



AGENDA

City Council Study Session

6:30 PM - Monday, March 5, 2018

City Hall Council Chambers, Sammamish, WA

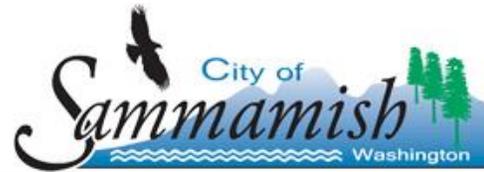
Page		Estimated Time
	CALL TO ORDER	6:30 PM
	TOPICS	
2 - 34	1. Discussion: Intersection-Based Traffic Concurrency and Level of Service Options Briefing View Agenda Item	
	EXECUTIVE SESSION – IF NECESSARY	
	ADJOURNMENT	8:30 PM

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Agenda Bill

City Council Study Session

March 05, 2018



SUBJECT:	Intersection-Based Traffic Concurrency and Level of Service Options Briefing	
DATE SUBMITTED:	February 28, 2018	
DEPARTMENT:	Public Works	
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational	
RECOMMENDATION:	Review intersection-based traffic concurrency and LOS options.	
EXHIBITS:	1. Exhibit 1 - Memo 2. Exhibit 2 - Presentation	
BUDGET:		
Total dollar amount	N/A	<input type="checkbox"/> Approved in budget
Fund(s)		<input type="checkbox"/> Budget reallocation required
		<input checked="" type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

ISSUE BEFORE COUNCIL:

Review intersection-based traffic concurrency and LOS options and project schedule and provide direction on the preferred approach.

KEY FACTS AND INFORMATION SUMMARY:

Transmitting Fehr & Peers' memo summarizing the intersection-based concurrency and LOS policy options, project schedule, and staff recommendation. The project team will facilitate a discussion at the March 5, 2018 Council meeting. Their presentation is included for your preliminary review.

After providing direction on March 5, Council will have the opportunity to confirm this direction via resolution at the council meeting on March 6, 2018.

FINANCIAL IMPACT:

N/A

OTHER ALTERNATIVES CONSIDERED:

Do not affirm the concurrency and LOS approach or the schedule. This will delay implementation of the concurrency program.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Comprehensive Plan Transportation Element](#)



MEMORANDUM

Date: March 1, 2018

To: Jessi Bon, Steve Leniszewski, and Cheryl Paston, City of Sammamish

From: Kendra Breiland, Fehr & Peers

Subject: Intersection-Based Concurrency and Level of Service Policy Options at the March 5th Council Meeting

SE17-0536

On March 5th, Fehr & Peers will report on the City's Transportation Master Plan (TMP) and Concurrency Update. To frame the discussion, Fehr & Peers will report on high-level direction received from the prior Council in late 2017, updates to this direction received at the February 13-2018 Council Meeting, and outcomes (including updated deficiency findings) of adopting potential intersection Level of Service (LOS) policies. During this meeting, the Project Team needs direction from the City Council in the following areas:

- Confirm staff's suggested schedule
- Affirm which intersection LOS policy to apply

HIGH-LEVEL DIRECTION RECEIVED FROM THE PRIOR COUNCIL

In the last quarter of 2017, Fehr & Peers presented several times to the prior Council on topics ranging from an assessment of the existing concurrency policy, concurrency/LOS approaches applied by other communities, and the feasibility testing of other approaches in Sammamish. These presentations included reports at regular Council meetings and study sessions as well as two daytime technical meetings.

Key outcomes of these meetings included:

- **The previous Council supported the City leveraging other innovative data sources to provide a better understanding of current issues.** INRIX speed data is strongly supported, but Council members also asked about the availability and usefulness of other sources, including cell phone data to better understand travel patterns and transit performance data. As a result, the City has purchased INRIX data to monitor travel patterns. Fehr & Peers will report on other available data sources as a part of the TMP.



- **Council generally supported revising the City’s concurrency policy to be based on intersections only.** While it was recognized that the City may eventually want to shift concurrency to measures like travel time and speed, basing concurrency on intersection performance was viewed as a reasonable proxy for driver experience in the near term. In response, it was decided that the City would update the Transportation Element of its Comprehensive Plan in 2018 to remove the segment measures and adopt standards for intersection performance during the AM and PM peak hours.
- **Use the TMP process to identify needed improvements for walking, biking, and transit and ensure these improvements are eligible for impact fees.** Council recognized that by removing multimodal standards from concurrency, the City would have more flexibility in where it sites these improvements. The previous Council stressed that this change was not made to de-emphasize the importance of multimodal improvements, but to ensure that the City can better control where it builds projects like sidewalks, bike lanes, and trail connections to address identified needs like safe access to schools and transit stops.
- **Develop AM peak traffic models.** There was much discussion regarding whether the City’s current PM peak traffic model, along with requiring developers to model the impacts of the proposed development on the AM peak period provided enough information for City staff to make the appropriate decisions on concurrency. Eventually, the Council directed staff to proceed with the development of AM peak traffic models, which are scheduled to be completed at the end of this month.

At the end of 2017, the previous Council directed the project team to work on the following items:

- **TMP:** Continue work focused on development of a prioritized 2019-2024 capital project list by early summer to allow for Council consideration as part of the 2019-2020 budget process. This adoption would be accompanied by an update to the City’s traffic impact fee program to ensure that growth continues to pay for growth.
- **Concurrency & LOS:** Update the City’s Comprehensive Plan to incorporate a new LOS and concurrency policy by spring 2018.

UPDATED DIRECTION RECEIVED AT FEBRUARY 13TH COUNCIL MEETING

Council directed staff to move forward with updating the City’s concurrency policy in advance of the TMP at the February 13, 2018 Council meeting. In response to this direction, staff proposes the following schedule:

- 3/6/2018 – City Council resolution to approve concurrency policy approach, LOS and project schedule. Resolution will supersede R2017-762.



- 3/20/2018 – Approve Fehr & Peers contract amendment – Concurrency policy and transportation planning.
- 4/19/2018 – Planning Commission Work Session: Concurrency 101.
- 4/30/2018 – Joint City Council and Planning Commission Study Session #1: Proposed Comprehensive Plan Amendment updates related to concurrency.
- 5/15/2018 - Joint City Council and Planning Commission Study Session #2: Proposed code revisions related to concurrency.
- 6/4/2018 - Joint City Council and Planning Commission Study Session #3: Comprehensive Plan Amendment and code revisions reviewed together and discussed.
- 6/21/2018 – Planning Commission Public Hearing #1: Comprehensive Plan Amendment and Planning Commission Public Hearing #2: Code revisions.
- 7/10/2018 – City Council Public Hearing – Comprehensive Plan Amendment.
- 7/17/2018 – City Council Public Hearing – Code revisions.

This schedule assumes that the TMP would be put on hold for the next several months as the concurrency policy is developed. Work on the TMP would resume in August 2018 (or once the concurrency/LOS policies, Comprehensive Plan and code amendments are adopted) with the final TMP completed by late spring 2019. Updates to the Comprehensive Plan and codes that result from adoption of the TMP would occur by the end of next year.

A key theme discussed during the February 13th Council meeting was that concurrency is one of the many tools the City applies to ensure a functioning transportation system. The tools at the City's disposal fall into the following three categories and are summarized in **Table 1** on the following page.

- Tools that support **capital project list development** are long-range planning tools that identify how future growth leads to additional project needs.
- Tools that support **transportation system operations** are short-range planning tools that identify how the existing system should be modified to improve operations.
- Tools that support **development management** are short-range planning tools that identify how the existing system should be modified to accommodate near term growth or how development proposals should be tailored to minimize system impacts.



Table 1 Transportation Planning & Management Tools

Tool	Capital List Development	System Operations	Development Management
<p><u>Comprehensive Plan</u></p> <p>Establishes the City's land use vision, including its 20 year growth horizon. Development proposals should be evaluated for consistency with this land use vision.</p>	X		X
<p><u>Level of Service Standards</u></p> <p>Describes how the City intends for its transportation system to operate over time</p>	X	X	X
<p><u>Transportation Master Plan</u></p> <p>Provides the prioritized project list that serves the growth specified in the Comprehensive Plan to achieve the LOS standards. Some of these projects are shorter-term or more operational in nature. Some are explicitly needed to address demands imposed by growth.</p>	X	X	X
<p><u>Travel/traffic models</u></p> <p>Helps estimate future traffic demands on the system including near term demands from pipeline development.</p>	X	X	X



<p><u>Traffic Impact fees</u></p> <p>the City's program to ensure growth pays for growth by funding projects needed to provide capacity for future growth</p>	<p>X</p>		
<p><u>Coordination with other jurisdictions (including transit and WSDOT)</u></p> <p>Helps identify opportunities and challenges, particularly as it relates to important projects that impact Sammamish's transportation system, but are outside of the City's jurisdiction. Some of these opportunities may be near term in nature or maybe more operational (for example, transit operations at a signal or a bus stop).</p>	<p>X</p>	<p>X</p>	<p>X</p>
<p><u>Motorized/Non-motorized data (INRIX, counts, etc.)</u></p> <p>Provides past and current travel trends, which can highlight hot spots and project needs. Hot spots identified through INRIX can be strong candidates for operational improvements.</p>	<p>X</p>	<p>X</p>	<p>X</p>
<p><u>Development regulations</u></p> <p>Set the rules of engagement for new development, in terms of allowable uses, how these uses interface with the City's system, and specific transportation amenities they should provide.</p>			<p>X</p>



<p><u>Concurrency</u></p> <p>Evaluates whether the City is building its transportation system to keep pace with growth. State law requires that cities do not approve growth if LOS standards are not met.</p>			<p>X</p>
<p><u>Washington State Environmental Policy Act (SEPA)</u></p> <p>State law that helps agencies identify environmental impacts that likely result from proposed projects and decisions. Gives agencies authority to condition a proposal to mitigate the impacts or deny the proposal. SEPA is intended to ensure that environmental values are considered during decision-making by state and local agencies.</p>	<p>X</p>	<p>X</p>	<p>X</p>
<p><u>Public Works Standards</u></p> <p>City's standards which define the required type and features of projects in the rights of way must meet, including needed cross-sections.</p>	<p>X</p>	<p>X</p>	<p>X</p>

City of Sammamish
 March 1, 2018
 Page 7 of 11



CONCURRENCY OPTIONS

A desired outcome of this Council meeting is to receive direction on a preferred LOS policy that will serve as the basis for the City's enforcement of transportation concurrency. The City's existing LOS policy is described in **Exhibit A**, which was the presentation made to Council on [September 5, 2017](#).

At the March 5th Council meeting, we will be reviewing two potential options for LOS:

- **Intersection-wide** (average of all legs) LOS D for AM/PM peaks
- **Intersection worst-approach** LOS D for AM/PM peaks

At the January 16, 2018 Council meeting, a third option for LOS was considered: modified worst approach LOS D for the AM/PM peaks. This option was intended to serve as a hybrid of the above options, applying worst approach LOS at all concurrency intersections except for cases where the worst approach leg carried fewer than 15 percent of overall intersection volumes. Since this option would add complexity to the City's LOS standard without offering a significant benefit (in terms of reduced capital project needs), this option was dismissed and is not presented in this memo.

Table 2, on the following page, summarizes the intersections that fail under each potential LOS policy (intersection-wide LOS D and worst-approach LOS D), by peak hour. Please note that only intersections that fail at least one of these LOS policies are shown in the table below. The list is different than the preliminary list of failures presented to Council on January 16th due to additional analysis and calibrations to the traffic models.

There are 43 intersections proposed to be subject to concurrency and owned by the City. As such, all are within Sammamish City limits. As discussed in previous presentations, the City can choose to evaluate intersections outside of the city, as well as advocate for and fund improvements in these locations.

Because the state's concurrency law allows communities to accept development so long as its established LOS standards can be met within six years through capital projects with identified funding, Table 2 will be updated for the March 20, 2018 council meeting to include two time horizons:

- **2016**, the most recent year for which counts are available reflecting current conditions, and

City of Sammamish
 March 1, 2018
 Page 8 of 11



- **2024**, the horizon year of the City's funded six-year Transportation Improvement Program (TIP).

The 2024 horizon is technically the benchmark that the City should be using for measuring concurrency, although it requires use of the City's travel model to account for pipeline development that has already been approved and is expected to be generating traffic by 2024.

As Table 2 shows:

- 8 intersections currently fail the intersection-wide LOS D standard for the AM or PM peak.
- 11 intersections currently fail the worst-approach LOS D standard for the AM or PM peak.

Measuring LOS for intersections as a whole (i.e. intersection wide), rather than by approach, is a standard methodology applied by many communities throughout the country, and results in fewer capital needs to maintain concurrency. Therefore staff recommends that Council adopt intersection-wide LOS D for the AM/PM peak, and per the Comprehensive Plan also retain the ability to apply LOS E in locations where LOS D cannot be obtained with three approach lanes per direction.

To provide additional context, Table 2 will be expanded at the March 20, 2018 Council meeting to also show:

- The number of intersections that would fail the intersection-wide LOS D standard in 2024, once projects in the funded six-year TIP are implemented.
- The number of intersections that would fail the worst-approach LOS D standard in 2024, once projects in the funded six-year TIP are implemented.



Table 2: Level of Service Results Under Each Potential Policy Option, by Peak Hour

Intersection	AM System Peak Hour (7:00 to 8:00)		PM System Peak Hour (4:45 to 5:45)	
	Average Intersection LOS	Worst Approach LOS	Average Intersection LOS	Worst Approach LOS
Issaquah-Pine Lk Rd & SE 48th St	C	E	B	D
Klahanie Dr SE & SE Issaquah Fall City Rd	E	F	F	F
SE 32nd Way & 244th Ave E	C	C	E	E
228th Ave SE & SE 40th St	D	D	F	F
Pacific Cascade Middle School/247th Pl SE & SE Issaquah Fall City Rd.	E	F	C	F
Sahalee Way NE & NE 36th St	F	F	F	F
Issaquah-Pine Lk Rd & SE 42nd St	C	C	F	F
NE 28th Way/223rd Ave NE & Sahalee Way NE	F	F	F	F
242 nd Avenue NE/NE 8 th Street	D	E	B	B
Issaquah-Pine Lake Road/SE 230 th Lane SE	E	F	C	C
256 th Ave SE/E. Beaver Lake Drive SE & Issaquah Beaver Lake Rd	F	F	D	D

POTENTIAL UPDATES TO THE 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM

To avoid identifying additional intersection deficiencies, which has potential implications on the impact fees that the City can charge, an update to the City's LOS policy (which is the standard used by concurrency) would also require an update to the City's 2019-2024 TIP. This identifies a plan to bring failing intersections up to the City's standard by 2024. The updated list of TIP projects will be presented to Council for approval in June as part of the 2019-2020 budget process. In the meantime, it may be worthwhile to recall some of key highlights from the TMP outreach gaging public priorities for transportation:

Phase 1 of the TMP featured mid-August pop-up events held throughout the city, an online mini-poll, and the September 7th public workshop. In total, over **270 community members** visited our

City of Sammamish
 March 1, 2018
 Page 10 of 11



pop-up events and **565 community members** responded to the mini-poll (either online or via hard copy at the pop-up events).

Citizens identified their position on a spectrum of four choices described below:

- **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 over 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 2017. The draft priorities were ranked on a scale of 1-6, with 1 representing the highest priority. The two that received the highest level of community emphasis were **focusing on system efficiency** and **connecting to regional destinations**.



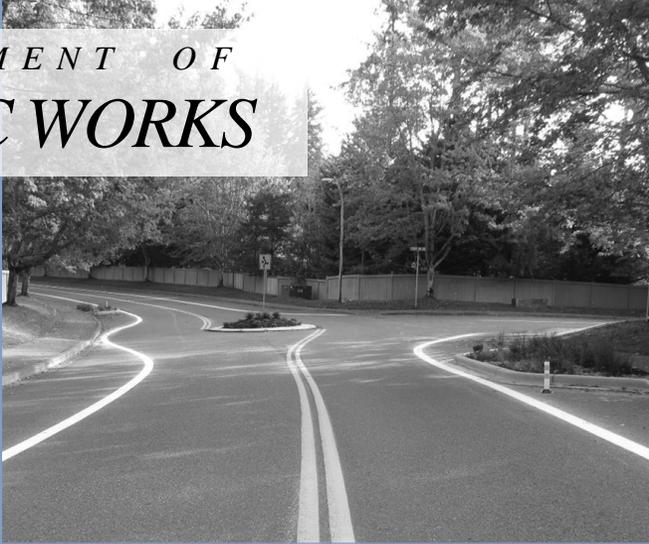
Goal	Average rank
The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.	2.35
Regional destinations should be easier to access, with more transit and less congestion on commute routes.	2.90
It should be 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

CONCLUSIONS AND RECOMMENDATIONS

The issues being considered by this Council are very complex and the Project Team appreciates the thoughtful consideration that has been given to this topic to date. To maintain our proposed schedule (Attachment B) to have a concurrency policy in place by the end of July, it is important that we receive direction regarding the schedule and intersection LOS policy at this council meeting.

The Project Team recommends that the Council affirm the **intersection-wide (average of all legs) LOS D for AM/PM peaks, and retain the ability to apply LOS E in locations where LOS D cannot be obtained with three approach lanes per direction**. This is based on what we heard from Sammamish citizens, Council, stakeholders, common practice in the region, analysis of Sammamish's traffic and road network, and our professional expertise. However, we recognize that this is solely the Council's decision to make.

DEPARTMENT OF
PUBLIC WORKS



Concurrency and Level of Service Policy Update

**City Council Meeting
March 5, 2018**



Agenda

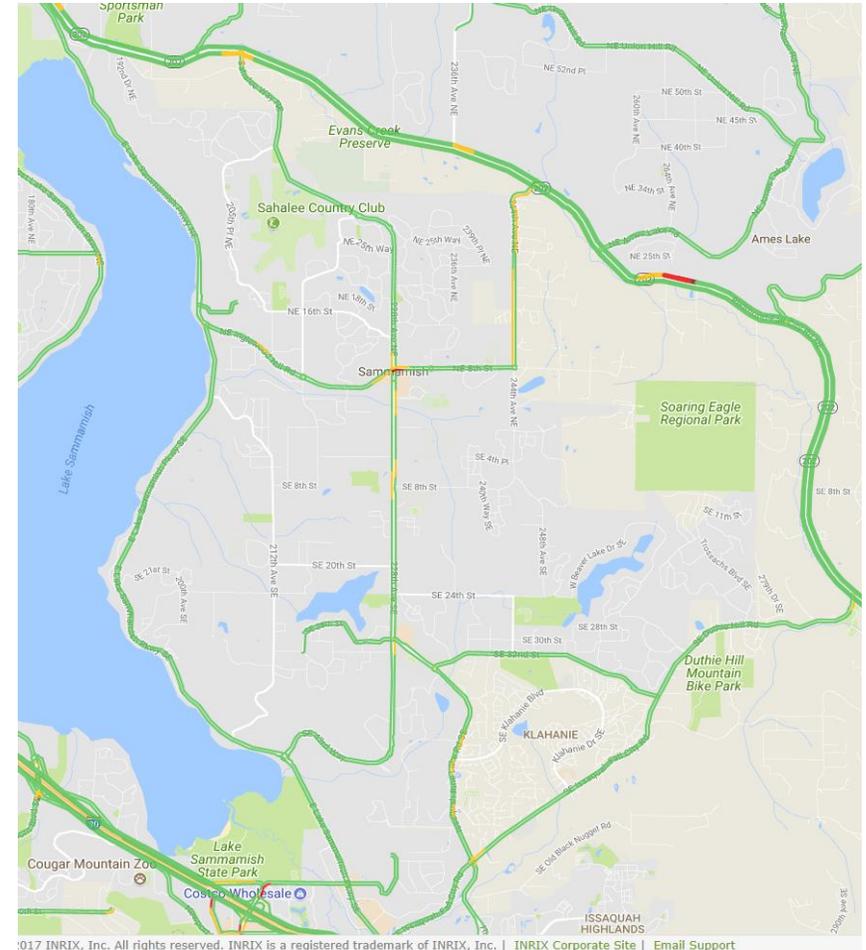
- Previous work & decisions
- Proposed schedule
- Transportation planning tools
- Intersection LOS policy
- Conclusions



Previous Work & Decisions | Key Outcomes

Council direction:

- Leverage **innovative data sources**
- Generally favored **intersection-only concurrency** policy
- **TMP addresses** walking, biking, and transit LOS
- Ensure **impact fees** remain high to help fund eligible projects
- Develop **AM peak** traffic models



Previous Work & Decisions | Future Direction

- **TMP**
 - Development of a prioritized project list by early summer
 - Accompanied by an update to City's traffic impact fee program
- **Concurrency & LOS**
 - Update City's Comprehensive Plan to include a new LOS and concurrency policy by Spring 2018



Proposed Schedule Update

Transportation Master Plan MASTER SCHEDULE

Exhibit 1

2017			2018				2019			
Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data Collection and Vision <i>Identify Opportunities and Constraints</i> <ul style="list-style-type: none"> Understand what the community values Establish rapport with council and community Conducted extensive community and stakeholder outreach 			Concurrency Program Development <ul style="list-style-type: none"> Refine LOS Standards Develop concurrency policy Develop materials for Planning Commission/Council Adoption <p>See next slide for detailed schedule</p>				Future Scenario Assessment <i>Develop investment packages to optimize different values</i> <ul style="list-style-type: none"> Get community buy-in on what best fits Sammamish Reality check these scenarios Future system network (design standards, connectivity/barricades, functional classification) 			
LOS & Concurrency Reboot <i>Understand how we measure transportation performance today</i> <ul style="list-style-type: none"> Compare these metrics with community values Identify new measures that will move towards the system we want Held in-depth 			Impact Fees & Funding <ul style="list-style-type: none"> Update impact fees Identify sustainable near and long term funding mechanisms and sources for proposed transportation investments 				Plan Development <i>Develop draft TMP for preferred scenario</i> <ul style="list-style-type: none"> Summarize public outreach and participation Describe City's vision for future transportation system Describe current and future plans for transportation network, safety, transit, and connectivity needs Discuss transportation metrics, policies, and concurrency Identify prioritized project list with cost and timelines 			
Public outreach			Planning Commission & City Council <i>Review and adoption of Comprehensive Plan Amendment and Code Updates</i>				Final Adoption <ul style="list-style-type: none"> Work side-by-side with Council to adopt a TMP that moves Sammamish forward 			
										

Updated February 2018

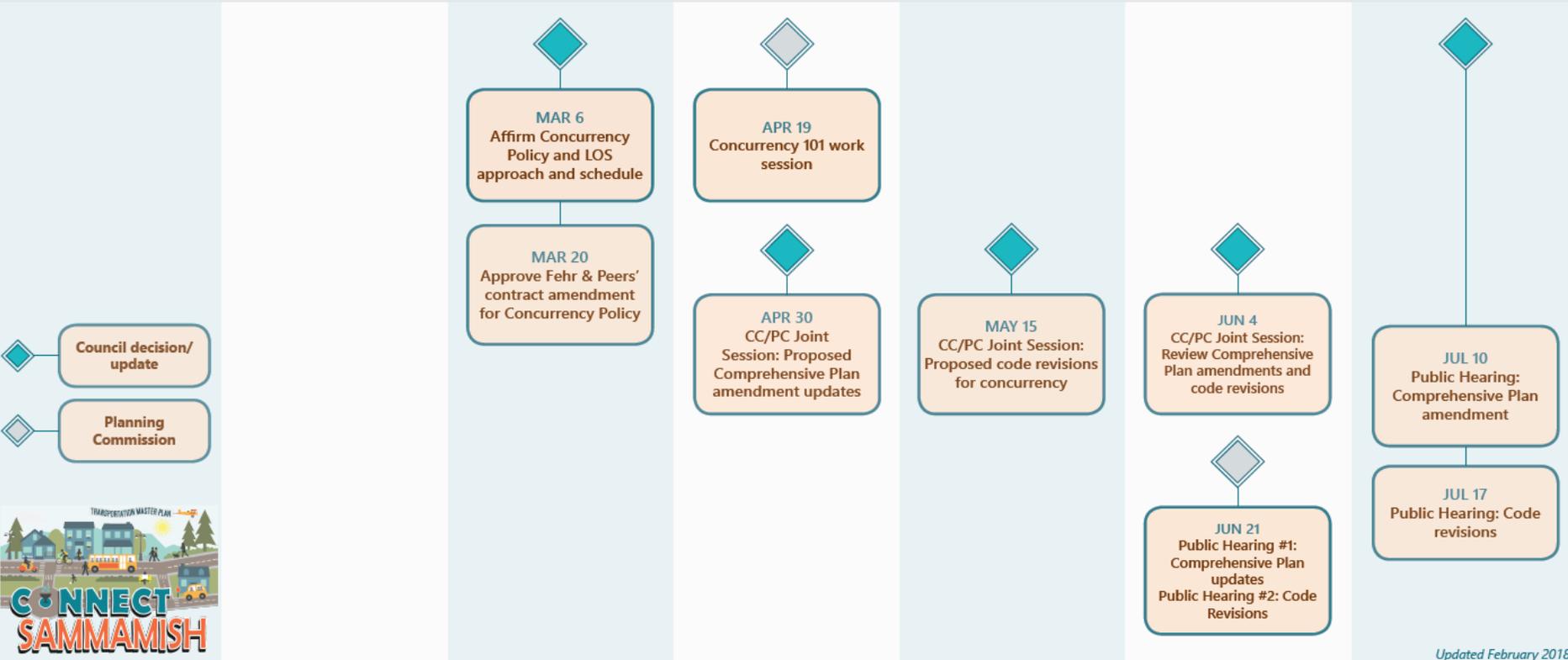
Transportation Master Plan CONCURRENCY PROGRAM DEVELOPMENT

Exhibit 1

2018
Jan Feb Mar Apr May Jun Jul

Concurrency Program Development

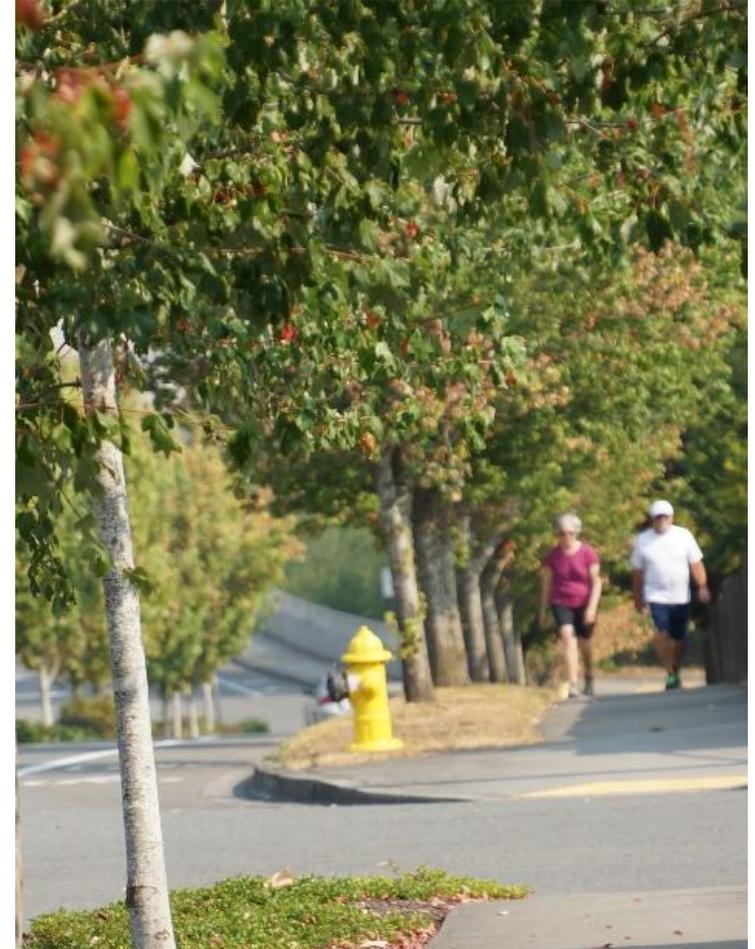
- Refine LOS Standards
- Develop concurrency policy
- Develop materials for Planning Commission/Council Adoption



Transportation Planning Tools

Tools for Transportation Planning | Categories

- **Capital project list development**
 - Long range: how does future growth lead to additional project needs?
- **Transportation system operations**
 - Short range: how can the existing system be modified to improve operations?
- **Development management**
 - Short range: how can the existing system be modified to accommodate near term growth OR how can development proposals be tailored to minimize system impacts?



The City's Tools for Transportation Planning

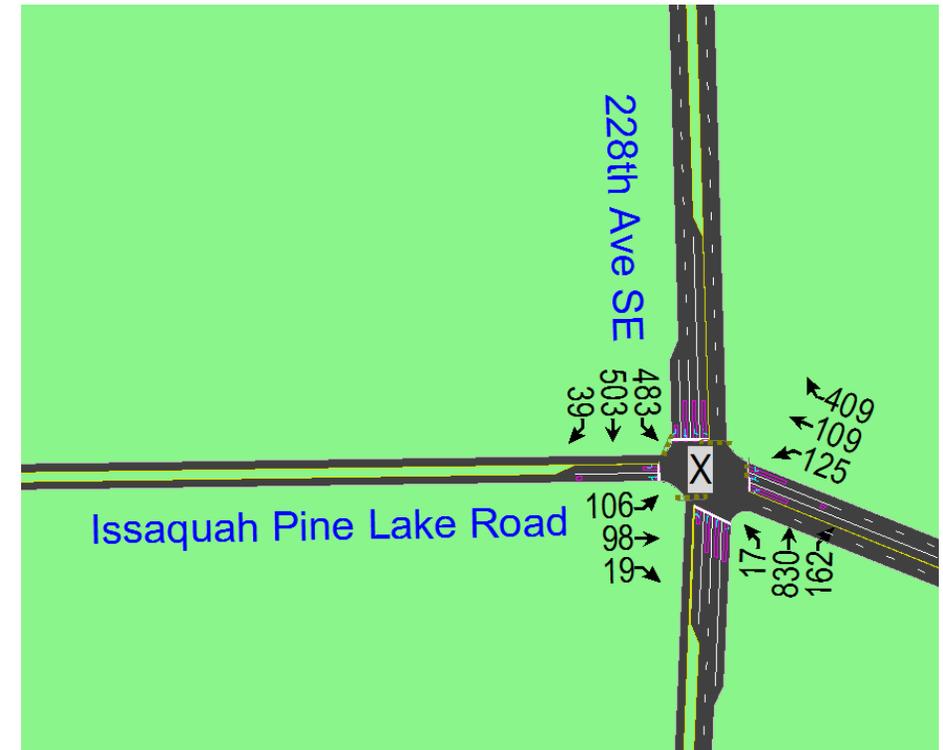
Tool	Capital List	System	Development
	Development	Operations	Management
Comprehensive Plan	X		x
Level of Service Standards	X	X	X
Transportation Master Plan	X	X	X
Travel/traffic models	X	X	X
Traffic Impact fees	X		
Coordination with other jurisdictions (including transit and WSDOT)	X	X	X
Motorized/Non-motorized data (INRIX, counts, etc)	X	X	X
Development regulations			X
Concurrency			X
Public Works Standards	X	X	X
State Environmental Policy Act (SEPA)	X	X	X

- The City has a number of tools at its disposal
- Each tool plays a different role
- Concurrency should be viewed alongside these other tools

Intersection-Based Concurrency Options

Intersection LOS Concurrency | Recap

- Options on how to structure an intersection-based concurrency policy:
 1. **Intersection-wide** delay for AM/PM peaks
 2. **Worst-approach** delay for AM/PM peaks
- No longer considering modified worst-approach because this would add complexity without substantial benefit



Intersection LOS Concurrency | Results

Using 2016 AM & PM peak hour traffic counts, 43 in-city concurrency intersections were analyzed:

- Average of all approaches delay
- The worst approach delay

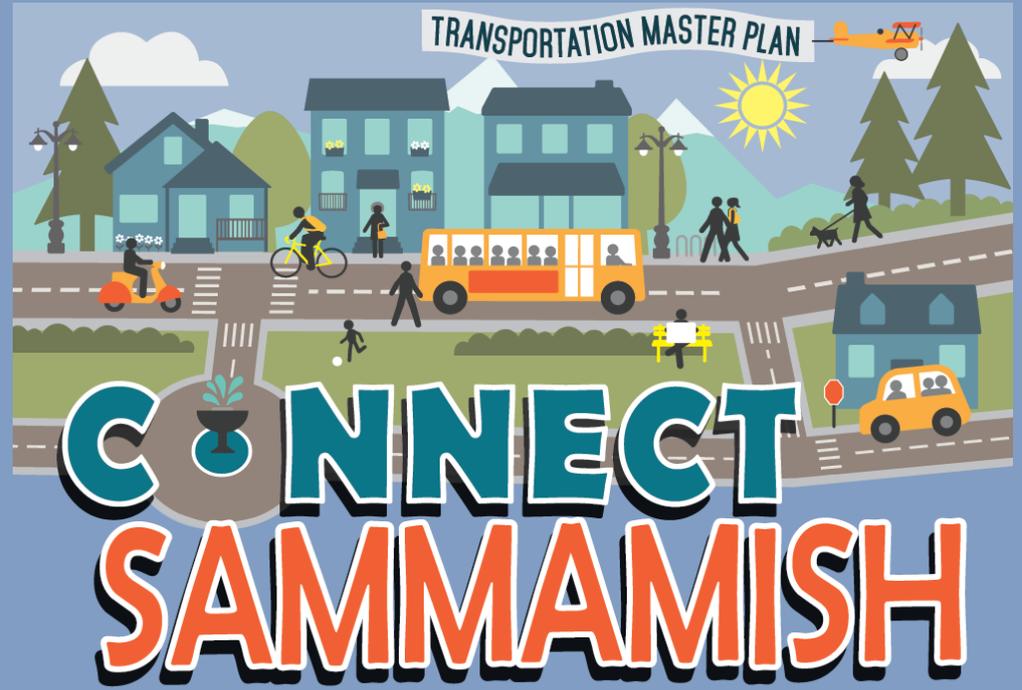
For March 20, 2018 the 43 in-city concurrency intersection will be analyzed for 2024, the horizon year of the City's funded six year TIP



Intersection LOS Concurrency | Options by Peak Hour

Intersection	AM System Peak Hour (7:00 to 8:00)		PM System Peak Hour (4:45 to 5:45)	
	Average Intersection LOS	Worst Approach LOS	Average Intersection LOS	Worst Approach LOS
Issaquah-Pine Lk Rd & SE 48th St	C	E	B	D
Klahanie Dr SE & SE Issaquah Fall City Rd	E	F	F	F
SE 32nd Way & 244th Ave E	C	C	E	E
228th Ave SE & SE 40th St	D	D	F	F
Pacific Cascade Middle School/247th Pl SE & SE Issaquah Fall City Rd.	E	F	C	F
<u>Sahalee</u> Way NE & NE 36th St	F	F	F	F
Issaquah-Pine Lk Rd & SE 42nd St	C	C	F	F
NE 28th Way/223rd Ave NE & <u>Sahalee</u> Way NE	F	F	F	F
242 nd Avenue NE/NE 8 th Street	D	E	B	B
Issaquah-Pine Lake Road/SE 230 th Lane SE	E	F	C	C
256 th Ave SE/E. Beaver Lake Drive SE & Issaquah Beaver Lake Rd	F	F	D	D

Key Highlights from the TMP



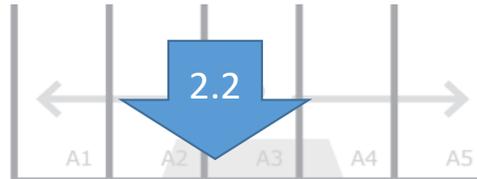
Public Outreach

- Mid-August pop-up events 270+ people attended
- Website and paper mini poll: 550+ responses
- Public Workshop September 7: ~16 attendees



Mini Poll Results: What's the right balance for 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.

Mini Poll Results: Priorities

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



TMP Priorities

- Develop **prioritized project list** to guide capital investments over next 20+ years
- Update **City policies and programs** to implement priorities
- **Focus on investments** that move the needle most
- **Based on input** from Council, stakeholders, and community



1 The system should be **efficient**, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.



4 Transportation system management should be **fiscally sustainable**, controlling investment costs, finding grants, and increasing local ability to pay.



2 Regional destinations should be **easier to access**, with more transit and less congestion on commute routes.



5 Transportation should be **safe and welcoming**, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.



3 It should be **easier to get places** on foot, by bike or by car, with connected streets and trails, and improved bike connections.



6 The rights of way and trails should look great, enhancing **the character** that makes Sammamish unique.

Recommendation and Direction

- **Need confirmation on updated project schedule**
- **Need direction on intersection LOS policy**
 - Staff recommends the intersection-wide average delay approach of D, with allowance for LOS E where D cannot be achieved.