| Tues 10/17 | 10/11 | 6:30 pm | Regular Meeting | <p>Department Report: Finance</p> <p><u>Consent:</u> Ordinance: Second Reading Electronic Reader Board Signage Code Ordinance: Second Reading Inglewood Historic Plat Drainage Requirements Resolution: Beaver Lake Preserve Project Acceptance Resolution: Skyline High School Turf Replacement Project Acceptance</p> |
| Nov 2017 | | | | |
| Mon 11/06 | 11/07 | 4:30 pm | Study Session | <p>Discussion: Emergency Management Update Discussion: Business Continuity Plan (Information Technology) Discussion: 2018 Comprehensive Plan Amendments – Docket Requests</p> <p><u>Consent:</u> Bid Award: 2017 Asphalt Patching/TBD</p> |
| Tues 11/07 | 11/07 | 6:30 pm | Regular Meeting | <p>Public Hearing/Ordinance: First Reading School Impact Fee Update Public Hearing / Resolution: 2018 Comprehensive Plan Amendments – Docket Requests Public Hearing/Ordinance: First Reading Mid-Biennial Budget Update Public Hearing/Ordinance: First Reading and Public Hearing: 2018 Property Tax Levy Ordinance: First Reading City Parking Regulations Ordinance: First Reading Inattentive Driving Regulations</p> <p><u>Consent:</u> Resolution: Sammamish Landing ADA Access Improvements Project Acceptance</p> |
| Tues 11/14 | 11/14 | 6:30 pm | Study Session | <p>Discussion: Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations Discussion: Parks, Recreation and Open Space (PRO) Plan Update Discussion: Parks 6-year Capital Plan Discussion: YMCA Property Discussion: Transportation Master Plan Presentation: Fleet Management Policy</p> |

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|-------------------|-------|------------------------|---|---|
| Tues 11/21 | 11/21 | 6:30 pm | Regular Meeting | <p>Public Hearing / Ordinance: First Reading Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations</p> <p>Discussion: Review Draft Humans Service Needs Assessment</p> <p><u>Consent:</u></p> <p>Ordinance: Second Reading City Parking Regulations</p> <p>Ordinance: Second Reading Inattentive Driving Regulation</p> <p>Ordinance: Third Reading Consolidated Annual Amendment of Comprehensive Plan</p> <p>Ordinance: Second Reading School Impact Fee Updates</p> <p>Ordinance: Second Reading Mid-Biennial Budget</p> <p>Ordinance: Second Reading Property Tax Levy Rate</p> <p>Resolution: Fee Schedule</p> <p>Resolution: Salary Schedule</p> <p>Resolution: Medical Premium Co-Pay</p> <p>Resolution: Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project Acceptance</p> |
| Dec 2017 | | | | |
| Mon 12/04 | 11/29 | 4:30 pm | Study Session | <p>Department Report: Community Development</p> <p>Discussion: Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations</p> <p>Presentation: M & O Project update</p> |
| Tues 12/05 | 11/29 | 5:00 pm 6:30 pm | Joint Study Session with Planning Commission Regular Meeting | <p>Ordinance: Second Reading Erosion Hazard Near Sensitive Water Bodies Pilot Program Permanent Regulations</p> <p><u>Consent:</u></p> <p>Contract: Electrical Inspections/TBD</p> <p>Contract: Electrical Inspections (2)/TBD</p> <p>Contract: ADA Transition Plan Consultant/TBD</p> <p>Contract: Water Quality Monitoring Strategic Plan/TBD</p> <p>Contract: Park Landscape Maintenance/TBD</p> <p>Contract: ROW Landscape Maintenance/TBD</p> <p>Contract: ROW Slope Mowing/TBD</p> <p>Contract: Street & Park Sweeping/TBD</p> <p>Contract: Custodial Services/TBD</p> <p>Contract: Vactoring Services/TBD</p> <p>Contract: Tree Services/TBD</p> <p>Contract: Fence Repair/TBD</p> <p>M&O Vehicle Replacements</p> |
| Mon 12/11 | | 6:30 pm | | Volunteer Recognition Banquet |

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|-------------------|-------|---------|-----------------|---|
| Tues 12/12 | 12/06 | 6:30 pm | Special Meeting | Discussion: Parks, Recreation and Open Space (PRO) Plan Update Discussion: Parks 6-year Capital Plan Resolution: Adopting Human Service Needs Assessment Executive Session: Discussion Qualifications of Commission Applicants |
| Tues 12/19 | 12/13 | 6:30 pm | Regular Meeting | |
| Jan 2018 | | | | |
| Mon 1/1 | | | | New Year's Day – City Offices Closed |
| Tues 1/2 | 12/26 | 6:30 pm | Regular Meeting | Oath of Office – New Councilmembers Election: Mayor/Deputy Mayor Presentation: Safety Program Adoption <u>Consent</u> Contract: Beaver Lake Park Phase 1 Improvement Project Design Consultant/TBD |
| Tues 1/09 | 1/03 | 6:30 pm | Study Session | Interviews: Council Commission Interviews/Appointments Discussion: Fleet Management Policy |
| Tues 1/16 | 1/10 | 6:30 pm | Regular Meeting | |
| Feb 2018 | | | | |
| Mon 2/05 | 1/31 | 4:30 pm | Study Session | Discussion: Safety Program Adoption Presentation: Maintenance and Operations Strategic Plan |
| Tues 2/06 | 1/31 | 6:30 pm | Regular Meeting | <u>Consent</u> Fleet Management Policy |
| Tues 2/13 | 2/07 | 6:30 pm | Study Session | |
| Tues 2/20 | 2/14 | 6:30 pm | Regular Meeting | <u>Consent</u> |
| Mar 2018 | | | | |
| Mon 3/05 | 2/27 | 4:30 pm | Study Session | Presentation: Facility Assessment Discussion: Maintenance and Operations Strategic Plan |
| Tues 3/06 | 2/27 | 6:30 pm | Regular Meeting | <u>Consent</u> Safety Program Adoption (tentative) |
| Tues 3/13 | 2/07 | 6:30 pm | Study Session | |
| Tues 3/20 | 2/14 | 6:30 pm | Regular Meeting | <u>Consent</u> |
| Apr 2018 | | | | |
| Mon 4/02 | 1/31 | 4:30 pm | Study Session | |

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|------------------|--|---------|---|--|
| Tues 4/03 | 1/31 | 6:30 pm | Regular Meeting | Discussion: Facility Assessment <u>Consent:</u> Maintenance and Operations Strategic Plan |
| Tues 4/10 | 2/07 | 6:30 pm | Study Session | |
| Tues 4/17 | 2/14 | 6:30 pm | Regular Meeting | <u>Consent</u> |
| Mon 4/30 | 1/31 | 4:30 pm | Study Session | |
| May 2018 | | | | |
| Tues 5/01 | 1/31 | 6:30 pm | Regular Meeting | Facility Assessment (Direction) Presentation: Final Report on M & O Project <u>Consent</u> |
| Tues 5/08 | 2/07 | 6:30 pm | Study Session | |
| Tues 5/15 | 2/14 | 6:30 pm | Regular Meeting | <u>Consent</u> |
| | To Be Scheduled | | To Be Scheduled | Parked Items |
| | <ul style="list-style-type: none"> Lk. Sammamish Water Level Growth Centers Approval: 2017 Non-Motorized Transportation Project & Consultant Contract/TBD | | <ul style="list-style-type: none"> Facility 6-year Capital Plan Information Technology 6-year Capital Plan Wildlife Corridors Discussion | <ul style="list-style-type: none"> Discussion: Inner City Bus Service Good Samaritan Law Recycled Bags Drones in Parks Mountains to Sound Greenway Sustainability/Climate Change Review of regulations regarding the overlay areas, low impact development and special protection areas for lakes |

July 2017

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|---|--|--|--|--|--|
| 25 | 26 | 27 | 28 | 29 | 30 | 1 |
| | <p>6:00 pm Fourth on the Plateau Volunteer Orientation</p> <p>6:30 pm Arts Commission Regular Meeting</p> | <p>9:00 am Human Services Committee / Human Services Task Force Joint Meeting</p> <p>10:00 am Human Services Task Force Special Meeting</p> <p>5:30 pm City Council Special Joint Meeting</p> | <p>8:30 am Art Exhibit</p> <p>11:00 am Sammamish Business Recycling Collection Event</p> <p>4:00 pm Sammamish Farmers Market</p> | <p>2:00 pm City Council Financial Retreat</p> | | |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | <p>4:30 pm City Council Study Session - Canceled</p> | <p>12:00 am Independence Day (Observed) - City offices closed</p> <p>6:00 pm Fourth on the Plateau</p> <p>6:30 pm City Council Regular Meeting - Canceled</p> | <p>10:00 am Fourth on the Plateau Clean-up!</p> <p>4:00 pm Sammamish Farmers Market</p> <p>6:30 pm City Council Special Meeting - Canceled</p> <p>6:30 pm Parks and Recreation Commission Meeting - Canceled</p> | <p>6:30 pm Planning Commission Meeting</p> | | <p>7:00 pm Shakespeare in the Park</p> |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| | <p>4:30 pm City Council Special Study Session</p> | <p>1:00 pm KidsFirst!</p> <p>4:00 pm City Council Special Meeting</p> | <p>1:30 pm Human Services Task Force Meeting</p> <p>4:00 pm Sammamish Farmers Market</p> <p>6:30 pm Parks and Recreation Commission Tour</p> | <p>6:30 pm Concerts in the Park</p> | <p>10:00 am Public Safety Committee Meeting</p> | <p>9:00 am Volunteer at Ebright Creek Park</p> <p>10:00 am Kung Fu Walk at Yellow Lake in Klahanie</p> |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | <p>6:00 pm Sammamish City Council Candidate Forum</p> | <p>1:00 pm KidsFirst!</p> <p>6:30 pm City Council Regular Meeting</p> | <p>4:00 pm Sammamish Farmers Market</p> | <p>6:30 pm Planning Commission Meeting</p> <p>6:30 pm Concerts in the Park</p> | | <p>7:00 pm Shakespeare in the Park</p> |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | <p>5:00 pm Blood Drive with Bloodworks NW</p> | <p>1:00 pm KidsFirst!</p> | <p>4:00 pm Sammamish Farmers Market</p> | <p>9:30 am Finance Committee Meeting</p> <p>6:30 pm Concerts in the Park</p> | | <p>10:00 am Sammamish Landing History Walk</p> |
| 30 | 31 | 1 | 2 | 3 | 4 | 5 |
| | | <p>1:00 pm KidsFirst!</p> | <p>4:00 pm Sammamish Farmers Market</p> <p>6:30 pm Parks and Recreation Commission Meeting</p> | <p>6:30 pm Concerts in the Park</p> | | <p>10:00 am Evans Creek Plant Walk</p> |

August 2017

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|---|--|---|--|-----|--|
| 30 | 31 | 1 1:00 pm KidsFirst! | 2 4:00 pm Sammamish Farmers Market 6:30 pm Parks and Recreation Commission Meeting | 3 6:30 pm Concerts in the Park | 4 | 5 10:00 am Evans Creek Plant Walk |
| 6 | 7 | 8 1:00 pm KidsFirst! | 9 1:30 pm Human Services Task Force Meeting 4:00 pm Sammamish Farmers Market | 10 6:30 pm Concerts in the Park | 11 | 12 |
| 13 | 14 | 15 1:00 pm KidsFirst! | 16 4:00 pm Sammamish Farmers Market | 17 6:30 pm Concerts in the Park | 18 | 19 10:00 am Sammamish Days 10:00 am Sammamish Walks: Nature Journaling Walk 6:30 pm Sammamish Nights |
| 20 | 21 | 22 1:00 pm KidsFirst! | 23 4:00 pm Sammamish Farmers Market | 24 6:30 pm Concerts in the Park | 25 | 26 |
| 27 | 28 | 29 1:00 pm KidsFirst! | 30 4:00 pm Sammamish Farmers Market | 31 8:30 am Keiko Hara Art Exhibit 6:30 pm Concerts in the Park | 1 | 2 |
| 3 | 4 12:00 am Labor Day (Observed) - City offices closed 4:30 pm City Council Study Session - Canceled | 5 6:30 pm City Council Regular Meeting | 6 4:00 pm Sammamish Farmers Market 5:00 pm Joint Meeting with Parks & Recreation Commission and Planning Commission 6:30 pm Parks and Recreation Commission Meeting 6:30 pm Planning Commission Meeting | 7 6:30 pm Planning Commission Meeting - Canceled | 8 | 9 |



MEMORANDUM

TO: Melonie Anderson/City Clerk
FROM: Marlene/Finance Department
DATE: June 29, 2017
RE: Claims for July 4, 2017

\$ 75,689.71
 44,194.80
 22,389.83
 654,031.47
 104,578.75

Top 10 Over \$10,000 Payments

| | | |
|---------------------------|--------------|---|
| Perteet | \$131,906.05 | SE 4th Improvements & Inglewood Hill Stormwater Project |
| Lochner | \$72,910.28 | SE Iss/Fall City Rd Project - April 2017 |
| Kenyon Disend | \$70,627.02 | Attorney Services - May 2017 |
| Coast to Coast Turf | \$55,650.00 | Skyline Field Turf Replacement |
| Banner Bank | \$46,551.30 | Marshbank Construction Retainage #7,8,9,11 |
| Ivoxy Consulting | \$43,171.06 | NetApp F-AS2650 System, Software, Support |
| King County Finance | \$25,106.91 | Road Services |
| Wa State Auditor's Office | \$17,671.30 | Auditor Services - May 2017 |
| Trafficcount Consultants | \$17,240.00 | Traffic Data Collection |
| Pro-Vac | \$16,818.52 | Stormwater System Cleaning - June 2017 |

TOTAL \$ 900,884.56

CHECK # 47636 - # 47748

75,689.71 +
 44,194.80 +
 22,389.83 +
 654,031.47 +
 104,578.75 +

005

900,884.56 +

Accounts Payable
 Check Register Totals Only

User: mdunham
 Printed: 6/20/2017 - 1:31 PM



| Check | Date | Vendor No | Vendor Name | Amount | Voucher |
|--------------|------------|-----------|--------------------------------|-----------|---------|
| 47636 | 06/20/2017 | ICMA401 | ICMA 401 | 52,073.71 | 47,636 |
| 47637 | 06/20/2017 | ICMA457 | ICMA457 | 16,404.85 | 47,637 |
| 47638 | 06/20/2017 | IDHW | Idaho Child Support Receipting | 200.00 | 47,638 |
| 47639 | 06/20/2017 | NAVIA | Navia Benefits Solution | 2,127.59 | 47,639 |
| 47640 | 06/20/2017 | PSE | Puget Sound Energy | 4,302.99 | 47,640 |
| 47641 | 06/20/2017 | WASUPPOR | Wa State Support Registry | 580.57 | 47,641 |
| | | | | 75,689.71 | |
| Check Total: | | | | 75,689.71 | |

Accounts Payable

Check Register Totals Only

User: mdunham
Printed: 6/21/2017 - 2:57 PM



| Check | Date | Vendor No | Vendor Name | Amount | Voucher |
|--------------|------------|-----------|----------------------------|------------------|---------|
| 47642 | 06/22/2017 | NESAM | NE Sammamish Sewer & Water | 44,194.80 | 47,642 |
| | | | | <u>44,194.80</u> | |
| Check Total: | | | | <u>44,194.80</u> | |

Accounts Payable

Check Register Totals Only

User: mdunham
Printed: 6/22/2017 - 4:56 PM



| Check | Date | Vendor No | Vendor Name | Amount | Voucher |
|------------------------------------|------------|-----------|--------------------------------|------------------|---------|
| 47644 | 06/23/2017 | US BANK | U. S. Bank Corp Payment System | 22,389.83 | 47,644 |
| | | | | <u>22,389.83</u> | |
| 47643 - void - PRINTED UPSIDE DOWN | | | | Check Total: | |
| | | | | 22,389.83 | |
| | | | | <u>22,389.83</u> | |

Accounts Payable

Check Register Totals Only

User: mdunham
 Printed: 6/28/2017 - 3:44 PM



| Check | Date | Vendor No | Vendor Name | Amount | Voucher |
|-------|------------|-----------|------------------------------------|-----------|---------|
| 47645 | 07/04/2017 | ALLIEDBO | Allied Body Works | 4,149.09 | 47,645 |
| 47646 | 07/04/2017 | BACKGROU | Background Source Intl | 161.00 | 47,646 |
| 47647 | 07/04/2017 | BANNER | Banner Bank | 46,551.30 | 47,647 |
| 47648 | 07/04/2017 | BEST | Best Parking Lot Cleaning, Inc | 6,604.79 | 47,648 |
| 47649 | 07/04/2017 | BHC | BHC Consultants, LLC | 4,690.00 | 47,649 |
| 47650 | 07/04/2017 | BLUETARP | Blue Tarp Financial | 271.86 | 47,650 |
| 47651 | 07/04/2017 | BMC | BMC East LLC | 169.80 | 47,651 |
| 47652 | 07/04/2017 | BOHANAN | Martin Bohanan | 202.18 | 47,652 |
| 47653 | 07/04/2017 | BUILDERS | Builders Exchange of WA | 102.45 | 47,653 |
| 47654 | 07/04/2017 | CADMAN | Cadman, Inc. | 714.46 | 47,654 |
| 47655 | 07/04/2017 | CDW | CDW Govt Inc | 1,356.33 | 47,655 |
| 47656 | 07/04/2017 | CENTLIN2 | Century Link | 66.99 | 47,656 |
| 47657 | 07/04/2017 | CERTIFIE | Certified Backflow Testing, Inc | 778.36 | 47,657 |
| 47658 | 07/04/2017 | CONSOLID | Consolidated Press | 3,229.31 | 47,658 |
| 47659 | 07/04/2017 | DAILY | Daily Journal of Commerce | 117.30 | 47,659 |
| 47660 | 07/04/2017 | DEMARCHE | Demarche Consulting Group Inc | 10,000.00 | 47,660 |
| 47661 | 07/04/2017 | ELECTRIC | Allstream | 1,905.56 | 47,661 |
| 47662 | 07/04/2017 | ELTEC | Eltec Systems LLC | 13,223.06 | 47,662 |
| 47663 | 07/04/2017 | EVANS | David Evans & Associates, Inc | 3,523.65 | 47,663 |
| 47664 | 07/04/2017 | FASTENAL | Fastenal Industrial Supplies | 801.58 | 47,664 |
| 47665 | 07/04/2017 | FIREPROT | Fire Protection, Inc. | 188.90 | 47,665 |
| 47666 | 07/04/2017 | FOLSPARK | Friends Of Lk Sammamish State Park | 2,000.00 | 47,666 |
| 47667 | 07/04/2017 | FUNADDIC | Robert W. Seeley | 850.00 | 47,667 |
| 47668 | 07/04/2017 | GGM | GGM Investments LLC | 7,500.00 | 47,668 |
| 47669 | 07/04/2017 | GRAINGER | Grainger | 576.50 | 47,669 |
| 47670 | 07/04/2017 | GRAYOS | Gray & Osborne, Inc. | 2,903.24 | 47,670 |
| 47671 | 07/04/2017 | HDR | HDR Engineering, Inc | 5,013.85 | 47,671 |
| 47672 | 07/04/2017 | HERMANO | Hermanson Co LLP | 1,102.74 | 47,672 |
| 47673 | 07/04/2017 | HIGHWAYS | Highway Specialties LLC | 6,820.00 | 47,673 |
| 47674 | 07/04/2017 | HONEY | Honey Bucket | 4,673.56 | 47,674 |
| 47675 | 07/04/2017 | HOWARD | Lyman Howard | 341.63 | 47,675 |
| 47676 | 07/04/2017 | HWA | HWA GeoSciences, Inc | 4,527.48 | 47,676 |
| 47677 | 07/04/2017 | INTERCOM | Inter Com Language Services | 130.00 | 47,677 |
| 47678 | 07/04/2017 | ISSCITY | City Of Issaquah | 5,302.00 | 47,678 |
| 47679 | 07/04/2017 | IVOXY | Ivoxy Consulting LLC | 43,171.06 | 47,679 |
| 47680 | 07/04/2017 | JCWILDLI | JC Wildlife Consultant | 1,375.00 | 47,680 |
| 47681 | 07/04/2017 | JIRSA | Barbara Jirsa | 225.17 | 47,681 |
| 47682 | 07/04/2017 | KENYON2 | Kenyon Disend PLLC | 70,627.02 | 47,682 |
| 47683 | 07/04/2017 | KINGFI | King County Finance A/R | 14,476.31 | 47,683 |
| 47684 | 07/04/2017 | KOEHNEN | Amy Koehnen | 48.00 | 47,684 |
| 47685 | 07/04/2017 | KPG | KPG Interdisciplinary Design | 916.00 | 47,685 |
| 47686 | 07/04/2017 | LAKESIDE | Lakeside Industries | 6,174.64 | 47,686 |
| 47687 | 07/04/2017 | LEAPINL | David Lichtenstein | 600.00 | 47,687 |
| 47688 | 07/04/2017 | LESSCHWA | Les Schwab Tire Center | 2,066.42 | 47,688 |
| 47689 | 07/04/2017 | LIVESOU | Live Sound & Stage LLC | 1,045.00 | 47,689 |
| 47690 | 07/04/2017 | LOCHNER | Lochner, Inc. | 72,910.28 | 47,690 |
| 47691 | 07/04/2017 | MALLORY | Mallory Paint Store | 10.34 | 47,691 |
| 47692 | 07/04/2017 | MINUTE | Minuteman Press | 690.61 | 47,692 |
| 47693 | 07/04/2017 | MRTRUCK | Mr. Truck Wash | 1,726.73 | 47,693 |
| 47694 | 07/04/2017 | NAPA | NAPA Auto Parts | 954.42 | 47,694 |

| Check | Date | Vendor No | Vendor Name | Amount | Voucher |
|--------------|------------|-----------|----------------------------------|------------|---------|
| 47695 | 07/04/2017 | NWAP | Northwest AP Corp | 7,500.00 | 47,695 |
| 47696 | 07/04/2017 | PACAIR | Pacific Air Control, Inc | 1,052.25 | 47,696 |
| 47697 | 07/04/2017 | PACE | Pace Engineers, Inc. | 4,158.19 | 47,697 |
| 47698 | 07/04/2017 | PACRIM | Pacific Rim Equipment Rental | 5,527.85 | 47,698 |
| 47699 | 07/04/2017 | PACSOIL | Pacific Topsoils, Inc | 12,746.26 | 47,699 |
| 47700 | 07/04/2017 | PALASAMU | Rupa Palasamudram | 325.00 | 47,700 |
| 47701 | 07/04/2017 | PAPE | Pape Machinery | 1,210.00 | 47,701 |
| 47702 | 07/04/2017 | PERTEET | Perteet, Inc. | 131,906.05 | 47,702 |
| 47703 | 07/04/2017 | PLANTSCA | Plantscapes, Inc | 8,298.40 | 47,703 |
| 47704 | 07/04/2017 | Provac | PRO-VAC | 16,818.52 | 47,704 |
| 47705 | 07/04/2017 | PROVIDEN | Providence Marianwood Foundation | 2,125.00 | 47,705 |
| 47706 | 07/04/2017 | RAINIER | Rainier Wood Recyclers Inc | 105.00 | 47,706 |
| 47707 | 07/04/2017 | SAM | Sammamish Plateau Water Sewer | 3,069.48 | 47,707 |
| 47708 | 07/04/2017 | SAMHERIT | Sammamish Heritage Society | 10,000.00 | 47,708 |
| 47709 | 07/04/2017 | SEASHAKE | Seattle Shakespeare Company | 1,950.00 | 47,709 |
| 47710 | 07/04/2017 | SECUREAS | Secure A Site, Inc | 95.04 | 47,710 |
| 47711 | 07/04/2017 | SHANNONW | Shannon & Wilson Inc | 2,427.86 | 47,711 |
| 47712 | 07/04/2017 | SITEONE | Site One Landscape Supply LLC | 2,603.13 | 47,712 |
| 47713 | 07/04/2017 | STEINLOT | Stein Lotzkar & Starr P.S. Inc | 4,200.00 | 47,713 |
| 47714 | 07/04/2017 | SUNBELT | Sunbelt Rentals | 3,075.99 | 47,714 |
| 47715 | 07/04/2017 | SWIFTTRE | Swift Tree Care | 1,760.00 | 47,715 |
| 47716 | 07/04/2017 | TAGMASTE | TagMaster North America, Inc | 1,560.38 | 47,716 |
| 47717 | 07/04/2017 | THERAPEU | Therapeutic Health Services | 1,000.00 | 47,717 |
| 47718 | 07/04/2017 | TOPTOBOT | Top To Bottom Janitorial, Inc | 12,666.25 | 47,718 |
| 47719 | 07/04/2017 | TOURNESO | Tournesol Siteworks | 4,264.70 | 47,719 |
| 47720 | 07/04/2017 | TRAFFIC | Trafficount Consultants, Inc | 17,240.00 | 47,720 |
| 47721 | 07/04/2017 | ULINE | ULINE Shipping Supplies | 1,454.09 | 47,721 |
| 47722 | 07/04/2017 | WAAUDIT | Wa State Auditor's Office | 17,671.30 | 47,722 |
| 47723 | 07/04/2017 | WATERSH | The Watershed Company | 1,385.00 | 47,723 |
| 47724 | 07/04/2017 | WATRACTO | Washington Tractor | 14,623.64 | 47,724 |
| 47725 | 07/04/2017 | WATSONSE | Watson Security | 344.41 | 47,725 |
| 47726 | 07/04/2017 | ZUMAR | Zumar Industries, Inc. | 3,301.71 | 47,726 |
| | | | | 654,031.47 | |
| Check Total: | | | | | |

Accounts Payable

Check Register Totals Only

User: mdunham
 Printed: 6/29/2017 - 12:39 PM



| Check | Date | Vendor No | Vendor Name | Amount | Voucher |
|--------------|------------|-----------|----------------------------------|------------|---------|
| 47727 | 07/04/2017 | ACTIONAP | Action Apparel | 779.64 | 47,727 |
| 47728 | 07/04/2017 | ALDORTH | Kurt Aldworth | 124.66 | 47,728 |
| 47729 | 07/04/2017 | ANDERMEL | Melonie Anderson | 27.19 | 47,729 |
| 47730 | 07/04/2017 | BARKERMI | Michelle Barker | 105.00 | 47,730 |
| 47731 | 07/04/2017 | BHC | BHC Consultants, LLC | 5,040.00 | 47,731 |
| 47732 | 07/04/2017 | CENTURY | Century Link | 115.34 | 47,732 |
| 47733 | 07/04/2017 | COASTTUR | Coast To Coast Turf Inc | 55,650.00 | 47,733 |
| 47734 | 07/04/2017 | GUBATA | Allison Gubata | 146.31 | 47,734 |
| 47735 | 07/04/2017 | HANDLOS | Lynne Handlos | 37.99 | 47,735 |
| 47736 | 07/04/2017 | HONEY | Honey Bucket | 1,040.00 | 47,736 |
| 47737 | 07/04/2017 | KINGFI | King County Finance A/R | 25,106.91 | 47,737 |
| 47738 | 07/04/2017 | MIG/SvR | MIG/SvR | 3,183.25 | 47,738 |
| 47739 | 07/04/2017 | MINUTE | Minuteman Press | 186.47 | 47,739 |
| 47740 | 07/04/2017 | MORUP | Morup Signs Inc | 1,215.00 | 47,740 |
| 47741 | 07/04/2017 | NCA | Network Computing Architects Inc | 2,306.14 | 47,741 |
| 47742 | 07/04/2017 | OSBORNJ | Jason Osborn | 133.65 | 47,742 |
| 47743 | 07/04/2017 | OTAK | Otak | 5,940.96 | 47,743 |
| 47744 | 07/04/2017 | WATERSH | The Watershed Company | 1,186.77 | 47,744 |
| 47745 | 07/04/2017 | TREESOLU | Tree Solutions Inc | 440.00 | 47,745 |
| 47746 | 07/04/2017 | USHEALTH | U S Healthworks | 198.00 | 47,746 |
| 47747 | 07/04/2017 | WHITEHOR | White Horse Promotional Products | 348.32 | 47,747 |
| 47748 | 07/04/2017 | WIDEFORM | Wide Format | 1,267.15 | 47,748 |
| | | | | 104,578.75 | |
| Check Total: | | | | | |



Meeting Date: July 11, 2017

Date Submitted: 7/5/2017

Originating Department: City Manager

Clearances:

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Attorney | <input type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services | <input type="checkbox"/> Finance & IT | <input type="checkbox"/> Public Works |
| <input checked="" type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation | |

Subject: Central Washington University (CWU) Sammamish Parking Lot Repair

Action Required: Authorize the City Manager to execute a contract with Sutter Paving, Inc. for parking lot repairs, sealcoating and striping at the CWU Sammamish Campus parking lot.

Exhibits: 1. Contract

Budget: The General Government Capital Improvement Fund includes \$500,000 in the 2017-18 budget for capital facility repairs.

Summary Statement:

This is a contract with Sutter Paving, Inc. to repair the asphalt at the entrance to the Central Washington University (CWU) Sammamish Campus. The project includes re-striping and sealcoating. This work is scheduled to be completed in July, before the campus opens to teachers and staff.

Project bids were solicited from a total of three paving companies from the Small Works Roster. Two firms replied and Sutter Paving, Inc. was the lowest responsive and responsible bidder.

Background:

Approximately 13,000 sq. ft. of the west side of the parking lot (the main entrance) at the CWU Sammamish Campus needs to be repaired (grind and patch) due to heavy use. This section of the parking lot was recently damaged by heavy construction trucks using the parking lot as a turnaround. Signage is now in place, notifying construction vehicles that they may not use the parking lot. In addition, Sammamish construction inspectors have notified contractors doing work nearby that this parking lot is not available for turnaround use.

It should be noted that while recent construction traffic at the entrance to the CWU Sammamish Campus caused pavement conditions to further deteriorate, the parking lot asphalt had only limited maintenance (if any) prior to purchase by the City and was already showing signs of disrepair.

In addition to the work at the entrance of the property, the eastern half of the parking lot needs crack sealing (to prolong the life of the pavement), which will be performed by City crews before Sutter Paving starts their work.

This contract also includes re-striping and sealcoating to preserve and protect the existing asphalt and striping.

Financial Impact:

This project will be funded through the General Government Capital Improvement Fund, which includes \$500,000 in the 2017-18 budget for capital facility repairs.

The contract amount is for \$70,456 inclusive of Washington State Sales Tax. An additional 15% contingency is requested to address unforeseen conditions.

Recommended Motion:

Authorize the City Manager to execute a contract with Sutter Paving, Inc. in the amount of \$70,456 and authorize a contingency of up to 15% (\$10,568) to address unforeseen conditions.



SMALL PUBLIC WORKS CONTRACT

Between: Sutter Paving Inc.
Project: City of Sammamish CWU Sammamish Campus Parking Lot Repairs Project
Commencing: July 12, 2017
Terminating: July 31, 2017
Amount: \$70,546.00 (including 10% wsst)

THIS CONTRACT, is made and entered, by and between the CITY OF SAMMAMISH, a Washington municipal corporation (the "City"), and Sutter Paving Inc., (the "Contractor").

RECITALS

WHEREAS, the City desires to contract with the Contractor for the City of Sammamish CWU Sammamish Campus Parking Lot Repairs Project and

WHEREAS, pursuant to the invitation of the City, extended through the Municipal Research Shared Small Works Roster, of which the City of Sammamish is a member, the Contractor did file with the City a proposal containing an offer; and

WHEREAS, the City has determined that the contractor's offer was the lowest responsive and responsible quote submitted;

NOW THEREFORE, in consideration of the terms and conditions contained in this Contract, the parties covenant and agree as follows:

1. Scope of Work to be Accomplished. The Contractor shall perform the work described in Exhibit "A" of this contract ("Work"). The Contractor shall provide and bear the expense of all equipment, materials, work and labor of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the Work provided for in this Contract, unless otherwise specified in the attached plans and specifications.

2. Contract Documents. The Contract between the parties includes this contract, along with any Special and General Conditions, the project quote, any required Performance Bond or optional 50% Retainage Bond Waiver, L&I form Statement of Intent to Pay Prevailing Wages - Public Works Contract, any required Declaration of Option for Management of Statutory Retained Percentage, Certificate of Insurance naming City as additional insured, copy of Contractor's state contractor license and UBI number, copy of Contractor's city business license, which are all hereby incorporated by reference and made a part of this contract as if fully set forth herein, and shall be referred to collectively as the "Contract."

Exhibit 1

3. Payment. The Contractor shall submit properly certified invoices for the Work performed. The City agrees to pay the Contractor for the actual work completed to the satisfaction of the City and in conformance with this Contract. Upon acceptance of payment, Contractor waives any claims against the City related to the Work covered by the invoice.

The Contractor shall complete and return to the City Exhibit "B" or a W-9 Request for Taxpayer Identification Number and Certification, prior to or along with the first invoice submittal. The City shall pay the Contractor for services satisfactorily rendered within ten days after City Council approval of such payment.

4. Warranties/Guaranty.

4.1 Contractor warrants that all Work conforms to the requirements of the Contract and is free from any defect in equipment, material, design, or workmanship performed by Contractor or its Subcontractors and Suppliers. The warranty period shall be for the longer period of: one year from the date of the City's final acceptance of the entire Work or the duration of any special extended warranty offered by a Contractor, a supplier or common to the trade.

4.2. With respect to all warranties, express or implied, for Work performed or materials furnished according to the Contract, Contractor shall:

1. Obtain all warranties that would be given in normal commercial practice from the supplier and/or manufacturer;
2. Prior to final acceptance require all warranties be executed, in writing, for the benefit of the City;
3. Enforce all warranties for the benefit of the City; and,
4. Be responsible to enforce any warranty of a subcontractor, manufacturer, or supplier, should they extend beyond the period specified in the Contract.

4.3 If, within an applicable warranty period, any part of the Work is found not to conform to the Contract, the Contractor shall correct it promptly after receipt of written notice from the City to do so. In the event the City determines that Contractor corrective action is not satisfactory and/or timely performed, then the City has the right to either correct the problem itself or procure the necessary services, recommendations, or guidance from a third party. All damages incurred by the City and all costs for the City's remedy shall be reimbursed by the Contractor.

4.4 The warranties provided in this section shall be in addition to any other rights or remedies provided elsewhere in the Contract or by applicable law.

5. Change Orders. Changes to the scope of work to be performed, of the amount of the contract sum, or in the time for completion of the work, may be accomplished only by a written document, signed by the Contractor and the City. Once effective, the Contractor shall proceed promptly with the Work as modified, unless otherwise provided in the change order.

Exhibit 1

6. Insurance. The Contractor shall procure and maintain for the duration of the contract, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, employees or subcontractors. The Contractor shall provide a Certificate of Insurance evidencing:

6.1 Automobile Liability insurance with limits no less than \$1,000,000 combined single limit per accident for bodily injury and property damage;

6.2 Commercial General Liability insurance written on an occurrence basis with limits no less than \$1,000,000 combined single limit per occurrence and \$1,000,000 aggregate for personal injury, bodily injury and property damage. Coverage shall include but not be limited to: blanket contractual; products/completed operations; broad form property damage; explosion, collapse and underground (XCU) if applicable; and employer's liability; and

6.3 Worker's Compensation insurance at the limits established by the State of Washington. Any payment of deductible or self-insured retention shall be the sole responsibility of the Contractor.

The City shall be named as an additional insured on the insurance policy, as respects work performed by or on behalf of the Contractor, and a copy of the endorsement naming the City as additional insured shall be attached to the Certificate of Insurance. The Contractor's insurance shall be primary insurance as respects the City and the City shall be given thirty (30) days prior written notice of any cancellation, suspension or material change in coverage.

7. Prevailing Wages/Prevailing Wages

7.1 Performance Bond. Upon execution of this contract, as required by RCW 39.08, the Contractor shall furnish a surety bond in the full amount of the contract price, plus State sales tax, which shall guarantee the faithful performance of the Contract and the payment of all labor, mechanics, subcontractors, and material and all persons who supply them with provisions, equipment, labor or supplies for carrying out the work under this contract. This bond shall be in force until completion of the project and acceptance by the City and also upon such period thereafter during which the law allows liens to be filed and sued upon. This performance bond shall be furnished by a corporate surety company authorized to do business in the State of Washington, by a company acceptable to the City and on the form attached hereto as Exhibit "C".

- 7.2 Prevailing Wages. The work under the Contract **may** be subject to the prevailing wage requirements of Chapter 39.12 RCW, as amended or supplemented. **If this Contract is subject to prevailing wage requirements**, the Contractor, each of its subcontractor(s) and other person(s) doing any work under the Contract shall pay all laborers, workers or mechanics not less than the prevailing rate of wage for an hour's work in the same trade or occupation in the locality within the State of Washington where such labor is performed as required by law. The prevailing rate of wage to be paid to all workman, laborers or mechanics employed in the performance of any part of this Contract shall be in accordance with the provisions of Chapter 39.12 RCW, as amended, and the rules and regulations of the Department of Labor and Industries. The rules and regulations of the Department of Labor and Industries and the schedule of the prevailing

Exhibit 1

wage rates for the Industrial Statistician of the Department of Labor and Industries, are by reference made a part of this contract as though fully set forth herein. These rates may be accessed on the internet at <https://fortress.wa.gov/lni/wagelookup/prvWagelookup.aspx>

Pursuant to RCW 39.12, prior to payment by the City, the Contractor must submit -- on behalf of itself and each and every subcontractor at every tier -- a "Statement of Intent to Pay Prevailing Wages," which must be approved by the Department of Labor and Industries prior to its submission. Within fifteen (15) days of the final acceptance of the Contractor's work under this Contract, the Contractor must submit -- on behalf of itself and every subcontractor -- an "Affidavit of Wages Paid".

OR

At the option of the City, the Contractor may use the combined Statement of Intent to Pay Prevailing Wages and Affidavit of Wages Paid form. Contractor must meet the Washington State Department of Labor and Industries criteria for use of the form. Combined forms may be requested from the City.

8. Assignment/Delegation. The Contractor shall not assign this contract nor delegate any duties hereunder without prior written consent of the City, which consent may be withheld by the City in its sole subjective discretion for any cause whatsoever.

9. Applicable Law; Venue. This Contract shall be subject to, and the Contractor shall at all times comply with, all applicable federal, state and local laws, regulations, and rules, including the provisions of the City of Sammamish Municipal Code and ordinances of the City of Sammamish. Venue for any action arising from or related to this Contract shall be exclusively in King County Superior Court.

“The Contractor will be required to obtain a City of Sammamish business license prior to performing any services and maintain the business license in good standing throughout the term of its agreement with the City. A city business license application can be found at: <http://www.bls.dor.wa.gov/cities/sammamish.aspx>.”

10. Termination.

10.1 The City reserves the right to terminate or suspend this Contract at any time, with or without cause, upon seven days prior written notice. In the event of termination or suspension, all finished or unfinished documents, data, studies, worksheets, models, reports or other materials prepared by the Contractor pursuant to this Contract shall promptly be submitted to the City

10.2 In the event this Contract is terminated or suspended, the Contractor shall be entitled to payment for all services satisfactorily performed and reimbursable expenses incurred to the date of termination.

10.3 This Contract may be terminated immediately if the Contractor's insurance coverage is canceled for any reason, or if the Contractor fails to timely perform the services or defaults on any other material obligations under this Contract.

Exhibit 1

10.4 Any termination of this Contract shall not prevent the City from seeking any legal or equitable remedies it may otherwise have against the Contractor for the violation or nonperformance of any provisions of this Contract.

11. Indemnification/Hold Harmless. The Contractor shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits, including attorney fees, arising out of or in connection with the performance of this Contract, except for injuries and damages caused by the sole negligence of the City.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence.

It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement."

Furthermore, the Contractor shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Contractor shall ensure that the City is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement at least as broad as the Insurance Services Office Additional Insured endorsement CG 20 38 04 13.

12. Independent Contractor. For all purposes, the Contractor shall be deemed an independent contractor and shall not be deemed an employee or agent of the City for any purpose.

13. Wages and Other Costs. The City assumes no responsibility for the payment of any compensation, wages, benefits, or taxes owed by the Contractor by reason of this Contract. The Contractor shall indemnify and hold the City, its officers, agents, and employees, harmless against all liability and costs resulting from the Contractor's failure to pay any compensation, wages, benefits or taxes.

14. Waiver. Waiver by the City of any breach of any term or condition of this Contract shall not be construed as a waiver of any other breach.

15. Attorneys Fees. In the event any action is brought by either party to enforce the terms of this Contract or for breach of this contract by the other party, the parties agree that the non-prevailing party shall pay to the prevailing party reasonable attorney fees and expert witness fees, costs and disbursements incurred by such party.

16. Entire Contract/Binding Effect. This Contract constitutes the entire agreement between the parties hereto.

17. Modification. No amendment or modification of this Contract shall be of any force or effect unless it is in writing and signed by the parties.

18. Severability If any provision of this Contract is held invalid, the remainder shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law, and shall continue in force and effect.

19. Notices. Any notice required by this Contract may be delivered personally or mailed, certified with return receipt requested. If mailed, notice shall be deemed given upon the first business day after the date of the postmark. Notices shall be delivered or mailed to the following:

TO CITY:

TO CONTRACTOR:

City of Sammamish, and

Contractor: Sutter Paving Inc.

Contact Name: Sevda Baran

Contact Name: Ethan McCrillis

Street Address: 801-228th Ave SE

Street Address: 45100 SE North Bend Way

City, State, Zip: Sammamish, WA 98075

City, State, Zip: North Bend, WA 98045

Phone: (425) 295-0553

Phone: 360-761-8634

Contact email: sbaran@sammamish.us

Contact email: EthanMcCrillis@gmail.com

CITY OF SAMMAMISH, WASHINGTON

CONTRACTOR, WASHINGTON

By: _____

By: Keri [Signature]

Title: _____

Title: Corporate Secretary

Date: _____

Date: 06/27/17

Attest/Authenticated:

Approved as to Form:

City Clerk

City Attorney

EXHIBIT A
City of Sammamish

SCOPE OF SERVICES

Description of Work: This project involves repaving, seal coating and striping City of Sammamish, CWU- Sammamish Campus Parkign lot as shown on the attached plan and Sutter paving Inc. Estimate 18926-E, the estimate also includes a Unit price of \$ 28.00 /SYD for Pavement repair and excavation including Hauling.

GENERAL AND SPECIAL CONDITIONS

General and Special Conditions are additions to, or revisions of, the City's standard Small Public Works contract. In the event of a conflict between the contract documents and the General and Special Conditions, the more stringent requirements shall apply.

SC-01 General Requirements

All work shall be in strict accordance with the 2014 Washington Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction, and applicable technical sections and amendments, and as amended herein.

SC-02 Award of Contract and Progress of Work

Within 5 business days of the notice of contract award, the successful bidder shall return the signed agency-prepared contract, an insurance certification as required by Section 1-07.18 and a satisfactory bond as required by law and Section 1-03.4.

The work shall be completed by July 31, 2017. No work is to be done on Saturdays, Sundays, and Holidays.

SC-03 Hours of Work and Temporary Traffic Control

All work will be performed during the hours of 7:00 AM to 8:00 PM Monday through Friday. 9:00 Am to 6:00PM on Saturday. No work other than emergency work will be allowed on Sunday and Holidays.

Lane Closures will be allowed between 7:30 AM and 5:00 PM for all streets with speeds limits of 25mph or less (residential streets). Lane closures will be allowed between 9:00 AM and 3:00 PM on all other streets.

The roadways shall remain open to traffic at all times. Traffic Control and construction signs shall be provided, installed, and maintained in accordance with the latest issue of the Manual

Exhibit 1

on Uniform Traffic Control Devices (MUTCD). All flaggers shall be State certified. Approved traffic control plans must be on site at all times.

SC-04 Utilities and Other Third Parties

UULC: 1-800-424-5555

Contractor is responsible for notifying Utilities Underground Location Center (UULC). Notice shall be given to UULC not less than two business days or more than ten business days before scheduled date for commencement of excavation. For work within 500 feet of a traffic signal, the Contractor must call the King County Traffic Signal Division at (206) 999-3109.

SC-05 Material Disposal

All excavated material, planings, material designated for removal, and other project debris resulting from the project work and not designated for re-use on the project shall be disposed of by the Contractor per section 2-03.3(7).

SC – 06 Ingress/Egress

Property owners and/or residents around the area of work shall have right of safe ingress and egress at all times.

SC-07 Project Safety

Contractor agrees that in performing the work contained within the Contract, that it will meet all regulations in safety as required by WISHA. Contractor further agrees that it will bring to the attention of the City all conditions on the job site or contained within the specifications, which appear to be in violation of the provisions of said Act. Contractor further agrees that it will include within all subcontracts or contracts of purchase of materials, provisions requiring said supplier or subcontractors to meet WISHA standards. All materials, components, bidders design elements of said contract will be reviewed and an affirmative determination made by the Contractor that they meet the requirements of WISHA.

SC-08 Hazardous Chemical Inventory

The Contractor shall comply with the requirements of the HAZARD COMMUNICATION STANDARD, Washington Administrative Code 296-62-054 through 05425 and shall be required to inform the City of all hazardous substances which are to be used on the City property and to which other personnel may be exposed under normal conditions of use or association or foreseeable emergency (Statutory authority RCW 49.17.040 and 49.17.050). All such substances contemplated for use by a party to the Contract shall be communicated in writing to Martin Bohanan, Maintenance Manager, no later than five (5) days before work is to begin. Such writing shall identify the substance(s) by their common trade or generic chemical names whether

Exhibit 1

they are present singly or in combination with other substances and the quantities to be used. The City may request written information from the Contractor about the substance(s), usually in the form of a Material Safety Data Sheet (MSDS) for which the City does not have any previous information. Nothing in this section shall be construed so as to relieve the Contractor of liability for the use, transport, storage or application of a hazardous substance. The City shall provide the Contractor, upon its request, a current listing of substances known to be present on the City property for the work site concerned and to which the Contractor's employees may reasonably be exposed. The City assumes no liability for any effects of such exposure.

SC-09 **Payment**

Payment for unit items will be made in accordance with Section 3, for each of the Bid items included in the proposal. The unit contract prices shall be full payment for all costs incurred to perform the Work described for each pay item.



Sutter Paving Inc.
 45100 SE North Bend Way
 North Bend, WA 98045

ADDRESS
 Sevda Baran
 City Of Sammamish
 801-228th Ave SE
 Sammamish, WA 98075

ESTIMATE 18926-E

DATE 06/14/2017

EXPIRATION DATE 07/28/2017

| QTY | ACTIVITY | UNIT(S) | AMOUNT |
|---|--|---------------|-----------|
| Project: CWU Sammamish Parking Lot Repair/Sealcoating/Striping Jobsite: 120-228th Ave NE Sammamish, WA | | | |
| 13,048 | Grind out 13,048 sq ft @ 3" Sweep, clean and haul away grindings. Apply tac-coat ahesive to surfaces. Deliver to site up to 225 tons of 1/2" HMA hot mix asphalt. Pave back in @ 3" Finish, roll and compact all new asphalt surfaces. Fill all new to old asphalt seams with AR-4000 hot tar. | 3.17941 45 | 41,485.00 |
| 80,405 | Broom & Blow asphalt free of all debris. Sealcoat asphalt drive with 1 heavy application of "Armor Seal A100" commercial grade sealant. Diluted @ 20% water Seal applied with brooms and squeegees. 2 Phases to ensure Connector Parking | 0.175 | 14,070.88 |
| 1 | Striping All 4" white parking/hash lines All Red Fire Lane Curbing ADA Handicap Stencils (4) 4" black NO PARKING FIRE LANE stencils (29) | 8,577.00 | 8,577.00 |

TOTAL \$64,132.88

Accepted By

Accepted Date

PROPOSAL -CWU-SAMMAMISH - PARKING LOT REPAIRS

1 BID ITEMS

ITEM No. ITEM TOTAL AMOUNT

| | | |
|----|------------------|--------------|
| 1A | Grind and Patch: | \$ 41,485.00 |
| 1B | Seal Coat: | \$ 14,070.88 |
| 1C | Striping: | \$ 8577.00 |
| | TOTAL COST: | \$ 64,132.88 |

2 UNIT PRICE

| | | |
|----|---|---------------|
| 2A | Pavement repair and excavation including Haul | \$ 28.00 /SYD |
|----|---|---------------|

EXHIBIT B
CITY OF SAMMAMISH
801 228th Avenue SE
Sammamish, WA 98075
Phone: (425) 295-0500
Fax: (425) 295-0600

TAX IDENTIFICATION NUMBER

In order for you to receive payment from the City of Sammamish, the must have either a Tax Identification Number or a Social Security Number. The Internal Revenue Service Code requires a Form 1099 for payments to every person or organization other than a corporation for services performed in the course of trade or business. Further, the law requires the City to withhold 20% on reportable amounts paid to unincorporated persons who have not supplied us with their correct Tax Identification Number or Social Security Number.

Please complete the following information request form and return it to the City of Sammamish prior to or along with the submittal of the first billing invoice.

Please check the appropriate category:

- | | | |
|---|--|-------------------------------------|
| <input checked="" type="checkbox"/> Corporation | <input type="checkbox"/> Partnership | <input type="checkbox"/> Government |
| <input type="checkbox"/> Individual/Proprietor | <input type="checkbox"/> Other (explain) | <input type="checkbox"/> Consultant |

TIN No.. _____

Social Security No.. _____

Print Name: Kevi Sutter
Title: Corporate Secretary
Business Name: Sutter Paving Lnc
Business Address: 45100 SE North Bend Way, North Bend, WA 98045
Business Phone: 425.391.9091

06/27/17
Date


Authorized Signature (Required)



PAYMENT AND PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that _____ of _____ as Principal, and _____ as Surety, are jointly and severally held and bound unto the City of Sammamish in the sum of _____ dollars (\$_____), for payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, and assigns, and successors and assigns, firmly by these presents, the condition of this bond such that;

WHEREAS, on the _____ day of, 20_____, the Principal herein made and entered into a certain contract with the City of Sammamish by the terms, conditions and provisions of which contract the said Principal agrees to furnish all material and do certain work to with: _____

As per maps and specifications made a part of said contract, which contract as so executed is hereunto attached, is now referred to, and by reference is incorporated, herein and made a part hereof, as fully for all purposes as if here set forth at length.

NOW, THEREFORE, if the Principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of said contract in all respects, and shall well and truly and fully do and perform all matters and things by said Principal undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein and, further, if the Principal shall, as required by law, pursuant to 39.08 Revised Code of Washington, pay all laborers, mechanics, and subcontractors and material men, and all persons who shall supply such person or persons or subcontractors with provisions or supplies for the carrying on of such work, then and in that event this obligation shall be void; but otherwise it shall be and remain in full force and effect.

WITNESS our hand the _____ day of _____ 20_____

PRINCIPAL

SURETY

By _____

By: _____

Title: _____

Title: _____

Address: _____

Address: _____

City/State/Zip: _____

City/State/Zip: _____

Telephone: _____

Telephone: _____

IMPORTANT: Surety companies executing bonds must appear on the U.S. Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State of Washington, for the full amount of the Contract.

COUNCIL  *MINUTES*

**City Council, Joint Meeting with Issaquah School
District/Special Meeting
June 27, 2017**

Joint Meeting with Dinner

5:30 pm – 7:00 pm

Attendees from Issaquah School District:

- Ron Thiele, Superintendent
- Jake Kuper, Chief Financial Officer
- Steve Crawford, Director of Capital Projects
- Lisa Callan, Board President
- Marnie Maraldo, Board Member
- Suzanne Weaver, Board Member

Topics

- **Transportation Master Plan**
 - Overview of Planning Effort
 - School District Participation in Process
(Cheryl Paston distributed a flyer about a Ride/share match program)
 - AM Peak Congestion
- **Project and Operations Updates**
 - Bell-Time Change
 - Emergency Management Coordination
 - School Construction Updates
 - Issaquah Fall City Road Improvement Project
 - Other

Mayor Don Gerend called the special meeting of the Sammamish City Council to order at 7:12 pm.

Councilmembers present:

Mayor Don Gerend
Deputy Mayor Bob Keller
Councilmember Tom Hornish
Councilmember Kathy Huckabay
Councilmember Christie Malchow
Councilmember Tom Odell

Councilmember Ramiro Valderrama

Staff present:

Lyman Howard, City Manager
Jessi Bon, Deputy City Manager
Andrew Stevens, Emergency Manager
Jeff Thomas, Community Development Director
David Pyle, Community Development Deputy Director
Aaron Antin, Finance/IT Director
Angie Feser, Parks & Recreation Director
Steve Leniszewski, Public Works Director
Cheryl Paston, Deputy Public Works Director
Kim Adams Pratt, City Attorney
Lita Hachey, Deputy City Clerk

Roll Call/Pledge of Allegiance

Roll was called. Councilmember Huckabay led the pledge.

Approval of Agenda

Councilmember Odell requested that Bill # 6 - Bid Award: Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project/Iron Creek Construction be removed from the consent agenda. It will be placed under Unfinished Business.

MOTION: Councilmember Valderrama moved to approve the agenda as amended. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Student Liaison Report - None

Presentations/Proclamations

➤ **Arts Commission**

Ramu Iyer, Arts Commission Chair and Margaret Rosenow, Arts Commissioner gave an update of the Arts Commission activities and showed a presentation. (*available on the city website at www.sammamish.us*)

The Arts Commission is requesting \$250,000 over the next 3 years for permanent art pieces for Sammamish and to have Council consider a 1% of the Capital Improvement Plan (CIP) funds for public art.

Councilmember Valderrama would be supportive if it was clear what the plan was beforehand for the art and a location. Ms. Rosenow stated that it is difficult to create a plan when they do not know who would react to the call of the artists.

Councilmember Odell feels this amount is too much at this time and prefers to continue to look at this issue.

Councilmember Keller sees the value in having City art but would prefer to have a location and type of art proposed. Councilmember Hornish would like to see an operating budget from other cities.

➤ **Department Report: Police**

Michelle Bennett, Sammamish Police Chief, gave a police department update and showed a presentation. (available on the city website at www.sammamish.us)

Council recessed at 8:47 pm for five minutes.

➤ **Emergency Management Update**

Andrew Stevens, Emergency Manager, gave a staff update and showed a presentation. (available on the city website at www.sammamish.us)

Public Comment – None

Consent Agenda

Payroll for period ending May 31, 2017 for pay date June 5, 2017 in the amount of \$ 378,237.91

Payroll for period ending June 15, 2017 for pay date June 20, 2017 in the amount of \$ 392,409.32

Approval: Claims For Period Ending June 27, 2017 In The Amount Of \$5,125,144.25 For Check No. 47501 Through 47635

Resolution: Authorizing The Acceptance Of King County Youth And Amateur Sports Grant Funds **R2017-740**

Resolution: Granting Final Plat Approval To The Plat Of Dalton Park **R2017-741**

Resolution: Granting Final Plat Approval Of The Jacobs Landing Subdivision **R2017-742**

Approval: Recreation Lead Reclass

~~**Bid Award:** Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project/TBD~~

Approval: Notes for June 5, 2017 City Council Study Session

Approval: Minutes for June 6, 2017 City Council Regular Meeting

Approval: Minutes for June 13, 2017 City Council Study Session

MOTION: Councilmember Valderrama moved to approve the Consent agenda as amended. Councilmember Odell seconded. Motion carried unanimously 7-0.

Public Hearing

Resolution: Adopting An Updated Six-Year Transportation Improvement Plan For 2018-2023. **(R2017-743)**

Steve Leniszewski, Director of Public Works gave a staff update on the Transportation Plan.

Council requested a copy of the list of traffic lights that will receive an upgrade with yellow or green arrows.

Public Hearing opened at 9:21 pm and closed at 9:22 pm with no comments.

MOTION: Councilmember Odell moved to adopt the Updated Six-Year Transportation Improvement Plan For 2018-2023 (R2017-743). Councilmember Huckabay seconded. Motion carried unanimously 7-0.

Unfinished Business

Bill # 6 - Bid Award: Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project/Iron Creek Construction

Steve Leniszewski, Director of Public Works gave a staff overview on the Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project. He also distributed a hand-out to Council. *(available upon request to the City Clerk, manderson@sammamish.us)*

MOTION: Councilmember Odell moved to approve the bid award for the Beaver Lake Way/Drive SE Neighborhood Traffic Improvement Project. Councilmember Malchow seconded. Motion carried unanimously 7-0.

New Business - None

Council Reports/Committee Reports

Councilmember Huckabay attended the YMCA Board meeting last week. She also attended the "Together Center" Board Meeting. She met with Rob Gannon, METRO, regarding the 269 bus route and a pilot project in Sammamish. She will be attending the Eastside Fire and Rescue Finance and Administration Committee (FACT) meeting tomorrow.

Councilmember Hornish attended the Human Services Committee meeting today.

Councilmember Malchow submitted a written report before the meeting. *(available upon request to the City Clerk, manderson@sammamish.us)* She attended the Public Issues Committee meeting. They discussed the Veterans, Seniors & Health & Human Services Levy and asked if Council was in support of this levy. Council will continue to discuss at a later date.

MOTION: Mayor Gerend moved to extend the meeting till 10:45 pm. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Deputy Mayor Keller attended the Eastside Human Services forum on June 14th on the topic of heroin and opioid addiction. He filled in for the Mayor on June 15th for a dedication for the Providence John Gabriel House and the Providence Elder House in Redmond. These are seventy-five low income units that are A Regional Coalition for Housing (ARCH) funded. He attended the Eastlake High School Graduation at Key Arena. Mr. Keller was also in attendance at the Association of Washington Cities (AWC) Conference last week in Vancouver, WA

Councilmember Valderrama also attended the AWC Conference.

Mayor Gerend attended the AWC Conference in Vancouver, WA. At the July 11, 2017, Special Meeting, he will resign as Mayor but remain on Council. Council will need to elect a new mayor at that time.

City Manager Report

Mr. Howard stated that at the AWC meeting the Sammamish GIS system was being showcased. The interactive GIS map with the permit system was highlighted and very well received.

City Manager Lyman Howard discussed the request for proposals (RFP) received for the Council Candidate Forum. Deputy City Manager Jessi Bon gave an update on the one proposal received. The Issaquah/Sammamish Reporter proposes to host the forum on Monday, July 17, 2017. This Forum will be only for those candidates in the primary election. Council is in support of hosting a second Forum after the primary for the general election. Information will need to be sent out to the community.

MOTION: Councilmember Valderrama moved to approve the Candidate Forum as outlined. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Councilmember Huckabay questioned the City Manager about traffic and safety issues in Sammamish. She would like to know if an investment in an additional traffic control device or a traffic safety officer help to reduce some of the issues we are seeing on the roads.

MOTION: Councilmember Hornish moved to extend the meeting till 11:00pm. Councilmember Odell second. Motion carried unanimously 7-0.

Executive Session – Potential Litigation pursuant to RCW 42.30.110(1)(i) and Potential Property Acquisition pursuant to RCW 42.30.110(1)(b) and Potential Personnel Issue pursuant to RCW 42.30.110(1)(g).

At 11:00 pm, Lyman Howard stated that the meeting will be extended until 11:20 pm.

Council retired to the Executive session 10:30 pm and returned at 11:15 pm with no action.

Meeting adjourned at 11:15 pm

Lita Hachey, Deputy City Clerk

Donald J. Gerend, Mayor



Meeting Date: July 11, 2017

Date Submitted: June 30, 2017

Originating Department: Community Development

Clearances:

- | | | |
|---|---|--|
| <input type="checkbox"/> Attorney | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Public Safety |
| <input type="checkbox"/> Admin Services | <input type="checkbox"/> Finance & IT | <input checked="" type="checkbox"/> Public Works |
| <input type="checkbox"/> City Manager | <input type="checkbox"/> Parks & Recreation | |

Subject: 2017 Comprehensive Plan Amendment Docket - Transportation Element

Action Required: Complete Public Hearing and first reading of Ordinance

- Exhibits:**
1. Ordinance
 - Attachment A: Redlined Transportation Element
 2. Resolution R2016-709 (2017 Docket)
 3. Summary Matrix of Proposed Changes
 4. Planning Commission Recommendation Memo

Budget: N/A

Summary Statement:

The City Council will complete a Public Hearing and first reading of an Ordinance for a proposed amendment to the Transportation Element of the Sammamish Comprehensive Plan.

Background:

The Sammamish Municipal Code (SMC), in accordance with the Growth Management Act (GMA), allows the City to consider certain types of amendments to the Comprehensive Plan on an annual basis. These amendments fall into two categories: text amendments, which address technical updates and do not require substantive changes to policy language, and site-specific land use map amendments, which seek to change the future land use map zoning designation of an individual's or group of individuals' property.

The City docketed two of the eight proposed Comprehensive Plan Amendments submitted for the 2017 Docket by Resolution R2016-709 (Exhibit 2). The docket includes the following text amendment proposals:

1. City of Sammamish Department of Public Works – Amend the Transportation Element of the Sammamish Comprehensive Plan to update the City's concurrency project list and the City's Traffic Impact Fee. Additional changes include an updated traffic model to reflect growth and the annexation of Klahanie.

2. City of Sammamish Department of Public Works – Amend the Sammamish Comprehensive Plan to be consistent with revised Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards, and Low Impact Development codes, among other minor edits.

Process:

The proposals included in the 2017 Docket will be reviewed separately by Planning Commission and City Council in succession, with review of the Transportation Element (Docket Item #1), presented herein, coming first. Docket Item #2 will be reviewed in September 2017. The City Council must assess the cumulative impacts resulting from the docketed amendments to the Comprehensive Plan, in accordance with the GMA.

On June 15, 2017, the Planning Commission held a public hearing on the proposed amendment to the Transportation Element and deliberated on the proposal. Following deliberation, the Planning Commission voted three to one to recommend the amendment to the Transportation Element with several Planning Commission-requested revisions, including updates to maps and minor text corrections (included in Attachment A of Exhibit 1 and Exhibit 3).

A schedule for City Council review of the proposed amendment to the Transportation Element has been set with the following dates:

- **July 11, 2017** - Public Hearing and First Reading of the Ordinance
- **July 18, 2017** - Second Reading of the Ordinance
- **November 21, 2017** - Third Reading of the Ordinance and anticipated adoption of the Consolidated Annual Amendment of the Comprehensive Plan

The City Council will not be voting on the proposed amendment at the July 18, 2017 meeting; instead the City Council deliberations on July 11 and July 18 will carry forward to the regular meeting of the City Council on November 21, 2017, following review of Docket Item #2. At that meeting, there will be a third reading of the Ordinance and adoption of the Consolidated Annual Amendment of the Comprehensive Plan. The reason the City Council will adopt a consolidated amendment of the Comprehensive Plan is to comply with RCW 36.70A.130(2)(a), which restricts amendments to the Comprehensive Plan to no more frequently than once every year, except under very specific circumstances. Since more than one proposed amendment was docketed (Exhibit 2), the consolidated amendment ordinance will ensure that the Comprehensive Plan is amended only once in 2017.

Analysis:

Department of Community Development (DCD) staff have reviewed the proposed amendment to the Transportation Element submitted by the Department of Public Works against criteria in SMC Title 24. Staff finds that the proposal is within the parameters of allowable amendments, pursuant to SMC 24.25.030. The proposal specifically meets provisions SMC 24.25.030(2)(a), (c), (g), and (k), which relate to technical amendments, amendments to transportation needs, amendments to technical appendices, and other amendments initiated by the City, respectively.

The proposed amendment will update the City's concurrency project list and establish an improved framework for the City to update its Traffic Impact Fee in Chapter 14A.15 SMC. The proposed

amendment will also include the recently annexed Klahanie Area, incorporate the results of updated data into the City's traffic model, incorporate the May 2016 traffic counts, reflect the installation of adaptive traffic signal controls along the 228th Avenue corridor, and include new development that has been completed in the City between May 2012 and May 2016. These improvements will ensure that the most recent and thorough data is incorporated into the traffic model so that it is as accurate as can be. In addition, minor non-substantive updates will improve consistency throughout the entire Transportation Element.

No policy changes are proposed as part of this docketed amendment. Additionally, the proposed amendment does not revise existing intersection and segment Level of Service (LOS) standards, nor does it change the City's roadway standards.

Financial Impact:

No immediate financial impact resulting from the amendment to the Transportation Element.

Recommended Motion:

Staff recommends completing a third reading of the ordinance and adopting the proposed consolidated amendment of the Sammamish Comprehensive Plan.

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2017-**

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, AMENDING THE TRANSPORTATION
ELEMENT, THE ENVIRONMENT AND CONSERVATION
ELEMENT, THE UTILITIES ELEMENT, AND THE CAPITAL
FACILITIES ELEMENT OF THE SAMMAMISH
COMPREHENSIVE PLAN**

WHEREAS, the City of Sammamish City Council adopted an updated Comprehensive Plan on October 13, 2015 by Ordinance O2015-396, in accordance with RCW 36.70A.130; and

WHEREAS, the Washington State Growth Management Act (GMA) requires internal consistency among comprehensive plan elements and applicable regional plans; and

WHEREAS, to ensure that comprehensive plans remain relevant and up to date, the GMA requires each jurisdiction to establish procedures whereby amendments to the Plan are considered by the City Council (RCW 36.70A.130[2]), and limits adoption of these amendments to once each year unless an emergency exists; and

WHEREAS, the City of Sammamish has established a procedure for amending the Comprehensive Plan in Chapters 24.15 and 24.25 SMC, which limit adoption of amendments to the Comprehensive Plan to no more than once each year; and

WHEREAS, the City of Sammamish requires applications for amendment proposals to be submitted by September 30 of each year; and

WHEREAS, two Comprehensive Plan amendment applications were docketed on December 6, 2016 by Resolution R2016-709, including a proposal to amend the Transportation Element and a proposal to amend the Environment and Conservation Element, Utilities Element, and Capital Facilities Element; and

WHEREAS, the Planning Commission considered the proposed amendment to the Transportation Element during a work session held on June 1, 2017; and

WHEREAS, on June 15, 2017, the Planning Commission held a public hearing on the proposed amendment to the Transportation Element, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on May 12, 2017, the City submitted the proposed Comprehensive Plan amendment to the Transportation Element to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

Exhibit 1

WHEREAS, an environmental review of the proposed Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), including review of a complete SEPA checklist; and

WHEREAS, on June 20, 2017, a SEPA threshold determination of non-significance (DNS) was issued for the proposed Comprehensive Plan amendment and no appeals were filed; and

WHEREAS, on July 11, 2017, the City Council held a public hearing on the proposed Comprehensive Plan amendment in order to provide further opportunity for public comment and participation; and

WHEREAS, the Planning Commission considered the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element during a work session held on July 6, 2017; and

WHEREAS, on July 20, 2017, the Planning Commission held a public hearing on the proposed amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on June 22, 2017, the City submitted the proposed Comprehensive Plan amendment to the Environment and Conservation Element, Utilities Element, and Capital Facilities Element to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendment was conducted in accordance with the requirements of SEPA, including review of a complete SEPA checklist; and

WHEREAS, on July 11, 2017, a SEPA threshold DNS was issued for the proposed Comprehensive Plan amendment and no appeals were filed; and

WHEREAS, on September 5, 2017, the City Council held a public hearing on the proposed Comprehensive Plan amendment in order to provide further opportunity for public comment and participation; and

WHEREAS, the City Council has assessed the cumulative effect of the docketed Comprehensive Plan amendment proposals, in accordance with RCW36.70A.130(2)(b);

WHEREAS, the City Council has determined that the proposed Comprehensive Plan amendments meet the City's goals and objectives in the Comprehensive Plan and comply with the criteria in SMC 24.15.040(2);

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Transportation Element Amended. The Transportation Element of the Sammamish Comprehensive Plan is hereby amended as set forth in Attachment A.

Section 2. Environment and Conservation Element, Utilities Element, and Capital Facilities Element Amended. The Environment and Conservation Element, Utilities Element, and Capital Facilities Element of the Sammamish Comprehensive Plan are hereby amended as set forth in Attachment B.

Section 3. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

Section 4. Effective Date. The Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE __ DAY OF _____ 2017.

CITY OF SAMMAMISH

Mayor

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk:

Public Hearing:

First Reading:

Passed by the City Council:

Date of Publication:

Effective Date:

Exhibit 1

Background Information

TRANSPORTATION

soap box derby —

someone's front wheel

a little wobbly

Painting by Anna Macrae
Haiku by Michael Dylan Welch

Exhibit 1

soap box derby —

someone's front wheel

a little wobbly

Background Information

TRANSPORTATION

The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Sammamish, in a manner consistent with the overall goals of the Comprehensive Plan. Based upon existing and projected land use and travel patterns, the Transportation Element Background Information addresses roadway classifications, levels of service, transit and non-motorized modes, future travel forecasts, transportation system improvements, financing strategies, and concurrency management. It establishes the technical basis for transportation system development, and for existing and future improvement of transportation programs and facilities guided by the Transportation Polices of the Comprehensive Plan.

Planning Context

The Plan's Transportation Element has been developed to be consistent with transportation policy and plans that have been adopted at the State and local levels, as described in the following sections.

State of Washington

Growth Management Act

Transportation planning at the State, County and local levels is mandated by the State of Washington Growth Management Act (GMA) [RCW 36.70A]. The GMA contains many requirements for the preparation of a Comprehensive Plan's Transportation Element. In addition to requiring consistency with the land use element, specific GMA requirements for a Transportation Element include [RCW 36.70A.070(6)]:

- Inventory of facilities by mode of transport.
- Level-of-service standards to aid in determining the existing and future operating conditions of the facilities.
- Proposed actions to bring these deficient facilities into compliance with adopted level-of-service standards.
- Traffic forecasts, based upon land use.
- Identification of transportation infrastructure needs to meet current and future demands.
- Funding analysis for needed improvements, as well as possible additional funding sources.
- Identification of intergovernmental coordination efforts.
- Identification of transportation demand management strategies as available.
- Identification of improvements for pedestrian and bicycle facilities and corridors.

In addition to these elements, GMA mandates that development cannot occur unless infrastructure exists, infrastructure improvements or strategies are concurrent with development, or a financial commitment is in place to complete the improvements or strategies within six years. In addition to construction of new capital facilities, infrastructure may include transit service, ride share programs, transportation demand management (TDM) strategies, or transportation system management (TSM) strategies.

Washington Transportation Plan

The Washington Transportation Plan (WTP) 2030 presents the State of Washington's strategy for implementation programs and budget development over a 20-year planning horizon. The WTP contains an overview of the current conditions of the statewide transportation system, as well as an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs. The WTP is based on the following six transportation policy goals:

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

The WTP addresses the essential and interconnected roles of the Regional Planning Organizations and their local jurisdictions, and the important transportation issues of tribal governments in Washington State. It highlights the role of the Washington State Department of Transportation (WSDOT) to maintain, preserve and improve the transportation system while meeting the other societal goals defined above.

Puget Sound Region

Puget Sound Regional Council—*Transportation 2040*

Transportation 2040 is a 30-year action plan for transportation in the central Puget Sound Region (King, Pierce, Snohomish, and Kitsap Counties). The plan identifies investments to support growth and improve transportation services to people and businesses, provides a financing plan for funding transportation improvements, and proposes strategies for reducing environmental impacts.

Transportation 2040 establishes three integrated and sustainable strategies: congestion and mobility; environment; and funding. These three strategies are then broken into four major investment categories that pertain to maintaining existing services; enhancing safety and security; improving system efficiency through travel demand management (TDM); and implementing strategic capacity investments for all travel modes and facilities.

Transportation 2040 is an offshoot of the *Vision 2040* plan whose fundamental goal is to focus growth in urban areas to maintain and promote the well-being of people and communities, economic vitality, and a healthy environment (PSRC 2014).

King County

2012 King County Planning Policies

Supporting Growth

An effective transportation system is critical to achieving the Regional Growth Strategy and ensuring that centers are functional and appealing to the residents and businesses they are designed to attract.

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

Mobility

Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes and abilities. While the majority of people continue to travel by personal automobile, there are growing segments of the population (e.g. urban, elderly, teens, low income, minorities, and persons with disabilities) that rely on other modes of travel such as walking, bicycling, and public transportation to access employment, education and training, goods and services.

The movement of goods is also of vital importance to the local and regional economy. International trade is a significant source of employment and economic activity in terms of transporting freight, local consumption, and exporting of goods.

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

System Operations

The design, management and operation of the transportation system are major factors that influence the region's growth and mobility.

Goal Statement: The regional transportation system is well-designed and managed to protect public investments, promote public health and safety, and achieve optimum efficiency.

King County Metro Strategic Plan for Public Transportation 2011–2021

The King County Strategic Plan for Public Transportation 2011–2021 describes a vision for the county’s future transportation system and sets objectives, goals, and strategies for getting there. The plan is consistent with other regional and countywide policies and plans, such as *Vision 2040*. Strategies to achieve Metro’s goals are as follows:

- Increase safety and security in public transportation operations and facilities.
- Increase travel opportunities and public transportation products to serve appropriate markets (including low-income, elderly, and students) and mobility needs.
- Provide travel options and alternatives to regular fixed route-transit, such as ridesharing and other alternative or “right-sized” services.
- Expand services to account for the region’s growing population and serve new transit markets.
- Support CTR and TDM strategies for employers, local jurisdictions, and other agencies.
- Enhanced service to and within jurisdictions that aggressively implement local land use plans, growth management strategies, and transit-oriented development.
- Design and modification of services and infrastructure to be more efficient and effective.
- Coordinate with Sound Transit, Community Transit, Pierce Transit, and the Washington State Ferry System to provide integrated efficient service to major destinations throughout the region.
- Improve access for pedestrians (with and without disabilities) and bicyclists, as well as the waiting environment at transit facilities with the highest use.
- Provide service that is easy to understand and use and promote. (King County Metro 2013)

Sound Transit

Sound Transit 2 expands mass transit with the addition of more regional express transit and link light rail and commuter rail service. This second mass transit phase builds onto the Sound Move strategic program, approved by voters in 1996. Sound Transit 2 expands the link light rail system to include link light rail from North Seattle into Snohomish County (Sound Transit 2008).

[Sound Transit 3 includes a planned North Sammamish Park-and-Ride of up to 200 spaces, scheduled for completion by 2024. The](#)

Exhibit 1

T.8

Sammamish Comprehensive Plan
Transportation Background Information
June 2017

park-and-ride will provide a bus connection with planned Link light rail in Redmond. No site has been selected for the North Sammamish Park-and-Ride, however 228th Avenue is a likely candidate due to its connection to SR 202 via Sahalee Way. The construction of a park-and-ride on 228th Avenue NE would create a localized increase in vehicular and non-motorized traffic related to transit users driving, carpooling, walking, and biking to the site. Traffic to the north of the park-and-ride would be reduced slightly with an increase in transit ridership to Redmond.

Inventory and Existing Conditions

The primary objective of this section of the report is to assess existing traffic conditions within and adjacent to the City of Sammamish. In order to identify existing traffic conditions, a comprehensive data collection process has been undertaken. The data was primarily collected from the City of Sammamish, King County, and WSDOT. The assessment of existing conditions serves as a baseline for measurement of capacity for future land use and transportation planning.

The following categories are included in this section:

- Identification of State Highways;
- Roadway Inventory;
- Traffic Signal Inventory;
- Roadway Design Standards;
- Traffic Level-of-Service Analysis;
- Analysis of Access to the city;
- Traffic Calming;
- Current Six-Year Transportation Improvement Program (TIP);
- Existing Transit Service; and
- Existing Non-Motorized Conditions.

Identification of State Highways

Identification of State Highways

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

I-90 is a limited-access freeway that consists of three lanes in each direction and runs east-west, approximately one mile south of the southern Sammamish city limits. From just west of Issaquah to Seattle, I-90 also has an HOV lane in each direction. I-90 serves as the primary east-west freeway for regional travel within and beyond western Washington. To the west, it provides direct connection to the Cities of Bellevue, Mercer Island, and Seattle. To

Exhibit 1

T.10

Sammamish Comprehensive Plan
Transportation Background Information
June 2017

the east, it serves as the major east-west freeway across the State of Washington, connecting to Spokane at the eastern state border, and running beyond to the eastern coast of the United States.

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

SR 202, which runs adjacent to the northern Sammamish city limits, connects to SR 520 west of the city. SR 202 (also called Redmond-Fall City Road in the area adjacent to Sammamish) consists of one lane in each direction, widening to two lanes in each direction west of Sahalee Way. SR 520/SR 202 is the primary east-west highway alternative to I-90. This highway corridor provides direct connection to the Cities of Redmond, Bellevue, Kirkland, and Seattle to the west, and to the Cities of Snoqualmie and North Bend to the east.

Both I-90 and SR 520 connect directly to Interstate 405 (I-405) and Interstate 5 (I-5) to the west, which are the primary north-south freeways within the region.

Highways of Statewide Significance

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

Adjacent to the City of Sammamish, I-90 carries the HSS designation (Washington State Transportation Commission 2004) and thus is controlled by State level-of-service requirements. Additionally, SR 520 is also identified as an HSS.

Roadway Inventory

Roadway Functional Classification and Inventory

Transportation roadway systems consist of a hierarchy of streets that provide the dual functions of access to land and development, and

through movement for travelers. Streets are classified based upon the relative degree to which they provide these functions. Land use policies and street standards typically vary according to the street function. For example, most jurisdictions designate minimum right-of-way requirements, stopping and entering sight distances, roadway width, design speed, design traffic volumes, access control, and sidewalk requirements in accordance with an adopted classification system. These requirements are usually codified in the jurisdiction's municipal code and/or adopted as street standards.

Based on state law, cities and counties are required to adopt a street classification system that is consistent with state and federal guidelines. In the State of Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into the following functional classifications: freeway, principal arterial, minor arterial, and collector. All other roadways are assumed to be local access streets.

Background Figure T-1 shows the existing classification of roadways for the City of Sammamish. The classifications are summarized as follows:

- Freeways/Interstates are multi-lane, high-speed, high-capacity roadways intended exclusively for motorized traffic. All access is controlled by interchanges and bridges separate road crossings. While I-90 to the south and SR 520 to the northwest are classified as freeways, no roadways of this designation exist within the city limits.
- Principal Arterials are roadways connecting between major community centers and facilities, and are often constructed with limited direct access to abutting land uses. Principal arterials serve high-volume corridors, carrying the greatest portion of through or long-distance traffic within a city. The selected routes should provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. There is an estimated 11 miles of principal arterial roads in the city. The following is a list of roadways currently designated as principal arterials in the City of Sammamish:
 - Sahalee Way NE, between 228th Ave NE and the north city limits;
 - 228th Ave, between SE 43rd Way and Sahalee Way NE;
 - SE 43rd Way, between the south city limits and 228th Ave SE;
 - SE Issaquah-Pine Lake Rd, between SE Issaquah-Fall City Rd and 228th Ave SE;

- SE Issaquah-Fall City Rd, between Issaquah-Pine Lake Rd SE and SE Duthie Hill Rd; and
 - SE Duthie Hill Rd, between Issaquah-Fall City Rd and the east city limits.
- Minor Arterials are roadways connecting centers and facilities within the community and serving some through traffic, while providing a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. These roads also serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic with origins or destinations at points along the corridor. The following is a list of roadways currently designated as minor arterials in the City of Sammamish:
 - E Lake Sammamish Pkwy, between the south city limits and the north city limits;
 - NE Inglewood Hill Rd, between E Lake Sammamish Pkwy and 228th Ave NE;
 - NE 8th St, between 228th Ave NE and 244th Ave NE;
 - SE 8th St, between 228th Ave SE and 244th Ave SE;
 - 244th Ave NE, between NE 8th St and the north city limits;
 - ~~244th Ave SE Corridor, between SE 24th St and SE 8th St;~~
 - ~~244th Ave SE, between SE 32nd St and SE 24th St;~~
 - ~~SE 4th St, between 218th Ave SE and 228th Ave SE; and~~
 - ~~244th Ave SE, between SE 8th St and NE 8th St; and~~
 - SE 32nd Way/SE Issaquah Beaver Lk Rd, between Issaquah-Pine Lake Rd SE and SE Issaquah-Fall City Rd/ SE Duthie Hill Rd.
 - Collectors are roadways that connect two or more neighborhoods or commercial areas, while also providing a high degree of property access within a localized area. These roadways “collect” traffic from local neighborhoods and carry it to the arterial roadways. Additionally, collectors provide direct access to services and residential areas, local parks, churches and areas with similar uses of the land. Collectors may be separated into principal and minor designations according and the degree of travel between areas and the expected traffic volumes. The following is a list of roadways currently designated as collectors in the City of Sammamish:
 - NE 37th Way/205th PI NE/NE 16th St, between Sahalee Way NE and 216th Ave NE;
 - Louis Thomson Rd, between 212th Ave SE and East Lake Sammamish Pkwy NE;

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- 216th Ave NE, between NE Inglewood Hill Rd and ~~NE 20th PINE~~ 16th St;
- 212th Ave, between E Lk Sammamish Pkwy NE and Louis Thomson Rd;
- SE 8th St, between 212th Ave SE and 218th Ave SE;
- 218th Ave SE, between SE 8th St and SE 4th St;
- SE 4th St, between 218th Ave SE and 228th Ave SE;
- 248th Ave SE, between SE 24th St and SE 14th St;
- E Main Dr, between 244th Ave SE and the east city limits;
- SE 20th St, between 212th Ave SE and 228th Ave SE;
- SE 24th Way/SE 24th St, between E Lk Sammamish Pkwy SE and ~~Pine Lake~~ 212th Ave SE;
- SE 24th St, between 228th Ave SE and 248th Ave SE; ~~and~~
- Trossachs Boulevard SE, between SE Duthie Hill Rd and the north city limits;
- SE Windsor Blvd/248th Ave SE, between SE 8th St and SE 24th St;
- South Pine Lake Route (SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St), between 212th Ave SE and 228th Ave SE;
- 244th Ave SE, between SE 24th St and SE 32nd St;
- SE Klahanie Blvd/Klahanie Dr SE, between Issaquah-Pine Lake Rd SE and SE Issaquah-Fall City Rd; and
- 256th Ave SE, between SE Issaquah-Beaver Lake Rd and SE Klahanie Blvd.

Background Table T-1 provides a comparison of the City of Sammamish arterial and collector roadway miles to Federal Highway Administration (FHWA) guidelines (FHWA 1989), which must be followed to qualify the City of Sammamish streets for State and Federal grant programs.

The topography and development patterns within the City of Sammamish limit opportunities to add Principal or Minor Arterial routes. Some additional Collector mileage could be added and the totals would still remain within the FHWA guidelines.

Background Table T-1
Miles of Roadway by Functional Classification

| FUNCTIONAL CLASSIFICATION | EXISTING MILES OF ROADWAY IN SAMMAMISH ¹ | TYPICAL RANGE OF PERCENTAGE OF TOTAL ROADWAY ² | TYPICAL RANGE OF MILES BASED UPON FHWA GUIDELINES |
|------------------------------|---|---|---|
| Freeway & Principal Arterial | <u>14.041.7</u> | 5%–10% | <u>10-208-46</u> |
| Minor Arterial | <u>16.047.4</u> | 10%–15% | <u>20-3246-24</u> |
| Collector | <u>20.044.4</u> | 5%–10% | <u>10-208-46</u> |
| Local Access | <u>157.0421.4</u> | — | <u>135-</u> |

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| | | | |
|-------|-------------------|---|--------------------------|
| | | | 167104 128 |
| TOTAL | <u>207.0460.0</u> | — | <u>207160</u> |

- 1. Source: City of Sammamish 2017
- 2. Source: FHWA 1989

Traffic Signal and Roundabout Intersection Inventory

An inventory of the signalized and roundabout (RAB) intersections [inside and nearby Sammamish](#) was conducted by the City of Sammamish. The locations of the ~~twenty-one~~[thirty-five](#) existing signalized, five intersections with flashing beacons and ~~three~~[six](#) RAB intersections, are illustrated in Background Figure T-2. [These are the intersections that most directly affect City of Sammamish residents' travel patterns.](#)

Freight Routes

*See Volume I,
Transportation
Element Policy T.1.6
on page 87.*

Freight destined to and from Sammamish is associated primarily with retail oriented commercial developments in the city. There are no significant industrial, manufacturing, or import/export freight generators in the city. Limited through freight associated with FedEx sorting facilities in Issaquah to the south and UPS sorting facilities in Redmond to the north travel through the city. Freight traffic uses two corridors. Through freight typically uses East Lake Sammamish Parkway and local freight traffic uses Sahalee Way/228th Ave. Background Figure T-3 shows these routes.

Roadway Design Standards

*See Volume I,
Transportation
Element Policy T.3.4
on page 90.*

The City has adopted [interim standards for development of City streets, as documented in the ~~Interim Public Works Standards \(April 2000\)~~ 2016 Public Works Standards \(December 31, 2016\) and as amended for the local road section, per City memorandum \(July 1, 2014\)](#). As the city reconstructs roadways to improve vehicular capacity and safety, they will become more urban in nature. The Goals, Objectives and Policies of the Transportation Element relate street design to the desires of the local community, and advise that design be at a scale commensurate with the function that the street serves. Guidelines are therefore important to provide designers with essential elements of street design as desired by the community.

Background Figure T-4 illustrates typical street sections for Arterial and Collector Street design. This design is consistent with most municipalities' urban roadway design standards. In this illustration, the vertical curbs provide access control and the overall character suggests a "city" driving behavior with lower travel speeds.

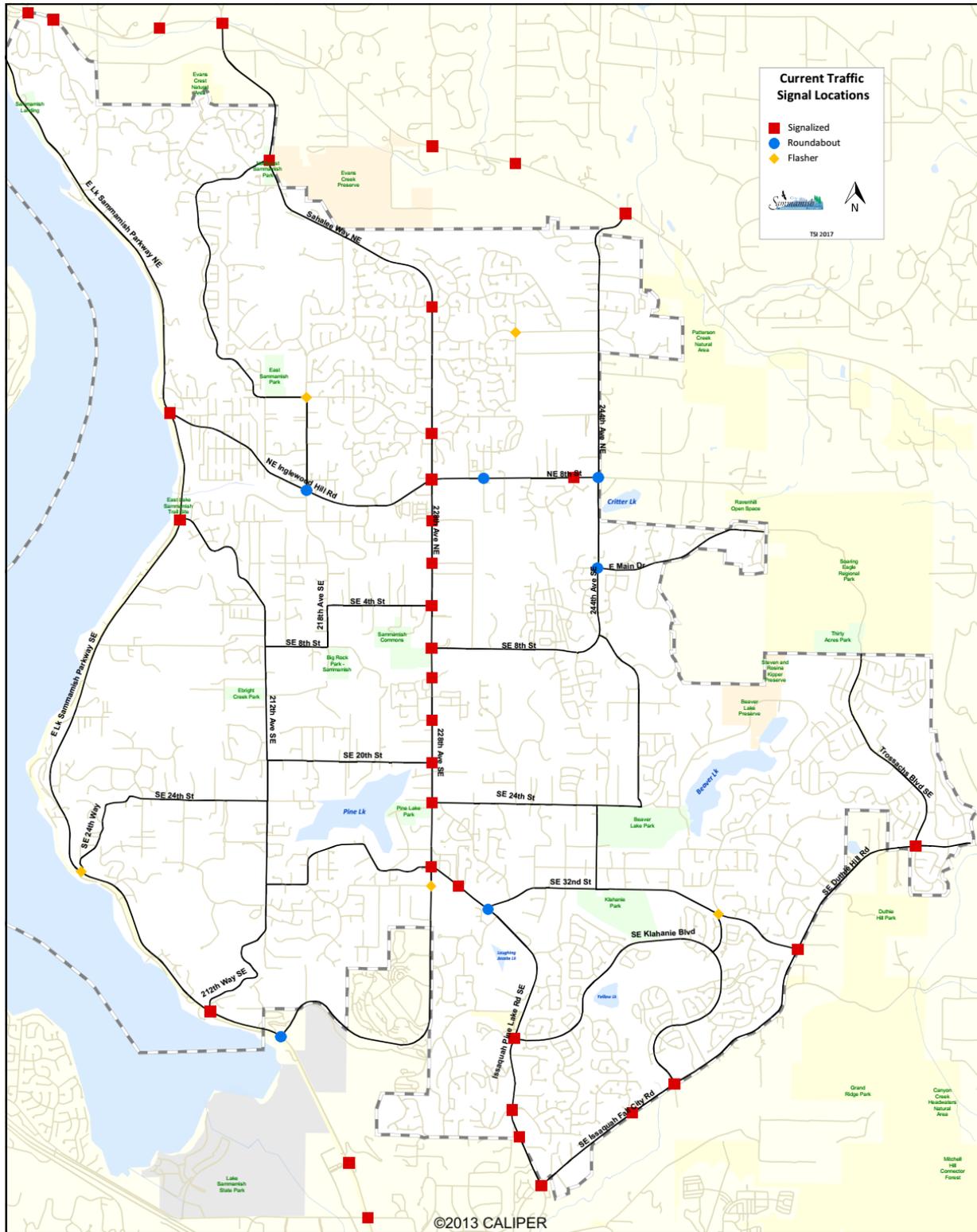
In June 2008, the City of Sammamish adopted the Sammamish Town Center Plan. The Town Center Plan established policy direction that amends the previous Comprehensive Plan. The Town Center provides a central area for the increased residential and commercial densities. Transportation improvements associated with the Town Center are intended to provide safe, efficient and

attractive connections to
central uses and
amenities, minimize

Exhibit 1 T.18

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Background Figure T-2
Current Traffic Signal Locations



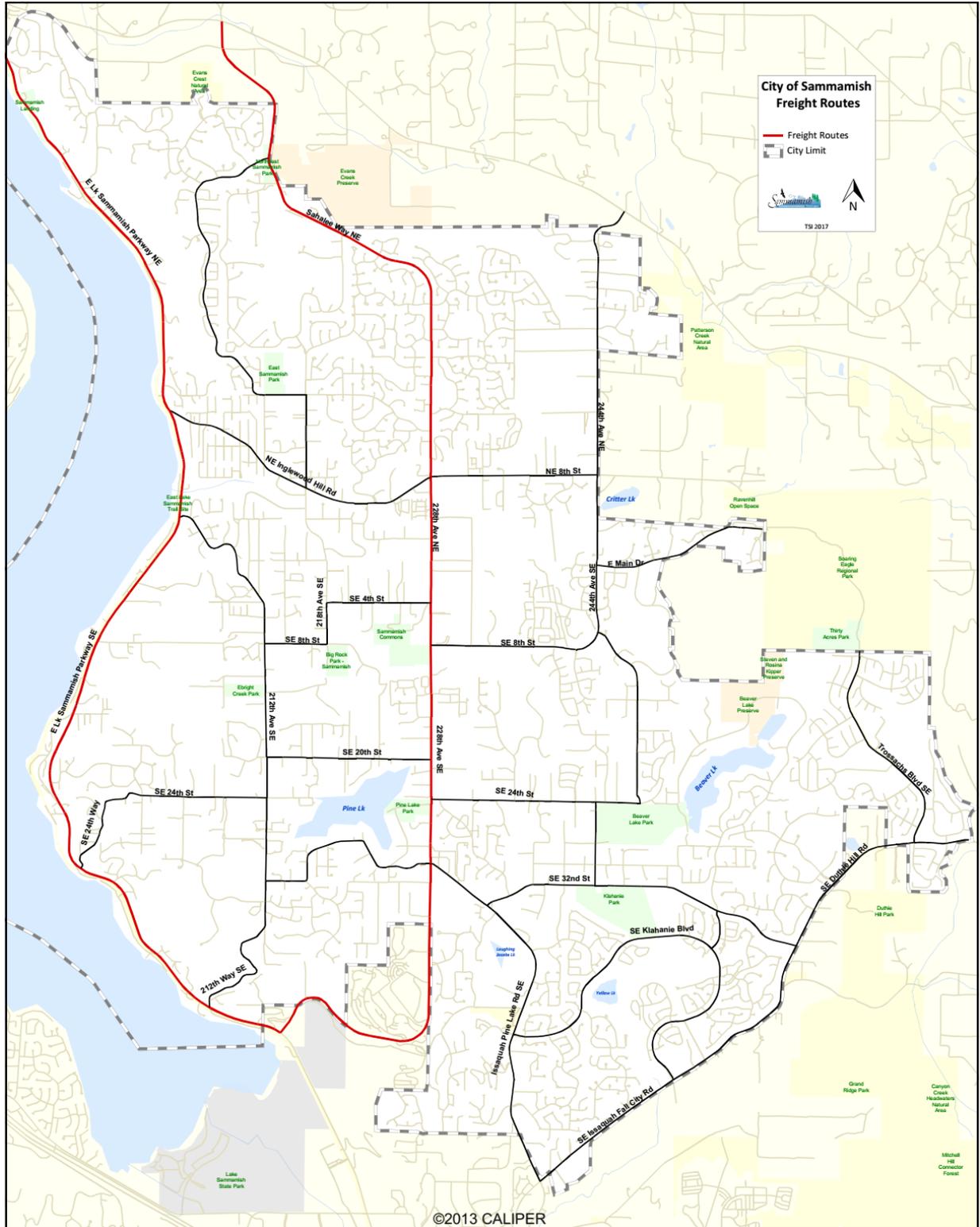
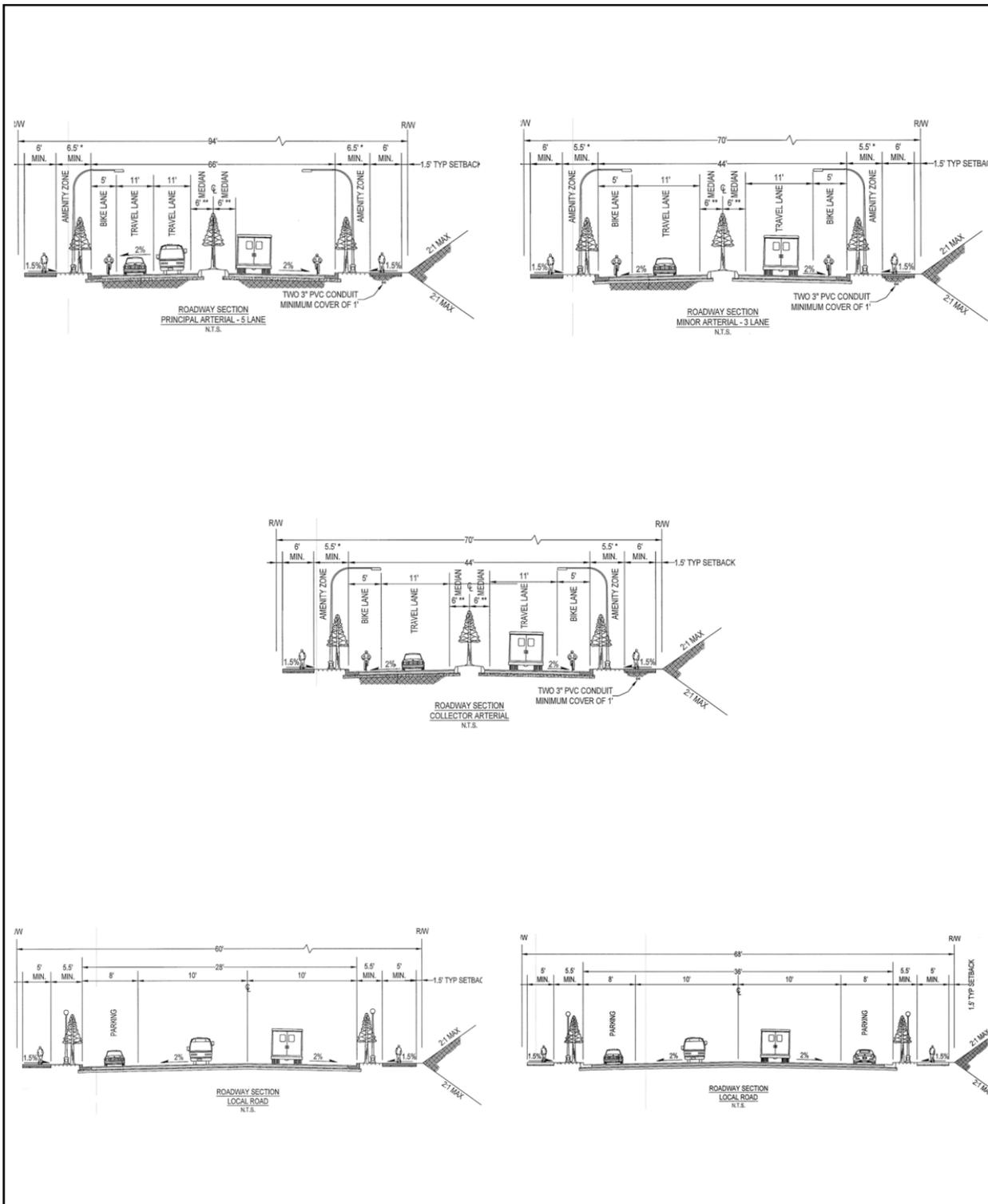


Exhibit 1 T.20

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Background Figure T-4
Current Roadway Design Standards



2016 Public Works Standards Street Cross-Sections

congestion impacts within the Town Center and surrounding areas, and promote alternative travel modes. To support the Town Center Plan improvement concepts including roadway cross-sections specific to roadways supporting the Town Center were developed. Background Figure T-5 and Background Figure T-6 illustrate the conceptual Sammamish Town Center street cross-sections (Sammamish Town Center Plan June 2008).

Traffic Level-of-Service Analysis

*See Volume I,
Transportation
Element Policy T.1.3
on page 86.*

Level-of-Service (LOS) is the primary measurement used to determine the operating condition of a roadway segment or intersection. In general, LOS is determined by comparing traffic volumes (counted or modeled) to the carrying capacity of the intersection or roadway segment. The following section describes the traffic volumes that were collected, the approaches used for LOS analysis, and the results of the analyses under existing conditions.

Average Weekday Daily Traffic

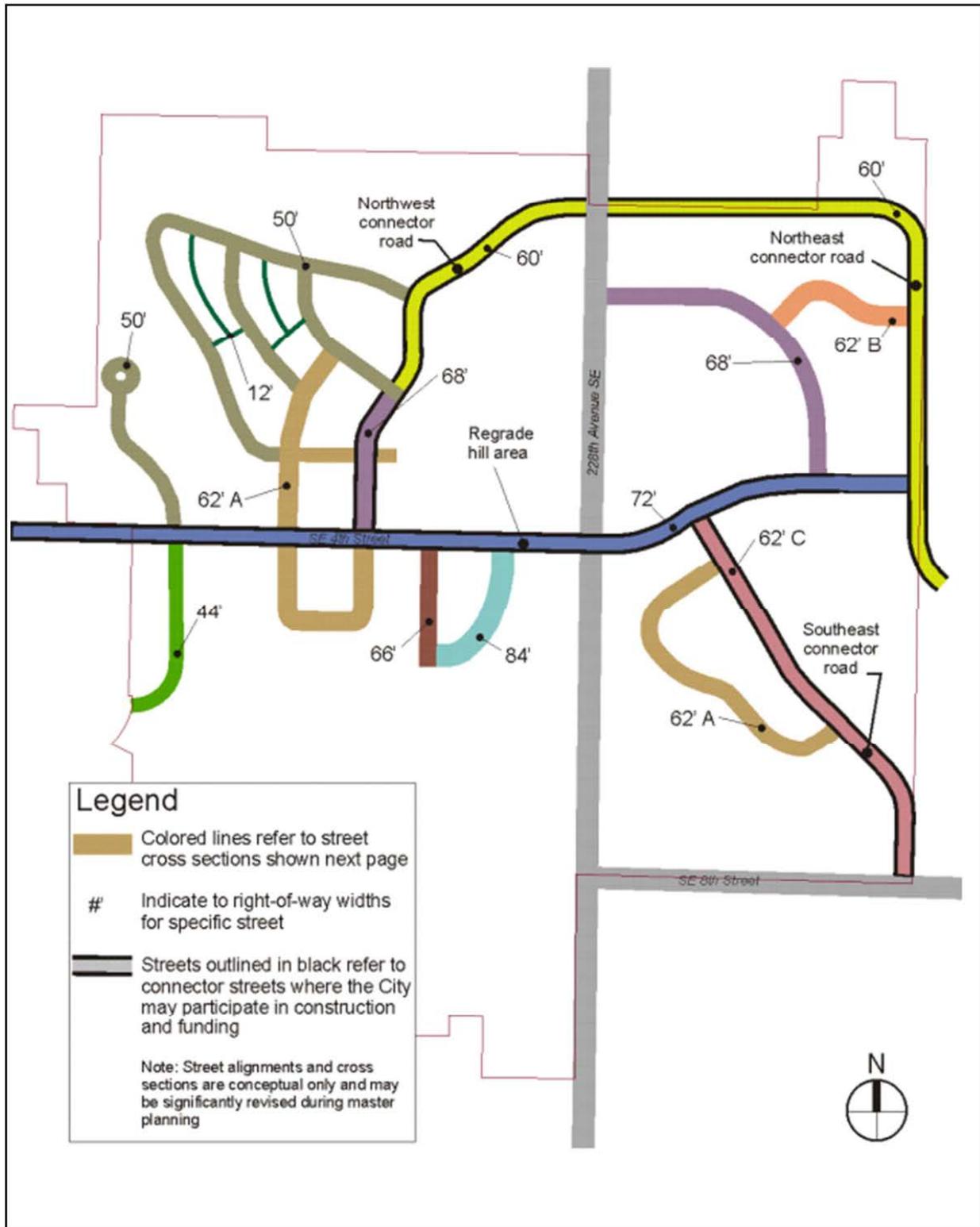
Daily traffic counts were collected by the City of Sammamish in ~~2012~~2016 at ~~sixteen~~78 locations throughout the city. Average weekday daily traffic (AWDT) counts were calculated by averaging the daily traffic counts of Monday, Tuesday, Wednesday, ~~and~~ Thursday, and Friday during a typical week. Locations and volumes for existing AWDTs are listed in Background Table T-2 and illustrated in Background Figure T-7.

The highest traffic volumes shown occur near the high schools and City Hall.

Exhibit 1
T.22

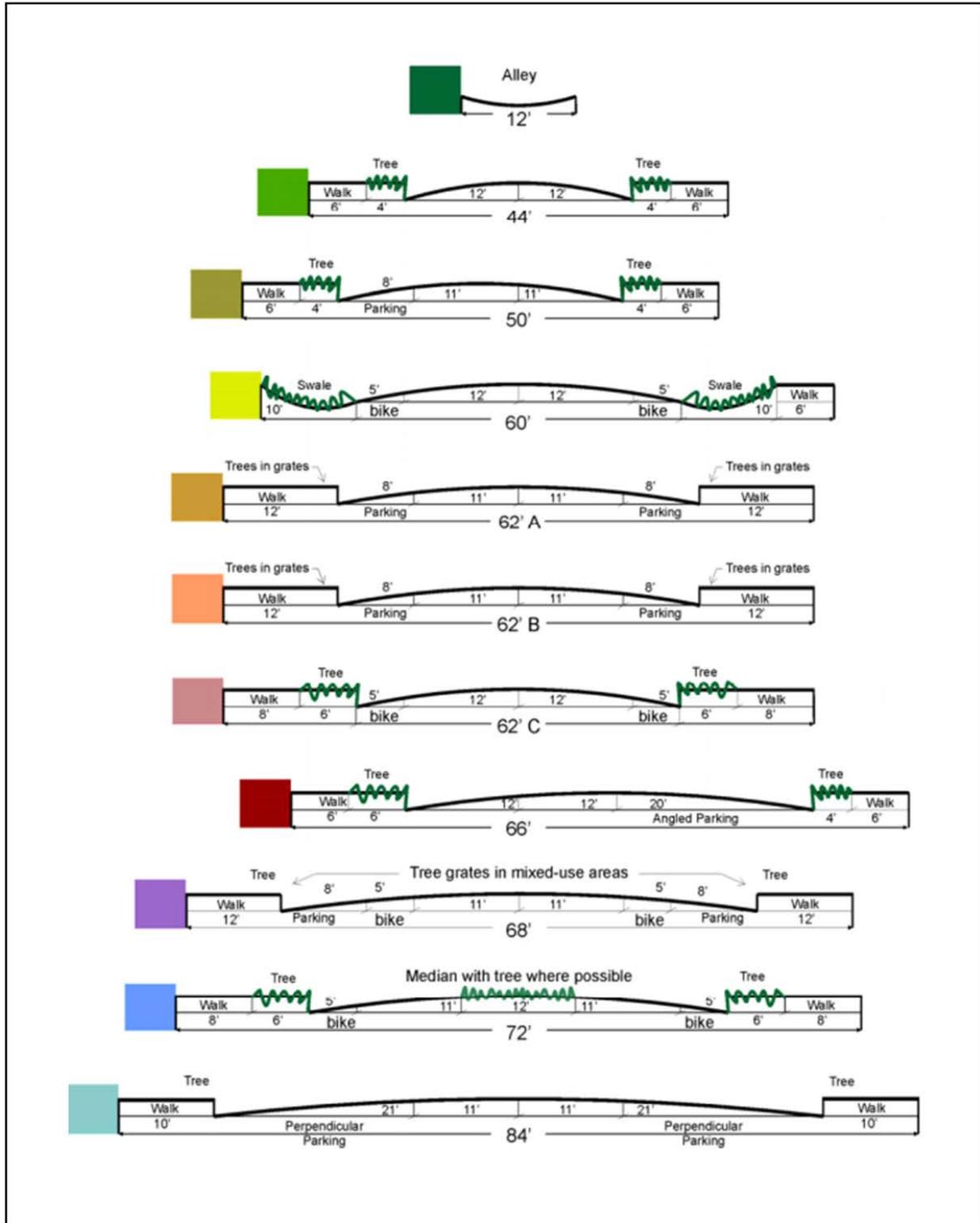
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Background Figure T-5
Samamish Town Center Plan Roadway Locations



Samamish Town Center Plan
Roadway Locations

Background Figure T-6
 Samamish Town Center Plan Roadway Standards



Samamish Town Center Plan
 Street Cross-Sections

Source: City of Samamish Town Center Plan

Exhibit 1
T.24

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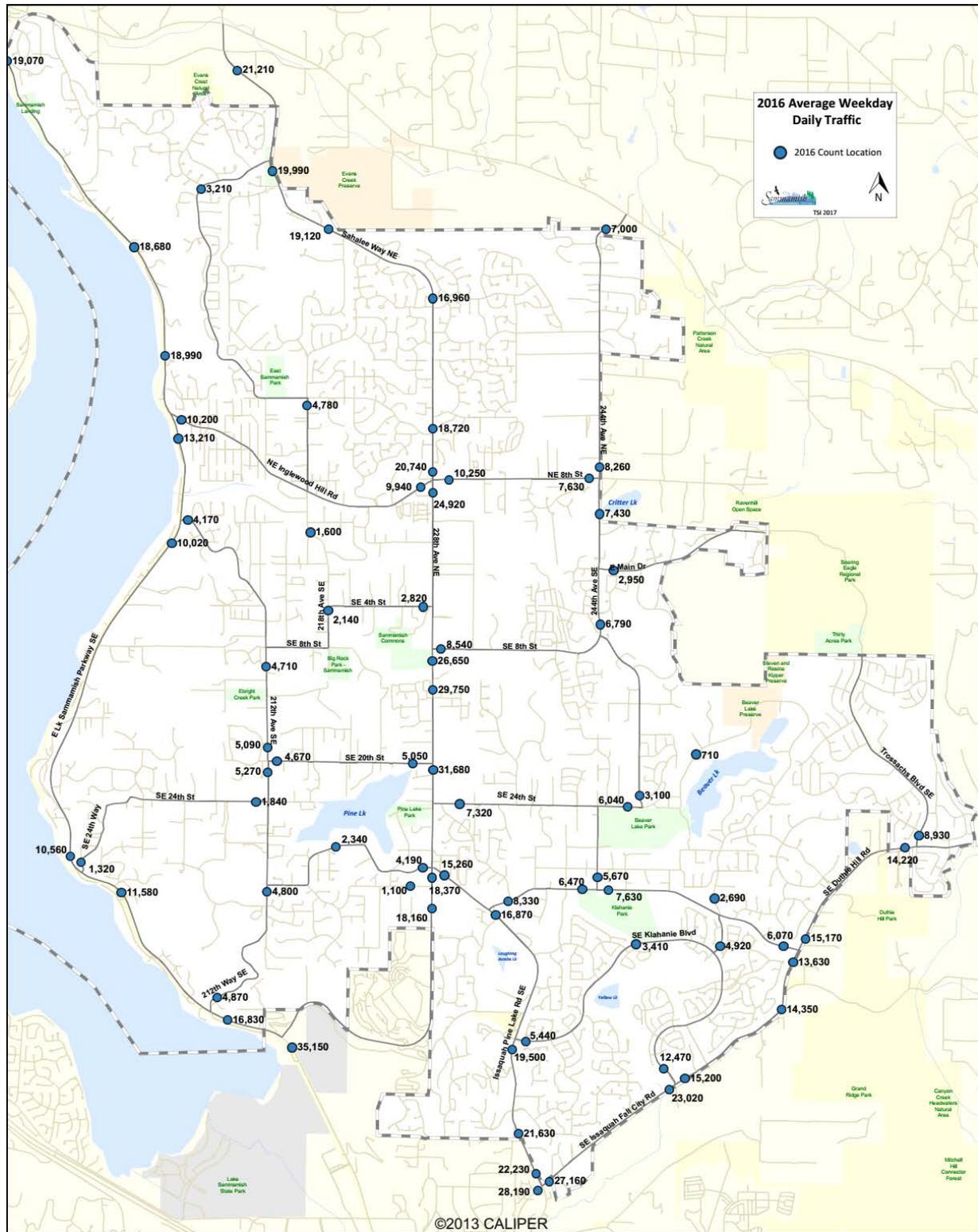
Background Table T-2
2016~~2~~ Average Weekday Daily Traffic (AWDT)

| SITE # | LOCATION | 2016 2 AWDT |
|-----------|--|------------------------|
| <u>1</u> | East Lake Sammamish Parkway <u>NE</u> , south of 187 th Avenue NE | <u>19,070</u> 17,770* |
| <u>2</u> | <u>Sahalee Way SE</u> , south of <u>NE 50th Street</u> | <u>21,210</u> |
| <u>3</u> | 244th Ave <u>SNE</u> , south of SR-202 | <u>7,000</u> 5,800 |
| <u>4</u> | East Lake Sammamish Parkway <u>SE</u> , south of Louis Thompson Road | <u>10,020</u> 8,200 |
| <u>5</u> | 212th Avenue SE, south of SE 8th Street | <u>4,710</u> 3,600 |
| <u>6</u> | <u>228th Avenue SE</u> , south of <u>SE 10th Street</u> | <u>29,750</u> |
| <u>7</u> | East Lake Sammamish Parkway, south of 212th Avenue SE | <u>16,830</u> 14,100 |
| <u>8</u> | <u>228th Avenue SE</u> , south of <u>SE 32nd Street</u> | <u>18,160</u> |
| <u>9</u> | Issaquah-Pine Lake Road, east <u>south</u> of 228th Avenue SE | <u>15,260</u> 17,160* |
| <u>10</u> | 244th Avenue SE, north of SE 32nd Street | <u>5,670</u> 5,500 |
| <u>11</u> | <u>Beaver Lake Drive SE</u> , north of <u>Issaquah-Beaver Lake Road</u> | <u>2,690</u> |
| <u>12</u> | SE Duthie Hill Road, north of Issaquah-Beaver Lake Road | <u>15,170</u> 13,400 |
| <u>13</u> | <u>East Lake Sammamish Parkway</u> , south of <u>SE 43rd Way</u> | <u>35,150</u> |
| <u>14</u> | <u>Issaquah-Fall City Road</u> , southwest of <u>Issaquah-Pine Lake Road</u> | <u>28,190</u> |
| <u>15</u> | <u>Issaquah-Pine Lake Road</u> , south of <u>SE Klahanie Boulevard</u> | <u>19,500</u> |
| <u>16</u> | Trossachs Boulevard SE, north of SE Duthie Hill Road | <u>8,930</u> 7,700 |
| <u>17</u> | <u>East Lake Sammamish Parkway</u> , south of <u>NE Inglewood Hill Road</u> | <u>13,210</u> |
| <u>18</u> | East Lake Sammamish Pkwy, north of Inglewood Hill Road <u>NE 18th Place</u> | <u>18,990</u> 15,500 |
| <u>19</u> | <u>East lake Sammamish Parkway</u> , south of <u>SE 32nd Street</u> | <u>11,580</u> |
| <u>20</u> | <u>NE Inglewood Hill Road</u> , east of <u>East Lake Sammamish Parkway</u> | <u>10,200</u> |
| <u>21</u> | NE 8th Street, east of 228th Avenue NE | <u>10,250</u> 9,100 |
| <u>22</u> | <u>228th Avenue NE</u> , north of <u>NE 8th Street</u> | <u>20,740</u> |
| <u>23</u> | 228th Avenue NE, south of NE Inglewood Hill Road/NE 8th Street | <u>24,920</u> 23,200 |
| <u>24</u> | 228th Avenue SE, south of SE 8th Street | <u>26,650</u> 23,000 |
| <u>25</u> | <u>212th Avenue SE</u> , south of <u>SE 20th Street</u> | <u>5,270</u> |
| <u>26</u> | 228th Avenue SE, south of Issaquah-Pine Lake Rd | <u>18,370</u> 15,500 |
| <u>27</u> | <u>SE 20th Street</u> , west of <u>228th Avenue SE</u> | <u>5,050</u> |
| <u>28</u> | <u>SE 28th Street</u> , east of <u>218th Avenue SE (South Pine Lake Route)</u> | <u>2,340</u> |
| <u>29</u> | SE 8th Street, east of 228th Ave SE | <u>8,540</u> 7,700 |
| <u>30</u> | <u>SE 24th Street</u> , east of <u>Audubon Park Drive</u> | <u>7,320</u> |
| <u>31</u> | <u>244th Avenue SE</u> , north of <u>SE Windsor Boulevard</u> | <u>6,790</u> |
| <u>32</u> | <u>East Main Drive</u> , east of <u>244th Avenue SE</u> | <u>2,950</u> |
| <u>33</u> | <u>244th Avenue NE</u> , north of <u>NE 8th Street</u> | <u>8,260</u> |
| <u>34</u> | <u>NE 8th Street</u> , west of <u>244th Avenue NE</u> | <u>7,630</u> |
| <u>35</u> | <u>South Pine Lake Route (Issaquah-Pine Lake Rd ext)</u> , west of <u>228th Ave SE</u> | <u>4,190</u> |
| <u>36</u> | <u>West Beaver Lake Drive SE</u> , south of <u>SE 18th Place</u> | <u>710</u> |
| <u>37</u> | <u>205th Place NE</u> , south of <u>NE 37th Way</u> | <u>3,210</u> |
| <u>38</u> | <u>SE 4th Street</u> , west of <u>228th Avenue SE</u> | <u>2,820</u> |
| <u>39</u> | <u>248th Avenue SE</u> , north of <u>SE 24th Street</u> | <u>3,100</u> |
| <u>40</u> | 244th Ave <u>SNE</u> , north of <u>NE 3rd Way (on bridge)</u> E Main Street | <u>7,430</u> 6,990* |

| | | |
|---------------------|---|--|
| 41 | 216th Avenue NE, south of NE 16th Street | 4,780 |
| 42 | 217th Avenue NE, south of NE 4th Street | 1,600 |
| 43 | 218th Avenue SE, south of SE 4th Street | 2,140 |
| 44 | Louis Thompson Road NE, east of East Lake Sammamish Parkway NE | 4,170 |
| 45 | 212th Way SE, east of East Lake Sammamish Parkway SE | 4,870 |
| 46 | SE 32nd Street, west of 228th Avenue SE | 1,100 |
| 47 | SE 32nd Street, west of 244th Avenue SE | 6,470 |
| 48 | SE Issaquah-Beaver Lake Road, west of SE Duthie Hill Road | 6,070 |
| 49 | SE 32nd Street, east of 244th Avenue SE | 7,630 |
| 50 | SE Duthie Hill Road, south of SR-202 | 7,530 |
| 51 | East Lake Sammamish Parkway NE, south of NE 30th Street | 18,680 |
| 52 | East Lake Sammamish Parkway SE, north of SE 24th Way | 10,560 |
| 53 | SE 24th Way, east of East Lake Sammamish Parkway SE | 1,320 |
| 54 | 212th Avenue SE, north of SE 20th Street | 5,090 |
| 55 | 212th Avenue SE, south of SE 32nd Street | 4,800 |
| 56 | SE 20th Street, east of 212th Avenue SE | 4,670 |
| 57 | Sahalee Way NE, north of NE 25th Way | 16,960 19,410 * |
| 58 | 228th Avenue NE, north of NE 12th Place | 18,720 |
| 59 | 228th Avenue SE, south of SE 20th Street | 31,680 |
| 60 | Issaquah-Pine Lake Road, south of SE 32nd WayStreet | 16,870 18,925 * |
| 61 | Issaquah-Pine Lake Road SE, north of SE 48th Street | 21,630 |
| 62 | SE 32nd Way, east of Issaquah-Pine Lake Road SE | 8,330 |
| 63 | SE Klahanie Boulevard, east of Issaquah-Pine Lake Road SE | 5,440 |
| 64 | SE 24th Street, west of 244th Avenue SE | 6,040 |
| 65 | SE Issaquah-Fall City Road, northeast of Issaquah-Pine Lake Road SE | 27,160 |
| 66 | SE Issaquah-Fall City Road, westsouth of Klahanie Drive SE | 23,020 26,830 * |
| 67 | SE Issaquah-Fall City Road, east of Klahanie Drive SE | 15,200 |
| 68 | Klahanie Drive SE, north of SE Issaquah-Fall City Road | 12,470 |
| 69 | SE Klahanie Boulevard, northeast of SE 37th Street | 3,410 |
| 70 | SE Issaquah-Fall City Road, south of SE Duthie Hill Road | 14,350 |
| 71 | SE Duthie Hill Road, south of SE Issaquah-Beaver Lake Road | 13,630 |
| 72 | SE Duthie Hill Road, west of Trossachs Boulevard SE | 14,220 |
| 73 | Sahalee Way NE, south of NE 37th Way | 19,990 18,400 |
| 74 | Sahalee Way NE, south of 217th Place NE | 19,120 |
| 10b | SE 24th Street, west of 212th Avenue SE | 1,840 |
| 16b | NE Inglewood Hill Rd, west of 228th Ave NE216th Avenue NE | 9,940 8,600 |
| 50b | Issaquah-Pine Lake Road SE, north of SE Issaquah-Fall City Road | 22,230 |
| 56b | 256th Avenue SE, north of SE Klahanie Boulevard | 4,920 |

*2014 volumes were collected at locations marked with asterisks.

Background Figure T-7
2012-2016 Average Weekday Daily Traffic

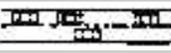
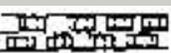
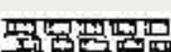


Roadway Level of Service Analysis

The Highway Capacity Manual (HCM ~~2000~~²⁰¹⁰) is the recognized source for the techniques used to measure transportation facility performance. Using the HCM procedures, the quality of traffic operation is graded into one of six levels-of-service: A, B, C, D, E, or F. Background Table T-3 summarizes the characteristic traffic flow for the varying levels-of-service. As the table shows, LOS A and B represent the best traffic operation. LOS C and D represent intermediate operation and LOS E and F represent high levels of traffic congestion.

See Volume I,
 Transportation
 Element Policy T.1.3
 on page 86.

Background Table T-3
 Characteristic Traffic Flow for Level-of-Service Measures

| LEVEL-OF-SERVICE | CHARACTERISTIC TRAFFIC FLOW |
|------------------|--|
| A |  Free flow, low volumes and no delays |
| B |  Stable flow, speeds restricted by travel conditions, minor delays, |
| C |  Stable flow, speeds and maneuverability closely controlled due to higher volumes. |
| D |  Stable flow, speeds and maneuverability closely controlled due to higher volumes. |
| E |  Unstable flow, low speeds, considerable delay, volume at or near capacity, freedom to maneuver is extremely difficult. |
| F |  Forced flow, very low speeds, volumes exceed capacity, long delays with stop-and-go traffic. |

Source: HCM 1997.

Intersection Level of Service Criteria

Level of service for intersections is determined by the average [amount of vehicle control delay](#) experienced by vehicles at the intersection. For signalized ~~and roundabout (RAB)-controlled~~ intersections LOS is based on average ~~control~~ delay for the entire intersection. Background Table T-4 summarizes the LOS criteria for signalized [and RAB controlled intersections](#).

[Roundabouts \(RAB's\) are generally circular intersections characterized by yield control on entry and counterclockwise circulation around a central island. Level of service for RAB's is determined by the control delay at the intersection's worst \(i.e. highest delay\) approach.](#)

For two-way stop-controlled (TWSC) intersections, LOS is based on the control delay for each minor-street movement (or shared movements) and for left turn movements from the major street.

All-way stop-controlled (AWSC) intersections require drivers on all

Exhibit 1 T.28

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*See Volume I, Transportation Element Policy
T.1.4 on page 87.*

approaches to stop before proceeding into the intersection. Level of service for AWSC intersections is determined by the average computed or measured delay for all movements.

Background Table T-4
Level-of-Service Criteria for Signalized and Roundabout Intersections

| LEVEL-OF-SERVICE (LOS) | AVERAGE DELAY PER VEHICLE (SECONDS/VEHICLE) |
|------------------------|---|
| A | = 10 |
| B | > 10–20 |
| C | > 20–35 |
| D | > 35–55 |
| E | > 55–80 |
| F | > 80 |

Source: HCM 20002010.

~~Roundabouts (RAB's) are generally circular intersections characterized by yield control on entry and counterclockwise circulation around a central island. Level of service for RAB's is determined by the control delay at the intersections worst approach.~~

The LOS criteria for unsignalized intersections (TWSC and AWSC and RAB's) have different threshold values than those for signalized and RAB controlled intersections, primarily because drivers expect different levels of performance from distinct types of transportation facilities. In general, stop-controlled intersections are expected to carry lower volumes of traffic than signalized and RAB controlled intersections. Thus for the same LOS, a lower level of delay is acceptable at stop-controlled intersections than it is for signalized and RAB controlled intersections. Background Table T-5 summarizes the LOS thresholds for both TWSC and AWSC intersections.

Background Table T-5
Level-of-Service Criteria for TWSC, AWSC and RAB Stop Controlled Intersections

| LEVEL-OF-SERVICE (LOS) | AVERAGE DELAY PER VEHICLE (SECONDS/VEHICLE) |
|------------------------|---|
| A | = 10 |
| B | > 10–15 |
| C | > 15–25 |
| D | > 25–35 |
| E | > 35–50 |
| F | > 50 |

Source: HCM 20002010.

Intersection Level of Service Standards

Level of service standards are used to evaluate the transportation impacts of long-term growth and concurrency. In order to monitor concurrency, the city must adopt standards by which the minimum acceptable roadway operating conditions are determined and deficiencies may be identified. The intersection LOS standards adopted in this Transportation Element are LOS D or E for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or Collector roadways. For intersections of roadways with different functional classifications, the higher classification (and thus the lower standard) applies. Attaining LOS D at major intersections with high approach volumes can result in large intersections with exclusive right-turn lanes, double left-turn lanes and additional through lanes. These improvements improve LOS for vehicles, but result in very long crosswalks and increase potential for pedestrian-vehicle conflicts at free right-turns.

The LOS for intersections with Principal Arterials should be LOS D, when LOS D can be attained with a maximum of three approach lanes per direction (for example, a typical intersection of two five-lane roadways). The LOS for intersections with principal arterials may be reduced to LOS E, up to 80 seconds average delay, for intersections that require more than three approach lanes in any direction.

Intersection LOS is calculated using the standard analysis procedures described in this section for the PM peak hour. Intersections with LOS below the defined standards will be considered deficient.

PM Peak-Hour Intersection Level of Service

Level of service analysis was performed for existing PM peak-hour conditions at [3950](#) intersections within and adjacent to the Sammanish city limits. Background Table T-6 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS, based upon [20122016](#) traffic counts for the PM peak hour. The intersection LOS is also illustrated in Background Figure T-8. The results shown in the table represent LOS based upon average delay for all traffic movements at signalized and AWSC intersections. At TWSC intersections, the LOS is based on the average delay for the worse minor stop controlled approach or left turn movement from the major road. Thus, at TWSC intersections there may be significantly longer delays for certain directions of traffic movements than the composite LOS measure shows. At roundabouts, the LOS is based on the control delay at the worst approach.

Background Table T-6
2016² Intersection LOS—PM Peak Hour

| ID # | INTERSECTION | LOS STANDARD ¹ | TRAFFIC CONTROL ² | DELAY ³ | LOS ⁴ |
|------|---|---------------------------|------------------------------|--------------------|------------------|
| 1 | Issaquah-Pine Lake Road and SE 48th Street | D | Signal | 7.9 | A |
| 2 | 228th Avenue NE & NE 12th Place St | D | Signal | 22.416 | CB |
| 3 | Klahanie Drive SE and SE Issaquah-Fall City Road | D | Signal | 39 | D |
| 4 | 244th Avenue SE and SE 24th Street | C | TWSC | 14.6 | B |
| 5 | SE 32nd Street and 244th Avenue SE | C | TWSC | 52.3 | F* |
| 6 | Issaquah-Pine Lake Road SE and SE 32nd Way | D | RAB | 5.59 | A |
| 7 | 228th Avenue SE and SE 40th Street | D | TWSC | 87 | F* |
| 8 | SE Klahanie Boulevard and 256th Avenue SE | C | AWSC | 11.4 | B |
| 9 | SE Issaquah-Fall City Rd & Pacific Cascade MS/247th Pl SE | D | Signal | 33.1 | C |
| 10 | Sahalee Way NE and NE 36th Lane | D | TWSC | 670.8 | F* |
| 11 | 242nd Avenue NE and NE 8th Street | C | Signal | 11.6 | B |
| 12 | 228th Avenue SE and SE 8th Street | D | Signal | 18.724 | BC |
| 13 | 228th Avenue NE and NE 19th Drive | D | TWSC | 61.3 | F* |
| 14 | 216th Avenue NE and NE Inglewood Hill Road | C | RAB | 6.6 | A |
| 15 | 228th Avenue NE and NE 8th Street (NE Inglewood Hill Road) | D | Signal | 32.340 | CD |
| 16 | 228th Ave NE and NE 4th St | D | Signal | 15.626 | BC |
| 17 | 228th Avenue SE and SE 4th Street | DE | Signal | 8.644 | AB |
| 18 | 212th Avenue SE and SE 8th Street | C | TWSC | 11.140 | B |
| 19 | 228th Avenue SE and SE 16th Street | D | Signal | 7.4 | A |
| 20 | East Lake Sammamish Parkway and 212th Way SE | C | Signal | 7.59 | A |
| 21 | East Lake Sammamish Parkway and SE 24th Way | C | TWSC | 17.924 | AG |
| 22 | 212th Avenue SE and SE 20th Street | C | AWSC | 10.79 | A |
| 23 | East Lake Sammamish Pkwy NE and Louis Thompson Rd NE | C | Signal | 12.344 | B |
| 24 | East Lake Sammamish Pkwy NE and NE Inglewood Hill Road | C | Signal | 13.1 | B |
| 25 | Sahalee Way NE and NE 37th Way St | D | Signal | 24.944 | CB |
| 26 | 244th Avenue NE and NE 8th Street | C | RAB | 4.25 | A |
| 27 | 228th Avenue SE and SE 20th Street | D | Signal | 12.044 | B |
| 28 | 228th Avenue NE and SE 24th Street | DE | Signal | 32.833 | C |
| 29 | 228th Avenue SE and Issaquah-Pine Lake Road SE | E | Signal | 79.646 | ED |
| 30 | Issaquah-Pine Lake Road SE and SE Klahanie Boulevard | D | Signal | 22.924 | C |
| 31 | SE Duthie Hill Road and Issaquah-Beaver Lake Road | D | Signal/TWSC ⁶ | 21.5235 | CF* |
| 32 | 256th Ave SE/E Beaver Lake Dr SE and Issaquah-Beaver Lk Rd | C | TWSC | 36.1 | E* |
| 33 | 228th Avenue NE and NE 14th Street | D | TWSC | 290.3 | F* |
| 34 | 228th Avenue NE and NE 25th Street | D | Signal | 20.846 | CB |
| 35 | Issaquah-Pine Lake Road SE and SE 42nd Street | D | TWSC | 306.4 | F* |
| 36 | Issaquah-Pine Lake Road SE and 231st Lane SE | D | Signal | 11.3 | B |
| 37 | Sahalee Way NE and NE 28th Place | D | TWSC | 74.9 | F* |
| 38 | Issaquah-Pine Lake Road SE and SE 47th Way/238th Way SE | D | Signal | 6.3 | A |

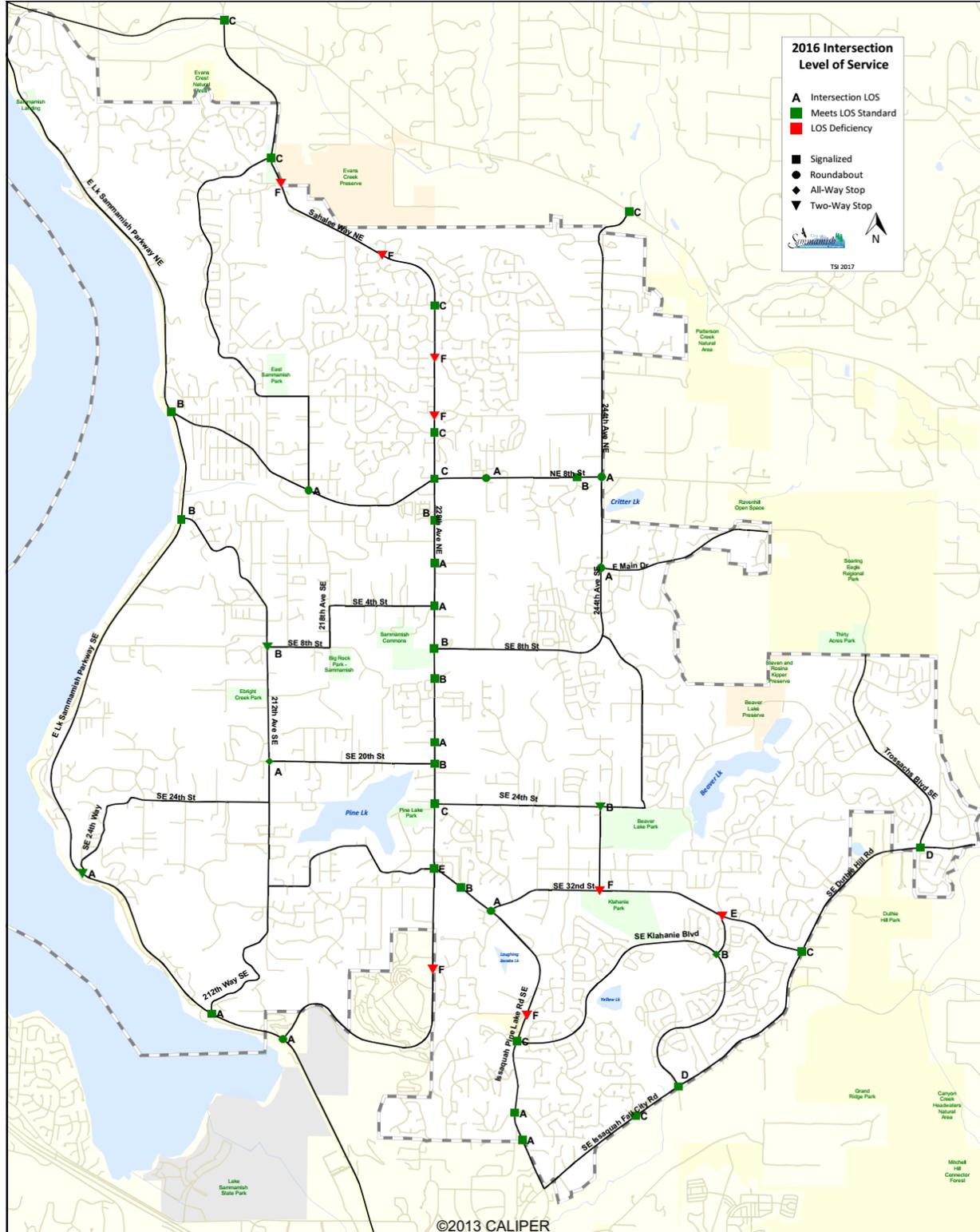
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| ID # | INTERSECTION | LOS STANDARD ¹ | TRAFFIC CONTROL ² | DELAY ³ | LOS ⁴ |
|---------------------|---|---------------------------|------------------------------|--------------------|------------------|
| 39 | NE 8th Street and 233rd Avenue NE | C | RAB | 2.9 | A |
| 40 | 228th Avenue NE & East Main Street | D | Signal | 4.80 | A |
| 41 | 248th Avenue NE and East Main Drive | C | RAB | 4.8 | A |
| 42 | Trossachs Boulevard SE and SE Duthie Hill Road | D | Signal | 35.144 | DB |
| 43 | 228th Avenue SE and SE 10th Street/Skyline HS | D | Signal | 14 | B |
| 44 | 192nd Drive NE and NE Redmond Fall City Rd (SR202) | D | Signal | 78 | A |
| 100 | East Lake Sammamish Pkwy and SR 202 (NE Redmond-Fall City Rd (SR202))⁵ | D | Signal | 118.744 6 | F* |
| 101 | E Lk Sammamish Pkwy and SE 43rd Way⁵ | D | RAB | 4.56 | A |
| 102 | Sahalee Way NE and SR 202 (Redmond-Fall City Rd)⁵ | DE | Signal | 27.836 | CD |
| 103 | 244th Ave NE and SR 202 (NE Redmond-Fall City Rd (SR202))⁵ | D | Signal | 20.946 | CB |
| 104 | Duthie Hill Road and SR 202 (Redmond-Fall City Road)⁵ | D | Signal | 10.3 | B |
| 105 | Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd⁵ | E | Signal | 31.4407 | CF* |
| | E Lk Sammamish Pkwy and SE 56th St⁵ | D | S | 160 | F* |
| | E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd⁵ | E | S | 137 | F* |

1. LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS D. Intersections that include Minor Arterials or Collectors have a standard of LOS C.
2. Intersection Control: Signal=signalized; TWSC=two-way stop-controlled; AWSC=all-way stop-controlled; RAB=roundabout
3. Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for the intersection. For TWSC intersections, it represents average delay for the worst minor approach movements or major street left turn movements. For RABs, it represents the worst approach. Analysis is based on 2016² traffic counts.
4. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000²⁰¹⁰). (*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.
5. Intersection is outside of the city limits.
6. [Intersection was signalized in late 2012 and is no longer deficient.](#)

Background Figure T-8
2016 Intersection Level of Service



~~In year 2012, the table shows that 25 of the 30 study intersections satisfy their defined LOS standard. Within the city limits and in 2012 the SE Duthie Hill Road at SE Issaquah-Beaver Lake Road intersection operated at LOS F. This intersection was stop sign controlled on SE Issaquah-Beaver Lake Road approaching SE Duthie Hill Road, and the stop sign controlled approach experienced high levels of delay. This intersection was signalized in late 2012 and is no longer deficient.~~

~~Outside the city limits in 2012 four signalized intersections were operating at LOS F: Issaquah-Pine Lane Road SE at SE Issaquah-Fall City Road, East Lake Sammamish Parkway at NE Redmond-Fall City Road (SR 202), East Lake Sammamish Parkway at SE 56th Street, and East Lake Sammamish Parkway at SE Issaquah-Fall City Road. These results indicate that collaboration with the neighboring Cities of Redmond and Issaquah and King County should be maintained.~~

In year 2016, Table T-6 shows that 41 of the 50 study intersections satisfy their defined LOS standard. Of the 9 intersections which operate below minimum LOS standards in 2016, 8 are located within Sammamish city limits. Each of the 8 city intersections which fail their LOS standard are two-way stop controlled intersections.

Outside the city limits, the intersection of East Lake Sammamish Parkway NE and Redmond-Fall City Road NE (SR 202) operated at LOS F in 2016. This indicates that collaboration with the City of Redmond, the Washington State Department of Transportation (WSDOT), and King County should be maintained.

Roadway Segment Average Weekday Daily Traffic (AWDT) Thresholds

The City has expressed concerns not only for the amount of delay experienced along roadways, but for safety, access and urban amenities. Definition of LOS thresholds that include shoulder widths, left-turn lanes, bicycle lanes, curb and gutter, and sidewalks addresses some of these concerns. Adequate shoulders increase safety by providing refuge for disabled vehicles, additional width outside of the traffic flow for walking or bicycling, or a buffer between the traffic flow and sidewalks. Left-turn pockets provide safer waiting space for left turning vehicles, and allow following vehicles to avoid delay. Curbs, gutters, and sidewalks or other similar facilities improve safety by providing access control and safer locations for walking. As traffic volumes increase on the primarily rural roads of the City of Sammamish, urban amenities such as these become more important.

The typical roadway segment LOS measures used by traffic engineers, and for most Comprehensive Plans, are determined by HCM procedures that calculate operational efficiency of the

roadway. Rural two-lane roadway LOS is described by average travel speeds and the average percentage of time spent following other vehicles. As the average travel speed declines or the average following time increases, the LOS declines. These measures help define deficiencies that may be used to guide the design of road improvements. Typical improvements might include roadway alignments, widening shoulders, and providing passing zones.

Using these HCM procedures, features such as left-turn lanes, curb and gutter, sidewalks and other similar facilities have little to no impact on the defined roadway LOS.

State law prescribes that LOS shall be measured, but does not describe or define the means. Though many communities rely on the HCM procedures, others have defined LOS through use of travel time, average congestion, or level of improvement. Most of the roadways within the City of Sammamish originated as rural roads. Many have been improved using rural road design standards to carry higher traffic volumes, but are inconsistent with the character and desires of an urban community.

To address these issues, the City set forth to describe a policy that relates roadway capacity to existing characteristics, and future desired improvements. Through this evaluation, they established thresholds for acceptable traffic volumes for a range of existing conditions, described as follows.

The LOS standards developed by the City for roadway segments are based on the allowable AWDT volumes, as a function of each roadway's characteristics. The [4973](#) segments defined for segment analyses are shown in Background Figure T-9. The AWDT thresholds for each of these roadway segments, based upon their existing roadway characteristics, are defined in Background Table T-7.

After adoption of the Comprehensive Plan, these thresholds will be adopted by ordinance by the City Council. The table also shows the 2012 AWDT volumes for each of the segments. Note that LOS is reported for those roadway segments where traffic volumes were collected. Based upon the existing volumes and the policy-defined thresholds summarized in Background Table T-7 two roadway corridors and three road segments have volumes that exceed their thresholds, and thus would be considered deficient under existing conditions.

To arrive at the segment thresholds, the City reviewed current HCM measures for capacity, as they related to various roadway features. The adequacy of traffic conditions and design features of existing City of Sammamish roadways was also assessed. Design features included shoulder width, sidewalks, left-turn lanes, and access control. For each functional classification of roadway, base capacities were derived from standard per-lane capacities, as defined in the HCM, *Road Diets Fixing the Big Roads* (By Dan Burden and Peter Lagerway, Walkable Communities, Inc. March 1999). The City arrived at a base capacity value of 1,220 vehicles

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per hour for a two-lane Arterial roadway with 10-foot lane widths, and without shoulders or walkways. This value was converted to an AWDT volume of 12,850 vehicles per day. The base capacity of a two-lane Collector roadway without shoulders or walkways was determined to be 9,020 AWDT. A Four-lane roadway base capacity was determined in a similar means and established at 25,950 vehicles per day for Arterial roadways and 18,100 vehicles per day for Collector roadways.

The provision of non-motorized facilities on arterial roadways is a key element of the city's roadway segment LOS methodology. The roadway segment allowable AWDT volume thresholds are based upon providing facilities for all users and recognizes that if sidewalks or bike lanes are absent; vehicle capacity is reduced and non-motorized capacity and safety are affected. While non-motorized demand and capacity are not explicitly measured; allowable vehicle volumes are constrained until facilities for all modes are present. This has the effect of prioritizing multi-modal projects on all classifications of roadways, and encourages provision of non-motorized facilities to increase capacity rather than additional travel lanes.

These base (or minimum) capacities would be applied to roadways with 10-foot wide lanes, and no curb and gutter, shoulders, medians, turn lanes, sidewalks or bicycle lanes. Additional capacity was determined for each of the design features, based upon guidelines in the HCM. These capacity enhancement values are added to the base capacity incrementally for each of the features that the roadway includes.

The base and incremental capacities used to determine the AWDT thresholds are summarized in Background Table T-8. Maximum capacity would be assigned to a roadway with a fully developed cross section: 12-foot lanes, or bike lanes, curb and gutter, center median or left-turn lane, sidewalk or other similar facilities.

*See Volume I,
Transportation
Element Policy T.2.12
on page 8*

Background Table T-7
AWDT Concurrency Thresholds and 2016 Volumes for Roadway Segments

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | CONCURRENCY THRESHOLD | 2016 EXISTING AWDT | Fails? |
|--|--------------------------------|--------------------------|---------------------------|--------|
| C11-3 East Lk Sammamish Parkway North Corridor | | 25,370 25,370 | 18,938 18,938 | |
| | | 877 877 | 6,157 6,157 | |
| 1 E Lk Sammamish Pkwy, City limits-196th Ave NE (Weber Pt) | Minor Arterial | 25,37024,330 | 19,06817,770 ¹ | |
| 2 E Lk Sammamish Pkwy, 196th Ave NE-NE 268th Pl | Minor Arterial | 25,37024,330 | 18,67915,200 | |
| 3 E Lk Sammamish Pkwy, NE 268th Pl-NE Inglewood Hill Rd | Minor Arterial | 25,37028,970 | 18,98815,500 | |
| C24-6 East Lk Sammamish Parkway Central Corridor | | 18,767 18,767 | 10,985 10,985 | |
| 4 E Lk Sammamish Pkwy, Inglewood Hill Rd-Louis Thompson Rd | Minor Arterial | 19,11033 | 13,212 | |
| 5 E Lk Sammamish Pkwy, Louis Thompson Rd NE-SE 8th St | Minor Arterial | 18,67546 | 10,022 | |
| 6 E Lk Sammamish Pkwy, SE 8th St-SE 24th Way | Minor Arterial | 18,67524 | 10,562 | |
| C37-8 East Lk Sammamish Parkway South Corridor | | 18,905 18,905 | 12,661 12,661 | |
| 7 E Lk Sammamish Pkwy, SE 24th Way-212th Ave SE | Minor Arterial | 18,96533 | 11,583 | |
| 8 E Lk Sammamish Pkwy, 212th Ave SE-South City Limit | Minor Arterial | 18,67524 | 16,834 | |
| C411-14 Louis Thompson Road-212th Corridor | | 12,005 12,005 | 4,743 4,743 | |
| | | 786 786 | 50 50 | |
| 11 Louis Thompson Rd, E Lk Sammamish Pkwy-SE 8th St | Collector Arterial | 11,0709,820 | 4,1703,400 | |
| 12 212th Ave SE, SE 8th St-SE 20th St | Collector Arterial | 11,68511,425 | 4,9043,600 | |
| 13A 212th Ave SE, SE 20th St-SE 32nd St | Collector Arterial | 11,78811,350 | 5,2714,000 | |
| 13B 212th Ave SE, SE 32nd St - 212th Way SE | Collector Arterial | 11,788 | 4,799 | |
| 14 212th Way SE, SE 32nd St-E Lk Sammamish Pkwy | Collector Arterial | 13,90010,550 | 4,8684,000 | |
| C521-23 Sahalee Way-228th Avenue North Corridor | | 20,611 20,611 | 18,916 18,916 | |
| | | 917 917 | 9,410 9,410 | X |
| 21A Sahalee Way/228th Ave NE, City Limit-NE 37th Way | Principal Arterial | 23,75018,530 | 21,21019,410 ¹ | X |
| 21B Sahalee Way/228th Ave NE, NE 37th Way-NE 36th St | Principal Arterial | 18,96518,530 | 19,99419,410 | X |
| 21C Sahalee Way/228th Ave NE, NE 36th St-223rd220th Ave NE | Principal Arterial | 18,96518,530 | 19,11619,410 | X |
| 22 Sahalee Way/228th Ave NE, 223rd220th Ave NE - NE 25th Way | Principal Arterial | 18,96518,530 | 16,96119,410 | X |
| 23 228th Ave, NE 25th Way-NE 12th PlSt | Principal Arterial | 22,30019,690 | 18,71819,410 | |
| C624-25 228th Avenue Central Corridor | | 33,921 33,921 | 26,297 26,297 | |
| | | 950 950 | 3,100 3,100 | |
| 24A(1) 228th Ave, NE 12th PlSt-NE 8th St/Inglewood Hill Rd | Principal Arterial | 25,79934,950 | 20,74323,200 | |
| 24A(2) 228th Ave, NE 8th St/Inglewood Hill Rd - Main St | Principal Arterial | 34,950 | 24,91523,200 | |
| 24B 28th Ave, Main St - SE 84th St | Principal Arterial | 35,18034,950 | 25,94023,200 | |
| 25A 228th Ave, SE 84th St - SE 10th St | Principal Arterial | 35,18034,950 | 26,65323,000 | |
| 25B 228th Ave, Se 10th St - SE 20th St | Principal Arterial | 35,18034,950 | 29,74923,000 | |
| C726-27 228th Avenue South Corridor | | 25,488 25,488 | 23,551 23,551 | |
| | | 726 726 | 5,500 5,500 | |
| 26 228th Ave, SE 20th St-Issaquah Pine Lake Rd SE | Principal Arterial | 35,29536,023 | 31,6770 | |

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| | | | | |
|----|---|--------------------|---------------|----------------|
| 27 | 228th Ave, Issaquah Pine Lake Rd SE-SE 43rd Way | Principal Arterial | 18,985,214.30 | 18,162,155.500 |
|----|---|--------------------|---------------|----------------|

continued on following page

Background Table T-7

AWDT Concurrency Thresholds and 2016 Volumes for Roadway Segments (cont.)

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | CONCURRENCY THRESHOLD | 2016 ² EXISTING | |
|--|--------------------------------|---|--|--------|
| | | | AWDT | Fails? |
| <u>C832-34</u> Issaquah-Pine Lake Road Corridor | | <u>21,284</u> ²³ <u>083</u> | <u>17,585</u> ¹⁸ <u>045</u> | |
| 32 Issaquah-Pine Lk Rd, 228th Ave SE-SE 32nd Way | Principal Arterial | <u>27,580</u> ^{31,480} | <u>15,257</u> ^{17,160} ⁺ | |
| 33 Issaquah-Pine Lk Rd, SE 32nd Way-SE Klahanie Blvd | Principal Arterial | <u>17,950</u> ^{17,370} | <u>16,872</u> ^{18,050} ² | X |
| 34A Issaquah-Pine Lk Rd, SE Klahanie Blvd-SE <u>4648</u> th St | Principal Arterial | <u>23,636</u> ^{20,400} | <u>19,496</u> ^{18,925} ⁺ | |
| 34B <u>Issaquah-Pine Lk Rd, SE 46th St</u> - SE 48th St | Principal Arterial | <u>18,965</u> ^{20,400} | <u>21,629</u> ^{18,925} ⁺ | X |
| <u>C935-37</u> 224th Avenue North Corridor | | <u>191</u> ²⁴ <u>17,370</u> | <u>7,450</u> ^{6,150} | |
| 35 244th Ave NE, NE 30th Pl - NE 20th St | Minor Arterial | <u>16,330</u> ^{15,050} | <u>7,000</u> ^{5,800} | |
| 36 244th Ave NE, NE 20th St-NE 8th St | Minor Arterial | <u>19,245</u> ^{15,050} | <u>8,259</u> ^{6,500} | |
| 37A 244th Ave NE, NE 8th St- <u>E Main St</u> | Minor Arterial | <u>21,550</u> ^{22,040} | <u>7,428</u> ⁰ | |
| 37B 244th Ave NE/ <u>SE, E Main St</u> - SE 8th St | Minor Arterial | <u>20,730</u> ^{22,040} | <u>6,793</u> ⁰ | |
| <u>C9A Windsor Boulevard - 248th Avenue Corridor</u> | | <u>11,759</u> | <u>2,660</u> | |
| 38 248th Ave SE, SE 24th St - SE 14th St | Collector Arterial | <u>11,742</u> ^{9,420} | <u>3,097</u> ⁰ | |
| <u>52A SE Windsor Blvd, SE 14th St - 700 feet north of SE 14th St</u> | <u>Collector Arterial</u> | <u>10,260</u> | <u>2,231</u> | |
| <u>52B SE Windsor Blvd, 700 feet north of SE 14th St - SE 8th St</u> | <u>Collector Arterial</u> | <u>12,300</u> | <u>2,081</u> | |
| <u>C1039</u> 244th Avenue South Corridor | | <u>10,555</u> <u>16,330</u> | <u>5,673</u> ^{5,500} <u>00</u> | |
| 39 244th Avenue, SE 24th St-SE 32nd Way | Minor Arterial | <u>10,555</u> ^{16,330} | <u>5,673</u> ^{5,500} | |
| <u>C11 Issaquah-Fall City Road - Duthie Hill Road Corridor</u> | | <u>18,009</u> | <u>17,483</u> | |
| 47 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd - SE Issaquah-Fall City Rd | Principal Arterial | <u>17,600</u> ^{22,040} | <u>13,629</u> ⁰ | |
| 48 SE Issaquah-Fall City Rd, SE Duthie Hill Rd - Klahanie Dr SE | Principal Arterial | <u>18,180</u> ^{22,040} | <u>14,775</u> ⁰ | |
| 49 SE Issaquah-Fall City Rd, Klahanie Dr SE - <u>240th Ave SE</u> <u>Issaquah-Pine Lk Rd</u> | Principal Arterial | <u>17,950</u> ^{36,690} | <u>23,022</u> ^{26,830} | X |
| <u>C12 NE Inglewood Hill Rd Corridor</u> | | <u>17,724</u> | <u>10,074</u> | |
| 15 NE Inglewood <u>Hill</u> Rd, E Lk Sammamish Pkwy- 216th Ave | Minor Arterial | <u>17,950</u> ^{16,790} | <u>10,195</u> ^{8,600} | |
| 16 NE Inglewood <u>Hill</u> Rd, 216th Ave NE - 228th Ave NE | Minor Arterial | <u>17,457</u> ^{17,370} | <u>9,938</u> ⁰ | |
| <u>C13 NE 8th Street Corridor</u> | | <u>20,291</u> | <u>8,768</u> | |
| 28A NE 8th St, 228th Ave NE - <u>235th Ave NE</u> | Minor Arterial | <u>21,822</u> ^{21,430} | <u>10,249</u> ^{9,100} | |
| 28B NE 8th St, <u>235th Ave NE</u> - 244th Ave NE | Minor Arterial | <u>19,110</u> ^{21,430} | <u>7,625</u> ^{9,100} | |
| <u>C14 SE 32nd Way/St --- Issaquah-Beaver Lake Road Corridor</u> | | <u>18,220</u> | <u>6,953</u> | |
| 40A SE 32nd Way, Issaquah-Pine Lk Rd - <u>235th Place SE</u> | Minor Arterial | <u>19,308</u> ^{16,790} | <u>8,329</u> ⁰ | |
| 40B SE 32nd Way, <u>235th Place SE</u> - 244th Ave SE | Minor Arterial | <u>18,240</u> ^{16,790} | <u>6,470</u> ⁰ | |
| 41 SE 32nd St, 244th Ave SE - <u>EW</u> Beaver <u>Lake</u> Dr SE | Minor Arterial | <u>17,370</u> ^{16,790} | <u>7,634</u> ⁰ | |
| 42 Issaquah-Beaver Lk Rd, <u>EW</u> Beaver Lk Dr - SE Duthie Hill Rd | Minor Arterial | <u>19,110</u> ^{17,950} | <u>6,073</u> ^{5,000} | |

continued on following page

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AWDT Concurrency Thresholds and 2016 Volumes for Roadway Segments (cont.)

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | CONCURRENCY THRESHOLD | 2016 EXISTING | |
|---|--------------------------------|-----------------------|---------------|--------|
| | | | AWDT | Fails? |
| C15 Duthie Hill Road Corridor | | 17,050 | 14,885 | |
| 43 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE (the “notch”) | Principal Arterial | 16,790 | 15,169 | 13,400 |
| 44 SE Duthie Hill Rd, 266th Ave SE (the “notch”) – Trossachs Blvd SE | Principal Arterial | 17,660 | 16,790 | 14,219 |
| C16 SE 4th Street Corridor | | 10,970 | 2,817 | |
| 18A SE 4th St, 218th Ave SE – 224th Ave SE | Collector Arterial | 10,970 | 14,470 | 14,700 |
| 18B SE 4th St, 224th Ave SE – 228th Ave SE | Collector Arterial | 10,970 | 14,470 | 14,700 |
| C17 SE 8th Street Corridor | | 20,730 | 8,536 | |
| 29 SE 8th St, 228th Ave SE – 244th Ave SE | Minor Arterial | 20,730 | 3,536 | 7,700 |
| C18 SE 20th Street Corridor | | 11,070 | 4,863 | |
| 19 SE 20th St, 212th Ave SE – 219th PI SE | Collector Arterial | 11,070 | 4,666 | 0 |
| 20 SE 20th St, 219th PI SE – 228th Ave SE | Collector Arterial | 11,070 | 5,045 | 4,000 |
| C19 SE 24th Street West Corridor | | 11,093 | 1,590 | |
| 9 SE 24th St, E Lk Samm Pkwy – 200th Ave SE | Collector Arterial | 12,417 | 9,420 | 1,323 |
| 10 SE 24th St, 200th Ave SE – 212th Ave SE | Collector Arterial | 9,840 | 9,420 | 1,842 |
| C20 SE 24th Street East Corridor | | 11,429 | 6,246 | |
| 30 SE 24th St, 228th Ave SE – 244th Ave SE | Collector Arterial | 11,585 | 10,550 | 3,680 |
| 31 SE 24th St, 244th Ave SE – W Beaver Lk Dr SE | Collector Arterial | 10,970 | 10,550 | 4,970 |
| C21 Klahanie Corridor | | 19,949 | 7,728 | |
| 53 SE Klahanie Blvd, Issaquah-Pine Lk Rd – 245th PI SE | Collector Arterial | 13,430 | 5,444 | |
| 54 SE Klahanie Blvd, 245th PI SE – 256th Ave SE | Collector Arterial | 13,430 | 3,408 | |
| 55 Klahanie Dr SE, 256th Ave SE – Issaquah-Fall City Rd | Collector Arterial | 29,160 | 12,468 | |
| C22 South Pine Lake Route Corridor | | 12,444 | 2,720 | |
| 58 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 212th Ave Se – 224th Ave SE | Collector Arterial | 11,480 | 2,337 | |
| 59 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 224th Ave SE – 228th Ave SE | Collector Arterial | 16,150 | 4,193 | |
| C23 218th Ave SE and SE 8th St Corridor | | 8,455 | 2,140 | |
| 17A SE 8th St/218th Ave SE/SE 8th St, 212th Ave SE – 218th Ave SE | Collector Arterial | 8,455 | 9,420 | 2,140 |
| 17B SE 8th St/218th Ave SE/SE 8th St, 218th Ave SE/SE 8th St – SE 4th St | Collector Arterial | 8,455 | 9,420 | 2,140 |
| 45 Trossachs Blvd SE, SE 9th St – SE Duthie Hill Rd | Collector Arterial | 12,042 | 13,680 | 3,927 |
| 46 218th Ave NE, SE 4th St – SE 8th St | Collector Arterial | 9,420 | 1,500 | |
| 50 Issaquah-Pine Lk Rd, SE 48th St – Issaquah-Fall City Rd | Principal Arterial | 20,268 | 22,231 | X |
| 51 Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245th PI SE | Principal Arterial | 32,388 | 25,718 | |
| 56 256th Ave SE, Klahanie Blvd – Issaquah-Beaver Lk Rd | Collector Arterial | 14,200 | 4,919 | |
| 57 E Main Dr, 244th Ave SE – eastern terminus | Collector Arterial | 12,300 | 2,951 | |
| 60 NE 37th Way/205th Ave NE/NE 16th St, Sahalee Way – 216th Ave NE | Collector Arterial | 12,132 | 3,209 | |
| 61 216th Ave NE, Ne 16th St – NE Inglewood Hill Rd | Collector Arterial | 12,300 | 4,780 | |

Background Table T-8
Background Assumptions for Concurrency AWDT Threshold Definitions

| TWO-LANE ROADWAY | | TWO-DIRECTIONAL CAPACITY (VEHICLES PER DAY) | | |
|---|---|---|------------------|-------------------------------|
| | | <i>Principal or Minor Arterial</i> | <i>Collector</i> | <i>Neighborhood Collector</i> |
| Base Capacity | | 12,850 | 9,020 | 2,850 |
| Lane Width | 10 feet | 0 | 0 | 0 |
| | 11 feet | 1,620 | 1,130 | 320 |
| | 12 feet | 3,240 | 2,260 | 640 |
| Striped Bike Lane/ Shoulder width ¹ | 8 feet max. | 580 | 410 | 120 |
| Median | None | 0 | 0 | 0 |
| | Median | 4,640 | 3,240 | 920 |
| | Left-Turn Lane <u>or</u> <u>Physically Constrained</u> | 4,640 | 3,240 | 920 |
| Walkway/Bikeway ² | None | 0 | 0 | 0 |
| | <u>Sidewalk or</u> <u>Bikeway/Walkway</u> | 1,160 | 810 | 230 |
| | <u>Bikeway</u> | 1,620 | 1,130 | 320 |
| | <u>Both or Multi-use</u> <u>Path</u> | 1,620 | 1,130 | 320 |
| Regional Trail width ³ | 12 feet max. | 580 | 0 | 0 |
| MAXIMUM CAPACITY | | 25,370 | 17,800 | 5,100 |
| FOUR-LANE ROADWAY | | TWO-DIRECTIONAL CAPACITY (VEHICLES PER DAY) | | |
| | | <i>Principal or Minor Arterial</i> | <i>Collector</i> | <i>Neighborhood Collector</i> |
| Base Capacity | | 25,920 | 18,100 | 5,180 |
| Lane Width | 10 feet | 0 | 0 | 0 |
| | 11 feet | 3,240 | 2,260 | 640 |
| | 12 feet | 6,480 | 4,540 | 1,300 |
| Striped Bike Lane/ Shoulder width ¹ | 8 feet max. | 580 | 410 | 120 |
| Median | None | 0 | 0 | 0 |
| | Median | 4,630 | 3,240 | 930 |
| | Left-Turn Lane <u>or</u> <u>Physically Constrained</u> | 4,630 | 3,240 | 930 |
| Walkway/Bikeway ² | None | 0 | 0 | 0 |
| | <u>Sidewalk or</u> <u>Bikeway/Walkway</u> | 1,160 | 810 | 230 |
| | <u>Bikeway</u> | 1,620 | 1,130 | 320 |
| | <u>Both or Multi-use</u> <u>Path</u> | 1,620 | 1,130 | 320 |
| MAXIMUM CAPACITY | | 41,670 | 29,160 | 8,370 |

1. To qualify as a bike lane, the pavement must be marked as such, and have a minimum width of 5 feet.
2. For the purpose of these calculations, a bikeway is defined as a bicycle facility that is physically separated from the roadway. Walkway and bikeway values only apply if the roadway has shoulders of less than 4-foot width.
3. In order to realize the capacity benefits, the "regional trips" must be parallel and in close proximity to the City's arterial. The measured portion of the trail must be paved.

Exhibit 1

T.44

Sammamish Comprehensive Plan
 Transportation Background Information
 June 2017

Collision Analysis

Collision statistics were compiled between ~~2012~~~~2010~~ and ~~2016~~~~2014~~ by the WSDOT Transportation Data Office for the City of Sammamish. During this five year period, there were a total of ~~4,045~~~~1,170~~ collisions reported. Background Table T-9 summarizes the collisions by type and Background Figure T-10 shows the location and type of collisions within the city.

See Volume I,
 Transportation Element
 Policy T.3.9–Policy
 T.311 on page 91.

The 228th Avenue corridor shows a high number of collisions likely due to high volumes, vehicle speeds and inexperienced drivers, the latter related to the various schools along the corridor. In addition, the 228th Avenue corridor provides access to the city’s major commercial and institutional areas.

Collisions on the East Lake Sammamish Parkway corridor were concentrated at NE Inglewood Hill Road, a major access point to and from the city’s existing major commercial area.

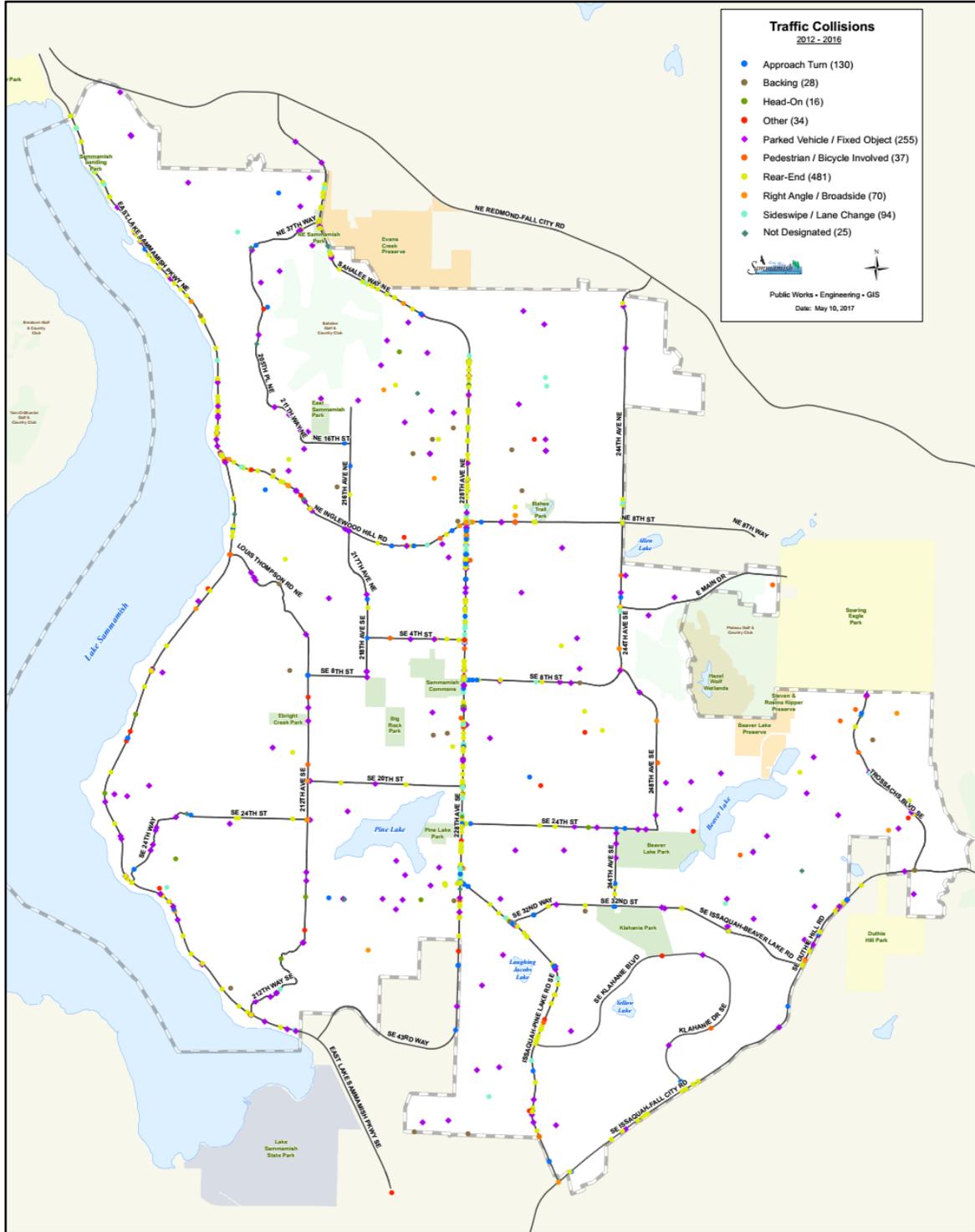
Topography and weather conditions likely play a role in a portion of the collisions reported.

There were ~~3742~~ total pedestrian and bicycle-related collisions reported, or ~~7.48~~~~4~~ per year. These collisions were spread throughout the city. Goals to reduce collisions, particularly pedestrian and bicycle-related collisions should be addressed.

Background Table T-9
 Collision Summary (~~2012-2016~~~~2010-2014~~)

| COLLISION TYPE | TOTAL COLLISIONS | COLLISIONS PER YEAR |
|-----------------------------|-----------------------------------|-----------------------------------|
| Rear-End | 406 481 | 81.2 96.2 |
| Parked Vehicle/Fixed Object | 217 255 | 43.4 51.0 |
| Right-Angle/Broadside | 104 70 | 20.2 14.0 |
| Sideswipe/Lane Change | 86 94 | 17.2 18.8 |
| Approach Turn | 75 130 | 15.0 26.0 |
| Other | 49 34 | 9.8 6.8 |
| Pedestrian/Bicycle | 42 37 | 8.4 7.4 |
| Backing | 14 28 | 2.8 5.6 |
| Head-On | 13 16 | 2.6 3.2 |
| Not Designated | 12 25 | 2.4 5.0 |
| TOTAL | 4,045 1,170 | 203.0 234.0 |

Background Figure T-10
City of Sammamish Traffic Collisions (2012-2016~~2010-2014~~)



Traffic Calming

As population and employment in the Sammamish region continue to grow, City streets are experiencing increased traffic pressure. City policy can accommodate growth in a way that can protect neighborhoods from unsafe impacts of traffic through the following measures:

- Develop standards to improve the function, safety, and appearance of the City street system;
- Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile;
- Protect the quality of life in residential neighborhoods by limiting vehicular traffic and monitoring traffic volumes on collector streets;
- Encourage improvements in vehicular and pedestrian traffic circulation within the City;
- Maintain a consistent LOS on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses; and
- Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Traffic calming programs serve to deter through-traffic on local residential streets, protect neighborhoods from vehicular traffic moving at excessive speeds, and discourage parking unrelated to residential activities.

Presently, traffic calming devices within the City of Sammamish are located primarily along:

- NE 14th Drive from 228th Avenue NE to 220th Avenue NE;
- NE 19th Drive from 228th Avenue NE to 236th Avenue NE;
- NE 25th Way from 228th Avenue NE to 239th Avenue NE;
- 217th Avenue NE from Inglewood Hill Road to Main Street;
- SE 32nd Street from 228th Avenue SE to 220th Avenue SE;
- NE 14th Street from 228th Avenue NE to 235th Avenue NE;
- Audubon Park Drive from SE 24th Street to SE 32nd Street;
- 205th Place NE from NE 31st Street to NE 37th Way;
- SE 30th Street from 244th Avenue SE to 252nd Avenue SE;
- 230th Way SE from SE 42nd Street to SE 48th Street;
- SE Windsor Blvd from 244th Avenue SE to Windsor Drive SE;
- NE 20th Way from 216th Avenue NE to NE 25th Way; and
- [Sahalee Way NE at NE 28th Place.](#)
- [248th Avenue SE at SE 17th Place](#)

Traffic calming features include digital speed boards, traffic circles, chokers, [speed humps](#), [raised tables at crosswalks](#), [chicanes](#), [roadway narrowing](#), [raised intersections](#), [medians](#) and curb bulb-outs.

Current Six-Year Transportation Improvement Program (TIP)

Background Table T–10 summarizes the list of projects that make up the current Six-Year Transportation Improvement Program (TIP), [2017-2022](#)~~2016-2021~~. Funding for some of these projects is secured, while funding for other projects is not. Detailed evaluation of future conditions should assume completion only of financially committed projects.

Existing Non-Motorized Conditions

*See Volume I,
Transportation
Element Policy T.2.12
on page 88.*

An inventory of existing non-motorized facilities, including sidewalks and walkways was undertaken to identify any system gaps. Roughly 50% of the city's local roads have sidewalks and most of the primary and minor arterials includes sidewalks, paved shoulders or shared use paths. Background Figure T–11 illustrates existing non-motorized facilities and includes the locations of the public open spaces and parks.

Exhibit 1
T.48

Sammamish Comprehensive Plan
Transportation Background Information
June 2017

Background Table T-10
~~2017-2022~~2016-2024 Six Year Transportation Improvement Program (TIP)

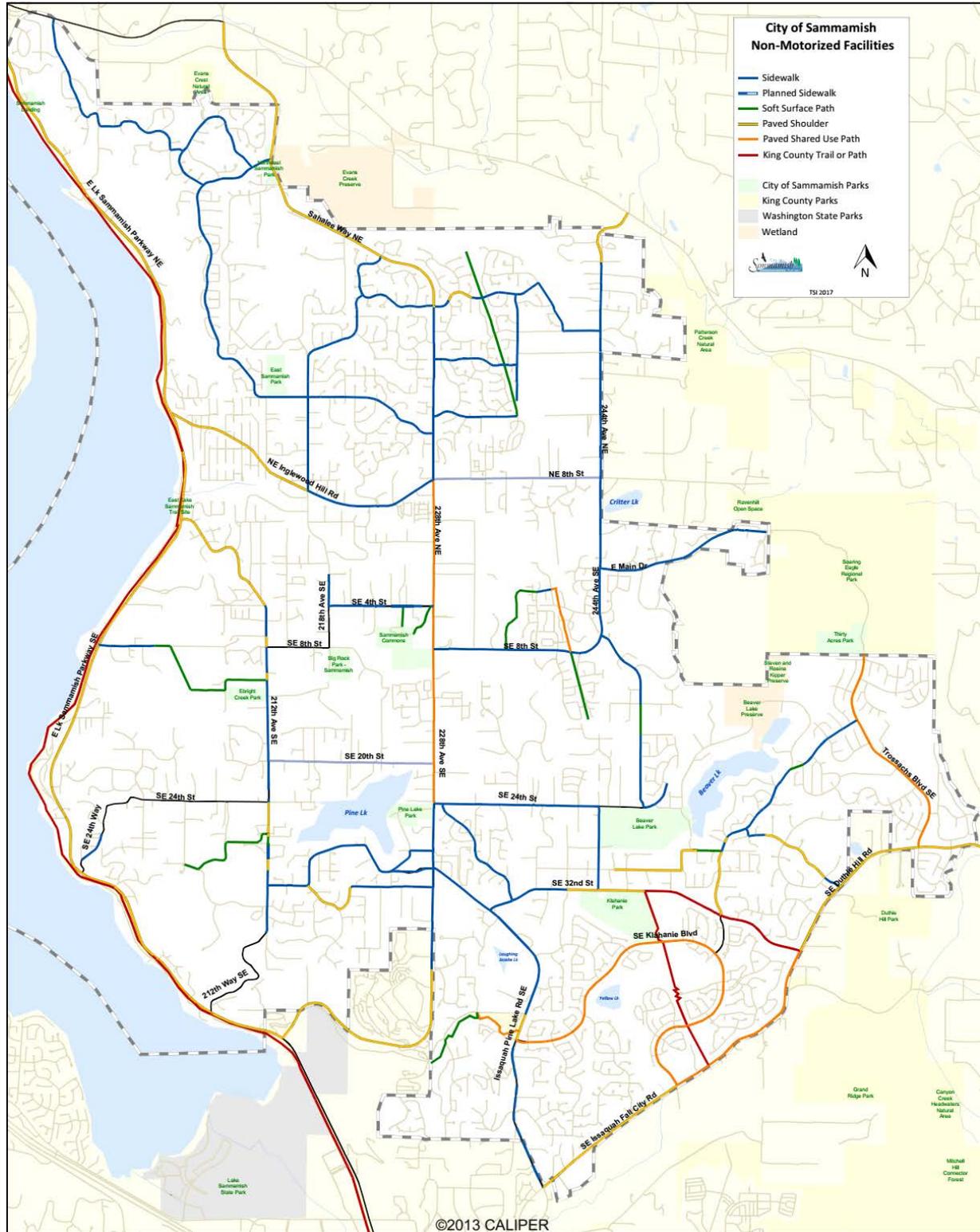
| TIP # | PROJECT TITLE ¹ | Total Project | PROJECT EXPENDITURE (X \$1,000) ² | | | | | |
|--------------------|---|------------------|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | | 2017 ₆ | 2018 ₇ | 2019 ₈ | 2020 ₉ | 2021 ₀ | 2022 ₁ |
| TR-01 | SE 4th St—218th Ave SE to 228th Ave SE ^{C,CP} | 15.035174 | 0.725 | 9.446 | 5.000 | — | — | — |
| TR-02 | Issaquah-Pine Lake Rd—Klahanie Blvd to SE 32nd ^{C,CP} | 12.6778.00 0 | — | — | — | 1.0200 | 1.52.0 00 | 4.54.80 0 |
| TR-03 | Issaquah-Pine Lake Rd—SE 48th to Klahanie Blvd ^{C,CP} | 19.5247.61 8 | — | 0.800 | 2.500 | 7.159 | 7.159 | — |
| TR-04 | East Lake Sammamish Pkwy SE/SE 24th St Intersection ^{C,CP} | 3.61598 | — | — | — | — | — | — |
| TR-065 | 228th Ave SE – SE 32nd St to Issaquah-Pine Lk Rd ^{CP} Sahalee Way NE – 220 th Ave NE to North-City Limits | 0.09814.58 8 | 1.600 | 5.200 | 7.788 | — | — | — |
| TR-07 | Issaquah-Fall City Rd—SE 48th St to Klahanie Dr SE ^{CP} | 22.59314.0 00 | 4.400 0.800 | 12.8921.0 000 | 4.1016.1 00 | 6.100 | — | — |
| TR-08 | Issaquah-Fall City Rd—Klahanie Dr SE to Issaquah-Beaver Lk Rd ^{CP} | 14.4369.00 0 | — | 1.100 | 2.0000.6 600 | 5.7181.2 200 | 5.7183.6 00 | 3.600 |
| TR-10 | 212 th Avenue SE Gap Project—SE 24 th Street to Crossings Subdivision ^{CP,NM} | 0.5740.600 | 0.1080.60 0 | — | — | — | — | — |
| TR-18 | SE 8th Street/218th Ave SE – 212th Ave SE to SE 4th Street | 13.419 | — | 0.150 | — | — | — | — |
| TR-19 | Intelligent Transportation System (ITS) | 3.153 | — | 0.317 | 1.885 | — | — | — |
| TR-20 | SE 14th Street Extension – Lawson Park Plat to 248th Avenue SE | 0.204 | — | 0.167 | — | — | — | — |
| TR-25 | 212th Way (Snake Hill) Improvement | 6.508 | 5.692 | — | — | — | — | — |
| TR-34 | 228th Avenue SE/SE 8th Street Intersection | 4.589 | 0.850 | 0.750 | 2.989 | — | — | — |
| TR-42 | 218th Avenue SE/216th Avenue NE – SE 4th Street to Inglewood Hill Road NE Analysis | 6.150 | — | 0.150 | — | — | — | — |
| TR-A9 | Public Works Trust Fund Loan Repayment (228th Avenue) ^{CP} | 10.5463.25 6 | 0.547 9 | 0.5447 | 0.5414 | 0.5394 1 | 0.5369 | 0.536 |
| TR-B11 | Non-motorized Transportation Projects ^{CP,NM} | 4.500 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 | 0.750 |
| TR-C12 | Sidewalk Projects ^{NM,P} | 0.960 | 0.160 | 0.160 | 0.160 | 0.160 | 0.160 | 0.160 |
| TR-D13 | Intersection and Safety Improvements ^P | 1.200 | 0.200 | 0.200 | 0.200 | 0.200 | 0.200 | 0.200 |
| TR-E14 | Neighborhood CIP ^P | 0.600 | 0.100 | 0.100 | 0.100 | 0.100 | 0.100 | 0.100 |
| TR-F | Street Light Program | 0.090 | 0.015 | 0.015 | 0.015 | 0.015 | 0.015 | 0.015 |
| TR-G | School Zone Safety Program | 0.300 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 | 0.050 |
| TR-H | Capital Contingency Reserve Placeholder | 3.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 |
| TOTAL EXPENDITURES | | 143.76693.866 | 13.37 26.15 9 | 27.291 18.203 | 18.2912 3.742 | 9.03217 .410 | 9.5314 .508 | 6.27510 .146 |

1. *Project Type: C = Concurrency Project; CP = Capital Project; NM = Non-Motorized Project; P = City Program.*
2. *All project costs are in 2013 dollars.*

Exhibit 1
T.50

Samamish Comprehensive Plan
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Background Figure T-11
City of Sammamish Existing Non-Motorized Facilities



Existing Transit Service

Transit Service

King County Metro and Sound Transit provide transit service to the City of Sammamish. Four transit routes currently serve the City, with service as summarized in Background Table T–11.

*Background Table T–11
 Existing Transit Service for the City of Sammamish*

| ROUTE # | ROUTE DESCRIPTION | SERVICE | AVERAGE HEADWAY (MINUTES) | |
|--------------------|--|------------------------------|---------------------------|--------|
| | | | Peak | Midday |
| 216 ¹ | Downtown Seattle to Issaquah Highlands P&R, to South Sammamish P&R and to Bear Creek P&R | Weekday AM and PM peak hours | 30 | — |
| 219 ¹ | Downtown Seattle to Issaquah Highlands P&R, to South Sammamish P&R and to Redmond | Weekday AM and PM peak hours | 30–40 | — |
| 269 ¹ | Issaquah TC to Issaquah Highlands P&R, to Bear Creek P&R and to Overlake P&R | Weekday AM and PM peak hours | 20–30 | — |
| 554 ^{2,3} | NE Redmond-Fall City Road at 185th Ave NE to South Sammamish P&R, to Issaquah TC, to North Mercer Island and to downtown Seattle | Weekday | 60–120 | 60–120 |
| | | Saturday | 60–120 | 60–120 |

1. King County Metro Transit Route.
2. Sound Transit Route; this route make infrequent trips to the City Sammamish.

[The Microsoft Connector bus provides transit service to and from Microsoft’s Redmond campus for Microsoft employees. The Connector operates weekdays, stopping at the future Central Washington University/former Mars Hill Church site located at 120 228th Avenue NE, just north of the intersection of 228th Avenue NE and East Main Street, between 7:00 and 9:00 AM and between 5:00 and 7:00 PM.](#)

Park-and-Ride Facilities

Sammamish currently has ~~threetwo~~ park-and-ride (P&R) facilities:

- Sammamish Hills Lutheran Church at SE 8th Street and 228th Avenue SE (54 spaces).
- [South Sammamish P&R at Issaquah-Pine Lake Road SE and 228th Avenue SE \(265 spaces\).](#)
- [Klahanie P&R at Klahanie Boulevard and 244th Place SE \(30 spaces\).](#)

Existing transit routes and P&R lots within the Sammamish city limits are shown in Background Figure T–12. Outside of the city limits, the nearest P&R lots are:

- ~~[Klahanie P&R at SE Klahanie Boulevard and 244th Place SE, King County \(30spaces\).](#)~~
- Klahanie P&R at SE Klahanie Boulevard and SE Issaquah-Fall City Road (30 spaces).
- Tibbett’s Valley P&R at 12th NW and Newport Way, Issaquah (94 spaces).
- Issaquah Highlands P&R at Highlands Drive NE and NE High Street, Issaquah (1,010 spaces).

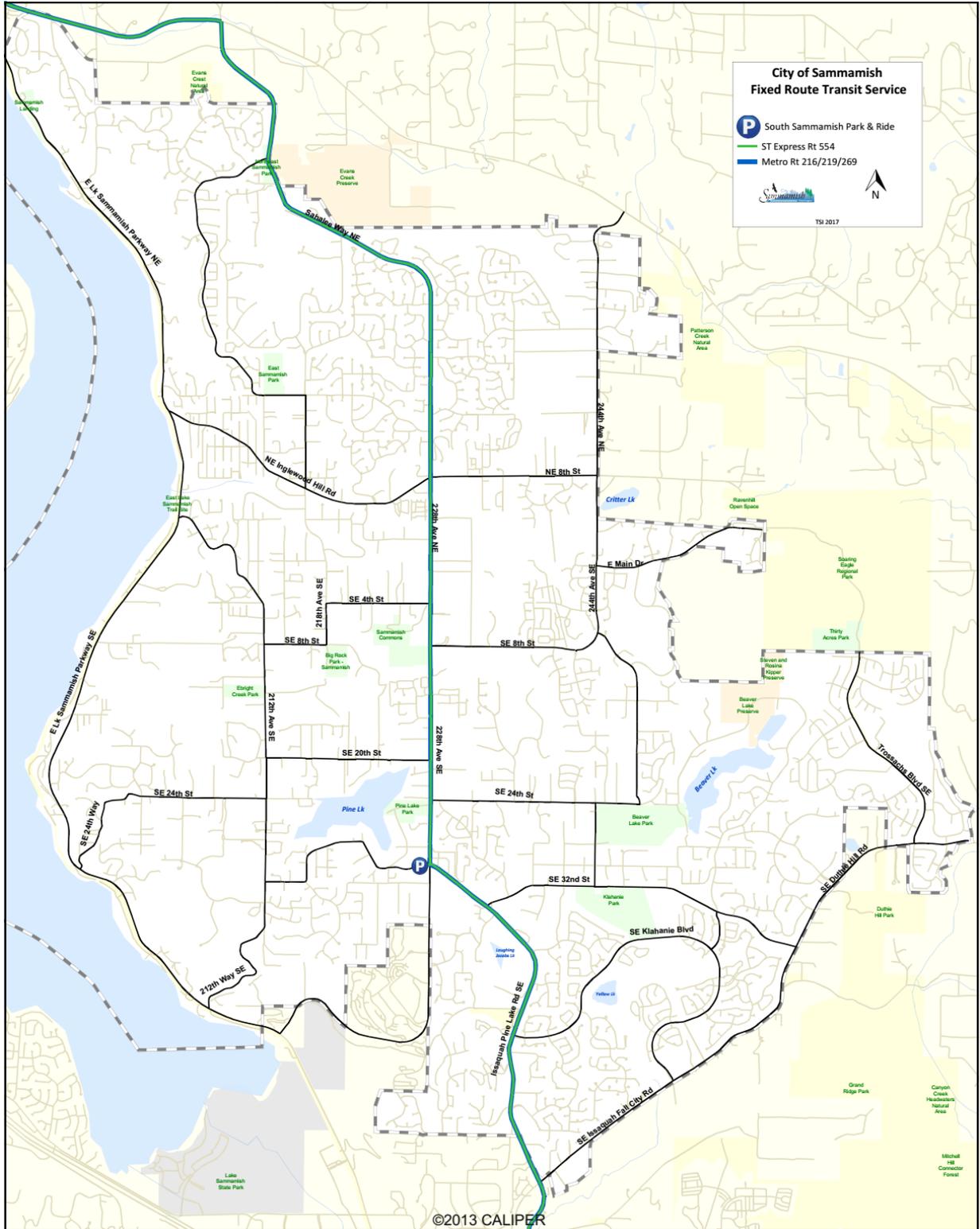
Exhibit 1

T.52

Sammamish Comprehensive Plan
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- Bear Creek P&R at NE Union Hill Road and 178th Place NE,
- Redmond (283 spaces)

Background Figure T-12
Existing Transit Service



Travel Demand Forecasts and Projected Needs

~~In order to~~To evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

Travel Forecasting Model

For the City of Sammamish Transportation Element, a transportation computer model was developed to analyze future travel demand and traffic patterns. The major steps of the modeling process are as follows:

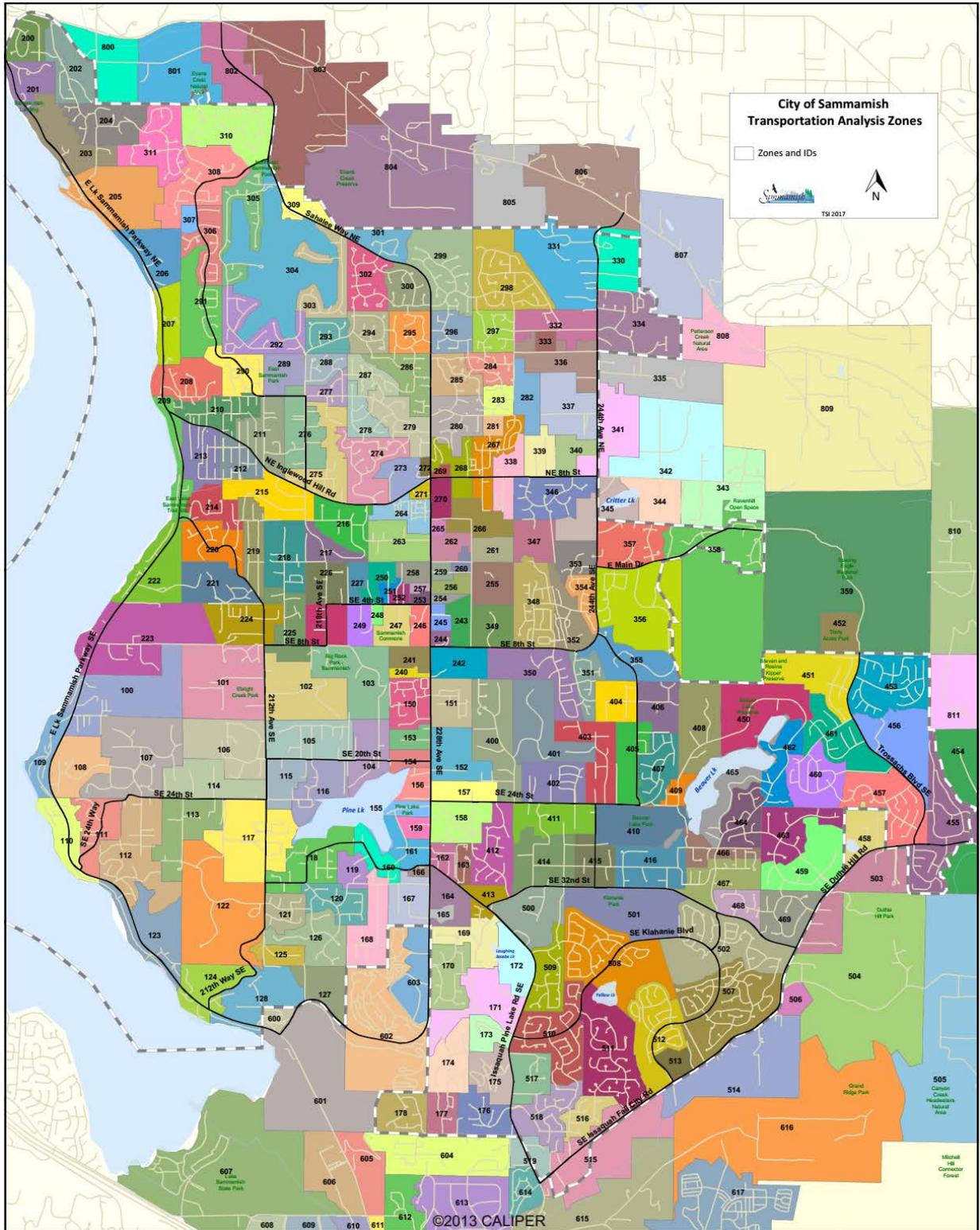
- Current Land Use Assessment;
- Trip Generation;
- Trip Distribution;
- Network Assignment;
- Model Calibration;
- Forecast of Future Land Use; and
- Model of Future Traffic Conditions.

~~These general steps of the modeling process are described in the following sections and the technical aspects of the model are described in detail in the Traffic Forecasting Model Documentation Report (DEA 2012), which has been produced for the city as a supplemental document to the Comprehensive Plan.~~

Current Land Use Assessment

The primary method of determining future travel demand is based on future land use patterns and community growth. The entire study area is divided into Transportation Analysis Zones (TAZs) that have similar land use characteristics. The TAZ boundaries that were established for the City of Sammamish travel-forecasting model are shown in Background Figure T-13. For each zone, land use characteristics of population and employment were estimated based on the City of Sammamish Comprehensive Land Use Plan. In order to establish an accurate base map of existing land use, consultants to the city began with the King County Assessor records, supplemental aerial photos, and field verification of a subset of lots. City staff compiled unit counts of multi-family dwellings and commercial building square feet based on King County records supplemented with some field review.

Background Figure T-13
Transportation Analysis Zones



Trip Generation

The trip generation step forecasts the total number of trips generated by and attracted to each TAZ. The trips were forecast using statistical data that take into account population and household characteristics, employment information, economic model output, and land-use information. Trips generated are categorized by their general purpose, which are:

- Home-based-work: any trip with home as one end and work as the other end
- Home-based-other: any non-work trip with home as one end
- Non-home-based: any trip that does not have home at either end

The trip generation model forecasts the total number of trips that are generated per household or non-residential unit during the analysis period for the trip categories under consideration.

Trip Distribution

The trip distribution step allocates the trip generation to a specific zonal origin and destination. This is accomplished through use of the gravity model, which distributes trips according to two basic assumptions: (1) more trips will be attracted to larger zones (the size of a zone is defined by the number of attractions estimated in the trip generation phase, not the geographical size), and (2) more trip interchanges will take place between zones that are closer together than the number that will take place between zones that are farther apart. The result is a trip matrix (for each of the trip purposes specified as input to the trip generation model) that estimates the percentage of trips taken from each zone to every other zone. These trips are often referred to as trip interchanges.

Network Assignment

The arterial street system is coded into the city's Traffic Model as a series of links that represent roadways and nodes that represent the intersection of those roadways. Each roadway link and intersection node is entered into the model with an assigned functional classification, and associated characteristics such as length, capacity, and speed. This information is then used to determine the optimum path between all the zones based on travel time and distance. The model then distributes the trips from each of the zones onto the street network.

The forecasted trips are assigned to the transportation network using an incremental assignment process where the total traffic is assigned to the network, one increment at a time. Vehicle travel paths reflect the best travel time between each origin and destination. After a portion of the vehicles is assigned, the zone-to-zone travel times with the additional traffic are recalculated. The next increment of traffic is assigned to the network, and the optimal paths are determined based upon the adjusted travel times. The zone-to-zone travel times are calculated again, reflecting the added traffic. The cycle of network assignment and travel time recalculation is repeated, until all vehicles have been assigned to the network. The result is a computerized road network with traffic volumes calculated for each segment of roadway, which takes into account the effects of increasing traffic congestion on the system.

Model Calibration

The 2016² calibrated VISUM travel demand model developed by DEA has a mean relative error of 12% and is a very good representation of the traffic generated by a known land uses (2016² occupied development). The calibration error does not directly relate to the accuracy of the forecast in that the land use assumptions are general, factors including fuel prices, social objectives, and other issues modify travel behaviors over time. In most cases, future forecasts should be considered with a broader margin of error. A range of plus or minus 10% is a very reasonable error to assume for a 20-year planning horizon. This potential error should be considered when evaluating the travel demand forecasts and level of service summaries. Forecast volumes could have the potential to be 10% more or less in most many cases.

Land Use Assumptions used in Travel Demand Forecasting

The land use assumptions used in the VISUM travel demand forecasting model are based upon the Land Use Element of the Comprehensive Plan, which in turn is based upon the PSRC residential and employment allocations for Sammamish. External land use assumptions were based upon PSRC forecasts for the jurisdictions around Sammamish, including the cities of Redmond, Issaquah and Bellevue to ensure that the forecast trip distribution for trips originating in or destined to the region outside the city are modeled correctly. Key elements of the land use forecast include infill single family residential development in vacant and underdeveloped land identified in the buildable lands analysis and the realization continued development of the Town Center, a mixed use subarea planned for 2,000 residential units, 600,000 square feet of commercial space, 1,760 multifamily residential units, 200,000 square feet of office, and 400,000 square feet of retail space.

Exhibit 1

T.58

Samamish Comprehensive Plan
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Future Traffic Conditions

Once future land use conditions were input, the model was run to forecast PM peak hour traffic conditions that are expected to result from the projected land use. The PM peak hour is modeled since it is the most congested time of day. However, since the segment analysis requires projected daily traffic volumes, the PM peak hour volumes are converted to AWDT volumes. The conversion to daily volumes was accomplished by applying a post-processing method, based primarily upon application of a peak-to-daily conversion factor. [This factor was based upon segment-specific K-factors observed in 2016 citywide traffic counts. the declining K-factor observed in citywide traffic counts since 2002.](#)

2035 Committed Capital Improvement Projects (CIP)

Background Table T–12 lists the future improvements for which funding is secure; and thus, are assumed to be in place for analysis of future conditions.

*Background Table T–12
 Committed Capital Improvement Projects (CIP)*

| LOCATION | CIP IMPROVEMENT |
|---|---|
| SE 4th St–218th Ave SE to 228th Ave SE | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk |
| Issaquah-Pine Lake Rd–Klahanie Blvd to SE 32nd | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk |
| Issaquah-Pine Lake Rd–SE 48th to Klahanie Blvd | Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk |
| East Lake Sammamish Pkwy SE/SE 24th St Intersection | Construct traffic signal, turn lanes, curb, gutter, and sidewalk |
| 228th Ave SE – SE 32nd St to Issaquah-Pine Lake Road Sahalee Way NE – 220th Ave NE to North City Limits | Provide additional southbound through lane Widen to 3 lanes with bike lanes, curb, gutter and sidewalk |
| Issaquah-Fall City Rd–SE 48th St to Klahanie Dr SE | Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk |
| 212th Ave SE Gap Project–SE 24th St to Crossings Subdivision | Provide non-motorized facilities |

Level-of-Service Analysis for 2035 Land Use

Background Table T–13 summarizes the intersection LOS expected under the 2035 land use scenario if no additional transportation improvements are made beyond the committed CIP. The 2035 intersection LOS is illustrated in Background Figure T–14.

The committed improvements listed in Background Table T–13 address several existing deficiencies identified in the [2016](#)~~2012~~ existing conditions analysis. However, the future 2035 analyses show that the increase in traffic resulting from additional development would cause increased congestion at other locations, if no additional

Background Table T-13
2035 Intersection LOS—PM Peak Hour—Committed Improvements Only

| ID | INTERSECTION | LOS STANDARD ¹ | TRAFFIC CONTROL ² | DELAY ³ | LOS ⁴ |
|----|---|---------------------------|------------------------------|--------------------|------------------|
| 1 | Issaquah-Pine Lk Rd and SE 48th St | D | Signal | 8.1 | A |
| 2 | 228th Ave NE & NE 12th St | D | Signal | 31.824 | C |
| 3 | Klahanie Dr SE and SE Issaquah-Fall City Rd | D | Signal | 18.6 | B |
| 4 | 244th Ave SE and SE 24th St | C | TWSC | 23.5 | C |
| 5 | SE 32nd St and 244th Ave SE | C | TWSC | 293.4 | F* |
| 6 | Issaquah-Pine Lk Rd SE & SE 32nd Way | D | RAB | 16.294 | BF* |
| 7 | 228th Ave SE and SE 40th St | D | TWSC | 1035.9 | F* |
| 8 | SE Klahanie Blvd and 256th Ave SE | C | AWSC | 18.2 | C |
| 9 | SE Issaquah-Fall City Rd & Pacific Cascade MS/247th Pl SE | D | Signal | 19.5 | B |
| 10 | Sahalee Way and NE 36th Ln | D | TWSC | 6728 | F* |
| 11 | 242nd Ave NE and NE 8th St | C | Signal | 14.7 | B |
| 12 | 228th Ave SE & SE 8th St | D | Signal | 180.4490 | F* |
| 13 | 228th Ave NE and NE 19th Dr | D | TWSC | 201 | F* |
| 14 | 216th Ave NE and NE Inglewood Hill Rd | C | RAB | 37 | D* |
| 15 | 228th Ave NE & NE 8th St (NE Inglewood Hill Rd) | D | Signal | 50.857 | DE* |
| 16 | 228th Ave NE & NE 4th St | D | Signal | 52.843 | D |
| 17 | 228th Ave SE & SE 4th St | ED | Signal | 23.7456 | CF* |
| 18 | 212th Ave SE & SE 8th St | C | TWSC | 17.424 | C |
| 19 | 228th Ave SE and SE 16th St | D | Signal | 20.5 | A |
| 20 | E Lk Sammamish Pkwy & 212th Way SE | C | Signal | 12.247 | AB |
| 21 | E Lk Sammamish Pkwy & SE 24th Way | C | TWSCS | 29.17 | A |
| 22 | 212th Ave SE & SE 20th St | C | AWSC | 26.425 | AG |
| 23 | E Lk Sammamish Pkwy & Louis Thompson Rd NE | C | Signal | 17.147 | B |
| 24 | E Lk Sammamish Pkwy & NE Inglewood Hill Rd | C | Signal | 20.120 | C |
| 25 | Sahalee Way NE & NE 37th Way | D | Signal | 59.924 | EG* |
| 26 | 244th Ave NE and NE 8th St | C | RAB | 10.445 | B |
| 27 | 228th Ave SE & SE 20th St | D | Signal | 17.924 | BG |
| 28 | 228th Ave SE & SE 24th St | DE | Signal | 49.477 | DE |
| 29 | 228th Ave SE & Issaquah-Pine Lk Rd SE | E | Signal | 82.369 | F*E |
| 30 | Issaquah-Pine Lk Rd SE & SE Klahanie Blvd | D | Signal | 95.683 | F* |
| 31 | SE Duthie Hill Rd & SE Issaquah-Beaver Lk Rd | D | Signal | 28.649 | CB |
| 32 | 256th Ave SE/E Beaver Lake Dr SE & Issaquah-Beaver Lk Rd | C | TWSC | 574.2 | F* |
| 33 | 228th Ave NE and NE 14th St | D | TWSC | 9999 | F* |
| 34 | 228th Ave NE & NE 25th St | D | Signal | 25.222 | C |
| 35 | Issaquah-Pine Lk Rd and SE 42nd St⁵ | D | Signal | 14.7 | B |
| 36 | Issaquah-Pine Lk Rd and 231st Ln SE | D | Signal | 7.7 | A |
| 37 | Sahalee Way NE and NE 28th Pl | D | TWSC | 518.4 | F* |
| 38 | Issaquah-Pine Lk Rd and SE 47th Way/238th Way SE | D | Signal | 7.9 | A |
| 39 | 233rd Ave NE and NE 8th St | C | RAB | 4.9 | A |
| 40 | 228th Ave NE & E. Main St | D | Signal | 9.85 | A |

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| ID | INTERSECTION | LOS STANDARD ¹ | TRAFFIC CONTROL ² | DELAY ³ | LOS ⁴ |
|---------------------|---|---------------------------|------------------------------|--------------------|------------------|
| 41 | 244th Ave NE and E Main Dr | C | RAB | 4.9 | A |
| 42 | Trossachs Blvd SE and SE Duthie Hill Rd | D | Signal | 64.828 | E* C |
| 43 | 228th Ave SE and SE 10th St/Skyline HS | D | Signal | 30 | C |
| 44 | 192nd Drive NE and NE Redmond-Fall City Rd (SR202) | D | Signal | 16.623 | BC |
| 100 | E Lk Sammamish Pkwy and NE Redmond-Fall City Rd (SR202) ⁵ | D | Signal | 190.147 5 | F* |
| 101 | E Lk Sammamish Pkwy & SE 43rd Way ⁵ | D | RAB | 10.634 | BC |
| 102 | Sahalee Way NE and SR 202 (Redmond-Fall City Rd) ⁵ | D E | Signal | 113.243 4 | F* |
| 103 | 244th Ave NE and Redmond-Fall City Rd (SR 202) ⁵ | D | Signal | 105.440 2 | F* |
| 104 | Duthie Hill Rd and SR 202 (Redmond-Fall City Rd) ⁵ | D | Signal | 39.1 | D |
| 105 | Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd ⁵ | E | Signal | 109.420 3 | F* |
| | E Lk Sammamish Pkwy and SE 56th St ⁵ | D | S | 252 | F* |
| | E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd ⁵ | E | S | 216 | F* |

1. LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS D. Intersections that include Minor Arterials or Collectors have a standard of LOS C.
2. Intersection Control: Signal=signalized; TWSC=two-way stop-controlled; AWSC=all-way stop-controlled; RAB=roundabout
3. Delay is measured in seconds per vehicle. At Signal and AWSC intersections, it represents average delay for the intersection. For TWSC intersections, it represents average delay for the worst minor approach movements or major street left turn movements. For RABs, it represents the worst approach. Analysis is based on 2016 traffic counts.
4. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000~~2010~~). (*) Denotes an LOS below the defined standard, indicating that the intersection is considered deficient.
5. [After developer-funded signalization of Issaquah-Pine Lake Rd & SE 42nd St](#)
- 5-6. ~~Intersection is outside of the city limits.~~

improvements were made. ~~On 228th Ave, three signalized intersections are projected to operate above their LOS standard: SE 4th Street (LOS F), SE 8th Street (LOS F), and NE 8th Street (LOS E). The NE 8th Street intersection falls just above its LOS D standard by 2 seconds. On Issaquah-Pine Lake Road SE the signal at SE Klahanie Boulevard and the roundabout at SE 32nd Way are forecast to operate at LOS F.~~

~~Eighteen~~ Seventeen intersections are forecasted to operate below minimum LOS standards by 2035. Fifteen Thirteen of the failing intersections are located inside city limits. On Sahalee Way/228th Avenue, eight intersections are forecasted to operate below their respective minimum LOS standards.

Outside of the city limits, ~~six~~four signalized intersections are projected to operate at LOS F. Continued coordination with Issaquah, Redmond, ~~and~~ King County, and WSDOT will be necessary.

Background Table T-14 summarizes the concurrency status for each of the ~~73~~49 roadway segments, under the 2035 land use with only committed improvements, based upon the policy-defined AWDT thresholds previously described. Measuring the forecasted volumes against the policy-defined roadway segment concurrency thresholds and considering only the committed improvements ~~documented~~eds above, ~~three~~one road corridors and eleven road segments will fail under the future land use scenario with the committed improvements only.

Travel Demand Forecast Accuracy—Implications to LOS Results

The LOS failures indicated in the 2035 forecast are generally less than 10% over the volume-to-capacity (v/c) thresholds assumed for the 2035 network. Given the accuracy of the forecast these failures could be worse than anticipated or may not materialize at all. The magnitude of the LOS failures (generally less than 10%) predicted for 2035 suggest the need for ongoing monitoring to determine if the LOS forecast is reasonably accurate or if future conditions are better or worse than projected. The city's concurrency management system is designed to monitor the cumulative impacts of growth and will provide an early warning of potential future problems.

Background Table T-14
AWDT Concurrency Thresholds and 2035 Volumes for Roadway Segments—
Committed Improvements Only

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | CONCURRENCY | | 2035 PROJECTED | |
|---|------------------------------------|------------------------|------------------------|----------------|--------|
| | | THRESHOLD | AWDT | AWDT | Fails? |
| C1 3 East Lk Sammamish Parkway North Corridor | | <u>25,370</u> | <u>23,551</u> | <u>22,000</u> | |
| 1 E Lk Sammamish Pkwy, North City Limits – 196th Ave NE (Weber Point) | Minor Arterial | <u>25,370</u> 4,330 | <u>24,085</u> 00 | <u>21,900</u> | |
| 2 E Lk Sammamish Pkwy, 196th Ave NE – NE 26 28 th PI | Minor Arterial | <u>25,370</u> 4,330 | <u>23,355</u> 00 | <u>21,800</u> | |
| 3 E Lk Sammamish Pkwy, NE 26 28 th PI – NE Inglewood Hill Rd | Minor Arterial | <u>25,370</u> 8,970 | <u>23,098</u> 00 | <u>22,300</u> | |
| C2 4 6 East Lk Sammamish Pkwy Central Corridor | | <u>18,766</u> | <u>11,607</u> | <u>11,607</u> | |
| 4 E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd | Minor Arterial | <u>19,110</u> 7,370 | <u>14,730</u> 5,800 | <u>13,167</u> | |
| 5 E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St | Minor Arterial | <u>18,675</u> 7,370 | <u>10,921</u> 2,100 | <u>10,921</u> | |
| 6 E Lk Sammamish Pkwy, SE 8th St – SE 24th Way | Minor Arterial | <u>18,675</u> 7,370 | <u>10,696</u> 4,600 | <u>10,696</u> | |
| C3 7 8 East Lk Sammamish Parkway South Corridor | | <u>18,905</u> | <u>13,787</u> | <u>13,787</u> | |
| 7 E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE | Minor Arterial | <u>18,965</u> 7,370 | <u>12,520</u> 3,600 | <u>11,550</u> | |
| 8 E Lk Sammamish Pkwy, 212 th Ave SE – South City Limits | Minor Arterial | <u>18,675</u> 7,370 | <u>18,624</u> 9,500 | <u>16,550</u> | X |
| C4 11 14 Louis Thompson Road–212th Corridor | | <u>11,474</u> | <u>6,709</u> | <u>7,100</u> | |
| 11 Louis Thompson Rd, E Lk Sammamish Pkwy – SE 8th St | Collector Arterial | <u>11,070</u> 820 | <u>5,407</u> 900 | <u>5,407</u> | |
| 12 212th Ave SE, SE 8th St – SE 20th St | Collector Arterial | <u>11,685</u> 4,425 | <u>7,896</u> 000 | <u>7,896</u> | |
| 13A 212th Ave SE, SE 20th St – SE 32nd St | Collector Arterial | <u>11,788</u> 4,350 | <u>7,456</u> 800 | <u>7,456</u> | |
| 13B 212th Ave SE, SE 32nd St – 212th Way SE | Collector Arterial | <u>11,788</u> | <u>6,791</u> | <u>6,791</u> | |
| 14 212th Way SE, SE 32nd St – E Lk Sammamish Pkwy | Collector Arterial | <u>11,425</u> 0,550 | <u>6,716</u> 700 | <u>6,716</u> | |
| C5 21 23 Sahalee Way–228th Avenue North Corridor | | <u>20,611</u> | <u>19,834</u> | <u>19,834</u> | X |
| 21A Sahalee Way/228th Ave NE, North City Limit – NE 37th Way | Principal Arterial | <u>23,750</u> 2,010 | <u>22,690</u> 3,200 | <u>22,690</u> | X |
| 21B Sahalee Way/228th Ave NE, NE 37th Way – NE 36th St | Principal Arterial | <u>18,965</u> 2,010 | <u>19,643</u> 3,200 | <u>19,643</u> | X |
| 21C Sahalee Way/228th Ave NE, NE 36th St – 223rd 220th Ave NE | Principal Arterial | <u>18,965</u> 2,010 | <u>19,611</u> 3,200 | <u>19,611</u> | X |
| 22 Sahalee Way/228th Ave NE, 223rd 220th Ave NE – NE 25 th Way | Principal Arterial | <u>18,965</u> 8,530 | <u>17,680</u> 0,000 | <u>17,680</u> | X |
| 23 228th Ave, NE 25 th Way – NE 12 th Pl St | Principal Arterial | <u>22,300</u> 9,690 | <u>20,212</u> 4,400 | <u>20,212</u> | X |
| C6 24 25 228th Avenue Central Corridor | | <u>33,927</u> | <u>32,867</u> | <u>32,867</u> | |
| 24A(1) 228 th Ave, NE 12 th PI – NE 8th St / Inglewood Hill Rd | Principal Arterial | <u>25,799</u> 4,950 | <u>20,963</u> 3,500 | <u>20,963</u> | |
| 24A(2) 228 th Ave, NE 8th St / Inglewood Hill Rd – Main St | Principal Arterial | <u>34,950</u> | <u>32,689</u> 3,500 | <u>32,689</u> | |
| 24B 228 th Ave, Mian St – SE 8th 4th St | Principal Arterial | <u>35,180</u> 4,950 | <u>30,061</u> 3,500 | <u>30,061</u> | |
| 25A 228 th Ave, SE 8th 4th St – SE 10th St / Skyline HS | Principal Arterial | <u>35,180</u> 4,950 | <u>36,390</u> 8,700 | <u>36,390</u> | X |

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|------------------------|---|--------------------|-------------------------|-------------------------|----------|
| 25B | 228 th Ave, SE 10th St / Skyline HS – SE 20 th St | Principal Arterial | <u>35,1803</u> 4,950 | <u>38,9543</u> 8,700 | X |
| C726- 27 | 228th Avenue South Corridor | | <u>25,489</u> 28,726 | <u>25,748</u> 28,850 | X |
| 26 | 228th Ave, SE 20th St – Issaquah Pine Lake Rd SE | Principal Arterial | <u>35,2953</u> 6,023 | <u>33,0113</u> 6,100 | X |
| 27 | 228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way | Principal Arterial | <u>18,9852</u> 4,430 | <u>20,9312</u> 4,600 | X |

continued on following page

Background Table T-14

AWDT Concurrency Thresholds and 2035 Volumes for Roadway Segments—Committed Improvements Only (cont.)

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | CONCURRENCY THRESHOLD | 2035 PROJECTED AWDT | Fails? |
|--|------------------------------------|-----------------------|---------------------|--------|
| C832-34 Issaquah-Pine Lake Road Corridor | | 27,801,287,513 | 21,328,247,400 | |
| 32 Issaquah-Pine Lk Rd, 228th Ave SE – SE 32nd Way | Principal Arterial | 27,580,314,80 | 20,351,203,00 | |
| 33 Issaquah-Pine Lk Rd, SE 32nd Way – SE Klahanie Blvd | Principal Arterial | 22,010,173,70 | 19,751,222,00 | X |
| 34A Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46th St | Principal Arterial | 36,690 | 23,956,307,00 | |
| 34B Issaquah-Pine Lk Rd, SE 46th St – SE 48th St | Principal Arterial | 36,690 | 25,168,307,00 | |
| C935-37 224th Avenue North Corridor | | 16,120 | 12,215,127,600 | |
| 35 244th Ave NE, NE 30th Pl – NE 20th St | Minor Arterial | 16,330,15,050 | 11,812,119,00 | |
| 36 244th Ave NE, NE 20th St – NE 8th St | Minor Arterial | 19,245,15,050 | 15,760,15,500 | X |
| 37A 244th Ave NE, NE 8th St – E Main St | Minor Arterial | 21,550,22,010 | 10,224,10,400 | |
| 37B 244th Ave NE/SE, E Main St – SE 8th St | Minor Arterial | 20,730,22,010 | 9,044,10,400 | |
| C9A Windsor Boulevard – 248th Avenue Corridor | | 11,756 | 5,080 | |
| 38 248th Ave SE, SE 24th St – SE 14th St | Collector Arterial | 11,742,9,420 | 5,428,400 | |
| 52A SE Windsor Blvd, SE 14th St – 700 feet north of SE 14th St | Collector Arterial | 10,260 | 4,742 | |
| 52B SE Windsor Blvd, 700 Feet North of SE 14th St – SE 8th St | Collector Arterial | 12,300 | 4,624 | |
| C1039 244th Avenue South Corridor | | 10,555 | 9,205,11,16,330 | |
| 39 244th Avenue, SE 24th St – SE 32nd Way | Minor Arterial | 10,555,16,330 | 9,205,11,10,000 | |
| C11 Issaquah-Fall City – Duthie Hill Rd Corridor | | 25,175 | 21,550 | |
| 47 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd | Principal Arterial | 21,890,22,040 | 14,526,18,600 | |
| 48 Issaquah-Fall City Rd, SE Duthie Hill Rd – Klahanie Dr SE | Principal Arterial | 18,180,22,040 | 19,740,24,100 | X |
| 49 Issaquah-Fall City Rd, Klahanie Dr SE – 240th Ave SE/Issaquah-Pine Lake Rd | Principal Arterial | 36,570,36,690 | 27,218,33,600 | |
| C12 NE Inglewood Hill Rd Corridor | | 16,717 | 13,491 | |
| 15 NE Inglewood Hill Rd, E Lk Samm Pkwy - 216th Ave NE | Minor Arterial | 16,090,16,790 | 14,440,14,400 | |
| 16 NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE | Minor Arterial | 17,457,17,370 | 12,370,12,600 | |
| C13 NE 8th Street Corridor | | 20,296 | 13,456 | |
| 28A NE 8th St, 228th Ave NE – 235th Ave NE | Minor Arterial | 19,110,21,430 | 13,700,15,000 | |
| 28B NE 8th St, 235th Ave NE – 244th Ave NE | Minor Arterial | 21,822,21,430 | 13,142,15,000 | |
| C14 SE 32nd – Issaquah-Beaver Lake Corridor | | 18,219 | 10,100 | |
| 40A SE 32nd Way, Issaquah-Pine Lk Rd – 235th Pl SE | Minor Arterial | 19,308,16,790 | 10,031,12,700 | |
| 40B SE 32nd Way, 235th Pl SE – 244th Ave SE | Minor Arterial | 18,240,16,790 | 8,465,12,700 | |
| 41 SE 32nd St, 244th Ave SE – EW Beaver Lk Dr SE | Minor Arterial | 17,370,16,790 | 12,134,12,600 | |
| 42 Issaquah-Beaver Lk Rd, EW Beaver Lk Dr – Duthie Hill Rd | Minor Arterial | 19,110,17,950 | 8,819,9,000 | |

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Background Table T-14

AWDT Concurrency Thresholds and 2035 Volumes for Roadway Segments—Committed Improvements Only (cont.)

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | CONCURRENCY THRESHOLD | 2035 PROJECTED | |
|---|---|--|---|--------|
| | | | AWDT | Fails? |
| C15 Duthie Hill Road Corridor | | 17,054 | 16,738 | |
| 43 SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE (the “notch”) | Principal Arterial | 16,790 | 6,650 ^{19,600} | X |
| 44 SE Duthie Hill Rd, 266 th Ave SE (the “notch”) – Trossachs Blvd SE | Principal Arterial | 17,660 ^{16,790} | 6,940 ^{19,500} | X |
| C16 SE 4th Street Corridor | | 14,720 | 9,226 | |
| 18A SE 4th St, 218th Ave SE – 224th Ave SE | Collector ^{Minor} Arterial | 14,720 ^{22,010} | 0,385 ^{23,000} | X |
| 18B SE 4th St, 224th Ave SE – 228th Ave SE | Collector ^{Minor} Arterial | 14,720 ^{22,010} | 1,467 ^{23,000} | X |
| C17 SE 8th Street Corridor | | 20,730 | 12,316 | |
| 29 SE 8th St, 228th Ave SE – 244th Ave SE | Minor Arterial | 20,730 | 2,316 ^{14,700} | |
| C18 SE 20th Street Corridor | | 11,070 | 6,499 | |
| 19 SE 20th St, 212th Ave SE – 219th PI SE | Collector Arterial | 11,070 | 1,812 ^{6,500} | |
| 20 SE 20th St, 219th PI SE – 228th Ave SE | Collector Arterial | 11,070 | 1,212 ^{7,300} | |
| C19 SE 24th Street West Corridor | | 11,089 | 1,923 | |
| 9 SE 24th St, E Lk Samm Pkwy – 200th Ave SE | Collector Arterial | 12,417 ^{9,420} | 1,641 ^{1,100} | |
| 10 SE 24th St, 200th Ave SE – 212th Ave SE | Collector Arterial | 9,840 ^{9,420} | 1,189 ^{2,600} | |
| C20 SE 24th Street East Corridor | | 11,428 | 10,383 | |
| 30 SE 24th St, 228th Ave SE – 244th Ave SE | Collector Arterial | 11,585 ^{10,550} | 1,780 ^{11,000} | X |
| 31 SE 24th St, 244th Ave SE – W Beaver Lk Dr SE | Collector Arterial | 10,970 ^{10,550} | 6,308 ^{6,600} | |
| C21 Klahanie Corridor | | 19,947 | 7,776 | |
| 53 SE Klahanie Blvd, Issaquah-Pine Lk Rd – 245th PI SE | Collector Arterial | 13,430 | 6,705 | |
| 54 SE Klahanie Blvd, 245th PI SE – 256th Ave SE | Collector Arterial | 13,430 | 2,832 | |
| 55 Klahanie Dr SE, 256th Ave SE – Issaquah-Fall City Rd | Collector Arterial | 29,160 | 12,177 | |
| C22 South Pine Lake Route Corridor | | 12,442 | 3,561 | |
| 58 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 212th Ave SE – 224th Ave SE | Collector Arterial | 11,480 | 3,294 | |
| 59 SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/se 30th St, 224th Ave SE – 228th Ave SE | Collector Arterial | 16,150 | 4,592 | |
| C23 218th Ave SE and SE 8th Street Corridor | | 8,455 | 6,113 | |
| 17A 218th Ave SE/SE 8th St, 212th Ave SE – 218th Ave SE | Collector Arterial | 8,455 ^{9,430} | 6,040 ^{6,900} | |
| 17B 218th Ave SE/ SE 8th St, SE 8th St – SE 4th St | Collector Arterial | 8,455 ^{9,430} | 6,222 ^{6,900} | |
| 45 Trossachs Blvd SE, SE 9th St – SE Duthie Hill Rd | Collector Arterial | 12,042 ^{13,680} | 0,642 ^{11,600} | |
| 46 218th Ave NE, SE 4th St – SE 8th St | Collector Arterial | 9,420 | 6,800 | |
| 50 Issaquah-Pine Lk Rd, SE 48th St – Issaquah-Fall City Rd | Principal Arterial | 20,268 | 29,546 | X |
| 51 Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245th PI SE | Principal Arterial | 32,388 | 29,996 | |
| 56 256th Ave SE, Klahanie Blvd – Issaquah-Beaver Lk Rd | Collector Arterial | 14,200 | 6,888 | |
| 57 E Main Dr, 244th Ave – eastern terminus | Collector Arterial | 12,300 | 2,060 | |
| 60 NE 37th Way/205th Ave NE/NE 16th St, Sahalee Way – 216th Ave NE | Collector Arterial | 12,132 | 4,796 | |
| 61 216th Ave NE, NE 16th St – NE Inglewood Hill Rd | Collector Arterial | 12,300 | 5,804 | |

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Recommended Plan

Based upon evaluation of existing conditions, travel demand forecast and evaluation of future conditions that result from the 2035 land use forecast, and the concurrency standards and priorities stated by the city, the Recommended Plan contains the following elements:

- Recommended Transportation Improvements
- Functional Classification Assessment
- Connectivity Assessment
- Roadway Design Guidelines
- Traffic Calming Program
- Transportation Demand Management
- Transit Service and Facilities
- Non-Motorized Facilities

Recommended Transportation Improvements

Based upon the analysis of ~~2016~~2012 and 2035 level of service, a list of recommended improvement projects was developed for the 2035 planning horizon. The list of improvement projects is summarized in Background Table T–15.

Planning level estimates were prepared for each of the projects under consideration. The cost estimates (in current dollars) are included in the City of Sammamish Capital Facilities Plan.

*Background Table T–15
Summary of Recommended Transportation Improvements*

| PROJECT # | 2015-2035 TIP PRIORITY # | LOCATION | IMPROVEMENT | CONCURRENCY PROJECT? | PROJECT COST (X \$1,000) ¹ |
|-----------|--------------------------|---|--|----------------------|---------------------------------------|
| 1 | | E Lk Sammamish Pkwy SE, 212th Ave SE – South City Limits | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk | X | 10,935 |
| 2 | 3 | Issaquah-Pine Lk Rd SE, SE 48th St – SE Klahanie Blvd | Widen to 5 lanes with bike lanes, curb, gutter and sidewalk | X | 21,315 |
| 3 | 2 | Issaquah-Pine Lk Rd SE, SE Klahanie Blvd – SE 32nd Way | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk | X | 21,651 |
| 4 | 1 | SE 4th St, 218th Ave SE to 228th Ave SE | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk | X | 18,981 |
| 5 | | Sahalee Way NE, NE 25th Way 220th Ave NE – North City Limits | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk | X | 16,801 2,327 |
| 6 | 5 | Sahalee Way NE, NE 25th Way – 220th Ave NE | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalks | X | 4,474 |

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Background Table T-15
Summary of Recommended Transportation Improvements (cont.)

| PROJECT # | 2015-2035 TIP PRIORITY # | LOCATION | IMPROVEMENT | CONCURRENCY PROJECT? | PROJECT COST (X \$1,000) ¹ |
|---------------------------|--------------------------|---|---|----------------------|---------------------------------------|
| 7 | 4 | E Lk Sammamish Pkwy SE at SE 24th St Intersection | Construct traffic signal, turn lanes, curb, gutter, and sidewalk | | 13,716 |
| 8 | | SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd—"notch" | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8-foot shoulder on east side | X | 13,230 |
| 9 | | SE Duthie Hill Rd, West side of "notch" to Trossachs Blvd SE | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk on west side, 8-foot shoulder on east side | X | 13,230 |
| 10 | 8 | 228th Ave | Public Works Trust Fund Loan Repayment (remaining loan balance) | X | 3,808 |
| 11 | | Issaquah-Pine Lake Rd SE, SE Issaquah-Fall City Rd-SE 48th St | Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk | X | 7,882 |
| 12 | 7 | SE Issaquah-Fall City Rd, SE 48th St-Klahanie Dr SE | Widen to 5 lanes with bike lanes, curb, gutter, and sidewalk | X | 17,321 |
| 13 | | SE Issaquah-Fall City Rd, Klahanie Dr SE-SE Issaquah-Beaver Lk Rd | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk | X | 15,917 |
| 14 | | SE Belvedere Way, E Beaver Lk Rd-263rd Pl SE | New roadway connection, extend SE Belvedere Way to E Beaver Lk Dr SE | | 761 |
| 15 | | New Roadway Connection to E Beaver-Lk Dr SE at 266th Way SE | Extend 266th Way SE to E Beaver Lk Dr SE and widen E Beaver Lk Dr SE, 266th Way SE to Beaver Lk Way SE | | 8,498 |
| 16 | | 212th Way SE (Snake Hill), E Lk Sammamish Pkwy SE-212th Ave SE | Improve 2 lanes with left-turn pockets, curb, gutter, and sidewalk | | 13,738 |
| 17 | | SE 8th St/218th Ave SE, 212th Ave SE-SE 4th St | Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk | X | 10,117 |
| 18 | 11 | Sidewalk Projects | Various sidewalk projects, includes gap projects, extensions, safety improvements | | 5,000 |
| 19 | 10 | Transit Program | Provide funding for capital project matching funds and/or provide for additional transit service. | | 10,000 |
| 20 | 13 | Neighborhood CIP | Various capital improvement including safety improvements, gap projects, bike routes, pedestrian safety enhancements, and school zone safety improvements. | | 2,000 |
| 21 | | Street Lighting Program | Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting | | 400 |
| 22 | 12 | Intersection Improvements | Various intersection and other spot improvement as needed, including channelization, signing, safety improvements, signalization, or other control devices. | | 5,000 |
| TOTAL EXPENDITURES | | | | | 237,071 |

X Indicates that project addresses an identified deficiency.
1. All project costs are in 2014 dollars.

2035 Level of Service Analysis with Recommended Improvements

The recommended projects included in the long-range plan are illustrated in Background Figure T-15. This list was developed after review of concurrency requirements.

Background Table T-16 summarizes the expected levels-of-service at the ~~5030~~ designated major intersections with the recommended long range transportation improvements in place. ~~The table includes two future alternative analyses with Sahalee Way NE widened to 3 lanes and to 5 lanes.~~ Analysis shows that ~~48 of the 5018 of the 30~~ intersections are expected to operate at an LOS at or better than the intersection concurrency thresholds. ~~On 228th Avenue the six-signalized intersections projected at LOS E or worse are at: SE 4th Street, SE 8th Street, SE 24th Street, Issaquah-Pine Lake Road SE, NE 8th Street, and NE 4th Street. On Issaquah-Pine Lake Road SE, the signal at SE Klahanie Boulevard and the roundabout at SE 32nd Way are forecast to operate at LOS E.~~ The intersection LOS for the 2035 land use is illustrated in Background Figure T-16.

Outside of the city ~~limits the intersections of East Lake Sammamish Parkway & Redmond-Fall City Road (SR 202) and Issaquah-Pine Lake Road & Issaquah-Fall City Road are forecasted to operate at LOS F.~~ ~~The LOS deficiencies discussed above are not significantly affected by the proposed widening of Sahalee Way NE.~~

Background Table T-17 summarizes the roadway segment concurrency status for the 2035 Land Use assumed in the Comprehensive Plan, with the recommended transportation improvements in place. ~~The table includes widening of Sahalee way NE from 25th Way to the north city limits to include a 3-lane section with bike lanes, curb, gutter, and sidewalks.~~ ~~two future alternative analyses with Sahalee Way NE widened to 3 lanes and 5 lanes.~~ ~~The table shows that with the 3-lane Sahalee Way improvement there are six road segments and three corridors forecast to fail concurrency. With the 5-lane Sahalee Way NE improvement there are 5 roadway segments and two corridors forecast to fail concurrency.~~ Table T-17 indicates that with the recommended improvements, three segments will operate with AWDT's exceeding their respective concurrency volume thresholds.

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Background Figure T-15
Recommended Transportation Improvements



Background Table T-16
2035 Intersection LOS—PM Peak Hour—With Recommended Improvements

| ID | INTERSECTION | LOS STD ¹ | TRAFFIC CONTROL ² | 3-LANE SAHALEE WAY Delay ³ | LOS ⁴ | Delay ⁵ |
|----|---|----------------------|------------------------------|---------------------------------------|------------------|--------------------|
| 1 | Issaquah-Pine Lk Rd and SE 48th St | D | Signal | 8.1 | A | |
| 2 | 228th Ave NE and NE 12th St | D | Signal | 31.820 | CB | 9 |
| 3 | Klahanie DR SE and SE Issaquah-Fall City Rd | D | Signal | 18.6 | B | |
| 4 | 244th Ave SE and SE 24th St | C | TWSC | 23.5 | C | |
| 5 | SE 32nd Way and 244th Ave SE | C | AWSC | 19.4 | C | |
| 6 | Issaquah-Pine Lk Rd SE and SE 32nd Way | D | RAB | 16.273 | BE* | 75 |
| 7 | 228th Ave SE and SE 40th St | D | Signal | 41 | D | |
| 8 | SE Klahanie Blvd and 256th Ave SE | C | AWSC | 18.2 | C | |
| 9 | SE Issaquah-Fall City Rd and Pacific Cascade MS/247th Pl SE | D | Signal | 19.5 | B | |
| 10 | Sahalee Way and NE 36th Ln | D | Signal | 10.3 | B | |
| 11 | 242nd Ave NE and NE 8th St | C | Signal | 14.7 | B | |
| 12 | 228th Ave SE and SE 8th St | D | Signal | 54.7109 | DF* | 114 |
| 13 | 228th Ave NE and NE 19th Dr | D | Signal | 12 | B | |
| 14 | 216th Ave NE and NE Inglewood Hill Rd | C | RAB | 13.1 | B | |
| 15 | 228th Ave NE and NE 8th St (NE Inglewood Hill Rd) | D | Signal | 50.857 | DE* | 65 |
| 16 | 228th Ave NE and NE 4th St | D | Signal | 52.863 | DE* | 82 |
| 17 | 228th Ave SE and SE 4th St | DE | Signal | 23.770 | CE | 77 |
| 18 | 212th Ave SE and SE 8th St | C | TWSC | 17.419 | C | 18 |
| 19 | 228th Ave SE and SE 16th St | D | Signal | 20.5 | A | |
| 20 | E Lk Sammamish Pkwy and 212th Way SE | C | Signal | 12.244 | AB | 13 |
| 21 | E Lk Sammamish Pkwy and SE 24th Way | C | TWSCS | 29.17 | A | 7 |
| 22 | 212th Ave SE and SE 20th St | C | AWSC | 26.416 | AG | 15 |
| 23 | E Lk Sammamish Pkwy and Louis Thompson Rd NE | C | Signal | 17.1 | B | 16 |
| 24 | E Lk Sammamish Pkwy and NE Inglewood Hill Rd | C | Signal | 20.147 | CB | 16 |
| 25 | Sahalee Way NE and NE 37th WaySt | D | Signal | 29.624 | C | 13 |
| 26 | 244th Ave NE and NE 8th St | C | RAB | 10.444 | B | 12 |
| 27 | 228th Ave SE and SE 20th St | D | Signal | 17.923 | BC | 24 |
| 28 | 228th Ave NE and SE 24th St | DE | Signal | 49.464 | DE | 60 |
| 29 | 228th Ave SE and Issaquah-Pine Lk Rd SE | E | Signal | 53.984 | DF* | 83 |
| 30 | Issaquah-Pine Lk Rd SE and SE Klahanie Blvd | D | Signal | 49.864 | DE* | 63 |
| 31 | SE Duthie Hill Rd and SE Issaquah-Beaver Lk Rd | D | Signal | 28.622 | C | 24 |
| 32 | 256th Ave SE/E Beaver Lake Dr SE and Issaquah-Beaver Lk Rd | C | Signal | 26.4 | C | |
| 33 | 228th Ave NE and NE 14th St | D | Signal | 17.7 | B | |
| 34 | 228th Ave NE and NE 25th St | D | Signal | 25.220 | C | 12 |
| 35 | Issaquah-Pine Lake Rd and SE 42nd St | D | Signal | 14.7 | B | |
| 36 | Issaquah-Pine Lake Rd and 231st Ln SE | D | Signal | 7.7 | A | |
| 37 | Sahalee Way NE and NE 28th Pl | D | Signal | 18 | B | |
| 38 | Issaquah-Pine Lk Rd and SE 47th Way/238th Way NE | D | Signal | 7.9 | A | |

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| | | | | | | |
|-----|--|----|--------|----------|----|-----|
| 39 | NE 8th St and 233rd Ave NE | C | RAB | 4.9 | A | |
| 40 | 228th Ave NE and E. Main St | D | Signal | 9.828 | AC | 28 |
| 41 | 244th Ave and E Main Dr | C | RAB | 4.9 | A | |
| 42 | Trossachs Blvd SE and SE Duthie Hill Rd | D | Signal | 24.627 | C | 26 |
| 43 | 228th Ave SE and SE 10th St/Skyline HS | D | Signal | 30 | C | |
| 44 | 192nd Drive NE and NE Redmond Fall City Rd (SR202) | D | Signal | 16.644 | B | 44 |
| 100 | E Lk Sammamish Pkwy and NE Redmond Fall City Rd (SR202) ⁵ | D | Signal | 190.1470 | F* | 469 |
| 101 | E Lk Sammamish Pkwy and SE 43rd Way ⁵ | D | RAB | 10.627 | BC | 25 |
| 102 | Sahalee Way NE and SR202 ⁵ | DE | Signal | 113.289 | F* | 449 |
| 103 | 244th Ave NE and NE Redmond Fall City Rd (SR202) ⁵ | D | Signal | 105.467 | F* | 62 |
| 104 | Duthie Hill Rd and NE Redmond-Fall City Rd | D | Signal | 39.1 | D | |
| 105 | Issaquah-Pine Lk Rd SE and SE Issaquah-Fall City Rd ⁵ | E | Signal | 109.4180 | F* | 178 |
| | E Lk Sammamish Pkwy and SE 56th St⁵ | D | S | 263 | F* | 260 |
| | E Lk Sammamish Pkwy and SE Issaquah-Fall City Rd⁵ | E | S | 207 | F* | 208 |

1. LOS standards are based upon the functional classifications of the intersecting roadways. Intersections that include Principal Arterials have a standard of LOS A, while those that include Minor Arterials or Collectors have a standard of LOS C.
2. Intersection Control: Signal=signalized; TWSC=two-way stop-controlled; AWSC=all-way stop-controlled; RAB=roundabout.
3. Delay is measured in seconds per vehicle. At signal and AWSC intersections, it represents average delay for the intersection. For TWSC intersections, it represents delay for the worst minor approach movements or major street left turn movements. For RAB's, it represents the worst approach. Analysis is based on the methodology outlined in the Highway Capacity Manual (HCM 2000/2010).
4. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2000/2010). (*) Denotes an LOS below the standard; the intersection is considered deficient.
5. Intersection is outside of the city limits.

Background Figure T-16

2035 Level of Service—2035 Land Use with Recommended Transportation Improvements

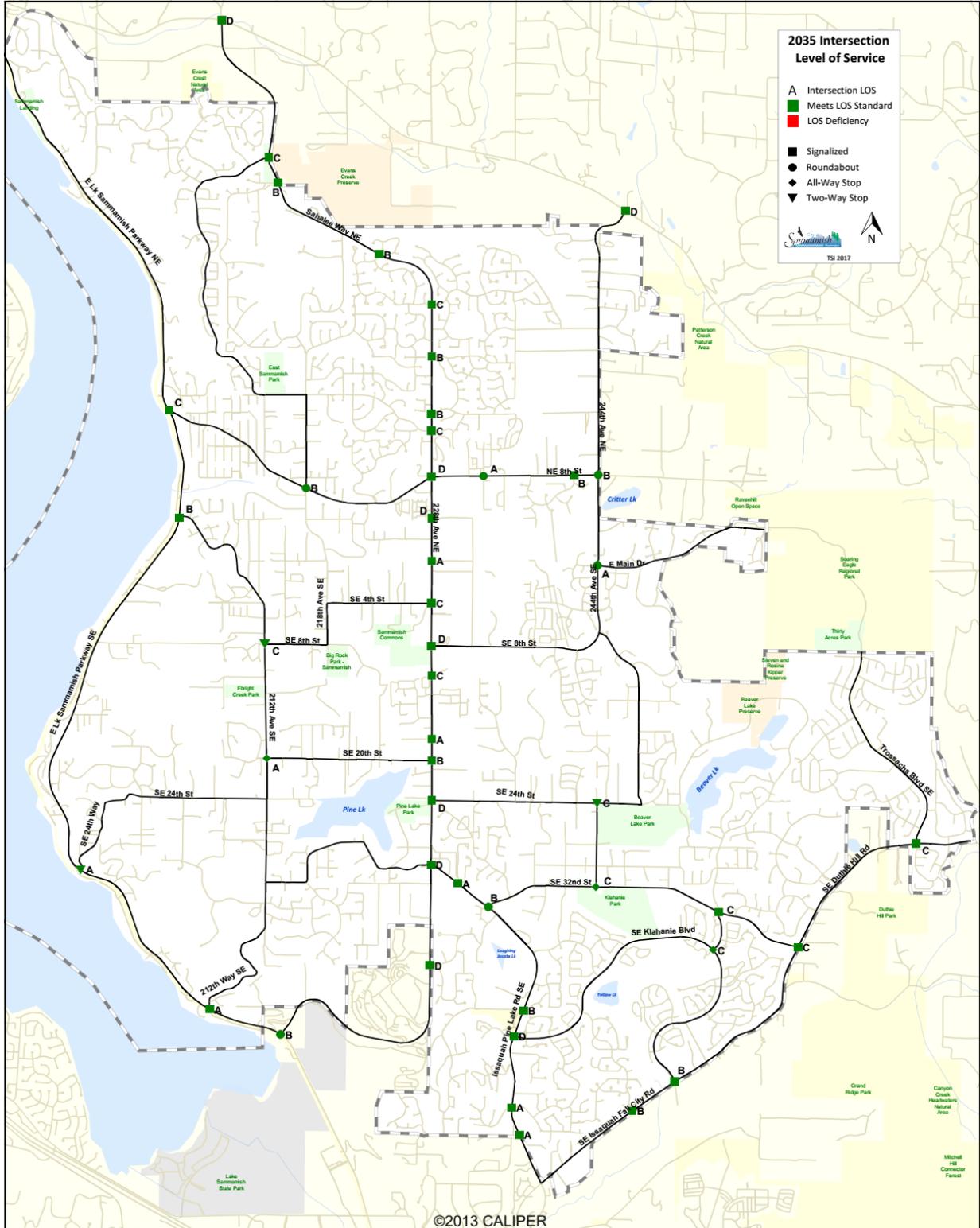


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Background Table T-17
2035 Segment Concurrency Status—With Recommended Improvements

| SEGMENT | ROAD FUNCTIONAL CLASSIFICATION | 3-LANE SAHALEE WAY | | | 5-LANE SAHALEE WAY | | |
|--|--------------------------------------|---|---|--------|--------------------------|--------|--------|
| | | Concurrency Threshold | AWDT | Fails? | Concurrency Threshold | AWDT | Fails? |
| <u>C11-3</u> East Lk Sammamish Parkway North Corridor | | <u>26,598</u> <u>2</u> | <u>23,551</u> <u>2</u> | | 25,877 | 20,300 | |
| 1 E Lk Sammamish Pkwy, City limits – 196th Ave NE (Weber Point) | Minor Arterial | <u>25,370</u> <u>24</u> <u>,330</u> | <u>24,085</u> <u>2</u> <u>4,000</u> | | 24,330 | 20,200 | |
| 2 E Lk Sammamish Pkwy, 196th Ave NE – NE <u>2826</u> th PI | Minor Arterial | <u>25,370</u> <u>24</u> <u>,330</u> | <u>23,355</u> <u>2</u> <u>0,900</u> | | 24,330 | 20,100 | |
| 3 E Lk Sammamish Pkwy, NE <u>2826</u> th PI – NE Inglewood Hill Rd | Minor Arterial | 28,970 | <u>23,098</u> <u>2</u> <u>1,400</u> | | 28,970 | 20,600 | |
| <u>C24-6</u> East Lk Sammamish Parkway Central Corridor | | <u>18,766</u> <u>1</u> <u>7,370</u> | <u>11,607</u> <u>1</u> <u>3,533</u> | | 17,370 | 13,300 | |
| 4 E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd | Minor Arterial | <u>19,110</u> <u>17</u> <u>,370</u> | <u>14,730</u> <u>1</u> <u>6,000</u> | | 17,370 | 15,700 | |
| 5 E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St | Minor Arterial | <u>18,675</u> <u>17</u> <u>,370</u> | <u>10,921</u> <u>1</u> <u>2,700</u> | | 17,370 | 12,500 | |
| 6 E Lk Sammamish Pkwy, SE 8th St – SE 24th Way | Minor Arterial | <u>18,675</u> <u>17</u> <u>,370</u> | <u>10,696</u> <u>1</u> <u>1,900</u> | | 17,370 | 11,700 | |
| <u>C37-8</u> East Lk Sammamish Parkway South Corridor | | <u>19,597</u> <u>1</u> <u>9,690</u> | <u>13,787</u> <u>1</u> <u>6,700</u> | | 19,690 | 16,400 | |
| 7 E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE | Minor Arterial | <u>18,965</u> <u>17</u> <u>,370</u> | <u>12,250</u> <u>1</u> <u>4,000</u> | | 17,370 | 13,700 | |
| 8 E Lk Sammamish Pkwy, 212th Ave SE – <u>South</u> City Limit | Minor Arterial | 22,010 | <u>18,624</u> <u>1</u> <u>9,400</u> | | 22,010 | 19,100 | |
| <u>C411-14</u> Louis Thompson Road – 212th Corridor | | 12,150 | <u>6,709</u> <u>6</u> <u>650</u> | | 12,150 | 6,600 | |
| 11 Louis Thompson Rd, E Lk Sammamish Pkwy – SE 8th St | Collector Arterial | 12,150 | <u>5,407</u> <u>4</u> <u>700</u> | | 12,150 | 4,600 | |
| 12 212th Ave SE, SE 8th St – SE 20th St | Collector Arterial | 12,150 | <u>7,896</u> <u>8</u> <u>100</u> | | 12,150 | 8,000 | |
| 13A 212th Ave SE, SE 20th St – SE 32nd St | Collector Arterial | 12,150 | <u>7,456</u> <u>7</u> <u>400</u> | | 12,150 | 7,400 | |
| 13B <u>212th Ave SE, SE 32nd St – 212th Way SE</u> | <u>Collector Arterial</u> | <u>12,150</u> | <u>6,791</u> | | 12,150 | 7,400 | |
| 14 <u>212th Way Ave SE, 212th Ave SE 32nd St</u> – E Lk Sammamish Pkwy | Collector Arterial | 12,150 | <u>6,716</u> <u>6</u> <u>400</u> | | 12,150 | 6,400 | |
| <u>C521-23</u> Sahalee Way – 228th Avenue North Corridor | | <u>23,913</u> <u>2</u> <u>010</u> | <u>19,834</u> <u>2</u> <u>3,667</u> | X | 36,690 | 28,567 | |
| 21A Sahalee Way/228th Ave NE, <u>North</u> City Limit – <u>NE 37th Way</u> / <u>220th Ave NE</u> | Principal Arterial | <u>24,605</u> <u>22</u> <u>,010</u> | <u>22,690</u> <u>2</u> <u>4,500</u> | X | 36,690 | 28,700 | |
| 21B Sahalee Way/228th Ave NE, <u>NE 37th Way</u> – <u>NE 36th St</u> | Principal Arterial | <u>24,605</u> <u>22</u> <u>,010</u> | <u>19,643</u> <u>2</u> <u>4,500</u> | X | 36,690 | 28,700 | |
| 21C Sahalee Way/228th Ave NE, <u>NE 36th St</u> – <u>223rd Ave NE</u> | Principal Arterial | <u>24,605</u> <u>22</u> <u>,010</u> | <u>19,611</u> <u>2</u> <u>4,500</u> | X | 36,390 | 28,700 | |
| 22 Sahalee Way/228th Ave NE, <u>223rd</u> / <u>220th</u> Ave NE – NE | Principal Arterial | <u>24,605</u> <u>22</u> <u>,010</u> | <u>17,680</u> <u>2</u> <u>1,300</u> | | 36,690 | 26,300 | |

| 25th Way | | | | | | | | |
|--------------------|--|--------------------|-----------------------------|------------------------------|---|--------|--------|---|
| 23 | 228th Ave <u>NE</u> , NE 25th Way – NE 12th <u>PI</u> St | Principal Arterial | <u>22,300</u> <u>22,010</u> | <u>20,212</u> <u>20,500</u> | X | 36,690 | 30,700 | |
| C624-25 | 228th Avenue Central Corridor | | <u>33,927</u> <u>3,950</u> | <u>32,867</u> <u>6,250</u> | X | 34,950 | 37,450 | X |
| 24A(1) | 228th Ave <u>NE</u> , NE 12th <u>PI</u> St – <u>SNE 48th St</u> / <u>Inglewood Hill Rd</u> | Principal Arterial | <u>25,799</u> <u>34,950</u> | <u>20,963</u> <u>5,500</u> | X | 34,950 | 37,300 | X |
| 24A(2) | 228th Ave <u>NE</u> , NE 128th St / <u>Inglewood Hill Rd</u> – <u>MainSE 4th St</u> | Principal Arterial | 34,950 | <u>32,689</u> <u>3,500</u> | X | 34,950 | 37,300 | X |
| 24B | 228th Ave <u>SE</u> , <u>MainNE 12th St</u> – SE <u>48th St</u> | Principal Arterial | <u>35,180</u> <u>34,950</u> | <u>30,061</u> <u>3,500</u> | X | 34,950 | 37,400 | X |
| 25A | 228th Ave <u>SE</u> , SE <u>48th St</u> – SE <u>1020th St</u> | Principal Arterial | <u>35,180</u> <u>34,950</u> | <u>36,390</u> <u>3,700</u> | X | 34,950 | 37,600 | X |
| 25B | 228th Ave <u>SE</u> , SE <u>410th St</u> – SE <u>20th St</u> | Principal Arterial | <u>35,180</u> <u>34,950</u> | <u>38,954</u> <u>3,700</u> | X | 34,950 | 37,600 | X |
| C726-27 | 228th Avenue South Corridor | | <u>27,308</u> <u>2,916</u> | <u>25,748</u> <u>29,050</u> | X | 29,016 | 29,300 | X |
| 26 | 228th Ave <u>SE</u> , SE 20th St – Issaquah Pine Lake Rd SE | Principal Arterial | <u>35,295</u> <u>36,023</u> | <u>33,011</u> <u>3,900</u> | | 36,023 | 36,400 | X |
| 27 | 228th Ave <u>SE</u> , Issaquah Pine Lake Rd SE – SE 43rd Way | Principal Arterial | 22,010 | <u>20,931</u> <u>2,200</u> | X | 22,010 | 22,200 | X |
| C832-34 | Issaquah-Pine Lake Road Corridor | | <u>28,801</u> <u>3,060</u> | <u>21,328</u> <u>22,333</u> | | 30,060 | 22,600 | |
| 32 | Issaquah-Pine Lk Rd, 228th Ave SE – SE 32nd Way | Principal Arterial | <u>27,580</u> <u>34,480</u> | <u>20,351</u> <u>20,500</u> | | 31,480 | 21,000 | |
| 33 | Issaquah-Pine Lk Rd, SE 32nd Way – SE Klahanie Blvd | Principal Arterial | 22,010 | <u>19,751</u> <u>2,100</u> | | 22,010 | 21,400 | |
| 34A | Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 4846th St | Principal Arterial | 36,690 | <u>23,956</u> <u>2,5,400</u> | | 36,690 | 25,400 | |
| 34B | Issaquah-Pine Lk Rd, <u>SE 46th St</u> – SE 48th St | Principal Arterial | 36,690 | <u>25,168</u> <u>2,5,400</u> | | 36,690 | 25,400 | |
| C935-37 | 224th Avenue North Corridor | | 22,010 | <u>12,215</u> <u>12,400</u> | | 22,010 | 12,133 | |
| 35 | 244th Ave NE, NE 30th PI – NE 20th St | Minor Arterial | 22,010 | <u>11,812</u> <u>1,700</u> | | 22,010 | 11,500 | |
| 36 | 244th Ave NE, NE 20th St – NE 8th St | Minor Arterial | 22,010 | <u>15,760</u> <u>1,5,300</u> | | 22,010 | 14,800 | |
| 37A | 244th Ave NE, NE 8th St – <u>E Main SE 8th St</u> | Minor Arterial | 22,010 | <u>10,224</u> <u>1,0,200</u> | | 22,010 | 10,100 | |
| 37B | 244th Ave <u>NSE</u> , NE 8th - <u>E Main St</u> – SE 8th St | Minor Arterial | 22,010 | <u>9,044</u> <u>10,200</u> | | 22,010 | 10,100 | |
| C9A | <u>Windsor Blvd – 248th Avenue Corridor</u> | | <u>11,756</u> | <u>5,080</u> | | | | |
| 38 | 248th Ave SE, SE 24th St – SE 14th St | Collector Arterial | <u>11,742</u> <u>14,550</u> | <u>5,428</u> <u>6,400</u> | | 10,550 | 6,500 | |
| 52A | <u>SE Windsor Blvd, SE 14th St – 700 feet north of SE 14th St</u> | Collector Arterial | <u>10,260</u> | <u>4,742</u> | | | | |
| 52B | <u>SE Windsor Blvd, 700 feet north of SE 14th St – SE 8th St</u> | Collector Arterial | <u>12,300</u> | <u>4,624</u> | | | | |

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Background Table T-17
2035 Segment Concurrency Status—With Recommended Improvements (cont.)

| SEGMENT | ROAD | FUNCTIONAL CLASSIFICATION | 3-LANE SAHALEE WAY | | | 5-LANE SAHALEE WAY | | |
|-----------------|--|---------------------------|------------------------|-------------------------|--------|-----------------------|--------|--------|
| | | | Concurrency Threshold | AWDT | Fails? | Concurrency Threshold | AWDT | Fails? |
| <u>C10</u> 9 | 244th Avenue South Corridor | | 15,630 | <u>9,205</u> 10,500 | | 15,630 | 10,300 | |
| 39 | 244th Avenue <u>SE</u> , SE 24th St – SE 32nd Way | Minor Arterial | 15,630 | <u>9,205</u> 10,500 | | 15,630 | 10,300 | |
| <u>C11</u> | <u>Issaquah-Fall City Rd – Duthie Hill Rd Corridor</u> | | <u>27,078</u> | <u>21,550</u> | | | | |
| 47 | SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd SE – SE Issaquah-Fall City Rd | Principal Arterial | 22,010 | 18,700 | | 22,010 | 18,500 | |
| 48 | SE Issaquah-Fall City Rd, SE Duthie Hill Rd – Klahanie Dr SE | Principal Arterial | 22,010 | <u>19,740</u> 24,400 | X | 22,010 | 24,300 | X |
| 49 | SE Issaquah-Fall City Rd, Klahanie Dr SE – <u>240th Ave SE</u> <u>Issaquah-Pine Lk Rd</u> | Principal Arterial | <u>36,570</u> 6,690 | <u>27,218</u> 4,100 | | 36,690 | 33,900 | |
| <u>C12</u> | <u>NE Inglewood Hill Rd Corridor</u> | | <u>22,010</u> | <u>13,491</u> | | | | |
| 15 | NE Inglewood Rd, E Lk Samm Pkwy – 216th Ave NE | Minor Arterial | 22,010 | <u>14,440</u> 2,300 | | 22,010 | 11,900 | |
| 16 | NE Inglewood Rd, 216th Ave NE – 228th Ave NE | Minor Arterial | 22,010 | <u>12,370</u> 2,800 | | 22,010 | 11,200 | |
| <u>C13</u> | <u>NE 8th Street Corridor</u> | | <u>20,296</u> | <u>13,456</u> | | | | |
| 28A | NE 8th St, 228th Ave NE – <u>235</u> <u>44th Ave NE</u> | Minor Arterial | <u>19,110</u> 5,390 | <u>23,700</u> 7,200 | | 15,390 | 7,000 | |
| 28B | NE 8th St, <u>235</u> <u>28th Ave NE</u> – 244th Ave NE | Minor Arterial | <u>21,822</u> 5,390 | <u>13,142</u> 7,200 | | 15,390 | 7,000 | |
| <u>C14</u> | <u>SE 32nd – Issaquah-Beaver Lk Corridor</u> | | <u>18,219</u> | <u>10,100</u> | | | | |
| 40A | SE 32nd Way, Issaquah-Pine Lk Rd – <u>235</u> <u>th PI</u> <u>44th Ave SE</u> | Minor Arterial | <u>19,308</u> 9,420 | <u>10,031</u> 400 | | 9,420 | 400 | |
| 40B | SE 32nd Way, <u>235</u> <u>th PI</u> <u>SE</u> <u>Issaquah-Pine Lk Rd</u> – 244th Ave SE | Minor Arterial | <u>18,240</u> 9,420 | <u>8,465</u> 400 | | 9,420 | 400 | |
| 41 | SE 32nd St, 244th Ave SE – <u>WE</u> Beaver Lk Dr SE | Minor Arterial | <u>17,370</u> 6,790 | <u>12,134</u> 2,200 | | 16,790 | 12,200 | |
| 42 | Issaquah-Beaver Lk Rd, <u>WE</u> Beaver Lk Dr SE – SE Duthie Hill Rd | Minor Arterial | <u>19,110</u> 6,790 | <u>8,819</u> 12,400 | | 16,790 | 11,900 | |
| <u>C15</u> | <u>Duthie Hill Rd Corridor</u> | | <u>19,181</u> | <u>16,738</u> | | | | |
| 43 | SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE (<u>the notch</u>) | Principal Arterial | 17,950 | <u>16,650</u> 9,500 | | 17,950 | 9,400 | |
| 44 | SE Duthie Hill Rd, 266th Ave SE (<u>the notch</u>) – Trossachs Blvd SE | Principal Arterial | 22,010 | <u>16,940</u> 20,000 | | 22,010 | 19,900 | |
| <u>C16</u> | <u>SE 4th Street Corridor</u> | | <u>14,720</u> | <u>9,226</u> | | | | |
| 18A | SE 4th St, 218th Ave SE – <u>224</u> <u>228th Ave SE</u> | Collector/Minor Arterial | <u>14,720</u> 5,390 | <u>10,385</u> 6,500 | | 15,390 | 6,500 | |
| 18 | SE 4th St, <u>224</u> <u>218th Ave SE</u> – 228th Ave SE | Collector/Minor Arterial | <u>14,720</u> 5,390 | <u>7,467</u> 6,500 | | 15,390 | 6,500 | |

continued on following page

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| | | | | | | |
|---|--|--------------------|------------------------------|------------------------------|--------|--------|
| C17 SE 8th Street Corridor | | | 22,010 | 12,316 | | |
| 29 | SE 8th St, 228th Ave SE – 244th Ave SE | Minor Arterial | 22,010 | 12,316+3,400 | 22,010 | 13,400 |
| C18 SE 20th Street Corridor | | | 18,556 | 6,499 | | |
| 19 | SE 20th St, 212th Ave SE – 219th PI SE | Collector Arterial | 11,070+2,910 | 6,812+7,700 | 22,010 | 18,100 |
| 20 | SE 20th St, 219th PI SE – 228th Ave SE | Collector Arterial | 11,070+5,390 | 6,212+5,500 | 15,390 | 6,200 |
| C19 SE 24th Street West Corridor | | | 11,089 | 1,923 | | |
| 9 | SE 24th St, Elk Sammamish Pkwy – 200th Ave SE | Collector Arterial | 12,417+9,420 | 1,641+900 | 9,420 | 900 |
| 10 | SE 24th St, 200th Ave SE – 212th Ave SE | Collector Arterial | 9,840+9,420 | 2,189+2,400 | 9,420 | 2,400 |
| C20 SE 24th Street East Corridor | | | 18,238 | 10,383 | | |
| 30 | SE 24th St, 228th Ave SE – 244th Ave SE | Collector Arterial | 20,730 | 11,780+1,000 | 20,730 | 10,800 |
| 31 | SE 24th St, 244th Ave SE – W Beaver Lk Dr SE | Collector Arterial | 10,970+9,550 | 6,308+5,500 | 10,550 | 8,300 |
| C21 Klahanie Corridor | | | 19,947 | 7,776 | | |
| 53 | SE Klahanie Blvd, Issaquah-Pine Lk Rd – 245th PI SE | Collector Arterial | 13,430 | 6,705 | | |
| 54 | SE Klahanie Blvd, 245th PI Se – 256th Ave SE | Collector Arterial | 13,430 | 2,832 | | |
| 55 | SE Klahanie Blvd, 256th Ave SE – Issaquah-Fall City Rd | Collector Arterial | 29,160 | 12,177 | | |
| C22 Sout Pine Lake Route Corridor | | | 12,442 | 3,561 | | |
| 58 | SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 212th Ave SE – 224th Ave SE | Collector Arterial | 11,480 | 3,294 | | |
| 59 | SE 32nd St/216th Ave SE/SE 28th St/222nd PI SE/SE 30th St, 228th Ave SE – 224th Ave SE | Collector Arterial | 16,150 | 4,592 | | |
| C23 218th Ave SE – SE 8th St Corridor | | | 9,420 | 6,113 | | |
| 17A | SE 8th St/218th Ave SE, 212th Ave SE – 218th Ave SE 4th St | Collector Arterial | 9,420 | 6,040+6,400 | 9,420 | 6,400 |
| 17B | SE 8th St/218th Ave SE, SE 8th St/212th Ave SE – SE 4th St | Collector Arterial | 9,420 | 6,222+6,400 | 9,420 | 6,400 |
| 45 | Trossachs Blvd SE, SE 9th St – SE Duthie Hill Rd | Collector Arterial | 22,010 | 10,642+9,600 | 22,010 | 19,400 |
| 46 | 218th Ave NE, SE 4th St – SE 8th St | Collector Arterial | 13,680 | 11,600 | 13,680 | 11,600 |
| 50 | Issaquah-Pine Lk Rd SE, SE 48th St – Issaquah-Fall City Rd | Principal Arterial | 20,268 | 29,546 | X | |

continued on following page

| | | | | |
|----|--|--|------------------------|------------------------|
| 51 | Issaquah-Fall City Rd., Issaquah-Pine Lk Rd. -- 245th - PI SE | Principal Arterial | 32,388 | 29,996 |
| 56 | 256th Ave SE, Klahanie Blvd – Issaquah-Beaver Lk Rd | Collector Arterial | 14,200 | 6,888 |
| 57 | E Main Dr, 244th Ave SE – eastern terminus | Collector Arterial | 12,300 | 2,060 |
| 60 | NE 37th Way/205th Ave NE/NE 16th St, Sahalee Way – 216th Ave NE | Collector Arterial | 12,132 | 4,796 |
| 61 | 216th Ave NE, NE 16th St – NE Inglewood Hill Rd | Collector Arterial | 12,300 | 5,804 |

Actions to Meet LOS Standards

~~Both the 2035 3-lane Sahalee Way NE and 2035 5-lane Sahalee Way NE road networks experience some segment capacity and intersection LOS deficiencies. The LOS and segment capacity deficiencies may be slightly worse or not materialize at all based upon the accuracy of the travel demand model and 2035 land use forecast. The deficiency on Issaquah-Pine Lake Road in the city of Issaquah north of Issaquah-Fall City Road between Issaquah-Fall City Road and SE 48th Street may be mitigated by widening the 0.3-mile long section to 4 lanes. Continued coordination with the city of Issaquah will be necessary to complete this recommended improvement.~~

The deficiencies on 228th Ave SE are a result of significant institutional uses in a concentrated area along 228th Ave SE including, Town Center to the south, Sammamish City Hall, the Community Center, the King County Library, Skyline High School, [Eastlake High School](#), [Eastside Catholic High School](#) and two churches. On a positive note the institutional nature of these uses lend themselves to Transportation Demand Management (TDM) strategies that smaller individual uses may not be able to achieve.

~~Infrastructure improvements could also be considered to improve LOS including:~~

Background Table T-1~~36~~ identified the following intersection LOS deficiencies with the 2035 ~~committed~~recommended improvements ~~and with both Sahalee Way NE widening alternatives.~~

- Within the city there are ~~thirteen~~seven intersections forecast to operate ~~at LOS E or F below minimum LOS standards after committed intersection improvement projects are constructed and above their LOS respective thresholds.~~ Monitoring programs are recommended at all key city intersections, including those projected to operate at failure to justify future improvement needs. Intersections that do not meet their LOS thresholds are outlined below along with recommended physical or strategic future improvement options:
 - ~~228th Ave SE at SE 8th Street operates at LOS F; LOS D threshold — add turn lanes or a connector roadway to SE 10th Street reduce the vehicle demand.~~
 - ~~228th Avenue SE at SE Issaquah-Pine Lake Rd SE operates at LOS F; LOS E threshold — add capacity to the south leg of the intersection.~~
 - ~~Issaquah-Pine Lake Road SE at SE Klahanie Boulevard — operates at LOS E; LOS D threshold — add turn lanes.~~
 - ~~228th Avenue NE at NE 8th Street/NE Inglewood Hill Road operates at LOS E; LOS D threshold — add turn lanes or consider modifying the LOS threshold to keep intersection more pedestrian friendly.~~
 - ~~Issaquah-Pine Lake Road SE at SE 32nd Way operates at LOS E; LOS D threshold — add bypass lanes.~~
 - ~~228th Avenue NE at NE 4th Street operates at LOS E; LOS D threshold — through monitoring determine the future LOS when the actual Town Center land uses are identified.~~
 - SE 32nd Way and 244th Avenue SE operates at LOS F — convert to all-way stop control (AWSC), add eastbound left-turn lane, and add westbound right-turn lane.
 - 228th Avenue SE and SE 40th Street operates at LOS F — signalize the intersection.
 - Sahalee Way NE and NE 36th Lane operates at LOS F — signalize the intersection.
 - 228th Avenue SE and SE 8th Street operates at LOS F — widen and rechannelize the intersection to include northbound and westbound right-turn lanes.
 - 228th Avenue NE and NE 19th Drive will operate at LOS F — signalize the intersection.

- 216th Avenue NE and Inglewood Hill Road will operated at LOS D with minimum LOS C – add eastbound to southbound slip lane.
 - Sahalee Way NE and NE 37th Way operates at LOS E – optimize signal timing.
 - 228th Avenue SE and Issaquah-Pine Lake Road operates at LOS F – rechannelize the westbound approach and add a westbound right-turn overlap phase.
 - Issaquah-Pine Lake Road and SE Klahanie Boulevard operates at LOS F – optimize signal timing.
 - 256th Avenue SE/E Beaver Lake Drive SE and Issaquah-Beaver Lake Road operates at LOS F – intersection improvements to include signal or roundabout (RAB).
 - 228th Avenue NE and NE 14th Street operates at LOS F – intersection improvements to include signal or RAB.
 - Sahalee Way NE and NE 28th Way/223rd Avenue NE operates at LOS F – signalize the intersection.
 - Trossachs Boulevard SE and Duthie Hill Road operates at LOS E – optimize signal timing.
- SixFour intersections outside of the city limits operate above/below their LOS thresholds. Similar to intersections within the city limits, monitoring programs are also recommended and in addition the monitoring should be coordinated with adjacent agencies to facilitate long term improvement solutions, support enhanced transit service and consider community wide TDM education. Intersections s outside of the city limits operating at LOS E or F include:
 - Sahalee Way NE at NE Redmond-Fall City Road (SR202) operates at LOS F.
 - Issaquah-Pine Lake Road SE at SE Issaquah-Fall City Road operates at LOS F.
 - 244th Avenue NE at NE Redmond-Fall City Road (SR202) operates at LOS F. ~~under the 3-lane Sahalee Way NE and LOS E under the 5-lane Sahalee Way NE alternatives.~~

- *East Lake Sammamish Parkway at Redmond-Fall City Road (SR202) operates at LOS F.*
- *East Lake Sammamish Parkway at SE 56th Street operates at LOS F.*
- *East Lake Sammamish Parkway at SE Issaquah-Fall City Road operates at LOS F.*

Background Table T-17 identified no road corridor capacity deficiencies the following road segment capacity deficiencies with the 2035 recommended improvements, and with both Sahalee Way NE widening alternatives: Three roadway segment capacity deficiencies are identified:

- *Sahalee Way—228th Avenue North Corridor (North City Limits to 12th St) is overcapacity with the 3-lane Sahalee Way NE alternative and operates sufficiently under the 5-lane Sahalee Way NE alternative.*
- *228th Avenue Central Corridor (NE 12th St to SE 20th St) is overcapacity—through monitoring determine future AWDT volume impacts when the actual Town Center land uses are identified.*
- *228th Avenue South Corridor (SE 20th St—SE 43rd Way)—through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified.*
- *SE Issaquah Fall City Road from SE Duthie Hill Road-Klahanie Drive SE—through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified and also consider additional improvements.*
- 228th Avenue SE from SE 8th Street to SE 10th Street – through monitoring determine the future AWDT volume impacts when the actual Town Center land uses are identified.
- 228th Avenue SE from SE 10th Street to SE 20th Street – through monitoring, determine the future AWDT volume impacts when the actual Town Center land uses are identified.
- Issaquah-Pine lake Road from SE 48th Street to Issaquah-Fall City Road – through monitoring, determine the future AWDT volume impacts when the actual Town Center land uses are identified and also consider additional improvements in coordination with the city of Issaquah.

3 Lane and 5-Lane Sahalee Way NE Widening

The projected 2035 volumes exceed capacity of the 3-lane Sahalee Way NE section as proposed. A future 3-lane Sahalee Way NE improvement does not meet city LOS standard for concurrency. This results in traffic diverting to other arterials and local streets.

The 5-lane Sahalee Way NE section has sufficient capacity to meet city LOS standards for 2035 and beyond. The additional capacity attracts traffic off of East Lake Sammamish Parkway, 244th Avenue

~~NE and other residential collectors west of Sahalee Way NE. With the 5-lane Sahalee Way NE improvement alternative the following AWDT volume changes are projected when compared to the 3-lane alternative:~~

- ~~• Reduces AWDT volume on East Lake Sammamish Parkway north of Inglewood Hill Road by 850 vehicles per day (vpd)~~
- ~~• Reduces AWDT volume on 205th Place NE near Elizabeth Blackwell Elementary School by 1,000 vpd~~
- ~~• Reduces AWDT volume on 216th Avenue SE north of NE Inglewood Hill Road by 1,600 vpd~~

- ~~Reduces AWDT volume on NE Inglewood Hill Road west of 228th Avenue NE by 1,400 vpd~~
- ~~Reduces AWDT volume on 244th Avenue NE north of NE 8th Street) by 450 vpd~~
- ~~Increases AWDT volume on 228th Avenue NE north of NE 8th Street by 4,900 vpd~~
- ~~Increases AWDT volume on 228th Avenue NE south of SE 4th Street by 650 vpd~~
- ~~Reduces traffic volumes in neighborhoods to the west of Sahalee Way NE~~

~~Additionally, the 5-lane Sahalee Way NE alternative reduces or eliminates the need for future improvements on East Lake Sammamish Parkway north of NE Inglewood Hill Road and on 244th Avenue NE north of NE 8th Street.~~

Flexibility in Roadway Design Guidelines

Essential functions of streets in Sammamish include vehicle mobility, pedestrian access, bicycle access, and aesthetics. City standards specify lane widths of 11 feet. Left-turn lanes increase capacity, reduce vehicular collisions, and improve access to adjacent property. Bicycle lanes should be provided along major traffic corridors, and when striped should be a minimum of 5 feet in width. Sidewalk widths should be a minimum of 6 feet. Landscaped medians are especially important to soften wide expanses of pavement, to provide a haven for crossing pedestrians, and to provide aesthetic treatment to streets.

[The city's roadway design standards can be found in the following document: "2016 Public Works Standards", adopted by the Sammamish City Council in December 2016.](#)

Often when designing streets, obstacles are encountered that require modification in design approach. Impediments might include topographic features that make road construction difficult or very expensive; inadequate available right-of-way to allow for all desired features; or environmentally sensitive areas that require modification to avoid adverse impacts. Additionally, funding or grant sources may require specific features or dimensions.

Traffic Calming Program

The City of Sammamish has a comprehensive traffic calming program in place with the Neighborhood Traffic Management Program (NTMP) described in the Existing Conditions section of this Transportation Element. Thus, it is recommended that the city continue the NTMP in its current form, as already adopted by City

ordinance.

Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switch from single-occupancy-vehicle (SOV) to HOV modes such as transit, vanpools or carpools,
- Travelers switch from driving to non-motorized modes such as bicycling or walking,
- Travelers change the time they make trips from more congested to less congested times of day,
- Travelers eliminate trips altogether through such means as compressed workweeks, consolidation of errands, or use of telecommunications.

Within the State of Washington, alternative transportation solutions are further necessitated by the objectives of the Commute Trip Reduction (CTR) Law. Passed in 1991 as a section of the Washington Clean Air Act (RCW 70.94), the CTR Law seeks to reduce workplace commute trips in the nine most populous counties in the state. This law requires that in designated high population counties, each city within the county adopt a commute trip reduction plan requiring private and public employers with 100 or more employees implement TDM programs. Programs provide various incentives or disincentives to encourage use of alternative transportation modes, other than the SOV. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution.

The city can promote TDM through policy and/or investments that may include, but are not limited to, the following:

- Public Education related to the benefits of TDM and individual actions to reduce vehicle trips
- Commute Trip Reduction (CTR) Ordinances
- Voluntary Compliance with CTR requirements by the city
- Managed access to facilities and activity centers
- Transit-oriented and pedestrian-friendly design
- Parking management

Transit Service and Facilities

As supported by the Goals, Objectives and Policies of the Transportation Element, public transportation has long-range benefits for the community because it offers:

*See Volume I,
Transportation Element
Policy T.2.8–Policy
T.2.10 on page 88.*

*See Volume I,
Transportation Element
Policy T.2.15–Policy
T222 on page 89.*

- Primary mobility for those who cannot drive, including many of our youth, seniors, and citizens with disabilities,
- Mobility options for people who choose not to drive, either to avoid congestion, save money, or support the environment,
- Preservation of the quality of our environment by conserving energy, supporting better air quality, and reducing congestion on our roadways.

Central to the success of a public transportation system is the development of a compatible land use plan. Low-density suburbs and strip development are not designed to accommodate public transportation services. Changing the land use or traditional transit services is difficult and special attention is required to increase the effectiveness of transit by controlling development; modifying the existing arterial street system; and modifying pedestrian facilities to bring passengers to the transit system.

The City of Sammamish can influence compatibility with public transportation by considering the following development issues:

- Pedestrian access and facilities,
- Amount, cost, and location of parking,
- Location of higher density residential developments,
- Location and design of commercial and employment activities,
- Location of transit facilities,
- Location of community activity centers,
- Design of building complexes and their surroundings.

228th Avenue provides the primary corridor to support activity centers and more transit-oriented development. New development, redevelopment, or in-fill development that occurs in major activity centers can be designed to incorporate features that are compatible with public transportation. These features include:

- Land use that creates densities to support transit,
- Facilities that are oriented toward transit service,
- Walking distances that are on a reasonable pedestrian scale,
- Site design that encourages transit riders.

Zoning provisions are the primary means of implementing transportation-related land use policy. In order to accomplish this, the zoning code for major activity centers can be reviewed to ensure transit friendly design in these areas. Some factors that may be considered are:

- Encourage public transportation-compatible in-fill development on areas near transit routes and stops,

Exhibit 1 T.90

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- Support the development of park-and-ride lots along transit routes,
- Encourage pedestrian uses at street-level buildings to stimulate activity and interest,
- Support increased residential densities along transit routes,
- Support increased employment densities in activity centers.

*See Volume I,
Transportation Element
Policy T.2.8, Policy
T.2.9 and Policy T.2.10
on page 88.*

In addition, transit can be made more compatible with pedestrian travel by observing the following design guidelines:

- Provide sidewalks and safe crosswalks for access to the transit system,
- Include provisions for weather protection of the pedestrian,
- Eliminate barriers that discourage pedestrian access,
- Keep walking distances to a quarter-mile or less,
- Provide curb ramps and other facilities conforming to the Americans with Disabilities Act (ADA),
- Provide lighting to improve pedestrian safety and security,
- Provide design guidelines to foster and encourage pedestrian activity.

Special emphasis should be placed on the identification and public awareness of the transit system. Specific tasks could include improved signing, identification, and improved transit stops; route and schedule information provided at all transit stop sites; and shelters provided at some sites. Shelters provide a visual reminder of transit availability and provide an incentive for residents and visitors to use the transit system. Shelters can be installed only in locations with adequate public right-of-way and where appropriate pads can be constructed.

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with streets, bicycle facilities, and pedestrian facilities is critical to transit's success.

Non-Motorized Plan

The Trails, Bikeways and Paths Plan is a comprehensive planning document for the City of Sammanish addressing a 20-year vision for development of recreational trails and non-motorized transportation facilities within the city. The dual focus on recreational trails and public right-of-way non-motorized facilities is an intentional effort to create a well-integrated system for pedestrians, bicyclists, equestrians, and other trail users in the city. The title of the plan is also a reflection of the desire for an

*See Volume I,
Transportation Element
Policy T.2.12 and Policy
T.2.13 on page 89.*

integrated system. “Trails, Bikeways and Paths” is a melding of terminologies to de-emphasize the differences between recreation-based and transportation-based facilities, and to underscore the common themes and the benefits of an integrated system.

A vital aspect of the plan and a key part of the message is that this vision is for an integrated system. It was decided early on to pursue a system that avoided the historical, but somewhat arbitrary, distinctions between a non-motorized and a trails plan. This more holistic approach will provide additional flexibility in implementing the overall vision to connect key destinations that in many instances may not be possible to connect using one type of route or the other. It will also provide opportunities for interdepartmental coordination and will bring a greater efficiency to the effort. The benefits far outweigh the inconveniences of developing the plan in such a manner. The resulting system will be greatly enhanced as a result of this integrated approach.

This vision has been developed through a concentrated community outreach effort and through consistent dialogue and involvement of a citizen advisory committee called the Trails, Bikeways and Paths (TBP) Subcommittee. This advisory committee was formed to assist in guiding the development of this plan and reports to the Parks and Recreation Commission regarding the progress of the plan. In addition, community input was gathered at multiple points during the planning process and through the review and adoption process by the City Council.

The development of a vision for the future required an extensive effort to document existing trail and non-motorized facilities to provide a current picture and identify gaps in the system. An existing conditions inventory was completed for all trail and non-motorized facilities in the city, including private trail systems. Documentation of private trail systems was done to provide an understanding of how a proposed public system could integrate with private neighborhood facilities. In addition, key challenges and obstacles were identified to assist in developing proposed system improvements.

Key survey data was collected from the public regarding use of trails, destinations, locations, intensity of use, etc.

This information, along with feedback from the TBP Subcommittee and guidance from state and regional policy on non-motorized facilities, provided the basis for the development of TBP goals and policies. Then, basic overall trail corridors were identified to provide for east/west and north/south connectivity through the city.

With consideration of state, regional, and local design standards a hierarchy of pathways and trail types, as well as bicycle facility types, was created to specifically address the needs and conditions on the Sammamish Plateau. Each facility type description includes detailed information on facility width, height clearances, appropriate location, and surfacing.

The pathway and trail facility types range from paved multi-use trails to primitive soft surface trails, and also include all of the standard sidewalk facilities along streets and roadways. The bicycle facility types are consistent with state and regional standards for signed and striped bike lanes, designated shared bike routes, and multi-use shared paths.

Next, the identified corridors and field conditions were taken into consideration in assigning the hierarchy of facility types to all of the proposed routes. Considerations in this process included existing right-of-way and obstacles, topography, community destinations, and types of potential users. This process resulted in a 20-year pathways and trail system plan and bicycle system plan.

The overall vision is a direct reflection of the community's desire to use trails, bikeways, and paths for travel and recreation purposes. Please see the City of Sammamish *Trails, Bikeways and Paths Master Plan*.

Concurrency

A Concurrency Management System (CMS) is a policy procedure designed to enable a City or County to determine whether adequate facilities are available to serve new development. The transportation element of the Growth Management Act (GMA) requires each City and County planning department to incorporate a Concurrency Management System into their comprehensive plan. In a Concurrency Management System, local jurisdictions must adopt and enforce ordinances that prohibit development approval if the development causes the LOS on a transportation facility to decline below the standard adopted in the Transportation Element of the Comprehensive Plan. Transportation improvements or strategies that accommodate the impacts of development can be made concurrent with the development. (State of Washington Growth Management Act, RCW 36.70A, 1990)

*See Volume I,
Transportation Element
Policy T.1.1–Policy
T.13 on page 85.*

The City of Sammamish Concurrency Management System must be adopted as ordinance, and will involve the following components.

Identification of facilities to be monitored

The City of Sammamish has identified both segments and intersections for concurrency monitoring. All intersections with functionally classified roadways within the city will be monitored. Additionally, all roadway segments, as identified in Background Figure T-9, will be monitored for concurrency.

Establishment of LOS standards

In order to monitor concurrency, the city must adopt standards by which deficiencies may be identified, which were presented earlier in this plan. While GMA requires that LOS standards be adopted for concurrency, it does not mandate how those standards should be defined. Thus, the city is free to adopt by ordinance whatever standards it deems appropriate. The LOS standards that will be used to evaluate the transportation impacts of long-term growth and concurrency are defined as follows:

- Roadway intersections. Intersection LOS is calculated using standard HCM analysis procedures and for the AM or PM peak hour, whichever is worse. For intersections, the city shall adopt a standard of LOS D for intersections that include principal arterials and LOS C for intersections that include minor arterial or collector roadways.

Attaining LOS D at major intersections with high approach volumes can result in large intersections with exclusive right-turn lanes, double left-turn lanes and additional through lanes. These improvements improve LOS for vehicles, but result in very long crosswalks and increased potential for pedestrian-vehicle conflicts at free right turns.

The LOS for intersections with principal arterials should be LOS D, when LOS D can be attained with maximum of three approach lanes per direction. For example, a typical intersection of two five-lane roadways. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction.

- Roadway segments. Segment LOS is based on allowable AWDT on a roadway segment as a function of roadway characteristics, as described earlier in this Transportation Element. The AWDT thresholds for each of these roadway segments, based upon the roadway characteristics, are defined in Background Table T-7. These thresholds would be adopted as ordinance by the City Council.

Exhibit 1 T.94

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- Corridor LOS. Roadway LOS will be based upon performance of key corridors.

Corridor LOS will be determined by averaging the incremental corridor segment volume over capacity (v/c) ratios within each adopted corridor. This has the effect of tolerating some congestion in a segment or more within a corridor while resulting in the ultimate completion of the corridor improvements. The average v/c of the segments comprising a corridor must be 1.00 or less for the corridor to be considered adequate. All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. Corridors comprised of one concurrency segment segments must have a v/c of 1.0 or less to be considered adequate.

The following corridors comprised of the concurrency segments shown on the Background Figure T-9 will be monitored:

- East Lake Sammamish Parkway North Corridor
Concurrency segments 1, 2, and 3
- East Lake Sammamish Parkway Central Corridor
Concurrency segments [4](#), [5](#), and [6](#)
- East Lake Sammamish Parkway South Corridor
Concurrency segments [7](#) and [8](#)
- Louis Thompson Road – 212th Corridor
Concurrency segments [11](#), [12](#), [13A](#), [13B](#), and [14](#)
- Sahalee Way — 228th Avenue North Corridor
Concurrency segments [21A](#), [21B](#), [21C](#), [22](#), and [23](#)
- 228th Avenue Central Corridor
Concurrency segments [24A\(1\)](#), [24A\(2\)](#), [24B](#), [25A](#), and [25B](#)
- 228th Avenue South Corridor
Concurrency segments [26](#) and [27](#)
- Issaquah-Pine Lake Road Corridor
Concurrency segments [32](#), [33](#), [34A](#), and [34B](#)
- 244th Avenue North Corridor
Concurrency segments [35](#), [36](#), [37A](#), and [37B](#)
- [Windsor Boulevard – 248th Avenue Corridor](#)
Concurrency segments [38](#), [52A](#), and [52B](#)
- 244th Avenue South Corridor
Concurrency segments [39](#)
- [Issaquah-Fall City – Duthie Hill Road Corridor](#)
Concurrency segments [47](#), [48](#), and [49](#)
- NE Inglewood Hill Road Corridor
Concurrency segments [15](#) and [16](#)
- NE 8th Street [Corridor](#)
Concurrency segments [28A](#) and [28B](#)
-

*See Volume I,
Transportation
Element Policy T.3.3
on page 90.*

- SE 32nd Way – Issaquah-Beaver lake Road Corridor
Concurrency segments [40A](#), [40B](#), [41](#) and [42](#)
- SE Duthie Hill Road – Trossachs Boulevard Corridor
Concurrency segments [43](#), [44](#) and [45](#)
- SE 4th Street [Corridor](#)
Concurrency segments ~~47~~[18A](#) and [18B](#)
- SE 8th Street [Corridor](#)
Concurrency segments [29](#)
- SE 20th Street [Corridor](#)
Concurrency segments [19](#) and [20](#)
- SE 24th Street West Corridor
Concurrency segments [9](#) and [10](#)
- SE 24th Street East Corridor
Concurrency segments [30](#) and [31](#)
- [Klahanie Corridor](#)
Concurrency segments [53](#), [54](#), and [55](#)
- [South Pine Lake Route Corridor](#)
Concurrency segments [58](#) and [59](#)
- [218th SE Avenue – SE 8th Street Corridor](#)
Concurrency segments [17A](#) and [17B](#)

Monitoring

On a continuing basis, monitor and evaluate the adequacy of the concurrency policies and established LOS standards as new development occurs and as traffic levels grow. Analyze external influences on the Concurrency Management System. Make periodic adjustments to LOS standards as part of the annual Comprehensive Plan amendment process, based on the on-going evaluation.

Mitigation Fee System

The City has adopted a transportation impact fee.

Financing

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

*See Volume I,
 Transportation Element
 Policy T.3.12–Policy
 T.3.21 on page 92.*

Total revenue available to the City of Sammamish for concurrency projects over a 20-year period is estimated in Background Table

Exhibit 1
T.96

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T-18. The estimated revenue projection is \$237,000,000 (year 2015 dollars). The projected revenue presented in Background Table T-18 provides a revenue stream for the expenditures proposed for the next 20 years, based upon these preliminary estimates.

*Background Table T-18
 Transportation Capital Improvement Funding: 2015-2035*

| FUNDING SOURCE | AMOUNT (2015 DOLLARS) |
|--|--------------------------|
| Transportation Fund Revenue (REET) | 25,000,000 |
| Road Impact Fees (includes beginning fund balance) | 35,000,000 |
| Anticipated grants | 15,000,000 |
| Funding to be determined | 162,000,000 |
| TOTAL REVENUE | 237,000,000 |

Contingency Plans in the Event of Revenue Shortfall

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration fee, general obligation bonds, and mitigation payments (which have not been enacted), and which fluctuate with the amount of new development.

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

*See Volume I,
 Transportation
 Element Policy T.3.19
 on page 92.*

Exhibit 1
T.98

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June 2017

**CITY OF SAMMAMISH
WASHINGTON
Resolution No. R2016-709**

**A RESOLUTION OF THE CITY OF SAMMAMISH,
WASHINGTON RELATED TO SETTING THE
COMPREHENSIVE PLAN AMENDMENT DOCKET FOR
2017**

WHEREAS, the City of Sammamish plans under Chapter 36.70A RCW, the Growth Management Act (“GMA”), which requires cities to adopt a comprehensive plan that is consistent with the GMA and with county and regional planning policies;

WHEREAS, the City Council initially adopted the City’s Comprehensive Plan in 2003 by Ordinance O2003-130, and has adopted various subsequent revisions; and

WHEREAS, the City Council updated the Sammamish Comprehensive Plan in accordance with RCW 36.70A.130 on October 26, 2015 (“2015 Comprehensive Plan”) by adopting Ordinance O2015-396; and

WHEREAS, Sammamish Municipal Code (SMC) Chapter 24.15.040 authorizes the City to consider site-specific land use map amendments and text amendments to the Comprehensive Plan on an annual basis; and

WHEREAS, City staff solicited Comprehensive Plan amendment proposals from citizens and City departments in August and September 2016; and

WHEREAS, a total of eight proposals were submitted and deemed complete, including four from the general public and four from City departments; and

WHEREAS, proposals that are included on the 2017 docket will be added to the City’s 2017 work plan, thoroughly analyzed, and returned to the Planning Commission and City Council for consideration; and

WHEREAS, on October 27, 2016 the Planning Commission held a work session on the proposals for the 2017 Comprehensive Plan docket; and

WHEREAS, on November 3, the Planning Commission held a public hearing on the proposals for the 2017 Comprehensive Plan docket, considered public comment, and made a recommendation to the City Council regarding which proposals to include on the 2017 docket; and

WHEREAS, on November 8, 2016 the City Council held a work session on the proposals for the 2017 Comprehensive Plan docket; and

WHEREAS, on November 15, 2016, the City Council held a public hearing on the proposals for the 2017 Comprehensive Plan docket in order to provide further opportunity for public comment and participation;

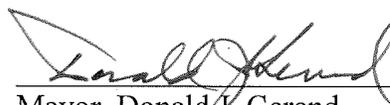
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO RESOLVE AS FOLLOWS:

Section 1. Docket Decision. The City Council of the City of Sammamish hereby approves the following proposals to be included on the 2017 Comprehensive Plan docket:

6. City of Sammamish – Department of Public Works
 - Amend Transportation element to update the City’s concurrency project list and the City’s Traffic Impact Fee, as well as other traffic model updates reflecting growth and the annexation of Klahanie.
7. City of Sammamish – Department of Public Works
 - Amend Comprehensive Plan to be consistent with revised Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards and Low Impact Development codes, among other minor edits.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 6th DAY OF DECEMBER, 2016.

CITY OF SAMMAMISH



Mayor, Donald J. Gerend

ATTEST/AUTHENTICATED:



Melonie Anderson, City Clerk

Approved as to form:



Michael R. Kenyon, City Attorney

Exhibit 2

Filed with the City Clerk: November 29, 2016
Passed by the City Council: December 6, 2016
Resolution No.: R2016-709

Exhibit 2

| FIGURE or TABLE # | NAME | Page # on Red-Lined Version (Exhibit 4)* | DESCRIPTION OF CHANGE(S) |
|-------------------|--|--|--|
| | Sound Transit | T.7-8 | Added text description of Sound Transit 3's (ST3) proposed Park and Ride lot on Sammamish traffic. |
| Figure T-1 | Roadway Functional Classification | T.13-14 | MINOR ARTERIALS: Deleted 244th Ave. SE (SE 32nd to SE 8th); Deleted SE 4th St (218th to 228th); Added 244th Ave SE (SE 8th to NE 8th) COLLECTOR ARTERIALS: Added NE 37th Way/205th Place NE/211th Way NE/NE 16th St (Sahalee to 216th); Added 216th Ave NE (16th to IWHRd); Added SE 4th St (218th to 228th); Added SE Windsor Blvd (SE 8th to SE 24th); Added SPLR (212th to 228th); Added 244th Ave SE (SE 32nd to SE 24th); Added Klahanie Blvd (IPLRd to IFCRd); Added SE 256th Ave (Klahanie to IBLRd). See text revisions pages T.10-13. |
| Table T-1 | Miles of Roadway by Classification | T.14-15 | Revised to reflect changes in Figure T-1 above. |
| | Traffic Signal & Roundabout Intersection Inventory | T.16 | Updated text to reflect updated intersection inventory. |
| | Roadway Design Standards | T.16 | Updated text to reflect the city's Public Works Standards adopted in December 2016. |
| Figure T-2 | Traffic Signal Locations | T.18 | Updated to 2016 status |
| Figure T-4 | Roadway Design Standards | T.20 | Updated to reflect the city's Public Works Standards adopted in December 2016. |
| | Average Weekday Daily Traffic | T.21 | Updated text to reflect additional count locations added in 2016. |
| Table T-2 | 2016 Average Weekday Traffic (AWDT's) | T.24-25 | Updated to reflect both added roadway segments (Increased the number of traffic count locations from 21 to 78) and to reflect actual field gathered 2016 AWDT's |
| Figure T-7 | 2016 Average Weekday Traffic (AWDT's) | T.26 | Updated to reflect both added roadway segments (Increased the number of traffic count locations from 21 to 78) and to reflect actual field gathered 2016 AWDT's |
| | Roadway Level Of Service Analysis | T.27 | Updated text to reflect the use of the 2000 Highway Capacity Manual (HCM) as the source used to measure transportation facility performance. |
| | Intersection Level of Service (LOS) Criteria | T.27 | Added text describing roundabout (RAB) LOS criteria |
| Table T-4 | Level of Service (LOS) Criteria | T.29 | Updated to include Roundabout (RAB) LOS criteria to be the same as that for signalized intersections and to reflect use of 2000 HCM for intersection LOS calculations. |
| Table T-5 | Level of Service (LOS) Criteria | T.29 | Updated to eliminate RAB LOS criteria being the same as that for stop controlled intersection and to reflect use of 2000 HCM for intersection LOS calculations. |
| | PM Peak Hour Intersection LOS | T.30 | Updated text to reflect additional intersections added for monitoring in 2016. |
| Table T-6 | 2016 Intersection LOS | T.31-32 | Updated to reflect intersection LOS based on 2016 field gathered traffic counts and to reflect use of 2000 HCM for intersection LOS calculations; increased the total number of included intersections from 30 to 50. |
| | Roadway Segment AWDT Thresholds | T.36 | Updated text to reflect additional segments added for monitoring in 2016. |
| Figure T-8 | 2016 Intersection LOS | T.33 | Updated to reflect intersection LOS based on 2016 field gathered traffic counts; increased the total number of included intersections from 30 to 48. |
| | PM Peak Hour Intersection LOS | T.34 | Updated text to reflect additional intersections added for monitoring in 2016. |
| | Roadway Segment AWDT Thresholds | T.36 | Updated text to reflect additional segments added for monitoring in 2016. |

Exhibit 3

| FIGURE or TABLE # | NAME | Page # on Red-Lined Version (Exhibit 4)* | DESCRIPTION OF CHANGE(S) |
|-------------------|--|--|--|
| Figure T-9 | Concurrency Segments | T.37 | Updated to include revised currency segments, both those that are new (Klahanie annexation and others - segment numbers 50 and above) and those existing segments that were split for the sake of more accurate concurrency calculations (these segments have a letter in their number); increased the total number of roadway segments from 49 to 73. |
| Table T-7 | Roadway Segment Concurrency Thresholds & AWDT's | T.39-42 | Updated to include revised currency segments, both those that are new (Klahanie annexation and others - segment numbers 50 and above) and those existing segments that were split for the sake of more accurate concurrency calculations (these segments have a letter in their number); increased the total number of roadway segments from 49 to 73. |
| Table T-8 | Concurrency Threshold Definitions | T.43 | Revised "Median" values to reflect a left turn constrained roadway; clarified "Walkway/Bikeway" threshold capacity values. |
| | Collision Analysis | T.44 | Updated text to reflect 2012-2016 accident history. |
| Table T-9 | Collision Summary | T.44 | Updated to 2012 - 2016 numbers |
| Figure T-10 | Traffic Collisions | T.45 | Updated to 2012 - 2016 numbers |
| | Traffic Calming | T.46-47 | Updated text to conform with current city of Sammamish traffic calming locations and standards |
| | Current Six Year TIP | T.47 | Updated text to reflect 2017-2022 TIP |
| Table T-10 | 2017-2022 Six Year TIP | T.48-49 | Updated from 2016-2021 TIP to current 2017-2022 TIP |
| | Transit Service | T.51 | Added text to describe the Microsoft "Connector" bus service for its employees who live in Sammamish; updated park-and-ride facilities to reflect Klahanie Area Annexation. |
| | Travel Forecasting Model | T.54-58 | Updated text to describe the 2016 updating of the travel demand forecast analysis |
| Table T-12 | Committed CIP Projects | T.58 | Updated to match Table T-10 and to reflect postponement of Sahalee Way - 220th to North City Limits project. |
| Table T-13 | 2035 Intersection LOS with Committed CIP Projects Only | T.59-60 | Updated to include revised intersection list |
| Figure T-14 | 2035 Intersection LOS with Committed CIP Projects Only | T.61 | Updated to include revised intersection list from Table T-13 |
| | LOS Analysis for 2035 Land Use | T.62 | Updated text to match 2035 intersection LOS results shown in Table T-13. |
| Table T-14 | AWDT Thresholds & 2035 Segment Volumes | T.63-67 | Updated to reflect added roadway concurrency segments (Klahanie annexation & others) and revised existing concurrency segments; updated with recalculated 2035 concurrency threshold capacities and traffic model projected 2035 AWDT traffic volumes. |
| | Recommended Transportation Improvements | T.68 | Updated text to refer to 2016 and 2035 project needs vs. 2012 project needs. |
| Table T-15 | Summary of Recommended Transportation Improvements | T.68-69 | Updated to include revised list of recommended transportation improvements based on revised projected 2035 traffic volumes. |
| | 2035 LOS Analysis with Recommended Improvements | T.70 | Updated Text to reflect description of 2035 deficiencies based on updated LOS analysis |
| Table T-16 | 2035 Intersection LOS with Recommended Improvements | T.72-73 | Updated to reflect 2035 intersection LOS based on recommended transportation improvements listed in Table T-15 and to reflect use of 2000 HCM for LOS analysis. |

Exhibit 3

| FIGURE or TABLE # | NAME | Page # on Red-Lined Version (Exhibit 4)* | DESCRIPTION OF CHANGE(S) |
|-------------------|---|--|---|
| Figure T-16 | 2035 Intersection LOS with Recommended Improvements | T.74 | Updated to reflect 2035 intersection LOS listed in Table T-16. |
| Table T-17 | 2035 Segment Concurrency Status with Recommended Improvements | T.75-79 | Updated to reflect 2035 segment concurrency threshold status based on recommended transportation improvements listed in Table T-15. |
| | Actions to Meet LOS Standards | T.79-84 | Updated to reflect roadway and intersection improvements to eliminate LOS deficiencies from tables T-16 and T-17. |
| | Concurrency LOS | T.92-93 | Updated list of those roadway corridors from Figure T-9 that will be monitored by the city for concurrency compliance. |

Exhibit 3

* Note: Page numbers subject to change at final adopted version of Transportation Element amendment



Memorandum

Date: July 11, 2017

To: City Council

From: Shanna Collins, Chair, Planning Commission
Larry Crandall, Vice Chair, Planning Commission

Re: Summary of Planning Commission Recommendation on the 2017 Annual Amendment to the Transportation Element of the Comprehensive Plan

On behalf of the Planning Commission, we are pleased to forward to the City Council a recommendation on the proposed 2017 Annual Amendment of the Transportation Element of the Sammamish Comprehensive Plan. The amendment accomplishes the important objective of making consistency updates to the technical documentation of the Transportation Element, which will provide information on the actions needed to implement the City's policies related to transportation.

Project Scope

The City docketed two of the eight proposed Comprehensive Plan Amendments submitted for the 2017 Docket by Resolution R2016-709. Both docketed proposals were submitted by the Department of Public Works, including the proposal to amend the Transportation Element of the Sammamish Comprehensive Plan to update the City's concurrency project list, the City's Traffic Impact Fee, and the City's traffic model to reflect growth. The proposal also incorporates data and information related to the annexation of Klahanie. The Department of Public Works is not proposing any policy changes to the Comprehensive Plan or to any existing City standards.

Project History

The Planning Commission discussed the proposed Comprehensive Plan amendment over the course of two meetings:

1. On June 1, 2017 staff presented the Planning Commission with an overview of the Comprehensive Plan Annual Amendment process and an introduction to the proposed amendment. The Commission discussed several desired revisions to the language, which were then incorporated by City Staff, as appropriate, for further deliberation at the June 15th Planning Commission meeting.
2. On June 15, 2017 the Planning Commission held a public hearing on the proposed amendment to the Transportation Element. Following the public hearing and upon review and deliberation of the proposed amendment, the Planning Commission moved to:
 - a. Revise text on Page T-47 to state three instead of two park and ride facilities exist;
 - b. Add omitted pedestrian facilities on SE 24th Street between 228th Avenue SE and 244th Avenue SE to the Non-Motorized Map (Figure T-11; Page T-46); and
 - c. Add language stating that a right turn lane exists at the intersection of 244th Avenue SE and SE 24th Street on Page T-75.

Exhibit 4

The Planning Commission voted 3:1 to recommend a version of the proposed amendment to the Transportation Element to City Council for deliberation and adoption.

Summary of Recommendation by Planning Commission

On June 15, 2017 the Planning Commission held a public hearing, deliberated on, and recommended to the City Council proposed amendment to the Transportation Element, which contains the following substantive changes:

- **Updated Traffic Model.** The amendment includes the incorporation of 2016 traffic volume data into the calibration of the City's traffic model. The updated data will help the City to better understand its road network and impacts resulting from new development across the City.
- **Updated Concurrency Project List.** The proposed amendment updates the recommended project list necessary to eliminate projected "failures" in the City's Level of Service (LOS) standards caused by future development in the City.
- **Minor Text Edits and Improvements to Maps.** A variety of minor text and map edits were made throughout the Transportation Element in an effort to improve consistency throughout the Transportation Element and the Comprehensive Plan and to update the Transportation Element to reflect conditions existing in 2016 rather than 2012/2014. Examples include updated technical data and the inclusion of the Klahanie annexation area.

The recommended amendment to the Transportation Element will allow the City to refine and improve its implementation of the Comprehensive Plan goals and policies related to transportation as well as provide an improved framework for the City to update its Traffic Impact Fee.



Shanna Collins 7-3-2017

Chair, City of Sammamish Planning Commission



Larry Crandall 7/6/17

Vice Chair, City of Sammamish Planning Commission



Memorandum

DATE: July 11, 2017

TO: City Council

FROM: Jessi Bon, Deputy City Manager

RE: Recommendation to form a Human Services Commission

In 2016, the City Council appointed a Human Services Task Force to promote and support a variety of human service programs and initiatives. One of the work items assigned to the Task Force was to evaluate the need to form a permanent Human Services Commission. The Task Force has completed their work, including meeting with a number of neighboring municipalities, and is recommending the formation of a Commission (See attached recommendation).

The Task Force presented their recommendation to the Human Services Committee on June 27, 2017. The Committee expressed support for the recommendation and suggested the item be scheduled for discussion with the full City Council.

Size of the Commission

Although not included in the recommendation, the Task Force and the Committee did have a discussion on the appropriate size of the Commission. The recommendation is that a permanent Commission be comprised of seven (7) members, similar to the Task Force. There was also continued support for a recruitment process that balances representation on the Commission from the following areas of interest: Faith-based organizations, Schools, Human Service Providers, Seniors, Service Organizations, Health and the Community at Large.

Implementation

Should the City Council desire to proceed with the formation of a permanent Human Services Commission, staff will prepare an Ordinance for consideration in September. This timing will allow for the recruitment of commissioners to take place at the same time recruitment is occurring for all other commissions at the end of 2017. The new Human Services Commission will officially commence work at the beginning of 2018. The Human Services Task Force will sunset at the end of 2017.

**City of Sammamish Human Services Task Force
Recommendation on the Formation of a Human Services Commission**

Approved: June 7, 2017

Part 1: Recommend forming a Commission

The Human Services Task Force (the “Task Force”) was created by the Sammamish City Council in 2016 to recommend a two-year portfolio of grants and to make recommendations to address the human service needs of residents now and in the future.

One of the tasks assigned to the Task Force, was to evaluate the need for a permanent advisory group. The Task Force has completed the analysis and recommends the City create a permanent Human Services Commission. The recommendation is based on experience gained from one cycle of reviewing/recommending human service grants, a review of how similar communities address human-service related issues, and the personal experience/expertise of Task Force members.

Part 2: Proposed Scope of Work for Commission

The Task Force recommends the newly formed Human Services Commission be tasked with four main responsibilities:

1. Review and provide recommendations to the City Council on the Human Services grant program, including the following:
 - a. Budget recommendations and funding levels related to the grant program.
 - b. Policies guiding the selection and distribution of grant funds.
 - c. Evaluation of grant applications and recommendations regarding allocation of grant funds.
2. Ongoing collaboration and outreach with human services organizations that receive grant funding from the City of Sammamish.
3. Review and provide recommendations to the City Council on other matters related to Human Services including the following:
 - a. Strategic plans, including needs assessment studies related to human services and specifically the goals, policies and objectives of the plan.
 - b. Proposed budget items related to human services, including recommended funding levels for programs and partnerships (e.g. ARCH, etc.)
 - c. Proposed ordinances, resolutions and policies related to human services.
 - d. Policy review for other human services related work plan items as directed by the City Council.
4. Participate in relevant/appropriate regional task forces, working groups and committees.

Part 3: Rationale for Recommendation

Commission is for the long term: A Human Service Commission does not have the same time constraints as a Task Force and as a result can provide deep, thematic, insights rather than cursory, episodic, recommendations.

The City and Region Are Changing: As the City of Sammamish and the region continue to evolve, there is likely to be a growing demand for human services. The Commission will be an ongoing resource, providing insights and recommendations to help the City Council navigate these changes.

Investing in Bench Strength: Similarly, the permanent status of the Commission will allow Commissioners, staff, and Council Members to develop expertise in human service-related issues. This bench strength will grow with time, providing a considerable resource for the City and its residents.

Seat at the Table: With a formal Commission comes the imprimatur of the City Council and the ability to represent the City and its interests in regional human service groups. This participation, in turn, communicates the needs of Sammamish to others in the region as well as provides a means to learn about best practices in other cities.

Signals Commitment to Residents: Creating a Human Services Commission signals to Sammamish residents that its elected officials understand the needs of its residents and are committed to addressing them for the long-term.

Efficient Use of Resources: A commission provides an entry point for residents to share insights and concerns about human services. In addition, a commission is able to use that input and other data points to vet opportunities and challenges, saving Councilmembers and staff time and effort to engage issues further downstream.

Part 4: Implementation of a Human Services Commission

Our recommendation is to proceed with the steps necessary to implement a Human Services Commission now, such that an ordinance could be adopted in the fall. This timing would allow for the recruitment of commissioners to take place at the same time recruitment is occurring for all other commissions at the end of 2017. The new Human Services Commission would officially commence work at the beginning of 2018. The Human Services Task Force will sunset at the end of 2017.

The development of a Human Services Commission can proceed in two phases. The initial phase is budget neutral, running through the current biennium and encompassing work that has already been approved by the City Council (e.g. human services grant program). Sufficient funds and staff resources exist to support this body of work and a new Human Services Commission.

The future phase of commission work is largely dependent on the outcomes of the Human Services Needs Assessment and subsequent recommendations on human services programs. The resources needed to support additional human services work will need to be evaluated as part of a future budget cycle.

City of Redmond



Agenda Study Session

Tuesday, July 11, 2017
7:30 PM

**COUNCIL CHAMBER, CITY HALL
15670 NE 85TH STREET**

City Council

*Mayor
John Marchione*

*Councilmembers
Hank Margeson, President
John Stilin, Vice-President
Angela Birney
David Carson
Hank Myers
Tanika Kumar Padhye
Byron Shutz*

Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web Site:
<http://www.redmond.gov/CouncilMeetings>

FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:
Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.

Redmond City Council Joint Study Session with the City of Sammamish

- I. Joint Study Session with Cities Redmond and Sammamish on SR 202 Studies

[Agenda Memo](#)

[Attachment A: Agenda for Joint Study Session](#)

Redmond City Council Study Session

- I. 2017 State Legislative Session Debrief
- II. Council Talk Time