



City Council Study Session

AGENDA

October 2, 2017

4:30 pm – 6:30 pm

Call to Order Topics

Estimate time

- **Discussion:** Transportation Planning - Update on the Transportation Master Plan Process and Introduction to Regional Transportation Planning **4:30 pm**
- **Discussion:** Technical Discussion on Proposed Changes to the Transportation Element of the Comprehensive Plan **5:30pm**

Adjournment

6:30 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.



MEMORANDUM

Date: September 22, 2017
To: Cheryl Paston, City of Sammamish
From: Bianca Popescu and Kendra Breiland, Fehr & Peers
Subject: **Transportation Master Plan: Phase 1 Overview and Regional Connectivity**

SE17-0536

The City of Sammamish's Transportation Master Plan (TMP) will provide a framework to guide transportation investments over the next 20-30 years in accordance with the community's vision and goals. The TMP will include both short- and long-range strategies (programs, policies, and project recommendations) that will advance the development of an integrated multi-modal transportation system in Sammamish.

At the October 2, 2017 City Council meeting, Fehr & Peers will present on two topics related to the TMP:

- Overview of findings from the public outreach process conducted June through September 2017 (Phase 1 of the TMP)
- An early look at regional transportation planning and suggested priorities for the TMP

OUTREACH OVERVIEW

The highlights of our outreach program were the mid-August pop-up events held throughout the city, the online mini-poll, and the September 7th public workshop. In total, over 270 community members visited our pop-up events and 565 community members responded to the mini-poll (either online or via hard copy at the pop-up events). While the September 7th workshop was less well attended, it received substantial participation by 6 Council members, a few council candidates, and several residents. The session allowed for a deeper discussion of community priorities.

An overview of the outreach program conducted for Phase 1 of the TMP is included as an **appendix** to this memo.

The community's priorities for transportation are robust, as exhibited in the mini-poll responses. Citizens were asked to identify their position on a spectrum of four choices:



- **Reducing commute times vs. improving local streets** – Respondents indicated a slight preference towards reducing commute times. Further digging on this topic in the September 7th workshop indicated that most felt both priorities are important and the TMP should balance its investments towards addressing both of these needs.
- **More connected streets vs. directing traffic to arterials** – Respondents indicated a slight preference towards creating more connectivity versus directing all traffic to arterials. However, the desire for enhanced connectivity must be balanced with ensuring that new connections are both safe and maintain neighborhood character.
- **Congestion relief for cars vs. improvements for walking and biking** – Again, a slight preference was provided for congestion relief projects over enhancements for walking and biking. These findings reiterate the need to plan a robust, multimodal system that explicitly considers the driver’s experience.
- **Support expanded transit options vs. transit isn’t particularly feasible** – Of all the choices, respondents were most unified in the need for expanded transit services in Sammamish. While the City’s topography and current level of connectivity make non-motorized access to transit service a challenge, the community seems very interested in how expanded transit service can be made a reality.

Community members were also asked to weigh in on the 6 draft priorities that Fehr & Peers presented to council in July. The draft priorities were ranked on a scale of 1-6, with 1 representing the highest priority and 6 representing the lowest priority. A key takeaway is that the community values all of these priorities, however, the two that received the highest level of community emphasis were **focusing on system efficiency** and **connecting to regional destinations**.

Goal	Average rank
The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.	2.35
Regional destinations should be easier to access, with more transit and less congestion on commute routes.	2.90
It should be easier to get places on foot, by bike or by car, with connected streets and trails, and improved bike connections.	3.59
Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.	3.61
Transportation should be safe & welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.	3.89
The rights of way and trails should look great, enhancing the character that makes Sammamish unique.	4.58



REGIONAL CONNECTIONS

As exhibited in the public outreach findings, the ability to connect to the rest of the region is of utmost importance to the community, as it impacts access to jobs, retail, and other lifestyle needs. On October 2, Fehr & Peers will facilitate a discussion on regional connections. The discussion will include identifying important community partners (neighboring cities, the County, WSDOT, transit agencies, private transportation providers, etc.), regional plans, and an early look at future investments. The staff and consulting team is seeking initial Council feedback on key areas of focus for regional transportation planning. This feedback will be used to inform ongoing work as part of the TMP process.

Exhibit 1

Phase 1 Outreach Summary

In-person, online and paper conversations with the community



The City of Sammamish and consultant team members have been actively involved in public engagement activities throughout Phase 1 of the process. And there's more to come. This summary – and the attached materials – provide some insight into the engagement process and its early findings.

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Exhibit 1

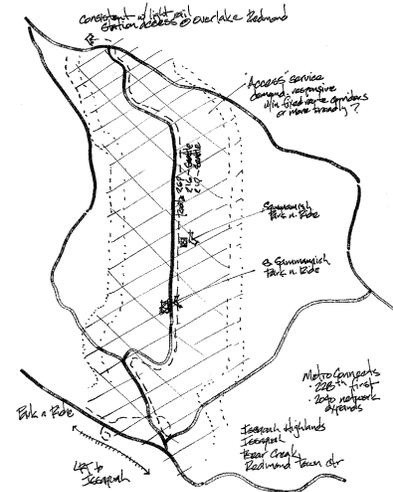
Orientation Interviews

The City of Sammamish and consultant team members hosted orientation interviews with more than a dozen transportation system stakeholders. The intent of these interviews was to identify the important transportation-related topics and issues that will guide this planning process, hearing from multiple perspectives of those who rely on the system for the provision of public services, access to jobs, and the enjoyment of living in Sammamish.

City staff selected interviewees and invited more than 35 to participate for the June 12, 13, 14 interview sessions. The invitation list – attached – included representatives from various service providers, the business community, developers, residents, City Council, public safety agencies, schools, and others.

Most interviews were an hour long, conducted in person by Cheryl Paston of Sammamish Public Works and William Grimes, Kendra Breiland, and Jeff Pierson, representatives from the consultant team. Others were conducted by phone by members of the same interview team. Some interviewees who were not able to participate during the June 12 – 14 period were interviewed later by phone.

Many interviewees also noted issues best represented on a map, and copies of those maps are attached to the end of this summary.



Topics

The orientation interviews probed topics of transportation interest, using questions focused on an analysis of existing conditions and interpretation of the transportation system’s opportunities and challenges. The questions were topic specific, and the conversations seemed to consolidate on the general areas described below.

Priorities

Interviewees consistently agreed that safety is a top transportation priority. Some believed that smoothness of traffic flow, and efficiency of the transportation network were also high priorities. Most agreed that it is a priority to serve multiple modes of travel, as well, particularly as the network struggles to deal with congestion caused by single-occupant vehicles. Other priorities included serving the transportation needs of people who remain on the Plateau during the day, accommodating kids, parents, employees and others who visit the community’s various neighborhoods, shopping centers, and schools.

Part of the overall priority discussion revolved around the transportation system’s efficiency, finding ways to manage the existing infrastructure to get the most out of what’s been built without having to build more. This discussion also touched on the removal of barricades, the connection of the street network where possible, and the increased desire to make biking and walking attractive alternatives to single-occupant automotive travel for local trips.

Policy direction

In addressing these priorities, interviewees suggested that the City is doing relatively well given its constraints. The policy focus is seen as shifting to reconsider roadway capacity improvements in light of

Exhibit 1

“choke points” at Plateau access corridors to the north and south (SR 202 and I-90, respectively) and to work toward network efficiency and transportation system safety. While interviewees applauded the City’s efforts to work with Issaquah, Redmond, King County and WSDOT, they understand that there’s little the City can do to relieve congestion beyond its boundaries. In a related vein, participants noted that increasing the “quality” and safety of the trip might make the time spent in commute congestion more tolerable.

Interviewees indicated that improvements to the transportation network should respect the community’s character, with roadway design sensitive to those particular attributes that make Sammamish an attractive place to be. Roads around Beaver Lake, for instance, may need to be treated differently than those in other areas of town.

Some participants indicated that the City may want to be experimental in its adoption of transportation policy, trying out certain approaches in a pilot or “beta” phase before fully committing. A local bus circulator, bikeshare program, or traffic safety curriculum could be instituted on a trial basis to help the community explore transportation options...and increase the connection between community members and the policy-making process.

Mobility actions

Interviewees identified several mobility actions the City can take to help overcome the challenges identified during the interviews. Some include facilitating east-west access, notably by finding ways to reduce 228th Avenue’s effect as a barrier. Moving from eastern Sammamish to western Sammamish – particularly during busy morning and afternoon periods – was seen as unnecessarily difficult. Increased trail and pedestrian access to the Sammamish Lake trail is also a priority, making that trail more attractive as a recreational asset and as a commuting alternative for cyclists headed to Redmond or Issaquah. The pedestrian and cycling network in central Sammamish was identified as adequate, capable to serve the non-motorized mobility needs of students and others moving within the central area. But other areas were seen as deficient, where sidewalks and bike lanes are interrupted. A particular concern was raised about improving non-motorized access to the 228th corridor from the neighborhoods that adjoin it, increasing the attractiveness of walking and biking as an alternative to driving a car for daily errands.

In one interview, the Issaquah School District transportation manager indicated that the District’s bus system runs 1.4 million miles annually. The number of miles would be reduced, as would the duration of individual bus trips, if some of the barricades on local streets were removed. This single mobility action would result in significant cost and time savings to the District, a documentable result of increased network efficiency.

Changes over time

Most interviewees conceded that congestion around the Redmond and Issaquah access corridors will continue to increase over time. Sammamish residents will likely continue to work in areas beyond the Plateau, and it is improbable that telecommuting or other remote work arrangements will make for significant reductions in commuting traffic. Microsoft’s Connector bus systems is running at about 50% capacity, and ridership may not significantly increase. Similarly, the community’s park-and-ride facilities are about 50% occupied, with no real expectation that Metro bus ridership will increase. Some interviewees noted that transportation technology may evolve, with electric vehicles, autonomous vehicles, and an increasing reliance on delivery services for retail goods and groceries.

Exhibit 1

Challenges today

Participants noted that Sammamish is an ethnically and socially diverse community, with a variety of expectations and needs from the transportation system. Getting their thoughts and input on what should be done may prove difficult. Older Sammamish residents may feel poorly served by the transportation system, becoming increasingly isolated because of the relatively sparse and infrequent transit service and difficulty to walk from where they live to where they may shop or socialize. Students who don't yet drive may also find it difficult to access parks, stores, and other public spaces because of the lack of continuous sidewalks or bikeable routes. And those residents who drive are funneled into a small number of arterial corridors, increasing congestion on principal routes even when destinations may be nearby and potentially accessible by better connected local streets.

Sammamish's topography was also cited as a challenge, limiting the attractiveness and popularity of cycling and walking. Though the community is located on a plateau, there are dips and hills that discourage casual walkers and bikers. Climbs and concerns over safety on the bike routes from Issaquah and Redmond also limit the number of bike commuters.

There are three high schools taking access from 228th, and a fourth is planned. While the schools coordinate on bell schedules to minimize simultaneous discharge of students, the overall impact of young drivers crowding 228th has led to congestion on the community's principal north-south arterial in mornings and afternoons. Similarly, elementary and middle schools have a high proportion of students who are driven to school by their parents. Queues in drop-off or pick-up areas back up into adjoining neighborhoods and, in some cases, block arriving or departing school busses.

Issues

Our understanding of the community's transportation issues will continue to evolve throughout the process. This is a first take based on the orientation interviews and will help shape our initial thoughts on policy responses and priorities.

Access to work

This was mentioned in every interview. At the same time, interviewees understand there's little the City can do about it. The issue revolves around the number of workers who live in Sammamish and work either to the north or south, choosing to drive their cars and forced through choke points in Redmond and Issaquah. While Sammamish is relatively close to these employment destinations, the commute takes time and is frustrating. It's not long or frustrating enough, however, to cause these drivers to seek out other commuting options. And any improvements the City makes to its own roadways to alleviate the congestion near these choke points will result in little net reduction in commute times.

Access to commercial areas

Sammamish's commercial areas are generally clustered along 228th, with another center located in Klahanie. The developments are geared to serve auto drivers and freight delivery, with driveways located as necessary to serve these two predominant users. While pedestrians and cyclists can reach these places, they have to adapt to the auto-centric design. As the Town Center project matures, however, there will be more opportunity to emphasize non-motorized access to and from adjoining neighborhoods. Signalized intersections serving the earlier generation commercial districts will continue emphasizing auto and freight mobility, accommodating pedestrians in that context. But the Town Center's transportation approach may be different, emphasizing a more diverse range of modes and a slower pace. This may cause some frustration for those driving cars.

Exhibit 1

Access to schools

Sammamish is a relatively affluent community, and relatively few of its children walk, bike, or ride the bus to school. Parents tend to drop-off and pick-up their kids from elementary and middle schools, and the students old enough to drive themselves tend to do exactly that in high school. The result is a rush of cars at school sites throughout Sammamish, causing short periods of intense congestion in the morning and afternoon that impact surrounding residential and commercial areas.

Access to transit

Metro's bus service to Sammamish shrank in 2014, and the agency is planning to add more service by the end of 2017. Still, the bus lines in town are not heavily used. Interviewees identified headways and hours of operation as not conducive to spontaneous ridership, and they noted the routes are geared more toward regional access than local. While many riders still rely on the bus for access to employment or services off the Plateau, the vast majority of Sammamish residents appear to believe the bus does not serve their needs. Larger regional transit plans call for expansion of Seattle's light rail network into Redmond and Issaquah, but there's little direct impact or benefit for Sammamish. While that results in some political resentment toward the Sound Transit tax Sammamish residents bear, there is no forecast for appreciable increase of transit ridership on the Plateau.

Access for families

Commuter congestion has attracted much of the transportation conversation. Congestion around schools has attracted much of it, too. But the orientation conversations also revealed a desire for the transportation network on the Plateau to better serve the kids, families and seniors who need to access stores, schools, public facilities and medical care during the day. Many of these residents may not own a car, and the network and array of transportation services makes it difficult for them to get where they need to go. There are services available to augment Metro's bus line, but their existence indicates that the system as it now operates is failing in part of its overall function.

Exhibit 1

Pop-up Studio

The first round of the pop-up studios was conducted over three and a half days, with venues scattered around the community. The studio focused on three principal types of activities, encouraging community conversations on transportation topics and ranking community priorities among six high-level transportation goals. The studio:

- Engaged people with a minipoll questionnaire, featuring a two-sided page probing topics of interest as derived from the orientation interviews and the team’s research. The minipoll also asked respondents to rank the initial set of six goals established in advance of the pop-up event, assigning priority as appropriate. This minipoll was identical to the one available online, and many studio visitors indicated their preference to complete the poll at home, on their computers. Even so, more than 190 minipolls were returned to us at the pop-up, serving as both an excellent conversation starter and a quantifiable reference for emerging community priorities.
- Shared information in conversation with participants, discussing the minipoll topics in depth, reviewing participant assumptions and desires and examining the transportation system in detail, allowing participant interest to guide the conversation in a type of Montessori approach for grown-ups.
- Encouraged public comment, both on a flipchart and map, to allow the consultant team to more precisely understand their hopes, concerns and suggestions. Comments on the flipchart were color-coded to reflect the nature of the comments as suggestions, concerns or opportunities. Mapping notes identified specific places in the community that participants mentioned during discussions, targeting transportation system improvements, noting transportation successes, and describing areas of concern.



Exhibit 1

The studio – consisting of a 10' x 10' canopy, displays, tables, and consultant and City staff attendants – appeared in the following locations:

Wednesday, August 16	Farmers Market Sammamish Commons 4:00 – 8:00
Thursday, August 17	Safeway store Sammamish Highlands shopping center 11:00 – 4:00 Concert in the Park Pine Lake Park 5:30 – 8:30
Friday, August 18	QFC store Klahanie shopping center 11:00 – 6:00
Saturday, August 19	Sammamish Days Sammamish Commons 9:00 – 2:30 QFC store Pine Lake shopping center 3:00 – 5:00

More than 270 people visited the studio during its run, engaging with attendants and studio materials at varying degree. Most seemed to enjoy the experience and contribute to the discussions, with the vast majority either completing the minipoll or making written comment on the map and flipchart...or both.

Flipchart comments, complete with color coding, are attached at the end of this summary, as is a larger version of the studio map, compiled of the course of the visits at all six venues.

Exhibit 1

Minipoll

The minipoll was administered at the pop-up studios and on line, using the same instrument – with slight formatting modifications – to serve both purposes. More than 560 minipolls were submitted, with 196 of them returned during the pop-up studios. Though the return rate is high, this should not be considered a statistical representation of the community’s overall opinions. There was no randomizing of the sample, the questions were open to varying interpretations, questionnaire administration techniques and styles were inconsistent (depending on the in-person conversations held during the studio and the surrounding environment if participants responded online), and there was no structural limitation on how many questionnaires a single individual could have submitted. Still, the minipoll results appear to reflect the threads of the various conversations held during the studio, with a range of opinions playing out in the results.



A complete detail of the minipoll results is included at the end of this summary.

Topics

The first part of the minipoll asked for participants to show on a sliding scale to what degree they agreed with policy statements addressing four topics derived from orientation interviews. These questions were configured with diametrically opposing policy suggestions on either side of a slider bar. Respondents indicated their policy inclinations by marking their preference along the slider bar. For example, one of the questions related to transit service. On one side, the policy statement supported making investments to improve the attractiveness and operations of the transit system. On the other, the policy statement asserts that transit isn't viable and that investment is better placed elsewhere. Participant responses would fall somewhere in between, with those feeling strongly one way or another marking on the edges of the slider bar. Those whose inclinations were more moderate would tend toward the middle. Others who might be ambivalent or unsure would mark the slider at dead center.

Analyzing the results took two forms. The first involved calculating the arithmetic mean of the responses on the slider bars. This reveals the degree to which the respondents tend to favor one policy option over another for the individual topics. The second involved calculating the standard deviation for the responses on any given topic. While the mean may tend to show central tendency, the standard deviation indicates the relative spread of the responses. This provides some insight into the extremeness of the opinions on the topics. A greater standard deviation means that people are more divided, where finding policy compromise might be more difficult.

Exhibit 1

The table below provides a quick summary of the results by topic, showing the two opposing policy options, the mean and its tendency toward one option or the other, and the standard deviation (SD).

Topic	Policy option	Mean	Policy option	SD
Commute corridors	The City should focus on reducing commute times, understanding that there's little Sammamish can do to influence congestion beyond its boundaries.	-0.31	The City should focus on improvements to local streets to improve mobility on the Plateau and not on increasing commuting corridor capacity.	1.40
	The street network needs to be more connected, allowing for dispersion of traffic flows, convenient bike/ped connections and efficient routing of school busses through neighborhoods.	-0.49	The street network should direct traffic toward arterials, limiting the use of local streets for autos and school busses by retaining barricades and cul-de-sacs in neighborhood design	1.36
	The car is our primary mode of travel, and transportation system designs should give congestion relief for cars high priority	-0.43	Our transportation system should encourage walking and biking as a practical transportation alternative, providing a safe, enjoyable experience.	1.50
	Transportation investment should support transit use, with active lobbying for increased transit service and street designs suitable for bus traffic.	-0.61	Transit isn't particularly feasible in Sammamish and shouldn't really influence how we invest in our streets.	1.42

Exhibit 1

Goals

The second part of the minipoll asked participants to rank six proposed transportation goals. These goals were generated during early City Council discussions on the plan, and they indicate the types of transportation system tradeoffs this plan will need to balance. Goals focused on topics related to congestion relief, safety, non-motorized travel, community identity, and network efficiency.

The table below indicates the final ranked order of the goals, based on analysis of all of the minipoll results. The average rank is based on the sum of ranking values divided by the total number of respondents. The lowest number corresponds to the highest ranking.

Goal	Average rank
The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.	2.35
Regional destinations should be easier to access, with more transit and less congestion on commute routes.	2.90
It should be easier to get places on foot, by bike or by car, with connected streets and trails, and improved bike connections.	3.59
Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.	3.61
Transportation should be safe & welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.	3.89
The rights of way and trails should look great, enhancing the character that makes Sammamish unique.	4.58

Exhibit 1

Workshop

Held on September 7 at City Hall, this evening workshop concentrated on an overall vision for the community's transportation system. Seventeen community members participated in the workshop, hearing an introductory presentation, engaging in an "insta-poll" activity, and then diving into the exercise. While the orientation interviews, minipoll and pop-up studio conversations focused on individual opinion, this workshop introduced the added dimension of negotiation, compromise and consensus, asking participants to work in small groups and ultimately agree on their groups' responses.



Presentation

The presentation (attached at the end of the summary) reviewed the transportation plan process to date, describing the issues the plan is addressing and conveying results of preliminary analysis to this point. It focused on the topic of the transportation planning vision, explaining the conditions and tradeoffs the plan's vision will help resolve.

Insta-poll

Coming again to life, the minipoll was the featured instrument in the insta-poll activity. It provided participants with an immediate window into the policy temperature of the room and illustrated how the results of the minipoll will be relevant to the upcoming workshop exercise and the planning work ahead. Results from the insta-poll generally reflected the preliminary results gleaned from the rest of the community, with tendencies generally toward the middle. As with the community-wide minipoll, workshop participants seemed divided on the issue of connectivity and its implications for distribution of traffic across the entire network. Insta-poll results are captured in the attached presentation.

Exhibit 1

Workshop exercise

Groups of four to six people gathered around tables to puzzle over various transportation topics this plan must address. They were to consider ten different dimensions of the system, including congestion, safety, appearance, non-motorized travel, and others. The exercise consisted of five parts.

Participants were to determine how well the existing transportation system performs **today** in each of the ten areas identified in the worksheets. They needed to agree on an overall sense of success, based on individual expectations of how the system should behave and how well it's doing it.

Once done with that task, participants were to project how well the transportation system should perform **tomorrow**, establishing a vision for which the system should strive. While it may seem that simply maximizing performance would be an easy route to take, some of the topics – if maximized – would actually impede or exclude the maximizing of others. For example, optimizing non-motorized transportation options may conflict with movements to maximize congestion relief.

The **gap** between today's condition and tomorrow's hoped-for condition indicates the degree of work needed to be accomplished on each topic during this plan's scope. Participants were to identify the gaps for each topic and agree that the numbers represent their collective thinking.

Participants then needed to assign **priority**. They were allocated a budget of 20 - representing money, staff time, or other resources – which they were to distribute among the topics. And they needed to agree on the level of resource allocation, coming together with a collective recommendation on how the community should dedicate its energies to closing the gaps between what exists today and what should exist tomorrow.

Finally, participants could suggest an eleventh transportation **initiative** on the "bonus bar." Inclusion of an eleventh item, however, would not necessarily result in the expansion of available resources, so any dedication of resources to the extra item would need to be made at the expense of the others.

Scanned copies of the worksheets are included at the end of this summary.

Score	1	2	3	4	5	6	7	8	9	10	Gap	Budget
Existing											3	3
Desired											3	3
Existing											2	2
Desired											2	2
Existing											3	2
Desired											3	2
Existing											2	2
Desired											2	2
Existing											0	0
Desired											0	0
Existing											1	2
Desired											1	2
Existing											4	2/1
Desired											4	2/1
Existing											0	0
Desired											0	0
Existing											4	3
Desired											4	3
Existing											6	2/1
Desired											6	2/1
Total (Must Add 20)												
(Bonus Bar)												

Exhibit 1

Next Steps

Sammamish staff convened a project roundtable on September 8 to review results of the project to date and refine the course of work for Phase 2. There appeared to be additional need for study on level of service and impact fees and for increased public engagement to address targeted groups. The transportation plan timeline can accommodate the additional work, with the public engagement program expanded to include a meeting with the Sammamish Youth Board and the community's principals roundtable. Outcomes from those meetings, as well as from the study of levels of service and impact fees, will influence the programming for the next series of pop-up studios.

In addition, the City may wish for the consultant team to participate in a new councilmembers orientation series, bringing them current on the plan's process, findings and direction. Many of the council candidates have participated in the process so far, developing fluency in the topics the plan is addressing and the methods in use.

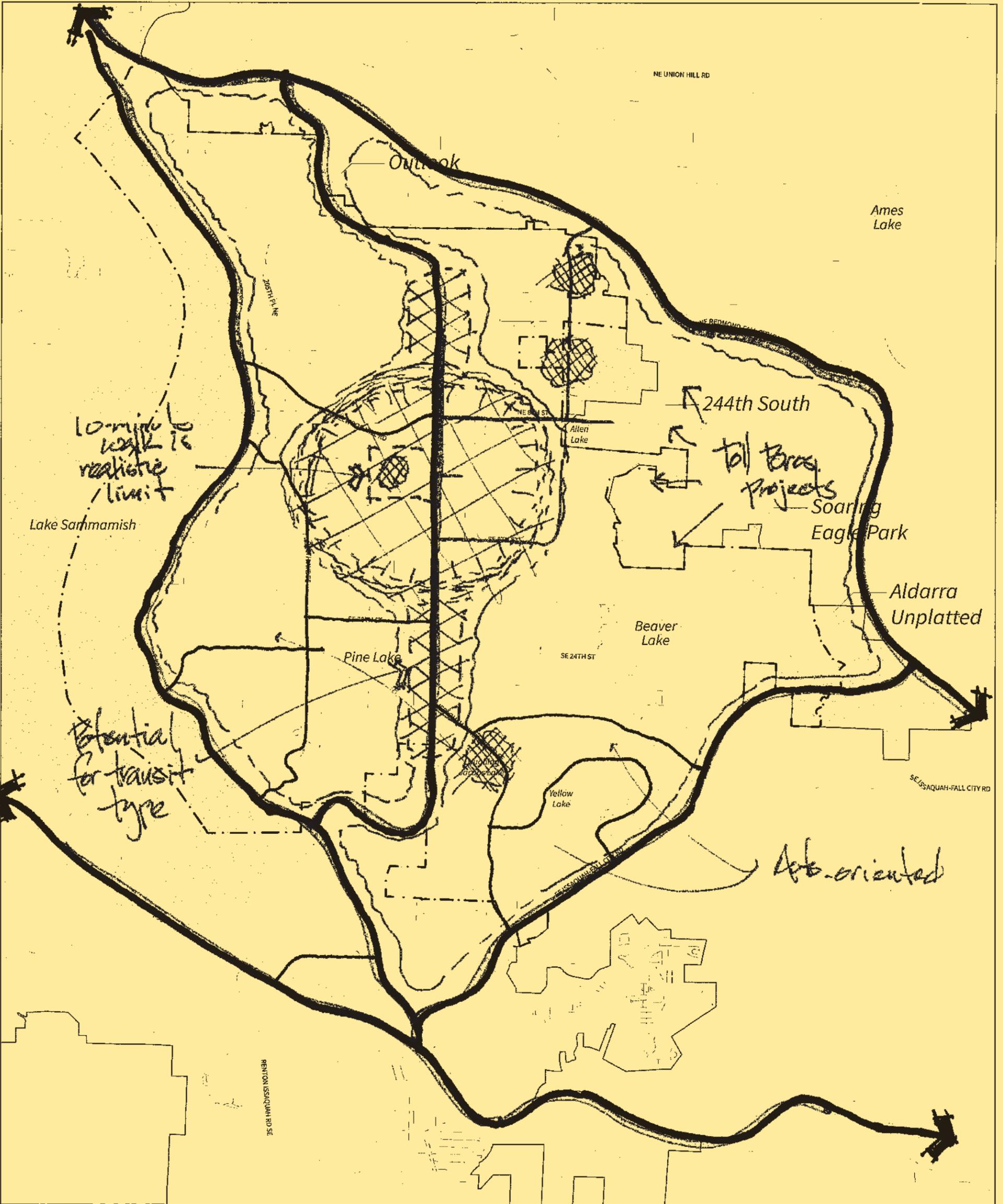
Exhibit 1

Phase 1 Outreach Summary

In-person, online and paper conversations with the community



Attachment 1: Stakeholder Sketches



--- City Boundary

— Urban Growth Area Boundary

Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department

0 0.5 1 Miles

Avon Hollingsworth

Figure LU-2



- - - City Boundary

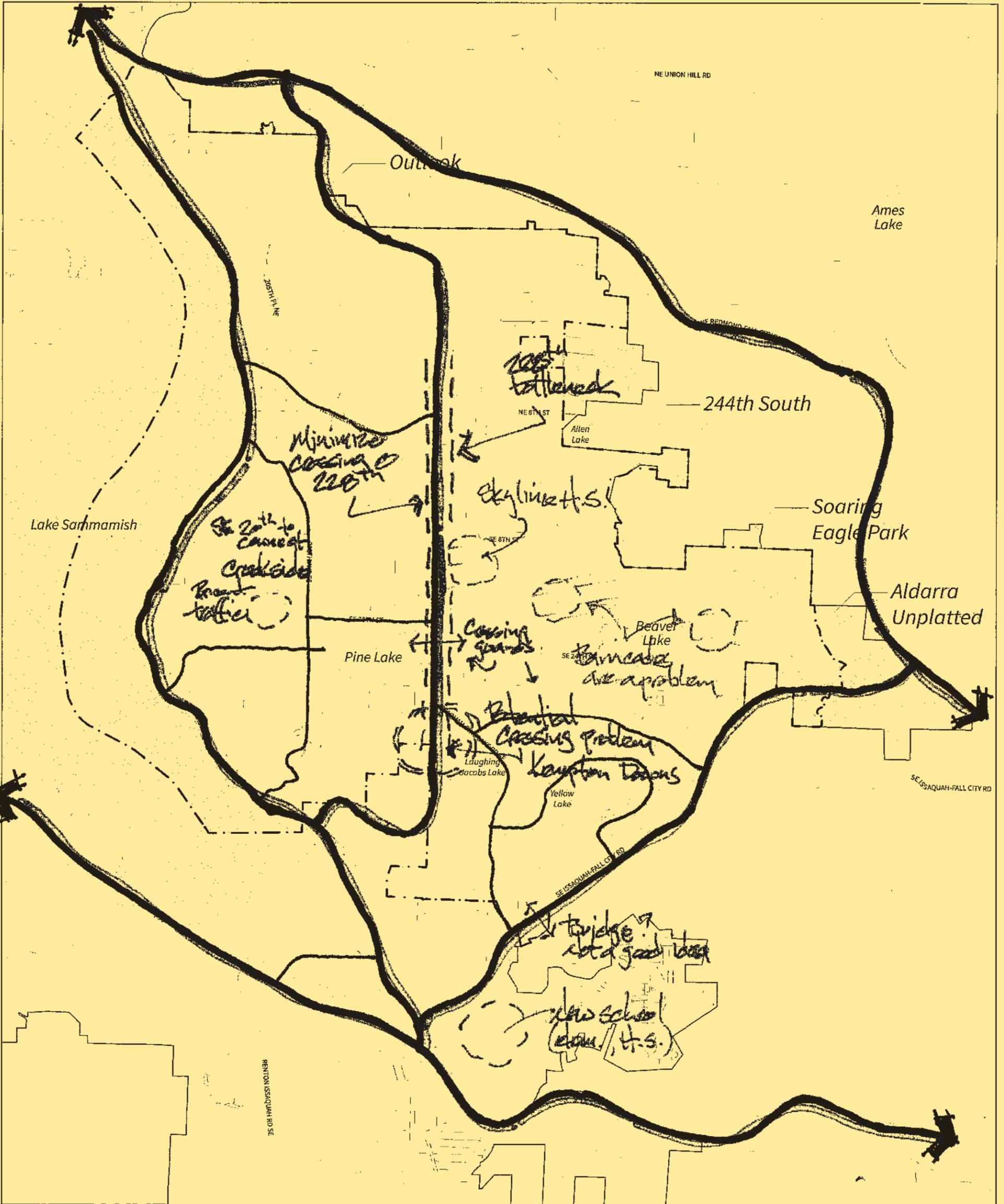
Urban Growth Area Boundary

Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department

Angie Rose

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--- City Boundary

— Urban Growth Area Boundary

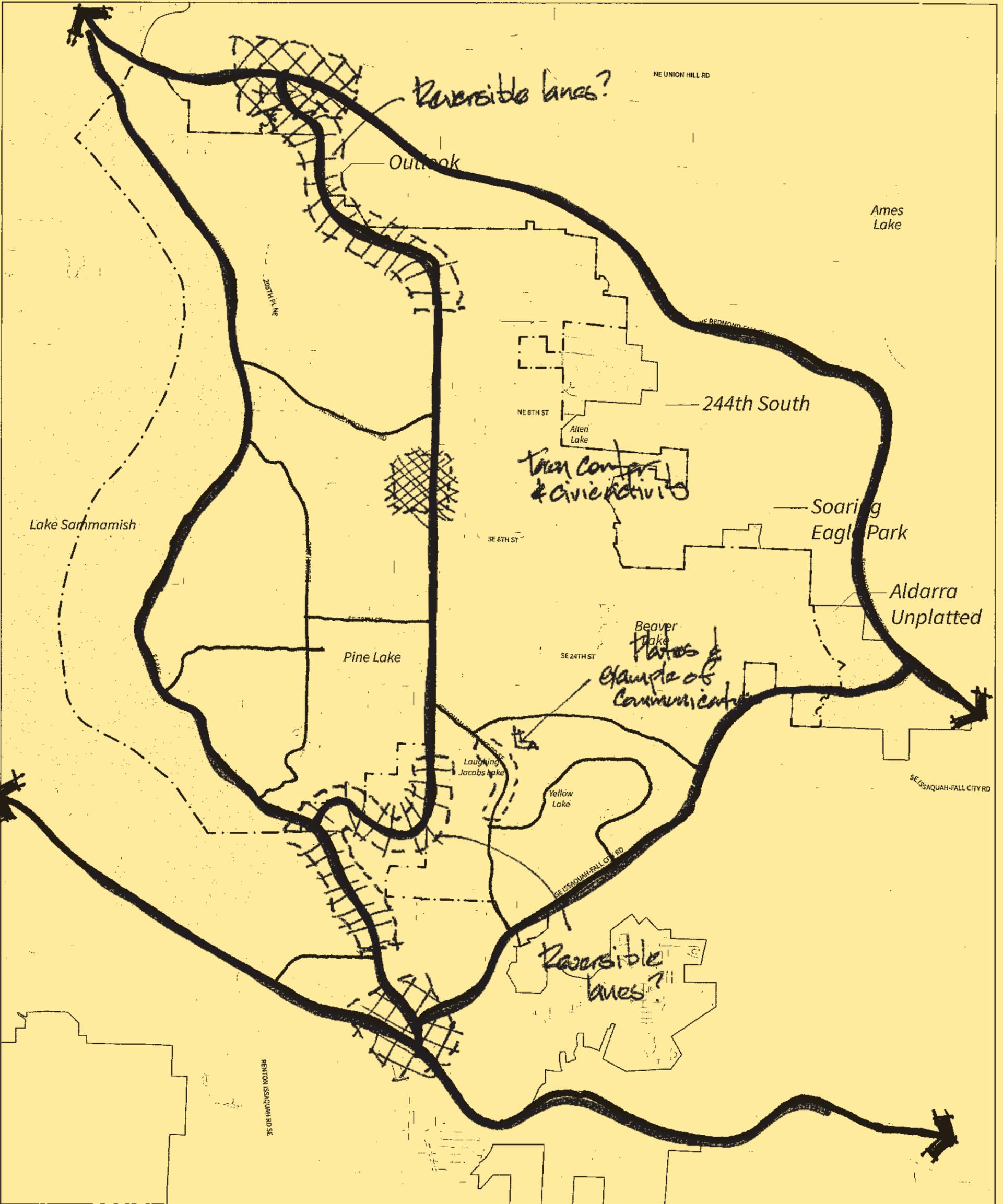
Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department

Gale Morgan



Figure LU-2



--- City Boundary

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bob s

0 0.5 1 Miles

Figure LU-2



--- City Boundary

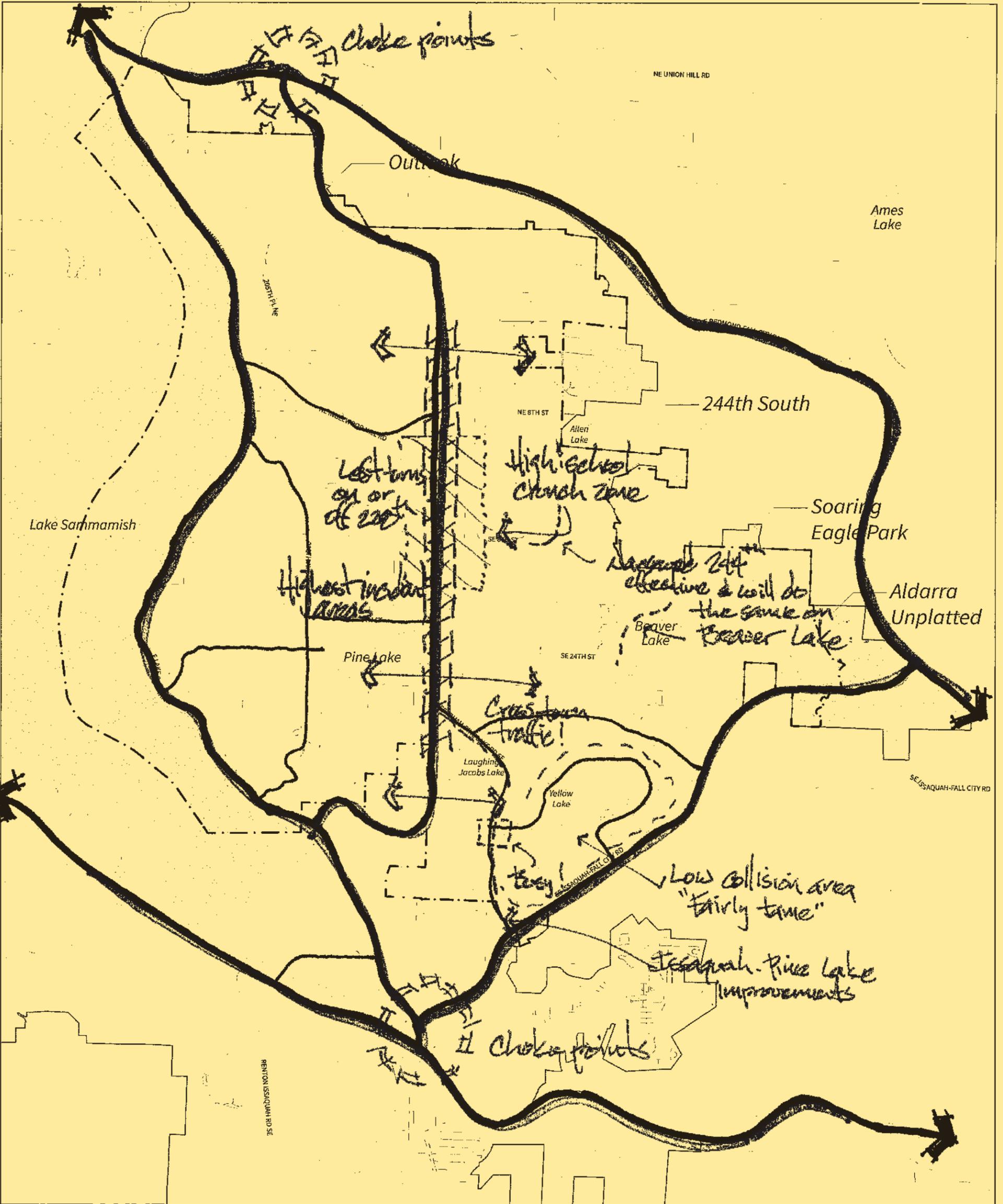
— Urban Growth Area Boundary

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Sources: City of Sammamish, GIS
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Katerina Payer
N 1 Miles

Figure LU-2



--- City Boundary

— Urban Growth Area Boundary

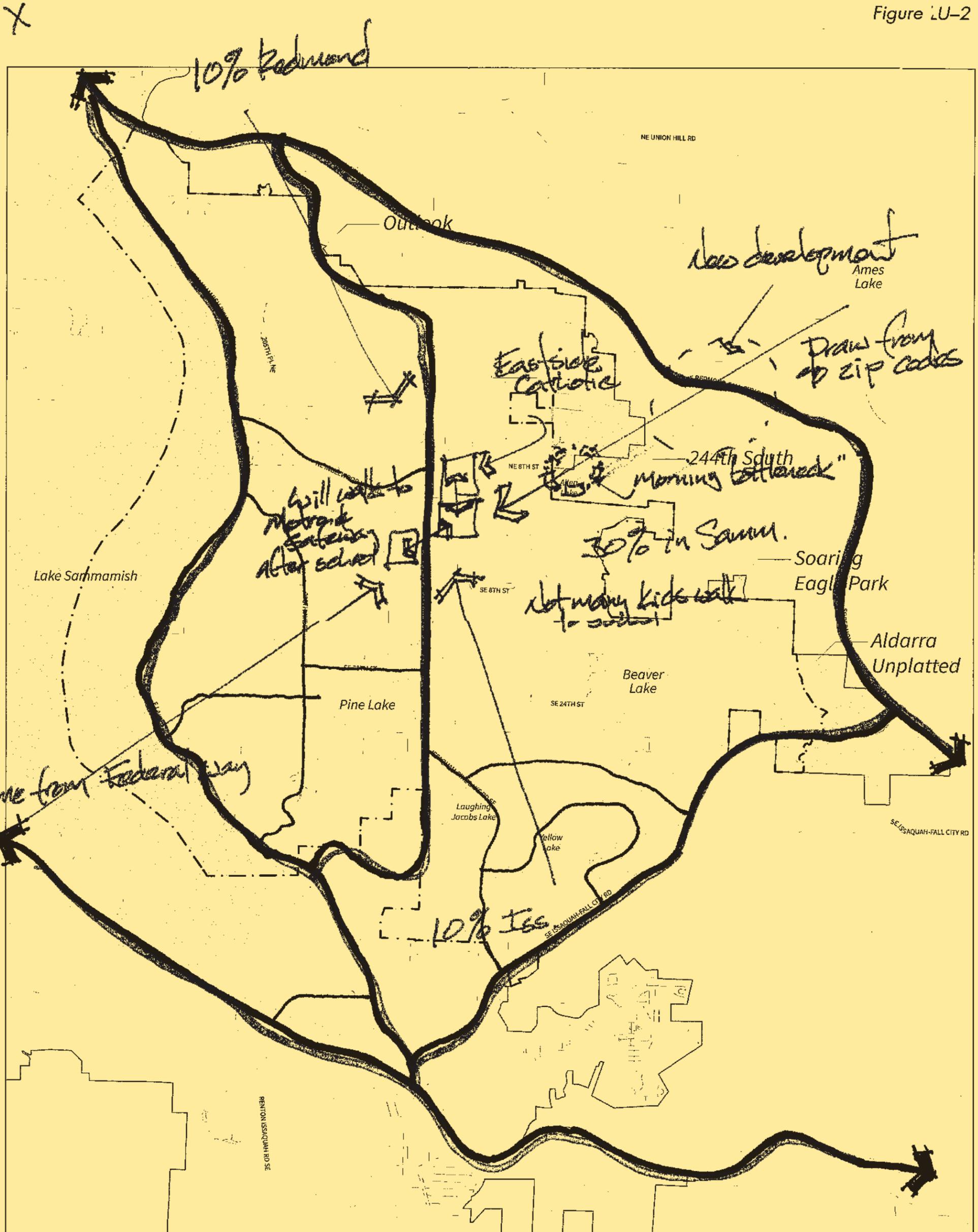
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Figure LU-2



--- City Boundary

— Urban Growth Area Boundary

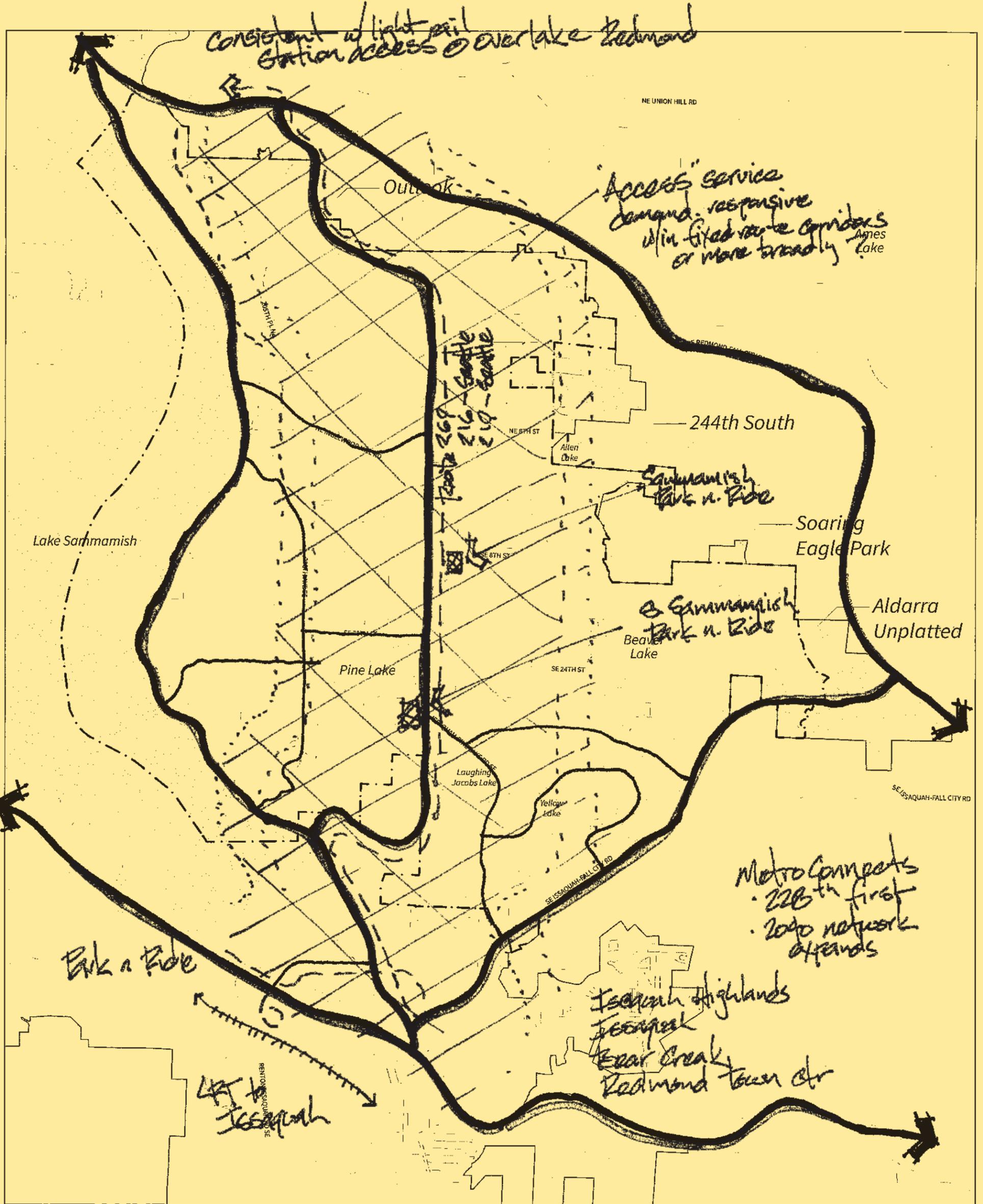
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Community Development Department



Steve B. Martin

Figure LU-2



- - - City Boundary

Urban Growth Area Boundary

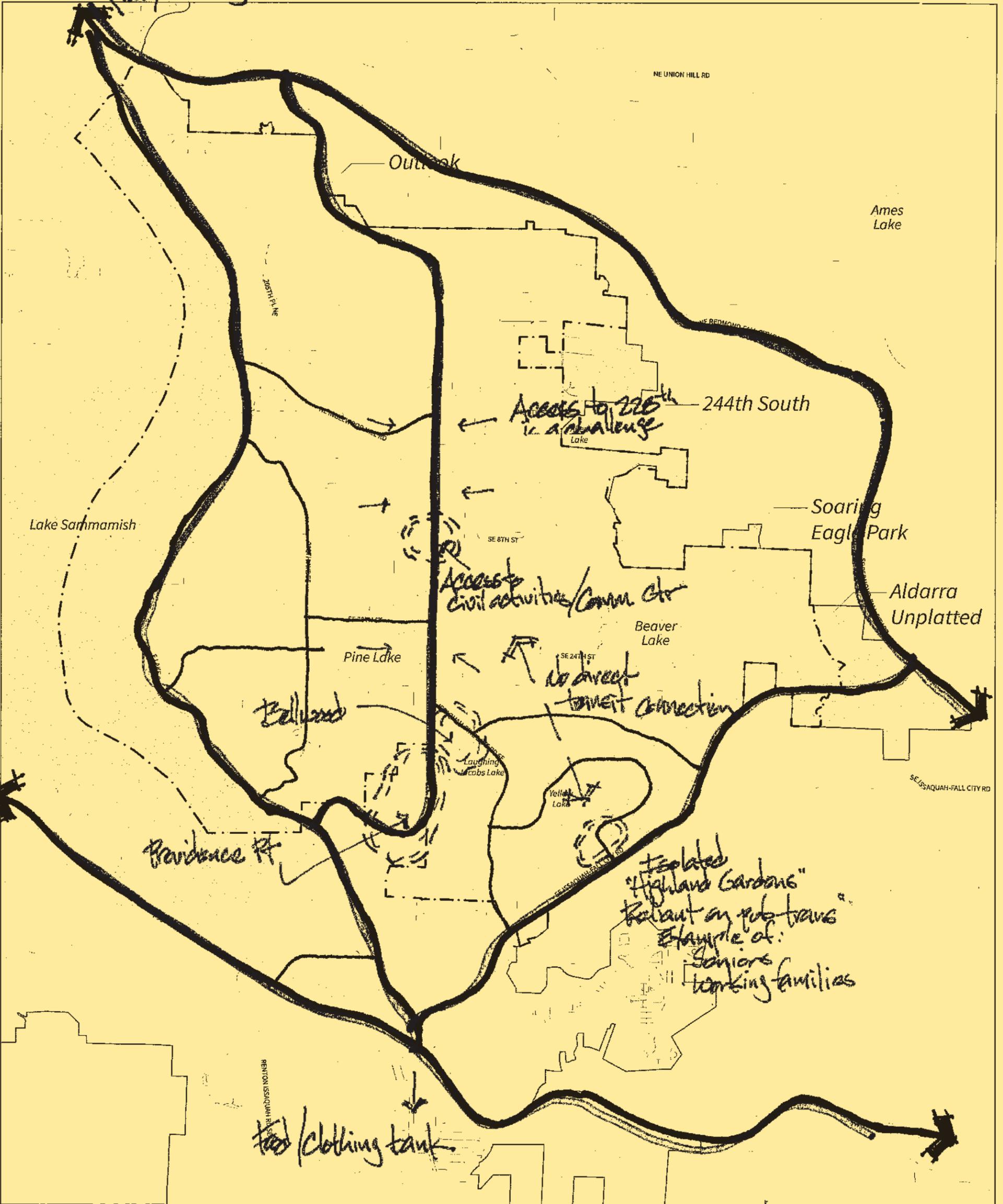
Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS Community Development Department

Jeremy Fichter

1 Miles

Figure LU-2



--- City Boundary

— Urban Growth Area Boundary

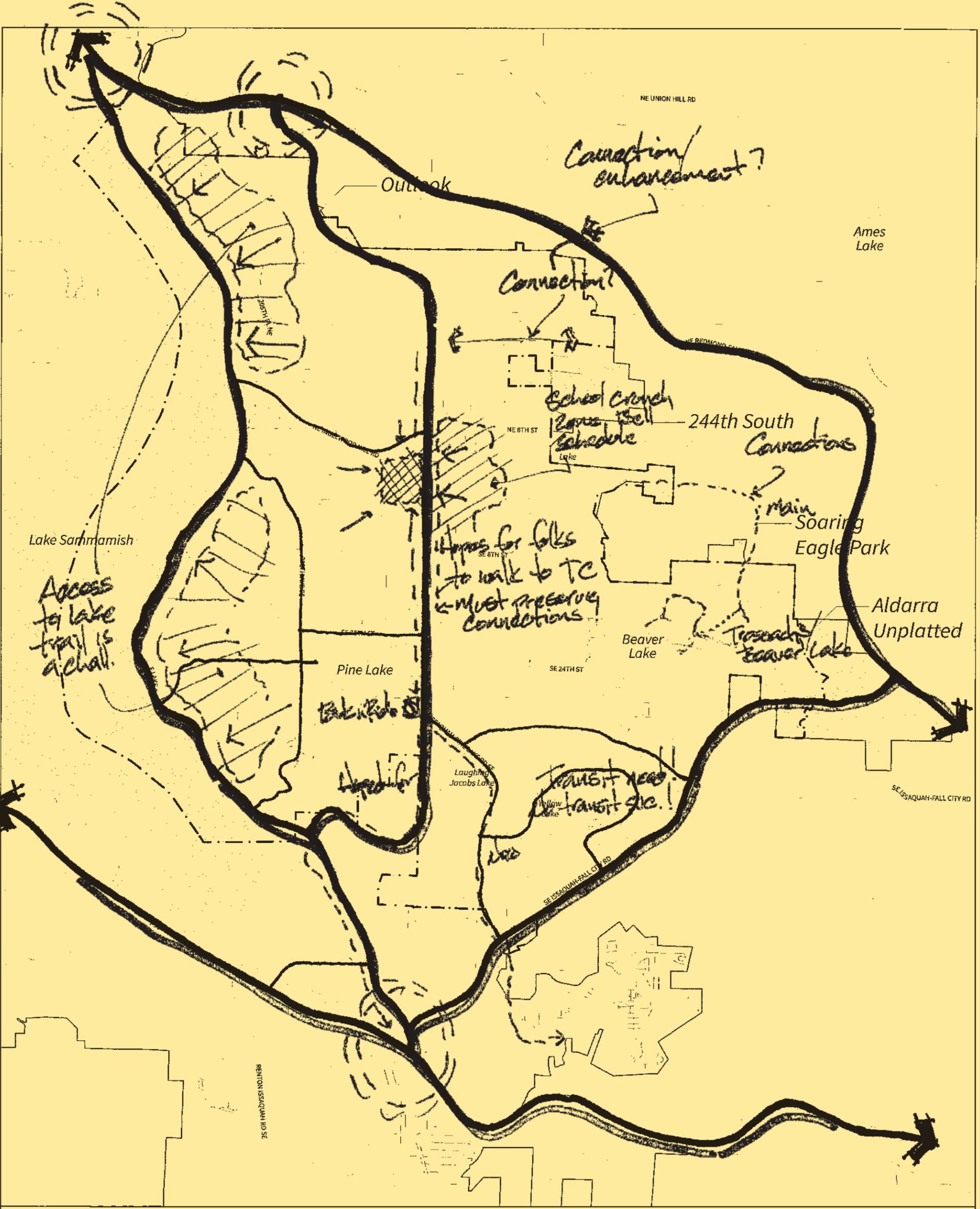
Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department

Allison G.

N 0 0.5 1 Miles

Figure LU-2



- - - City Boundary

Urban Growth Area Boundary

Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department

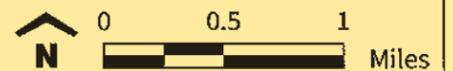
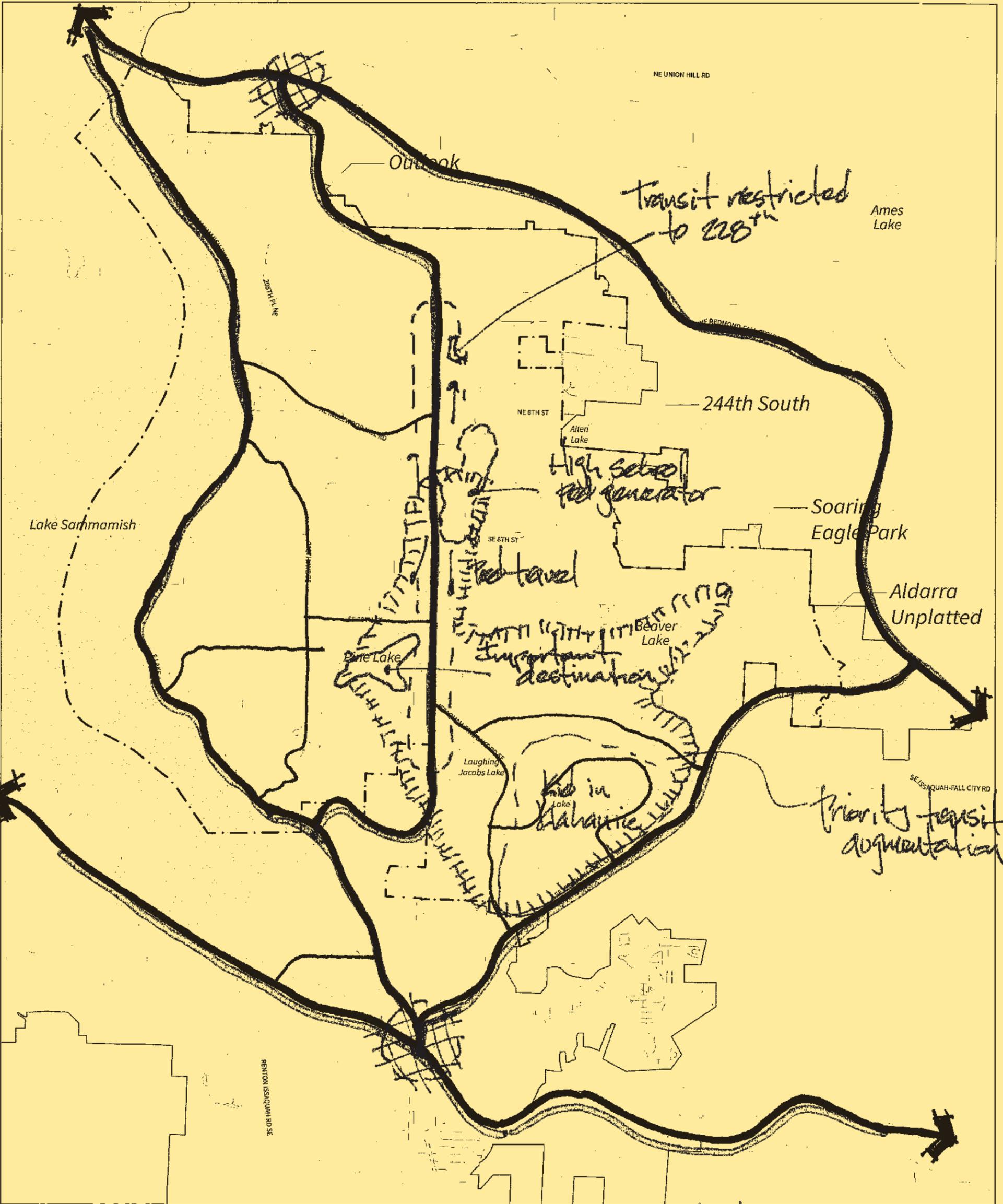


Figure LU-2



--- City Boundary

— Urban Growth Area Boundary

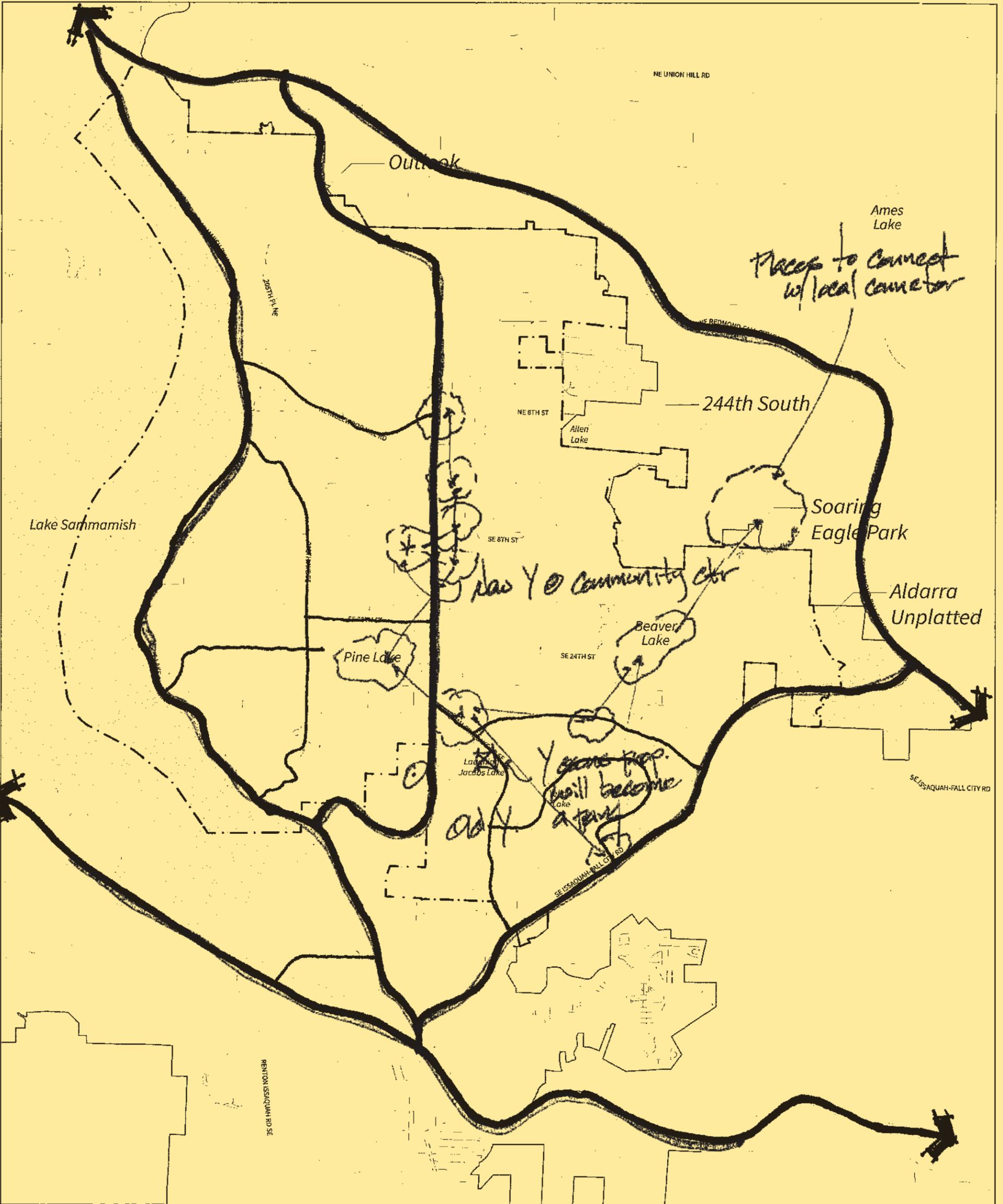
Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department

Leslie Peng

N 0 0.5 1 Miles

Figure LU-2



- - - City Boundary

Urban Growth Area Boundary

Created by Studio 3MW, February 2015

Sources: City of Sammamish, GIS
Community Development Department



Exhibit 1

Attachment 2: Pop-Up Studio Map & Comments

Exhibit 1

Sammamish TMP - Pop-up Studio #1 Flipchart Comments

Board	Star Comment
1	"Pedestrian overpass at Sammamish Landing Park."
1	"More (all modes) access to regional trail (including parking)."
1	"More park and ride spaces in the city."
1	"Pedestrian overcrossing and widening at 56th in Issaquah."
1	"Give Sammamish drivers driving training courses (focus on speed enforcement)."
1	"Generally angry at Sammamish."
1	"Get more employment on Plateau - lessen commute."
1	* "Put your money where your mouth is: run bonds."
1	"Add turn lanes to get vehicles out of travel lanes (especially on 228th)."
1	"Preserve the greenery in the city."
1	* "Utilize existing tools and improve the efficiency of existing traffic signals."
2	"Fix a one-mile school drop off trip that takes 15 minutes."
2	"Barricades should permit bike/ped passage."
2	"Moving school kids around (is an issue)."
2	"Repair 44th Street SE and 247th - tree roots."
2	"A) Teens need free/reasonably-priced public transport to go from school to activities when parents are at work, B) Seniors (many of whom are home alone and unable to drive) need transportation."
2	"Bikes similar to Ofo in Seattle."
2	"Protected bike lanes."
2	"Integrate private transit (Microsoft shuttle, for example) with public transit facilities."
3	"Support Issaquah's plan for a signal at Providence Point (help residents ingress/egress, safety, and speeds on the hill)."
3	"More signage and traffic calming."
3	"Finish Duthie Hill bottleneck."
3	"Kids should ride the school bus."
3	"Issaquah Fall City Road/Duthie Hill Road intersection improvement as signal or roundabout."
3	"More options to get kids to Bellevue CC."
3	"Footbridge to Pacific Crest Middle School."
4	"Informal bike routes up to Plateau."
4	"Driverless vehicles - kid school carpool."
4	"Encourage off-peak travel for non-workers."
4	"City should facilitate carpooling organization at "park and pool" locations."
4	"Provide busses during the middle of the day."
4	"After-school bus transport for sports/activities."
4	"Get school busses back from trips less than one-mile long."
4	"City circulator shuttle along 228th."
4	* "Organize "bike to school" events with districts."
4	* "Transportation for all ages (including non-drivers)."
5	"Provide more ADA accessible transit."
5	"Buses that provide transportation for large wheelchairs/scooters."
5	"Roundabout at Beaver Lake east of middle school."
5	"Need better connections to I-90."
5	"Need another N/S connector East of 228th."
5	"How about a Lake Sammamish ferry?"
5	"Folks driving too fast on residential streets."
5	"Simplify bus routes - maps and website."
5	"Need a grid system - too much reliance on too few arterial streets."
5	"Remove barricades and act quickly."
5	"Action-oriented plans - too many studies!"

Exhibit 1

Sammamish TMP - Pop-up Studio #1 Flipchart Comments

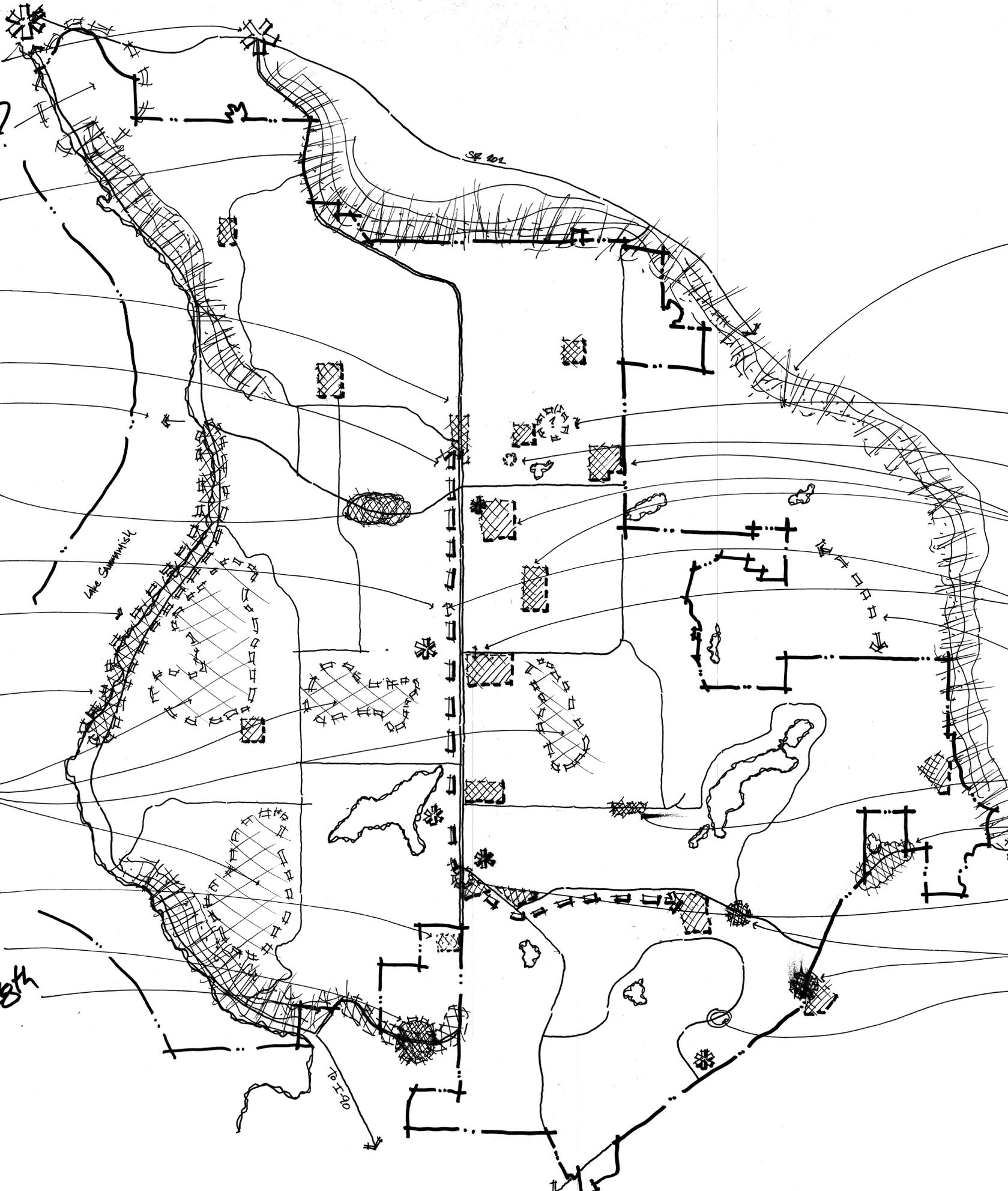
Board	Star Comment
6	"TDRs (transfer of development rights) help developers and City skirt the rules everyone else plays by (traffic concurrency)."
6	"Increased development means need for transit."
6	"Make roundabouts more navigable for trucks."
6	"More roundabouts."
6	"Finish Issaquah/Fall City and Issaquah/Pine Lake Roads."
6	"Need a better network for bikes - requires more heat striping bike lanes, think through circulation patterns."
6	"Sorry to see loss of DART in Klahanie."
6	"More public transportation, please!"
7	"Hold seminars to inform people of their transportation options (senior citizens and high school students too)."
7	"Have paratransit service be more service oriented! 45 minute windows not convenient."
7	"228th South of Pine Lake needs four travel lanes."
7	"East-west local transit."
7	"All-day transit service."
7	"Klahanie to Commons: family bike facilities."
7	"13th/208th intersection with Inglewood Hill Road needs permanent arrows."
8	"Slowing deforestation rate."
8	"Improved transit presence."
8	"Need more bus service on weekends."
8	"No bus service currently on East Lake Sammamish Parkway NE."
8	"How do I get to Pike Place Market?"
8	"Only viable connections in Redmond, but no parking available there."
8	"Walking four or five blocks for transit is not viable."
8	* "Frequency of buses along 228th not good (I would love to take the bus)."
9	"Look to Redmond's program - bike and ped facilities within one mile of schools."
9	"Require that new development work with city AND local school districts on connectivity."
9	"Better regional collaboration on issues like I-90, 202 connections."
9	"Tap genius of local companies (Microsoft, Costco) - Gates Foundation parking strategy."
9	"More effective connections to regional transit."
9	"Connect East Sammamish Lake Trail."
10	* "Inside Sammamish is OK, but getting off the plateau is tough."
10	* "Connect neighborhood streets to help get schools busses off arterial streets."
10	"Jacob's Lake misaligned access."
10	"Synchronize traffic lights from Highlands."
10	"When connecting streets, calm the flow."
10	"Synchronize signals on 228th."
10	"Use sensible trees and appropriate space."
10	"'Protected left' turns are a bad idea."
10	"More routes north and south off plateau."
10	"Local shuttles around city."
11	"The bottlenecks are outside the city, widening our roads won't solve the problem."
11	"Like the recent three-lane Sahalee Way proposal."
11	"Enhance bus service to Redmond and Issaquah transit center."
11	"Need a transit loop for young people."
11	"NE 10th connection made our street busier and unsafe: lack of sidewalks and stop signs make it unsafe and bushes obscure visibility."
11	"Much of the traffic here is 'mom traffic.'"
12	"Transportation influences the health outcomes of our community!" – Local nurse
12	"Want all-day/weekend bus service to get off plateau, like Issaquah/Redmond; 269 – ramp up ASAP; I have to wait all day to get home from Seattle."

Exhibit 1

Sammamish TMP - Pop-up Studio #1 Flipchart Comments

Board	Star Comment
12	"Slow down speeds on 228th near Metro Market for safety of community!"
12	"More busses."
12	"Stop building new homes – reduces number of cars on the road; raise funds to purchase vacant, developable land."
12	"We didn't move here to live in the Kent Valley – try to keep more trees."
13	"Focus on other arterial than just 228th."
13	"More transit connecting to other areas of the Puget Sound - more off-peak routes."
13	"More bike parking at church would help Microsoft transit commute."
13	"Finish Issaquah-Fall City Road, and manage detour traffic not to impact Klahanie."
13	"Issaquah-Beaver Lake Road and 256th = great location for a roundabout; finish before Issaquah-Fall City Road construction."
Letter	<p>August 16, 2017</p> <p>Suggestions for improving traffic flow on the north end of the City of Sammamish</p> <ol style="list-style-type: none"> 1. Sahalee Way needs to be widened to four or five lanes from SR 202 to NE 37th Way. This is part one of two steps that will really improve traffic flow and reduce congestion. 2. Synchronize the traffic signals from NE 37th Way at SR 202 to the SR 520 on-ramp. 3. Remove the barricade at NE 42nd Street at 200th Avenue. <p>These three changes would improve peak traffic flow. With two lanes of cars waiting at the Sahalee way and the SR 202 intersection backing up the hill for a half mile, when the light turns green many more cars can travel through the green light. Signal synchronization will allow the traffic to maintain speed to the SR 520 on-ramp. Cross traffic on SR 202 and East Lake Sammamish Parkway can travel during the red light stages. The SR 520 on-ramp should not be metered or be green 100% of the time since the ramp is the beginning point of SR 520.</p> <p>The City staff indicated that Sahalee Way does not need to be four or five lanes because it will not exceed capacity until 2025; this is wrong. Sahalee Way does not function properly at the present time and it should be an "F" rating at NE 37th Way and SR 202 at the present time, given the long delays experienced daily.</p> <p>Item number three is a traffic concurrency requirement that the City has cavalierly ignored. This would reduce neighborhood traffic that the barricade diverts to Sahalee Way by 1,520 cars per day. Those cars would travel the internal neighborhood route when the barricade is removed.</p> <p>Greg Reynolds 4329 210th Place NE Sammamish, WA 98074 (425) 868-3932</p>

Major bottlenecks!
 Why no connection?
 Climbing lane!
 Zipper behavior
 Local shuttle
 Ferry?
 Start/finish quickly
 Squish signals
 Finish the trail!
 Tail parking needed
 Network gaps
 New high school
 Too much speed!
 More capacity on S. 285th



Topography is tough
 Possible connection?
 Hazardous intersection
 School congestion
 Student pods crossing
 Better N/S options!
 Sidewalk continuity!
 Improve road!
 Student crossing
 Needs roundabout
 Speed limit to slow

Exhibit 1

Attachment 3: Minipoll Results

Exhibit 1

Mini-Poll Results – Final Results

Online and paper results, August 15 – September 19, 2017



Introduction

This report summarizes the responses to the Sammamish TMP “Priorities Poll” conducted as part of the public engagement process. The poll, designed by the consultant team and reviewed by City of Sammamish staff, was launched August 15th via City email notification to citizens, social media outlets, the City’s website and newsletter, and the project website. Respondents were directed to access the poll online, with hard copy versions made available at the “Pop Up Studios” held in August at the Sammamish Farmers Market, Concert in the Park at Pine Lake and three shopping center locations. Questionnaire responses were collected through September 18th. The poll included seven questions. There were 369 respondents that completed the poll online, while 196 respondents completed a paper version. A total of 565 responses were received and analyzed. Of the total respondents, 505 identified themselves as residents living in the City of Sammamish, 40 reported living in unincorporated King County or other city/town, and 20 responded “Other/Don’t Know.” The survey is not to be considered statistically valid, but certain inferential tools, like mean and standard deviation have been included to help describe response patterns.

Questions and Responses

Q1. I reside in: (check one)

Results

The overwhelming majority of respondents answered that they lived in the City of Sammamish (89%), Unincorporated King Co, or other town (7%) and, Other/Don’t Know (4%).

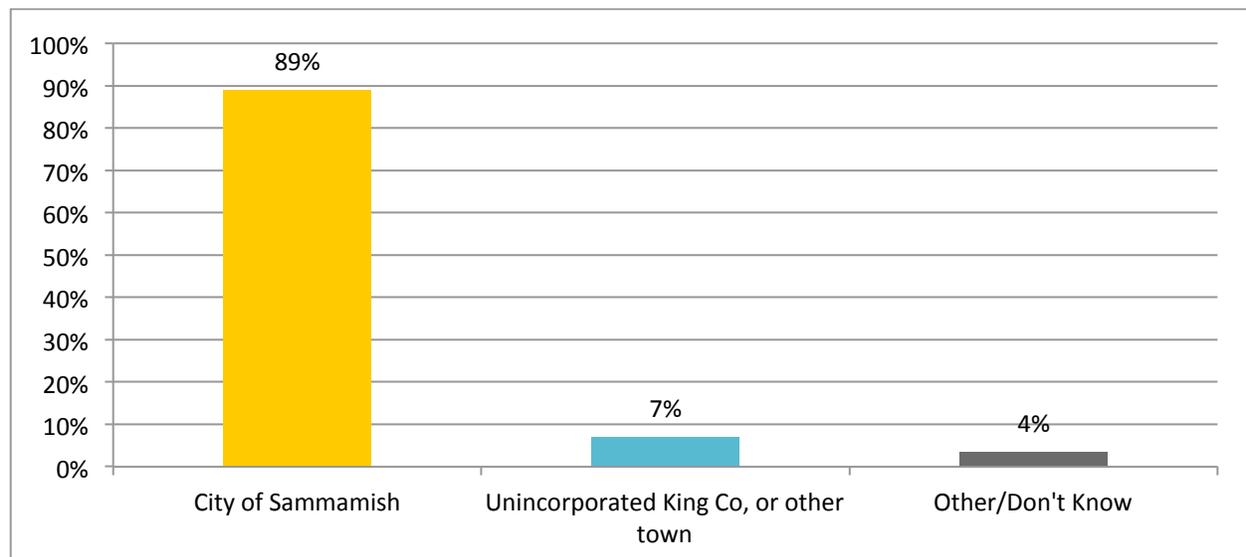


Exhibit 1

Q2. What's the right balance for the city of Sammamish? Mark the box most closely matching your priorities.

Results – Regional commute v. local streets improvements

Respondents were asked to move a slider bar (online) or mark the box (paper) that most closely matched their policy inclination, with the far left end characterized by “The City should focus on reducing commute times, understanding that there’s little Sammamish can do to influence congestion reduction beyond its boundaries.” The opposite response, to the far right, was characterized by “The City should focus on improvements to local streets to improve mobility on the Plateau and not on increasing commuting corridor capacity.”

Out of the five options, 45% of respondents chose -2 or -1, favoring reduction of commute times. The mean of the answers was -0.31 with a standard deviation of 1.40.

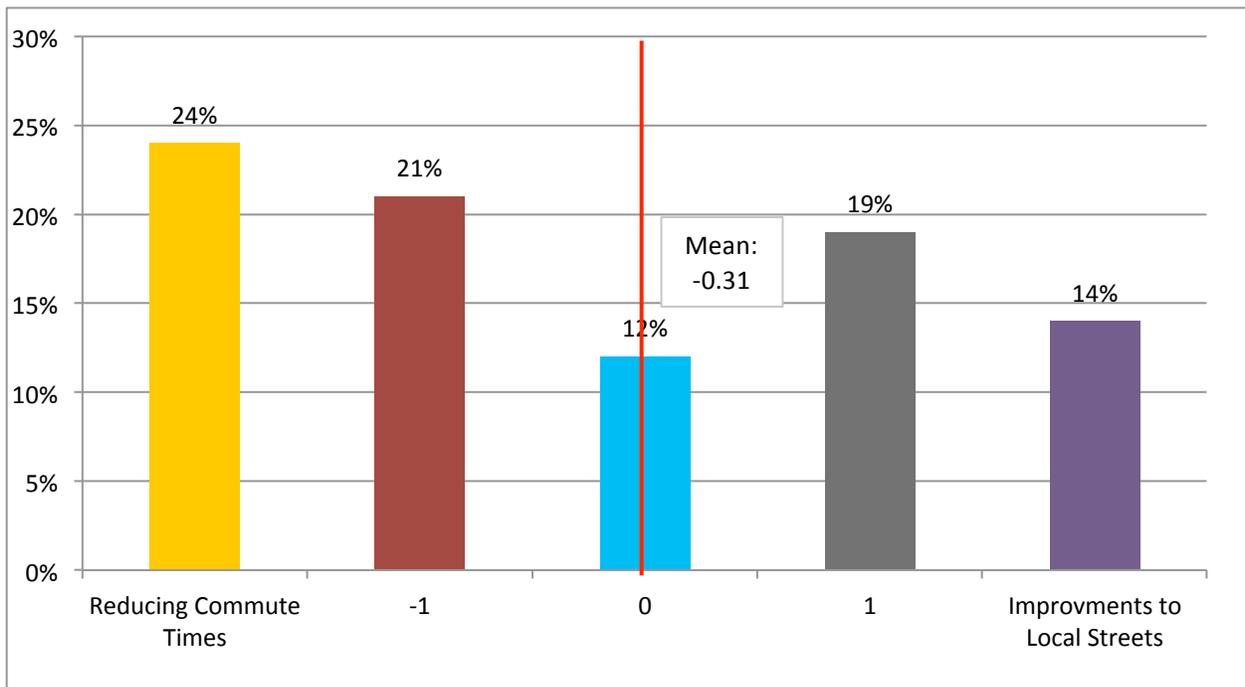


Exhibit 1

Q3. What's the right balance for the city of Sammamish? Mark the box most closely matching your priorities.

Results – More connected street network vs. direct traffic toward arterials

Respondents were asked to mark the box that most closely represented their policy inclination with the far left response being “The street network needs to be more connected, allowing for dispersion of traffic flows, convenient bike/ped connections and efficient routing of school buses through neighborhoods.” The opposite response was “The street network should direct traffic toward arterials, limiting the use of local streets for autos and school buses by retaining barricades and cul-de-sacs in neighborhood design.”

Out of the five options, 62% of respondents chose -2 and -1 related to creating a more connected street network versus directing traffic towards arterials. The mean of the answers was -0.49 with a standard deviation of 1.36.

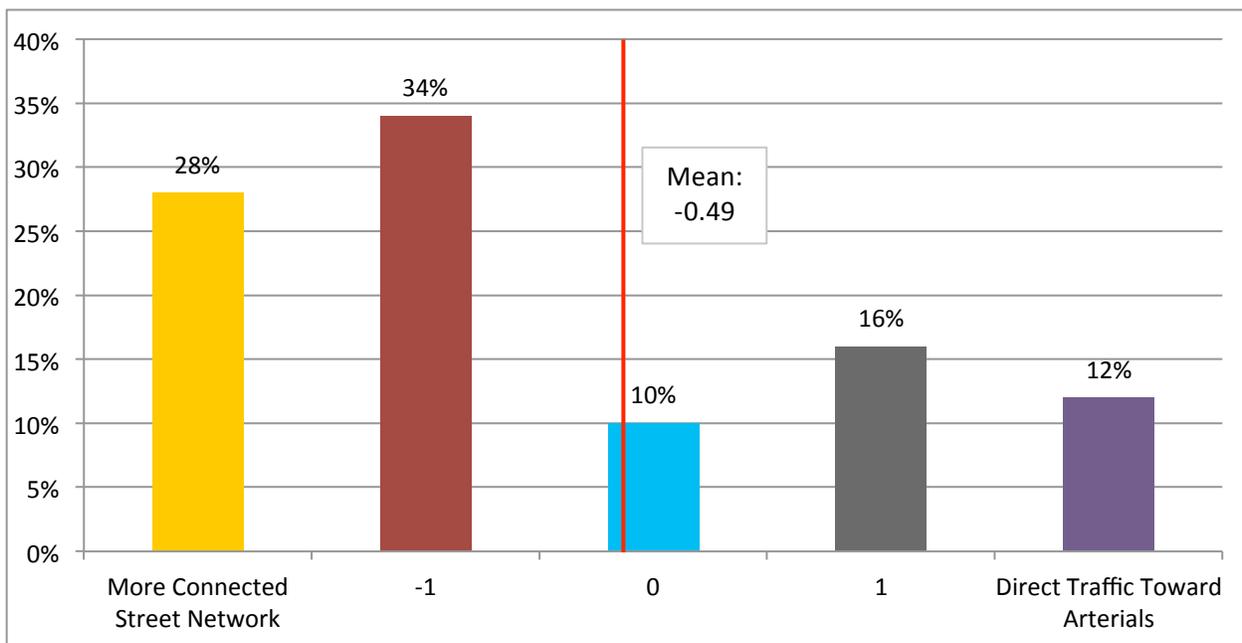


Exhibit 1

Q4. What's the right balance for the city of Sammamish? Mark the box most closely matching your priorities.

Results – Congestion relief for cars vs. encouraging biking or walking

Respondents were asked to mark the box that most closely represented their policy inclination with the far left extreme being “The car is our primary mode of travel, and transportation system designs should give congestion relief for cars high priority.” The opposite policy option was “Our transportation system should encourage walking and biking as a practical transportation alternative, providing a safe, enjoyable experience.”

Out of the five options, 56% of respondents chose the options -2 and -1 aligning most with the statement that transportation system designs should be designed in such a way as to give relief of congestion for cars. The mean of the answers was -0.43 with a standard deviation of 1.50.

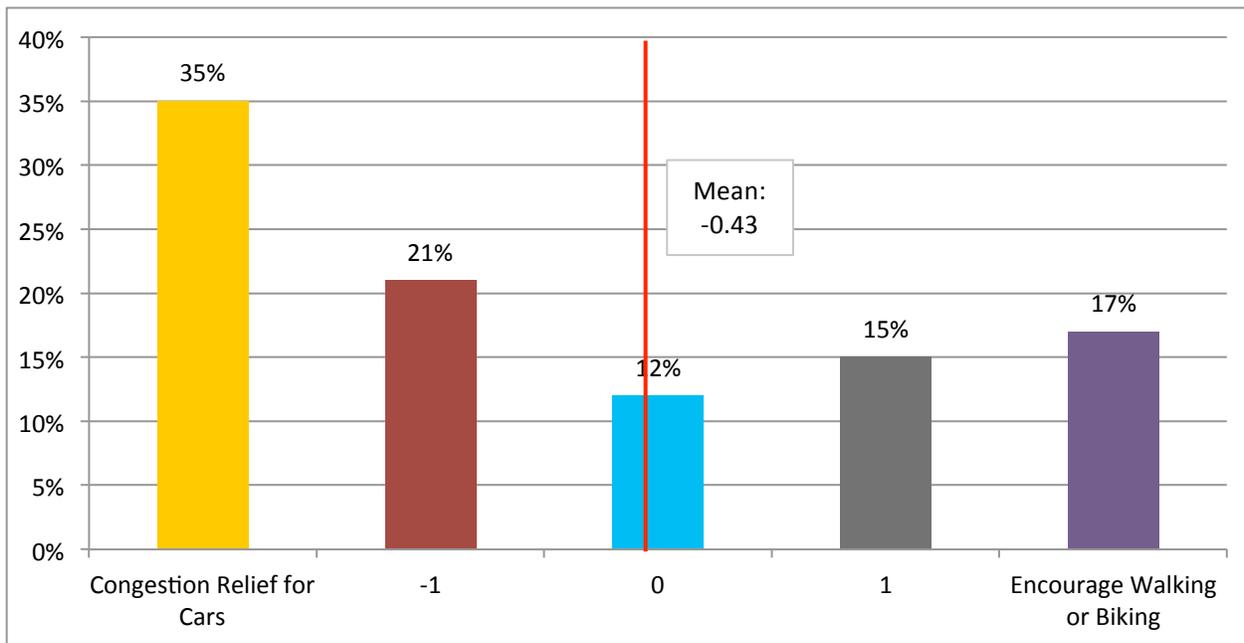


Exhibit 1

Q5. What's the right balance for the city of Sammamish? Mark the box most closely matching your priorities.

Results – Support transit use vs. transit isn't particularly feasible

Respondents were asked to mark the box that most closely represented their policy inclination with the option to the left being "Transportation investment should support transit use, with active lobbying for increased transit service and street designs suitable for bus traffic." The opposite option was "Transit isn't particularly feasible on the Plateau and shouldn't really influence how we invest in our streets."

Out of the five options, 66% of respondents chose the options -2 and -1 aligning most with the statement regarding support for transportation investment going towards supporting transit and creating street design suitable for bus traffic. The mean of the answers was -0.61 with a standard deviation of 1.42.

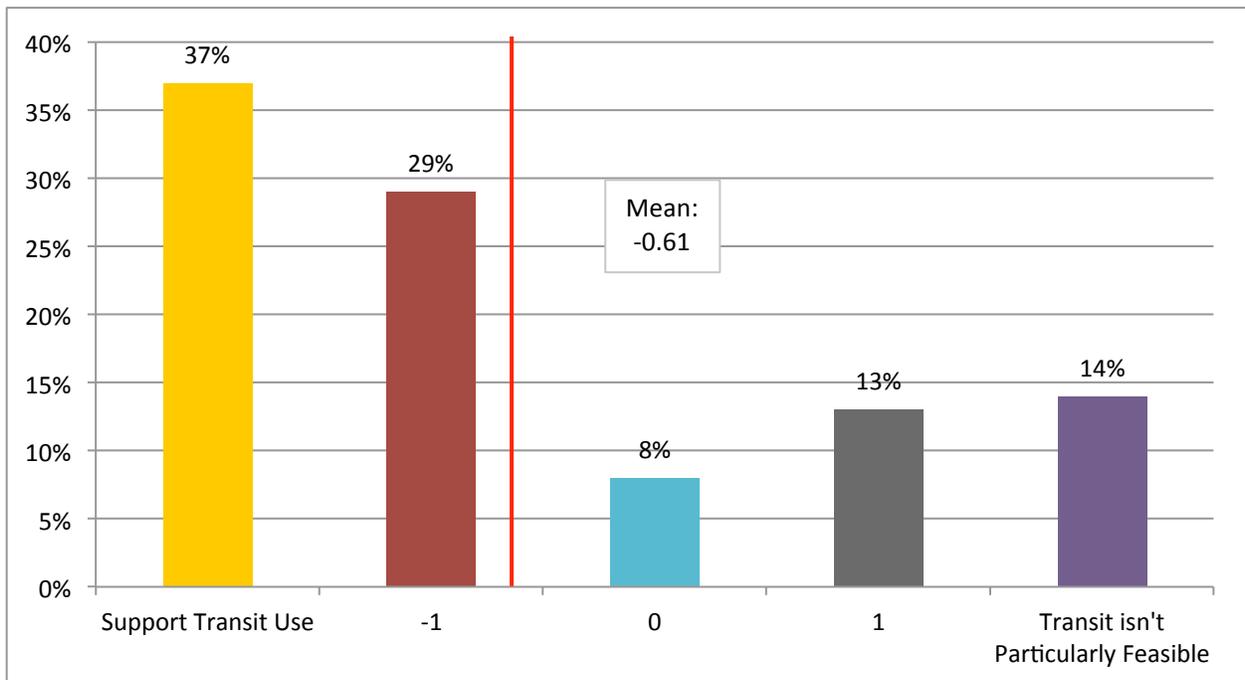


Exhibit 1

Q6. City Council is considering six high-level planning priorities that will be the foundation for transportation policy and investment. Here's a first draft – please take a look and rank them from "top priority" (one) to "lowest priority" (six).

Results

Respondents were provided six high-level planning priorities being considered by City Council as the foundation for transportation policy and investment, and were asked to rank them by priority from one (1) to six (6) with one being "highest priority."

Respondents indicated the number one priority, with a mean ranking of 2.27, was "the system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit." The second-ranked priority, with a mean ranking of 3.18, was "regional destinations should be easier to access with more transit and less congestion on commute routes."

Transportation Policy Priorities	Mean Ranking
The system should be efficient , maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.	2.35
Regional destinations should be easier to access, with more transit and less congestion on commute routes.	2.90
It should be easier to get places on foot, by bike or by car, with connected streets and trails, and improved bike connections.	3.59
Transportation system management should be fiscally sustainable , controlling investment costs, finding grants, and increasing local ability to pay.	3.61
Transportation should be safe & welcoming , with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.	3.89
The rights of way and trails should look great, enhancing the character that makes Sammamish unique.	4.58

Exhibit 1

- *“Lack of sidewalks for kids to walk to school. Also that roundabout on Inglewood Road where parents/kids are driving to Eastlake High School, Inglewood and Renaissance Middle Schools, is a very dangerous intersection for kids to cross. It needs flags, flashing lights and/or a crossing guard to make sure no more kids get hit there walking or biking to school!”*
- *“Enforcement and design measures are necessary to prevent 212th Way SE from becoming a ‘raceway’ once it’s reopened later this year.”*
- *There is way more traffic on 244th than even just a year ago. Long waits to pull out onto 244th now, especially turning left. Also cars clogging 244th waiting to turn at elementary school morning and afternoon. Kids don’t ride buses?”*
- *“Build a bridge over Lake Sammamish.”*
- *“Fix the traffic issues on NE 244th, a major arterial road for commuting to and from Redmond. The traffic has increased significantly with each new development, and Sammamish City has not implemented means to help traffic congestion. More traffic lights are needed, especially at Gabrielle’s Place at NE 26th Court. Commuters are driving fast to get up or down the hill. This intersection has become increasingly dangerous to make a left or right turn. With four-five more subdivisions currently under construction or waiting for permit approval within a half-mile radius, the addition of even more traffic is only going to make these hazards worse. With the morning commute, cars trying to turn into traffic on 244th have no stop signs, stop lights, and there is no speed control. There has been police patrol on this street but it’s not enough for a long arterial corridor. In addition, new development is being built right up to the road, so any possibility for road expansion is now impossible.”*
- *“With the new ‘fix’ at Inglewood Middle School parking lot, the traffic is flowing better from all directions in the morning commute, except traffic heading south on 244th towards the main roundabout. This traffic is backed up for miles in the mornings because the traffic lights need to be adjusted to the actual traffic load and not just based on a timer.”*
- *“Pretty isn’t effective or efficient - look at Michelle Petetti’s expensive whack-job on Inglewood Hill Road’s intersection with E. Lake Sammamish Parkway!”*
- *“Make 202 safe for pedestrians with overpasses and full sidewalks, bus stops and reduce congestion on this road with further means. Force school traffic to use buses and carpools (Stem school). Penalize single-family car use to schools.”*
- *“Widen Sahalee to four lanes as we the public want, not just beautified with center islands and other non-necessary garbage. In other words ‘Help get us off the hill.’”*
- *“Walking and biking could be not practical for many because there are too many hills and average fit person would have to walk their bike or have trouble walking uphill.”*
- *“No commute busses on neighborhood streets please (except perhaps shuttles for elderly).”*
- *“Your questions ask a lot about the plateau, what about citizens who don’t live on the plateau? E Lake Sammamish is horrible in the commuting hours and any time Sammamish or Redmond or Issaquah decides to do construction. Get behind a school bus and the commute is absurd when it stops every 50 ft. it’s really a one-way north, one-way south for many of us who live in the East Lake Sammamish corridor. The development in Redmond at the north end of East Lake Sammamish Parkway is only going to make it worse.”*
- *“1) We need Link Light Rail - not sure why the city leaders did not negotiate a better deal since this area will making millions of \$’s in contributions of taxes.*

Exhibit 1

- 2) 244th Avenue NE needs bottleneck removals - this is something city can do easily:
 - Widen the round-about at the intersection of NE 8th Street and 244th Avenue NE, so that right turns can move through
 - Add a sign on the round-about that 'when intersection is blocked drivers should take turns rather than wait for one side to have their way' thus removing severe congestion during school times
 - Add a short turning light to the right from NE 8th Street into Inglewood Middle School (IMS) - this removes a huge bottleneck as one needs to wait for vehicles going straight at the intersection of NE 8th Street and 242nd Avenue NE.
- 3) Intersection of 228th Ave NE and Issaquah-Pine Lake road (going towards Issaquah). Currently when driving from Sammamish to Issaquah, there are two lanes to turn left but one lane to go straight. This does not make any sense since bulk of the traffic goes straight. However when coming back there are two lanes making it efficient. Please add a lane and remove that bottleneck.
- 4) Overall, city should invest money to understand traffic patterns, identify bottlenecks, and eliminate them!"
- It takes 20 minutes to get to the closest highway. We need to reduce this time significantly
- Please look at expanding 244th Ave NE to support multiple new communities being developed.
- Do not spend money on bike lanes because not many people use them; increase buses to Seattle downtown and UW district; It's (unbelievable) too inefficient when building/repairing roads, let private companies bid for less money and faster schedule.
- We need more main arteries that are more than 1 lane each direction before any more houses are built. Most people leave Sammamish during the day to work or shopping. Solving traffic within Sammamish should not be a priority; it is getting OUT of Sammamish that is the #1 issue each day and during an Emergency. If you have seen the types of luxury cars here, everyone loves their cars, you won't convince them otherwise, as is the case with the compact parking spaces at the garage at the YMCA, no one changed to compact cars those spots were made for, they just park their SUVs over the lines. Please consider the demographic and who lives here (big car drivers of families with big cars that leave the plateau each day) to solve the problems, not how you wish they would live ideally (ie. Biking/walking in the rain with kids to sports practice, grocery shopping, or on transit with carpool kids and sports equipment to lacrosse practice at Marymoor, etc.) That doesn't make sense.
- The bus service should be significantly improved on the Plateau and capacity should be added to 228th. Also, if the barricades aren't removed then the city should stop paying for those roads because they are de facto private roads in a "gated" community.
- Definitely needs to broaden some roads, more changing lanes with new communities coming up. Need to expand 244 with all the new communities coming up.
- Slow down on building until infrastructure can catch up! Quality of life will diminish in the city if overcrowding becomes the norm. Try to plan properly.
- Open up more roads and main arteries. Stop building without a street accommodation plan and bring public buses down through 202.

Exhibit 1

- *Sammamish is held hostage by the bordering cities because we cannot leave without driving through them. But Sammamish can improve what it has control of and try to work with our neighbors. 228th and Sahalee Way should be priority.*
- *Several new construction happening on 244th Ave which connects all the traffic to 202 leading to congestion during the work commute hours. It would be good to expand the road as well as 202*
- *Expand 228/Sahalee - it's completely congested each day, and made worse by construction crews. Create an alternative high volume street towards Redmond. Consider a) tunnel under plateau going directly to 202 b) a bridge over Sammamish lake*
- *Have developers help pay for improved transportation since the main problem is more people*
- *Need to fix 202 please. We are way over crowded and there is no other way to ease congestion until we have more room and we have to make 202 4 lanes*
- *Last week was the 4th time in less than a year that one of my family members was almost hit by a car that was speeding/running the stop sign at 248th Ave SE and SE 14th St. In every instance, the driver was on 248th. Something has to be done before someone is killed.*
- *Please connect sidewalks on 244th from Broadmoore Estates.*
- *There is a massive increase in new homes in Sammamish with folks having offices in Redmond. Traffic on 202 from Sammamish to Redmond both ways is extremely slow especially due to a single lanes in many portions like 202 from Sahalee to 244th Ave NE. With large number of new homes coming up around Sahalee and 244th Ave NE commute on 202 will become a nightmare pretty soon if nothing is done. This needs immediate attention.*
- *Please see if 202 can be expanded to accommodate more cars as it is very congested during morning hour and after work traffic. Please also looking into putting more traffic lights or things for a pedestrian to walk across to 44 as more community and homes being built cars go by very fast and it's dangerous for kids especially as they walk from their home to Rachel Carson elementary school*
- *New Housing needs to be slowed down until the infrastructure is in place to support the influx of people and automobiles!!!!*
- *Stop the development!*
- *Please increase the number of lanes on 244th Ave connecting to 202 as there are more houses coming. Getting very hard to get to 202 in the morning*
- *Increase road capacity and safety (including lights and safer intersections, e.g. Tolt Hill, Ames Lake Road, etc.) on 202*
- *The multi-use path down 228th is dangerous for bikes and should not be repeated. Cars pull out onto the wide sidewalk because they cannot see the street. When they do this, they only look left - not right - and pull in front of or into bicycles. When the multi-use sidewalks end, bicycles then have to cross the street to return into the bike lane by Pine Lake. Also, slow-moving, wandering pedestrians and fast-moving bicycles can collide on the sidewalk. Instead of a multi-use sidewalk, it would be great to have well marked continuous bike lanes. I personally have been hit by a car and had several near misses on 228th.*
- *Add a lane to 202 and add a lane to 244th avenue. Congestion is horrific and a typical 15 minute commute is now 50minutes. Huge wastage of gas, time and monetary resources. Stop granting licenses to build new homes as congestion is increasing horribly.*

Exhibit 1

- *Please put some investment to 244th Ave NE and 202 to increase road capacity and reduce traffic, especially with all the new homes being built this year and next. It is going to be a nightmare with traffic.*
- *We need more investment to increase road capacity or widen 244th Ave NE and the Redmond-Fall City Road (202) bordering Sammamish, especially with close to 200 houses will be added this year and next to this road. Traffic will be a nightmare. Please help prioritize.*
- *It is getting tougher to get around. One has to remember that a vast population that resides here works in either Seattle or neighboring cities. Any solution that will work long term will need partnerships with other cities and counties.*
- *Please increase 202 highway lane.. Saw numbers of collision. Increase kids parks with activities.*
- *please expand (and a divider) SR202 from Sahalee to Fallcity road (up to 244th avenue). Lots of new houses in last couple of years and more new houses are getting built but roads are not expanding*
- *Please make some investment to 244th Ave NE and 202 to increase road capacity and reduce traffic, especially with all the new homes being built this year and next. It is going to be a nightmare with the neighborhood*
- *202 is too congested. Need to expand that road to two lanes on each side. The number of houses in Sammamish is growing exponentially but roads remain the same.*
- *244th Ave NE is getting lot of constructions making traffic a really big problem. Please invest in infrastructure between Sahalee way and 244th Ave and Bus service connecting Redmond on 244th Ave NE.*
- *"Please add cross-walk on 244th Ave Ne for access to sidewalks from newly built communities.*
- *Please add sidewalks on 244th Ave Ne for walking and biking"*
- *Please make reducing commute congestion the #1 priority. Thanks.*
- *Please be progressive in planning for alternative ways for people to get places!! Safe, convenient bike and walking routes!! Increased public transportation!! The solution is not more cars and more lanes for cars!!*
- *Curb development until local capacity can support the additional trips brought by new housing.*
- *Widen 202 and have direct buses from 202 -520 to Seattle*
- *Car pool or bus lane on 202"*
- *There are a lot of new construction homes and communities being built in Sammamish and Sammamish neighborhood that may belong to King County (e.g. on 244th Ave NE there are close to 300 homes added and being added during the next 1-2 years) and there is no clear plan on what is the city or county is doing to widen or increase 244th Ave NE capacity to handle the extra cars, buses, and pedestrian traffic. Please pay attention to this road. In addition the city should push for investments to add lanes and increase Redmond-Fall City Road (202) capacity bordering Sammamish. Thank you*
- *Limit new housing developments until commute is under controlled. Work on moving traffic or public transportation first before bringing more people in*
- *The city needs to have property developers take greater responsibility for transportation and traffic increases that their projects create. Funds do not come out of thin air and the lack of*

Exhibit 1

planning for growth has created a reduction in quality of life. Developers have maximized returns at the expense of existing residents.

- The dispute over East Sammamish Parkway trail with King County is harming the relationship between city and county, making cooperation difficult over far more important transportation issues (Sahalee Way widening, anyone?) Please play nicer, City of Sammamish.*
- Until the City of Sammamish wakes up and realizes that the real problem is the out-of-control growth of home building, none of the above really matters. Area roads, especially East Lake Sammamish and WA-202 simply cannot handle the thousands of new homes we are building. The deaths on 202 alone in the last few months should be 1 of many indicators. What I'd like to see happen is the cities of Sammamish and Redmond sued for negligence for ignoring the growing congestion and traffic problems on roads like 202 which is leading to these accidents. The city is going to collapse under its own weight if things don't change. Planting flowers and statues in roundabouts isn't going to help.*
- Regional (Redmond & Issaquah) coordination is essential.*
- It's too late the city has encouraged growth out of control take the money and run. Sammamish quality of life at an all-time low.*
- Roundabouts are great for traffic flow and safety. I would love to see one at the Klahanie exit from 256th Av SE and SE Issaquah-Beaver Lake Drive.*
- YOU GUYS ARE MISSING THE POINT. This is only a band aid. STOP new housing developments! We are losing our way of life not to mention the wildlife. What was once a beautiful landscape with deer, bears and trees is now a scarred landscape with home after home stacked directly on top of each other. THIS is what is causing the traffic issues. STOP the route cause or we will never be able to fix the issue.*
- Add more buses form Sammamish to Seattle and increase the frequency to reduce cars on roads*
- Our daily commute roads are getting too crowded and it's increasing the commute time. Better planning is needed.*
- We are continuing to let builders build hundreds of new houses without any investment in how the traffic from these houses will move around Sammamish and more importantly get out of Sammamish and to Redmond (520) or Issaquah (I90).*
- I absolutely hate the B.S. line "understanding that there's little Sammamish can do to influence congestion reduction beyond its boundaries". You need to figure out how to work with King County, Redmond and Issaquah to make our commuter city more efficient. A city rep from Sammamish should be at every appropriate partner city/county meeting advocating for the needs of our city.*
- Everywhere, everywhere there is construction and not enough lanes to make traffic flow.*
- "I live in Klahanie and I find it is very dark in the neighborhood surrounding areas. I'd like more lighting for safety of not only cars but any pedestrians as well.*
- LED lights are directional and could be used to illuminate the road but not contribute to light pollution if done correctly.*
- For pedestrians and crosswalks near schools please think about adding lights in the road surface in addition to the signs. This should alert more drivers and keep people safer."*
- City should plan growth based on the traffic. The bottlenecks at the either end of 228th should be taken into consideration.*

Exhibit 1

- *The City has some hard decisions ahead of them that are not going to be well received. But I encourage the City to make the tough and unpopular decision as long as it is benefit to the greater good. 228th cannot handle all this new growth.*
- *Quit building more houses. You're taking away the beauty of our city & congesting it way too much. It's all about money, unfortunately. Think about the residents that have lived in Sammamish for many years, please!!*
- *Long range plans should include 4 lanes of traffic from Klahanie to Hwy 202.*
- *Would be good to have a bus that supports Klahanie/etc and runs to the Issaquah highlands park and ride during peak times*
- *Building should be controlled and streets built BEFORE housing goes in. It appears there is no coordination with building and road systems, then everyone is troubled by the work that has to be done afterwards.*
- *I would like to see more transit times and destinations added to existing main arterial routes. I do not think we need metro running thru our smaller arterials. I think we need more sidewalks to encourage people to walk - and it connects the areas of the city. Why isn't the sidewalk extended down to the timberline area?*
- *Sahalee Way should be 2 lanes across the plateau from 202 to NE 8th. This is THE major artery for the area and should absolutely be widened as the single greatest priority.*
- *PLEASE WORK ON INFLUENCING THE WIDENING OF HIGHWAY 18 FROM HOBART TO I-90. If this had adequate access to either direction of I-90, I would never need to use Issaquah-Hobart Road. This feeling is the same for every person (100's) I have talked to about the traffic issues in Issaquah. IT SHOULD NOT TAKE ME 45 MINUTES TO GO 5 MILES NORTHBOUND ON HOBART FROM HWY18. INSANE! My fuel economy goes from 25 MPG to about 17 MPG, not to mention the exhaust I am emitting. Best of luck - you have an impossible job.*
- *Improvements to the city's portion of Sahalee Way should focus on two vehicle climb lanes and a wide bike lane for bikes and pedestrians. Installing plant dividers and sidewalks would seem to be a waste of money.*
- *I know this won't fly, but if all the students took the busses, there would be 1/2 the cars on the road. Of course there are always exceptions. Limit sophomore & junior and only allow seniors to park at school. Parents put kids on bus, not drive to school. PTA events not start at same time as school. Oh well, my \$.02.*
- *We need a bridge over Lake Sammamish to allow drivers a direct access to Microsoft campus*
- *Even though I am retired and don't have to commute commuting is the critical problem and produces long delays. The other issues are acceptable at this time and should be addressed, with whatever resources are available after giving the commute priority. Commuting will always be a problem unless better access to the freeway system can be negotiated with Issaquah and Redmond or direct freeway access that bypasses the worst congestion points somehow constructed. Redmond is the chief offender in this regard and it will probably take legal action to get them to be reasonable.*
- *It would be great to have small bus/shuttles along the bus route for kids who want to go to library, YMCA after school, come back and walk back home. Only few after school would work.*

Exhibit 1

- *One lane arterials cause too much congestion and back up, especially during peak commute hours. Two lanes each direction, more available routes to Redmond and Issaquah, and synchronized traffic lights would alleviate some of this congestion.*
- *Expand Transit Bus Routes to connect to P&R lots at future Light Rail Stations. Invest now and expand park and ride lots along Transit Routes.*
- *"All the lights along 228th should be timed to allow a smooth flow along that arterial. Traffic from side streets should not stop traffic along 228th as they pull up to stop light.*
- *Inglewood Hill Road needs re-paving. The curb along the westbound lane is unsafe for bikers. "*
- *Manage issue with existing financial options. NO new taxes; any new roads or enhancements should be fully paid by the developers & their direct beneficiaries.*
- *Sammamish should be lobbying state and county officials for transportation improvements on and off the plateau*
- *There should be a trolley that drives between the schools and up and down 228th all day.*
- *Concentrate on the systems that exist and improve with traffic studies, school schedules, encourage employers to alter work schedules, work from home (tax benefit?). Do not alter neighborhoods to ease traffic, this gives crime a easy exit and access. That is why I live in this community, to live in a neighborhood, not a commute path.*
- *Here are a couple of issues I think Sammamish needs to address –*
- *I live in Aldarra Estates. In 2010 we were incorporated into the City of Sammamish. During the annexation process several community meetings were held. During each of these meetings there was the question about improvements to the Issaquah - Fall City / Duthie Road. We were continually told this would be addressed. A traffic study done by Sammamish in November 2007 indicated this section of the road was operating at 97 per cent capacity. We were also told in 2010 the Sammamish 5-year Traffic Improvement Plan (I think that is the correct name) had just been completed and we might have to wait until the next update to have this incorporated.*
- *That was over 7 years ago. Now all we get are reasons / justifications for doing nothing! The latest issue seems to be with a short section of the road still laying within unincorporated King County. There are several solutions to this relatively simple problem. Sammamish could coordinate the road improvement with KC – each being responsible for their section of the road (probably unlikely given how well Sammamish and KC worked together on the ELSP trail project). Another would be to annex the residential area that is currently part of unincorporated KC (probably unlikely again since the homeowners there have resisted this twice before – allow now they are paying about 15.8 per cent more than they would if they were part of Sammamish). Sammamish could assume the right-of-way from KC. This would allow the NECESSARY road improvements to be made almost immediately.*
- *It is not only Aldarra Estates and Montaine communities that would benefit from this road improvement, but also the several thousand homes in Trossachs. It would also seem reasonable to do this at the same time as the current Issaquah – Fall City Road Improvement Phase 2 is being done in order to minimize the cost of this part of the project.*
- *The City of Sammamish has talked about connectivity in the past. At one time there were plans to add a road connecting Trossachs, Aldarra Estates and Montaine through Soaring Eagle Park. What happened to this plan? Currently there is only a SINGLE ingress / egress to these communities. That is via Duthie Hill Road. When it is not viable to use that route due to fallen*

Exhibit 1

trees, snow / ice or other blockages there is no other way for residents of these communities to get out of them. What is Sammamish's plans to provide additional egress routes?

- We need bus transportation from our Same. Park & Ride down to the Issaquah Transit Center and, as a second priority, to the Redmond Transit Center. Buses should run between 9 a.m. through 5 p.m. for retirees, non-driving folks (parents of our tech workers), and teens. I now have to drive to Issaquah, park on a shopping center parking lot and walk to the Isq. Transit center to catch a bus during the day into Seattle.*
- Unless Sammamish can successfully entreat Microsoft, Boeing, Amazon, Costco, or another major employer to establish themselves here, we will remain a commuter city. City Council and Planning need to fully realize this and deal with access to and from the Plateau as a major problem and, even more so, as a major attractor (or detractor). The more time consuming it becomes to leave and return to the Plateau, the less attractive living here becomes. There are already new arrivals to the region who choose to locate in Redmond, Woodinville or other localities because of the Plateau's commute reputation.*
- Light rail or thoughtful connection to these transit services should be part of Sammamish. Cars should also be a #1 priority if we can't get legit transit options to the plateau (like light rail).*
- Traffic problems could be greatly reduced if there were more school buses to get kids to/from school. Currently there are too many kids who do not get a bus who are not within close walking distance to schools. This puts lots of cars on the road that would otherwise not be there! Please work with the school districts to make buses for students a priority.*
- Traffic infrastructure should be addressed and dramatically improved before any new additional building is permitted. Contractors should be forced to pay a reasonable % of each home / business sale to go directly to road / transportation improvement and maintaining current systems at the highest levels. Fixing / improving afterwards is counterproductive to efficient and cost effective transportation.*
- Fix the congestion along Skyline entrance during school start time please*
- Stop wasting tax money at City and county level. Issue permits to complete ELST at national standards and get private estate encroachment off 100ft public right of way. You are wasting my taxes on the greed of a few, and I am mad-stop it!*
- Definitely would love to see more bike interconnectivity between trails and to get to city center shopping. Also, trails connecting the city center down to the lake and/or lake trail.*
- All the emphasis on bike and walking trails is great for 1/3 of the year. But when weather changes, people so return to their cars. And families need to get children to various locations that they won't bike or walk to. We need to increase transit use without destroying the character that we love in Sammamish.*
- The buses serving Sammamish need to run throughout the day not just peak commute times. My son (12 years old) gets out of school at 2:50 but the earliest bus home isn't until 4:15. Please work with transit to improve the bus service to Sammamish. There are many tweens, teens, students, and non-drivers who would benefit from better service. Including transportation to running start at CWU Sammamish campus.*
- We need far more frequent (all-day) bus service in Sammamish to get off and onto the plateau. It seems like a very simple, low-cost investment to increase the frequency and all-day availability of bus routes (like 269, 216, etc.), even better buses (such as Microsoft's Connector coach buses)*

Exhibit 1

that include Wi-Fi would be a big win. Maybe partner with companies such as Amazon, Google, Facebook, Boeing, or any company that draws a larger number of commuters.

- We need bus transportation service at all times- day to night not just after noon service!*
- "Widen Issaquah-Pine Lake Rd. to two lanes in each direction and remove the traffic circle in front of Sunny Hills Elementary.*
- Create a North-South highway which cuts across Sammamish and has no schools or offices leading off it and has speed limits of 50 MPH. Would greatly improve the city's traffic. Something similar to Jamboree Rd. in Irvine, CA.*
- Synchronize traffic signals and create a dedicated off road bike path from pine lake to Lake Sammamish."*
- The City, School Districts, PTSA's, Parents and driving youth should encourage bussing to school or car pool whenever possible to clear internal traffic. Commuters should also look to mass transit and carpooling as an alternative to single occupancy vehicles.*
- Busses to Seattle!*
- Increase public buses, there are no buses after 9 am and before 3.30 PM,*
- Do a better job of coordinating construction sites. There are no "alternate routes". Having too many projects going on in a small area is nuts. Also, redesign the ingress and egress to Sammamish Highlands. What a mess. It is way too hard to get in and out of there with the school next to it.*
- Well-lit sidewalks and infrastructure that allows families to walk to school safely; local streets that accommodate school bus traffic safely without impeding major arterial traffic is hard to do but necessary.*
- Increased regular transit on the 228th corridor to make it easier to shop without using a car.*
- Citizen Safety should not be less than highest priority!*
- Transit and commuting to Redmond and Downtown Seattle need to be addressed - let's take into account the Light Rail access that will be coming to East Marymoor in the next couple of years (hopefully)*
- More work with Issaquah and Redmond/King County to expand the current choke points that are the primary access to Sammamish*
- Sammamish can reduce congestion and increase equity by prioritizing housing (including affordable housing) and density around transit stops and stations. If people can easily commute to work, car use will decrease as will congestion. By making affordable housing part of the plan, Sammamish can support the region's sustainability goals, do its part to promote equity, and support local businesses by ensuring their employees have a place to live. Housing and transit are inextricably linked and must be planned together.*
- There should be a direct express bus from Sammamish P&R to Seattle instead of coming all the way through Issaquah highlands*
- Sammamish would benefit from intra-Sammamish transportation- much like the Redmond Loop.*
- Simply get Metro to expand available connectors to local Redmond and Issaquah P&R locations to the weekends as well as a few mid-day connectors on weekdays for those that don't work a typical 9am-5pm type of job.*

Exhibit 1

- *Please add an intercity shuttle or small bus going northeast to southeast along Sahalee 228th avenue*
- *The city should build more pathways, walkways and sidewalks. Parks should inventory what exists and publish it in a booklet for all city residents, including those little-known easements in the Beaver Lake and Rockmeadow areas.*
- *"1. What is the overall development plan for Sammamish in the next 20 years - How is the existing space going to be utilized? Are more businesses going to come up v/s more residential buildings?"*
- *The transportation plan should be planned according to Business growth v/s Residential growth. If Residential growth is going to be more, then traffic in/out of Sammamish is going to grow. This would necessitate*
 - *Throttling of school timings to ensure that office traffic does not overlap with school traffic*
 - *Traffic in/out of Sammamish should be smoothed - especially traffic on WA 202, East Lake Sammamish Parkway NE road and Sahalee way*
 - *Traffic to schools in the morning is a mess, with long wait times to get to school (especially with private cars dropping kids). Plan to be made to encourage students to take the school buses and/or walk/bike*
- *If more businesses are going to come up in Sammamish, then traffic on the interior roads will take priority. If these are ""office"" businesses, then traffic is typically going to be heavy in the mornings and evenings. But if these are ""commercial"" businesses, then traffic is going to be pretty steady with some specific peak timings.*
- *""Rules of the Road"" needs to be followed. Some policing needs to happen to ensure the same. The reckless driving needs to be curbed."*
- *More people use public transportation, less cars will be on streets, and there will be less traffic jams. Sammamish is rapidly growing, many people work in big companies around the area, and effortless, fast commuting should be improved. Routes to Bellevue (there are lots of mid-sized tech and service companies in Bellevue, but no direct bus line from Sammamish, which forces people to commute with car. No person in sane mind would drive with car over the bridges to Seattle city, where there are many work places- there should be a direct line from Sammamish to Seattle in reasonable hours - preferably via 520 bridge (many people work at Amazon campus area) The 554 time from Sammamish to Seattle does not serve people working in office hours (the busses leave 4-5 am only!) and it takes more than an hour to go to Seattle! Or there should be an improved, efficient feeding system to 545 rapid line leaving from Redmond. Also, I was surprised, that there are no busses from Redmond to Sammamish after 7pm. People will switch to public transportation only, if there are enough good alternatives. If there are not, there will be more and more cars on street with only driver in the car. There are lots of people in Sammamish, that originally come from cities and countries with good public transportation systems- why not asking the local people what was working well in the countries where they originally come from- and copy some parts of those systems that would fit the local needs.*
- *"Provide better education to residents and commuters about the numbers. There has been a lot of hype but the Level of Service that seems to be expected by commuters is LOS A or B when in reality we accept LOS D. Some of this has to amount to growing pains for both the city government as well as the residents. It is difficult to continue chanting ""keep the character""*

Exhibit 1

when the city is zoned for higher density housing that is not yet built. The ""character"" people have now is not consistent with the zoning in the area, so automatically you have an issue with expectations.

- Please help people understand the extreme costs associated with building your way out of congestion. I think a big issue is school traffic which Sammamish needs to find creative solutions for. Regional travel and transit improvements will require data and studies to understand where people are going. I think it is important to prioritize these issues and then address them responsibly."*
- Staggering school schedule to start later and end later with before care would help. This way, interference with work traffic will be less.*
- If a road is designated to be widened, it should mean that there are lanes added to ease traffic flow; not widen the road base, provide bicycle lanes, sidewalks and a center median. Those should be designated 'extras'!!*
- More buses that go to local destinations in the city and less houses being built to control the population before roads can catch up.*
- Bike lanes do little to ease traffic. Focus on throughput and replace lights with traffic circles. Replace cross walks with underpasses for bikes and pedestrians especially near schools. Bring back school bussing for homes closer to schools.*
- We need to address pedestrian and bike traffic safety on 228th Ave NE - with the addition of 2 lighted cross walks that flash when occupied - one at the bus stop by the fire station/Greenacres development and the other at the Heritage Hills and The Crest developments. Those are two extremely dangerous places for people to cross 228th especially in the dark months.*
- Please have more bus service during the day! It is easy to get around and through Sammamish in the morning and late afternoon, but forget going anywhere on public transit between 10:00 and 4:00. Even the high schoolers use the bus and would benefit from an earlier start time for afternoon routes.*
- Neighborhoods are safe havens and transportation corridors are where the commuters go--don't confuse them. The idea of dumping cars from arterial routes through neighborhoods is ridiculous. Keep neighborhoods safe and quiet!*
- Get rid of the ridiculous no school zone on as 32nd St.!*
- It seems really hopeless. I feel like my long-term strategy is moving out of Sammamish.*
- Stop permitting multiple homes on tiny lots without thought to traffic volumes.*
- Moved here 40 years ago and am aghast at how developments are approved without understanding there are 2 chokes points of transit north and south around the lake. We shouldn't expand until that problem is resolved. TOO LATE. Anything goes*
- More sidewalks to get around arterials off of 228th.*
- The Plateau is all-ready over developed and traffic has become unbearable. This is a very important initiative and I hope that the Council can prioritize minimizing commute times and reducing development.*
- Continue priority to traffic laws/rules enforcement emphasis. Require developers to pay IN ADVANCE for mitigation of traffic congestion caused/result of their projects. Reduce zoning from R-6 to R3, R4 to R1 or R2, e.g. discourage lots of houses built close together and the resulting*

Exhibit 1

population increase. Cutting back on development will result in less \$\$ on streets and congestion. Work around the Growth Management Act to make Sammamish have fewer traffic issues!

- Sammamish must realize that industry will not come here. We are a commuter community and the ability to commute in and out is a key part of the attractiveness. City Council needs to quit saying it can't influence regional transportation, get off its throne, and start working with Redmond, Issaquah and King County on solutions that make sense. Thank you for the opportunity to comment!*
- Widen Sahalee Way to 2 lanes each direction. Add center median/turn lane for the entire length of Eastlake Sammamish Parkway. Increase speed limit on Eastlake Sammamish Parkway to 45mph. Extend 2-lanes further south at the north-end of Eastlake Sammamish Parkway. Build a pedestrian tunnel under Eastlake Sammamish Parkway at north landing parking lot (so pedestrians don't have to cross the road - they could go under it)*
- Good Luck! I am afraid the horse is out of the barn.*
- Do not route traffic through existing neighborhoods. The residents of SE 32nd are paying for that decision, with virtually no relief from the city to mitigate the harm they inflicted.*
- We desperately need a return of daytime bus service to Sammamish. I have 2 Bellevue College students, and no way for them to get to / from BC at midday. When we moved to Sammamish 10 years ago we checked bus access before buying our home to assure future college access by bus for our 2 kids. The removal of daytime bus service should have been fought harder by city hall.*
- Definitely focus on arterials: 1) Make them wider to get people in and out quickly, and 2) Focus on getting people to them. Getting around within the city is not as high of a priority. That isn't a huge problem right now, but the commutes can be really bad.*
- So concerned that with all the new development we literally won't be able to move. Please get us a mini bus like the 200 in Issaquah that we can use to get around Sammamish without a car. Also a shuttle to the various Park and Rides when Metro has limited connections. Work with the high schools to encourage kids that insist on driving to car pool....work through their environmental clubs.*
- The ultimate commute solution is a light rail tunnel from around Redmond to connect up in Issaquah to get into Bellevue/Seattle. That's a 50 year plan based on how the region lags in planning and execution. It would allow tying in rail from what will be the urban fringe in Snoqualmie in 2070. But it requires spending. Bus service isn't viable - it is never better than cars for travel time, comfort and flexibility (who can shop for groceries on the way home by bus) except for a very tiny subset of users (commute from Sammamish to Amazon in downtown Seattle for example). For everyone else the 45-50 minute car drive turns into a 90+ minute bus journey.*
- It is time to significantly reduce home building growth in the Sammamish area. We moved here 10 years ago and it was a beautiful wooded area with a calming spirit. Now it's Redmond without a crappy mall*
- Getting on and off the plateau during commute hours should be top priority, by far. We should not spend money improving intra-traffic flows before our huge and growing inter-traffic problem has been addressed. One of the survey items above speculates "there's little Sammamish can do to influence congestion reduction beyond its boundaries". Perhaps this is the wrong attitude. Sammamish leaders need to work with Redmond and King County leaders to solve this problem. It will only get worse!!*

Exhibit 1

- *Please do NOT take down 42nd St gate. This does NOT solve any traffic flow problems leading out of the city; it will only destroy several neighborhoods.*
- *Get the East Lake Sammamish Trail built. Drop all of the suits against the County and let them build a proper trail. Stop advancing SHO's legal case at taxpayer expense!*
- *I think there should be more public transportation during the day/weekend. I would encourage my children to use a public bus home from school or to activities if there were more accessible times.*
- *Limit high-density building i.e. apartment condos on LK Sammamish P'kwy.*
- *Is it possible to add new I-90 exit to help Front Street traffic get to Tiger Mt. area? or ways to improve backups by Costco? Limit construction, esp. apartments, & condos that bring high multitudes of new drivers by and what E. Lake Same Pkwy can handle.*
- *Transit/Public Transportation is the only way congestion will be reduced, transit on demand/autonomous vehicles. Buses to specific employers. Congestion charge. Transport to light rail in Redmond expedited.*
- *A roundabout at ISS-Beaulv Lk Rd & 256th. No Detour through Klahanie. Klahanie-much needed before construction on ISS-Fall City Road*
- *I have heard council candidates in the primary public forum talk about a looped bus route in Sammamish being a plausible solution to getting people out of their cars and into a mass transportation mode. That concept in my opinion would be pure folly and pouring scare financial resources down the drain. Sammamish is a commuter city not just for the work force but virtually anything else in someone's life. The only things I can think of that could be accessed on a city loop bus system are the grocery store and a drug store. Virtually everything else, including varied dining out options are all outside the City. This is one of those concepts that makes everyone 'feel good' that we are doing something when in fact it would have no ridership and not be self-supporting from ridership fares and thus be a total drain on public tax dollars*
- *Most important! Midday Bus! Please check crosswalks by NE 25th! So unsafe! Absolutley need more sidewalks and trails. Beautification and plants flowers trees yes.*
- *Better Transit system!*
- *Stop building.*
- *Hold off on building more homes until roads and transportation needs are improved, to support additional residents.*
- *More transit options within and off the plateau during the daytime.*
- *Pedestrians should feel safe. Carefully designed roundabouts can replace expensive traffic lights.*
- *Pace growth with transportation.*
- *It is safe and welcoming unless handicapped.*
- *Lobby metro transit to increase frequency and option of metro services. Increase mobility and more green options. Continue to enhance and improve Sammamish as a desirable city. Avoid costly options like Seattle. Focus on direct access for commuters leaving town.*
- *Bike lane to Sahalee.*
- *Monorail to connect light rail or shuttle.*
- *Invest in development planning with a long-term scope (15-30 yrs). Education programs within cities that have large effective infrastructure solutions to growth.*

Exhibit 1

- *Appearance is a factor but safety more important. Easy access to transit center helps.*
- *Make all road construction during NON-peak hours.*
- *I like to bike and walking lanes but they should be done to physically separate them from car traffic. This may require street redesign to do safely and be thinking bike circulation routes in advance.*
- *With the amount of traffic and speed of vehicles, it is dangerous to try and walk near roads.*
- *Possible to extend Puget Sound Transit (Rail) to Sammamish Plateau.*
- *Safe & welcoming is a high priority, especially with so many teens driving. Efficiency: better for the environment. Bus service from Sammamish to Redmond/Issaquah.*
- *Local commute to a destination within Sammamish should be available.*
- *More police on 43rd/228th. The drivers in Sammamish drive too fast are inconsiderate and careless and rude. You need to think about your neighbors-the traffic on 43rd to 228th is awful.*
- *SE 24th has increased traffic w/no improvements as new developments come in. Need continues sidewalks west of 244th with a roundabout or light at 24th and 244th. Penny lane exit is dangerous. City need to be more responsive to neighborhood traffic safety complaints. Steven Chen is not responsive.*
- *Enable other routes on/off the Plateau to avoid 228th as being such an arterial route.*
- *The traffic problem is here, and it needs to be solved now. We can't wait for grants or similar. Four lanes in ELS Parkway and 202, with more streets connecting to it, and increase speed limit on these. The ideas is to remove congestion inside Sammamish by using external corridors.*
- *Public transportation available please-out Dathie Hill Rd (like Trossachs)*
- *Land use to lessen car use. Optimize housing costs optimized. TCHS to lower car use.*
- *Grid system, remove barriers & speed bumps, widen roads we have and finish construction projects.*
- *Focus on cars please. e.g. fix route do the 202.*
- *Easier to use maps and website for buses.*
- *Thank you for asking. Open barracks!*
- *I am stuck driving my car if bus service were better I would take it. Slow them down please (cars). More bus access (routes). Newsletter. Print black & white-cheaper.*
- *Traffic flow should be reasonable and safe. Trails should be safe and efficient.*
- *Traffic flow should be reasonable & safe. Trails should be safe and efficient.*
- *No new residences until road capacity is increased.*
- *Use eminent domain to build more roads.*
- *Less houses= less traffic= short communte= quality of life*
- *More bike stands!*
- *Provide transportation to senior citizens to visit hospital and doctor's appointments.*
- *More/better walkways/bikeways to improve easy/safe usage. Local transit option with in Sammamish and between Iss/Red.*
- *Don't average segments. Don't average rush times.*

Exhibit 1

- *Don't underestimate your influence with Redmond and unincorporated King county to be the squeaky wheel on improving the commute off the north end to 520 and major employers. We must advance beyond single lane roads! This may mean putting our money where our mouth is and doing out part first within city limits (expanding 228/Sahalee to 2 lanes each direction) before then making the asks downstream.*
- *"Becoming part of, or having access to the light rail system that is evolving around Puget Sound region would be a good addition. Most commutes happen to Seattle, Bellevue and Redmond from our area. So rail connections to those destinations. Possibly a partnership with Issaquah to establish a park and rail station.*
- *Too many rude drivers in our area. A lot of hills.*
- *How to limit traffic flow? Advertise local events and stores.*
- *228th NE needs to be calmed to a lower speed limit (30 mph), with many more crosswalks.*
- *Let the walk lights accommodate pedestrians; they should turn when a walker/runner/bike need to cross!*
- *Control traffic by better control over building of new residences. I have always supported the city due to the GMA but it's gone way past that. No more zoning changes.*
- *More connectivity to transit center have connector bus or feeder buses to transit center/train stations.*
- *Safe traveling at night.*
- *Work with neighboring cities. Redmond, Issaquah -a light at Providence apt. will be one more unnecessary choke point.*
- *I think that safety has been missed here. I see a lot of intersections and roads where walking is very dangerous. There are few crosswalks, and control for cars that aren't looking for pedestrians or bikers. I have witnessed too many people narrowly hit. We put our families and children on top here -- but we make it impossible for them to travel safely on bike or walking. I would NEVER let my kids walk to school they would die.*
- *Improve Sahalee and 202 to have more lanes to reduce transportation time during peak hours*
- *Coordinate the traffic lights. Sitting 2 minutes for a light to change while no cars pass is frustrating.*
- *More ransom, against widening Sahalee way/228.*
- *Vastly improved public transportation Seattle Bus Co (firmly Metro). Light rail.*
- *Much of the traffic involves picking up/dropping off kids to school activities. A transit loop that stopped at schools, YMCA, shops would help.*
- *Expansion ties in here-somehow need to slow growth.*
- *Trees good/roads & houses bad*
- *Subsidize on demand car service like Uber.*
- *Good luck. With a dysfunctional Federal Gov't and cash strapped state. Weekend and evening buses.*
- *Stop building.*
- *Stop with the bussing bullshit, everyone has a car. If you don't, you shouldn't be living here.*

Exhibit 1

- *"Add more public buses and routes especially to middle and high schools so congestion can be lowered at peak times. Put more public bus routes closer or even in neighborhoods so people are more willing to take public transit.*
- *Use less roundabouts as people who don't know how to use them slow traffic down all the time. I also don't think it's great traffic flow to put them near schools since it stops all traffic in all directions when students cross the crosswalk by Sunny Hills Elementary. Do not add the same problem near Pacific Cascade Middle School. Disaster waiting to happen.*
- *Allowing developers less access to closing roads to one way during peak traffic hours. Better display of signs when roads will be closed to one way even with housing developers and the time frame listed on a public board. Better if roads can be restricted to only close anywhere between 9:30am-2:30pm. Closing roads when parents try to drop or pick up at schools makes it agitating and parents race their cars and drive more aggressive to get there. Causes concern for students walking home and construction workers."*
- *Please work to funnel commuters toward 202. Streets like E Lake samm pkwy are lined with homes, kids, school buses, etc. These roads can't ever practically support traffic loads.*
- *We should ask develops to pay some of the cost of increasing road capacity. We should plan to widen roads before new developments are built. Case in point: Issaquah-Pine Lake Road will need to be widened after more developments are built. But the Jarvis property is being built right up to the line of the current road. That's going to be a problem. :(*
- *"Extend Route 218 to Sammamish and/or provide more parking spots in Highlands or provide more parking in Redmond to catch light rail to Seattle when it's available.*
- *Parking is a hassle after 9:00am. "*
- *We need express buses that go from Sammamish / Issaquah through the ****bus tunnel**** downtown. It's so lame that they yanked a bus tunnel route from us. During the 9-month rainy season, we need to wait in the rain above ground for a bus. Then, with the abysmal traffic, we spend an hour on the bus like soaking wet rats. It's really horrible. They should force some Bellevue routes above ground instead. They have a shorter ride. This should be the highest transit priority, bar none. No question.*
- *Too many unsafe intersections! Ex. Iss-Beaver Lake Red and 256th! Need roundabout!*
- *Synchronization works great in Bellevue.*
 - *Sammamish has no influence over work and school schedules. We can't control what is outside our city limits.*
- *No traffic/revenue cameras!*
- *New N.S. Roads east of 244th*
 - *There should be more street lights, particularly around the Sahalee Way to 228th Ave uphill stretch. It is not safe driving at night without much visibility aside from car lights.*
- *Commute to Bellevue should be easier.*
 - *#1: Make the roads like SE 24th Way safer by filling in gutters. Some roads are winding & far too narrow we see people crash all the time.*
- *Keep up the great work. And thank you.*
- *"Need better connectivity and increased access to transit system to reach Bellevue, Seattle etc.*

Exhibit 1

- *Currently, it takes 50-70 mins to reach Bellevue downtown from Sammamish via buses, which instead is a 25-35 min drive."*
- *Stop building so much residential garbage houses and we don't need to worry about congestion. Add things within the city limits so that people don't have to go to Redmond or Issaquah. Make it worthwhile to stay within city limits. SAVE GREEN SPACES.*
- *More bus stops, access to transportation if do not want to drive.*
- *It is nice to use trees and shrubs as a streets divider but as more sub division are being built and new houses added, the amount of spaces in the middle lanes for vehicles to make a left turn or right turn are too short therefore they holding up traffic because people would stop in the middle of the street waiting to get in the middle lane to make a turn.*
- *The city needs to stop creating main arteries of traffic down streets that were intended to be residential streets or compensate the homeowners for making their local street a main traffic artery. And because traffic is building up on main streets people are short cutting through neighborhood streets at high rates of speed they are dangerous. However main streets like 228 and 244th have areas limiting speed to 30 or 35 when they should be able to move at the speed the 228th goes by Sahalee at 45. Let main arteries go faster, monitor speeds more on small neighborhood street shortcuts, and make sure people stay on Main Street.*
- *The primary source of congestion is the HOV entrance ramp onto 520. I know that's not Sammamish, but converting that lane to general use would be great. Another point of congestion is the light by the Grey Barn Nursery. I work in Seattle, and don't see mass transit being feasible for my commute as it would at least double my commuting time.*
- *"I would like to see something like a trolley (or two) that makes local stops within Sammamish on a circular commute, or even just up and down 228. It'd be nice not to need to take a car to go to Safeway or the library. If there were a trolley, say every 20 minutes, a lot of local people wouldn't need to be on the road just to run errands.*
- *It would also be very nice if there were a van service available to take senior citizens out and about--to the grocery store, the library, and such, once or twice a week. "*
- *Please stop approving more housings/apartments and townhomes and cut down the trees. This will lead massive transportation issues and water scarcity in near future.*
- *Aesthetics are great & important but not at expense of allowing congestion to continue and worsen.*
- *Please make an access road from Smith elementary to 244th!*
- *Improve access to Redmond and Issaquah, ie access off of the plateau.*
- *We, Sammamish residents, are not receiving much benefits by the ST3 (the nearest station will be in Redmond, while the bottleneck for the commute is between Sammamish and Redmond) while still paying considerable amount of tax for that. I am thinking if we could have some rapid direct shuttle service from downtown Sammamish to Kirkland or Bellevue, and I am pretty sure people will be willing to choose it.*
- *Work with transit and adjacent cities on regional traffic and growth issues please*
- *City leadership should advocate for Sammamish by engaging the county, state and adjoining cities along with large companies to help solve our traffic issues - we can't do it alone.*

Exhibit 1

- *Fewer houses would have helped with lowering traffic congestion. Oh, but too late. The reasons we moved here 30 years ago are gone or disappearing. You have forced us out. Nice job planning.*
- *Our city needs to manage both safe walking & bike routes as well as provide effective commuting corridors in order to keep Sammamish the great place to live that is today.*

Exhibit 1

Attachment 4: Workshop Presentation and Worksheets

Sammamish Transportation Master Plan

Workshop

September 7, 2017



Agenda

- What is Connect Sammamish?
- Existing transportation system overview
- Public input so far
- Activities – we want to hear from you!
- Next steps



What is Connect Sammamish?

Goals for the Transportation Master Plan

Complete connections for all modes

- Safe & efficient movement of all people
- Improves mobility, but respects community character
- Reconsider how we define transportation success

Supported by the community

- In-depth community conversation
- Creating public buy-in for new priorities and approaches
- Create civic champions for implementation

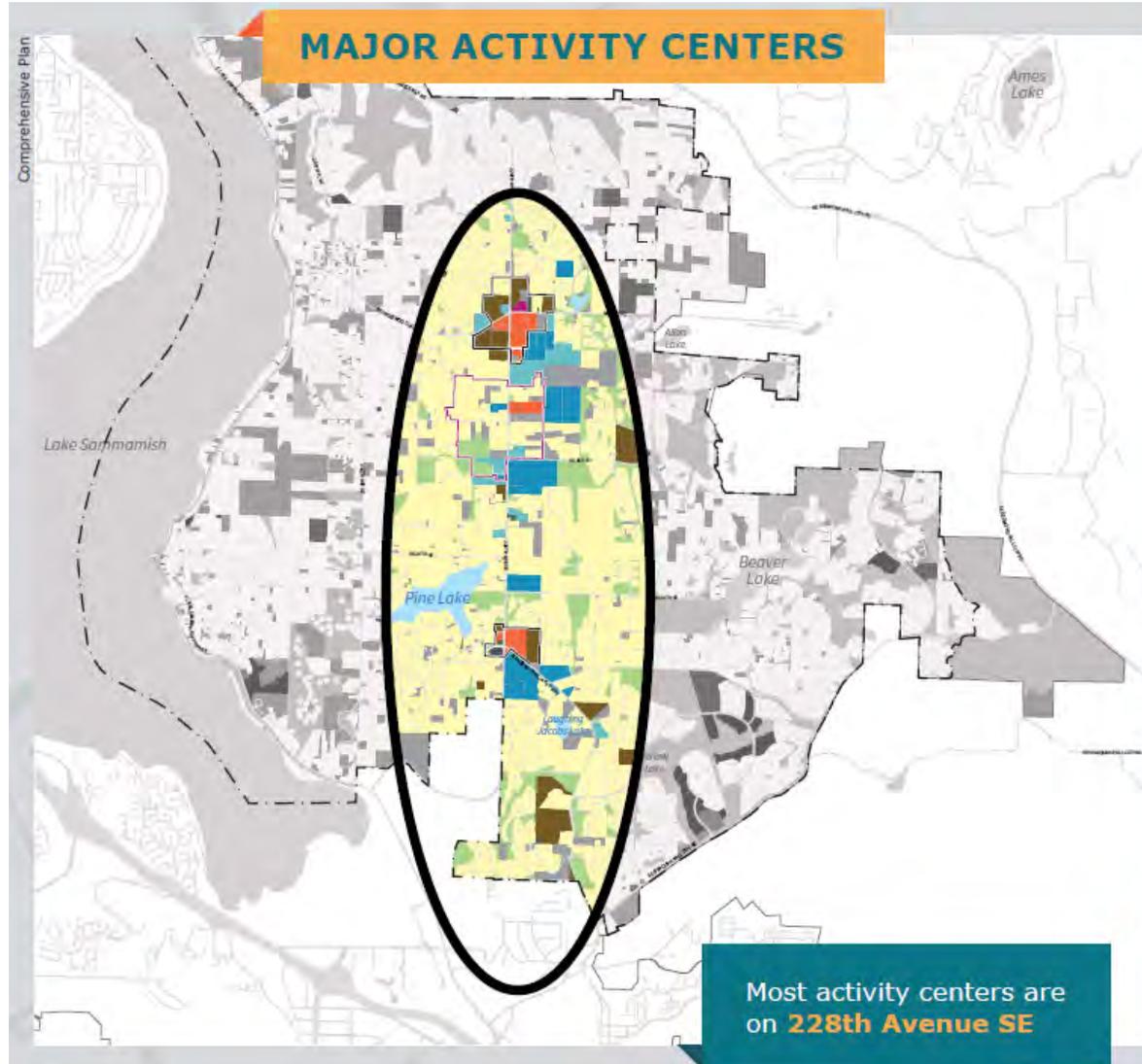
Fundable & implementable

- Modern concurrency system that forwards mobility objectives
- Flexible impact fee program tailored to plan
- Fiscally sustainable based on prioritized actions

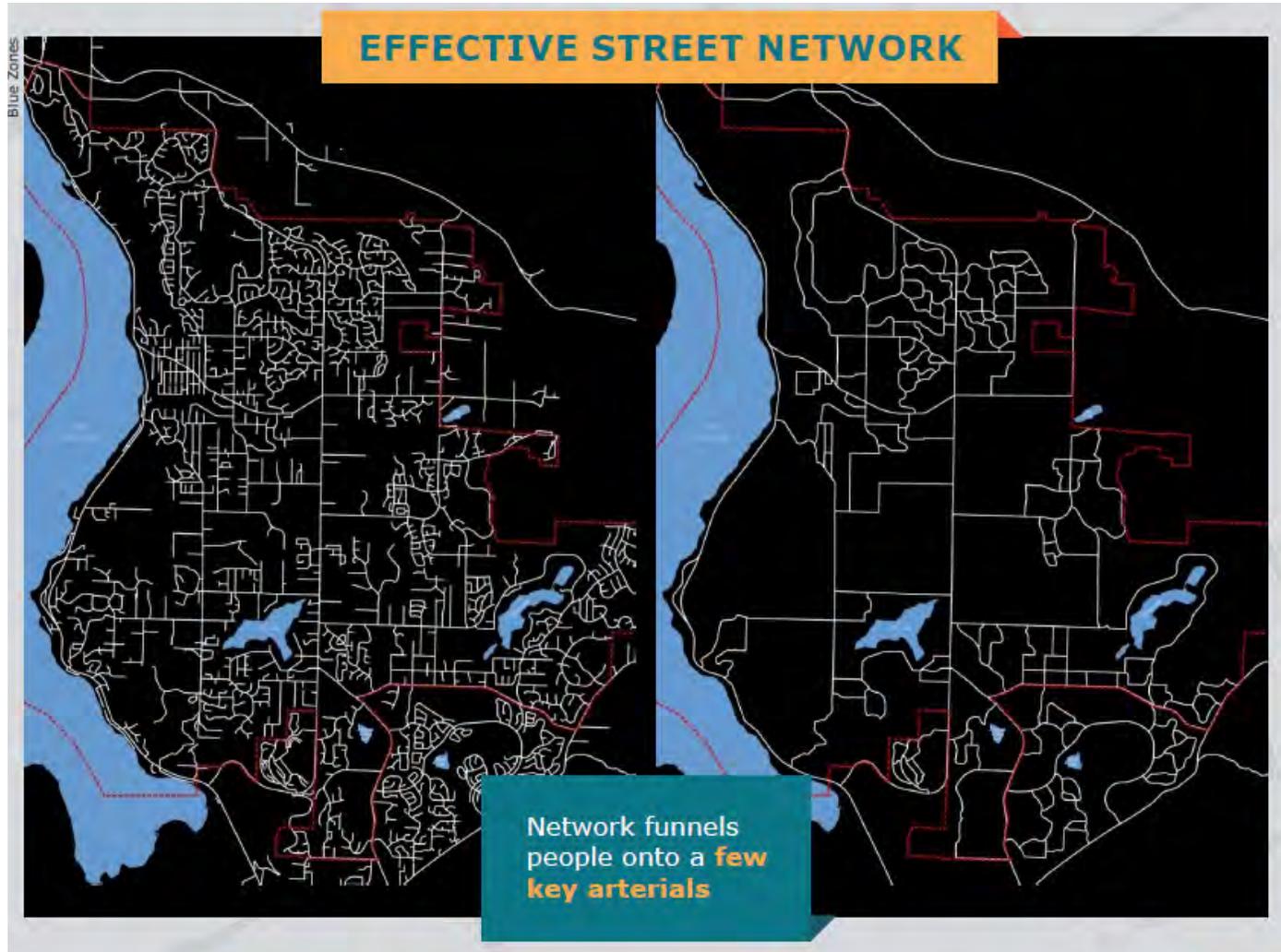
Key Mobility Challenges for Sammamish



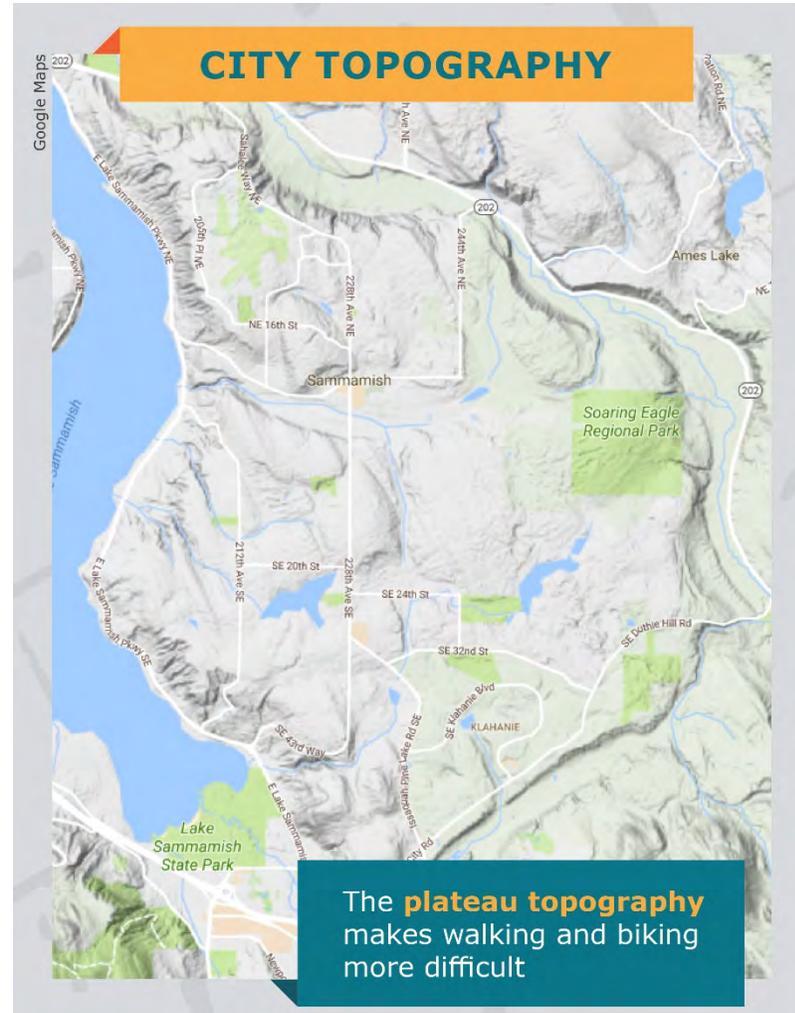
Key Mobility Challenges for Sammamish



Key Mobility Challenges for Sammamish



Key Mobility Challenges for Sammamish



Key Mobility Challenges for Sammamish



Key Mobility Challenges for Sammamish

Fehr & Peers

SAMMAMISH PARK & RIDE



Limited transit connections
primarily serve commuters

Orientation Interviews

- Stakeholder interviews
 - City Councilmembers
 - City Department heads
 - Police Department
 - Police
 - Chamber of Commerce
 - Plus:



*Sammamish Chamber
of Commerce*



Eastside Friends  Seniors

Draft Priorities for Sammamish TMP

Provide a **safe and welcoming** environment for everyone



Seamlessly connect the City's multimodal transportation networks

Reinforce Sammamish's **community character** through the transportation network



Draft Priorities for Sammamish TMP



Maximize people's benefits by using the transportation system **efficiently**

Develop a **fiscally sustainable** transportation plan



Proactively advocate for investments which improve connections to the **Puget Sound region**

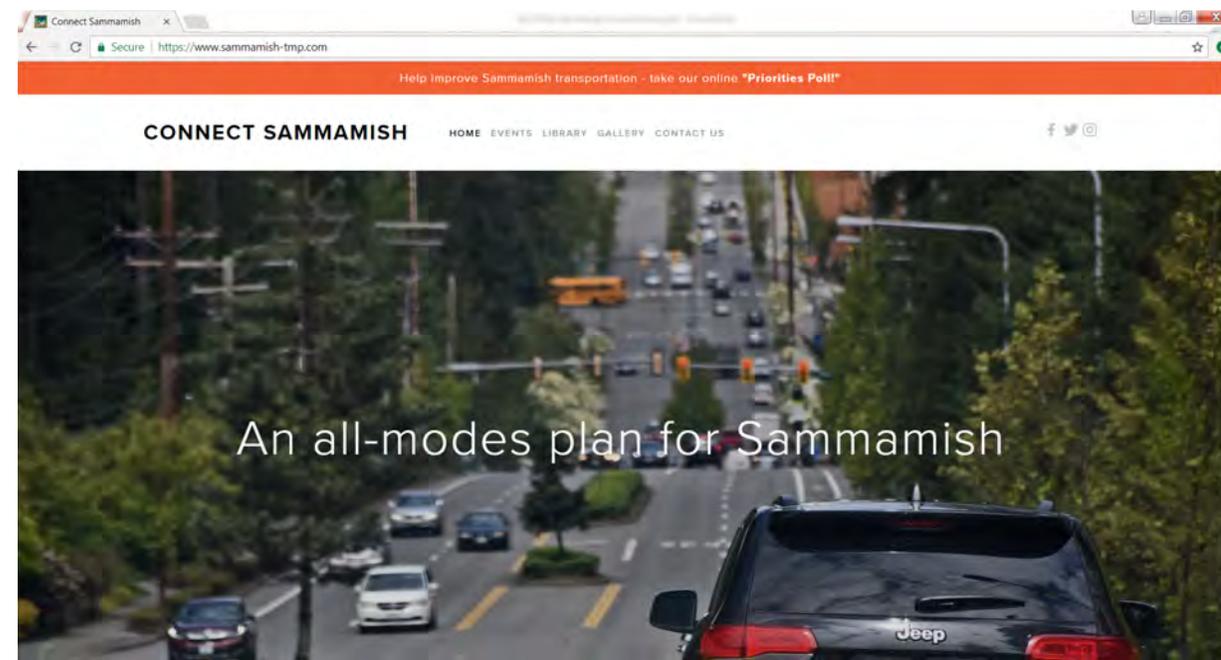
Pop-Up Studio

- Connecting with residents to discuss transportation issues, answer questions and collect feedback
- Locations:
 - Highlands Safeway
 - Pine Lakes QFC
 - Klahanie Shopping Center
 - Sammamish Farmers Market
 - Sammamish Days
 - Concert in the Park



Mini Poll

- Online questionnaire “priorities poll”
- Open from August 15th through September 8th
- Purpose is to gain insight on how to balance transportation priorities
- As of Aug 31 we have received 340 responses
- 87% of respondents are from the City of Sammamish and 7% are from Unincorporated King County



Pop-Up Studio: Safe and Welcoming Comments

Provide a **safe and welcoming** environment for everyone



- “[We need] transportation [options] for people of all ages.”
- “[We would like] family friendly bike facilities from Klahanie to Sammamish Commons.”
- “[Provide] protected bike lanes.”
- “More signage and traffic calming. Folks drive too fast on residential streets.”
- “Encourage ‘Bike to School’ events.”



Pop-Up Studio: Connectivity Comments



Seamlessly connect the City's multimodal transportation networks

- *“Integrate private transit with public facilities.”*
- *“More public transportation, please!”*
- *“Require that new development work with the City AND local school districts on connectivity.”*
- *“Connect neighborhood streets to get school buses off arterial streets.”*
- *“Provide buses during the middle of the day, especially for seniors and teens.”*

Pop-Up Studio: Preserve Community Character Comments

Reinforce Sammamish's **community character** through the transportation network



- “[We should] preserve the greenery and trees in the City.”
- “Transportation influences the health outcomes of our community!” – local nurse



Pop-Up Studio: Efficiency Comments



Maximize people's benefits by using the transportation system **efficiently**

- *“Improve the efficiency of the system using existing tools by retiming traffic signals.”*
- *“Fix my 15 minute school drop off trip that is only 1 mile [away].”*
- *“[The City] needs a grid system – too much reliance on too few arterial streets.”*
- *“Encourage off-peak travel for non-commuters.”*

Pop-Up Studio: Fiscally Sustainable Comments

Develop a **fiscally sustainable** transportation plan



- “[We need to] put our money where our mouth is [and] run bonds.”



Pop-Up Studio: Regional Connections Comments

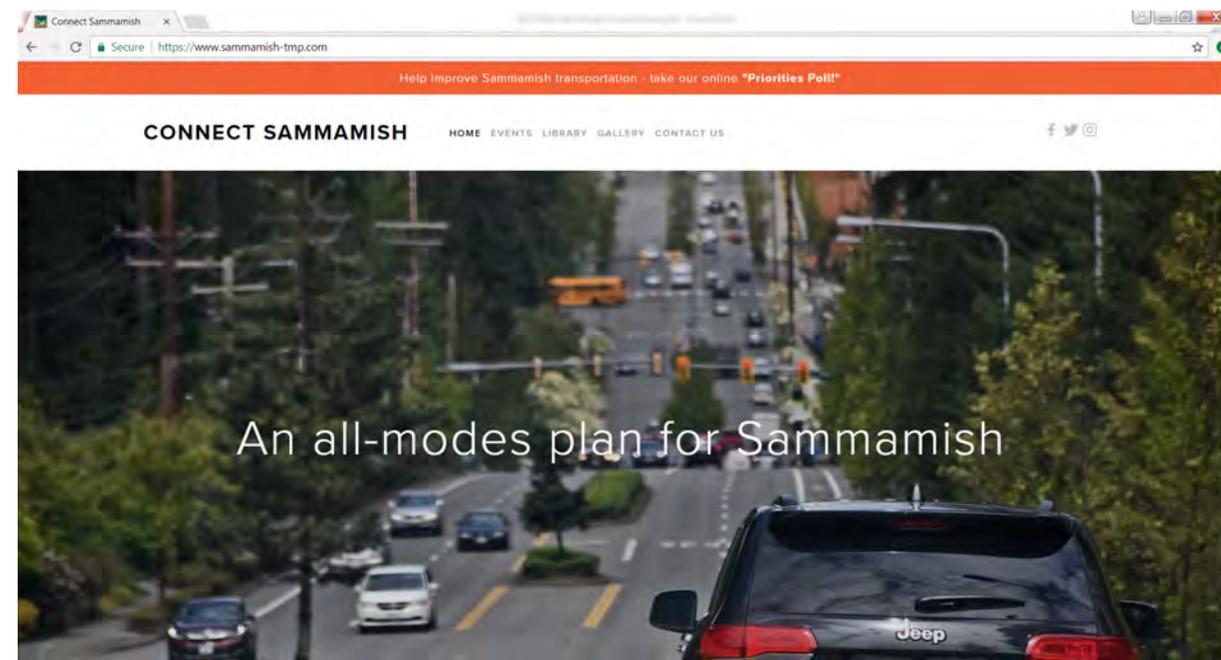


Proactively advocate for investments which improve connections to the **Puget Sound region**

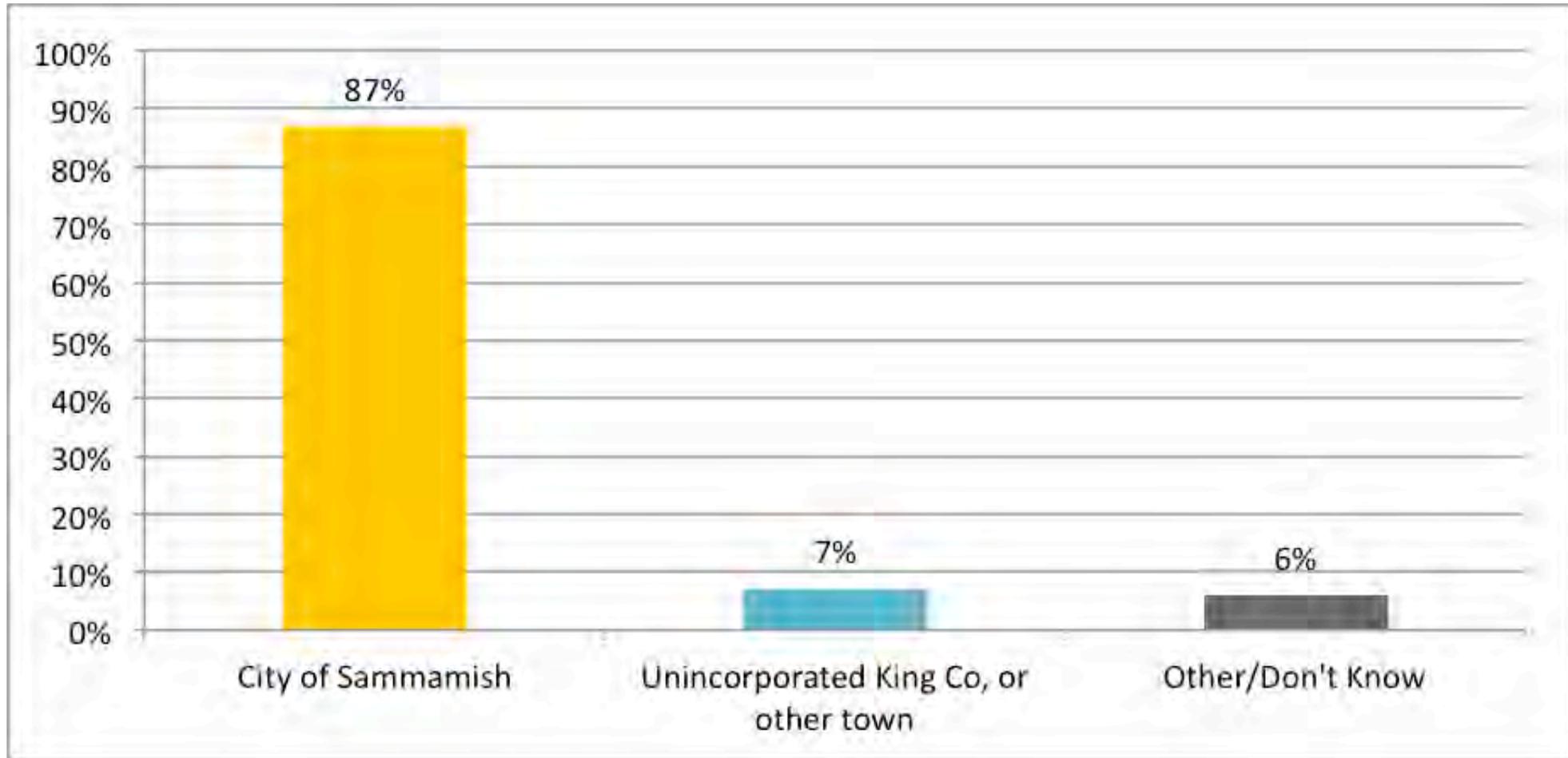
- *“Inside Sammamish is OK, but getting off the Plateau is tough.”*
- *“The bottlenecks are outside the City, widening our roads won’t solve the problem.”*
- *“How about a Lake Sammamish ferry?”*
- *“[The] only viable [transit] connections are in Redmond, but not parking is available there.”*
- *“Facilitate carpooling organization at ‘park and pool’ locations.”*

Mini Poll

- Online questionnaire “priorities poll”
- Open from August 15th through September 8th
- Purpose is to gain insight on how to balance transportation priorities
- As of Aug 31 we have received 340 responses
- 87% of respondents are from the City of Sammamish and 7% are from Unincorporated King County



Mini Poll



Mini Poll Preliminary Results: What's the right balance for the City of Sammamish?

The City should focus on **reducing commute times**, understanding that there's little Sammamish can do to influence congestion reduction beyond its boundaries.



The City should focus on **improvements to local streets** to improve mobility on the Plateau and not on increasing commuting corridor capacity.

The street network needs to be **more connected**, allowing for dispersion of traffic flows, convenient bike/ped connections and efficient routing of school busses through neighborhoods.



The street network should **direct traffic toward arterials**, limiting the use of local streets for autos and school busses by retaining barricades and cul-de-sacs in neighborhood design.

The car is our primary mode of travel, and transportation system designs should give **congestion relief for cars** high priority.



Our transportation system should **encourage walking and biking** as a practical transportation alternative, providing a safe, enjoyable experience.

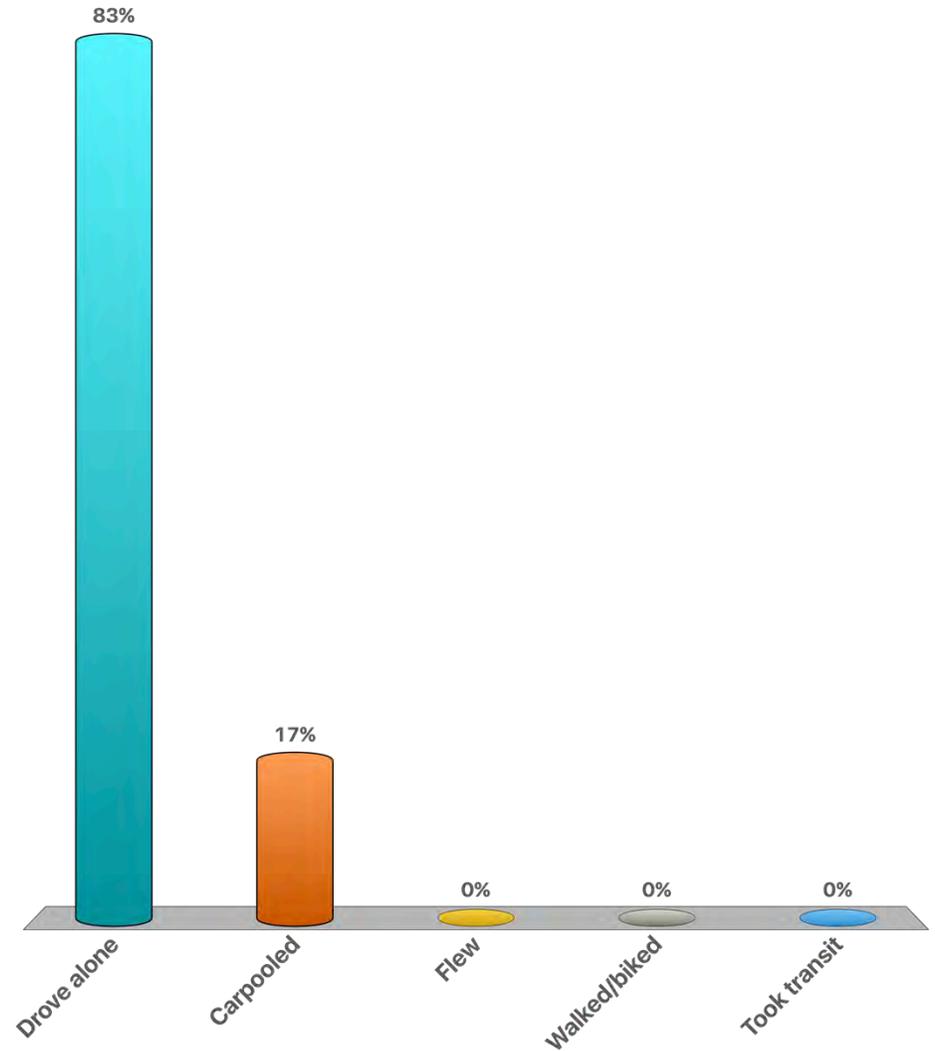
Transportation investment should **support transit use**, with active lobbying for increased transit service and street designs suitable for bus traffic.



Transit isn't particularly feasible on the Plateau and shouldn't really influence how we invest in our streets.

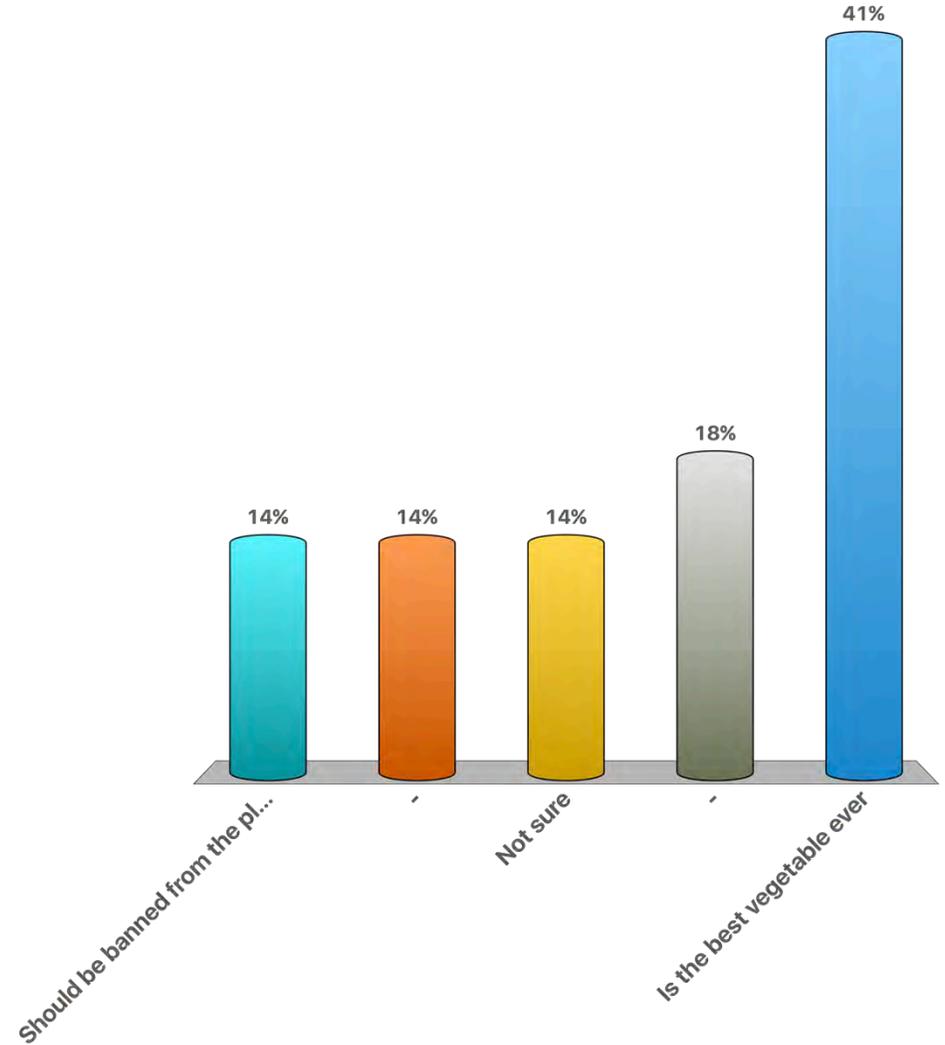
How did you get here tonight?

- A. Drove alone
- B. Carpooled
- C. Flew
- D. Walked/biked
- E. Took transit



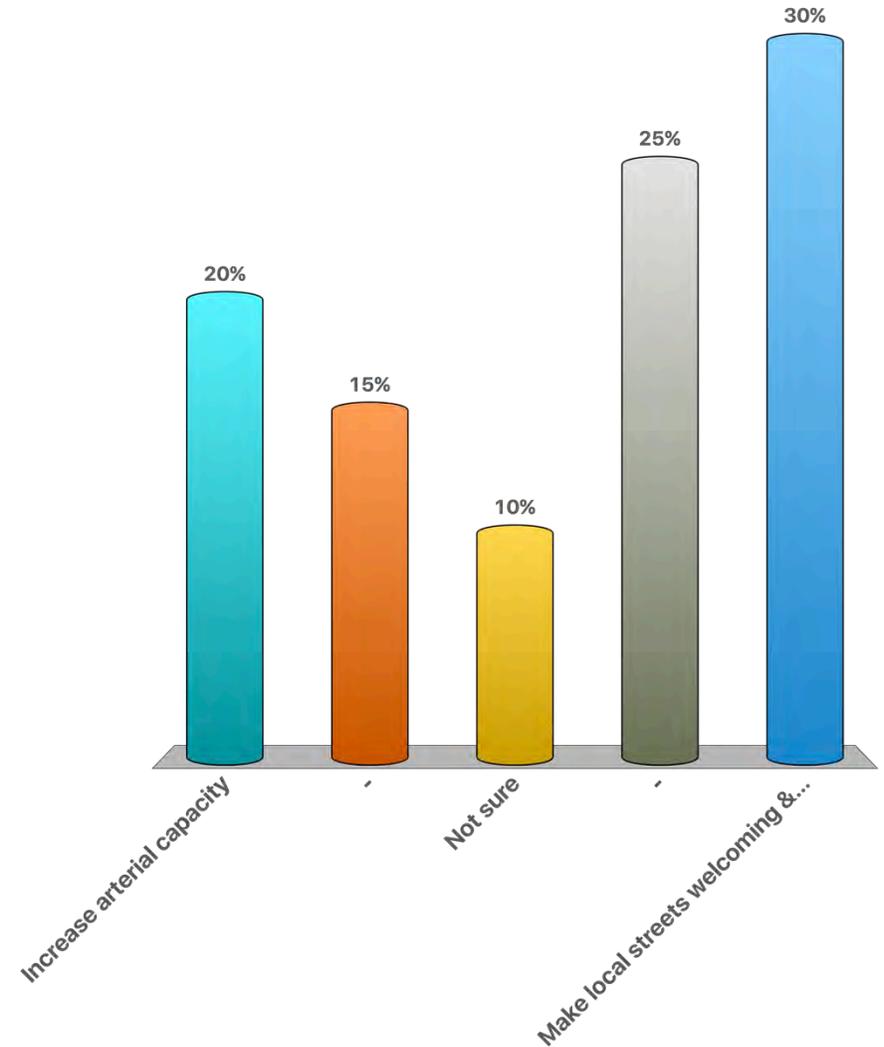
About broccoli

- A. Should be banned from the planet
- B. -
- C. Not sure
- D. -
- E. Is the best vegetable ever



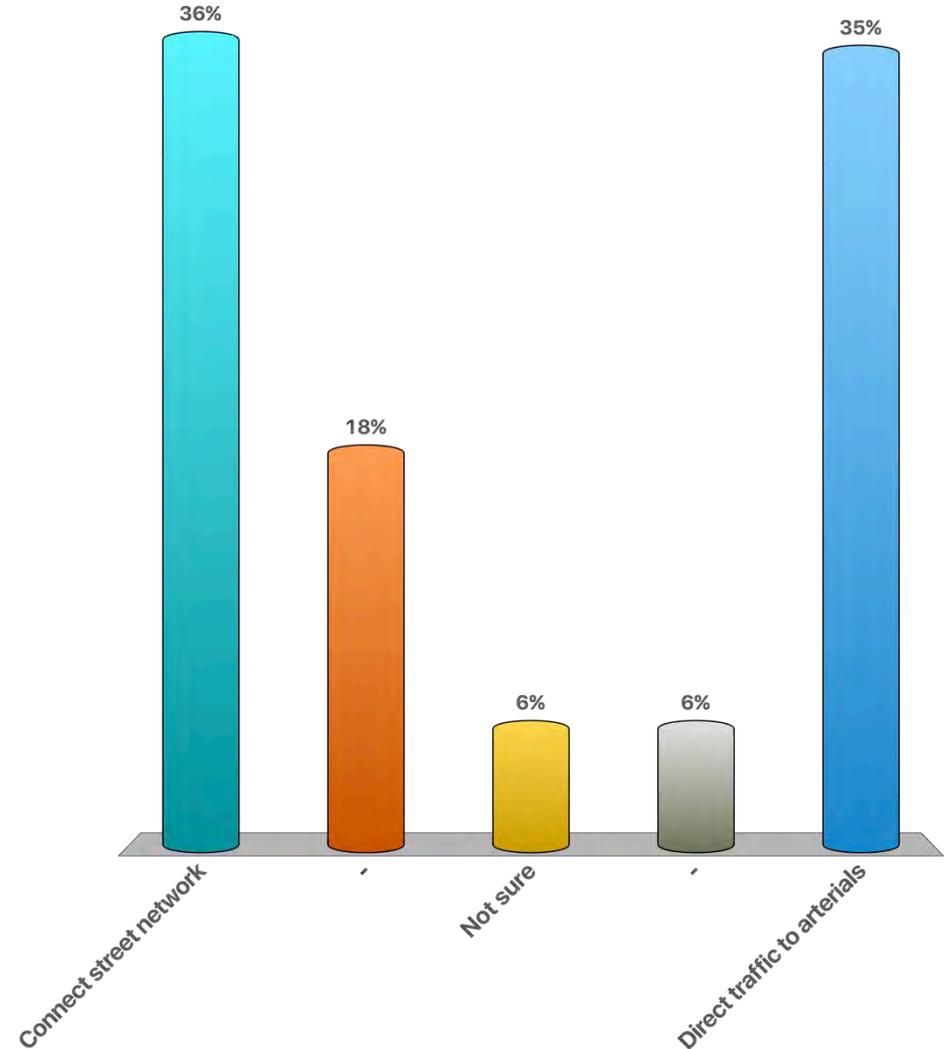
Commuting v. local access

- A. Increase arterial capacity
- B. -
- C. Not sure
- D. -
- E. Make local streets welcoming & safe



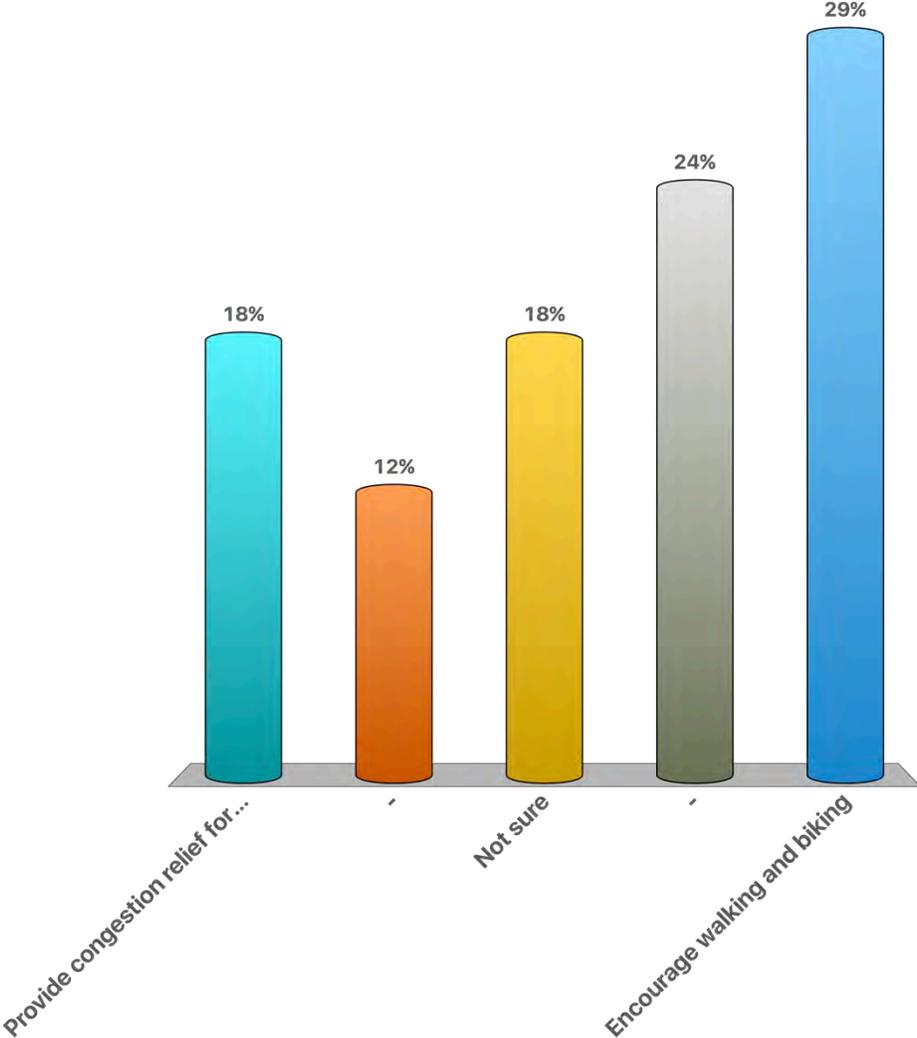
About connectivity

- A. Connect street network
- B. -
- C. Not sure
- D. -
- E. Direct traffic to arterials



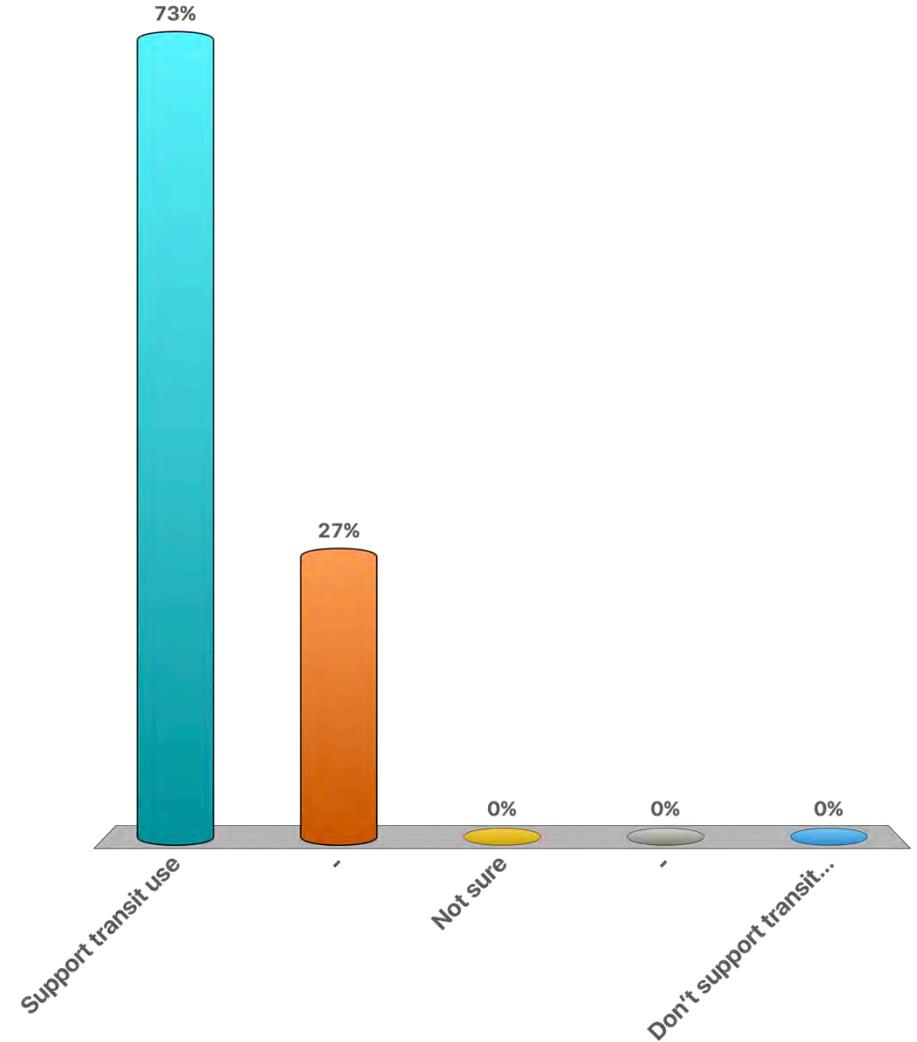
Improvement emphasis

- A. Provide congestion relief for cars
- B. -
- C. Not sure
- D. -
- E. Encourage walking and biking



About transit

- A. Support transit use
- B. -
- C. Not sure
- D. -
- E. Don't support transit use



Mini Poll

Transportation Policy Priorities	Mean Ranking
The system should be efficient , maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.	2.27
Regional destinations should be easier to access, with more transit and less congestion on commute routes.	3.18
Transportation system management should be fiscally sustainable , controlling investment costs, finding grants, and increasing local ability to pay.	3.55
It should be easier to get places on foot, by bike or by car, with connected streets and trails, and improved bike connections.	3.58
Transportation should be safe & welcoming , with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.	3.83
The rights of way and trails should look great, enhancing the character that makes Sammamish unique.	4.54



Activity #2: Vision Gap – Small Groups



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

		Lowest	Neutral						Highest	Gap	Budget		
Scoring		1	2	3	4	5	6	7	8	9	10		
Existing	Sammamish is a place where	Roads are safe for all users										+	
Envisioned												-	
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	
Envisioned												-	
Existing	Sammamish is a place where	Kids can walk to school										+	
Envisioned												-	
Existing	Sammamish is a place where	Streets connect to shorten trips										+	
Envisioned												-	
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	
Envisioned												-	
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	
Envisioned												-	
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	
Envisioned												-	
Existing	Sammamish is a place that considers	Project costs and consequences										+	
Envisioned												-	
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	
Envisioned												-	
Existing	Sammamish is a place with	Viable transit options										+	
Envisioned												-	
Total:													
(Must equal 20)													
Existing	Sammamish is a place where	Other (specify)										+	
Envisioned												-	

Instructions:

Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this **four-part exercise**:

- On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
- On the "Envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish? Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+," or the "-", depending on whether your desired trend is looking for more (+) or looking for less (-).
- Finally, show how much of an investment (time and resources) your group believes the City ought to make to support each factor. Using a "budget" of 20, allocate among the categories as you think appropriate for each area's needs. Note your expenditures in the "Budget" column, and add it up. Remember not to exceed 20 units!
- Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



Existing condition



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

		Lowest	Neutral								Highest	Gap	Budget
Scoring		1	2	3	4	5	6	7	8	9	10		
Existing	Sammamish is a place where	Roads are safe for all users										+	
Envisioned												-	
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	
Envisioned												-	
Existing	Sammamish is a place where	Kids can walk to school										+	
Envisioned												-	
Existing	Sammamish is a place where	Streets connect to shorten trips										+	
Envisioned												-	
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	
Envisioned												-	
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	
Envisioned												-	
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	
Envisioned												-	
Existing	Sammamish is a place that considers	Project costs and consequences										+	
Envisioned												-	
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	
Envisioned												-	
Existing	Sammamish is a place with	Viable transit options										+	
Envisioned												-	
Total:													
(Must equal 20)													
Existing	Sammamish is a place where	Other (specify)										+	
Envisioned												-	

Instructions:
 Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this **four-part exercise**:

- On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
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Desired condition



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

		Lowest	Neutral								Highest	Gap	Budget
Scoring		1	2	3	4	5	6	7	8	9	10		
Existing	Sammamish is a place where	Roads are safe for all users										+	
Envisioned													
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	
Envisioned													
Existing	Sammamish is a place where	Kids can walk to school										+	
Envisioned													
Existing	Sammamish is a place where	Streets connect to shorten trips										+	
Envisioned													
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	
Envisioned													
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	
Envisioned													
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	
Envisioned													
Existing	Sammamish is a place that considers	Project costs and consequences										+	
Envisioned													
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	
Envisioned													
Existing	Sammamish is a place with	Viable transit options										+	
Envisioned													
Total:													
(Must equal 20)													
Existing	Sammamish is a place where	Other (specify)										+	
Envisioned													

Instructions:
 Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this four-part exercise:
 1. On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
 2. On the "Envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish?
 3. Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+," or the "-", depending on whether your desired trend is looking for more (+) or looking for less (-).
 4. Finally, show how much of an investment (time and resources) your group believes the City ought to make to support each factor. Using a "budget" of 20, allocate among the categories as you think appropriate for each area's needs. Note your expenditures in the "Budget" column, and add it up. Remember not to exceed 20 units!
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Closing the gap



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

		Lowest	Neutral								Highest	Gap	Budget	
Scoring		1	2	3	4	5	6	7	8	9	10			
Existing	Sammamish is a place where	Roads are safe for all users										+	3	
Envisioned														
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	2	
Envisioned														
Existing	Sammamish is a place where	Kids can walk to school										+	3	
Envisioned														
Existing	Sammamish is a place where	Streets connect to shorten trips										+	1	
Envisioned														
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	2	
Envisioned														
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	4	
Envisioned														
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	2	
Envisioned														
Existing	Sammamish is a place that considers	Project costs and consequences										+	2	
Envisioned														
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	3	
Envisioned														
Existing	Sammamish is a place with	Viable transit options										+	3	
Envisioned														
Total:														
(Must equal 20)														
Existing	Sammamish is a place where	Other (specify)										+		
Envisioned														

Instructions:
 Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this four-part exercise:
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 3. Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+," or the "-", depending on whether your desired trend is looking for more (+) or looking for less (-).
 4. Finally, show how much of an investment (time and resources) your group believes the City ought to make to support each factor. Using a "budget" of 20, allocate among the categories as you think appropriate for each area's needs. Note your expenditures in the "Budget" column, and add it up. Remember not to exceed 20 units!
 Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



Allocating resources



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

		Lowest	Neutral								Highest	Gap	Budget	
Scoring		1	2	3	4	5	6	7	8	9	10			
Existing	Sammamish is a place where	Roads are safe for all users										+	3	3
Envisioned												-		
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	2	1
Envisioned												-		
Existing	Sammamish is a place where	Kids can walk to school										+	3	2
Envisioned												-		
Existing	Sammamish is a place where	Streets connect to shorten trips										+	1	1
Envisioned												-		
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	2	2
Envisioned												-		
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	4	3
Envisioned												-		
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	2	2
Envisioned												-		
Existing	Sammamish is a place that considers	Project costs and consequences										+	2	3
Envisioned												-		
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	3	4
Envisioned												-		
Existing	Sammamish is a place with	Viable transit options										+	3	2
Envisioned												-		
Total:													20	
(Must equal 20)														
Existing	Sammamish is a place where	Other (specify)										+		
Envisioned												-		

Instructions:
 Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this four-part exercise:
 1. On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
 2. On the "Envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish?
 3. Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+," or the "-", depending on whether your desired trend is looking for more (+) or looking for less (-).
 4. Finally, show how much of an investment (time and resources) your group believes the City ought to make to support each factor. Using a "budget" of 20, allocate among the categories as you think appropriate for each area's needs. Note your expenditures in the "Budget" column, and add it up. Remember not to exceed 20 units!
 Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



The "Bonus Bar"



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

		Lowest	Neutral								Highest			
Scoring		1	2	3	4	5	6	7	8	9	10	Gap	Budget	
Existing	Sammamish is a place where	Roads are safe for all users										+	3	3
Envisioned												-		
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	2	1
Envisioned												-		
Existing	Sammamish is a place where	Kids can walk to school										+	3	2
Envisioned												-		
Existing	Sammamish is a place where	Streets connect to shorten trips										+	1	1
Envisioned												-		
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	2	2
Envisioned												-		
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	4	3
Envisioned												-		
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	2	2
Envisioned												-		
Existing	Sammamish is a place that considers	Project costs and consequences										+	2	2
Envisioned												-		
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	3	3
Envisioned												-		
Existing	Sammamish is a place with	Viable transit options										+	3	2
Envisioned												-		
Total:												(Must equal 20)	20	
Existing	Sammamish is a place where	Other (specify)										+	4	2
Envisioned												-		

Instructions:
 Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this four-part exercise:
 1. On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
 2. On the "Envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish? Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+," or the "-", depending on whether your desired trend is looking for more (+) or looking for less (-).
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 Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



Go!

Group presentations



Next Steps

- Synthesize input so far
- Develop investment scenarios based on input received
- Come back to Council and the community with these scenarios to identify preferred transportation vision

Stay Tuned!

- Visit our project website:

www.sammamish-tmp.com

- Follow City Council meetings for periodic updates
- Participate in our next round of outreach – late 2017/early 2018



Memorandum

Workshop 1 Results

September 7th, 2017

Exercise I Summary



Introduction

On Thursday, September 7th the first of two public workshops, entitled “Transportation Vision” was held in support of the Transportation Master Plan. The meeting was held at Sammamish City Hall Council Chambers from 6:30 to 8:30 pm. Approximately 17 residents attended and took part in the exercise, not including City staff, elected officials or commissioners. A copy of the meeting agenda is attached with this memo, along with copies of the worksheets used in each of two activities. A PDF copy of the slideshow/presentation from the meeting was posted on the project website < <http://www.sammamish-tmp.com> > or may be obtained from the City of Sammamish.

Following a presentation outlining the plan’s background, scope and main objectives, the group activity was introduced, asking small groups (three to six persons per table) to help assess and compare community perceptions of Sammamish’s existing transportation system performance versus how they’d like it to perform in the future. Each group was given a worksheet to complete their evaluations, rating performance on a scale ranging from one (worst) to 10 (best) across 10 categories such as “Roads are Safe for All Users,” “Walking & Biking,” and “Easy to Commute.” Having rated existing performance and indicating how they’d like the transportation system to perform in the future, groups were asked to calculate the numerical differences, creating a “gap” score for each category.

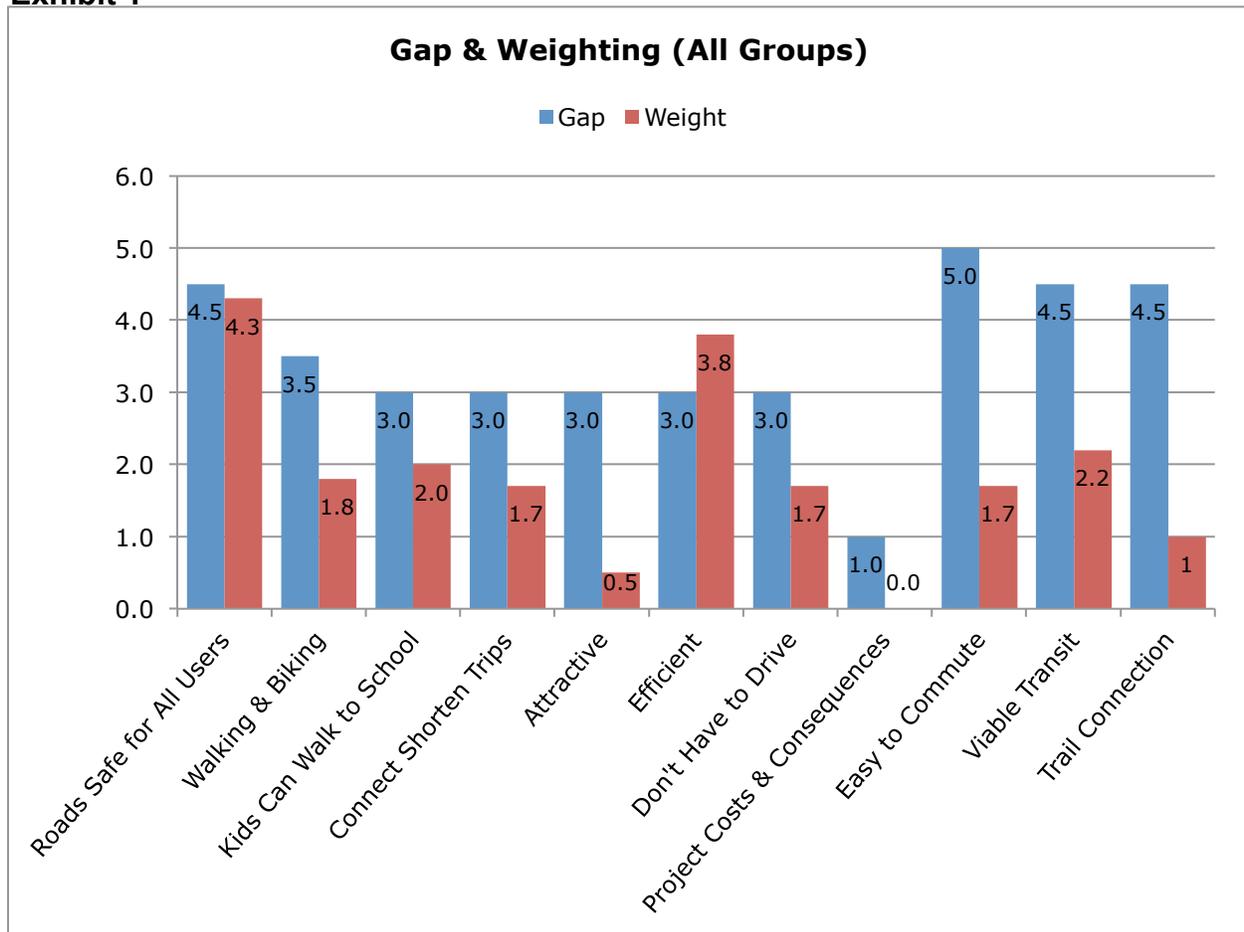
Following this, groups were asked to assign a “budget” number for each category, indicating how much time, energy and funding they’d like to see applied, all while presuming a total budget value of 20 units. These two activities completed the group exercise. Facilitators asked each of the groups to report on their findings to the full assembly.

Summary Results – Exercise I

As seen in the table below (blue columns), participants identified the largest “gap” between existing and desired conditions as related to the Sammamish’s transportation system ability to support “Easy to Commute,” followed by “Roads Safe for All Users” and “Viable Transit,” followed by a five-way tie between “Kids Can Walk to School,” “Connect Shorten Trips,” “Attractive,” “Efficient,” and “Don’t Have to Drive.” Scoring showed “Project Costs & Consequences” with the lowest performance gap.

Groups allocated the largest share of their 20-unit budget to the “Roads Safe for All Users” category, but assigned the second-largest portion of their budgets to improving “Efficient” and improving “Viable Transit” (red columns).

Exhibit 1



Plan Influence

Participants in Exercise I indicated that they weighted improvements in making "Roads Safe for All Users" and making roadways "Efficient with Smooth-Flowing Traffic" higher than any other statement. This could be addressed in the plan in a number of ways; increasing the options of and safety for all users could help to address the efficiency of the roadway by effectively taking cars off the road by providing safe alternatives to driving; allowing for less car traffic could also help with decreasing congestion and lowering wait times.

"Viable Transit Options" was the next weighted option, which could help with the above-stated, top-weighted options by giving residents ways to avoid using their cars, helping to decreasing the number of cars on roadways.

Agenda

Workshop I: Transportation Vision

Thursday, September 7, 2017

City Hall, Council Chambers

801 228th Avenue SE



Time	Activity
6:30 pm	Welcome (<i>City Staff</i>) Opening remarks, acknowledgements
6:40 pm	Presentation (<i>Breiland</i>) Slides and materials covering: <ul style="list-style-type: none">▪ TMP objectives▪ Workshop goals▪ Existing transportation system
7:00 pm	Activity 1 – Pulse Pads (<i>Participants</i>) <ul style="list-style-type: none">▪ Priority poll, key objectives▪ Facilitated summary, discussion
7:20 pm	Activity 2 – Vision Gap (<i>Grimes, participant groups</i>) <ul style="list-style-type: none">▪ Introduction▪ Group review
8:00 pm	Summary Reports (<i>Grimes, participant groups</i>) <ul style="list-style-type: none">▪ Group findings▪ Facilitated summary, review▪ Discussion
8:20 pm	Next Steps (<i>Breiland</i>) <ul style="list-style-type: none">▪ Results incorporation▪ Meeting schedule
8:30 pm	Wrap up/Adjourn (<i>Breiland</i>)



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

Scoring	Lowest			Neutral				Highest			Gap	Budget	
	1	2	3	4	5	6	7	8	9	10			
Existing	Sammamish is a place where			Roads are safe for all users								+	
Envisioned												-	
Existing	Sammamish is a place where people			Can walk or bike for enjoyment								+	
Envisioned												-	
Existing	Sammamish is a place where			Kids can walk to school								+	
Envisioned												-	
Existing	Sammamish is a place where			Streets connect to shorten trips								+	
Envisioned												-	
Existing	Sammamish is a place that prioritizes			Attractive, well-designed streets								+	
Envisioned												-	
Existing	Sammamish is a place with			Efficient, smooth-flowing traffic								+	
Envisioned												-	
Existing	Sammamish is a place where people			Don't have to drive for daily needs								+	
Envisioned												-	
Existing	Sammamish is a place that considers			Project costs and consequences								+	
Envisioned												-	
Existing	Sammamish is a place where			It's easy to commute elsewhere								+	
Envisioned												-	
Existing	Sammamish is a place with			Viable transit options								+	
Envisioned												-	
Total:													
(Must equal 20)													
Existing	Sammamish is a place where			Other (specify)								+	
Envisioned												-	

Instructions:

Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this four-part exercise:

- On the "existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture dimensions. Place a dot to indicate the current status.
- On the "envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish? Comparing your existing and envisioned scores, calculate the total "gap" between them (for instance, scores of "2" and "8" should equal 6). Circle the "+" or the "-" depending on whether your desired trend is looking for more (+) or looking for less (-).
- Finally, how much an investment (time, money, resources) do you think the City ought to make to support each factor. Using a "budget" of 20, allocate among the categories as you think appropriate to best meet the goal. (Note your group's allocations in the budget column, and add it up. Remember not to exceed 20 units!)
- Note that we've provided an "Other" category to fill in, in case we've missed anything. Thanks!



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

Scoring	Scale										Gap	Budget
	1	2	3	4	5	6	7	8	9	10		
Existing	Sammamish is a place where Roads are safe for all users										+ 3	3
Envisioned											- 3	
Existing	Sammamish is a place where people Can walk or bike for enjoyment										+ 2	2
Envisioned											- 2	
Existing	Sammamish is a place where Kids can walk to school										+ 3	2
Envisioned											- 3	
Existing	Sammamish is a place where Streets connect to shorten trips										+ 2	2
Envisioned											- 2	
Existing	Sammamish is a place that prioritizes Attractive, well-designed streets										+ 0	0
Envisioned											- 0	
Existing	Sammamish is a place with Efficient, smooth-flowing traffic										+ 1	2
Envisioned											- 1	
Existing	Sammamish is a place where people Don't have to drive for daily needs										+ 4	2+1
Envisioned											- 4	
Existing	Sammamish is a place that considers Project costs and consequences										+ 0	0
Envisioned											- 0	
Existing	Sammamish is a place where It's easy to commute elsewhere										+ 4	3
Envisioned											- 4	
Existing	Sammamish is a place with Viable transit options										+ 6	2+1
Envisioned											- 6	
Total:												
(Must equal 20)												
Existing	Sammamish is a place where Lower Speed Limits for safety & saves road costs										+	
Envisioned											-	
Other (specify)												

Instructions:

Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this **four-part exercise**:

- On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
- On the "Envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish?
- Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+" or the "-" depending on whether your desired trend is looking for more (+) or looking for less(-).
- Finally, show how much of an investment (time and resources) your group believes the City ought to make to support each factor. Using a "budget" of 20, allocate among the categories as you think appropriate for each area's needs. Note your expenditures in the "Budget" column, and add it up. Remember not to exceed 20 units!

Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



		Lowest	Neutral					Highest			Budget				
Scoring		1	2	3	4	5	6	7	8	9	10	Gap			
Existing	Sammamish is a place where	Roads are safe for all users										+	6	1	45
Envisioned												-			
Existing	Sammamish is a place where people	Can walk or bike for enjoyment										+	3	2	3
Envisioned												-			
Existing	Sammamish is a place where	Kids can walk to school										+	5	4	2
Envisioned												-			
Existing	Sammamish is a place where	Streets connect to shorten trips										+	2		1
Envisioned												-			
Existing	Sammamish is a place that prioritizes	Attractive, well-designed streets										+	0		1
Envisioned												-			
Existing	Sammamish is a place with	Efficient, smooth-flowing traffic										+	3	1	45
Envisioned												-			
Existing	Sammamish is a place where people	Don't have to drive for daily needs										+	2		1
Envisioned												-			
Existing	Sammamish is a place that considers	Project costs and consequences										+	?	A	0
Envisioned												-			
Existing	Sammamish is a place where	It's easy to commute elsewhere										+	2	3	0
Envisioned												-			
Existing	Sammamish is a place with	Viable transit options										+	6	2	2
Envisioned												-			
Existing	Sammamish is a place where	Other (specify)										+			
Envisioned												-			
											Total:		20		
											(Must equal 20)				

A: Should be included in all projects



Instructions:

Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this **four-part exercise**:

- On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
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- Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+" or the "-" depending on whether your desired trend is looking for more (+) or looking for less(-).
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Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



Vision Gap Exercise
 Transportation Features + Weighting - September 7, 2017

Scoring	Lowest		Neutral				Highest				Gap	Budget		
	1	2	3	4	5	6	7	8	9	10				
Existing	Sammamish is a		Roads are safe for all users										+ 4.5	5
Envisioned	place where												-	5
Existing	Sammamish is a		Can walk or bike for enjoyment										+ 3.5	.5
Envisioned	place where people												-	.5
Existing	Sammamish is a		Kids can walk to school										+ 3	2
Envisioned	place where												-	2
Existing	Sammamish is a		Streets connect to shorten trips <i>(Satisfies a priority)</i>										+ 3	2
Envisioned	place where												-	2
Existing	Sammamish is a		Attractive, well-designed streets										+ 3	.5
Envisioned	place that prioritizes												-	.5
Existing	Sammamish is a		Efficient, smooth-flowing traffic										+ 3	4.5
Envisioned	place with												-	4.5
Existing	Sammamish is a		Don't have to drive for daily needs										+ 3	1
Envisioned	place where people												-	1
Existing	Sammamish is a		Project costs and consequences										+ 1	0
Envisioned	place that considers												-	0
Existing	Sammamish is a		It's easy to commute elsewhere										+ 5	2
Envisioned	place where												-	2
Existing	Sammamish		Viable transit options										+ 4.5	1.5
Envisioned	place with												-	1.5
											33.5			
											Total:			
											(Must equal 20)			
Existing	Sammamish is a		Other (specify) <i>TRAIL CONNECTIONS TO MAKE WALKING/BIKING TRIPS SHORTER</i>										+ 4.5	13
Envisioned	place where												-	13

Instructions:

Sammamish's transportation system has many strengths, but the system should also change to meet projected needs. For this **four-part exercise**:

1. On the "Existing" scale, show how well your group thinks the transportation system **already performs** for each of ten big-picture characteristics. Place a dot to indicate the current status.
2. On the "Envisioned" scale, show how well your group thinks it **should perform** in the future - how critical do you think each factor ought to be for Sammamish?
3. Comparing your existing and envisioned scores, calculate the **total "gap"** between them (for instance, scores of "2" and "8" should equal 6). Circle the "+" or the "-" depending on whether your desired trend is looking for more (+) or looking for less(-).
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Note that we've provided an "Other" category to fill in, in case we've missed anything. **Thanks!**



MEMORANDUM

Date: September 28, 2017
To: City Council
From: Lyman Howard, City Manager
Subject: Comprehensive Plan – 2017 Transportation Element Update

The City Council approved Public Works' docket request in 2016 to amend Transportation Element of the Comprehensive Plan by updating and bringing more consistency in several of the technical sections. The update is intended to provide a more accurate representation of current and future traffic conditions by incorporating 2016 traffic counts, the impacts of recently approved development, planned transportation improvement projects, and the recent annexation of Klahanie. This update will also allow for growth to continue to pay for growth and collect approximately \$11 million in impact fees and an updated concurrency project list.

The City Council directed staff to suspend work on the update in July until the Transportation Master Plan was completed. Staff conducted an analysis and are very concerned that there will be serious, unintended consequences if this amendment does not go forward. It is important to note that actions taken by the City Council related to the 2017 Transportation Element Update do not eliminate potential options that may emerge out of the TMP and traffic concurrency discussions.

City staff has prioritized the components of the amendment into three categories, Priority 1 being the most important. This information is conveyed in the following table, along with reasons for including each set of update items in the proposed amendment.

<i>Priority Level</i>	<i>Update Items</i>	<i>Why Include?</i>
1	<ul style="list-style-type: none"> • 2016 Traffic counts • AWDT reference • HCM reference 	<ul style="list-style-type: none"> ✓ Uses most current data ✓ IDs newly failing segments and intersections ✓ Fixes inaccuracies, improves transparency ✓ Consistent with engineering best practices ✓ Ensures policy describes practice ✓ 2016 traffic model is already nearly complete
2	<ul style="list-style-type: none"> • Klahanie roads • Issaquah-Fall City Road • Newly-failing intersections • Roadway reclassification • Town Center land use 	<ul style="list-style-type: none"> ✓ Includes newly annexed area ✓ Improves accuracy of model by adding missing roads ✓ Ensures Issaquah-Fall City Rd project is partially paid for by growth (Estimated \$11 m in impact fees) ✓ Allows impact fee eligibility for newly failing intersections ✓ Aligns road classifications with existing traffic patterns ✓ Requires developers to improve roads to adopted Public Works' Standard

3	<ul style="list-style-type: none"> • Other corridors, segments, and intersections • Other project list updates 	<ul style="list-style-type: none"> ✓ Better aligns to current land use assumptions ✓ Better aligns to roadway re-classifications ✓ Provides information about likely concurrency failures ✓ Results in higher impact fee collection ✓ Provides a more accurate look at planned projects
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A review of the proposed changes to the Transportation Element will occur at the October 2nd Study Session, where we'll be seeking input from Council to inform our recommendation. A continuation of the public hearing and second reading of the proposed amendment is scheduled to take place at the October 3rd City Council Meeting. Final reading and adoption is scheduled for November 21, 2017.

Note: Additional reference materials can be found in the October 3rd Council packet as part of Agenda Bill #8: *Second Reading: Amending the Transportation Element of the Comprehensive Plan.*